



MEETING NOTICE & AGENDA

Please be advised that the River to Sea Transportation Planning Organization (R2CTPO) **TIP SUBCOMMITTEE** will be meeting on:

DATE: Tuesday, June 3, 2014

TIME: 9:00 a.m.

PLACE: River to Sea TPO

2570 W. International Speedway Blvd., Suite 100 (Conference Room)
Daytona Beach, Florida 32114-8145

AGENDA

- I. **CALL TO ORDER/ROLL CALL/DETERMINATION OF QUORUM/PLEDGE OF ALLEGIANCE**
- II. **PUBLIC COMMENT/PARTICIPATION** (*length of time at the discretion of the chairman*)
- III. **ACTION ITEMS**
 - A. **Selection of TIP Subcommittee Chairperson and Vice Chairperson** (*contact Bob Keeth*)
 - B. **Evaluation & Ranking of Project Applications for XU Traffic Operations/ITS/Safety Funding** (*contact Bob Keeth*) (*scoring criteria are attached; project applications to be provided under separate cover*)
 - C. **Evaluation & Ranking of Project Applications for Transportation Alternatives Program (TAP) Funding** (*contact Bob Keeth*) (*scoring criteria are attached; project applications to be provided under separate cover*)
- IV. **R2CTPO STAFF COMMENTS**
- V. **TIP SUBCOMMITTEE MEMBER COMMENTS**
- VI. **ADJOURNMENT**

TIP Subcommittee Members:

Bobby Ball
Jon Cheney
Scott Leisen
Bob Storke

Richard Belhumeur
Judy Craig
Colleen Nicoulin
Melissa Winsett

Gilles Blais
Tom Harowski
Ron Paradise

Beverly Beach
Daytona Beach
Daytona Beach Shores
DeBary

DeLand
Deltona
Edgewater
Flagler Beach

Holly Hill
Lake Helen
New Smyrna Beach
Oak Hill

Orange City
Ormond Beach
Pierson
Ponce Inlet

Port Orange
South Daytona
Volusia County

May 29, 2014

Page 2 of 5

cc: TCC, CAC, BPAC Members
Claudia Calzaretta, FDOT
Press

Note: Individuals covered by the Americans with Disabilities Act of 1990 in need of accommodations for this public meeting should contact the River to Sea TPO office, 2570 W. International Speedway Blvd., Daytona Beach, Florida 32114-8145, (386) 226-0422, extension 20416 at least five (5) working days prior to the meeting date.



**MEETING SUMMARY
(TIP SUBCOMMITTEE)
JUNE 3, 2014**

III. ACTION ITEMS

A. SELECTION OF TIP SUBCOMMITTEE CHAIRPERSON AND VICE CHAIRPERSON

Background Information:

Although the bylaws do not require selection of a chairperson for subcommittees, it is advisable to do so in order to ensure that meetings will be conducted in an orderly and effective manner. It is also advisable to select a vice chairperson to conduct the meetings in the absence of the chairperson.

The previous chairperson was Bill McCord; the previous vice chairperson was Clay Ervin.

At the TIP Subcommittee meeting on May 22, 2014, members present selected Gilles Blais as the chairperson, but declined to select a vice chairperson. Due to lack of a quorum at that meeting, TPO staff believes the selection will have to be validated by a properly convened TIP Subcommittee.

ACTION REQUESTED:

SELECT A TIP SUBCOMMITTEE CHAIRPERSON AND VICE CHAIRPERSON

**MEETING SUMMARY
(TIP SUBCOMMITTEE)
JUNE 3, 2014**

III. ACTION ITEMS

B. EVALUATION AND RANKING OF PROJECT APPLICATIONS FOR XU TRAFFIC OPERATIONS/ITS/SAFETY FUNDING

Background Information:

Interested parties were invited to submit project applications for XU Traffic Operations/ITS/Safety funding on or before May 9, 2014. Five applications were received, all for feasibility studies.

The TIP Subcommittee is expected to create a draft list of priority projects for review by the CAC and TCC on Tuesday, June 17, 2014.

The following documents have been provided with this agenda packet for reference purposes:

- 2014 Priority Process Schedule
- Current Priority Project Lists (adopted August 28, 2013)

Completed project applications are available for download from the R2CTPO file transfer site at the following link:

<https://www3.mydocsonline.com/Share.aspx?bce3f70f> (feasibility study applications)

S-14-BU-Traffic Signal at Entrance to Government Services Building.pdf

S-14-DB-Roundabout at US 92 and Peninsula Dr.pdf

S-14-DB-Roundabout at US 92 and SR A1A.pdf

S-14-ED-Turgot Av Turn Lane.pdf

S-14-PC-Belle Terre Turn Lanes.pdf

Members present at the May 22, 2014 TIP Subcommittee meeting did complete the scoring of these applications. Other members are asked to score the applications on their own (using the attached scoring sheets), and bring the completed scoring sheets to this meeting. Then the subcommittee can use the time at the meeting to develop a recommended List of Priority Projects that includes existing projects and these new projects.

ACTION REQUESTED:

RECOMMEND APPROVAL OF A RANKED LIST OF PROJECT APPLICATIONS FOR XU TRAFFIC OPERATIONS/ITS/SAFETY FUNDING

**MEETING SUMMARY
(TIP SUBCOMMITTEE)
JUNE 3, 2014**

III. ACTION ITEMS

C. EVALUATION AND RANKING OF PROJECT APPLICATIONS FOR TRANSPORTATION ALTERNATIVES PROGRAM FUNDING

Background Information:

Interested parties were invited to submit project applications for Transportation Alternatives Program (TAP) funding on or before May 9, 2014. Four applications were received, including one to be considered for placement on the TAP Regional Trails List.

The TIP Subcommittee is expected to create a draft list of priority projects for review by the CAC and TCC on Tuesday, June 17, 2014.

The following documents have been provided with this agenda packet for reference purposes:

- 2014 Priority Process Schedule
- Current Priority Project Lists (adopted August 28, 2013)

Completed project applications are available for download from the R2CTPO file transfer site at the following link:

<https://www3.mydocsonline.com/Share.aspx?d410baa7>

14-DB-Derbyshire Park Trail and Sidewalk.pdf

14-DB-Navy Canal-Museum Blvd Trail.pdf

14-PC-Lehigh Trail Trailhead.pdf

14-VC-Gap Segment 2 US 17_92 Bridge to Coast-to-Coast Connector Trail.pdf (**Regional Trail**)

Members present at the May 22, 2014 TIP Subcommittee meeting did complete the scoring of these applications. Other members are asked to score the applications on their own (using the attached scoring sheets), and bring the completed scoring sheets to this meeting. Then the subcommittee can use the time at the meeting to develop a recommended List of Priority Projects that includes existing projects and these new projects.

ACTION REQUESTED:

RECOMMEND APPROVAL OF A RANKED LIST OF PROJECT APPLICATIONS FOR TRAFFIC ALTERNATIVES PROGRAM (TAP) FUNDING

River to Sea TPO - 2014 XU Traffic Operations/ITS/Safety Project Scoring Form - FEASIBILITY STUDIES

Scored by: _____ Date: _____

Project Title: Traffic Signal at Entrance to Government Services Building at SR 100/E Moody Blvd

Project Sponsor: City of Bunnell Priority (relative to other applications submitted by this Sponsor): #2

Project Description: Traffic Signal at the entrance to the Government Services Building Complex at SR100/E Moody Blvd and Utility Drive

Purpose and Need: The purpose of this project is to improve safety at the intersection of SR 100 and 1769 E Moody Blvd. The entrance has high traffic across a 4 lane segment of SR 100 which requires vehicles turning left into the Government Services Complex and those turning left to exit the complex to cross uncontrolled traffic lanes. This complex contains not only the Flagler County seat at the Government Services Building (GSB) but also all traffic to the Flagler County Court House, Flagler County Public Works and Emergency Operations Center. This intersection needs improved signalization to enhance traffic flow, improve delays caused by turn lane congestion and increase emergency egress. Traffic Signal at the entrance to the Government Services Building at SR100/E Moody Blvd & Utility Drive.

Criteria Summary:

Priority Criteria	Max. Points	Points Awarded
(1) Location	5	
(2) Project Readiness	15	
(3) Mobility and Operational Benefits	30	
(4) Safety Benefits	20	
(5) Comprehensive Plan Compliance and Economic Development	10	
(6) Infrastructure Impacts	20	
Total	100	

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the applicant must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the applicant must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the functional classification of the roadway on which the proposed improvement is located.

Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street	Not Applicable
<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0	<input type="checkbox"/> 0

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or delays.

Commentary: Yes, the turn lanes entering and exiting the GSB Complex experience significant delays and create congestion in attempting to safely cross the multiple lane, uncontrolled roadway. Emergency vehicles use both the north side of the intersection (Utility Drive/Bunnell Volunteer Fire Department) and the south side of the exit (Flagler County EOC). This is in reality a Thoroughfare Road from the GSB to A1A (Flagler Beach) and a Major Collector from GSB to US 1

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes; it will

significantly reduce the number of fatalities and/or serious injuries.

Commentary: *Florida Traffic Crash Reports provided by Mike Van Buren, FCSO see attached B.*

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).

Commentary: *Adopted 2030 Comprehensive Plan correlates TC Policy 1.1.5.4, TC Objective 1.2, and Policies 1.2.2 and 1.2.5 attachment C.*

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

River to Sea TPO - 2014 XU Traffic Operations/ITS/Safety Project Scoring Form - FEASIBILITY STUDIES

Scored by: _____ Date: _____

Project Title: US 92 and State Road A1A Roundabout

Project Sponsor: City of Daytona Beach Priority (relative to other applications submitted by this Sponsor): #1

Project Description: Replace existing signalized intersection with modern roundabout, accommodating all movements in a safe and efficient manner.

Purpose and Need: The purpose of the intersection improvement project on US 92 and State Road A1A is to improve the operation and safety of the intersection, consistent with preliminary planning work completed by The City of Daytona Beach as part of on-going study by CPH and Ghyabi & Associates.

Criteria Summary:

Priority Criteria	Max. Points	Points Awarded
(1) Location	5	
(2) Project Readiness	15	
(3) Mobility and Operational Benefits	30	
(4) Safety Benefits	20	
(5) Comprehensive Plan Compliance and Economic Development	10	
(6) Infrastructure Impacts	20	
Total	100	

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the applicant must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the applicant must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the functional classification of the roadway on which the proposed improvement is located.

Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street	Not Applicable
<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0	<input type="checkbox"/> 0

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or delays.

Commentary: Traffic congestion and/or delay caused by vehicle stops will be significantly reduced with improvement of geometry (modern roundabout) at intersection as no vehicles should be delayed as much as with traffic signal (in theory).

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes; it will significantly reduce the number of fatalities and/or serious injuries.

Commentary: Modern roundabouts eliminate left turn and through movement conflicts by forcing right turns around intersection. In theory, this in itself should reduce the severity of crashes at the intersection.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).

Commentary: The City of Daytona Beach is experiencing beachside growth/improvements to property unprecedented in recent history. Two (2) major resort hotels/developments are proposed and moving forward along with renovations to numerous properties on beach side. The recent redevelopment of the Daytona Beach Pier, including Joe's Crab Shack, along with major improvements at the Ocean Center, have began the rebirth of beachside within The City of Daytona Beach and is supported through numerous approvals by the City Commission. Significant emphasis is now being placed on the gateway to Daytona Beach, the US 92 (ISB) corridor.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

River to Sea TPO - 2014 XU Traffic Operations/ITS/Safety Project Scoring Form - FEASIBILITY STUDIES

Scored by: _____ Date: _____

Project Title: US 92 and Peninsula Drive Roundabout

Project Sponsor: City of Daytona Beach Priority (relative to other applications submitted by this Sponsor): #2

Project Description: Replace existing signalized intersection with modern roundabout, accommodating all movements in a safe and efficient manner.

Purpose and Need: The purpose of the intersection improvement project on US 92 and Peninsula Drive is to improve the operations and safety of the intersection consistent with preliminary planning work completed by the City of Daytona Beach as part of on-going studies by CPH and Ghyabi & Associates.

Criteria Summary:

Priority Criteria	Max. Points	Points Awarded
(1) Location	5	
(2) Project Readiness	15	
(3) Mobility and Operational Benefits	30	
(4) Safety Benefits	20	
(5) Comprehensive Plan Compliance and Economic Development	10	
(6) Infrastructure Impacts	20	
Total	100	

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the applicant must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the applicant must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the functional classification of the roadway on which the proposed improvement is located.

Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street	Not Applicable
<input checked="" type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0	<input type="checkbox"/> 0

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or delays.

Commentary: Traffic congestion and/or delay caused by vehicle stops will be significantly reduced with improvement of geometry (modern roundabout) at intersection as no vehicles should be delayed as much as with a traffic signal (in theory).

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes; it will significantly reduce the number of fatalities and/or serious injuries.

Commentary: Modern roundabouts eliminate left turn and through movement conflicts by forcing right turns around intersection. In theory, this in itself should reduce the severity of crashes at the intersection.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).

Commentary: The City of Daytona Beach is experiencing beachside growth/improvements to property unprecedented in recent history. Two (2) major resort hotels/developments are proposed and moving forward along with renovations to numerous properties on beach side. The recent redevelopment of the Daytona Beach Pier, including Joe's Crab Shack, along with major improvements at the Ocean Center, have began the rebirth of beachside within The City of Daytona Beach and is supported through numerous approvals by the City Commission. Significant emphasis is now being placed on the gateway to Daytona Beach, the US 92 (ISB) corridor.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

River to Sea TPO - 2014 XU Traffic Operations/ITS/Safety Project Scoring Form - FEASIBILITY STUDIES

Scored by: _____ Date: _____

Project Title: Turgot Avenue Right Turn Lane

Project Sponsor: City of Edgewater Priority (relative to other applications submitted by this Sponsor): #1

Project Description: A proposed right turn lane at westbound Turgot Avenue at the intersection with U.S. 1

Purpose and Need: The purpose of this proposed project is to reduce major intersection delays at the intersection of Turgot Avenue and U.S. 1. The need for this project arises from the fact that this intersection suffers heavy delays due to the large number of cultural and recreational events at the YMCA and Hawks Park recreational complex. As vehicles attempt to turn left towards northbound U.S. from Turgot Avenue, subsequent vehicles stack deeply behind causing significant delays that a right turn lane will alleviate.

Criteria Summary:

Priority Criteria	Max. Points	Points Awarded
(1) Location	5	
(2) Project Readiness	15	
(3) Mobility and Operational Benefits	30	
(4) Safety Benefits	20	
(5) Comprehensive Plan Compliance and Economic Development	10	
(6) Infrastructure Impacts	20	
Total	100	

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the applicant must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the applicant must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the functional classification of the roadway on which the proposed improvement is located.

Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street	Not Applicable
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input checked="" type="checkbox"/> 0	<input type="checkbox"/> 0

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or delays.

Commentary: Vehicles approaching US 1 from Turgot Ave experience significant delay as they enter the intersection and negotiate the median opening. Delay is high during the AM peak and severe during the PM peak. Delay was generally created when the lead vehicle in a queue was completing a left turn from the side street.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes; it will significantly reduce the number of fatalities and/or serious injuries.

Commentary: Since 2009, there have been a total of eight (8) crashes at the intersection of U.S. 1 and Turgot Avenue.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).

Commentary: Per Goal 1 of the City's Transportation Element "To develop a safe, convenient, efficient and coordinated system of motorized and non-motorized transportation facilities to ensure adequate movement of people and goods through and within the City". Also per Policy 1.4.4 of the same element "The City shall ensure adequate rights-of-way protection fo rintersections, interchanges, and future park and ride sites in order toretain flexibility for future growth and expansion."

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

River to Sea TPO - 2014 XU Traffic Operations/ITS/Safety Project Scoring Form - FEASIBILITY STUDIES

Scored by: _____ Date: _____

Project Title: Belle Terre Pkwy./Blvd. Intersection Analysis

Project Sponsor: City of Palm Coast Priority (relative to other applications submitted by this Sponsor): #1

Project Description: An analysis to identify appropriate intersections for turn lanes or other systems management solutions to address delay and safety

Purpose and Need: The proposed feasibility study is for Belle Terre Pkwy./ Belle Terre Blvd.

Belle Terre Pkwy. is a 4-lane Urban Minor Arterial located west of I-95 in the City of Palm Coast. Belle Terre Blvd. which is located south of SR 100 to US-1 is a 2-lane Urban Minor Arterial. This 9.5 mile stretch currently has volumes of 18,500 to 32,400 vehicles per day between SR 100 and Palm Coast Pkwy. and volumes between 3,500 to 5,400 for the 2-lane segment south of SR100 to US-1. There are 31 intersections through the length of the corridor (11 are signalized).

As designed by the original developer of Palm Coast, there are limited access roads to the residential areas from the arterial roadway network. Although there are signalized intersections along Belle Terre Pkwy., which may include dedicated right or left turn lanes, there are other intersections along the corridor which do not have turn lanes and therefore requires a vehicle to slow down in a through lane prior to making a turn to a residential street. As traffic volumes continue to increase in the City of Palm Coast, the limited access tends to create delays and safety issues at certain intersections on Belle Terre Pkwy./Blvd. The purpose of the study is to identify ways to improve safety and to mitigate delays to through traffic at intersections along Belle Terre Pkwy./Blvd.

The need for a study to identify problematic intersections is necessary as traffic volumes continue to increase along Belle Terre Pkwy./Blvd. Traffic volumes along different segments of Belle Terre Pkwy. has increased anywhere from 25% to 86% over the past 11 years (2002-2013). Similarly, traffic volumes on Belle Terre Blvd. has continued to increase over the past 11 years. It is important to note that the Traffic Analysis Zones (TAZs) abutting the subject corridor have a significant number of vacant residential lots (approximately 6,665 vacant residential lots). This number of vacant lots which accounts for approximately 38% of all platted lots in the TAZs provide a significant development potential equating to additional traffic volume that will impact the Belle Terre Pkwy./Blvd. corridor in the future.

Criteria Summary:

Priority Criteria	Max. Points	Points Awarded
(1) Location	5	
(2) Project Readiness	15	
(3) Mobility and Operational Benefits	30	
(4) Safety Benefits	20	
(5) Comprehensive Plan Compliance and Economic Development	10	
(6) Infrastructure Impacts	20	
Total	100	

Criteria #1 through #4, below, will be used to evaluate and rank each application for Feasibility Study. For Criteria #1, the applicant must indicate the functional classification of the roadway on which the proposed improvement will be located. For Criteria # 2 through #4, the applicant must provide commentary explaining how and to what degree the proposed improvement will address the criteria.

Criteria #1 - Location – Indicate the functional classification of the roadway on which the proposed improvement is located.

Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local Street	Not Applicable
<input type="checkbox"/> 4	<input checked="" type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0	<input type="checkbox"/> 0

Criteria #2 - Mobility and Operational Benefits – The proposed project will significantly reduce traffic congestion and/or

delays.

Commentary: The problem identified by this project is traffic congestion and delays. The implementation of potential solutions to the stated problem will have the impact of reducing traffic congestion and/or delays along the entire study corridor but more particularly at intersections along the corridor.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #3 - Safety Benefits – The project will significantly reduce the number and/or severity of crashes; it will significantly reduce the number of fatalities and/or serious injuries.

Commentary: The purpose of the study is to identify ways to reduce congestion and delays at intersections along Belle Terre Pkwy./Blvd. The potential solutions for addressing the intersection will also have the benefit of reducing the number and severity of crashes by removing traffic from through lanes of Belle Terre Pkwy./Blvd.

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

Criteria #4 - Support of Comprehensive Planning Goals and Economic Vitality – The proposed project will directly contribute to the achievement of one or more goals/objectives in the adopted comprehensive plan; it directly supports economic vitality (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities).

Commentary: The proposed project is consistent with Comprehensive Plan, Transportation Element Policy 2.1.4.6 "The City shall conduct corridor studies, as needed, and adopt the studies' findings for each of the following roadways: (this list includes Belle Terre Parkway)". Additionally, the project is consistent with Policy 2.1.4.7 which reads "As part of all corridor studies, the City shall assess the need for turn lanes at local and collector/arterial intersections. Where the need for turn lanes is identified, the City shall include the improvements in the City's CIP."

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
<input type="checkbox"/> 4	<input type="checkbox"/> 3	<input type="checkbox"/> 2	<input type="checkbox"/> 1	<input type="checkbox"/> 0

River to Sea TPO - 2014 Transportation Alternatives Project Scoring Form

Scored by: _____ Date: _____

Project Title: Derbyshire Park Trail and sidewalk improvements (internal to the park)

Project Sponsor: City of Daytona Beach Priority (relative to other applications submitted by this Sponsor): _____

Project Description: Sidewalk Improvements: 1. Vine Street from Fifth St to Brentwood Drive 2. Third St from Vine Street to Nova Road and installation of continuous sidewalk/trail within Derbyshire Park.

Project Location (include project length and termini, if appropriate, and attach location map): From Derbyshire Road and looping around the park; approximately 3,900 LF

Project Purpose and Need: The sidewalk and trail system will serve the neighborhood as a multi-use pedestrian circulation component within the park. From the 2013 Grand Opening of the Cultural and Educational center the majority of families and children in the neighborhood have walked or biked to the Center without the use of a permanent sidewalk or trail. This project will provide that permanent sidewalk and trail system.

Criteria Summary:

Priority Criteria	Maximum Points	Points Awarded
(1) Safety/Security	25	
(2) Contribution to "Livability" and Sustainability in the Community	20	
(3) Enhancements to the Transportation System	20	
(4) Demand/Accessibility	15	
(5) Project Readiness	10	
(6) Local Matching Funds > 20% Provided	10	
Total	100	

Criteria Definitions

(1) Safety Benefits (Maximum 25 Points)

This criterion looks at to what extent the proposed facility would enhance safety conditions for motorized travelers, non-motorized travelers, or the community.

- How does the project address a hazardous, unsafe or security condition/issue?
- How does the project remove or reduce potential conflicts (bicyclist/automobile and pedestrian/automobile)?
- Does the project eliminate or abate a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study?.

Criterion (1) Describe how this project promotes Safety and/or Security: The construction of the sidewalk and trail combination in the Yvonne Scarlett Golden (YSG) Center/Derbyshire Regional Park will provide a continuous loop around the park perimeter and provide access to the east side of the park on Vine Street. This park facility is popular with the neighborhood children and their families. A sidewalk and trail will be installed within the park site. This will allow access for the neighborhood on the east side of the park site. By doing so this will eliminate the need for the residents to travel through the

neighborhood around the park and access through the Derbyshire Road entrance. It will also reduce the conflict with pedestrian/bicycle and cars on the road. The pedestrians and bicycle users currently are forced to leave the existing section of sidewalk and travel in the roadway to the next section. This construction project will provide the Derbyshire neighborhood with a direct access connection the YSG cultural and educational center. The majority of families and children walk or bike to this center without use of a permanent sidewalk or trail within Derbyshire Regional Park.

(2) Contribution to “Livability” and Sustainability in the Community (Maximum 20 Points)

This criterion looks at how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility.

Criterion (2) Describe how this project contributes to “Livability” and Sustainability in the Community: Installation of these missing sidewalk sections will improve the security, safety and well being of the walkers and bicycles.. This is a low income residential area with families. The proposed improvements would provide safe well designed sidewalks and crossings for the neighborhood families and their children. The installation of the sidewalk/trail through the park would improve the pedestrian and bicycle circulation in the neighborhood. Currently the users of the park, a majority of children, either walk or bike around the park perimeter to enter on Derbyshire Road or cut through the park at Vine Street which does not have an access entrance. This project would provide a safe, secure, and enjoyable route for the park users. The project is a coordinated effort by the City of Daytona Beach to redevelopment and revitalize the older sometimes neglected residential neighborhoods. The project would offer a safe and unobstructed route, separated from the roadway traffic, to the walkers and bikers of the park facility. By keeping the walkers and bikers internal to the park sidewalk/trail system it would reduce the need for them to be on the roadway and reduce any hazardous conditions. This would provide a continuous sidewalk/trail facility free from gaps or unobstructions.

(3) Enhancements to the Transportation System (maximum 20 points)

This criterion considers the demonstrated and defensible relationship to surface transportation.

Criterion (3) Describe how this project enhances the Transportation System: The city's Land Development Code does require new development to install sidewalks at time of construction. This is an older established neighborhood and a complete and continuous system was not completed. The installation of the missing sidewalk sections would greatly improve the mobility of the neighborhood residents and provide more accessibility to Derbyshire Park. This project is an infill project of a larger initiative for the neighborhood. This park is located in the Midtown Redevelopment Area and the city has made efforts to revitalize the neighborhood by constructing infill redevelopment such as the park, and completing sidewalk systems throughout the neighborhood. The project improves the aesthetic of the park and creates an enjoyable experience. This project is included in the City's Comprehensive Plan Amendment. See attached. The park improvements are phase 1 and II of the Derbyshire Regional Park.

(4) Demand/Accessibility (Maximum 15 points)

This criterion looks at how this project satisfies demand and improves accessibility.

- Is there a documented obvious indication of demand?
- Is documentation of public support for the project provided?
- Does the project enhance mobility or community development for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled? Documentation that will help determine a score include school access routes, proximity to public housing or public facilities that can currently only be accessed by roadways.

Criterion (4) Describe how this project satisfies demand and improves accessibility: This project is part of an on-going investment made by the City to provide the proper infrastructure to its residents.

Derbyshire Regional Park is a City project located in the Midtown Redevelopment Area. The City Comprehensive Plan supports it. See attached page. The park is located on the eastern edge of the Westside Elementary School walk zone. See attached map from the Westside Elementary -2009 Bicycle and Pedestrian School Safety Review Study. Although it is not in the walk zone the city in coordination with the School District and TPO have worked to close gaps in the sidewalk/trail system and reduce hazardous conditions along the school routes. This segment would construct a 6 foot wide sidewalk along the east side of Derbyshire Regional Park and would provide a safe continuous surface for students and their families walking and biking and reduce a hazardous condition for the students traveling this route. It would complete a part of the sidewalk network and increase the safety of the pedestrians and bicyclists by separating them from the traffic lanes of the roadway. The city annually sets aside a minimum \$100,000 funding for the sidewalk program. See attached comprehensive plan goal and capital program.

(5) Project “Readiness” (Maximum 10 Points)

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Project has been completed through design. Only construction dollars are being sought.
- Is right-of-way readily available and documented for the project?

Criterion (5) Describe the type and amount of work required to ready this project for construction:
This segment is ready for construction. The design has been completed by in-house staff. The right of way exists. This project is proposed to fill in those gaps and provide greater accessibility to the park. The city will maintain the sidewalk improvements

The project design is complete. The City is seeking construction dollars only.

(6) Local Matching Funds Greater than 20% (Maximum 10 Points)

Points may be awarded in proportion to the size of the match.

Is the Applicant committing to a local match greater than 20% of the estimated project cost?	Check One	Points
20.0% < local match < 22.5%	<input checked="" type="checkbox"/>	1
22.5% ≤ local match < 25.0%	<input type="checkbox"/>	2
25.0% ≤ local match < 27.5%	<input type="checkbox"/>	3
27.5% ≤ local match < 30.0%	<input type="checkbox"/>	4
30.0% ≤ local match < 32.5%	<input type="checkbox"/>	5
32.5% ≤ local match < 35.0%	<input type="checkbox"/>	6
35.0% ≤ local match < 37.5%	<input type="checkbox"/>	7
37.5% ≤ local match < 40.0%	<input type="checkbox"/>	8
40.0% ≤ local match < 42.5%	<input type="checkbox"/>	9
42.5% ≤ local match	<input type="checkbox"/>	10

River to Sea TPO - 2014 Transportation Alternatives Project Scoring Form

Scored by: _____ Date: _____

Project Title: Navy Canal /Museum Blvd Trail from Museum Blvd to Clyde Morris Blvd.

Project Sponsor: City of Daytona Beach Priority (relative to other applications submitted by this Sponsor): _____

Project Description: The installation of a 12 foot wide trail along the Navy Canal from Museum Blvd to Clyde Morris Blvd.

Project Location (include project length and termini, if appropriate, and attach location map): From Museum Blvd. to Clyde Morris Blvd.; approximately 2,138 LF

Project Purpose and Need: The purpose of this project is to fill in a gap along Navy Canal and improve the mobility and accessibility to and from Museum Blvd to Clyde Morris Blvd.

Criteria Summary:

Priority Criteria	Maximum Points	Points Awarded
(1) Safety/Security	25	
(2) Contribution to "Livability" and Sustainability in the Community	20	
(3) Enhancements to the Transportation System	20	
(4) Demand/Accessibility	15	
(5) Project Readiness	10	
(6) Local Matching Funds > 20% Provided	10	
Total	100	

Criteria Definitions

(1) Safety Benefits (Maximum 25 Points)

This criterion looks at to what extent the proposed facility would enhance safety conditions for motorized travelers, non-motorized travelers, or the community.

- How does the project address a hazardous, unsafe or security condition/issue?
- How does the project remove or reduce potential conflicts (bicyclist/automobile and pedestrian/automobile)?
- Does the project eliminate or abate a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study?.

Criterion (1) Describe how this project promotes Safety and/or Security: The proposed trail will connect Museum Blvd to Clyde Morris Blvd. This will provide an additional access option for the residents in the subdivision located directly to the north, and pedestrians and/or bicycle riders east and west. Currently the residents can access Nova Road via Museum Blvd but cannot go west to Clyde Morris Blvd. The main ingress/egress point is from International Speedway Boulevard approximately 1/2 mile north. Residents of this area currently use this route to access Clyde Morris Blvd. This trail improvement will reduce the conflict between pedestrians/bicycles and cars by providing a separate access route away from the roadway system.

(2) Contribution to “Livability” and Sustainability in the Community (Maximum 20 Points)

This criterion looks at how the project positively impacts the “Livability” and Sustainability in the community that is being served by that facility.

Criterion (2) Describe how this project contributes to “Livability” and Sustainability in the Community: Installation of this trail will provide accessibility to Clyde Morris Blvd on the west. It will provide a unobstructed safe continuous trail separated from the traffic. This trail will provide passive recreation and enhances the well-being of pedestrians and bicycles by providing a shared path free from motorized vehicles. The trail will provide a continuous link from Nova Road/Museum Blvd to Clyde Morris Blvd. The project contributes to the livability and sustainability in the community in the following ways: 1. The trail improvement will improve the safety, security and enjoyment, as well as, the well being of pedestrians and bicycle users. 2. It improves the transfer between transportation modes by providing an additional access to Clyde Morris Blvd on the west and Nova Road on the east. 3. It will reduce the nonrenewable energy usage. 4. By providing this trail improvement will reduce the average trip length since the users will not have to travel north on Nova Rd to ISB then west and south down Clyde Morris Blvd. 5. It will promote an increase in transit and non-motorized trips. 6. And it significantly enhances and improves the walkability and bikeability by proving a safe place to walk and bike, and a safe unobstructed trail separated from vehicle traffic. It will also be a continuous sidewalk/trail facility with no gaps, obstructions, and consistent width.

(3) Enhancements to the Transportation System (maximum 20 points)

This criterion considers the demonstrated and defensible relationship to surface transportation.

Criterion (3) Describe how this project enhances the Transportation System: This trail segment will increase the mobility and accessibility for the residential neighborhoods to the various cultural, educational and recreational uses within a mile of this trail. The City has made it a priority to provide safe and unobstructed sidewalks/Trails for its residents and visitors. This is evident in their funding of sidewalk/trail projects. The city has Land Development regulations for sidewalk construction. It also has maintained a sidewalk program in its Capital Project funding. See attached. The proposed trail is situated between two highly traveled highways and this trail will serve as an alternate mode of travel fro the surrounding residents. The trail is also located in close vicinity to university and schools, residential development, various retail businesses and recreational parks. It will improve the travel route for people traveling to their employment sites and reduce travel time. It will benefit transit riders in accessibility and travel times also. Votran has bus stops along both Clyde Morris Blvd. and Nova Road. The City has an overall policy to connect sidewalks/trails and provide access to transit.

(4) Demand/Accessibility (Maximum 15 points)

This criterion looks at how this project satisfies demand and improves accessibility.

- Is there a documented obvious indication of demand?
- Is documentation of public support for the project provided?
- Does the project enhance mobility or community development for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled? Documentation that will help determine a score include school access routes, proximity to public housing or public facilities that can currently only be accessed by roadways.

Criterion (4) Describe how this project satisfies demand and improves accessibility: This trail project is located in close proximity to educational, recreational and cultural facilities. It will improve the accessibility of the surrounding residential neighborhoods. It will provide a clearly identifiable defined path and improve accessibility for pedestrians and bicycle users. It will improve and/or enhance the mobility options of the low income residents in the area by providing another access route and provide accessibility to a safe route for users using wheel chairs.

It will provide a safe route to students on the west side of Nova Road. Though it is not in the walk zone it will provide a safe route to those students, whose families cannot afford cars, walking or biking to and from school. It will provide a separation from vehicle traffic. The City of Daytona Beach's low income housing apartment complex is located on the east side of Nova Road so this trail would provide another travel route and accessibility to facilities that could only be accessed from the roadway. Halifax Hospital is located to the north on Clyde Morris Blvd. and Halifax Health Medical Health Clinic is located on Keech Street north of Campbell Middle School on the east side of Nova Road. This will provide accessibility to the residents and families using these public facilities. The Volusia County Public Library is also located on the east side of Nova Road and the trail would provide the access from Clyde Morris Blvd.

(5) Project "Readiness" (Maximum 10 Points)

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Project has been completed through design. Only construction dollars are being sought.
- Is right-of-way readily available and documented for the project?

Criterion (5) Describe the type and amount of work required to ready this project for construction:
This segment is ready for construction. The design has been performed in-house by City staff. The City has demonstrated its capability to maintain bicycle/pedestrian facilities throughout the City. Right of way is available. The city will also provide maintenance for the improvement(s) once completed.

(6) Local Matching Funds Greater than 20% (Maximum 10 Points)

Points may be awarded in proportion to the size of the match.

Is the Applicant committing to a local match greater than 20% of the estimated project cost?	Check One	Points
20.0% < local match < 22.5%	<input checked="" type="checkbox"/>	1
22.5% ≤ local match < 25.0%	<input type="checkbox"/>	2
25.0% ≤ local match < 27.5%	<input type="checkbox"/>	3
27.5% ≤ local match < 30.0%	<input type="checkbox"/>	4
30.0% ≤ local match < 32.5%	<input type="checkbox"/>	5
32.5% ≤ local match < 35.0%	<input type="checkbox"/>	6
35.0% ≤ local match < 37.5%	<input type="checkbox"/>	7
37.5% ≤ local match < 40.0%	<input type="checkbox"/>	8
40.0% ≤ local match < 42.5%	<input type="checkbox"/>	9
42.5% ≤ local match	<input type="checkbox"/>	10

River to Sea TPO - 2014 Transportation Alternatives Project Scoring Form

Scored by: _____ Date: _____

Project Title: Lehigh Trail -Trailhead @Palm Coast Tennis Center

Project Sponsor: City of Palm Coast Priority (relative to other applications submitted by this Sponsor): _____

Project Description: This is a bicycle/pedestrian facility enhancement project. Development of this trailhead at the intersection of Belle Terre Pkwy. and Royal Palms Pkwy. adjacent to the Lehigh Trail will provide amenities such as restrooms, water fountains, and paved parking.

Project Location (include project length and termini, if appropriate, and attach location map): Intersection of Belle Terre Pkwy./Royal Palms Pkwy.

Project Purpose and Need: The project will provide an amenity (parking, restrooms) for users of the City of Palm Coast Trails system and specifically, the Lehigh Trail which was funded by FDOT.

Criteria Summary:

Priority Criteria	Maximum Points	Points Awarded
(1) Safety/Security	25	
(2) Contribution to "Livability" and Sustainability in the Community	20	
(3) Enhancements to the Transportation System	20	
(4) Demand/Accessibility	15	
(5) Project Readiness	10	
(6) Local Matching Funds > 20% Provided	10	
Total	100	

Criteria Definitions

(1) Safety Benefits (Maximum 25 Points)

This criterion looks at to what extent the proposed facility would enhance safety conditions for motorized travelers, non-motorized travelers, or the community.

- How does the project address a hazardous, unsafe or security condition/issue?
- How does the project remove or reduce potential conflicts (bicyclist/automobile and pedestrian/automobile)?
- Does the project eliminate or abate a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study?.

Criterion (1) Describe how this project promotes Safety and/or Security: The project will provide a trailhead for users of the Lehigh Trail (a rails to trails project in Flagler County). Once constructed, the improved trailhead will provide a paved parking area, restrooms, and water fountains for users of the trail. Although trail users currently use the site to access the Lehigh Trail, there is no marked parking spaces, or other amenities to enhance the experience of the trail user.

(2) Contribution to "Livability" and Sustainability in the Community (Maximum 20 Points)

This criterion looks at how the project positively impacts the "Livability" and Sustainability in the community that is being served by that facility.

Criterion (2) Describe how this project contributes to “Livability” and Sustainability in the Community:

The Lehigh Trail Trailhead project enhances the livability of the community by providing a trailhead for the Lehigh Trail. The trailhead will be an inviting facility that will encourage the community to use the Lehigh Trail for recreation and potentially for community events. The Lehigh Trail is heavily used by recreational cyclists, walkers, and joggers. Providing a formal/improved trailhead facility will only serve to attract additional users of the trail and thereby promote a healthy lifestyle for residents and visitors to Palm Coast and Flagler County.

The proposed project is consistent with the City's numerous "livability" and "sustainability" goals and policies which are found in various City documents such as: the City's Economic Development Plan (Prosperity 2021), and the City of Palm Coast Comprehensive Plan.

Consistent with Prosperity 2021, the trailhead promotes the City's sustainability and livability by promoting the City's attractiveness and competitiveness to attract new residents, businesses, and visitors.

Furthermore, the project is consistent with the following goals of the Comprehensive Plan:

Future Land Use Element Goal 1.2, Quality of Life. "Maintain the community's quality of life through preservation and enhancement of environmental and community resources". The Lehigh Trail is specifically identified as a one of the community sites to be preserved. The proposed project promotes the enhancement and preservation of the Lehigh Trail as a community asset by providing an amenity to attract users to the Lehigh Trail.

Transportation Element Goal 2.3, "Develop and Maintain a Citywide System of Greenway Trails that Combine Pedestrian and Bicycle Opportunities". The construction of the trailhead will enhance the bicycling, walking, and recreation opportunities in the City.

Recreation and Parks Element Goal 4.1, Provision of Adequate Public Recreation and Parks Facilities. "Provide a system of public parks, open space, trails, greenways and recreational facilities that contribute to a pleasing quality of life and healthy lifestyle for residents and visitors". Construction of the Lehigh Trail Trailhead is consistent with this Comprehensive Plan Goal, the City continues to promote and fund facilities to promote quality of life and a healthy lifestyle for residents and visitors. The trailhead will be another accomplishment in implementing this goal.

Recreation and Parks Element Goal 4.4, Promote Economic Growth - "Recognizing the link between a high quality of life and the presence of outstanding recreational opportunities, it is the goal of the City to promote economic growth through increased recreation and park development". The City promotes its available recreational facilities to attract visitors who then spend dollars in the local community. Construction of the Lehigh Trail Trailhead will be another facility that the City may use to promote in order to attract visitors to the City.

Finally, the proposed project is consistent with policies to promote quality of life in the City such as:

Future Land Use Element Policy 1.2.1.2: "The City shall support greenway and trail linkages between public and private open space resources, schools, parks, residential, and commercial developments, as appropriate", Recreation and Parks Element Policy 2.3.1.4, "The City shall continue to expand and develop the City's trail system utilizing the trail concepts identified in Map 2.10 so that together with the City's sidewalk system it provides a pedestrian/bicycle route that rings the City and connects all neighborhoods, parks and public facilities". (See Map 2.10), and Recreation and Parks Element Policy 4.4.1.3, "The City shall encourage the development of eco-tourism and heritage tourism recreation programs within the City". (See Attachment B: Statement of Consistency with Comprehensive Plan and Greenways and Trails Map from Comprehensive Plan)

(3) Enhancements to the Transportation System (maximum 20 points)

This criterion considers the demonstrated and defensible relationship to surface transportation.

Criterion (3) Describe how this project enhances the Transportation System: The proposal to develop a trailhead at this location is identified in the City of Palm Coast Comprehensive Plan, and Recreation and Parks Master Plan. (See Attachment A - Location Map, and Attachment B - Statement of Consistency with Comprehensive Plan). The project will serve users of the Lehigh Trail by providing enhanced amenities at the trailhead location. Additionally, the proposed project provides an incentive for residents and visitors to use and visit the trail.

The proposed trailhead is adjacent to the heavily used Lehigh Trail. The Lehigh Trail extends for approximately 6.3 miles between US-1 and Colbert Lane in Palm Coast. This trail serves as a "spine" to the City's expanding trail system. The Lehigh Trail serves as a historic reminder of Flagler County's growth, the trail is built over an abandoned railroad corridor which once served the Lehigh Portland Cement Company.

The project is located within 1/2 mile of residential, commercial, and recreational uses. The Palm Coast Town Center is within a 1/2 mile and once developed will serve as Palm Coast's downtown with a range of uses from residential, commercial, office, cultural, and recreational.

(4) Demand/Accessibility (Maximum 15 points)

This criterion looks at how this project satisfies demand and improves accessibility.

- Is there a documented obvious indication of demand?
- Is documentation of public support for the project provided?
- Does the project enhance mobility or community development for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled? Documentation that will help determine a score include school access routes, proximity to public housing or public facilities that can currently only be accessed by roadways.

Criterion (4) Describe how this project satisfies demand and improves accessibility: Despite the lack of any improved facilities or amenities such as paved parking, restrooms, or water fountains, the the proposed project site is utilized by residents and visitors to access the Lehigh Trail. On any given day of the week, there are always cars parked at the proposed location of the trailhead. Clearly, there is a demand for an improved trailhead at this location. (See Attachment C - Photos of Location for Proposed Trailhead).

(5) Project "Readiness" (Maximum 10 Points)

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Project has been completed through design. Only construction dollars are being sought.
- Is right-of-way readily available and documented for the project?

Criterion (5) Describe the type and amount of work required to ready this project for construction: The site of the trailhead is currently owned by the City of Palm Coast, the City will maintain the trailhead once it is constructed. The proposed site design (See Attachment D - Proposed Trailhead Master Plan) is consistent with the amount of land available for development and is consistent with the parameters established by FPL for developing the trailhead within the FPL easement.

(6) Local Matching Funds Greater than 20% (Maximum 10 Points)

Points may be awarded in proportion to the size of the match.

Is the Applicant committing to a local match greater than 20% of the estimated project cost?	Check One	Points
20.0% < local match < 22.5%	<input checked="" type="checkbox"/>	1
22.5% ≤ local match < 25.0%	<input type="checkbox"/>	2
25.0% ≤ local match < 27.5%	<input type="checkbox"/>	3
27.5% ≤ local match < 30.0%	<input type="checkbox"/>	4
30.0% ≤ local match < 32.5%	<input type="checkbox"/>	5
32.5% ≤ local match < 35.0%	<input type="checkbox"/>	6
35.0% ≤ local match < 37.5%	<input type="checkbox"/>	7
37.5% ≤ local match < 40.0%	<input type="checkbox"/>	8
40.0% ≤ local match < 42.5%	<input type="checkbox"/>	9
42.5% ≤ local match	<input type="checkbox"/>	10

River to Sea TPO - 2014 Transportation Alternatives Project Scoring Form

Scored by: _____ Date: _____

Project Title: Volusia Gap – Segment 2: US 17/92 Bridge to Coast-to-Coast Trail & SunRail Connector – A REGIONAL TRAIL PROJECT

Project Sponsor: County of Volusia **Priority (relative to other applications submitted by this Sponsor):** _____

Project Description: This project is for construction of a 12 foot wide multi-use paved trail from the foot of the 17/92 St. Johns River bridge in Volusia County t the Coast-to-Coast Connector Trail at two points. The first connection point will be from the foot of the 17/92 Bridge to the Spring-to-Spring trail head within Lake Monroe Park. This will provide a connection between Seminole and Volusia County's trail systems and complete a gap in the Coast-to-Coast Connector Trail. The second connector will run along the right-of-way on the west side of Highway 17/92 north from the SunRail Station then turn East and cross highway 17/92 at Dirkson Road to connect to the Coast-to-Coast Connector Trail via Volusia County's Spring-to-Spring Trail. Another optional connection would be from the SunRail Station across Highway 17/92 at Fort Florida Road and over St. Johns River Water Management District property to the Coast-to-Coast Connector Trail (via Volusia County's Spring-to-Spring Trail). (See Project Maps).

Project Location (include project length and termini, if appropriate, and attach location map): from 17/92 Bridge at the St. Johns River to Coast-to-Coast Connector Trail at Lake Monroe Park and the SunRail Station Trail Connector

Project Purpose and Need: This project is a trails/pedestrian bicycle project intended to fill a gap in the Coast-to-Coast Connector Trail System and to provide a safe and effective connection to the SunRail Station and its associated Votran bus service.

Criteria Summary:

Priority Criteria	Maximum Points	Points Awarded
(1) Safety/Security	25	
(2) Contribution to "Livability" and Sustainability in the Community	20	
(3) Enhancements to the Transportation System	20	
(4) Demand/Accessibility	15	
(5) Project Readiness	10	
(6) Local Matching Funds > 20% Provided	10	
Total	100	

Criteria Definitions

(1) Safety Benefits (Maximum 25 Points)

This criterion looks at to what extent the proposed facility would enhance safety conditions for motorized travelers, non-motorized travelers, or the community.

- How does the project address a hazardous, unsafe or security condition/issue?
- How does the project remove or reduce potential conflicts (bicyclist/automobile and pedestrian/automobile)?

- Does the project eliminate or abate a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study?.

Criterion (1) Describe how this project promotes Safety and/or Security: The project resolves unsafe conditions by providing a designated and safe 12 foot wide paved trail section to connect the 17/92 bridge to Volusia County's Spring to Spring Trail which is a component section of the Coast to Coast Connector Trail System. Currently, there is not a safe way for pedestrians and bicyclists to travel from the Seminole County trail on the south side of the 17/92 bridge over the St. Johns River to Volusia County and the Coast to Coast Connector Trail. This project would resolve these safety issues by constructing a new safe section of trail to replace the on-road bicyclist's use and missing pedestrian facilities between the end of the 17/92 bridge and the beginning of the Coast to Coast Connector Trail (Spring to Spring Trail). Furthermore, a 12 foot wide trail connection to the SunRail Station in DeBary is proposed by two different routes. Selection of the best intermodal connection of the SunRail Station with the Coast to Coast and Spring to Spring Trail systems will greatly reduce risks to bicyclists and pedestrians while providing safe travel along both trail systems. This project will access the SunRail connection options: J) north along 17/92 to the existing traffic light and crosswalk at Dirkson Road then east to the Coast to Coast Connector Trail, or 2) a connection directly east of the SunRail Station at Fort Florida Road to the Coast to Coast Connector Trail. User security will be enhanced by either SunRail connection option and the Coast to Coast Connector Trail connection from the 17/92 bridge via Lake Monroe Park. Trail users will be better protected from hazards by providing greater separation of conflicting uses with a designated 12 foot wide travel route for bicyclists and pedestrians. These improvements are critical to the connectivity of transportation assets and user safety.

(2) Contribution to "Livability" and Sustainability in the Community (Maximum 20 Points)

This criterion looks at how the project positively impacts the "Livability" and Sustainability in the community that is being served by that facility.

Criterion (2) Describe how this project contributes to "Livability" and Sustainability in the Community: This project is a major contributor to livability and sustainability by connecting the Coast to Coast Connector Trail to both the SunRail Station, with its associated bus connections, and to the Coast to Coast Connector Trail System via the St. John River Bridge at Highway 17/92. This project will provide trail users with opportunities to leave their automobiles behind when they go to work and when they go to play. It will provide a 12 foot wide trail and safe connection of SunRail's DeBary Station to the Spring to Spring and Coast to Coast Trail systems. The project begins at the Highway 17/92 bridge over the St. Johns River. This is a major entrance corridor to Volusia County and this proposed project is discussed in FDOT's "DeBary SunRail Station Area Bicycle & Pedestrian Connectivity Study" (see Attachment A). Adding the proposed trail sections will remove barriers for bicycle and pedestrian movements by providing safe trails that connect both the 17/92 Bridge and the SunRail Station to the regionally important Coast to Coast Connector Trail system. This project will greatly improve transfers between transportation modes. The connection to the SunRail Station will connect bicyclists and pedestrians using the trail systems to the commuter rail system and the Votran bus system. These connections will reduce non-renewable energy usage and will facilitate regional commuter transportation, while reducing average trip length, single occupancy vehicle trips, vehicle parking, and personal injury and property damage resulting from vehicle crashes. This proposed project will greatly enhance walkability and bikeability by providing safe 12 foot wide bike and walking trail. The project will consider safe walking and biking spaces, traffic detection needs, safe and adequate surfaces, safe road crossings, and directional and safety sign needs. The project will produce a continuous trail facility and is proposed to "fill the gap" in the Coast to Coast Trail system as well as "fill the gap" between the SunRail Station and Coast to Coast Connector Trail system to produce a seamless intermodal transportation system which provides new transportation options and opportunities (or both work, play and economic activity).

(3) Enhancements to the Transportation System (maximum 20 points)

This criterion considers the demonstrated and defensible relationship to surface transportation.

Criterion (3) Describe how this project enhances the Transportation System:

The proposed project will significantly enhance the transportation system. This project is addressed in Volusia County's "Transportation Element" and the "Recreation and Open Space Element" of the Comprehensive Plan (see Attachment A: selected pages of the Volusia County Comprehensive Plan). The 2035 Long Range Transportation Plan (see Attachment A) identifies in the "Bicycle and Pedestrian" section the needs that this project is designed to address. These needs are multimodal connectivity, safety, active transportation, communities designed for health and safety, and increased bicycle and pedestrian capacity. The "DeBary SunRail Station Area Bicycle & Pedestrian Connectivity Study" by FDOT states the need for a trail connection to the DeBary Sun Rail Station. The "Coast to Coast Connector Trail" calls for filling the gaps in the Coast to Coast Trail system and includes this project under the "Seminole/Volusia Gap Segment 2- US17/92 Bridge to Spring to Spring Trail" (see Attachment A). This project directly relates to surface transportation. It calls for linking the Coast to Coast Trail along Highway 17/92 to the existing Spring to Spring Trail, both of which are major pedestrian/bicycle corridors. Connecting the Coast to Coast Connector Trail to Volusia County's Spring to Spring Trail will provide users with an enjoyable aesthetic experience, especially when using the wetland boardwalk and idly forested sections of the trail at Lake Monroe Park. The Spring to Spring Trail, once integrated into the Coast to Coast Connector Trail, offers trail access to a variety of historic sites, including DeBary Hall, and beautiful natural settings like Gemini and Green Springs. This project will improve mobility between a number of different land uses by allowing bicycle and pedestrian access to County parks, SunRail, residential and commercial properties. The connection to both SunRail and the Coast to Coast Trail system will result in improved access and non-motorized transportation across a statewide region. The project will benefit transit riders by improving connections between the trail systems that connect to residential areas and the SunRail station which provides bus transportation and bicycle access to the SunRail trains. These connections will improve transportation options for commuters and provides opportunities for transit completely independent of an automobile. This project is an important extension and phase of both the larger SunRail System and the Volusia County and Coast to Coast Trail systems.

(4) Demand/Accessibility (Maximum 15 points)

This criterion looks at how this project satisfies demand and improves accessibility.

- Is there a documented obvious indication of demand?
- Is documentation of public support for the project provided?
- Does the project enhance mobility or community development for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled? Documentation that will help determine a score include school access routes, proximity to public housing or public facilities that can currently only be accessed by roadways.

Criterion (4) Describe how this project satisfies demand and improves accessibility: The inclusion of this trails project in Volusia County's Comprehensive Plan, the TPO's 2035 Long Range Transportation Plan, FDOT's DeBary SunRail Station Area Bicycle & Pedestrian Connectivity Study and the need to close the gap in the Coast to Coast Trail system all indicate the demand and need for this project (See Attachment A). Letters of support are attached (See Attachment A). They indicate strong local, regional and statewide support for this project. Trails in Florida have proved to be highly valuable and heavily used community and regional asset. This project is a "Regional Trail Project" on the "Regional Trail Priority List". If funded it will greatly increase and enhance mobility and connectivity of transportation options and the distances over which those options exist. Disadvantaged groups will have access to four different alternative transportation options: pedestrian trails, bicycle trails, the SunRail Station and the Volusia County bus system. The connection to the SunRail Station creates access to a regional set of

destinations, employment opportunities and public facilities that otherwise can only be accessed by roadways.

(5) Project “Readiness” (Maximum 10 Points)

This criterion looks at the amount of work required to develop the project and get it ready for construction. The closer a project is to the construction phase, the more points it is eligible for.

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Project has been completed through design. Only construction dollars are being sought.
- Is right-of-way readily available and documented for the project?

Criterion (5) Describe the type and amount of work required to ready this project for construction:

This project will be constructed in existing FDOT right-of-way along Highway 17/92 and within property owned by Volusia County and the St. Johns River Water Management District. Volusia County Parks Recreation and Culture Division will maintain the additional trails as a component of its existing trails maintenance program. The right-of way is available and all property is either existing FDOT lands or lands owned by Volusia County or the St. Johns River Water Management District. Robert A. Christianson, Director of the Division of Strategic Planning and Financial Services, with the St. Johns River Water Management District has send a letter of support for the proposed project and the use of the District's lands (see Attachment A). The Water Management District has been working to transfer ownership of their lands in this area to Volusia County. That effort is initiated but not yet completed.

(6) Local Matching Funds Greater than 20% (Maximum 10 Points)

Points may be awarded in proportion to the size of the match.

Is the Applicant committing to a local match greater than 20% of the estimated project cost?	Check One	Points
20.0% < local match < 22.5%	<input checked="" type="checkbox"/>	1
22.5% ≤ local match < 25.0%	<input type="checkbox"/>	2
25.0% ≤ local match < 27.5%	<input type="checkbox"/>	3
27.5% ≤ local match < 30.0%	<input type="checkbox"/>	4
30.0% ≤ local match < 32.5%	<input type="checkbox"/>	5
32.5% ≤ local match < 35.0%	<input type="checkbox"/>	6
35.0% ≤ local match < 37.5%	<input type="checkbox"/>	7
37.5% ≤ local match < 40.0%	<input type="checkbox"/>	8
40.0% ≤ local match < 42.5%	<input type="checkbox"/>	9
42.5% ≤ local match	<input type="checkbox"/>	10



2014 Priority Project Process Schedule [\(Revised 2/24/2014\)](#)

February 2014

- TPO staff issues **call for new projects** – application packets sent out to all interested parties (Monday, February 3).
- **Except as noted below, local governments are NOT required to submit a new application for a candidate project already on the VTPO's List of Priority Projects (LOPP). However, if a local government would like for its project(s) to remain on a list for funding, that local government must submit a letter to the VTPO reaffirming its support for the project(s). Candidate projects on the list of projects ready for Feasibility Study will not be moved to the list of projects ready for Project Implementation until a Feasibility Study has been completed AND the local government has submitted an application for Project Implementation to the VTPO.**
- TPO staff hosts **workshops** with local governments to discuss the Priority Project process and application requirements: East Volusia and West Volusia (scheduled February 20).

April 2014

May 2014

- **Deadline** to submit Priority Project applications and/or letters of support for “candidate project(s)” **5:00 p.m. Friday, May 9, 2014.**
- BPAC Project Review Subcommittee meets to rank XU Bicycle/Pedestrian projects (Wednesday, May 21).
- TIP Subcommittee (TCC/CAC/BPAC) meets to rank Traffic Ops/ITS/Safety and Transportation Alternatives projects (Thursday, May 22).

June 2014

- BPAC review of draft lists of XU Bicycle/Pedestrian and Transportation Alternatives Priority Projects (Wednesday, June 11)
- CAC review of draft lists of Traffic Ops/ITS/Safety and Transportation Alternatives Priority Projects (Tuesday, June 17)
- TCC review of draft lists of Traffic Ops/ITS/Safety and Transportation Alternatives Priority Projects (Tuesday, June 17)
- TPO 1st review of draft List of Priority Projects (Wednesday, June 25)

July 2014

- 30-day public notice for public to review the draft List of Priority Projects (Friday, July 25)

August 2014

- TPO Board holds a Public Hearing on the Draft List of Priority Projects (Wednesday, August 27)
- **TPO Board adopts List of Priority Projects** (Wednesday, August 27)
- TPO staff compiles all of the priority project information (including the adopted List of Priority Projects and project scopes) and transmits this information to FDOT prior to the October 1, 2014 deadline



Volusia Transportation Planning Organization

2013 PRIORITY PROJECT LISTS

	Page
• STRATEGIC INTERMODAL SYSTEM (SIS) PROJECTS.....	1
• REGIONALLY SIGNIFICANT, NON-SIS ROADWAY PROJECTS	3
• XU TRAFFIC OPERATIONS/ITS/SAFETY PROJECTS	5
• XU BICYCLE/PEDESTRIAN PROJECTS	9
• TRANSPORTATION ENHANCEMENTS/ALTERNATIVES PROJECTS	11
• BASCULE BRIDGE PROJECTS.....	13
• TRANSIT PROJECTS.....	14

Volusia TPO List of Prioritized Strategic Intermodal System (SIS) Projects

ADOPTED August 28, 2013

Priority Rank	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Completed Phases	Programmed Phases	Estimated Total Project Cost	Comment
1	P10a-201-01	2427152	I-95/I-4 Systems Interchange		interchange upgrade	PD&E, ENV	ROW (FY 2012/13 - \$4,505,000; FY 2015/16 - \$34,265,762)	\$247,084,471 ²	PE is underway
2	P10a-202-01	4068696	I-95 widening (4 lanes to 6)	from SR 400 (Beville Rd) to SR 44	widening	PD&E, PE	ROW (2011/12); CST (2014/15 - \$98,992,606)	\$113,983,769	Includes I-95/SR 421 interchange improvements previously identified as separate project FM # 4068697); FULLY-FUNDED
3	P10a-204-01	4068694 & 4068698	I-95 widening (4 lanes to 6)	from Brevard County to 0.5 mile north of SR 44	widening	PD&E, PE, ROW	CST (FY 2011/12 - \$90,730,425, FY 2014/15 - \$317,376, FY 2015/16 - \$43,858,816)	\$134,906,617 (including portion in Brevard County)	Included in Brevard County widening project (4068698); FULLY-FUNDED
4	P10a-205-01	4102511	SR 15 (US 17) widening (2 lanes to 4)	from Ponce de Leon Blvd to SR 40	widening	PD&E, PE, ENV	ROW (2014/15 - \$12,517,287)	\$44,800,000 ²	-
5	P11a-201-01	4289471	SR 40 widening (4 lanes to 6)	Williamson to Breakaway Tr	widening	PD&E		\$19,500,000 ^{1,2}	-
6	P10a-206-01	2408371	SR 40 widening (2 lanes to 4)	Cone Rd to SR 11	widening	PD&E, PE	ENV (2012/13 - \$2,531,652)	\$69,400,000 ²	-
7	P10a-207-01	2408361	SR 40 widening (2 lanes to 4)	from SR 11 to SR 15 (US 17)	widening	PD&E	PE (2013/14), ENV (2014/15), ROW (2013/14 - \$3,250,000, 2014/15 - \$4,200,000)	\$69,200,000 ²	-
8	P11a-203-01	4336691	SR 15 (US 17) widening (2 lanes to 4)	from SR 40 to Putnam County	PD&E study	-	PD&E (2014/15 - \$1,810,000)	-	
9	P12s-202-01	4084642	I-4 widening to 10 lanes to accommodate 4 managed-use (variable toll) lanes	Volusia/Seminole county line to 1/2 mile east of SR 472	widening	PD&E ³	PD&E (2012/13 - \$4,618,727); PE (2014/15 - \$2,220,000 and 2015/16 - \$4,180,000)	\$681,292,000 ²	

Volusia TPO List of Prioritized SIS Projects – Continued...

Priority Rank	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Completed Phases	Programmed Phases	Estimated Total Project Cost	Comment
10	P12s-201-01	4337181	Alternatives Analysis for a Mass Transit Connection between SunRail and Daytona Beach International Airport	from SunRail to Daytona Beach International Airport	study		PLN (2014/15 - \$3,000,000)	\$2,052,000 (planning only)	This project is also included on the List of Prioritized Transit Projects; included in draft FY 2013/14 - FY 2017/18 TIP

¹ \$19,500,000 is amount of public funding allocated in the LRTP for widening SR 40 from I-95 to Breakaway Trail. It is expected that an equal amount will be funded with developer contributions.

² Year of expenditure cost.

³ A PD&E study was undertaken previously and is currently being updated along with a revenue study.

Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Roadway Projects will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program.

Volusia TPO List of Prioritized Regionally Significant, Non-SIS Roadway Projects

ADOPTED August 28, 2013

Priority Ranking	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Completed Phases	Programmed Phases	Estimated Total Project Cost	Comments
1			US 1 AIS Recommendations (7 intersections from the US 1 AIS) ³	SR 5 (US 1) at Park Av (only intersection of the 7 not yet funded)	intersection improvements		-	\$9,000,000 ¹	-
	P10a-210-02 (SR 421); p10a-210-09 (Herbert)	2409922 ⁴	SR 5 (US 1) at SR 421 (Dunlawton Av) and Herbert St Intersection Improvements	SR 5 (US 1) at SR 421 (Dunlawton Av) and Herbert St		PE	CST (2013/14 - \$152,034)	\$528,000 ¹	2012 study recommended add bike lanes at Dunlawton, add eastbound to southbound right turn lane at Herbert St, and improve signal coordination between intersections; FULLY-FUNDED
	P10a-210-05	2409925	SR 5 (US 1) at Canal Street Intersection Improvements	SR 5 (US 1) at Canal St		PE	ROW (2014/15 - \$1,913,000) and CST (2017/18 - \$4,288,403)	\$7,383,335	
	P10a-210-08	2409927	SR 5 (US 1) at Reed Canal Rd Intersection Improvements	SR 5 (US 1) at Reed Canal Rd		PE	ROW (2014/15 - \$1,686,000) and CST (2017/18 - \$1,182,929)	\$3,419,200	
	P10a-210-06	2409928	SR 5 (US 1) at Big Tree Rd Intersection Improvements	SR 5 (US 1) at Big Tree Rd		PE	ROW (2014/15 - \$268,000) and CST (2017/18 - 1,228,703)	\$1,868,751	
	P10a-210-07	2409929	SR 5 (US 1) at LPGA Blvd Intersection Improvements	SR 5 (US 1) at LPGA Blvd		-	PE (2012/13) and CST (2014/15 - 488,060)	\$648,146	PE is currently underway
2	P10a-205-01	4102511	SR 15 (US 17) widening (2 lanes to 4)	from Ponce de Leon Blvd to SR 40	widening	PD&E, PE, ENV	ROW (2014/15 - \$12,444,357)	\$44,800,000 ¹	-
3	P10a-212-01	4081781	SR 483 (Clyde Morris Blvd) widening (4 lanes to 6)	from SR 400 (Beville Rd) to SR 600 (US 92 - International Speedway Blvd)	widening	PD&E, PE, ENV	ROW (FY 2017/18 - \$28,328,500)	\$66,400,000 ¹	-
4	P10a-213-01	4197721	I-95/SR 5 (US 1) Interchange Ramp Modification (Ormond Crossings)	-	ramp modifications	-	-	\$11,900,000 ⁵	-
5	P11a-208-01	-	SR 44 Misc. Improvements	between SR 15A and SunRail Station	misc. upgrades to improve access to the SunRail station	-	-	\$19,100,000 ¹	-

Volusia TPO List of Prioritized Regionally Significant, Non-SIS Roadway Projects – Continued...

Priority Ranking	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Completed Phases	Programmed Phases	Estimated Total Project Cost	Comments
6	P11a-209-01	4226271	SR 600 (US 92) widening (4 lanes to 6)	from I-4 EB Ramps to SR 600 (US 92) to CR 415 (Tomoka Farms Rd)	widening	PD&E	ENV (2013/14 - \$600,000)	\$18,600,000 ⁶	PE is currently underway
7	P11a-210-01	4336681	SR 472 widening (4 lanes to 6)	from Graves Av to Kentucky/MLK Blvd	widening	-	PD&E (2014/15 - \$810,000)	\$26,200,000 ¹	-
8	P11a-212-01	-	SR 44 widening (2 lanes to 4)	from Voorhis Av to Kepler Rd	widening	-	-	\$4,500,000 ¹	-
9	P11a-203-01	4336691	SR 15 (US 17) widening (2 lanes to 4)	from SR 40 to Putnam County	PD&E study	-	PD&E (2014/15 - \$1,810,000)	-	-

¹ Year of expenditure cost

² Present day cost (2012)

³ This #1 ranked project originally included 15 intersections from the US 1 Arterial Investment Study (AIS). As modified by the Volusia TPO Board by adoption of the 2035 Long Range Transportation Plan on 9/28/2010, the project now includes 7 of the intersections in both Tiers 1 and 2 that have not been fully funded through construction yet. These 7 intersections are LPGA Blvd, Big Tree Rd, Reed Canal Rd, Herbert St, SR 421 (Dunlawton Av), SR 44 (Canal St) and Park Av. They are being funded by FDOT as individual projects. Only Park Av has not yet been programmed.

⁴ Two intersections, US 1 at SR 421 (Dunlawton) and US 1 at Herbert St, were combined as one project under FM# 2409922.

⁵ \$11,900,000 is the amount of public funding allocated in the LRTP for this project. It is expected that an equal amount will be funded by private contributions.

⁶ \$18,600,000 is the amount of public funding allocated in the LRTP for this project. It is expected that private contributions will fund the balance of the estimated \$35,808,000 (2009) total cost.

Projects which are ranked one through five on the Prioritized List of Regionally Significant Non-SIS Roadway Projects will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program.

Volusia TPO List of Prioritized XU Traffic Operations/ITS/Safety Projects

ADOPTED August 28, 2013

“A” List – Projects with One or More Phases Funded

Priority Ranking	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Comments
1	P10a-102-01	4301761	Pioneer Trail at Turnbull Bay Rd Curve Redesign	Pioneer Trail @ Turnbull Bay Rd	Roadway realignment	Volusia County	PE (\$185,000) ROW (\$550,000)	CST - FY 13/14 (\$1,409,000)	\$2,144,000	2009	Safety project - redesign curve; FULLY-FUNDED
2	P10a-104-01	4226831	SR 5A (Nova Rd) at SR 600 (US 92, International Speedway Blvd)	SR 5A (Nova Rd) @ SR 600 (US 92 - International Speedway Blvd)	Intersection improvement	FDOT	PE	CST FY 12/13 (\$596,463)	\$1,471,141	2010	CST exclusive SB LT LN; CST 2nd EB LT TN LN; extend WB LT TN LN; rebuild signal as master arms; FULLY FUNDED
3	P10a-107-01	4301781, 4301782 & 4180211	SR 600 (US 92, International Speedway Blvd) Signal Upgrades	CR 415 (Tomoka Farms Rd) to Palmetto Av	Signal upgrade	Volusia County, FDOT, Daytona Beach	PE	4301782 - CST (design/build) in FY 11/12 (\$3,515,600); 4180211 - PE in 12/13 (\$171,288) and CST in 14/15; \$824,803)	4301781 & 4301782 - \$3,600,000; 4180211 - \$2,406,437	2010	Rebuild 13 signals as mast arms; FULLY-FUNDED
4	P10a-109-01	4301811	SR A1A at Peninsula Av Turn Lane Extension	SR A1A (S. Causeway) at Peninsula Av	Intersection improvement	Volusia County	-	-	\$50,000 (PE)	2010	Extend EB LT TN LN; to be undertaken by FDOT as a "pushbutton" project
5	P10a-110-01	4302321	SR A1A at Lynnhurst Dr	SR A1A @ Lynnhurst Dr	Intersection improvement	Volusia County	-	PE - FY 11/12 (\$131,268); CST - FY 12/13 (\$368,157)	-	2010	Add NB LT TN LN; fully funded; FULLY-FUNDED
6	P11a-112-01	4336232	Orange Avenue Signal System Mast Arm Upgrades	SR 5A (Nova Rd) to Beach St	Traffic signal system and mast arm upgrades	Daytona Beach	-	CST - FY 12/13 (\$1,909,306 XU; \$340,306 LF)	\$2,249,612	2011	FULLY-FUNDED
7	P11i-119-01	4336491	Dunn Avenue Paved Shoulders	From Clyde Morris Blvd to Bill France Blvd	Paved shoulders/drainage	Volusia County	-	CST - 13/14 (\$1,549,000)	\$808,047	2011	Included in Draft FY 2013/14 – FY 2017/18 TIP with \$808,047 (SU/ACSU) and \$140,000 LF for CST in FY 2013/14.
8	P11i-118-01	4336711	Doyle Road Paved Shoulders	From Courtland Blvd to SR 415	Paved shoulders	Volusia County	-	CST (2014/15 - \$1,118,507	\$1,242,786	2011	FULLY-FUNDED
9	P12i-104-01	4336661	Herbert Street WB Right Turn Lane	At Clyde Morris Blvd	Intersection improvement	Port Orange	-	CST (2014/15 - \$297,122)	\$297,122	2012	PE phase needed - \$30,179 (2013)

Volusia TPO List of Prioritized XU Traffic Operations/ITS/Safety Projects

ADOPTED August 28, 2013

“B” List – Projects Ready for Funding

Priority Ranking	TPO Project Number	Project Name	Project Limits	Project Type	Project Sponsor	Estimated Total Project Cost	Required Match/Commitment Received	Year Submitted	Total Project Score	Comments
1	P10a-118-01	SR 40 Adaptive Control System (Volusia County)	SR 5A (Nova Rd) to SR A1A	Signal coordination with advanced control	Volusia County	\$300,000	25%/Res. 2010-67	2010	71	Programming of funds is pending submission of Systems Engineering Management Plan (SEMP) and updated project scope and cost estimate
2	P12i-101-01	SR 40 Adaptive Signal Control System (Ormond Beach)	From Main Trail to Tymber Creek Rd	Signal coordination with advanced control	Ormond Beach	\$445,802.50 (2012)	10%/Res. 2012-47	2012	66.67 ³	Programming of funds is pending submission of Systems Engineering Management Plan (SEMP); CST/CEI - \$405,275/\$40,528 (2012)
3	P12i-102-01	City of New Smyrna Beach Traffic Signal Preemption	Twenty three traffic lights throughout the city	Traffic signal preemption	New Smyrna Beach	\$201,388 (2012)	10%/Apr 10, 2012 Commission minutes	2012	66.00 ³	Programming of funds is pending submission of Systems Engineering Management Plan (SEMP); total project cost is \$227,638 including devices installed in vehicles; VTPO does not fund devices installed in vehicles
4	P11a-111-01	Energy Efficient LED Traffic Signals	city-wide	Traffic signal modification/upgrade	Daytona Beach	\$176,619	10%/Ltr. Dated 4-21-11	2011	65.50 ³	Programming of funds is pending submission of coordinated plan by the project sponsors.
5	P11a-116-01	LED Traffic Signal Replacement	city-wide	Traffic signal modification/upgrade	DeLand	\$70,000	10%/Ltr. Dated 4-13-11	2011	65.00 ³	Programming of funds is pending submission of coordinated plan by the project sponsors.
6	P12i-103-01	LED Traffic Signal Conversion	city-wide	Traffic signal modification/upgrade	Port Orange	\$100,000 (conceptual estimate based on average cost data - 2012)	10%/	2012	61.00 ³	Programming of funds is pending submission of coordinated plan by the project sponsors.
7	P13i-101-01	Dunlawton Av Walk Light Construction, Phase One	SR 5 (US-1) to Spruce Creek Rd	Lighting	Port Orange	\$586,400 (2012)	10%/	2013	71.60 ³	Phase I of improvements recommended by feasibility study produced in 2011; construction plans have been completed, but may require minor modifications
8	P13i-102-01	Beach Parking Pedestrian Crossing at Racing's North Turn	at North Turn beach ramp	Pedestrian-activated rectangular rapid flashing beacon	Ponce Inlet	\$30,539 (2013)	10%/	2013	68.20 ³	
9	P13i-103-01	Pioneer Trail Left Turn Lane	Pioneer Tr at Colony Park Rd extension	Westbound left turn lane	New Smyrna Beach	\$94,165 (2013)	10%/	2013	63.00 ³	
10	P11a-120-01	Old New York Avenue Paved Shoulders and Lane Widening	From SR 44 and Shell Rd	Paved shoulders	Volusia County	\$2,909,158 (2013)	10%/Res. 2011-61	2011	60.50 ³	Need PE - \$335,672 (2013) and CST/CEI - \$2,237,814/\$335,672 (2013)

Volusia TPO List of Prioritized XU Traffic Operations/ITS/Safety Projects
"B" List – Projects Ready for Funding – Continued...

Priority Ranking	TPO Project Number	Project Name	Project Limits	Project Type	Project Sponsor	Estimated Total Project Cost	Required Match/Commitment Received	Year Submitted	Total Project Score	Comments
11	P11a-117-01	Traffic Sign Replacement	city-wide	Traffic sign modification/upgrade	DeLand	\$36,000 (2011)	10%/Ltr. Dated 4-13-11	2011	59.67 ³	
12	P11a-121-01	Doyle Road Paved Shoulders	From Providence Blvd to Saxon Blvd	Paved shoulders	Volusia County	\$1,506,373 (2013)	10%/Res. 2011-61	2011	59.00 ³	Need PE - \$173,812 (2013) and CST/CEI - \$1,158,749/\$173,812 (2013)
13	P13i-104-01	Wayfinding Masterplan Implementation	City-wide	Wayfinding signs	Daytona Beach	\$380,000 (2013)	10%/	2013	57.17 ³	Preliminary design to be completed 10/2013 using local funds - \$120,000 (2013); need PE - \$50,000 (2013) and CST - \$380,000 (2013)
14	P11a-122-01	Doyle Road Paved Shoulders	From Lush Lane to Courtland Blvd	Paved shoulders	Volusia County	\$761,416 (2013)	10%/Res. 2011-61	2011	53.67 ³	Need PE - \$87,856 (2013) and CST/CEI - \$585,704/\$87,856 (2013)
15	P12i-106-01	Old Mission Rd - Park Av Intersection Improvements	at Old Mission Rd and Park Av	Intersection Improvements	Edgewater	\$580,000 (2012)	10%/	2012	52.67 ³	Need PE - \$70,492 (2013) and CST phases
16	P11a-123-01	Turnbull Bay Road Paved Shoulders	From Pioneer Trail to Sunset Drive	Paved shoulders	Volusia County	\$2,499,322 (2013)	10%/Res. 2011-61	2011	49.67 ³	Need PE - \$288,383 (2013) and CST/CEI - \$1,922,556/\$288,383 (2013)
17	P12i-107-01	Mast Arm Installation on SR A1A at Cardinal Dr	at SR A1A and Cardinal Dr	Traffic signal support system upgrade	Ormond Beach	\$203,810 (2013)	10%/Res. 2012-46	2012	46.00 ³	Need PE - \$24,457 (2013) and CST/CEI - \$163,048/\$16,305 (2013)
18	P12i-108-01	Mast Arm Installation on SR A1A at Harvard Dr	at SR A1A and Harvard Dr	Traffic signal support system upgrade	Ormond Beach	\$202,612 (2013)	10%/Res. 2012-46	2012	44.33 ³	Need PE - \$24,313 (2013) and CST/CEI - \$162,090/\$16,209 (2013)
19	P12i-109-01	US 1 Traffic Signal Upgrades	at 3rd St, 6th St, 8th St, Walker St, and Flomich St	Traffic signal support system upgrade	Holly Hill	\$975,000 (2012)	10%/Res. 2012-R-13	2012	40.67 ³	Need PE - \$115,000 (2013) and CST/CEI - \$900,000/\$135,000 (2013)
20	P-12i-110-01	Big Tree Rd/Golfview Blvd Intersection Improvements ¹	at Big Tree Rd and Golfview Blvd	Traffic signal support system upgrade, crosswalk enhancements, resurfacing, school bus stop enhancements	South Daytona	PE - \$26,457; CST - \$189,611; total - \$216,068 (2012)	10%/	2012	38.33 ³	City agrees to phase project if necessary.

¹ This project cannot be programmed unless and until they receive the support of the agency responsible for the facility on which the projects are located.

² Cost does not include design which is to be completed by project sponsor.

³ Project scored using different criteria than project applications submitted prior to 2011.

Projects which are ranked one through eight on Tier "B" will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program.

Volusia TPO List of Prioritized XU Traffic Operations/ITS/Safety Projects

ADOPTED August 28, 2013

“C” List – Projects Awaiting Feasibility Study

Priority Ranking	TPO Project Number	Project Name	Project Limits	Project Type	Project Sponsor	Year Submitted	Total Project Score	Required Match/Commitment Received	Comments
1	S11a-120-01	Traffic Camera Network	city-wide	ITS	South Daytona	2011	- ¹	10%/	Install traffic monitoring system
2	S10a-105-01	SR 44 - Woodward Av Turn Lane	SR 44 at Woodward Av	Intersection improvement	Volusia County	2010	56.83	25%/Res. 2010-67 (25%)	Add WB LT TN LN
3	S10a-109-01	SR 600 (US 92) - Williamson Blvd Turn Lane	US 92 (ISB) at Williamson Blvd	Intersection improvement	Volusia County	2010	36.67	25%/Res. 2010-67 (25%)	Add 2nd SB RT TN LN (for duals)
4	S12i-101-01	Flagler Beach Pier Traffic Calming	SR A1A at Flagler Beach Pier	Safety	Flagler Beach	2012	74.50 ²	10%/Res. 2012-16	
5	S13i-101-01	Daytona Beach Shores SR A1A Pedestrian Safety Project Feasibility Study	Frazer Rd to Dunlawton Av to S Peninsula Dr	Pedestrian safety improvements	Daytona Beach Shores	2013	69.8	10%/	2013 application
7	S13i-103-01	Beach Street/Fairview Avenue Roundabout	at Beach Street/Fairview/Main Street/Balough Rd intersection	Traffic Operations	Daytona Beach	2013	43.8	10%/	Lacks support from entity with road maintenance responsibility (Volusia County)

¹ TIP Subcommittee ranked, but did not score, applications submitted in 2011 for feasibility study.

² Project scored using different criteria than project applications submitted prior to 2011.

Volusia TPO List of Prioritized XU Bicycle/Pedestrian Set-aside Projects (10% Local Match Required)

*****[] \ hu-) August 28, 2013]

Tier A: Projects with One or More Phases Funded

FDOT FM#	VTPO Project#	Project Name	Project Limits	Project Type	Project Sponsor	Programmed Phase(s)	Programmed Amount	Programmed Fiscal Year	Match Commitment	Comments
4289761	P10w-143-01	Naranja Rd Sidewalk	Valencia Rd to Highbanks Rd	Sidewalk	DeBary	CST	\$23,407	FY 2013/14	10%	CST funded
4301821	P10w-144-01	Washington Av Sidewalk (north side)	US 17 to Pine St	Sidewalk	Pierson	CST	\$114,287	FY 2013/14	10%	CST funded
4301831	P10w-145-01	US 1 Sidewalks	North city limit to Volco Rd	Sidewalk	Edgewater	CST	\$1,094,900	FY 2013/14	10%	CST funded
4302281	P10w-147-01	Herbert St Sidewalk (south side)	Golden Gate Dr to Nova Rd	Sidewalk	Port Orange	CST	\$232,057	FY 2013/14	10%	CST funded
4302351	P10w-149-01	Acadian Dr Sidewalk	Providence Bv to Elkcav Bv	Sidewalk	Deltona	CST	\$5,000	FY 2013/14	10%	CST funded
4300281	P10w-150-01	Ridge Bv Sidewalk	Pope Av to Palmetto Av	Sidewalk	South Daytona	CST	\$2,661	FY 2013/14	15%	CST funded
4300791	P10w-151-01	S. Spruce Creek Rd Sidewalk	Central Park Bv to Taylor Rd	Sidewalk	Port Orange	CST	\$251,473	FY 2014/15	15%	CST funded
4260291	P12w-101-01	Gateway Promenade Project (SR A1A)	9th St S. to 5th St N.	Sidewalk	Flagler Beach	CST	\$1,680	FY 2013/14	10%	CST funded
4336221	P12w-103-01	Michigan Avenue Sidewalk	Matthews Av to School Way Av	Sidewalk	New Smyrna Beach	CST	\$44,353	FY 2013/14	10%	CST funded
4336191	P12w-104-01	7th St Sidewalk	"B" St to S. Myrtle Av	Sidewalk	New Smyrna Beach	CST	\$27,644	FY 2013/14	10%	CST funded
4300781	P10p-153-01	NSB Multi Use Trail Phase 1	Sugarmill Dr to Pioneer Trail	Shared Use Path	New Smyrna Beach	PE/CST	\$5,000	FY 2013/14	25%	CST funded
4302171	P10p-155-01	Alabama Ave Trail North Extension	US 92 to Sperling Sports Complex	Shared Use Path	DeLand	PE	\$380	FY 2013/14	0%	on hold until design is complete
4302172	P10p-156-01	Alabama Ave Trail North Extension	Minnesota Av to US 92	Shared Use Path	DeLand	PE	\$1,000	FY 2013/14	10%	on hold until design is complete
4336151	P12w-102-01	US 17 Sidewalks	Hagstrom Rd to Washington Av	Sidewalk	Pierson	PE/CST	\$1,049,795	FY 2013/14; FY 2014/15	0%	CST funded

Tier B: Projects Ready for Funding

Priority Ranking	VTPO Project#	Project Name	Project Limits	Project Type	Project Sponsor	Project Phase Needed	Estimated Total Project Cost	Project Score	Match Commitment	Comments
1	P12p-101-01	Lakeshore Shared Use Path	Providence Bv to Green Springs Park	Shared Use Path	Deltona	PE/CST	\$310,000	77	10%	
2	P11p-101-01	Lantern Park Bridge	N. Reed Canal to S. Reed Canal	Bridge w/Shared Use Path	South Daytona	CST	\$850,000	76	10%	TPO policy limits XU funds to \$600,000
3	P10w-158-01	Herbert St Sidewalk	Nova Rd to Jackson St	Sidewalk	Port Orange	PE/CST	\$206,492	75	10%	bike lane removed to save protected tree
4	P13w-101-01	Calle Grande Railroad Crossing	West side to East side of FEC railroad	Railroad Crossing	Holly Hill	PE/CST	\$475,000	81	10%	
5	P13w-102-01	E. Ohio Av Sidewalk	S. Thorpe to S. Leavitt Av	Sidewalk	Orange City	PE/CST	\$48,552	79	10%	
6	P13w-103-01	Flagler Av Sidewalk	12th St to Park Av	Sidewalk	Edgewater	PE/CST	\$332,772	73	10%	
7	P13w-104-01	W. French Av Sidewalk	Volusia Av to Valentine Park	Sidewalk	Orange City	PE/CST	\$231,379	69	10%	
8	P13w-105-01	McDonald Rd Sidewalk	Sauls St to 6th St	Sidewalk	Port Orange	PE/CST	\$207,053	67	10%	
9	P13w-106-01	Victoria Gardens Bv Sidewalk	Clyde Morris Bv to Appleview Way	Sidewalk	Port Orange	PE/CST	\$161,729	65	10%	
10	P11p-113-01	Forrest Hills Connector	Old Tomoka Rd to Scottsdale Dr	Shared Use Path	Ormond Beach	PE/CST	\$510,205	61	10%	
11	P13p-108-01	Halifax River Greenway Trail (Palmetto)	Beville Rd to Wilder Bv	Shared Use Path	Daytona Beach	CST	\$100,030	58	10%	
12	P13p-108-02	Halifax River Greenway Trail (Riverfront)	Beach St to Riverfront Park	Shared Use Path	Daytona Beach	CST	\$381,904	58	10%	
13	P13p-109-01	W. French Av Shared Use Path	Spring to Spring Trail to Valentine Park	Shared Use Path	Orange City	PE/CST	\$2,393,226	57	10%	
14	P11w-102-01	Big Tree Rd Shared Use Path	James St to Nova Rd	Shared Use Path	South Daytona	CST	\$500,000	56	10%	
15	P13w-110-01	N. Spruce Creek Rd Sidewalk	Nova Rd to Angelina Ct	Sidewalk	Port Orange	PE/CST	\$371,732	54	10%	
16	P13w-111-01	Turnbull St Sidewalk	Turnbull Bay Rd to Industrial Park Av	Sidewalk	New Smyrna Beach	PE/CST	\$41,820	42	10%	
17	P13w-112-01	Magnolia St Sidewalk	6th St to 10th St	Sidewalk	New Smyrna Beach	PE/CST	\$54,312	41	10%	
18	P13w-113-01	Meadowwood St Sidewalk	Slatton St to S. Myrtle Av	Sidewalk	New Smyrna Beach	PE/CST	\$22,710	36	10%	
19	P13w-114-01	N. Atlantic Av Sidewalk	Kirkland Rd to Sapphire Rd	Sidewalk	New Smyrna Beach	PE/CST	\$24,594	35	10%	
20	P13p-115-01	Colony Park Rd Shared Use Path	Otter Bv to SR 44	Shared Use Path	New Smyrna Beach	PE/CST	\$143,100	26	10%	

Tier C: Projects Awaiting Feasibility Study

Priority Ranking	VTPO Project#	Project Name	Project Limits	Project Type	Project Sponsor	Project Status	Year Submitted	Project Score	Match Commitment	Comments
1	S13w-101-01	North Orange Av Sidewalk	French Av to University Av	Sidewalk	Orange City	Conceptual Plan	2013	70.7	10%	
2	S13w-102-01	E. Graves Av Sidewalk	Thorpe Av to Leavitt Av	Sidewalk	Orange City	Conceptual Plan	2013	69.0	10%	
3	S13w-103-01	Macy Av Shared Use Path	Cassadaga Rd to Ohio Av	Shared Use Path	Lake Helen	Conceptual Plan	2011	66.2	10%	
4	S11p-111-01	E. Michigan Av Shared Use Path	S. Lakeview Dr to S. Prevatt Av	Shared Use Path	Lake Helen	Conceptual Plan	2011	66.1	10%	
5	S12w-103-01	Thames Av Sidewalk	S. Peninsula Dr to S. Atlantic Av	Sidewalk	Daytona Beach	Conceptual Plan	2012	66	10%	
6	S13w-104-01	S. Holly Avenue Sidewalk	Graves Av to Blue Springs Av	Sidewalk	Orange City	Conceptual Plan	2013	65	10%	
7	S12w-104-01	Flomich St Sidewalks	Nova Rd to Decatur St	Sidewalk	Holly Hill	Conceptual Plan	2012	63	10%	
8	S13w-105-01	E. Landsdowne Av Sidewalk	Volusia Av to Orange Av	Sidewalk	Orange City	Conceptual Plan	2013	62.7	10%	
9	S12w-105-01	N. Carpenter Av Sidewalk	May St to W. New York Av	Sidewalk	Orange City	Conceptual Plan	2012	59	10%	
10	S13w-106-01	S. Leavitt Av Sidewalk	Blue Springs Av to Rhode Island Av	Sidewalk	Orange City	Conceptual Plan	2013	58	10%	
11	S12w-106-01	Alabama St Sidewalk	Florida St to Mason Av	Sidewalk	Daytona Beach	Conceptual Plan	2012	56.4	10%	
12	S12w-107-01	Florida St Sidewalk	Iowa St to Clyde Morris Bv	Sidewalk	Daytona Beach	Conceptual Plan	2012	56.3	10%	
13	S11w-121-01	SR 442 Sidewalk	I-95 to Air Park Rd	Sidewalk	Edgewater	Conceptual Plan	2011	56.1	10%	
14	S12w-108-01	Mason Av Sidewalk	Nova Rd to Center St	Sidewalk	Daytona Beach	Conceptual Plan	2012	56	10%	
15	S13p-107-01	Doris Leeper Preserve Trail	Taylor Rd to Doris Leeper Preserve	Shared Use Path	Port Orange	Conceptual Plan	2013	51	10%	
16	S11w-110-01	Lambert Av Sidewalk	Palm Dr to Lambert Cove	Sidewalk	Flagler Beach	Conceptual Plan	2011	46	10%	
17	S11p-100-01	Thompson Creek Shared Use Path	Division Av to Wilmette Av	Shared Use Path	Ormond Beach	Conceptual Plan	2011	40	10%	
18	S12w-109-01	Herbert St Sidewalk-East	Jackson St to Railroad Crossing	Sidewalk	Port Orange	Conceptual Plan	2012	35	10%	
19	S12w-110-01	Willow Run Bv Sidewalk	Chardonnay Dr to Clyde Morris Bv	Sidewalk	Port Orange	Conceptual Plan	2012	25	10%	

NOTE 1: The TPO has set-aside 30% of its XU funds for bicycle/pedestrian projects, with the caveat that all projects will be handicapped accessible and ADA compliant.

NOTE 2: The TPO will allocate up to \$100,000/year to help local governments fund feasibility studies for these projects.

Volusia TPO List of Prioritized Transportation Enhancements/Alternatives Projects

ADOPTED August 28, 2013

Priority Ranking	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Total Project Score	Comments
1			East Central Florida Regional Rail Trail (ECFRRT)		Multi-Use Trail	Volusia County	-	-		2006		CST is not fully funded.
	P10a-160-03		ECFRRT -	SR 415 to Guise Road			PD&E/ENV		\$1,390,000		56	SR 415 to Guise Rd will be funded with local funds only
			ECRFFT – 4A	Guise Road to Gobblers Lodge Road			PD&E/ENV/ROW		\$4.94 million		46	To be undertaken as "design/build". Project score is for trail segment from "Guise Road to Brevard County"
			ECFRRT – 4B	Gobblers Lodge Road to Maytown Spur			PD&E/ENV		\$5.95 million			To be undertaken as "design/build".
	P10a-160-04	4154343	ECFRRT – Sec 3	½ mile south of SR 442 to Brevard Co Line			PD&E/ENV	CST - (2014/15 - \$5,024,000 and 2015/16 - \$1,600,000)	\$10,300,000		46	
	P10a-160-05	4154345	ECFRRT - SR 415 overpass				-	CST (FY 2011/12)	\$2,460,000		60	Project score is for trail segment from "Maytown Road Spur to Edgewater"; FULLY-FUNDED
	P10a-160-06	4154346	ECFRRT - SR 442 overpass				-	CST (FY 2011/12)	\$2,460,000		n/a	To be undertaken as a design/build project. FULLY-FUNDED
		4154347	ECFRRT - Sec 7	Dale Street to 1/2 mile south of SR 442			-	CST (FY 2012/13)	\$2,350,000		n/a	FULLY-FUNDED
2	P10a-121-01		Spring to Spring Trail – Ph 3a	Highbanks Rd to Gemini Springs	Multi-Use Trail	Volusia County	-	-		2002		
3	P10a-122-01		CR 3/Ponce de Leon Blvd	SR 40 (at Pioneer Settlement) to US 17	Bike/Ped. Facility	Volusia County	-	-	\$2,300,000 ¹	2002		Programming additional phases is pending design clarification
4	P10a-123-01		Freemont Av Sidewalks	Niles St to US 1	Ped. Facility	Daytona Beach	-	-		2005		Lower city priority than US 92 Streetscape Phase II (letter dated 3/26/13)
5	P10a-124-01		North St Sidewalks	Clyde Morris Blvd to Nova Rd	Ped. Facility	Daytona Beach	-	-		2005		Lower city priority than US 92 Streetscape Phase II (letter dated 3/26/13)
6	P10a-128-01		Spring to Spring Trail Segments 5 & 6	Lake Beresford Park to Minnesota Av	Multi-Use Trail	Volusia County	-	-		2010	85	Need PLN - \$500,000 (2013), PE - \$220,232 (2013), ROW (TBD) and CST/CEI - \$1,468,215/\$220,232 (2013)
7	P10a-130-01		Spring to Spring Trail – Ph 7b	Lemon St to King St	Multi-Use Trail	Volusia County	-	-		2006	56	Feasibility study is needed

Volusia TPO List of Prioritized Transportation Enhancements/Alternatives Projects – Continued...

Priority Ranking	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost	Year Submitted	Total Project Score	Comments
8	P10a-132-01		Palmetto Av Sidewalks	Fremont Av to Beville Rd	Ped. Facility	Daytona Beach	-	-		2006	45	Feasibility study is needed; Lower city priority than US 92 Streetscape Phase II (letter dated 3/26/13)
9	P10a-133-01		Boardwalk at Riverwalk	N. City Limit to Dunlawton Av	Ped. Facility	Port Orange	-	-		2006	40	Feasibility study is needed
10	P10a-134-01		Taragona Way Sidewalks	Australia St to Museum St	Ped. Facility	Daytona Beach	-	-		2006	35	Feasibility study is needed; Lower city priority than US 92 Streetscape Phase II (letter dated 3/26/13)
11	P10a-137-01		Rich Av Bicycle Trail Signage	Spring Garden Rd to Hill Av	Bike Signs	DeLand	-	-		2009		
12	P10a-138-01	-	New Smyrna Beach Gateways	US 1 @ 10 th St	Hardscaping/landscaping	New Smyrna Beach	-	-	-	2009		Project application also included gateway improvements on SR 44 at I-95 and at Canal St which have been completed
13	P12e-101-01		Flagler Beach Multi-Modal Hub	S. Flagler Av; transit circulator to serve downtown business district between SR A1A, Flagler Av, 9th St South and 9th St North	Parking/transit stop/transit circulator system/bicycle rentals	Flagler Beach	-	-	\$481,000	2012	81 ²	Feasibility study is needed;
14	P11a-126-01		SR A1A National Scenic & Historic Coastal Byway Beautification - Phase I	North 10th St to South 10th St	Hardscaping/landscaping	Flagler Beach	-	-		2011	75 ²	Feasibility study is needed;
16	P11a-124-01		US Highway 92 (W International Speedway Blvd) Streetscape Phase II	SR 5A (Nova Rd) to Lincoln St and FEC RR to SR 5 (US 1)	Hardscaping/landscaping	Daytona Beach	PE	-	\$1,649,000 (2013)	2011	59 ²	PE is complete (\$179,000); need CST/CEI - \$1,320,000/\$150,000 (2013); higher city priority than sidewalk projects (Freemont Av, North St, Palmetto Av, and Taragona Way (letter dated 3/26/13)

Projects which are ranked one through eight on the Prioritized List of Transportation Alternatives Projects will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program

Volusia TPO List of Prioritized Bascule Bridge Projects

ADOPTED August 28, 2013

Priority Ranking	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost ¹
1	P10a-301-01	2421721	Memorial Bridge (Orange Ave)	City Island to SR 441 (Peninsula Dr)	2 Lane Reconstructed Bridge	Volusia County	PD&E (Fall 2011)	CST	\$52,580,000 ² ; FULLY-FUNDED
2	P11a-301-01	-	Main Street Bridge	Fairview/Main St over ICWW	Bridge Replacement	Volusia County	-	-	\$50,000,000
3	P11a-302-01	-	Knox Bridge	CR 2002 (Highbridge Rd) over ICWW	Bridge Replacement	Volusia County	-	-	\$25,000,000

¹ Project cost estimates come from the 2035 LRTP, and are in year of expenditure dollars.

² 0% match for XU funds on PE phase only per TPO Board action on 11/23/10.

Volusia TPO List of Prioritized Transit Projects

ADOPTED August 28, 2013

Priority Ranking	VTPO Project Number	FDOT FM#	Project Name	Project Limits	Project Type	Project Sponsor	Completed Phases	Programmed Phases	Estimated Total Project Cost ¹	Comments
1	P12s-202-01	-	Alternatives Analysis for a Mass Transit Connection between SunRail and Daytona Beach International Airport	from SunRail to Daytona Beach International Airport	Study	Volusia County	-	PLN (2014/15 - \$3,000,000)-	\$2,052,000 (planning only)	This project is also included on the List of Prioritized SIS Projects

¹ Project cost estimate in year of expenditure dollars.