

## LETTER of APPLICATION for COUNTY INCENTIVE GRANT PROGRAM

**Project Name: CR 92 Widening**

Florida Intrastate Hwy System

State Hwy System

✓ Local

**(a) Applicant: Volusia County**

**Project Contact Person:**

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Title: Volusia County Engineer

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**Project Co-Contact Person:**

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Title: Volusia County Engineer

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

- (1) What type of project is being proposed? e. g., road capacity, ITS, 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 widen CR 92 from an undivided 2 lane road to a divided (rural cross section) 4 lane road between SR 15A east to the terminus of the existing 5 lane urban road to add additional capacity. This project will ensure that such features as intersection modifications, geometric improvements, left turn lanes, bridge widening, and paved shoulders are included as part of the widening of CR 92.

The Federal Functional Classification of CR 92 is an Urban Minor Arterial. Currently, CR 92 is signed by the FDOT as a by-pass to US 17-92 in downtown DeLand, which is heavily congested (LOS F) and physically constrained. CR 92 is also a designated hurricane evacuation route. The SR 15A by-pass route is scheduled by the FDOT to be 4-laned from Plymouth to Greens Dairy Road in FY 2002 and from US 17-92 to Beresford Avenue in FY 2005. The widening of CR 92 will complete this 4-lane by-pass route around downtown DeLand.

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.

**(2) Provide map-showing location of project with termini noted.**

A detailed project location map with project termini noted has been included.

**(c) Is Project in the FDOT’s Five-Year Work Program?      YES      ✓ NO**

**(1) If Yes, FIN #:   N/A**

**(d) Certification letter from the chief fiscal officer of Volusia County that sufficient matching funds are available. See attached letter. (If municipality is co-sponsor, also attach letter from city fiscal officer.)**

Refer to attached letter from Volusia County Fiscal Office.

**(e) Project Phases**

**(1) Identify below if the following work has been completed on the project, who performed or will perform the work, and project schedule.**

Work Type	Has this phase been completed? Yes/No	Who performed or Will perform Work? Responsible Agency	Project Schedule
Planning (Phase 1X)	N/A		
Project Development Environmental Assessment Study (Phase 1X)	N/A		
Design (Phase 2X)	No	Volusia County	Underway
Right of Way Acquisition (Phase 3X)	N/A		
Environmental Permitting	No	Volusia County	FY 00/01
Construction (Phase 4X)	No	Volusia County	FY 02/03
Construction Engineering Inspection	No	Volusia County	FY 02/03
Other	N/A		

**(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</b>
Planning (Phase 1X)				N/A
Project Development Environmental Assessment Study (Phase 1X)				N/A
Design (Phase 2X)		250,000	250,000	Paid 10%
Right of Way Acquisition (Phase 3X)				N/A
Environmental Permitting	17,500	32,500	50,000	Estimate
Construction (Phase 4X)	560,000	1,040,000	1,600,000	Estimate
Construction Engineering Inspection	40,250	74,750	115,000	Estimate
Other				N/A
<b>Total Requested</b>	\$617,750 (30.6%)	\$1,397,250 (69.4%)	\$2,015,000	

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

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

*Yes.* The proposed project conforms to 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 normally associated with two lane facilities. In addition to adding needed capacity, the project will involve intersection modifications, alignment corrections, bridge widening and left turn lanes.
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 conforms to Goal #3 of the FTP, which states that we should strive for a statewide interconnected transportation system that enhances Florida's economic competitiveness.

1. The proposed project will provide an interconnected transportation route for the movement of people and goods through the DeLand area without having to endure the congestion associated with its downtown. CR 92 serves as a bypass route to US 17-92 through downtown DeLand, which operates at LOS F and is classified as being physically constrained. The SR 15 A bypass route is scheduled by the FDOT to be a 4 lane facility from Plymouth to Greens Dairy Road in FY 2002 and from US 17-92 to Beresford Avenue in FY 2005.

The widening of CR 92 will complete this 4 lane bypass route around downtown DeLand.

2. The proposed project will improve connections between the DeLand Municipal Airport, the CSX railroad, and the highway system, and will capture local commerce-oriented trips from having to use the I-4 corridor designated for intrastate travel.

The proposed project 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 paved shoulders that can be used as bicycle lanes to provide mobility choices other than the automobile.
2. The proposed project will cause a minimal impact on the environment.
3. The proposed project supports the community vision for moving people and goods through the City of DeLand.

**(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.

**(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 2.1.1.4* – Volusia County shall establish strategies to facilitate local traffic to use alternatives to the Florida Intrastate Highway System (FIHS) to protect its interregional and intrastate functions. This project will attract local trips and will discourage local trips on I-4.
2. *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 established urban area.
3. *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 12 foot shoulders for the safe mobility of bicycles.
4. *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 growth area.
5. *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 will emphasize this policy.

6. *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 four laning of CR-92 will provide additional capacity on a major extension to US-92/SR 600, a hurricane evacuation route, which provides direct access to SR 15A. The improvement will allow for an increase of approximately 17,600 vehicles per day (vpd) on CR 92. This additional capacity should help to alleviate congestion on US 17/92 (SR 15/600) which is presently at a level of service “F” south of Plymouth Ave.

Currently, CR 92 is signed by the FDOT as a by-pass to US 17-92 in downtown DeLand, which is heavily congested (LOS F) and physically constrained. The SR 15A by-pass route is scheduled by the FDOT to be 4-laned from Plymouth to Greens Dairy Road in FY 2002 and from US 17-92 to Beresford Avenue in FY 2005. The widening of CR 92 will complete this 4-lane by-pass route around downtown DeLand.

- (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 our 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.
- This project is located within the City of DeLand. Providing an alternative for trucks as well as cars to get to their destinations faster and safer, plus preserving the quality of life of the downtown area, is very much needed.
- (2) **The likelihood that assistance would enable the project to proceed at an earlier date than the project could otherwise proceed.**  
Assistance on this project will allow the construction phase to proceed 1 year earlier (FY 2001/2002).
- (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

Goods Movement. The project provides a viable truck route around town accessible to different modes of transportation. This project will increase mobility on county thoroughfare roadways that may be used to access the DeLand Municipal Airport and nearby Industries. The Airport could be targeted for future transfer of goods shipped by air to trucks. The project is also located near the CSX rail line, which intensifies opportunities for broadened rail to truck activity.

Passenger Services. This project incorporates the provision of transit service along projects current alignment. Future service is planned to continue. As development modifies along the corridor and we move forward with sidewalk plans, we plan to provide attractive and accessible transit facilities that are accessible by foot, bicycle or automobile.

#### SAFETY

The proposed widening from a two to a four lane facility with a median will provide a safer road and reduce the more serious, head-on collisions. During Hurricane Floyd in September 1999 major traffic congestion occurred on the majority of east-west evacuation routes. This congestion lead to a strong public outcry to make improvement and reduce evacuation times. CR 92 is presently a two lane link between US 92/SR 600 and SR 15A, both four lane roads on a hurricane evacuation route. The proposed project would eliminate the bottleneck and allow for higher capacities with a consistent four lane facility to SR 44.

In 1999, there have been a total of 5 crashes on CR 92 between SR 15A and the five lane typical terminus. This number reflects a Crash Rate of 0.895 crashes per million vehicle miles.

- (7) **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, West Volusia Community Traffic Safety Team, and the City of DeLand 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
- DeLand Resolution
- West Volusia CTST Letter of Support