

**LETTER of APPLICATION for  
COUNTY INCENTIVE GRANT PROGRAM**

**Project Name: Beresford Avenue from North Blue Lake to Kepler Road**

Florida Intrastate Hwy System

State Hwy System

✓ Local

**(a) Applicant: Volusia County**

**Project Contact Person:**

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**Project Co-Contact Person:**

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**(b) Project Description: (Please use Additional Sheets)**

**(1) What type of project is being proposed? e. g., road capacity, IVHS, traffic operations, safety, pedestrian, bicycle, aviation, transit, port, bridge, resurfacing, etc. (Describe in detail). Include detailed description of the purpose of the project for improving traffic flow and reducing traffic congestion on the state highway system.**

The proposed project is to extend E. Beresford Avenue from its current termination at Blue Lake Avenue to Summit Avenue (CR 4139). The new termination will be across from the entrance to the west campus of Daytona Beach Community College(or as determined by the FDOT PD&E Study currently underway). This project will ensure that such features as intersection modifications, geometric improvements, left turn lanes, sidewalk, and paved shoulders are included.

The Federal Functional Classification of the existing portion of Beresford Avenue is a County Collector (IUC). The extension of Beresford Avenue, as identified in the Florida Department of Transportation's recent SR 44 PLEMO Study (FIN 4046461), will provide a link between SR 15A and the "I-4 Frontage Road" thus relieving congestion on SR 44.



(f) **Expenditures to date for each project phase and current cost estimate for each project phase.**

<b>Work Type</b>	<b>State Funding</b>	<b>Local Funding</b>	<b>Total Funding</b>	<b>Expenditure Status Paid/Cost Estimate</b>
Planning (Phase 1X)				
Project Development Environmental Assessment Study (Phase 1X)	\$1,500,000		\$1,500,000	Cost Estimate
Design (Phase 2X)		\$50,000	\$50,000	Cost Estimate
Right of Way Acquisition (Phase 3X)	\$140,000	\$260,000	\$400,000	Cost Estimate
Environmental Permitting		\$25,000	\$25,000	Cost Estimate
Construction (Phase 4X)				
Construction Engineering Inspection				
Other				
<b>Total Requested</b>	\$140,000 (35%)	\$260,000 (65%)	\$400,000	

(g) **Consistency with Florida Transportation Plan, MPO and Local Plans Government Comprehensive Plan**

(1) **Is this project consistent with the Florida Transportation Plan?**

**Yes.** This project is consistent with the existing **Goal #1** of the 2020 FTP, which states that we shall provide safe transportation for residents, visitors and commerce.

1. The proposed project will reduce the rate of motor vehicle crashes, fatalities and injuries and bicycle and pedestrian fatalities and injuries on highways that have high volumes and poor levels of service such as is the present condition of SR 44. Once the Beresford Avenue Extension project is complete, the volumes and associated crash rate on SR 44 should decline. In addition to reducing congestion on SR 44, the project will provide intersection modifications, alignment corrections, and left turn lanes to Beresford Avenue.
2. The proposed project will improve emergency preparedness and response by allowing emergency vehicles to make timely arrivals to their destinations with less congestion and impedance on the roadway. During emergency evacuation, this project will improve mobility of evacuating residents, and will facilitate better connection to identified emergency evacuation routes.

The proposed project also conforms to Goal #4 of the 2020 FTP, which states that we shall provide travel choices to ensure mobility, sustain the quality of the environment, preserve community values and reduce energy consumption.

1. The proposed project will provide 5 foot paved shoulders that can be used as bicycle lanes to provide mobility choices other than the automobile. The extension will also include an adjacent sidewalk project to encourage and provide safe pedestrian mobility through this developing area.
2. The proposed project will cause a minimal impact on the environment.

**(2) Is this project consistent with the Comprehensive Plan of the Volusia MPO?**  
*Yes.* The project is in the adopted MPO's 2020 Cost-Feasible component of the Long-Range Transportation Plan. Also refer to the attached Resolution from the Volusia County MPO. In addition, the following from the current Long-Range Plan supports this project:

1. Improved roads will have outside lanes not less than twelve feet to support bicycle mobility.
2. Pedestrian facilities will be provided.
3. Transit services will be provided to support the Daytona Beach Community College.

**(3) Is this project consistent with the Local Government Comprehensive Plan?**  
*Yes.* The proposed project conforms to the following Volusia County Comprehensive Plan related goals, objectives and policies:

1. *Policy 2.1.1.9* – Volusia County shall expend County transportation funds in a manner that encourages compact urban development. This proposed project is located in an urban area.
2. *Policy 2.1.1.23* – Volusia County shall coordinate with the Volusia County MPO to develop a Countywide Bicycle and Pedestrian Systems Plan. This project will provide 4 foot paved shoulders for the safe mobility of bicycles and will provide 6 foot sidewalks.
3. *Policy 2.1.2.1* – The Transportation Element shall be coordinated with the Future Land Use Element to ensure compatibility between land use and the Thoroughfare Roadway System necessary to support it. The project area is targeted in an urban area.
4. *Policy 2.1.2.10* – Volusia County has developed and will maintain land use regulations that will provide for the safe and efficient movement of local traffic and will discourage through traffic on residential streets. This project emphasizes this policy.
5. *Policy 2.2.1.1* – Where possible, Volusia County shall direct major transportation system improvements away from environmentally sensitive areas. This project is not located in an environmentally sensitive area.

**(h) If project is not located on the state highway system, justify how the project will alleviate the need for construction or improvements to the state highway system by reducing traffic congestion, and quantitatively estimate the improved through traffic capacity and/or increased level of service afforded the affected state highway.**  
The Beresford Avenue Extension is expected to provide capacity for additional 12,800 vehicles per day and relieve the existing congestion on SR 44 by providing this much needed parallel facility. The existing level of service (LOS) on SR 44 is LOS "F". The SR 44 PLEMO Tier III Analysis recommended improvement includes extending Beresford Avenue to CR 4139 (Summit Avenue) as a two lane facility and widen SR 44 to four lanes from CR 4139 to I-4 (*refer to the attached SR 44 PLEMO Study sections*).

The area around the intersection of SR 44 and Summit Avenue is anticipated to grow rapidly in the near future. Plans have been approved for the Ariva Development of

Victoria Park just south of the proposed Enterprise Road Extension as well as two other large subdivisions just to the north and the proposed expansion of the Daytona Beach Community College. These developments are expected to create a great need for additional capacity on adjacent thoroughfares.

(i) **Other relevant information necessary to assure compliance with the eligibility requirements and to meet the ranking criteria: (Use additional sheets if necessary.)**

**(1) The extent to which the project will encourage, enhance, or create economic benefit.**

Trucks are the primary means for moving goods in Volusia County. Because these trucks use out roadways, congestion and delays increase the cost of moving the product and ultimately the cost of the product itself. The recent reliance on “Just-In-Time” delivery of parts and supplies means that shipments must be made more often, and they are more time-sensitive, since large inventories are no longer maintained on site. Any significant interruption to the transportation network could interrupt the production flow and the ability to conduct business.

The Beresford Avenue Extension project will help facilitate local traffic in the area. The economic benefits from relieving congestion on the state highway network as a result of the Beresford Avenue Extension will include reduced travel delay, vehicle operating cost savings and productivity improvements, external cost savings (e.g., improved traffic flow and reduced delays which have a positive environmental impact on emissions and energy consumption) and enhanced business efficiency/productivity as a result of reduced overall travel time or by providing a consistent travel time.

**(2) The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed.**

Funding assistance will enable the right-of-way phase to move into Fiscal Year 02/03. The FDOT has already funded the PD&E study and PLEMO study for this project as part of the SR 44 realignment through the City of DeLand. Currently, FDOT has not funded an additional phases.

The County has programmed the design, right of way, and construction phases for the section between North Blue Lake Avenue to CR 4101/Dr. Martin L. King Jr. Beltway within it's proposed 5-Year Road Program.

**(3) The extent to which assistance would foster innovative public-private partnerships and attract private debt or equity investment.**

N/A

**(4) The extent to which the project uses new technologies, including ITS, which enhance the efficiency of the project.**

N/A

(5) **The extent to which the project helps to maintain or protect the environment.**

This project will protect or have a positive environmental impact. To minimize water pollution due to highway runoff the ditches adjacent to the road will include ditch blocks and retention ponds will be built. Improved traffic flow and reduced delays on the state highway system have a positive environmental impact on emissions and energy consumption.

(6) **The extent to which the project includes transportation benefits for improving intermodalism and safety.**

INTERMODALISM

This project is expected to incorporate the provision of transit service along the corridor to provide a need for trips to the Daytona Beach Community College West Campus. As development escalates and comes to fruition, we plan to provide attractive and accessible transit facilities that are accessible by foot, bicycle or automobile. The shoulders and sidewalks will assist in providing the necessary connections for this to happen.

SAFETY

Providing a parallel facility to SR 44 is expected to reduce serious crashes by reducing the LOS on SR 44. In the last year there have been a total of 68 crashes on SR 44 between the intersection of US 17/92 and Summit Avenue.

(7) **If this project will be administered by a governmental entity other than the FDOT, document that this entity has the fiscal, managerial, environmental, and engineering capabilities to manage the project consistent with federal requirements and has been certified by the FDOT to perform the work.**

Volusia County is LAP (Local Agency Program) certified, and therefore, the Volusia County Construction Engineering Service Group would perform all the work. Volusia County Road and Bridge will also maintain ALL items installed under this project.

(8) **Can public or private support of the project be demonstrated? (Examples include: written endorsement, formal declaration, resolution, financial donations, or other appropriate means)**

Volusia County and the West Volusia Community Traffic Safety Team support this project. Letters of support and/or Resolutions have been attached to this application.

Attachments: Project Location Map  
Volusia County Fiscal Certification  
Volusia County MPO Resolution  
County Council Resolution  
SR 44 PLEMO Study  
West Volusia CTST Letter of Support