

# RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

## RESOLUTION 2024-06

### EMERGENCY AMENDMENT TO THE CONNECT 2045 LONG RANGE TRANSPORTATION PLAN (LRTP)

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**WHEREAS**, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

**WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

**WHEREAS**, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303; and 23 CFR 450.324(a) require that each metropolitan planning organization shall prepare and update a transportation plan for its metropolitan planning area that addresses at least a 20-year planning horizon; the River to Sea TPO's Connect 2045 LRTP has developed a 25-year planning horizon plan; and

**WHEREAS**, 23 CFR 450.324(g)(11) requires that each long range transportation plan include a financial plan that demonstrates how the adopted transportation plan can be implemented; and

**WHEREAS**, 23 C.F.R. 450.306 establishes the planning factors that must be considered by each metropolitan planning organization in the development of a long-range plan; and

**WHEREAS**, the River to Sea TPO is seeking to amend the Connect 2045 LRTP to reflect the developer-funded I-4 Connector at US 92 Interchange Modification and Improvement project as shown in Amendment 6; and

**WHEREAS**, the River to Sea TPO has solicited public comment on the proposed amendment during a public review period meeting the required 30 days as prescribed in Chapter 8 of the adopted plan and the TPO's Public Participation Plan; and

**WHEREAS**, the River to Sea TPO Citizens Advisory Committee and Technical Coordinating Committee recommended approval of the amendment at their February 20, 2024 meetings; and

**WHEREAS**, at the February 28, 2024 meeting of the River to Sea TPO Board, a physical quorum was not present and items slated for action were unable to be voted on; and

**WHEREAS**, in accordance with Section 3.3 of the River to Sea TPO Bylaws, emergency authorization of TPO programs, documents, or amendments may be made by the TPO Chairperson if the time constraint is such that action at the next scheduled meeting of the TPO Governing Board would significantly delay progress on a project, subject to the approval being brought back to the full TPO Board for ratification at their next scheduled meeting; and

**WHEREAS**, the River to Sea TPO Executive Committee met on March 6, 2024 and recommended approval of the amendment.

**NOW, THEREFORE, BE IT RESOLVED**, that the requested amendment to the Connect 2045 LRTP, as shown in Amendment 6, is authorized by the River to Sea TPO Board Chairperson, on behalf of the River to Sea TPO Board on March 6, 2024; and

**BE IT FURTHER RESOLVED** that the aforementioned amendment shall be ratified by the full River to Sea TPO Board at its regular scheduled meeting on March 27, 2024.

**SIGNED THIS 6<sup>TH</sup> DAY OF MARCH, 2024.**

**RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**



**DELAND MAYOR CHRISTOPHER M. CLOUDMAN  
CHAIRPERSON, RIVER TO SEA TPO**

**CERTIFICATE:**

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certifies that the foregoing is a true and correct copy of a resolution, authorized by the River to Sea TPO Chairperson on March 6, 2024.

**ATTEST:**



**DONNA KING, RECORDING SECRETARY  
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION**

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**River to Sea Transportation Planning Organization (TPO)**  
**Connect 2045 Long Range Transportation Plan (LRTP)**  
**Amendment 6**

**Overview**

The River to Sea TPO is seeking to amend the Connect 2045 Long Range Transportation Plan (LRTP) to add the following developer funded project:

- **I-4 Connector and US 92 Interchange Modifications and Improvements**

Materials are provided for public review reflecting the proposed amendment to Connect 2045. Proposed changes in the following Connect 2045 Chapters and Appendix are shown in strike through and underline format:

Chapter 6 – Transportation Plan

- Revisions to Table 6-8 and Figure 22 to include the project as developer funded.

Appendix B – Roadway Projects and Costs Year of Expenditure (YOE)

- Revisions to the Strategic Intermodal System (SIS) Cost Feasible Projects and Costs – Year of Expenditure (YOE) Table to include the project as developer funded.

Appendix C – Roadway Projects and Costs Present Day Value (PDV)

- Revisions to the Strategic Intermodal System (SIS) Cost Feasible Projects and Costs – Present Day Value (PDV) Table to include the project as developer funded.

Table 6-12: Connect 2045 SIS Cost Feasible Projects

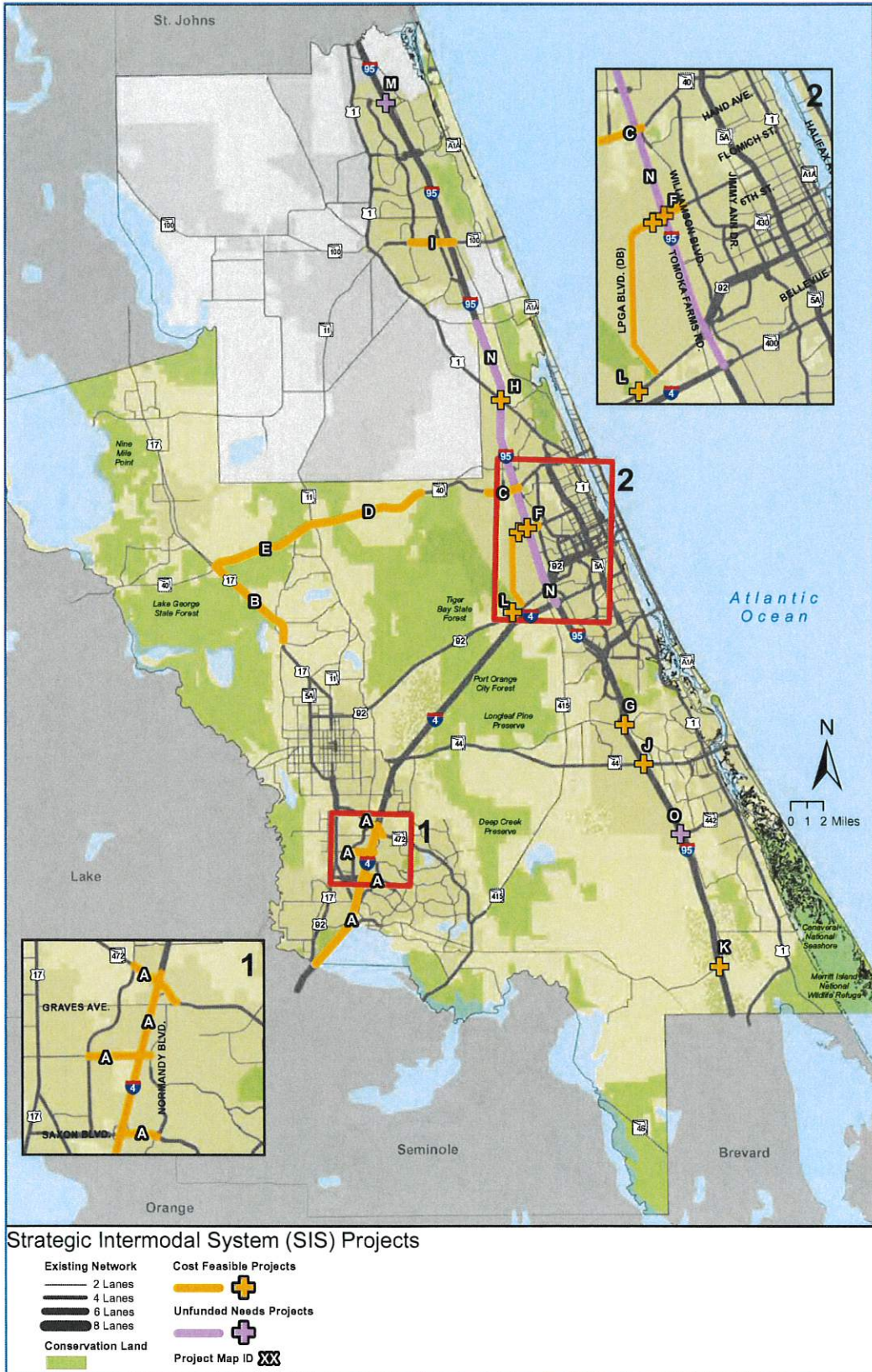
Map ID	Facility	Improvement	Cost (Year of Expenditure)
A	I-4/SR 400 from Seminole County Line to East of SR 472	Managed Lanes	\$937.99 M
	SR 472 from Graves Avenue to Kentucky/ MLK Boulevard	Widen to 6 lanes	
	Saxon Boulevard from I-4 to Normandy Boulevard	Widen and Ramp Improvements	
	Rhode Island Avenue Extension from Veterans Memorial Parkway to Normandy Boulevard	New Road and ML Ramps	
B	SR 15 (US 17) from DeLeon Springs to SR 40	Widen to 4 lanes	\$65.86 M <sup>1</sup>
	SR 15 (US 17) from S of Spring Street to Winona Rd	Widen to 4 lanes	\$32.60 M
C	SR 40 from Breakaway Trails to Williamson Boulevard	Widen to 6 lanes	\$49.39 M
D	SR 40 from West of SR 11 to West of Cone Road	Widen to 4 lanes	\$79.92 M
E	SR 40 from SR 15 (US-17) to SR 11	Widen to 4 lanes	\$68.94 M
F	I-95/LPGA Boulevard Interchange from Williamson Boulevard to US 92	Interchange Improvement	\$32.48 M
G	I-95 Interchange at Pioneer Trail	New Interchange	\$126.2M
H	I-95/US-1 Interchange	Interchange Improvement	\$331.8 M
I	SR 100 from Old Kings Road to Belle Terre Parkway	Widen to 6 lanes	\$59.95 M
J	I-95/SR 44 Interchange	Interchange Improvement	\$2.25 M
K	I-95 Interchange at Maytown Road (Farmton Interchange)	New Interchange	Developer Funded <sup>2</sup>
L	I-4 Connector at US 92 (Interchange modifications and improvements)	Interchange Improvement	Developer Funded <sup>2</sup>
-	Tomoka River Bridge (LPGA Boulevard) from West of Champions Drive to East of Tomoka Farms Road	Bridge to match interchange configuration	Funded <sup>3</sup>

<sup>1</sup> It is anticipated that this SR 15 (US-17) widening will be a SIS-funded project. \$10,000,000 is identified in Table 6-13 for funding to show local commitment and priority.

<sup>2</sup> Project committed as Developer Funded project

<sup>3</sup> Replacement of the Tomoka River Bridge on LPGA Blvd included in Project F - I-95/LPGA Boulevard Interchange project from Williamson Blvd to US 92

Figure 22: Strategic Intermodal System (SIS) Projects



Chapter 6 - Exhibit A  
Strategic Intermodal System (SIS) - Cost Feasible Projects and Costs - Year of Expenditure (YOE)

Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status		
					Time	YOE Cost	Time	YOE Cost	Time	YOE Cost	Time	YOE Cost			
A	I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	Managed Use Lanes (6F to 8F)	Complete	\$	Complete	\$	2031-2035	\$ 36,923,000	2031-2035	\$ 901,071,000	COST FEASIBLE		
	SR 472	Graves Ave	Kentucky/MLK Blvd	4D-6D									COST FEASIBLE		
	Saxon Blvd	I-4	Normandy Blvd	Ramp Improvements									COST FEASIBLE		
	Rhode Island Extension	Veterans Memorial Pkwy	Normandy Blvd	New Road & ML Ramps									COST FEASIBLE		
B	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Complete	\$	Complete	\$	Programmed	\$ 9,090,704	2026-2030	\$ 65,862,017	COST FEASIBLE <sup>1</sup>		
		S of Spring Street	Lake Winona Rd	2U-4D								2021-2025	\$ 32,607,028	COST FEASIBLE	
C	SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Complete	\$	Programmed	\$ 2,750,000	Programmed	\$ 365,000	2036-2045	\$ 41,175,000	COST FEASIBLE		
													2026-2030	\$ 5,955,000	COST FEASIBLE
													Programmed	\$ 2,411,357	COST FEASIBLE
D	SR 40	W of SR 11	W of Cone Rd	2U-4D	Complete	\$	2031-2035	\$ 7,365,000	Programmed	\$ 429,000	2031-2035	\$ 72,370,000	COST FEASIBLE		
													2026-2030	\$ 181,000	COST FEASIBLE
E	SR 40	SR 15 (US-17)	SR 11	2U-4D	Complete	\$	2031-2035	\$ 6,338,000	Programmed	\$ 4,206,411	2031-2035	\$ 62,279,000	COST FEASIBLE		
													2026-2030	\$ 319,000	COST FEASIBLE
F	I-95/LPGA Blvd	Williamson Blvd	US 92	Interchange Improvement	Programmed	\$ 3,420,000	Programmed	\$ 7,000,000	2026-2030	\$ 7,000,000	2031-2035	\$ 29,480,000	COST FEASIBLE		
G	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	Programmed	\$ 4,000,000	2021-2025	\$ 7,500,000	2021-2025	\$ 17,000,000	2021-2025	\$ 94,000,000	COST FEASIBLE		
													2021-2025	\$ 12,000,000	2026-2030
H	I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,800,000	2021-2025	\$	2031-2035	\$ 3,170,000	2036-2045	\$ 56,775,000	COST FEASIBLE		
I	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D	2031-2035	\$ 2,250,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE		
J	I-95/SR 44	at SR 44	Interchange / Intersection	Interchange Improvement	2031-2035	\$	2031-2035	\$	2031-2035	\$	2036-2045	\$	COST FEASIBLE		
K	I-95 Interchange (Farnton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,550,000	Programmed	\$	Developer Funded				DEVELOPER FUNDED <sup>2</sup>		
L	I-4 Connector	At US 92	Interchange / Intersection	Interchange Modification/Improvement	Developer Funded								DEVELOPER FUNDED <sup>2</sup>		
--	Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	2036-2045	\$ 3,570,000	TBD	TBD	TBD	TBD	TBD	TBD	FUNDED <sup>3</sup>		

SHS = State Highway System; CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects; SIS = Strategic Intermodal System; OA = Other Arterials U = Undivided; D = Divided; F = Freeway; TBD = To be determined  
<sup>1</sup> It is anticipated that this US-17 (SR 15) widening will be a SIS-funded project. \$ 10,000,000 is identified in the OA table for funding to show local commitment and priority.  
<sup>2</sup> Project committed as a Developer Funded Project  
<sup>3</sup> Replacement of the Tomoka River Bridge on LPGA Blvd included in Project F - I-95/LPGA Boulevard Interchange project from Williamson Blvd to US 92.

Chapter 6 - Exhibit B  
Strategic Intermodal System (SIS) - Cost Feasible Projects and Costs - Present Day Value (PDV)

Map ID	On Street	From Street	To Street	Imprv	PLANNING		DESIGN		RIGHT OF WAY		CONSTRUCTION		Funding Status
					Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	Time	PDV Cost	
A	I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	Managed Use Lanes (6F to 8F)	Complete	\$	Complete	\$	2031-2035	\$ 36,923,000	2031-2035	\$ 613,310,000	COST FEASIBLE
	SR 472	Graves Ave	Kentucky/MLK Blvd	4D-6D									
	Saxon Blvd	I-4	Normandy Blvd	Ramp Improvements									
	Rhode Island Extension	Veterans Memorial Pkwy	Normandy Blvd	New Road & ML Ramps									
B	SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Complete	\$	Complete	\$	Programmed	\$ 9,090,704	2026-2030	\$ 56,875,662	COST FEASIBLE <sup>1</sup>
		S of Spring Street	Lake Winona Rd	2U-4D	Complete	\$	Complete	\$	Programmed	\$	2021-2025	\$ 32,607,028	COST FEASIBLE
C	SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Complete	\$	Programmed	\$ 2,750,000	Programmed	\$ 365,000	2036-2045	\$ 22,990,000	COST FEASIBLE
					Complete	\$	Programmed	\$ 2,260,000	Programmed	\$ 5,955,000			
D	SR 40	W of SR 11	W of Cone Rd	2U-4D	Complete	\$	2031-2035	\$ 7,365,000	Programmed	\$ 2,411,357	2031-2035	\$ 49,098,000	COST FEASIBLE
					Complete	\$	2026-2030	\$ 181,000	Programmed	\$ 429,000			
E	SR 40	SR 15 (US-17)	SR 11	2U-4D	Complete	\$	2031-2035	\$ 6,338,000	Programmed	\$ 4,206,411	2031-2035	\$ 42,252,000	COST FEASIBLE
					Complete	\$	2026-2030	\$ 319,000	Programmed	\$ 880,000			
F	I-95/LPGA Blvd	Williamson Blvd	US 92	Interchange Improvement	Programmed	\$ 3,420,000	Programmed	\$ 7,000,000	2026-2030	\$ 7,000,000	2031-2035	\$ 20,000,000	COST FEASIBLE
					Programmed	\$ 4,000,000	2021-2025	\$ 7,500,000	2021-2025	\$ 17,000,000	2021-2025	\$ 94,000,000	COST FEASIBLE
G	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,800,000	2021-2025	\$ 12,000,000	2021-2025	\$ 77,000,000	2026-2030	\$ 240,000,000	COST FEASIBLE
					Programmed	\$	2021-2025	\$	2031-2035	\$ 3,170,000	2036-2045	\$ 31,700,000	COST FEASIBLE
H	I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,250,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
					Programmed	\$	2031-2035	\$	2031-2035	\$	2031-2035	\$	2031-2035
I	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D	Programmed	\$ 2,550,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
					Programmed	\$	2031-2035	\$	2031-2035	\$	2031-2035	\$	2031-2035
J	I-95/SR 44	at SR 44	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,550,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
					Programmed	\$	2031-2035	\$	2031-2035	\$	2031-2035	\$	2031-2035
K	I-95 Interchange (Farnton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement	Programmed	\$ 2,550,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
					Programmed	\$	2031-2035	\$	2031-2035	\$	2031-2035	\$	2031-2035
L	I-4 Connector	At US 92	Interchange / Intersection	Interchange / Intersection	Programmed	\$ 2,550,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
					Programmed	\$	2031-2035	\$	2031-2035	\$	2031-2035	\$	2031-2035
--	Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	Programmed	\$ 3,000,000	TBD	TBD	TBD	TBD	TBD	TBD	COST FEASIBLE
					Programmed	\$	2036-2045	\$	2036-2045	\$	2036-2045	\$	2036-2045
					Developer Funded					Developer Funded		DEVELOPER FUNDED <sup>2</sup>	
					Developer Funded					Developer Funded		DEVELOPER FUNDED <sup>2</sup>	

SIS = State Highway System; CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects; SIS = Strategic Intermodal System; OA = Other Arterials; U = Undivided; D = Divided; F = Freeway; TBD = To be determined

<sup>1</sup> It is anticipated that this US-17 (SR 15) widening will be a SIS-funded project. \$ 10,000,000 is identified in the OA table for funding to show local commitment and priority.

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