

APPENDIX B
ROADWAY PROJECTS AND COSTS
YEAR OF EXPENDITURE (YOE) /
DEMONSTRATION OF
FISCAL CONSTRAINT (YOE)



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 (6E to 8E)	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 ¹
C	SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Complete	\$	Programmed	\$ 2,750,000	Programmed	\$ 365,000	2036-2045	\$ 41,175,000	COST FEASIBLE
									Programmed	\$ 2,260,000			
									2026-2030	\$ 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	\$ 72,370,000	COST FEASIBLE
									Programmed	\$ 429,000			
									2026-2030	\$ 181,000			
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
									Programmed	\$ 880,000			
									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	\$ 29,480,000	COST FEASIBLE
G	I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement	Programmed	\$ 4,000,000	2031-2035	\$ 2,775,000	Programmed	\$ 3,730,000	2036-2045	\$ 33,134,000	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	\$ 50,148,000	COST FEASIBLE
I	SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D					2031-2035	\$ 3,170,000	2036-2045	\$ 56,775,000	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	\$ 3,570,000	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. \$ 3,570,000 is identified in the OA table for funding to show local commitment and priority.

Chapter 6 -Exhibit A (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 A (continued)
Other Arterials 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	
P	US-1	At Park Ave		Intersection	PROGRAMMED	\$	2026-2030	\$ 416,500	2026-2030	\$ 3,332,000	2026-2030	\$ 4,620,000	COST FEASIBLE
Q	SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	Corridor Improvement ¹	COMPLETE	\$	COMPLETE	\$	2026-2030	\$ 42,108,000	2026-2030	\$ 42,240,000	COST FEASIBLE
R	Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D	COMPLETE	\$ -	COMPLETE	\$	COMPLETE	\$	2031-2035	\$ 28,907,500	COST FEASIBLE
S	Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D	COMPLETE	\$ -	COMPLETE	\$ -	COMPLETE	\$	2036-2045	\$ 35,772,500	COST FEASIBLE
T	SR 44	Grand Ave	SR 15A	2U-4D	COMPLETE	\$ -	2026-2030	\$ - 2,065,840	2026-2030	\$ - 2,070,600	2026-2030	\$ 22,915,200	COST FEASIBLE
U	US-92	I-4 EB Ramp	CR 415 (Tomoka Farms Rd.)	4D-6D	COMPLETE	\$ -	COMPLETE	\$ -	PROGRAMMED	\$ - 8,870,200	2031-2035	\$ 58,125,000	COST FEASIBLE
L	Tomoka River Bridge (LPGA Blvd)	W of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration	2036-2045	\$ 3,570,000			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	\$ 4,650,000	2031-2035	\$ 41,850,000	COST FEASIBLE
W	SR 44	I-4	Prevatt Ave.	4D-6D	2031-2035	\$ 277,452	2031-2035	\$ 554,903	2031-2035	\$ 4,439,226	2031-2035	\$ 5,549,032	COST FEASIBLE
X	US-1	Nova Rd. (N)	I-95	4D-6D	2031-2035	\$ - 1,443,741	2031-2035	\$ - 2,887,481	2031-2035	\$ 23,099,849	2036-2045	\$ 38,189,266	COST FEASIBLE
y ³	SR 415 (Tomoka Farms Rd)	Acorn Lake Rd	Lake Ashby Rd	2U-4D	2031-2035	\$ 2,159,193	2031-2035	\$ 4,318,387	2031-2035	\$ 34,547,094	2036-2045	\$ 57,114,148	COST FEASIBLE
z ³	SR 415 (Tomoka Farms Rd)	Lake Ashby Rd	SR 44	2U-4D	2031-2035	\$ 2,571,488	2031-2035	\$ 5,142,975	2036-2045	\$ 54,415,997	2036-2045	\$ 68,019,996	COST FEASIBLE
AA	SR 44	SR 415	Glencoe Rd.	4D-6D	2036-2045	\$ 3,008,040	2036-2045	\$ 6,016,079	2036-2045	\$ 48,128,636	2036-2045	\$ 60,160,794	COST FEASIBLE
BB	SR 44	Lake County	Grand Ave	2U-4D	2036-2045	\$ 1,427,854	2036-2045	\$ 2,855,707	2036-2045	\$ 22,845,659	2036-2045	\$ 28,557,074	COST FEASIBLE
CC	Old Kings Road Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U	COMPLETE	\$	COMPLETE	\$	COMPLETE	\$	2036-2045	\$ 15,131,050	COST FEASIBLE
DD	Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U	COMPLETE	\$	COMPLETE	\$	COMPLETE	\$	2036-2045	\$12,795,309	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 A (continued)
Other Arterials 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	
-	Local Initiatives 2026-2030	Various	Various	Imprv							2026-2030	\$ 13,200,000	COST FEASIBLE
-	Local Initiatives 2031-2035										2031-2035	\$ 15,500,000	COST FEASIBLE
-	Local Initiatives 2036-2045										2036-2045	\$ 41,000,000	COST FEASIBLE
-	SHS Operational Improvements	Various	Various	Imprv							2036-2045	\$3,338,631	COST FEASIBLE ⁶

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. Funding is identified 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.

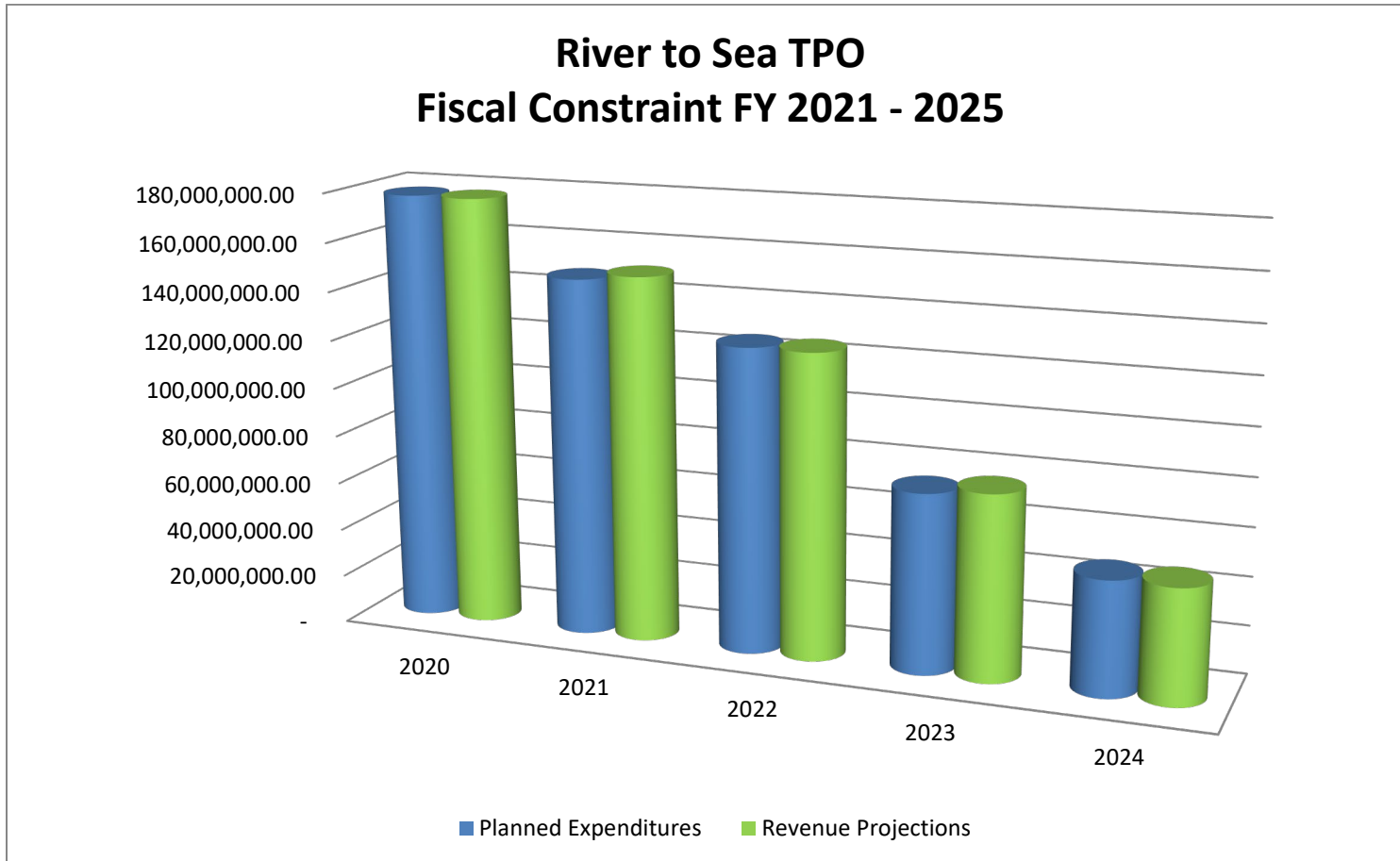
⁶ Value contingent upon the timeframe in which operational improvements are programmed

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 A (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



Fiscal Constraint	2020	2021	2022	2023	2024
Planned Expenditures (See Adopted TIP - Total Programmed Project Estimates)	\$177.7M	\$147.8M	\$125.7M	\$74.0M	\$47.4M
Revenue Projections (Tentative Work Program - FDOT Fund Summary)	\$177.7M	\$150.5M	\$125.7M	\$76.4M	\$47.4M

FISCAL CONSTRAINT Strategic Intermodal System (SIS)

On Street	From Street	To Street	Improvement	2026-2030		2031-2035		2036-2045		TOTAL 2026-2045
				Phase	YOE Cost	Phase	YOE Cost	Phase	YOE Cost	YOE Cost
I-4 / SR 400	Seminole C/L	0.5 MI E of SR 472	Managed Use Lanes (6F to 8F)			Right-of-Way	\$36,923,000	Construction	\$901,071,000	\$937,994,000
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							
SR 15 (US 17)	Deleon Springs	SR 40	2U-4D	Construction ¹	\$65,862,017					\$65,862,017
SR 40	Breakaway Trails	Williamson Blvd	4D-6D	Right-of-Way	\$5,955,000			Construction	\$41,175,000	\$47,130,000
SR 40	W of SR 11	W of Cone Rd	2U-4D	Right-of-Way	\$181,000	Design	\$7,365,000			\$79,916,000
						Construction	\$72,370,000			
SR 40	SR 15 (US-17)	SR 11	2U-4D	Right-of-Way	\$319,000	Design	\$6,338,000			\$68,936,000
						Construction	\$62,279,000			
I-95/LPGA Blvd	Williamson Blvd	E of Tomoka Farms Rd	Interchange Improvement			Design	\$3,000,000			\$32,480,000
						Construction	\$29,480,000			
I-95/Pioneer Trail New Interchange	At Pioneer Trail	Interchange / Intersection	Interchange Improvement			Design	\$2,775,000	Construction	\$33,134,000	\$35,909,000
I-95/US 1 Interchange	at US-1	Interchange / Intersection	Interchange Improvement			Right-of-Way	\$4,200,000	Construction	\$50,148,000	\$54,348,000
SR 100	Old Kings Rd	Belle Terre Pkwy	4D-6D			Right-of-Way	\$3,170,000	Construction	\$56,775,000	\$59,945,000
I-95/SR 44	at SR 44	Interchange / Intersection	Interchange Improvement			Planning	\$2,250,000			\$2,250,000
I-95 Interchange (Farmton Interchange)	At Maytown Rd	Interchange / Intersection	Interchange Improvement							Developer Funded
Tomoka River Bridge (LPGA Blvd)	West of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration					TBD ²		TBD

Total SIS Expenditure		\$ 72,317,017	\$ 230,150,000	\$ 1,082,303,000	\$ 1,384,770,017
Total SIS Revenues		\$ 72,317,017	\$ 230,150,000	\$ 1,082,303,000	\$ 1,384,770,017
Balance		\$ 0	\$ 0	\$ 0	\$ 0

¹ It is anticipated that the 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. \$ 3,570,000 is identified in the OA table for funding to show local commitment and priority.

FISCAL CONSTRAINT										
Other Arterials Cost Feasible Projects										
On Street	From Street	To Street	Imprv	2026-2030		2031-2035		2036-2045		TOTAL 2026-2045
				Phase	YOE Cost	Phase	YOE Cost	Phase	YOE Cost	YOE Cost
US-1	At Park Ave		Intersection	Design	\$ 416,500					\$ 8,368,500
				Right-of-Way	\$ 3,332,000					
				Construction	\$ 4,620,000					
SR 483 (Clyde Morris Blvd)	SR 400 (Beville Rd)	US-92	Corridor Improvement	Right-of-Way	\$ 42,108,000					\$ 84,348,000
				Construction	\$ 42,240,000					
Old Kings Road	Palm Harbor Village Way	Farnum Ln	2U-4D			Construction	\$ 28,907,500			\$ 28,907,500
Old Kings Road	Farnum Ln	Forest Grove Dr	2U-4D					Construction	\$ 35,772,500	\$ 35,772,500
SR 44	Grand Ave	SR 15A	2U-4D	Design	\$ 2,065,840					\$ 27,051,640
				Right-of-Way	\$ 2,070,600					
				Construction	\$ 22,915,200					
US-92	I-4 EB Ramp	CR 415 (Tomoka Farms Rd.)	4D-6D			Construction	\$ 58,125,000			\$ 58,125,000
Tomoka River Bridge (LPGA Blvd)	W of Champions Dr	E of Tomoka Farms Rd	Bridge to match interchange configuration					Planning	\$ 3,570,000	\$ 3,570,000
US 17/92	SR 472	SR 15A (Taylor Rd)	6D-6D (ITS/Operational Improvements)			Right-of-Way	\$ 4,650,000			\$ 46,500,000
						Construction	\$ 41,850,000			
SR 44	I-4	Prevatt Ave.	4D-6D			Planning	\$ 277,452			\$ 10,820,613
						Design	\$ 554,903			
						Right-of-Way	\$ 4,439,226			
						Construction	\$ 5,549,032			
US-1	Nova Rd. (N)	I-95	4D-6D			Planning	\$ 1,443,741	Construction	38,189,266	65,620,337
						Design	\$ 2,887,481			
						Right-of-Way	\$ 23,099,849			
SR 415 (Tomoka Farms Rd)	Acorn Lake Rd	Lake Ashby Rd	2U-4D			Planning	\$ 2,159,193	Construction	\$ 57,114,148	\$ 98,138,822
						Design	\$ 4,318,387			
						Right-of-Way	\$ 34,547,094			
SR 415 (Tomoka Farms Rd)	Lake Ashby Rd	SR 44	2U-4D			Planning	\$ 2,571,488	Right-of-Way	\$ 54,415,997	\$ 130,150,456
						Design	\$ 5,142,975	Construction	\$ 68,019,996	
SR 44	SR 415	Glencoe Rd.	4D-6D			Planning	\$ 3,008,040			\$ 117,313,549
						Design	\$ 6,016,079			
						Right-of-Way	\$ 48,128,636			
						Construction	\$ 60,160,794			
SR 44	Lake County	Grand Ave	2U-4D			Planning	\$ 1,427,854			\$ 55,686,294
						Design	\$ 2,855,707			
						Right-of-Way	\$ 22,845,659			
						Construction	\$ 28,557,074			

FISCAL CONSTRAINT										
Other Arterials Cost Feasible Projects										
On Street	From Street	To Street	Imprv	2026-2030		2031-2035		2036-2045		TOTAL 2026-2045
				Phase	YOE Cost	Phase	YOE Cost	Phase	YOE Cost	YOE Cost
Old Kings Road Extension Roadway (Phase II)	Matanzas Woods Pkwy	Old Kings Rd	00-2U					Construction	\$ 15,131,050	\$ 15,131,050
Commerce Pkwy Connector Road	SR 5 (US 1)	SR 100	00-2U					Construction	\$ 12,795,309	\$ 12,795,309
SR 15 (US 17)	Deleon Springs	SR 40	2U-4D					Construction	\$ 10,000,000	\$ 10,000,000
Local Initiatives	Various				\$ 13,200,000		\$ 15,500,000		\$ 41,000,000	\$ 69,700,000
SHS Operational Improvements	Various								\$ 3,338,631	\$ 3,338,631

Total Expenditure					\$ 132,968,140				\$ 236,023,321				\$ 512,346,740	\$ 881,338,201
	<i>Other Arterials - Right-of-Way and Construction</i>				\$ 130,485,800				\$ 216,667,701				\$ 495,469,060	\$ 842,622,561
	<i>Other Arterials - Product Support¹</i>				\$ 2,482,340				\$ 19,355,620				\$ 16,877,680	\$ 38,715,640
Total Revenues²					\$ 202,212,340				\$ 306,319,820				\$ 542,474,179	\$ 911,465,640
	<i>Other Arterials - Right-of-Way and Construction</i>				\$ 199,730,000				\$ 217,720,000				\$ 455,300,000	\$ 872,750,000
	<i>Other Arterials - Rollover Funds from Previous Timeframe³</i>				\$ 0				\$ 69,244,200				\$ 70,296,499	N/A
	<i>Other Arterials - Product Support</i>				\$ 2,482,340				\$ 19,355,620				\$ 16,877,680	\$ 38,715,640

Balance														
	<i>Other Arterials - Right-of-Way and Construction</i>				\$ 69,244,200				\$ 70,296,499				\$ 30,127,439	\$ 30,127,439
	<i>Other Arterials - Product Support</i>				\$ 0				\$ 0				\$ 0	\$ 0

1. Other Arterials Product Support - "MPOs can assume that the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and Engineering Design" (FDOT Revenue Forecasting Guidebook, July 2018). Any Planning and Design phases are included under Product Support.

2. Revenues are Summarized in Chapter 6, Table 6-2

3. Rollover costs are included for timeframes in which they are available from unspent Other Arterials revenues.