

Daytona Beach International Airport Connector

Introduction

Daytona Beach International Airport (DBIA) is a convenient alternative to the uncertainties of Orlando and Jacksonville traffic and it is the "Gateway to Central Florida". In addition, DBIA also facilities Foreign Trade Zone (FTZ) # 198 which increases the global competitiveness of companies doing business in Daytona Beach by reducing operating costs associated with international trade. The Daytona Beach International Airport connector as shown in Figure 1E-1 connects DBIA to I-95, a Florida Interstate Highway System facility.

To ensure that Emerging SIS facilities provide additional connectivity to developing economic regions, rather than provide redundancy to SIS hubs, Emerging SIS facilities can be designated only if they are located greater than 50 miles from the nearest SIS hub of the same type. The minimum size threshold for Emerging SIS airports is to handle 0.05 percent of the nation's total freight or passenger enplanements to be eligible for designation as an Emerging SIS facility. Emerging SIS airports must be located in or adjacent to a fast-growing county that ranks among the top 25 percent statewide in terms of population growth over the next 20 years and provide service to clusters of tourism establishments and high-technology businesses. DBIA connector meets distance and economic connectivity criteria and is designated as Emerging SIS facility.

Existing Conditions

The connector is a 2.3-mile segment traversing US 92 and Midway Avenue. Land use along the connector is primarily retail and residential as shown in Figure 1E-2. VOTRAN Route 9, 10, 11 and 60 are operational on the connector. Sidewalks are present along US 92 providing walk access from primarily retail facilities to fixed route VOTRAN service. Daily Level of Service (LOS) analysis for the segments of the connector was conducted using FDOT Generalized/Quality Level of Service tables and is summarized in Table 1E-1. It indicates that segment of US 92 between Williamson Boulevard and Midway Avenue is currently operating deficiently. The PM peak-hour intersection LOS analysis conducted using SYNCHRO is shown in Table 1E-2. It indicates that the intersection US 92 at Williamson Boulevard is operating deficiently. Existing intersection geometry including turn-radius, lane width, etc. is shown in Figures 1E-3a through 1E-3c.

Table 1E-1: Existing Daily Arterial LOS

Road Name	From	To	Section Length (mi)	Area Type	Facility Type	Lanes	Year 2007 AADT	T ₂₄ (%)	Peak Hour Directional Volumes	FDOT LOS Std.	Year 2007 LOS
US 92	I-95 Ramps	Williamson	0.708	urban	arterial	6	48,500	5.28	2,465	D	D
US 92	Williamson	Midway Ave.	1.110	urban	arterial	6	49,500	5.12	2,622	D	E
Midway Ave.	Midway Ave.	Catalina Dr.	0.444	urban	arterial	4	5,100	2.42	295	D	C

Table 1E-2: Existing PM Peak-Hour Intersection LOS

Intersection	Adopted LOS	2007 Intersection LOS
I-95 NB off-ramp @ US 92	D	D
US 92 @ Indigo Dr.	D	C
US 92@ Thames Rd.	D	A
US 92 @ Williamson Blvd.	D	E
US 92 @ Kennel Club	D	A
US 92@ Fentress Blvd.	D	C
US 92 @ Best Buy	D	A
US 92 @ Industrial Pkwy.	D	A
US 92 @ Bill France Blvd.	D	C
US 92 @ Midway Ave.	D	C
Midway Ave.@ Richard Petty	D	A
Midway Ave.@ Catalina Dr.	D	A

Planned/Programmed Improvements

FDOT adopted FY2008-2013 Work Program includes resurfacing of US 92 from 0.2 miles west of CR 415 to CR 483 (Item # 4195951).

Future Conditions and Recommendations

Figure 1E-4 shows the proposed and approved development projects in the immediate vicinity of the connector. Table 1E-3 provides summary of PM peak-hour intersection LOS analysis for the years 2020 and 2030 for both no-build and build conditions. The recommendations for build conditions are listed in Table 1E-4 for phased implementation.

Table 1E-3: Future PM Peak-Hour Intersection LOS

Intersection	Adopted LOS	2020 No-Build LOS	2020 Build LOS	2030 No-Build LOS	2030 Build LOS
I-95 NB off-ramp @ US 92	D	D	D	D	D
US 92 @ Indigo Dr.	D	C	C	D	D
US 92 @ Thames Rd.	D	A	A	B	B
US 92 @ Williamson Blvd.	D	F	D	F	D
US 92 @ Kennel Club	D	B	B	B	B
US 92 @ Fentress Blvd.	D	C	C	C	C
US 92 @ Best Buy	D	A	A	A	A
US 92 @ Industrial Pkwy.	D	A	A	B	B
US 92 @ Bill France Blvd.	D	D	D	D	D
US 92 @ Midway Ave.	D	D	D	D	D
Midway Ave.@ Richard Petty	D	B	B	B	B
Midway Ave. @ Catalina Dr.	D	A	A	A	A

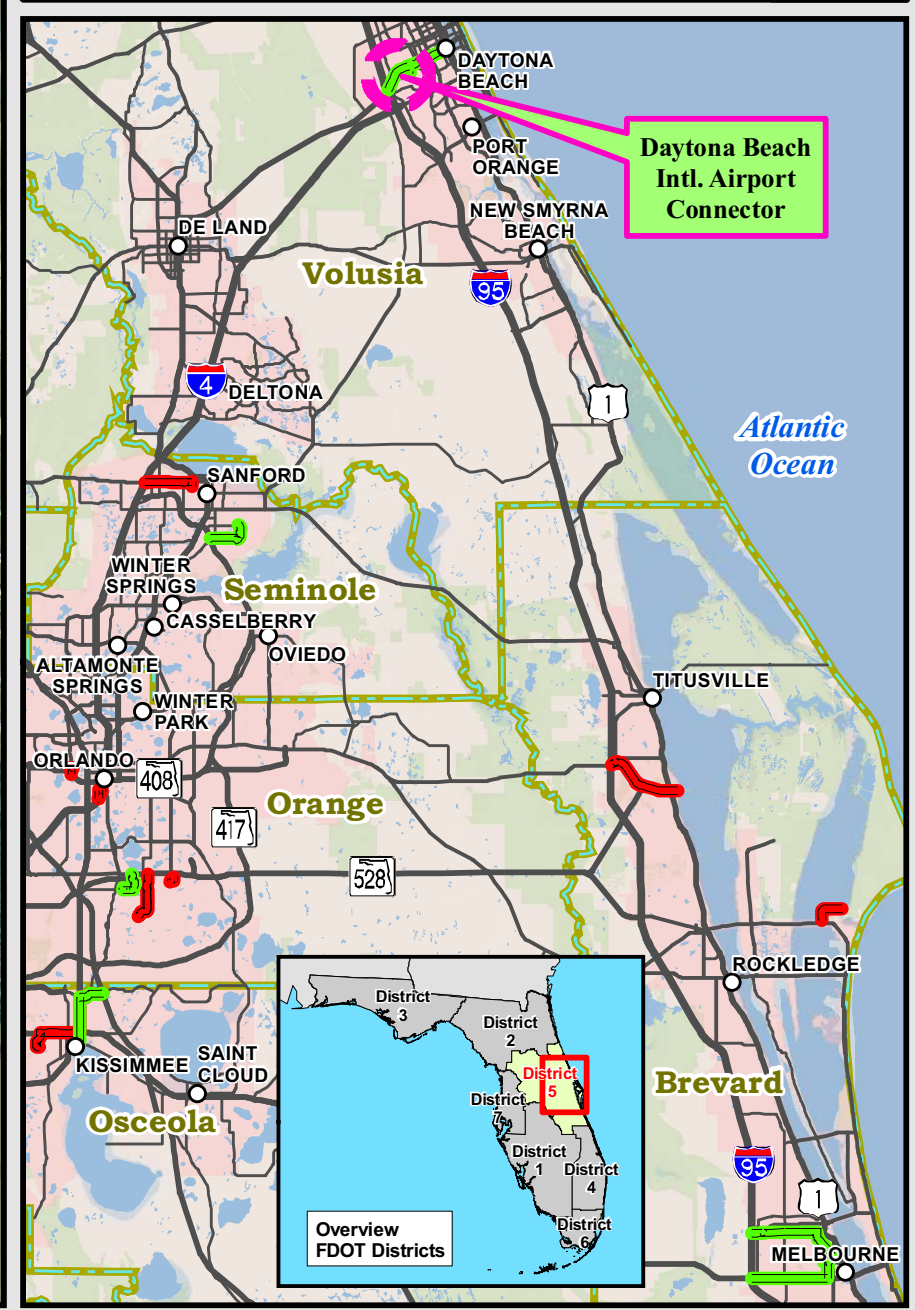
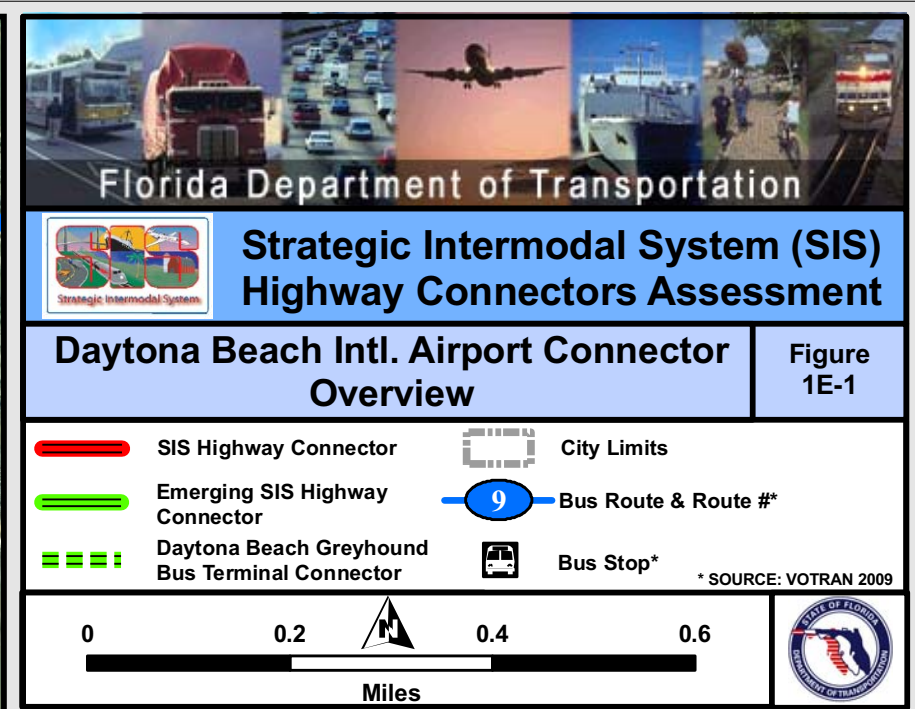
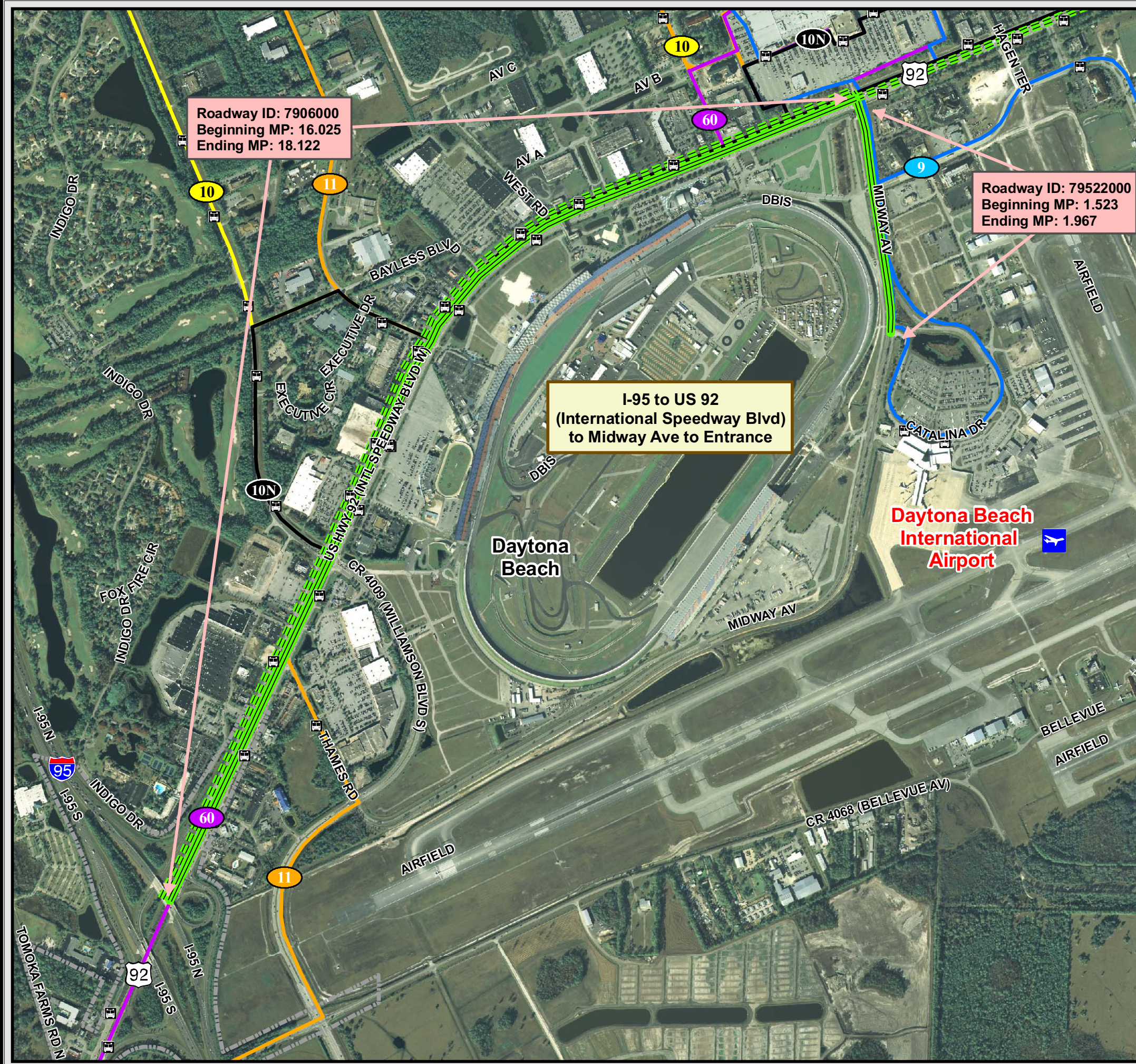


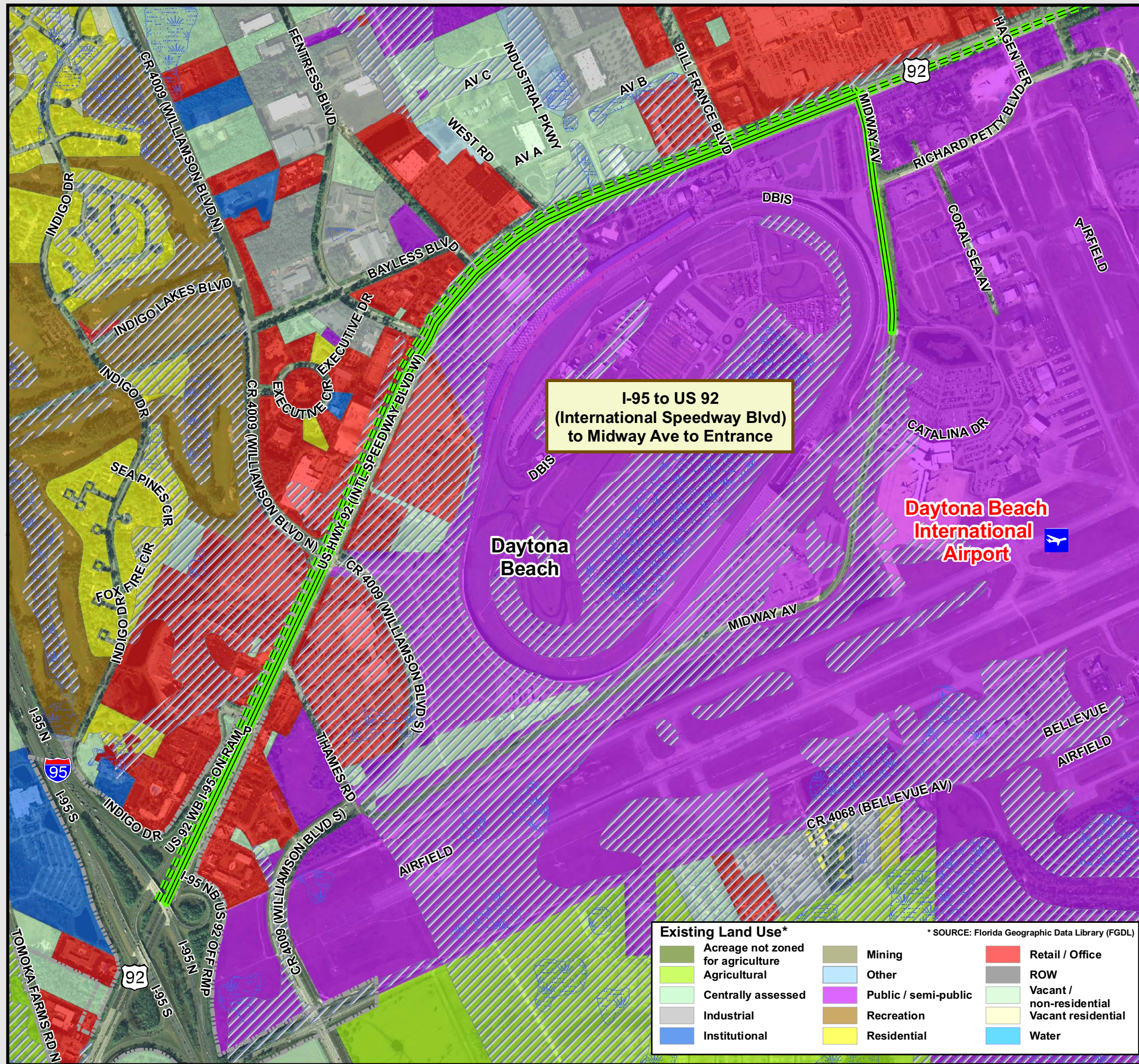
Table 1E-4: Daytona Beach International Airport Connector Recommended Improvements

Improvement Category	Phase I (Immediate Improvements)	2008 PDC Costs**	Phase II (2009 - 2020) Improvements	2008 PDC Costs**	Phase III (2021 - 2030) Improvements	2008 PDC Costs**
Geometric*	-	-	-	-	-	-
Operational	Add second SB right turn at Williamson Blvd. ***	\$1,166,400	-	-	Add a second NB left turn lane at US 92 and Williamson Blvd. ***	\$619,200
					Add a second SB left turn lane at US 92 and Williamson Blvd. ***	\$403,200
Other	-	-	-	-	-	-
Total	-	\$1,166,400	-	-	-	\$1,022,400

* Assume WB-62FL design vehicle.
** Costs of right-of-way, right-of-way support, landscaping, lighting, utility relocations and wetland mitigation are not included.
*** These recommended improvements are common for Greyhound Bus Terminal Connector and Greyhound Daytona Beach Connector







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**Strategic Intermodal System (SIS)
Highway Connectors Assessment**

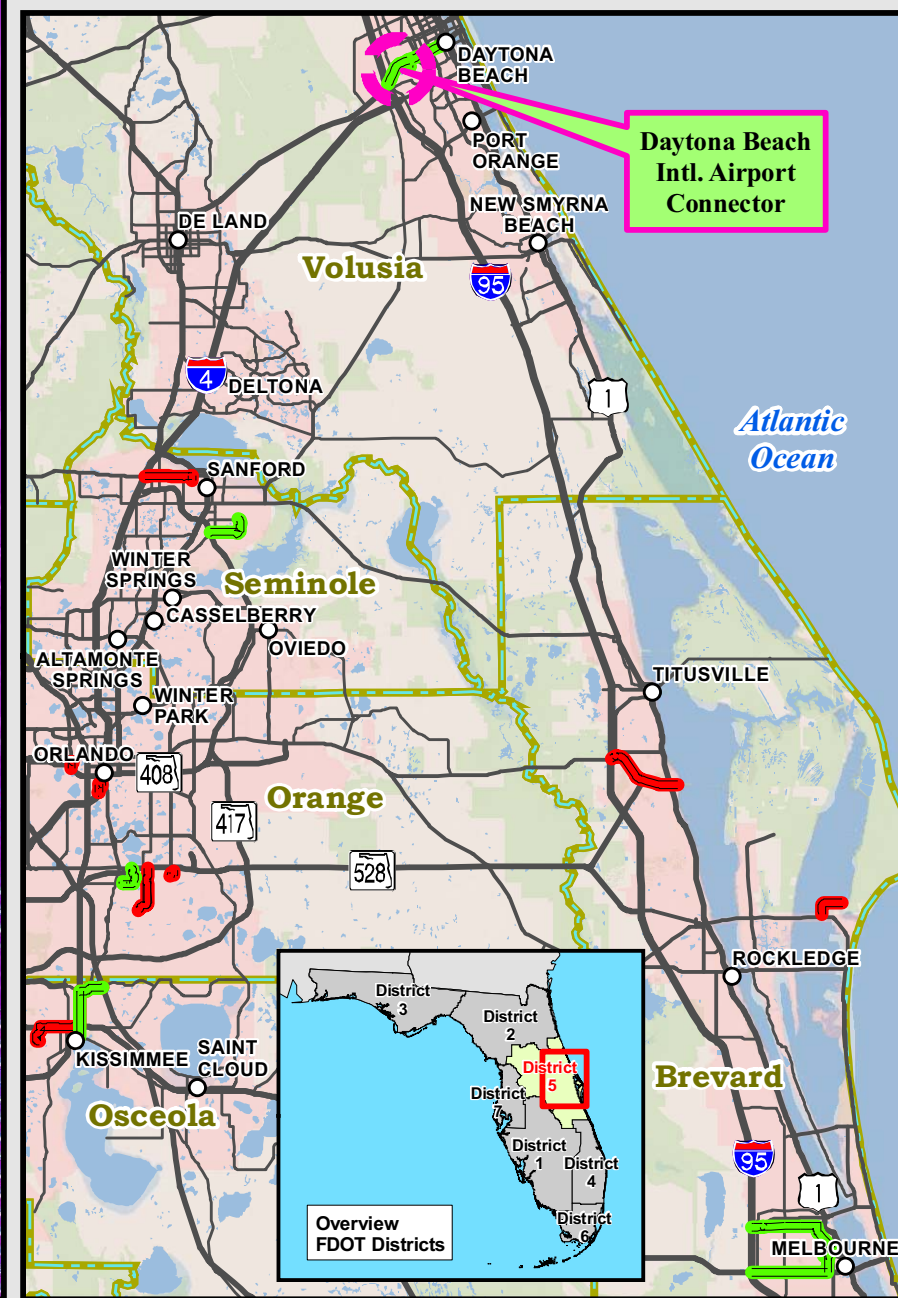
**Daytona Beach Intl. Airport Connector
Existing (Year 2007) Land Use**

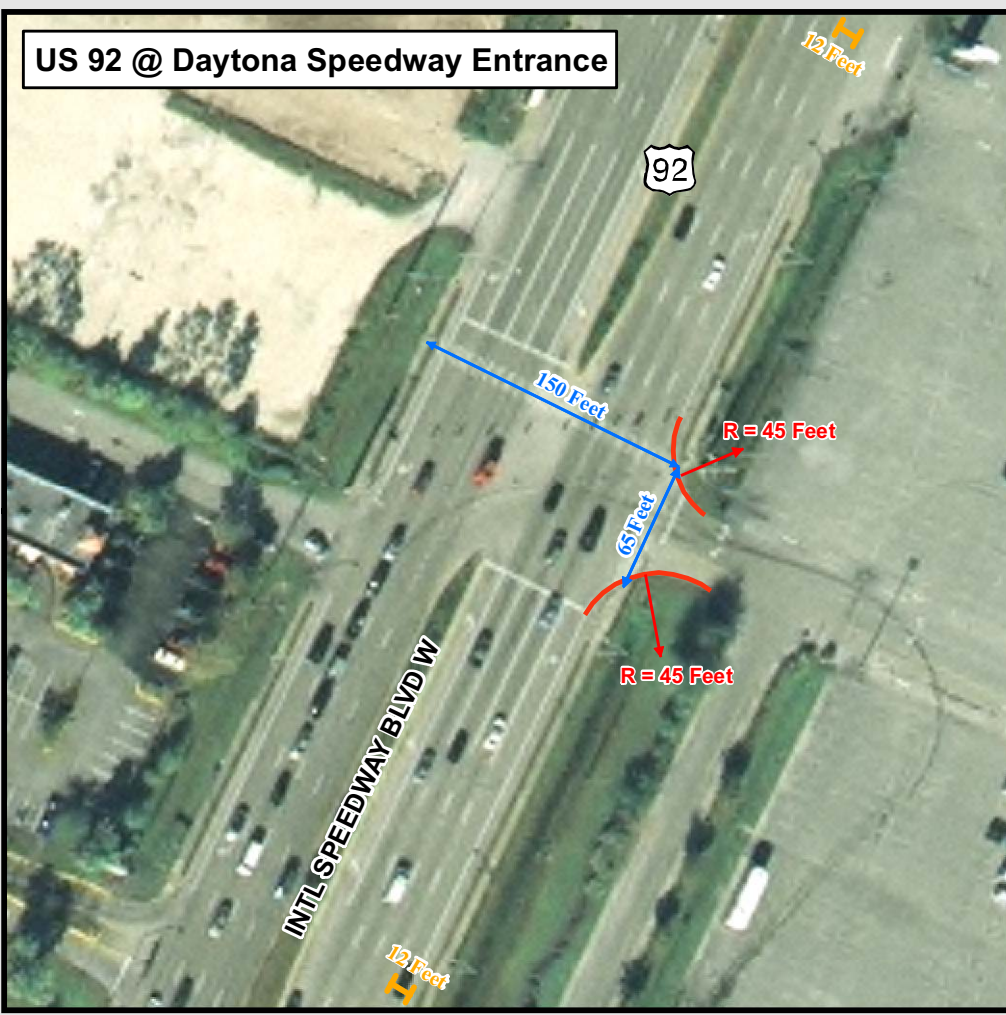
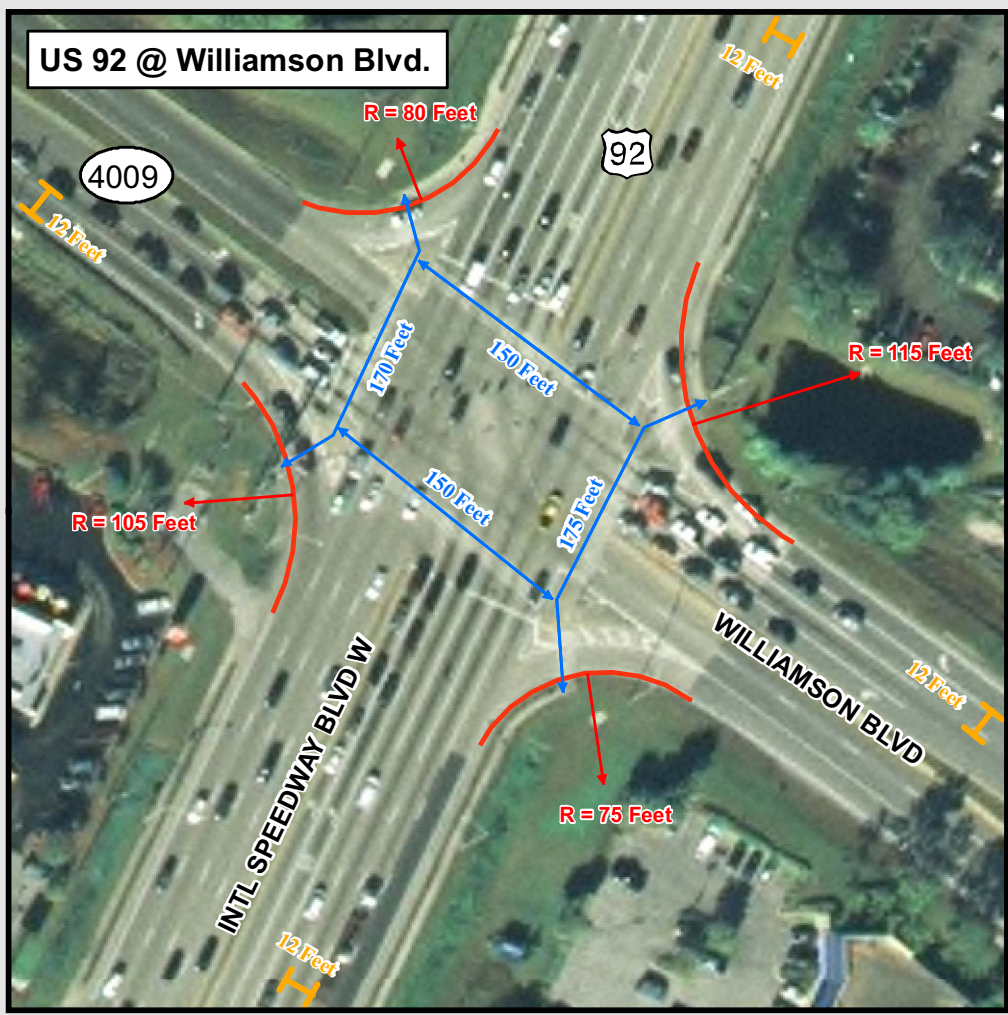
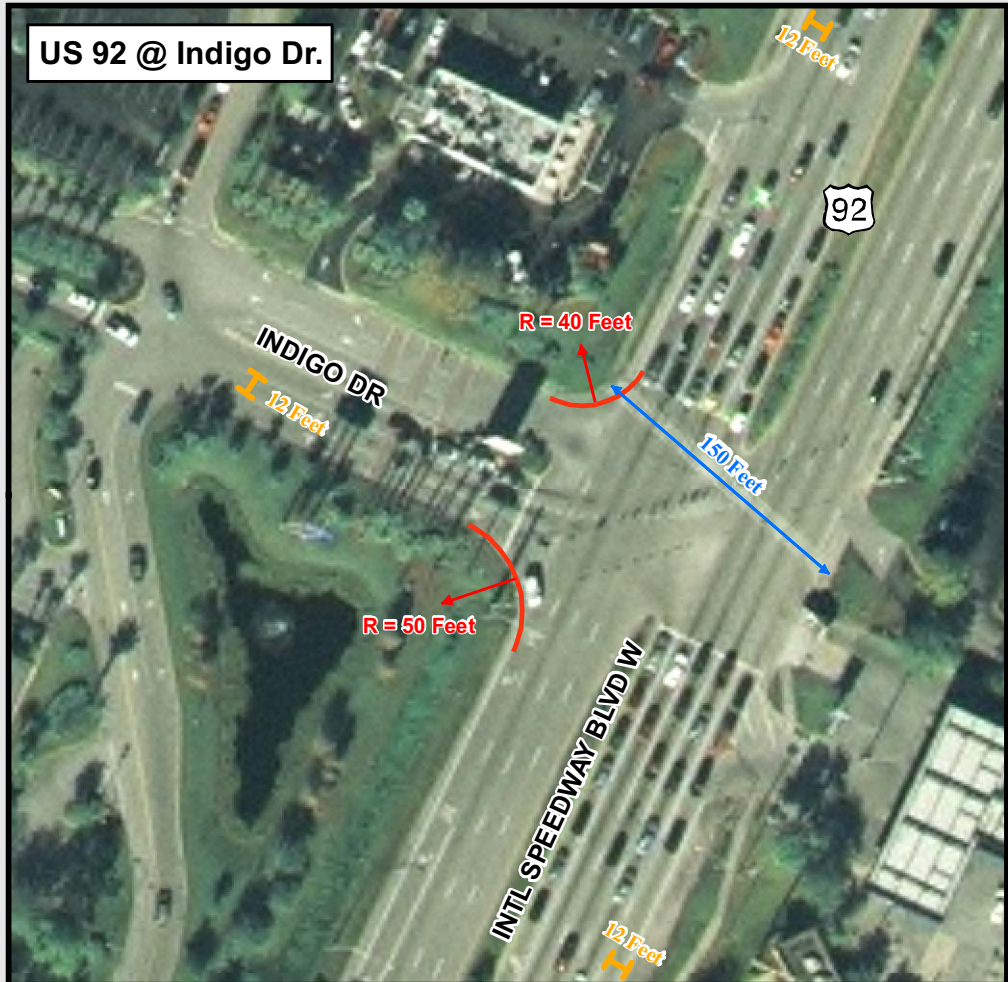
Figure 1E-2


Legend:

- SIS Highway Connector
- Emerging SIS Highway Connector
- Daytona Beach Greyhound Bus Terminal Connector
- City Limits
- FEMA Floodplain*
- Wetland*


0 0.2 0.4 0.6 Miles







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Strategic Intermodal System (SIS)

Highway Connectors Assessment


Daytona Beach Intl. Airport Connector

Intersection Geometry

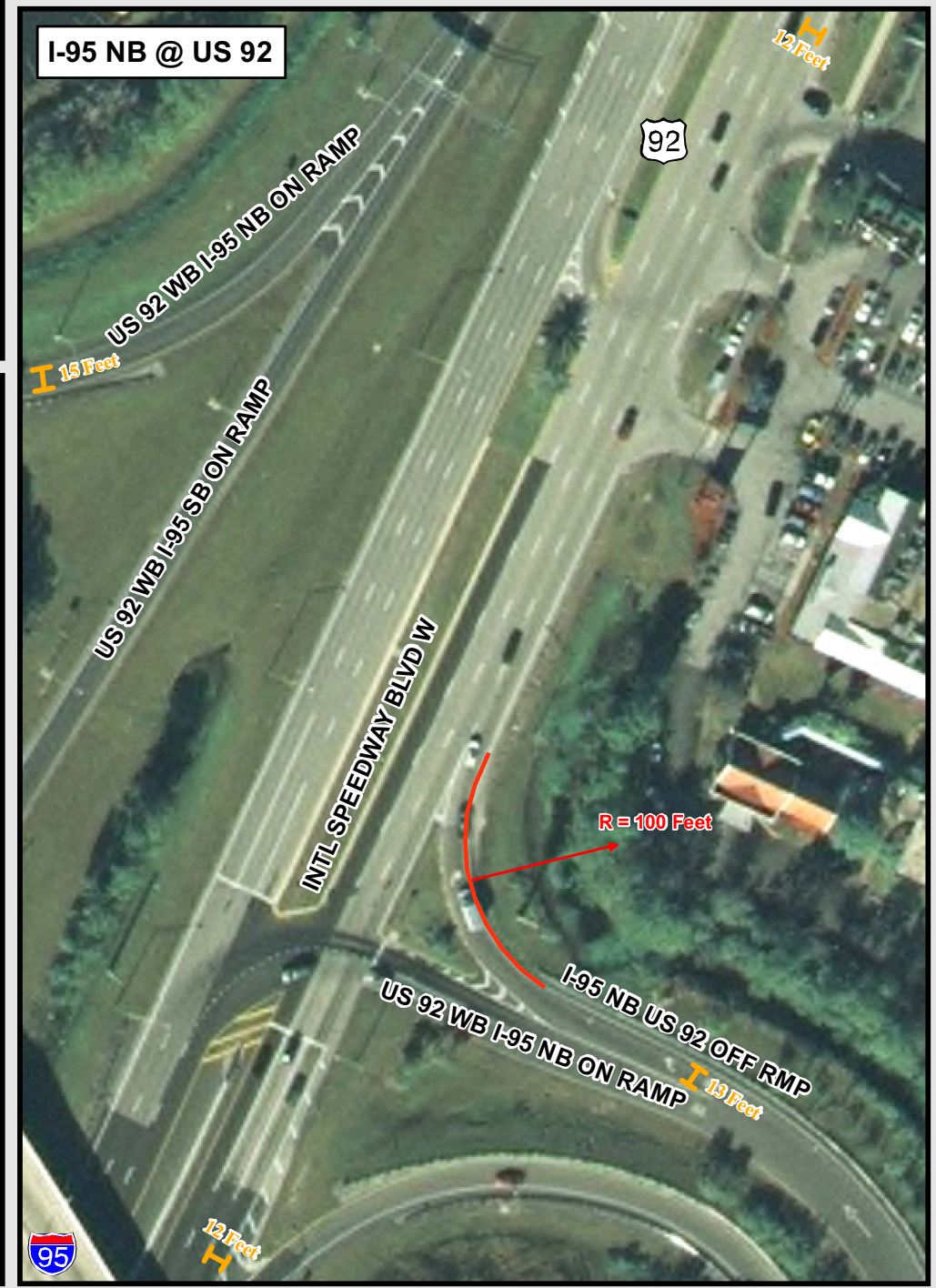
Figure 1E-3a



Scale: 1 Inch = 100 Feet



Feet





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Strategic Intermodal System (SIS)
Highway Connectors Assessment

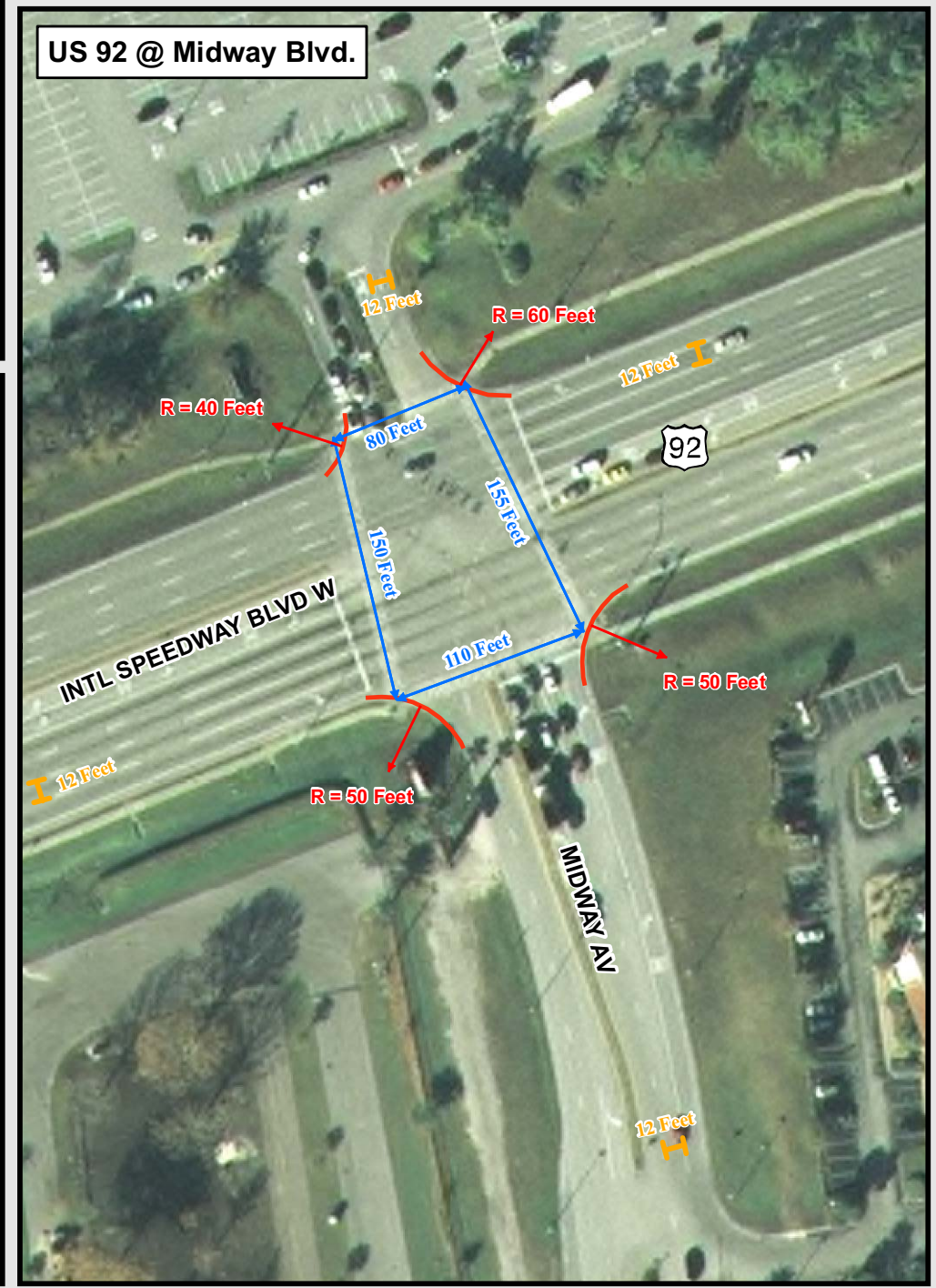
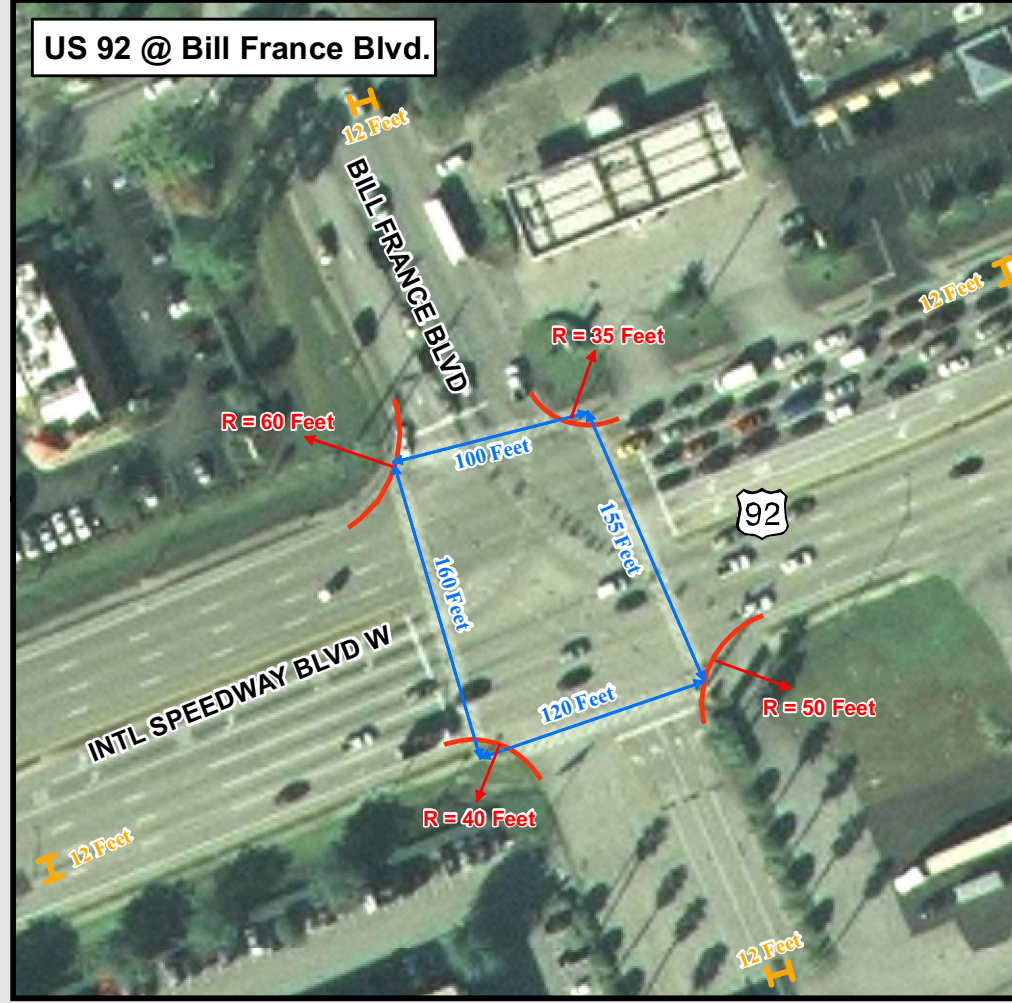
Daytona Beach Intl. Airport Connector
Intersection Geometry

Figure 1E-3b

Scale: 1 Inch = 100 Feet

0 100 200 300

Feet






Midway Blvd. @ Richard Petty Blvd.



Midway Blvd. @ Catalina Dr.



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 Strategic Intermodal System (SIS) Highway Connectors Assessment	
Daytona Beach Intl. Airport Connector Intersection Geometry	Figure 1E-3c
Scale: 1 Inch = 100 Feet  Feet	
