## **Application**





Project Description				
D. S. J. T. H. J. CD 224 and NIM 45 Cth Arra Internation Conflict Manning Control (ICMC)	Priority No: 1			
Project Title: <u>CR 231 and NW 156<sup>th</sup> Ave – Intersection Conflict Warning System (ICWS)</u>				
SHSP Emphasis Area(s): $\square$ Intersection Crashes $\square$ Lane Departures $\square$ Vulnerable Road Users				
County: _Alachua County City/Town: _Gainesville_	=			
Location: _Intersection on CR 231 and NW 156th Ave				
Description: (500 words or less):  Intersection is currently a minor-road stop-controlled, four-leg intersection. Installed on minor approach.				
Contact Information				
Maintaining Agency: Alachua County				
Contact Person: _Ramon Gavarrete, P.E., County Engineer_				
Address: _5620 NW 120 <sup>th</sup> Lane				
City: _GainesvilleFlorida	Zip:_32653			
Phone: <u>352-548-1214</u> E-mail: <u>rgavarrete@alac</u>	E-mail: _rgavarrete@alachuacounty.us			
Local Agency Program (LAP) Willingness  The Local Agency Program (LAP) is the Department's primary delivery mechanism for included in the Five-Year Adopted Work Program, as opposed to the Florida Department Department) administering the off-system project.				
1. Is your agency Local Agency Program (LAP) Certified? Yes ☒ No ☐ Certification Type:	☐ Project Specific ☐ Ful			
2. If answered no to #1, is your agency interested in being LAP Certified? Yes $\square$ No $\square$				
3. If answered no to #2, identify Sponsoring LAP Certified Agency				
Note: Your signature below indicates your agency's willingness to enter into a LAP or other formal agreed Transportation (FDOT) to complete the project if selected for funding. <b>To be completed by the Certified LAP Agency</b>	·			
Ramon D. Gavarrete, P.E. Public Works Directo	Public Works Director/County Engineer			
Name	Title			
*Signature	11/14/2019 			



## **Application Summary**

County: <u>Alachua</u>			City/Town: _Gainesville					
Facility Type Suburban			ersection		⊠ Rural	☐ Urban		
Road Name:	CR 2	231						
		(N/A □): <u>NW 156<sup>t</sup></u>						
Section (N/A $oxed{oxtimes}$	l):		_ Mile station (N/A ⊠): _	to:	Length (N/A ⊠):			
Problem descr	iption	: (identify types of cr	ashes/injuries targeted for re	eduction):				
to yield right-o	of-way rash d	. The four remaining	thin the five year subject peri crashes included one angle c and one rear end crash due t e only.	rash by running a stop	o sign, one crash du	e to careless dri	iving,	
Scope of Work/Proposed Improvement(s			5)		□Systemic Impro	ovements	⊠n/a	
Install an inter with loops inst	sectio alled	n conflict warning sy on minor approach.	stem (ICWS) with posted mou	unted signs and flashe	er on major road in a	ndvance of inter	section	
Infrastructure In	npact	S						
Select only one (1)	$\boxtimes$	No Drainage Impact – no drainage work required						
		Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined						
		Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required						
Select all that apply		Relocation of private gas utility or fiber optic communication cable is not required						
		Relocation of public/private water or sewer utility is not required						
		Relocation of telephone, power, cable TV utilities is not required						
		No specimen or historic trees ≥ 18" diameter will be removed or destroyed						
Summer of Duc	is at C				,			
Summary of Pro	Pha	ost Estimate and Sch	Estimated Cost (\$)	Requested Fund	ling (\$) Poquo	sted FDOT Fisca	l Voor	
Design (Minimum of 26% of CST total)		31,991.53	Nequested Fulle	mig (7) Reque	sted I DOT FISCA	ii Teai		
Right of Way Cost Estimate		,						
Construction Cost Including Maintenance of Traffic & Mobilization		123, 044.36						
CEI (20% of CST total)		24,608.87						
Construction Support (9% of CST total)		11,073.99						
Contingency (10% of CST total)  Total		12,304.43 203,023.18						
Note: Appropriate /	require		e provided for application. All applic	I ations will be evaluated fo	r constructability and co	ost estimates will b	 e	

adjusted accordingly.

Benefit-Cost Ratio: 2.97