

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 | | | | | | | | | 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 | \$ 56,875,662 | COST FEASIBLE ¹ |
| C | SR 40 | Breakaway Trails | Williamson Blvd | 4D-6D | Complete | \$ - | Programmed | \$ 2,750,000 | Programmed | \$ 365,000 | 2036-2045 | \$ 22,990,000 | COST FEASIBLE |
| | | | | | | | | | 2026-2030 | \$ 5,955,000 | | | |
| D | SR 40 | W of SR 11 | W of Cone Rd | 2U-4D | Complete | \$ - | Complete | \$ - | Programmed | \$ 2,411,357 | 2031-2035 | \$ 49,098,000 | COST FEASIBLE |
| | | | | | | | | | 2026-2030 | \$ 181,000 | | | |
| E | SR 40 | SR 15 (US-17) | SR 11 | 2U-4D | Complete | \$ - | Complete | \$ - | Programmed | \$ 4,206,411 | 2031-2035 | \$ 42,252,000 | COST FEASIBLE |
| | | | | | | | | | 2026-2030 | \$ 319,000 | | | |
| F | I-95/LPGA Blvd | Williamson Blvd | E of Tomoka Farms Rd | Interchange Improvement | Complete | \$ - | 2031-2035 | \$ 3,000,000 | N/A | \$ - | 2031-2035 | \$ 20,000,000 | COST FEASIBLE |
| G | I-95/Pioneer Trail New Interchange | At Pioneer Trail | Interchange / Intersection | Interchange Improvement | Programmed | \$ 4,000,000 | Complete | \$ - | Programmed | \$ 3,730,000 | 2036-2045 | \$ 18,500,000 | COST FEASIBLE |
| H | I-95/US 1 Interchange | at US-1 | Interchange / Intersection | Interchange Improvement | Programmed | \$ 2,050,000 | 2031-2035 | \$ 4,200,000 | TBD | TBD | 2036-2045 | \$ 28,000,000 | COST FEASIBLE |
| I | SR 100 | Old Kings Rd | Belle Terre Pkwy | 4D-6D | | | | | 2031-2035 | \$ 3,170,000 | 2036-2045 | \$ 31,700,000 | COST FEASIBLE |
| J | I-95/SR 44 | at SR 44 | Interchange / Intersection | Interchange Improvement | 2031-2035 | \$ 2,250,000 | TBD | TBD | TBD | TBD | TBD | TBD | COST FEASIBLE |
| K | I-95 Interchange (Farmton Interchange) | At Maytown Rd | Interchange / Intersection | Interchange Improvement | Programmed | \$ 2,550,000 | Developer Funded | | | | | | COST FEASIBLE - DEVELOPER FUNDED |
| L | Tomoka River Bridge (LPGA Blvd) | West of Champions Dr | E of Tomoka Farms Rd | Bridge to match interchange configuration | 2036-2045 | \$ 3,000,000 | TBD | TBD | TBD | TBD | TBD | TBD | PARTIALLY FUNDED ² |

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

¹ 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.

² It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$ 3,000,000 is identified in the OA table for funding 30% to show local commitment and priority.

Chapter 6 -Exhibit B (continued)
Strategic Intermodal System (SIS) - Unfunded Needs

| Map ID | On Street | From Street | To Street | Imprv | Funding Status |
|--------|---------------------------------|------------------------|----------------------------|-------------------------|---|
| L | Tomoka River Bridge (LPGA Blvd) | West of Champions Dr | E of Tomoka Farms Rd | Bridge | PARTIALLY FUNDED |
| R | I-95/Matanzas Woods Pkwy | At Matanzas Woods Pkwy | Interchange / Intersection | Interchange Improvement | UNFUNDED Interim Improvements Funded |
| N | I-95 | SR 400 | Old Dixie Hwy | 6F-8F | UNFUNDED |
| O | I-95 | SR 442 | Interchange / Intersection | Interchange Improvement | UNFUNDED |

Chapter 6 -Exhibit B (continued)
Other Arterials 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 | |
| P | US-1 | At Park Ave | | Intersection | 2020-2025 | \$ 372,000 | 2025 | \$350,000 | 2025 | \$ 2,800,000 | 2025-2030 | \$ 3,500,000 | COST FEASIBLE |
| Q | SR 483 (Clyde Morris Blvd) | SR 400 (Beville Rd) | US-92 | Corridor Improvement ¹ | COMPLETE | \$ - | COMPLETE | \$0 | 2025-2030 | \$ 31,900,000 | 2025-2030 | \$ 32,000,000 | COST FEASIBLE |
| R | Old Kings Road | Palm Harbor Village Way | Farnum Ln | 2U-4D | COMPLETE | \$ - | COMPLETE | \$ - | COMPLETE | \$ - | 2031-2035 | \$ 18,650,000 | COST FEASIBLE |
| S | Old Kings Road | Farnum Ln | Forest Grove Dr | 2U-4D | COMPLETE | \$ - | COMPLETE | \$ - | COMPLETE | \$ - | 2036-2045 | \$ 17,450,000 | COST FEASIBLE |
| T | SR 44 | Grand Ave | SR 15A | 2U-4D | COMPLETE | \$ - | 2025 | \$1,736,000 | 2025 | \$ 1,740,000 | 2025-2030 | \$ 17,360,000 | COST FEASIBLE |
| U | US-92 | I-4 EB Ramp | CR 415 (Tomoka Farms Rd.) | 4D-6D | COMPLETE | \$ - | COMPLETE | \$0 | 2020-2025 | \$ 8,870,200 | 2031-2035 | \$ 37,500,000 | COST FEASIBLE |
| L | Tomoka River Bridge (LPGA Blvd) | W of Champions Dr | E of Tomoka Farms Rd | Bridge to match interchange configuration | 2036-2045 | \$ 3,000,000 | Anticipated SIS Funding | | | | | PARTIALLY FUNDED ² | |
| V | US 17/92 | SR 472 | SR 15A (Taylor Rd) | 6D-6D (ITS/Operational Improvements) | COMPLETE | \$ - | COMPLETE | \$ - | 2031-2035 | \$ 3,000,000 | 2031-2035 | \$ 27,000,000 | COST FEASIBLE |
| W | SR 44 | I-4 | Prevatt Ave. | 4D-6D | 2031-2035 | \$ 179,001 | 2031-2035 | \$ 358,002 | 2031-2035 | \$ 2,864,017 | 2031-2035 | \$ 3,580,021 | COST FEASIBLE |
| X | US-1 | Nova Rd. (N) | I-95 | 4D-6D | 2031-2035 | \$ 931,446 | 2031-2035 | \$ 1,862,891 | 2031-2035 | \$ 14,903,128 | 2036-2045 | \$ 18,628,910 | COST FEASIBLE |
| Y ³ | SR 415 (Tomoka Farms Rd) | Acorn Lake Rd | Lake Ashby Rd | 2U-4D | 2031-2035 | \$ 1,393,028 | 2031-2035 | \$ 2,786,056 | 2031-2035 | \$ 22,288,448 | 2036-2045 | \$ 27,860,560 | COST FEASIBLE |
| Z ³ | SR 415 (Tomoka Farms Rd) | Lake Ashby Rd | SR 44 | 2U-4D | 2031-2035 | \$ 1,659,024 | 2031-2035 | \$ 3,318,049 | 2036-2045 | \$ 26,544,389 | 2036-2045 | \$ 33,180,486 | COST FEASIBLE |
| AA | SR 44 | SR 415 | Glencoe Rd. | 4D-6D | 2036-2045 | \$ 1,467,336 | 2036-2045 | \$ 2,934,673 | 2036-2045 | \$ 23,477,383 | 2036-2045 | \$ 29,346,729 | COST FEASIBLE |
| BB | SR 44 | Lake County | Grand Ave | 2U-4D | 2036-2045 | \$ 696,514 | 2036-2045 | \$ 1,393,028 | 2036-2045 | \$ 11,144,224 | 2036-2045 | \$ 13,930,280 | COST FEASIBLE |
| CC | Old Kings Road Extension Roadway (Phase II) | Matanzas Woods Pkwy | Old Kings Rd | 00-2U | COMPLETE | \$ - | COMPLETE | \$ - | COMPLETE | \$ - | 2036-2045 | \$ 7,381,000 | COST FEASIBLE |
| DD | Commerce Pkwy Connector Road | SR 5 (US 1) | SR 100 | 00-2U | COMPLETE | \$ - | COMPLETE | \$ - | COMPLETE | \$ - | 2036-2045 | \$6,241,614 | PARTIALLY FUNDED ⁴ |
| B | SR 15 (US 17) | Deleon Springs | SR 40 | 2U-4D | Anticipated SIS Funding | | | | | 2036-2045 | \$10,000,000 | COST FEASIBLE ⁵ | |

Chapter 6 -Exhibit B (continued)
Other Arterials 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 | |
| - | Local Initiatives 2025 | Various | | | | | | | | | 2025 | \$ 2,000,000 | COST FEASIBLE |
| - | Local Initiatives 2025-2030 | | | | | | | | | | 2025-2030 | \$ 10,000,000 | COST FEASIBLE |
| - | Local Initiatives 2031-2035 | | | | | | | | | | 2031-2035 | \$ 10,000,000 | COST FEASIBLE |
| - | Local Initiatives 2036-2045 | | | | | | | | | | 2036-2045 | \$ 20,000,000 | COST FEASIBLE |
| - | SHS Operational Improvements | Various | | | | | | | | | 2036-2045 | \$ 1,628,601 | COST FEASIBLE |

¹ Clyde Morris Blvd improvements are currently in development. The costs associated with this project is consistent with a previous plan in which the roadway would be widened to six lanes.

² It is anticipated that the Tomoka River Bridge will be a SIS-funded project. \$ 3,000,000 is identified for funding 30% to show local commitment and priority.

This project and additional associated cost is included in the SIS table.

³ SR 415 widening from Acorn Lake Rd to SR 44 is divided into two segments to facilitate optimal phase funding, reducing total cost.

⁴ \$6,241,614 identified for construction, leaving an additional \$3,438,386 to be funded for full funding.

⁵ SR 15 (US 17) is included in the SIS Cost Feasible Table. \$10,000,000 is identified for funding to show local commitment and priority for this project.

SHS = State Highway System; CFP = Cost Feasible Plan; Imprv = Improvement; PDV = Present Day Value; LOPP = List of Priority Projects;

SIS = Strategic Intermodal System; U = Undivided; D = Divided

Chapter 6 -Exhibit B (continued)
Other Arterial Needs - Unfunded Needs

| Map ID | On Street | From Street | To Street | Improvement | Funding Status |
|--------|---|-------------------|---------------------|-------------|----------------|
| EE | SR 415 (Tomoka Farms Rd) (Excludes Bridge) | Seminole C/L | Howland Dr | 4D-6D | UNFUNDED |
| FF | SR 11 | N. Woodland Blvd. | Flagler County | 2U-4D | UNFUNDED |
| GG | Williamson Blvd | Summer Trees Rd | SR 400 (Beville Rd) | 2LN - 4LN | UNFUNDED |
| HH | Veterans Memorial Pkwy | Harley Strickland | Graves Ave | 2LN - 4LN | UNFUNDED |
| II | Matanzas Woods Pkwy | SR 5 (US1) | I-95 | 2U-4D | UNFUNDED |
| JJ | LPGA Blvd | Nova Rd | US-1 | 2U-3D | UNFUNDED |
| KK | Hand Ave | Clyde Morris Blvd | SR 5A (Nova Rd) | 2LN - 4LN | UNFUNDED |
| LL | Josephine St | Old Mission | Tatum | 2LN - 4LN | UNFUNDED |
| MM | North Entrance DeLand Airport (Industrial Park) | Industrial Dr | SR 11 | 00-2U | UNFUNDED |
| NN | LPGA Blvd | Tymber Creek Rd | I-95 | 2LN - 4LN | UNFUNDED |
| OO | LPGA Blvd | US-92 | Tymber Creek Rd | 2LN - 4LN | UNFUNDED |
| PP | Dunn Ave | LPGA Blvd | Tomoka Farms Rd | 00-2U | UNFUNDED |
| QQ | Williamson Blvd | N Summer Trees | Madeline Ave | 2LN - 4LN | UNFUNDED |
| RR | Beresford Ave Extension | Kepler/MLK Blvd | SR 44 | 00-2U | UNFUNDED |