

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

Project Name: Saxon Boulevard Widening

Florida Intrastate Hwy System

State Hwy System

✓ Local

(a) Applicant: Volusia County

Project Contact Person:

Name: Bill Gray, P.E.

Title: Volusia County Engineer

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Project Co-Contact Person:

Name: John Harper

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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 Saxon Boulevard approximately ½ mile from an undivided 2 lane road to a undivided (rural cross section) 4 lane road between US 17-92 west to the terminus of the existing 4 lane road to add additional capacity. This project will ensure that such features as intersection modifications, geometric improvements, left turn lanes, sidewalk, and paved shoulders are included as part of the widening of Saxon Boulevard.

The Federal Functional Classification of Saxon Boulevard is an Urban Minor Arterial. Saxon Boulevard will relieve congestion on Interstate 4 since it provides an “escape” route for Interstate 4 traffic when the St. Johns River Bridge is backed-up. Vehicles, in an effort to avoid a backed-up Interstate 4 use Saxon Boulevard to access US 17-92 to continue south into the Metro Orlando area. The FDOT is in the process of completing 2 projects on US 17-92 that will provide a 4-lane road from DeLand/Orange City across the river into Seminole County. The

widening of Saxon Boulevard will complete this loop that will allow for 4 continuous lanes of traffic along this “escape” route.

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 and aerial photo with project termini noted have 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)	No	Volusia County	FY 2002/2003
Project Development Environmental Assessment Study (Phase 1X)	N/A		
Design (Phase 2X)	No	Volusia County	FY 2003/2004
Right of Way Acquisition (Phase 3X)	N/A		
Environmental Permitting	No	Volusia County	FY 2003/2004
Construction (Phase 4X)	No	Volusia County	FY 2004/2005
Construction Engineering Inspection	No	Volusia County	FY 2004/2005
Other	N/A		

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

Work Type	State Funding	Local Funding	Total Funding	Expenditure Status
Planning (Phase 1X)	3,500	6,500	10,000	Estimate
Project Development Environmental Assessment Study (Phase 1X)				N/A
Design (Phase 2X)	17,500	32,500	50,000	Estimate
Right of Way Acquisition (Phase 3X)				N/A
Environmental Permitting	5,250	9,750	15,000	Estimate
Construction (Phase 4X)	175,000	325,000	500,000	Estimate
Construction Engineering Inspection	12,250	22,750	35,000	Estimate
Other				N/A
Total Requested	\$213,500 (35%)	\$396,500 (65%)	\$610,000	Estimate

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

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

A. *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 normally associated with two lane facilities. The widening will eliminate the need to merge from 4 lanes to 2 lanes, what currently exists. In addition to adding needed capacity, the project will involve intersection modifications, alignment corrections, 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 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 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.

(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 it provide an “escape” route for Interstate 4 traffic when the St. Johns River Bridge is backed-up. Vehicles, in an effort to avoid a backed-up Interstate 4 use Saxon Boulevard to access US 17-92 to continue south into the Metro Orlando area. The FDOT is in the process of completing 2 projects on US 17-92 that will provide a 4-lane road from DeLand/Orange City across the river into Seminole County. The widening of Saxon Boulevard will complete this loop that will facilitate 4 continuous lanes of traffic along this “escape” route.
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 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 and will provide 5 foot sidewalks.
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 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 emphasizes 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 area around the intersection of Saxon Blvd. and US 17/92 is anticipated to grow rapidly in the near future. Plans are underway for the development of a computer chip manufacturing plant located to the west of this intersection and several large housing developments are under construction to the south. These two developments are expected to create a great need for additional capacity on adjacent thoroughfares. The Saxon Blvd. widening project is expected to provide capacity for additional 33,500 vehicles per day and relieve the bottleneck at the juncture of the two and four lane merge. The existing level of service (LOS) on US 17/92 (SR 15/600) is LOS "F". Some relief for the US 17/92 is expected with the improvement since Saxon Blvd. provides a direct link to Interstate 4 allowing traffic to use this facility instead of US 17/92.

Saxon Boulevard will also relieve congestion on Interstate 4 since it provides an "escape" route for Interstate 4 traffic when the St. Johns River Bridge is backed-up. Vehicles, in an effort to avoid a backed-up Interstate 4 use Saxon Boulevard to access US 17-92 to continue south into the Metro Orlando area. The FDOT is in the process of completing 2 projects on US 17-92 that will provide a 4-lane road from DeLand/Orange City across the river into Seminole County. The widening of Saxon Boulevard will complete this loop that will allow for 4 continuous lanes of traffic along this "escape" route.

- (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.

This project is located near the Southwest Activity Center DRI and the incoming Microchip plant. Both of these new developments are forecasted to generate traffic that is sure to impact the local thoroughfare roadway system. The Saxon Boulevard widening project will help facilitate local traffic in the area, and help to avoid negatively impacting FIHS roadways' level of service.

The economic benefits from relieving congestion on the state highway network and the additional capacity on Saxon Boulevard reduced travel delay, vehicle operating cost savings and productivity improvements, external cost savings (e.g., improved traffic flow and reduced delays have a positive environmental impact on emissions

and energy consumption), and enhanced business efficiency/productivity by reducing 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 this project to move into Fiscal Year 00/01. This may make it possible to complete the project prior to the proposed *I-4 St. Johns River Bridge* project (FIN # 242702).

(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.

Volusia County currently has ITS elements (Closed Loop Signal System) deployed along this corridor at the intersection of US 17-92 and Saxon. The ITS elements will be reinstalled and/or maintained during this roadway widening project.

(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 will incorporate the provision of transit service along the corridor. 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. Adjacent to Saxon is an area Park and Ride lot. Providing better mobility and access to this lot will encourage usage.

SAFETY

Adding two lanes to the existing two lanes is expected to reduce serious crashes by reducing the LOS of the facility. There have been a total of 9 crashes on Saxon Blvd. between US 17/92 and the terminus of the existing four lane section. The existing Crash Rate based on these crashes is 2.52 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 Cities of DeBary and Orange City support this project. Letters of support and/or Resolutions have been attached to this application.

Attachments: Aerial Photo
Project Location Map
Volusia County Fiscal Certification
Volusia County MPO Resolution
County Council Resolution
Orange City Council Resolution
DeBary Resolution
West Volusia CTST Letter of Support