Congestion Management Process

RIVER TO SEA TPO
Transportation Planning Organization
VISION - PLAN - IMPLEMENT

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August 26, 2015

EXECUTIVE SUMMARY

The River to Sea Transportation Planning Organization (R2CTPO) has developed a Congestion Management Process (CMP) in concert with its 2040 Long Range Transportation Plan (LRTP). The CMP was adopted by the TPO Board on August 26, 2015 by Resolution 2015-16. The adopted 2040 LRTP will include the CMP by reference.

Development and maintenance of a CMP is a requirement for all MPOs under Florida law and for all MPOs in Transportation Management Areas (TMAs) under federal law. A CMP is of great benefit to the community because it provides a systematic, transparent and continuous method to identify congestion and to prioritize improvements that alleviate it.

The CMP and the LRTP share the same goals and objectives but the CMP provides performance measures where applicable to measure the success of the CMP over time. Performance measures include elements that address safety, roadway improvements, public transit, bicycle/pedestrian/multi-use trail facilities, travel demand management (TDM) and movement of goods (freight).

> ***Vision Statement for the 2040 Long Range Transportation Plan***
>
> *Our transportation system will provide a safe and accessible range of options that enhances existing communities while providing mobility in a fiscally responsible, energy efficient, and environmentally compatible manner. This integrated system will support economic development, allowing for the effective movement of all people, goods, and services necessary to maintain and enhance our quality of life.*

The R2CTPO has designed the CMP to be an integral part of the current planning process that develops the LRTP and TIP transportation plans. The process incorporates the following important highlights:

- Data collection, system assessment, and the establishment of a baseline state of the system based on performance measures.

- Identification of deficient network and congestion mitigation strategies

- Creation of a CMP Review Team with knowledge in the areas of traffic engineering and ITS, intersection analysis, access management, roadway design standards, transit planning, land use planning, concurrency, transportation planning, bicycle and

pedestrian planning, and roadway construction costs to evaluate potential projects and strategies..

- Coordination with the LRTP Subcommittee and the CMP Review Team, technical staff and the public in order to determine and prioritize potential improvements.

- Consideration of long range planning/evaluation tools (such as the Florida ITS Evaluation (FITSEVAL) tool and Transportation Systems Management & Operations (TSM&O)) to support the CMP.

- A process to move recommended strategies into the appropriate plans for implementation.

- A consistent analysis of data collected over time to assess the effectiveness of the CMP.

The CMP is intended to be a dynamic tool that continually researches, updates, and moves strategies forward to implementation.

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1 INTRODUCTION

Traffic congestion is a nationwide issue that results in high quantities of wasted fuel, time and money. It is addressed within the Congestion Management Process (CMP), which is a process conducted by Transportation Planning Organizations (TPOs), such as the River to Sea TPO (R2CTPO), to provide a systematic, transparent and continuous method to improve traffic operations and safety. A CMP employs strategies that assist in reducing travel demand, encourage multi-modal transportation, and help identify operational improvements. Therefore, it is imperative that the CMP is considered as part of the overall transportation management system.

The R2CTPO developed the CMP in concert with the *2040 Long Range Transportation Plan*. Development and maintenance of a CMP is a requirement for all MPOs under Florida law and for all MPOs in Transportation Management Areas (TMAs) under federal law. The Moving Ahead for Progress in the 21st Century Act (MAP-21) designates areas with populations of 200,000 or greater as Transportation Management Areas (TMA's) and furthermore, requires that these areas have a Congestion Management System (CMS) as part of the transportation planning process. Consistent with federal guidance, the intent of the CMP is to "address congestion management through a process that provides for safe and effective integrated management and operation of the multi-modal transportation system."

"The CMP uses a number of analytic tools to define and identify congestion within a region, corridor and activity center or project area, and to develop and select appropriate strategies to reduce congestion or mitigate the impacts of congestion." – FHWA Congestion Management Process: A Guidebook (2011)

The CMP is intended to serve as a systematic process that provides information for decision makers to plan for safe and effective transportation system. An effective CMP includes:

- Development of congestion management objectives;
- Establishment of measures of multimodal transportation system performance;
- Collection of data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion;
- Identification of congestion management strategies;

- Implementation activities, including identification of an implementation schedule and possible funding sources for each strategy; and
- Evaluation of the effectiveness of implemented strategies.

A vibrant congestion management process can serve a valuable role in identifying a region's transportation needs. A CMP is beneficial because it provides information essential to the determination of transportation improvements in a regional system. The elements of a successful CMP are defined in the Federal Highway Administration's (FHWA) Process Model, which includes eight *actions* or *steps* which are crucial for developing a comprehensive CMP. The R2CTPO CMP closely follows these eight actions as defined by FHWA and listed below:

1. Develop Regional Objectives for Congestion Management
2. Define CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

By following this process, the resulting information is intended to be used by several groups of stakeholders including elected officials, engineers, planners, developers and consultants, as future planning documents such as Long Range Transportation Plans, Master Plans, local government development orders, Florida Department of Transportation (FDOT) Work Programs, and Transportation Improvement Programs (TIP's) are developed. The resulting plans will then be grounded in values representative of the planning area and representative of the visions of individual transportation plans for the R2CTPO planning area.

Figure 1 presents a broader look at how the CMP fits into the transportation planning process. Strong similarities exist between the activities in both the CMP and the overall transportation planning process, which serves to facilitate the integration of the CMP into the overall planning process. The development of regional objectives for the CMP responds to the goals and vision for the region established early in the transportation planning process. As part of the CMP, congestion management deficiencies are identified, assessed and documented. Those activities occur for all types of improvement strategies in the transportation planning process and are reflected in the elements shown in **Figure 1**. The connections provide opportunities for conducting the CMP in conjunction with the overall metropolitan transportation planning process.

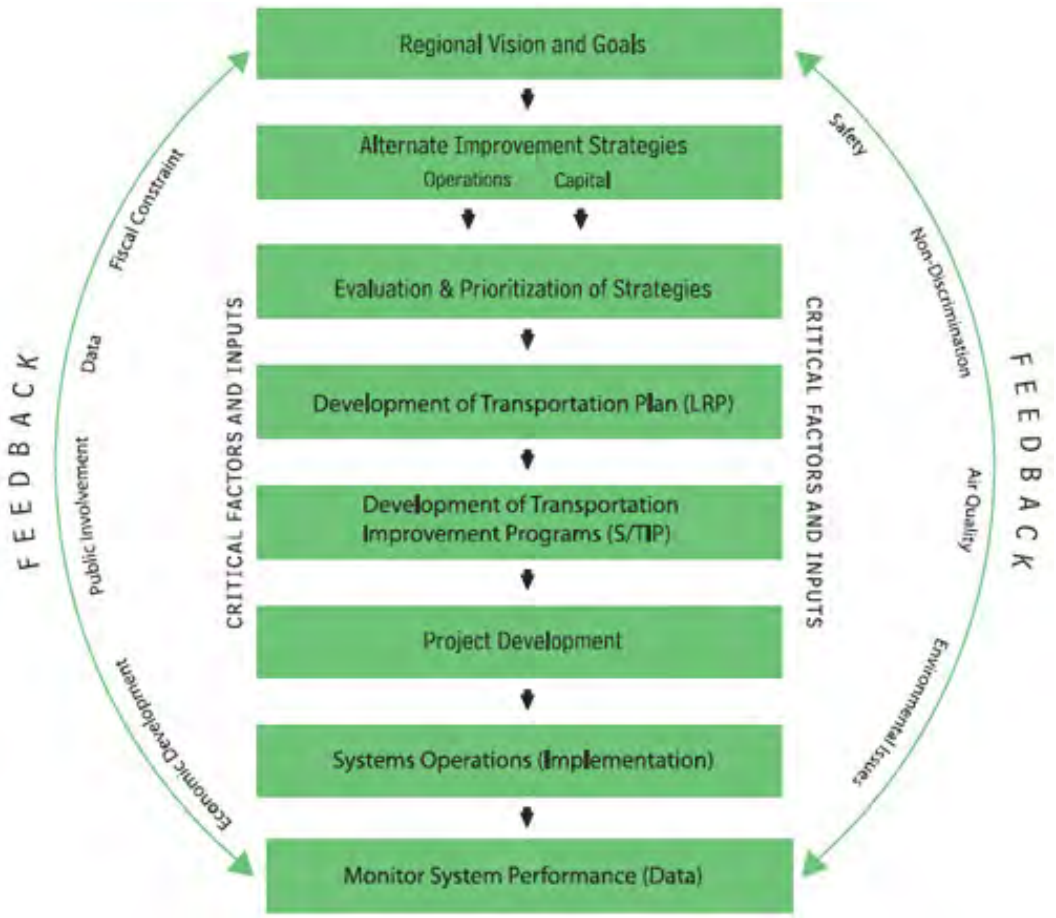

Figure 1 – The Transportation Planning Process

Source: U.S Department of Transportation, FHWA and FTA "The Transportation Planning Process: Key Issues – A Briefing Book for Transportation Decision makers, Officials, and Staff," Updated September 2007, Publication Number: FHWA-HEP-07-039.

The CMP is an "objectives-driven" process which defines clear goals, determines viable congestion management strategies, and provides framework for the future implementation of those strategies. A CMP is beneficial because it provides information needed to prioritize improvements and alleviate congestion issues within the R2CTPO planning area. The CMP is fully integrated into the planning process and is meant to be an ongoing process.

Key highlights of the R2CTPO CMP include:

- Establishment of a baseline *state of the system* based on performance measures;

- The identification of deficient network to be considered for the Transportation Improvement Program (TIP);

- Creation of a CMP Review Team with knowledge in the areas of traffic engineering and ITS, intersection analysis, access management, roadway design standards, transit planning, land use planning, concurrency, transportation planning, bicycle and pedestrian planning, and roadway construction costs to evaluate potential projects and strategies; and

- Coordination with the LRTP Subcommittee and the CMP Review Team, technical staff and the public in order to determine and prioritize potential improvements.

- Acknowledges efforts by FDOT District 5 to utilize long range planning/evaluation tools (such as the Florida ITS Evaluation Tool (FITSEVAL) and Transportation Systems Management & Operations (TSM&O)) to support the CMP. The R2CTPO encourages the use of these tools to assist with analysis of Benefits and Costs of ITS/ CMS/safety strategies and options and to support travel time goals & project prioritization in both the short and long term planning horizon.

2 FEDERAL AND STATE CMS REQUIREMENTS

The legislation under which the state and federal governments direct the R2CTPO to institute and manage a Congestion Management System (CMS) is identified below.

2.1 FEDERAL REQUIREMENTS

Federal regulations define a CMS as a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

The federal regulations for the development and implementation of CMS's were provided in the Code of Federal Regulations (CFR) Part 599 and 626, Management and Monitoring Systems, Subpart E – Traffic Congestion Management System, published December 1, 1993. A summary of relevant information from these regulations is provided below.

- Each state shall develop, establish, and implement, on a continuing basis, a CMS that results in the identification and implementation of strategies that provide the most efficient use of existing and future transportation facilities in all areas of the state, including metropolitan and non-metropolitan areas, where congestion is occurring or is expected to occur.

- In both metropolitan and non-metropolitan areas, consideration shall be given to strategies that reduce single occupant vehicle (SOV) travel and improve existing transportation system efficiency. Where the addition of general purpose lanes is determined to be an appropriate strategy, explicit consideration shall be given incorporating appropriate features into the SOV project to facilitate further demand management and operational improvement strategies to maintain the functional integrity of those lanes.

- Transportation corridors or facilities with existing or potential recurring congestion shall be identified and an assessment of the level of the current or potential congestion shall be made on a continuing basis.

The federal regulations define the CMS components as follows:

- Performance Measures – Parameters shall be defined that will provide a measure of the extent of congestion and permit the evaluation of the effectiveness of congestion

reduction and mobility enhancement strategies for the movement of people and goods.

- Data collection and systems monitoring – A continuous program of data collection and system monitoring shall be established to determine and monitor the duration and magnitude of congestion and to evaluate the effectiveness of implemented actions.

- Identification and evaluation of proposed strategies – The anticipated performance and expected benefits of traditional and nontraditional strategies that will contribute to the more efficient use of existing and future transportation systems shall be identified and evaluated based upon the established performance measures. The CMP will utilize a CMP Review Team to efficiently formulate and evaluate proposed strategies.

  Strategies, or combinations of strategies, to be appropriately considered include, but are not limited to:

  - Transportation demand management measures, such as carpooling, vanpooling, alternative work hours, telecommuting, and parking management;
  - Traffic operational improvements, such as intersection and roadway widening, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
  - Measures to encourage high occupancy vehicle (HOV) use, such as HOV lanes, guaranteed ride home programs, and employer trip reduction ordinances;
  - Public transit capital improvements, such as exclusive rights-of-way (rail, bus ways, bus lanes) bus bypass ramps, park and ride and mode changes facilities, and paratransit services;
  - Public transit operational improvements, such as service enhancements or expansions, traffic signal preemption, fare reductions, and transit information systems;
  - Measures to encourage the use of non-traditional modes such as bicycle facilities, pedestrian facilities, and ferry service;
  - Congestion pricing;
  - Growth Management and activity center strategies;
  - Access management techniques;
  - Incident Management;

  - Intelligent vehicle highway system and advanced public transportation system technology, and
  - The addition of general purpose lanes.
  - Transportation Systems Management strategies (detailed in Section 8)

- Implementation of strategies – For each strategy (or combination of strategies) proposed for implementation, an implementation schedule, implementation responsibilities, and possible funding sources shall be identified.

- Evaluation of the effectiveness of implemented strategies – A process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures, shall be implemented. The results of this evaluation shall be provided to decisions makers to provide guidance on selection of effective strategies for future implementation.

MAP-21 continues the requirement for MPOs to address congestion management as provided for in the Intermodal Surface Transportation Efficiency Act (ISTEA), passed in 1991, and successor laws including the Transportation Equity Act for the 21st Century (TEA-21). With the "Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), signed into effect in August 2005, the requirements guiding congestion management evolved to make the CMS an ongoing process and not a static document. This legislation redefined the Congestion Management System with a new title, "Congestion Management Process," indicating the intent to change perspective and practice to address congestion through effective management and operations, better links to the planning process based reduced travel demand and operational management strategies as well as capacity increases. Aside from the name, the CMP requirements did change substantially from the CMS requirements.

The CMP is intended to be a dynamic tool that continually researches, updates, and moves strategies forward to implementation.

2.2 STATE REQUIREMENTS

Relevant portions of the applicable Florida Statutes are provided below. These requirements guide the development and application of the R2CTPO Congestion Management Process.

- Chapter Title XXVI, Chapter 339.175 (2002), Metropolitan Planning Organization "In order to provide recommendations to the department and local government entities regarding transportation plans and programs, each MPO shall prepare a congestion

management system for the metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law."

- Chapter Title XXVI, Chapter 339.177 (2002), Transportation Management Programs "Each MPO within the state must develop and implement a congestion management system." It continues that the CMS "should be developed and implemented so as to provide the information needed to make informed decisions regarding the proper allocation of transportation resources." The CMS "must use appropriate data gathered at the state or local level to define problems, identify needs, analyze alternatives, and measure effectiveness."

3 CMP GOALS AND OBJECTIVES

The R2CTPO is currently developing their Long Range Plan, titled *2040 LRTP for the River to Sea TPO*. Adoption is expected by September30, 2015 and will include this CMP as an important component of the plan. The LRTP and the CMP are part of the same planning process and as such will share the same goals and objectives. The Vision Statement for the LRTP, as detailed below, applies to the CMP and guides the intent of the CMP as it evolves.

> ***Vision Statement for the 2040 Long Range Transportation Plan***
>
> *Our transportation system will provide a safe and accessible range of options that enhances existing communities while providing mobility in a fiscally responsible, energy efficient, and environmentally compatible manner. This integrated system will support economic development, allowing for the effective movement of all people, goods, and services necessary to maintain and enhance our quality of life.*

3.1 GOALS FOR CMP

As stated previously, the LRTP and CMP share a common set of goals which guide the planning process. These shared goals are listed as follows:

- Goal 1: Provide a Balanced and Efficient Multimodal Transportation System
- Goal 2: Support Economic Development
- Goal 3: Enhance Connectivity and Transportation Choices
- Goal 4: Improve Safety and Security
- Goal 5: Continue to Provide and Create New Quality Places
- Goal 6: Provide Transportation Equity and Encourage Public Participation

3.2 OBJECTIVES FOR CMP

In accordance with FHWA guidelines, the CMP is also an "objectives-driven" process, which ensures that investment decisions are made with a clear focus on desired outcomes. In order to be consistent with regional plans, the objectives for the CMP were selected from the 2040 LRTP objectives and a performance measure is assigned to each objective, to be updated as the CMP evolves.

Goal 1: Provide a Balanced and Efficient Multimodal Transportation System

Objective 1.1 – Balanced Multimodal System
Develop a multimodal transportation system that improves the accessibility and mobility to economic centers for all users (vehicle, bicycle and pedestrian) as well as the movement of goods.

Objective 1.2 – Roadway Efficiency
Minimize congestion and delay on roadways and intersections through projects that improve capacity, provide more efficient use and operation of existing transportation facilities, and reduce transportation demand.

Objective 1.3 – Transit Efficiency
Provide public transit systems that deliver efficient and convenient transit service.

Objective 1.4 – Financial Efficiency
Develop a Plan that maximizes use of all available existing and alternative revenue sources and is financially feasible.

Objective 1.5 – Cost Effectiveness
Incorporate measures that give priority to projects that provide high benefit-to-cost considerations.

Goal 2: Support Economic Development

Objective 2.1 – Economic Benefit
Develop a transportation system that supports regional and local economic growth and diversity and improves the economic competitiveness of the region.

Objective 2.2 – Freight Movement
Identify and support safe and efficient truck routes and other facilities that improve freight and goods movement.

Objective 2.3 – Access to Intermodal Facilities
Improve connectivity and access to rail, port and airport facilities.

Objective 2.4 – Transit Access to Employment
Support funding of transit service that improves access to employment centers.

Goal 3: Enhance Connectivity and Transportation Choices

Objective 3.1 – Multimodal Transportation Options
Provide a range of transportation alternatives to improve mobility for all citizens with special consideration for the elderly, people with disabilities, and those unable to drive.

Objective 3.2 – Interconnectivity Between Modes
Maximize the interconnectivity of roadways, sidewalks, bicycle facilities, trails, transit and other transportation system components to provide safe and convenient pedestrian, bicycle, transit and motor vehicle mobility.

Objective 3.3 – Connectivity Between Activity Centers
Enhance regional connectivity to employment, education, health, entertainment and other major activity centers.

Objective 3.4 – Connectivity Between Jurisdictions
Enhance connectivity between local government jurisdictions within the region.

Goal 4: Improve Safety and Security

Objective 4.1 – Roadway System Safety
Identify and prioritize improvements to reduce the frequency and severity of crashes, and minimize injuries and fatalities.

Objective 4.2 – Bicycle and Pedestrian Safety
Identify and implement safety programs and enhancements to improve the safety of pedestrian and bicycle facilities.

Objective 4.3 – Transit System Security and Safety
Enhance security of transit systems through appropriate design, monitoring and enforcement programs.

Objective 4.4 – Emergency Evacuation
Develop a transportation plan that supports emergency evacuation, response and post-disaster recovery; and improves national, state and local security and emergency management functions.

Goal 5: Continue to Provide and Create New Quality Places

Objective 5.1 – Land Use Efficiency

Promote compact, walkable, mixed use development and redevelopment opportunities that encourage a range of transportation options and maximize the effectiveness of the transportation system.

Objective 5.2 – Preserve and Enhance Existing Communities

Develop a transportation plan with components planned and designed to preserve and enhance existing urban areas and communities.

Objective 5.3 – Comprehensive Planning

Support local visioning and planning principles by developing a Plan that is consistent with local government comprehensive plans to the maximum extent feasible.

Objective 5.4 – Natural Resource Protection

Locate and design transportation facilities to avoid or minimize the impact to natural resources including environmentally sensitive areas, and critical lands, waters and habitats.

Objective 5.5 – Air & Water Quality Protection

Develop and support a multimodal transportation system that maintains or reduces vehicle greenhouse gas emissions and pollutants that degrade water quality.

Goal 6: Provide Transportation Equity and Encourage Public Participation

Objective 6.1 – Public Involvement

Provide opportunities for public participation that is open, inclusive and accessible for all citizens; and develop outreach programs to engage citizens of all jurisdictions and the traditionally under-served and under-represented.

Objective 6.2 – Transportation Equity

Include provisions to identify the needs of low income and minority populations and ensure that projects in the Plan do not disproportionally burden low income and minority populations, and include measures to avoid, minimize or mitigate adverse impacts.

Objective 6.3 – Transit Access to Low Income and Transit Dependent Populations

Support transportation investments that improve public transit services for low income and transit dependent populations to gain access to jobs, schools, health services, and other needed services.

3.3 NEXUS OF CMP AND LRTP GOALS AND OBJECTIVES

The CMP and the LRTP share the same goals and objectives but the CMP will provide performance measure where applicable to measure the success of the CMP over time. **Table 1**, CMP Objectives, lists the Objectives by Goal and the reasoning, or nexus, behind the association of the objective with the CMP. Performance measures and targets are detailed in Section 5.

In addition, it should be noted that there are long range planning/evaluation tools that support the CMP. Transportation Systems Management & Operations (TSM&O), a program based on measuring performance, actively managing the multimodal transportation network, and delivering positive safety and mobility outcomes to the travelling public, can be used to support travel time goals and project prioritization. Also available is the Florida ITS Evaluation tool (FITSEVAL) which can be used to analyze the Benefits and Costs of ITS/CMS/safety strategies and options which can assist the TPO with ITS/CMS/safety alternative selection in both the short and long term planning horizon. Both tools utilize performance measures to rank and prioritize projects and can be useful/valuable in fulfilling the requirements of several Goals and Objectives (e.g. Objectives 1.5, 4.1, etc.).

Table 1 – CMP Objectives

Goals	Objective	Description	Nexus to CMP
Goal 1: Provide a Balanced and Efficient Multimodal Transportation System	1.1	Balanced Multimodal System	A balanced, multimodal system should reduce delay on the overall network.
	1.2	Roadway Efficiency	CMP should show an increase in roadway efficiency.
	1.3	Transit Efficiency	Transit ridership should increase as a strategy to reduce congestion.
	1.4	Financial Efficiency	The CMP will assist in selecting projects based on cost benefit analysis.
	1.5	Cost Effectiveness	The CMP will assist in selecting projects based on cost benefit analysis.
Goal 2: Support Economic Development	2.1	Economic Benefit	The CMP will assist in selecting projects based on cost benefit analysis.
	2.2	Freight Movement	A reduction in congestion should reduce delay on the overall network.
	2.3	Access to Intermodal Facilities	Data collection plan for targeted areas.
	2.4	Transit Access to Employment	Transit ridership should increase as a strategy to reduce congestion.
Goal 3: Enhance Connectivity and Transportation Choices	3.1	Multimodal Transportation Options	Transit ridership should increase as a strategy to reduce congestion.
	3.2	Interconnectivity Between Modes	Transit ridership should increase as a strategy to reduce congestion.
	3.3	Connectivity Between Activity Centers	A reduction in congestion should reduce delay on the overall network.
	3.4	Connectivity Between Jurisdictions	A reduction in congestion should reduce delay on the overall network.

Table 1 – CMP Objectives (continued)

Goals	Objective	Description	Nexus to CMP
Goal 4: Improve Safety and Security	4.1	Roadway System Safety	Safety mitigation measures should reduce crash rates.
	4.2	Bicycle and Pedestrian Safety	Safety mitigation measures should reduce crash rates.
	4.3	Transit System Security and Safety	Not measurable in reference to congestion.
	4.4	Emergency Evacuation	Not measurable in reference to daily congestion.
Goal 5: Continue to Provide and Create New Quality Places	5.1	Land Use Efficiency	Not measurable in reference to daily congestion.
	5.2	Preserve and Enhance Existing Communities	A reduction in congestion should reduce delay on the overall network.
	5.3	Comprehensive Planning	The CMP will support this, but cannot be measured in terms of congestion.
	5.4	Natural Resource Protection	Not measurable in reference to congestion.
	5.5	Air & Water Quality Protection	A reduction in congestion should improve air quality.
Goal 6: Transportation Equity and Public Participation	6.1	Public Involvement	As the CMP evolves, more public involvement will be instituted.
	6.2	Transportation Equity	A reduction in congestion should reduce delay on the overall network.
	6.3	Transit Access to Low Income and Transit Dependent Populations	The CMP will support this, but cannot be measured in terms of congestion.

4 CMP NETWORK IDENTIFICATION

The area of application for the R2CTPO CMP is the designated TPO Metropolitan Planning Area (MPA) as shown in **Figure 2**. The MPA includes all of Volusia County, Beverly Beach, Flagler Beach and portions of the cities of Palm Coast and Bunnell, as well as portions of unincorporated Flagler County. The network includes a mix of roadway, bicycle, pedestrian and transit facilities that are maintained by state, county, and local municipal agencies.

The R2CTPO CMP addresses the multimodal transportation network, consistent with federal guidelines. In addition to the road network, **Figure 3** shows the current fixed route transit service area within the R2CTPO. Transit service is provided by Votran in Volusia County. Within Flagler County, Flagler County Public Transportation (FCPT) provides a pre-scheduled, demand-response transportation system that focuses on elderly persons and persons with disabilities.

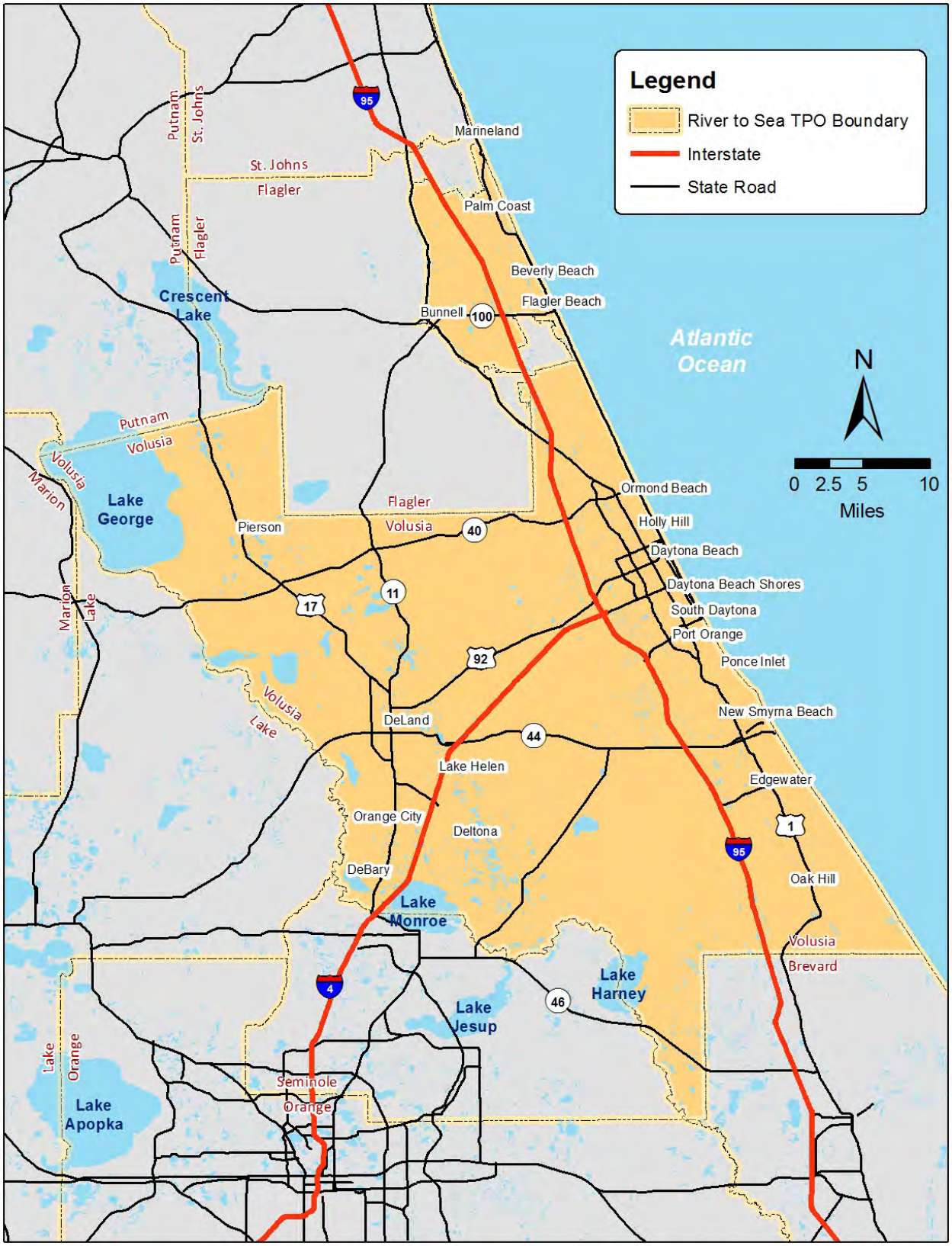

Figure 2 – River to Sea TPO Metropolitan Planning Area

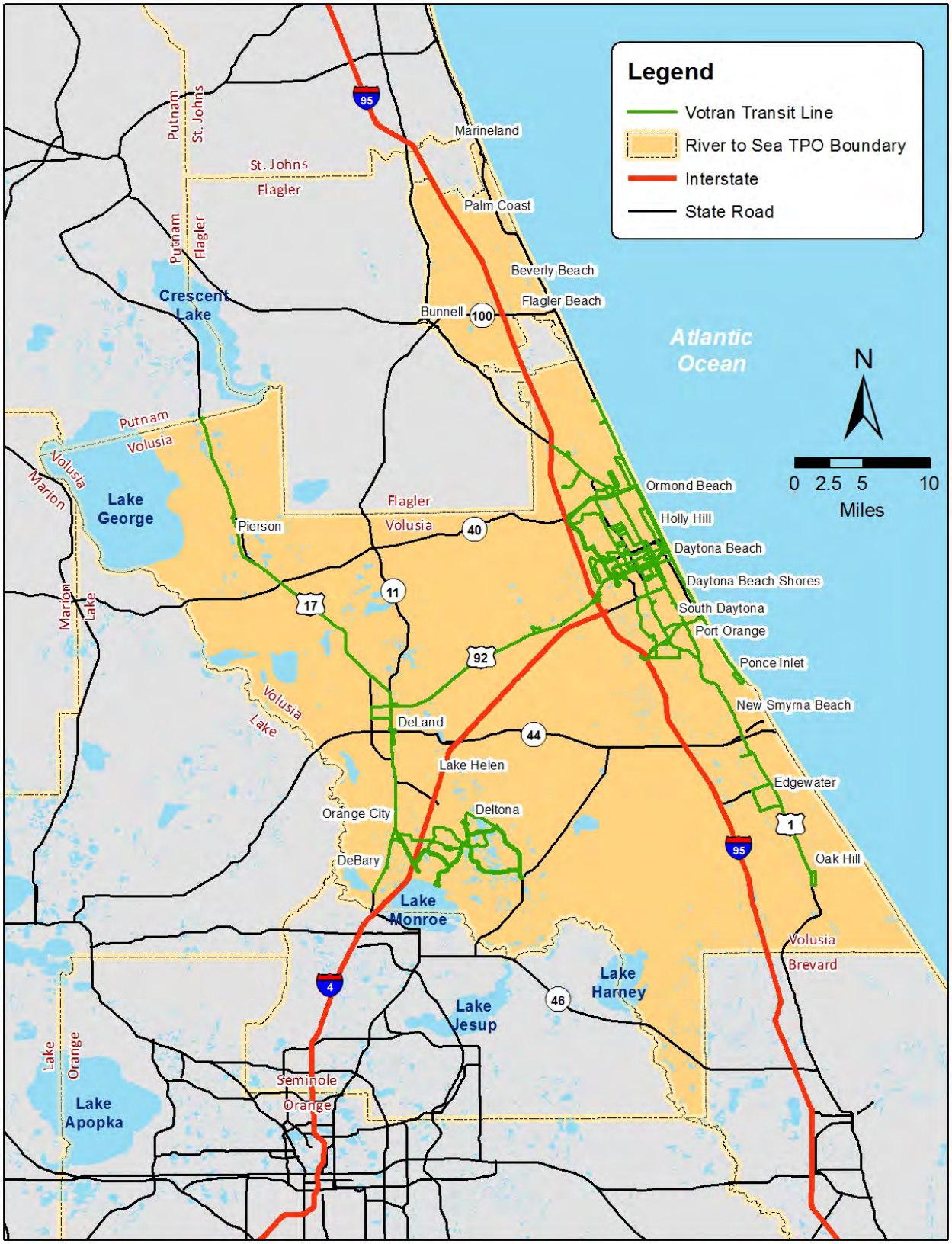

Figure 3 – Transit Routes within the MPA

5 MULTIMODAL PERFORMANCE MEASURES

The purpose of using performance measures is to characterize current and future conditions of the multimodal transportation system throughout the MPA. Performance measures are used at both the Regional Level to measure performance of the regional transportation system and at the Local (Corridor, Segment, Intersection) Level to identify locations with congestion problems and to measure the performance of individual segments or system elements.

There is a wide range of measures that are used to measure congestion. Those selected should encompass the four dimensions of congestion:

- **Intensity –** The relative severity of congestion that affects travel. Intensity has traditionally been measured through indicators such as V/C ratios or LOS measures that consistently relate the different levels of congestion experienced on roadways.

- **Duration –** The amount of time the congested conditions persist before returning to an uncongested state.

- **Extent –** The number of system users or components (e.g. vehicles, pedestrians, transit routes, lane miles) affected by congestion, for example the proportion of system network components (roads, bus lines, etc.) that exceed a defined performance measure target.

- **Variability –** The changes in congestion that occur on different days or at different times of day. When congestion is highly variable due to non-recurring conditions, such as a roadway with a high number of traffic accidents causing delays, this has an impact on the reliability of the system.

The measures should also be in compliance with the federal direction to use measures that cover a multimodal network. The measures include elements that address safety, roadway improvements, public transit, bicycle/pedestrian/multi-use trail facilities, travel demand management (TDM), and goods movement.

The performance measures selected for the R2CTPO were identified through monitoring activities by various local and state agencies within the MPA. **Table 2** relates the objectives identified in Section 2 with the CMP performance measures and identified targets. Some targets are designated as To Be Determined (TBD) and will be set as the CMP evolves.

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Table 2 – CMP Performance Measures and Targets

Goals	Objective	Description	Performance Measure	Target
Goal 1: Provide a Balanced and Efficient Multimodal Transportation	1.1	Balanced Multimodal System	Average Delay, Mode Shift, V/C ratio, Average Trip Length	Reduce delay (TBD), Reduce V/C 5% by 2025
	1.2	Roadway Efficiency	Average Delay, V/C ratio, Average Trip Length	Reduce delay (TBD), Reduce V/C 5% by 2025
	1.3	Transit Efficiency	Transit Ridership	Increase transit ridership (TBD)
	1.4	Financial Efficiency	Cost Benefit Analysis	TBD
	1.5	Cost Effectiveness	Cost Benefit Analysis	TBD
Goal 2: Support Economic Development	2.1	Economic Benefit	Cost Benefit Analysis	TBD
			Average number of workers that can reach major employment center by auto in 45 minutes in the AM peak period	Improved access to jobs, encouraging growth in private sector, employment, workforce
			Average number of workers that can reach major employment center by auto in 45 minutes in the PM peak period	Improved access to jobs, encouraging growth in private sector, employment, workforce
			Land use planning – Identified population and employment scenario for future	Get inputs for planning of intermodal facilities and the modes of transport
	2.2	Freight Movement	Average Delay, V/C ratio, Average Trip Length on specific truck routes	Reduce delay (TBD), Reduce V/C on specific truck routes (TBD)
	2.3	Access to Intermodal Facilities	Average Delay, V/C ratio, Average Trip Length on intermodal connections	Reduce delay (TBD), Reduce V/C on intermodal connections (TBD)
	2.4	Not Applicable		
Goal 3: Enhance Connectivity and Transportation Choices	3.1	Multimodal Transportation Options	Transit Ridership, Mode Shift, % new sidewalk, % new bike facilities, Connectivity Index	Increase transit ridership (TBD), % new sidewalk (TBD), % new bike facilities (TBD)
	3.2	Interconnectivity Between Modes	Transit Ridership, Mode Shift	Increase transit ridership (TBD)
	3.3	Connectivity Between Activity Centers	Average Delay, V/C ratio, Average Trip Length on specific corridors between activity centers	Reduce delay (TBD), Reduce V/C on specific corridors between activities centers (TBD)
	3.4	Connectivity Between Jurisdictions	Average Delay, V/C ratio, Average Trip Length on specific corridors between jurisdictions	Reduce delay (TBD), Reduce V/C on specific corridors between jurisdictions (TBD)

Table 2 – CMP Performance Measures and Targets (continued)

Goals	Objective	Description	Performance Measure	Target
Goal 4: Improve Safety and Security	4.1	Roadway System Safety	Crash rates per million VMT, Total number of fatalities/severe injuries	Reduce crash rates (TBD)
	4.2	Bicycle and Pedestrian Safety	Crash Rates for bike and pedestrians	Reduce crash rates (TBD)
	4.3	Not Applicable		
	4.4	Not Applicable		
Goal 5: Continue to Provide and Create New Quality Places	5.1	Not Applicable		
	5.2	Preserve and Enhance Existing Communities	Average Delay, V/C ratio, Average Trip Length	Reduce delay (TBD), Reduce V/C 5% by 2025
	5.3	Comprehensive Planning	Coordinate with local comprehensive plans	Is CMP consistent with local comprehensive plans
	5.4	Not Applicable		
	5.5	Air & Water Quality Protection	Average Delay, V/C ratio, Average Trip Length	Reduce delay (TBD), Reduce V/C 5% by 2025
Goal 6: Transportation Equity and Public Participation	6.1	Public Involvement	Public Participation	Double public participation for next CMP
	6.2	Transportation Equity	Average Delay, V/C ratio, Average Trip Length	Reduce delay (TBD), Reduce V/C 5% by 2025
	6.3	Not Applicable		

6 COLLECT DATA/MONITOR SYSTEM PERFORMANCE

FHWA identifies congestion monitoring as just one transportation system performance aspect that leads to more effective investment decisions for transportation improvements. Safety, physical condition, environmental quality, economic development, quality of life and customer satisfaction are among others that require monitoring. The Final Rule on Metropolitan Transportation Planning calls for a coordinated data program "to assess the extent of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions." It also indicates that "to the extent possible, this data collection program should be coordinated with existing data sources and coordinated with operations managers in the metropolitan area."

It is the intent of the R2CTPO CMP to develop an ongoing system that relies primarily on data already collected throughout the TPO. The components of the plan include roadways, public transit, bicycle/pedestrian/trail, Transportation Demand Management (TDM), and goods movement where:

- Roadways are monitored through annual Level of Service (LOS) analysis using traffic counts and other data constantly collected throughout the region.
- Crashes are monitored to help measure non-recurring congestion.
- Transit performance is monitored continuously through various operating and capital plans.
- Bike and pedestrian network data is monitored and updated via various city and county databases.
- Significant goods movement corridors are evaluated to address mobility needs of the goods movement providers.

Significant data can be provided by FDOT to address metropolitan and statewide performance measurement reporting requirements of MAP-21. Specific types and sources of data to be utilized in the CMP are detailed in **Table 3** and further discussed below.

The CMP data collection efforts will evolve with the update of the CMP. The R2CTPO will update the Congestion Management System Report biannually. Every other year the R2CTPO will update the develop map of congested roadways with the data collected and categorized via the CMP.

Table 3 – CMP Data and Data Sources

Data to be Utilized in CMP	Data Sources	Specific Data
Existing Traffic Volumes	FDOT, Volusia County, Flagler County, Local Municipalities	FDOT Annual Count Program, Volusia Annual Count Program, Palm Coast Annual Count Program
Level of Service Data	FDOT, Volusia County, Flagler County, Local Municipalities	FDOT Annual Count Program, Volusia Annual Count Program, Palm Coast Annual Count Program, location of traffic signals and other traffic control devices
Quality of Service for Transit	Transit Data	Votran's Transit Development Plan (TDP), transit ridership, stop locations
Quality of Service for Bike and Pedestrian Network	Bicycle/Pedestrian Advisory Committee (BPAC), R2CTPO	Bicycle/Pedestrian Plan, Pedestrian Safety Enforcement Program
Crash Data	Crash Data from FDOT	Crash collected by FDOT and available through CARS system
Travel Time Data	Data collection for targeted corridors to be determined	Data collection for targeted corridors to be determined
Freight Data	FDOT Freight and Systems Planning Offices	Movement of goods, truck volumes.
Land Use Data, U.S. Census Data	Volusia County, Flagler County, Local Municipalities, U.S. Census Bureau	Zoning data, Population and employment
Corridor Level Analysis	Aerial photography survey agency	Aerial photographs
Travel Behavior Factors	U.S. Census Bureau, Household Travel Survey	Trip purpose, mode of transportation, length of the trip and time of day

a. **Existing Traffic Volumes** – Traffic volumes are routinely collected throughout the R2CTPO by state and local agencies. These counts are collected in the same location each year, offering a historical trend of the facility being counted.

b. **Level of Service (LOS) data** – LOS is a calculated grade from A-F that gives an overall idea of the congestion levels a roadway may be experiencing. It is calculated from several factors, the main factor being the amount of capacity used, which is determined by the actual traffic volumes (from annual traffic count program). The R2CTPO CMP will utilize the FDOT Quality/Level of Service Handbook for assessing LOS on roadway links.

   An inventory of the location and type of the traffic signals and other control devices, such as speed limit signs, yield and stop signs, may be helpful to correlate with maximum LOS.

c. **Quality of Service for Transit** – Transit is not measured so much for a level of service but rather for a quality of service. Several factors can determine the LOS, such as frequency of transit, hours of operation, and accessibility to transit stops. The R2CTPO CMP will utilize the FDOT Quality/Level of Service Handbook for assessing QOS for transit.

d. **Quality of Service for Bike and Pedestrian Network** – Similar to transit services, bike and pedestrian facilities are measured for a quality of service more so than a level of service. Several factors can determine the LOS, but the main determination for bike and pedestrian facilities is coverage of network and connectivity of the system. The R2CTPO CMP will utilize the FDOT Quality/Level of Service Handbook for assessing QOS for bike and pedestrian facilities.

e. **Crash Data** – Crash data is typically assessed by utilizing an average crash rate, which is determined by using the rate per million vehicles on a roadway facility. The average crash rate is analyzed for the top 50 crash locations within the R2CTPO and compared to the state-wide average crash rate of that specific facility type. The FDOT documents crashes on state facilities and the data is available to the R2CTPO through the FDOT CARS database.

f. **Travel Time Data** – Travel time data is a useful measurement of how a corridor behaves during different times of the day. In future CMPs, the R2CTPO will identify congested corridors and collect travel time data via pilot car techniques, Bluetooth

data collection, or through several existing commercial data sets available for purchase.

g. **Freight Data** – The CMP will utilize two available metrics for freight data collection: the volume of trucks on the network and the volume of goods moved on the network. The truck volumes are collected as part of annual count programs. The volume of goods metric will be obtained from the FDOT freight and systems planning offices.

h. **Aerial Photography Based Congestion Data** – Aerial photography can be used for corridor level analysis for recurring congestion by helping to identify the number and density of vehicles along a corridor at a given time. This data can be purchased from an aerial photography survey agency.

i. **Travel Survey Data** – This data helps to understand the travel behavior factors as well as trends over time such as: what is the trip purpose, what type of mode of transportation to be used, length of the trip and time of day of travel. This data can be downloaded from the American Community survey (ACS) and house hold survey.

j. **Land Use And Census Data** – Land use data can be used to help analyze the pattern of land use in a particular area – whether it is residential, commercial or industrial – and how supportive and connected it is to transit, bicycle and pedestrian modes of transportation. The R2CTPO may create a metric of accessibility, such as the Connectivity Index, to help identify the need for transportation inputs in future.

   Also, using census data, the job-housing balance in a particular area can be identified and analyzed for work trip lengths.

7 ANALYZE CONGESTION PROBLEMS AND NEEDS

Once the raw data is collected, it will be analyzed in order to provide meaningful information. The data will be utilized in order to identify particular corridors and particular areas within the R2CTPO that have congestion or safety issues. In addition, the possible causes of these congestion issues will be determined. Due to the interrelatedness and complexity of congestion issues, it can be difficult to isolate the cause(s) for a particular issue.

The purpose of the CMP is to provide data to assist in identifying actual projects. The CMP involves selecting congested corridors to be evaluated for potential projects/programs that could be implemented to reduce the congestion identified.

Biannual monitoring will review the level of service on the roads to identify recurring congestion. Roadways that are congested today or forecasted to be congested in five years are considered for review through the CMP. Corridors are identified in the following three categories:

- **Not Congested** – Roadways with a volume to capacity ration of less than 0.85 are deemed *Not Congested*. These roadway links are utilizing less than 85 percent of available capacity and are not currently to be analyzed unless significant crashes are indicated.

- **Congested in the Near Future** – Roadways with a volume to capacity ratio of 0.85 to 0.98 are deemed to be *Congested in the Near Future*. These roadway links are utilizing from 85 percent up to 99 percent of the available capacity and are to be analyzed for potential projects.

- **Currently Congested** – Roadways with a volume to capacity ratio of 0.99 and greater are deemed to be *Currently Congested*. These roadway links are utilizing 99 percent or greater of available capacity and will be analyzed for potential projects first.

For this initial CMP, **Table 4** shows those roadways in the *Congested in the Near Future* and *Currently Congested* categories. **Figure 4** graphically displays these categories.

The current roadway system includes 13 roadway segments in the *Currently Congested* category, totaling 20.02 miles of roadway. These 13 roadway segments represent less than 1 percent (0.0083%) of the 2,401.4 miles of roadway within the MPA. The current roadway system also includes 20 roadway segments in the *Congested in the Near Future* category, totaling 30.89 miles of roadway. These 20 roadway segments represent less than 2 percent

(0.0128%) of the 2,401.4 miles of roadway within the MPA. Together, both congested categories, based on V/C ratios, represent a little over 2 percent (0.0211%) of the roadways within the MPA.

The traffic data and sources used to determine the V/C for the categorized links is located in Appendix A. Future CMPs will enhance the selection process based on crash data and travel time data. Specific CMP corridors will be identified for corridor specific data collection efforts.

Table 4 – Congested Links

County	Road Name	Limits	V/C Ratio	2013 AADT	Number of Lanes	Length (miles)
Flagler	Cypress Point Parkway	Cypress Edge (N) to Palm Coast Parkway	0.93	30,100	4	0.12
Flagler	SR 9/I-95	Volusia County Line to Urban Boundary (just s/o SR 100)	1.09	69,500	6	4.60
Flagler	SR 5/US 1	Railroad St to Moody Blvd	1.19	11,800	4	0.43
Flagler	SR 5/US 1	Moody Blvd to SR 20/SR 100	1.84	18,200	4	0.77
Volusia	I-4	SR 46 to Volusia County	0.95	107,500	6	1.90
Volusia	I-4	Seminole County to Dirksen Dr	1.16	108,000	6	3.58
Volusia	I-4	Dirksen Dr to Saxon Blvd	1.04	96,400	6	2.79
Volusia	I-4	Saxon Blvd to SR 472	0.95	88,500	6	3.15
Volusia	I-4	SR 44 to US 92 Connector	0.89	55,000	4	10.31
Volusia	US 1	SR 430 (Mason Ave) to Fairview/Main St	0.85	27,500	4	0.54
Volusia	US 1	US 92/ISB to Orange Ave	0.90	29,000	4	0.30
Volusia	US 17	SR 40 to Lake Winona Rd	0.87	7,300	2	4.93
Volusia	US 17/92	Plymouth Ave to SR 44 (New York Ave)	1.04	16,300	2	1.01
Volusia	US 17/92	SR 44 (New York Ave) to Euclid Ave	1.04	16,300	2	0.49
Volusia	US 17/92	Euclid Ave to Beresford Ave	1.01	16,600	2	0.49
Volusia	SR 40	US 1 to Halifax Ave	1.05	34,000	4	1.11
Volusia	SR 44	Blue Lake Ave to Kepler Rd	0.90	15,900	2	0.94
Volusia	SR 44	Kepler Rd to Summit Ave	1.02	18,000	2	1.18
Volusia	Catalina Blvd	Howland Blvd to Sixma Rd	0.86	11,700	2	0.50
Volusia	Dirksen Dr/DeBary Ave/Doyle Rd	Providence Blvd to Garfield Rd	0.87	11,890	2	1.20
Volusia	Graves Ave/CR 4145	Veterans Memorial Parkway to Kentucky Ave	0.94	16,750	2	0.30
Volusia	Howland Blvd	Providence Blvd to Elkcam Blvd	1.11	15,150	2	2.10
Volusia	LPGA Blvd	Jimmy Ann Dr to Derbyshire Rd	1.28	18,010	2	0.25
Volusia	Providence Blvd	Elkcam Blvd to Ft. Smith Blvd	0.96	13,070	2	0.80
Volusia	Providence Blvd	Normandy Blvd to Anderson Dr	0.96	13,150	2	0.80
Volusia	Providence Blvd	Anderson Dr to Doyle Rd	0.86	11,780	2	0.55
Volusia	Saxon Blvd	FDOT Park & Ride to I-4	0.96	36,440	4	0.30
Volusia	Saxon Blvd	I-4 to Finland Dr	0.91	34,420	4	0.35
Volusia	Saxon Blvd	Finland Dr to Normandy Blvd	0.86	32,490	4	0.35
Volusia	Taylor Rd	Dunlawton Ave to Clyde Morris Blvd	0.90	12,270	2	0.55

Table 4 – Congested Links (continued)

County	Road Name	Limits	V/C Ratio	2013 AADT	Number of Lanes	Length (miles)
Volusia	W. Volusia Bltwy (Veterans Memorial Pkwy)	Graves Ave to Rhode Island Ave	0.87	15,510	2	1.50
Volusia	W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave to Harley Strickland Blvd	1.06	18,000	2	1.22
Volusia	Williamson Blvd	SR 400/Beville Rd to Madeline Ave	0.85	14,430	2	1.50

Category 1 – V/C 0.85-0.98
Category 2 – V/C 0.99 and up

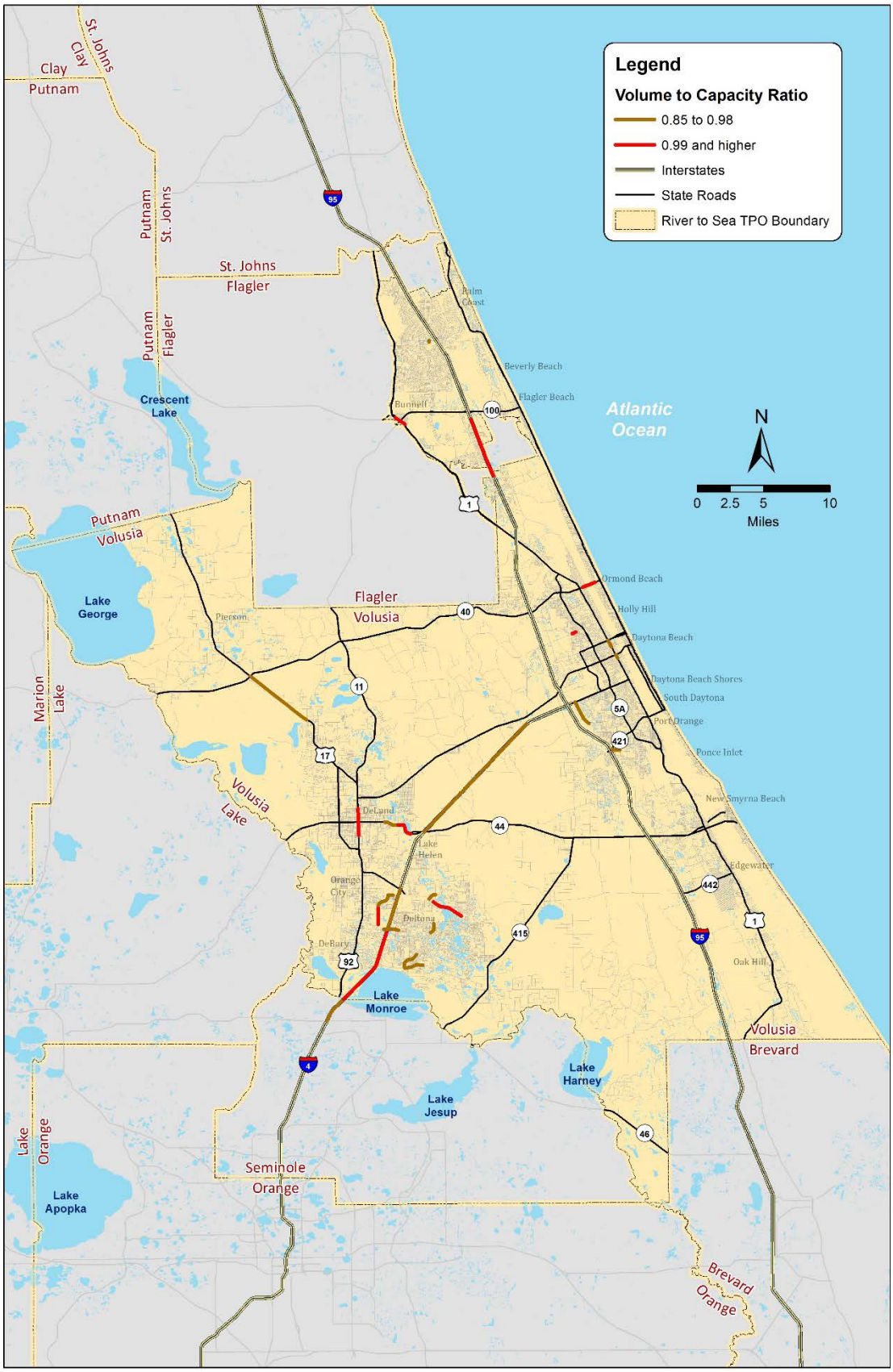

Figure 4 – Congested Links Within the MPA

8 IDENTIFY AND ASSESS STRATEGIES

The CMP will prioritize and identify a set of recommended solutions which will mitigate congestion and improve safety for the community. The selection and implementation of these solutions will help to achieve the CMP objectives and will provide opportunities for both short and long term congestion management. These strategies will be partially identified through public outreach efforts and will be sensitive to the context of the location.

8.1 CMP Review Team

Since congestion mitigation strategies cannot be implemented for all of the congested facilities simultaneously, and congestion management strategies are not one size fits all, the projects and strategies must be evaluated logically. The congested roadways or intersections must be examined carefully to determine which management strategy will best address the particular problems. Strategies can be selected and evaluated by a CMP Review Team.

The review team will be set up and guided by R2CTPO staff and include technically qualified staff members from local government with knowledge in the areas of traffic engineering and ITS, intersection analysis, access management, roadway design standards, transit planning, land use planning, concurrency, transportation planning, bicycle and pedestrian planning, and roadway construction costs. The review team will evaluate congested roadways and intersections as requested by the R2CTPO and its advisory committees. The review team will evaluate projects and strategies using a systematic method for determining which congested facilities should be evaluated for inclusion in plan updates. A process to evaluate and prioritize projects for evaluation and inclusion in the TIP, LRTP and other plans is detailed in **Figure 5**.

8.2 Transportation Systems Management

The Transportation Systems Management (TSM) (source: *Reference Sourcebook for Reducing Greenhouse Gas Emissions from Transportation Sources* – FHWA February 2012*)* approach to congestion mitigation seeks to identify improvements to enhance the capacity of existing systems of an operational nature. Through better management and operation of existing transportation facilities, these techniques are designed to improve traffic flow, air quality, and movement of vehicles and goods, as well as enhance system accessibility and safety.

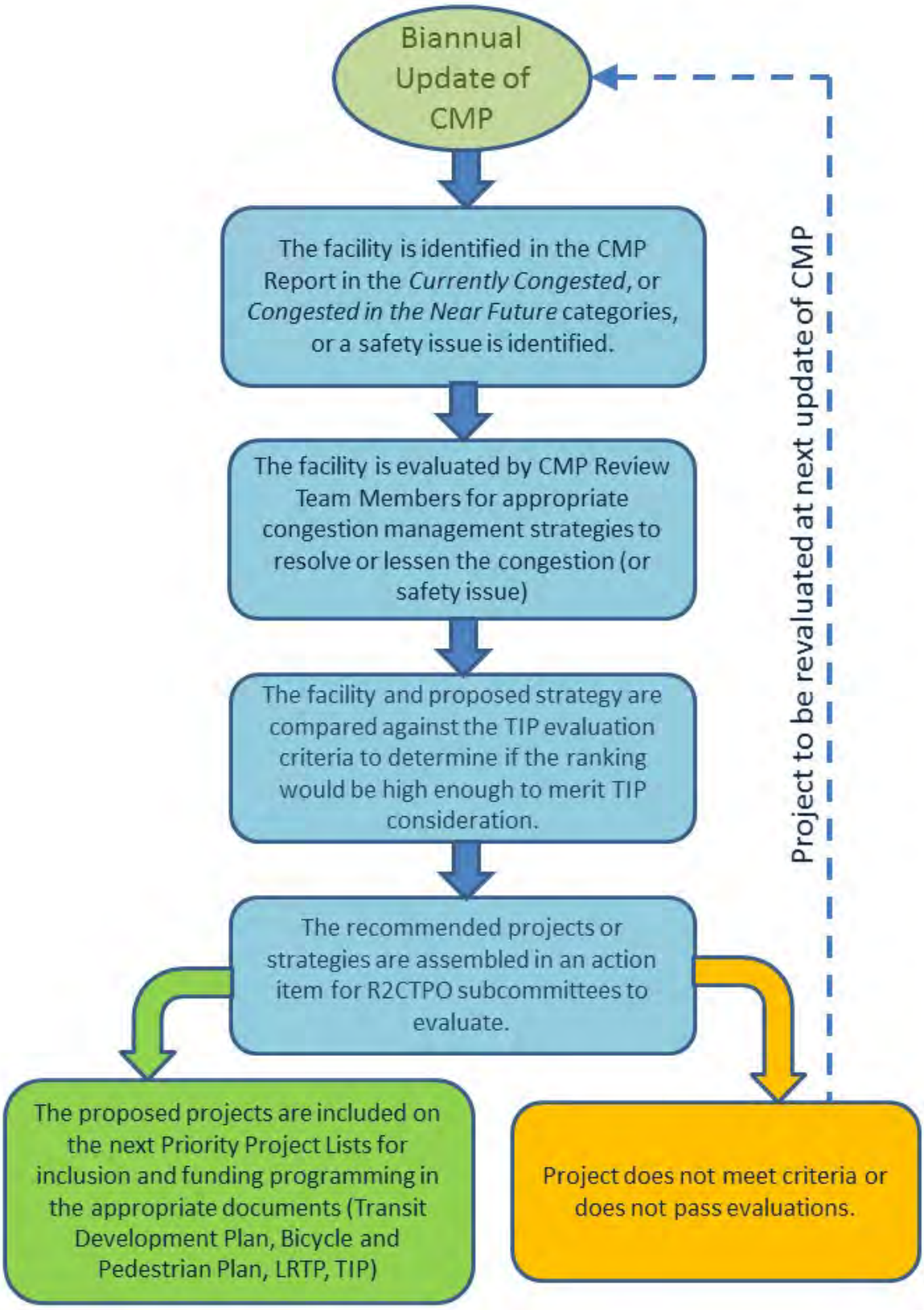

Figure 5 – Project Evaluation Process

The R2CTPO CMP and designated CMP Review Team will utilize TSM as a guide to strategies for congestion mitigation and for optimizing the performance of existing infrastructure through the implementation of systems, services, and projects designed to preserve capacity and improve security, safety, and reliability. Areas and specific strategies where TSM can be implemented to create a more efficient, safe, and mobile transportation facility are listed in the following sections.

Note that consideration should also be given to utilizing long range planning/evaluation tools (such as FITSEVAL and TSM&O) to support travel time goals and project prioritization and to analyze the Benefits and Costs of ITS/CMS/Safety strategies and options. These tools can assist with both the short and long term planning horizon.

A. Transportation System Management Strategies

1. Traffic Signalization and Control
   - New Signal Installation
   - Modifying Signal Phase Sequences
   - Signal Re-timing/Updating Timing Plans
   - Signal Hardware Updates/Updating Equipment
   - Signal Interconnection
   - Demand-responsive Signal Systems
   - Eliminate Unnecessary Traffic Control Signs

2. Intersection and Street Improvements
   - Intersection/Street Widening
   - Lane Assignment Changes/Re-striping
   - Install Turn Lanes
   - Turning Movement and Lane Use Restrictions
   - Bus Loading Bays

3. Bottleneck Removal
   - Re-striping
   - Install Signage
   - Add Lanes
   - Reduce Merging and Weaving

4. Special Events
   - Traffic Management Plans
   - Signal Re-timing Plans
   - Dynamic Lane Assignments

5. Access Management
   - Turn Lanes
   - Close Driveways/Driveway Spacing
   - Access Spacing
   - Median Treatments

B. Travel Demand Strategies

1. Improve Transportation Options
   - Alternative Work Schedules/Flex Time
   - Commute Trip Reduction Programs
   - Carpooling
   - Telework/Telecommute
   - Vanpooling
   - HOV Priority/Managed Lanes
   - Park and Ride
   - Shuttle Services
   - Bicycle and Pedestrian Improvements
   - Transit Improvements
   - Car Sharing/Ride Leasing/Station Car
   - Taxi Service Improvements
   - On-Site Employee Services
   - Live Near Your Work
   - Worksite Locations and Design
   - Real-Time Commuter Services
   - Advanced Route Planning

2. Incentives to Use Alternative Modes
   - Commuter Financial Incentives
   - Parking Management/Share Parking
   - Congestion Pricing/Road Pricing
   - Distance-Based Pricing/Pay-As-You-Drive Insurance
   - Guaranteed Ride Home
   - Parking – Time of Day Pricing

3. Sustainable Development
   - Transit Oriented Development (TOD)
   - Land Use Density and Clustering
   - Location Efficient Development
   - Bike/Transit System Integration
   - Pedestrianized Streets
   - Bicycle Parking Facilities

4. Policy and Institution Reform
   - Asset Management
   - Car-Free Parking
   - Context Sensitive Design
   - Road Space Reallocation
   - Speed Reduction
   - Street Reclaiming

5. TDM Marketing and Education
   - TDM Marketing to Schools (K-12)
   - Walking and Cycling Encouragement
   - Transit and Alternative Mode Encouragement
   - TDM Marketing/Ride Matching Services
   - Transportation Management Associations (TMA)

6. TDM Planning and Evaluation
   - Auto Dependency
   - Land Use Evaluation
   - Parking Evaluation
   - Evaluating Pricing Strategies
   - Evaluating Effectiveness of TDM Programs

C. Intelligent Transportation System Strategies

1. Archived Data Management
   - ITS Data Mart
   - ITS Data Warehouse
   - ITS Virtual Data Warehouse

2. Public Transportation
   - Transit Vehicle Tracking
   - Transit Fixed-Route Operations
   - Demand Response Transit Operations
   - Transit Passenger and Fare Management
   - Transit Security
   - Transit Maintenance
   - Multimodal Coordination
   - Transit Traveler Information

3. Traveler Information
   - Broadcast Traveler Information
   - Interactive Traveler Information
   - Autonomous Route Guidance

- Dynamic Route Guidance
- Information Service Provider Based Trip Planning and Route Guidance
- Integrated Transportation Management/Route Guidance
- Yellow Pages and Reservations
- Dynamic Ridesharing
- In-Vehicle Signing

4. Traffic Management
   - Network Surveillance
   - Probe Surveillance
   - Surface Street Control
   - Freeway Control
   - HOV/Managed Lane Management
   - Traffic Information Dissemination Regional Traffic Control

5. Traffic Incident Management System
   - Traffic Forecast and Demand Management
   - Electronic Toll Collection
   - Emissions Monitoring and Management
   - Virtual TMC and Smart Probe Data
   - Standard Railroad Grade Crossing
   - Advanced Railroad Grade Crossing
   - Parking Facility Management
   - Regional Parking Management
   - Reversible Lane Management
   - Speed Monitoring
   - Roadway Closure Management
   - Vehicle Safety Monitoring
   - Driver Safety Monitoring
   - Longitudinal Safety Warning
   - Lateral Safety Warning
   - Intersection Safety Warning
   - Pre-Crash Restraint Development
   - Driver Visibility Improvement
   - Advanced Vehicle Longitudinal Control
   - Advanced Vehicle Lateral Control
   - Intersection Collision Avoidance
   - Automated Highway System

6. Commercial Vehicle Operations
   - Fleet Administration
   - Freight Administration

- Electronic Clearance
- Commercial Vehicle Administrative Process
- Weigh-In Motion
- Roadside Commercial Vehicle Operation Safety
- On-Board Commercial Vehicle Operation and Freight Safety and Security
- Commercial Vehicle Operation Maintenance
- Hazardous Materials Management
- Roadside Hazardous Materials Security Detection and Mitigation
- Commercial Vehicle Driver Security Administration
- Freight Assignment Tracking

7. Emergency Management
   - Emergency Call-Taking and Dispatch
   - Emergency Routing
   - Mayday and Alarms Support
   - Roadside Service Patrols
   - Transportation Infrastructure Protection
   - Wide-Area Alert
   - Early Warning System
   - Disaster Response and Recovery
   - Evacuation and Reentry Management
   - Disaster Traveler Information

8. Maintenance and Construction Management
   - Maintenance and Construction Vehicle and Equipment Tracking
   - Maintenance and Construction Vehicle Maintenance
   - Road Weather Data Collection
   - Weather Information Processing and Distribution
   - Roadway Automated Treatment
   - Roadway Maintenance and Construction
   - Work Zone Management
   - Work Zone Safety
   - Maintenance and Construction Activity Coordination

9 PROGRAM AND IMPLEMENT STRATEGIES

The CMP will assist in planning for implementation, as well as possible sources of funding, for each of the identified improvement strategies. Implementation of identified strategies occurs at the regional (system), corridor, and project levels. Regional level implementation occurs through the integration of strategies into the regional Transportation Improvement Program (TIP) and into the Long Range Transportation Plan (LRTP). At the corridor level, specific strategies such as pedestrian improvement projects can be implemented using federal funding streams, state, local, or other funding sources. The CMP project selection process, the CMP Review Team, will utilize the R2CTPO TIP selection criteria. The TIP will be updated to include the CMP in the 'Consistency with Other Plans' section of future TIP documents. It is the intent that the CMP will become an integral part of the TIP selection process in future TIPs. A summary of the selection criteria is detailed below and the TIP selection criteria details are located in **Appendix B**.

The priority selection criteria are listed below and then further described.

1. Location
2. Project Readiness
3. Mobility and Operational Benefits
4. Safety Benefits
5. Comprehensive Plan and Economic Benefits
6. Infrastructure Impacts
7. Local Matching Funds > 10%

Selection Criteria 1 – Location looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

Selection Criteria 2 – Project Readiness 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 higher its points eligibility.

Selection Criteria 3 – Mobility and Operational Benefits determines the extent of traffic operational benefits that will be derived from a proposed project.

Selection Criteria 4 – Safety Benefits reviews the extent of safety benefits that will be derived from a proposed project. The crash data from the CMP will be part of this criterion.

Selection Criteria 5 – Comprehensive Plan and Economic Benefits looks at the degree to which the proposed project will contribute to the satisfaction of one or more of the local government's adopted comprehensive plan goals or objectives, and the degree to which it supports economic development.

Selection Criteria 6 – Infrastructure Impacts looks at impacts to adjoining public or private infrastructure, which may be in the way of the project.

Selection Criteria 7 – Local Matching Funds > 10% identifies other funding sources that can be utilized for project funding.

10 EVALUATE STRATEGY EFFECTIVENESS

Essential to a successful CMP is evaluation of implemented strategies to determine their effectiveness. A data collection plan that identifies specific elements such as type, frequency of data collection, data collection sites, and historical trending are essential for determining the effectiveness of the CMP over time.

It is the intent of the R2CTPO CMP to develop an ongoing system that relies primarily on data already collected throughout the TPO. The components of the plan include roadways, public transit, bicycle/pedestrian/trail, Transportation Demand Management (TDM), and goods movement where:

- Roadways are monitored through annual Level of Service (LOS) analysis using traffic counts and other data constantly collected throughout the region.
- Crashes are monitored to help measure non-recurring congestion.
- Transit performance is monitored continuously through various operating and capital plans.
- Bike and pedestrian network data is monitored and updated via various city and county databases.
- Significant goods movement corridors are evaluated to address mobility needs of the goods movement providers.

Data collection for the listed performance measures included in the CMP is also being conducted by the FDOT annually to address metropolitan and statewide performance measurement reporting requirements of MAP-21. The CMP will include a consistent data set of performance measures to be tracked and evaluated over time.

The CMP will use the data collected on roadways before and after strategies are implemented to determine the effectiveness of the CMP. Area wide measures such as overall Vehicle Miles Traveled and Vehicle Hours Traveled can offer a big picture snapshot for comparison over time. Travel times collected on specific corridors can be tracked over time to evaluate the congestion levels. As the CMP evolves and the data collected yields historical tracking information, the evaluation of strategies implemented will assist in determining the effectiveness of those strategies.

APPENDIX A

Traffic Data and Sources for V/C

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
I-4	SR 46 to Volusia Co.	0266-S	Yes	Yes	FDOT	Yes	1.90	6	65	E+W	UA_FWIS_6L + AUX	Rural Principal Arterial - Interstate	103,000	112,500	112,000	113,000	111,000	108,000	115,000	109,500	103,000	107,500	C	113,000	0.95	C	10,170
I-4	Seminole Co. to Dirksen Dr.	484	Yes	Yes	FDOT	Yes	3.58	6	65	E+W	UA_FWIS_6L	Rural Principal Arterial - Interstate	94,000	111,500	115,500	119,500	115,000	107,500	111,500	102,500	106,500	108,000	C	93,000	1.16	D	8,370
I-4	Dirksen Dr. to Saxon Blvd.	9906	Yes	Yes	FDOT	Yes	2.79	6	70	E+W	UA_FWIS_6L	Urban Principal Arterial - Interstate	82,000	97,500	96,600	95,356	92,578	94,700	95,400	93,600	93,900	96,400	C	93,000	1.04	D	8,370
I-4	Saxon Blvd. to SR 472	1003	Yes	Yes	FDOT	Yes	3.15	6	70	E+W	UA_FWIS_6L	Urban Principal Arterial - Interstate	70,000	83,500	86,500	89,000	86,000	53,500	86,500	79,500	88,000	88,500	C	93,000	0.95	C	8,370
I-4	SR 472 to Orange Camp Rd.	485	Yes	Yes	FDOT	Yes	2.12	6	70	E+W	UA_FWIS_6L	Urban Principal Arterial - Interstate	60,000	57,500	59,500	61,500	58,000	75,000	76,000	70,500	77,500	77,000	C	93,000	0.83	C	8,370
I-4	Orange Camp Rd. to SR 44	497	Yes	Yes	FDOT	Yes	2.56	6	70	E+W	UA_FWIS_6L	Urban Principal Arterial - Interstate	52,500	62,000	59,000	61,000	58,000	61,500	65,000	62,000	55,500	60,500	C	93,000	0.65	B	8,370
I-4	SR 44 to US 92 Connector	486	Yes	Yes	FDOT	Yes	10.31	4	70	E+W	UA_FWIS_4L	Urban Principal Arterial - Interstate	47,500	49,500	53,500	54,500	56,000	56,000	56,000	54,000	55,000	55,000	C	61,500	0.89	C	5,540
I-4	US 92 Connector to I-95	491	Yes	Yes	FDOT	Yes	3.52	4	70	E+W	UA_FWIS_4L	Urban Principal Arterial - Interstate	35,500	36,500	37,500	42,500	47,500	45,500	43,000	43,000	40,000	40,000	C	61,500	0.65	B	5,540
I-95	N. of Volusia/Flagler Co. Line	292-F	Yes	Yes	FDOT			6	70	N+S	UA_FWIS_6L	Rural & Urban Principal Arterial - Interstate	60,600	63,000	65,000	-	57,700	63,200	64,700	62,500	63,200	65,100	C	93,000	0.70	B	8,370
I-95	Flagler Co. Line/Old Dixie to US 1	496	Yes	Yes	FDOT	Yes	5.00	6	70	N+S	UA_FWIS_6L	Rural & Urban Principal Arterial - Interstate	62,500	58,500	58,500	58,500	53,000	66,000	67,000	60,500	64,500	69,500	C	93,000	0.75	C	8,370
I-95	US 1 to SR 40	495	Yes	Yes	FDOT	Yes	5.55	6	70	N+S	UA_FWIS_6L	Rural & Urban Principal Arterial - Interstate	60,500	60,000	60,000	60,000	55,000	68,500	69,000	62,500	66,500	63,500	C	93,000	0.68	B	8,370
I-95	SR 40 to LPGA Blvd.	534	Yes	Yes	FDOT	Yes	2.64	6	70	N+S	UA_FWIS_6L + AUX	Urban Principal Arterial - Interstate	84,500	70,500	80,500	73,000	79,000	79,500	68,000	76,000	69,500	70,000	C	113,000	0.62	B	10,170
I-95	LPGA Blvd. to US 92	494	Yes	Yes	FDOT	Yes	3.56	6	65	N+S	UA_FWIS_6L	Urban Principal Arterial - Interstate	74,500	75,500	80,000	74,000	68,000	70,000	70,500	74,500	71,500	71,500	C	93,000	0.77	C	8,370
I-95	US 92 to Beville Rd./I-4	494	Yes	Yes	FDOT	Yes	1.26	6	65	N+S	UA_FWIS_6L + AUX	Urban Principal Arterial - Interstate	78,000	91,000	119,000	56,000	57,500	70,000	70,500	74,500	71,500	71,500	C	113,000	0.63	B	10,170
I-95	Beville Rd./I-4 to SR 421 (Dunlawton Av	492	Yes	Yes	FDOT	Yes	4.57	4	70	N+S	UA_FWIS_4L	Urban Principal Arterial - Interstate	46,500	49,500	49,500	56,000	57,500	52,500	51,000	44,500	42,500	45,000	C	61,500	0.73	B	5,540
I-95	SR 421 (Dunlawton Ave.) to SR 44	133	Yes	Yes	FDOT	Yes	6.99	4	70	N+S	UA_FWIS_4L	Urban Principal Arterial - Interstate	40,082	41,000	40,400	40,119	36,377	37,400	38,000	36,600	36,900	36,600	C	61,500	0.60	B	5,540
I-95	SR 44 to SR 442 (Indian River Blvd.)	503	Yes	Yes	FDOT	Yes	4.84	4	70	N+S	UA_FWIS_4L	Rural & Urban Principal Arterial - Interstate	30,500	34,000	28,500	33,500	34,000	32,000	32,000	31,000	31,000	32,500	C	61,500	0.53	B	5,540
I-95	SR 442 (Indian River Blvd.) to Brevard C	0436-B	Yes	Yes	FDOT	Yes	11.45	4	70	N+S	RUA_FW_4L	Rural Principal Arterial - Interstate	24,500	27,500	31,500	27,000	24,500	26,000	24,500	30,500	30,000	26,500	B	43,000	0.62	B	4,510
US 1	N. of Volusia/Flagler Co. Line	0263-F			FDOT	Yes		4	65	N+S	TA_UFH_2W_4L_D_WL	Rural Principal Arterial - Other	12,235	13,600	17,100	15,135	13,680	12,100	11,600	11,200	10,700	10,700	C	49,600	0.22	B	4,460
US 1	Flagler Co. to I-95	536			FDOT	Yes	1.53	4	60	N+S	UA_UFH_2W_4L_D_WL	Urban Principal Arterial - Other	15,400	17,100	18,300	19,900	16,800	15,200	15,400	15,100	13,400	14,300	D	65,600	0.22	B	5,900
US 1	I-95 to Airport Rd.	351		Yes	FDOT	Yes	2.81	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	20,600	22,500	23,000	23,000	22,500	21,500	21,500	20,500	19,400	20,200	D	39,800	0.51	C	3,580
US 1	Airport Rd. to Nova Rd.	100		Yes	FDOT	Yes	1.13	4	55	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	24,000	34,500	30,000	31,000	29,000	25,500	25,500	26,000	22,500	25,500	D	39,800	0.64	C	3,580
US 1	Nova Rd. to SR 40	1019		Yes	FDOT	Yes	1.83	4	55	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	20,000	19,600	19,800	18,800	18,200	17,000	16,800	16,300	16,400	16,600	D	39,800	0.42	C	3,580
US 1	SR 40 to Hand Ave.	5142		Yes	FDOT	Yes	0.84	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	30,000	26,500	27,000	25,000	23,500	22,500	23,000	21,500	19,000	20,300	D	39,800	0.51	C	3,580
US 1	Hand Ave. to LPGA Blvd.	1018		Yes	FDOT	Yes	2.00	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	30,000	29,000	28,500	28,500	27,000	26,000	26,000	26,000	21,500	24,000	D	39,800	0.60	C	3,580
US 1	LPGA Blvd. to SR 430 (Mason Ave.)	1018		Yes	FDOT	Yes	1.47	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	30,000	28,500	28,500	28,500	27,000	26,000	26,000	26,000	21,500	24,000	D	32,400	0.74	D	2,920
US 1	SR 430 (Mason Ave.) to Fairview/Main S	5074		Yes	FDOT	Yes	0.54	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	29,500	28,500	30,000	30,000	29,000	29,500	28,500	27,000	27,000	27,500	D	32,400	0.85	D	2,920
US 1	Fairview/Main St. to US 92/ISB	5071		Yes	FDOT	Yes	0.66	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	29,000	32,000	32,500	29,500	29,000	28,000	27,000	24,000	23,500	26,000	D	32,400	0.80	D	2,920
US 1	US 92/ISB to Orange Ave.	5070		Yes	FDOT	Yes	0.30	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	36,000	35,000	32,000	30,000	30,000	29,000	28,000	28,000	26,000	29,000	D	32,400	0.90	D	2,920
US 1	Orange Ave. to Bellevue Ave.	5066		Yes	FDOT	Yes	0.72	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	36,000	35,500	32,500	30,500	30,500	29,500	30,500	28,000	29,500	28,000	D	39,800	0.70	C	3,580
US 1	Bellevue Ave. to SR 400/Beville Rd.	452		Yes	FDOT	Yes	1.05	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	41,000	39,000	33,500	34,000	32,500	31,500	30,500	32,500	30,000	29,500	D	39,800	0.74	C	3,580
US 1	SR 400/Beville Rd. to Bellewood Ave.	5063		Yes	FDOT	Yes	0.27	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	35,500	35,000	33,000	30,500	30,000	28,000	26,000	28,000	27,500	26,000	D	39,800	0.65	C	3,580
US 1	Bellewood Ave. to Big Tree Rd.	5062		Yes	FDOT	Yes	0.45	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	35,500	34,000	31,500	29,500	30,000	28,000	27,500	26,500	24,500	27,000	D	39,800	0.68	C	3,580
US 1	Big Tree Rd. to Reed Canal Rd.	5061		Yes	FDOT	Yes	1.17	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	37,500	35,500	33,000	30,000	31,500	29,500	29,000	27,500	25,000	26,500	D	39,800	0.67	C	3,580
US 1	Reed Canal Rd. to SR 421 (Dunlawton A	213		Yes	FDOT	Yes	1.18	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	34,000	33,500	29,500	31,000	27,500	26,000	25,500	24,500	24,500	24,500	E	39,800	0.62	C	3,790
US 1	SR 421 (Dunlawton Ave.) to Commonwe	5057		Yes	FDOT	Yes	1.37	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	25,000	24,500	23,500	22,500	22,500	20,500	20,100	20,500	19,600	20,300	E	39,800	0.51	C	3,790
US 1	Commonwealth to Nova Rd.	152		Yes	FDOT	Yes	1.23	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,000	21,000	20,500	17,000	15,800	15,200	15,800	14,100	13,800	13,900	D	39,800	0.35	C	3,580
US 1	Nova Rd. to Art Center Ave.	13		Yes	FDOT	Yes	3.19	4	45	N+S	UA_UFH_2W_4L_D_WL	Urban Principal Arterial - Other	25,500	22,500	23,500	22,000	21,500	20,900	20,100	19,400	19,600	20,500	D	65,600	0.31	B	5,900
US 1	Art Center Ave. to Turnbull Bay Rd.	5159		Yes	FDOT	Yes	2.24	4	55	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	27,000	26,000	29,000	24,500	23,500	11,600	22,500	23,500	22,500	23,500	D	39,800	0.59	C	3,580
US 1	Turnbull Bay Rd. to Canal St. (Bus. SR 4	5155		Yes	FDOT	Yes	1.34	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	36,000	31,000	30,000	28,000	27,500	26,000	23,500	22,500	24,500	22,000	D	39,800	0.55	C	3,580
US 1	Canal St. (Bus. SR 44) to 10th Ave.	5154		Yes	FDOT	Yes	1.52	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	28,500	28,500	28,000	27,000	26,000	25,000	24,000	22,000	21,500	18,600	D	32,400	0.57	D	2,920
US 1	10th Ave. to Park Ave.	5168		Yes	FDOT	Yes	1.00	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	32,000	32,000	32,500	29,000	28,000	27,000	28,000	27,000	25,500	25,000	D	39,800	0.63	C	3,580
US 1	Park Ave. to SR 442 (Indian River Blvd.)	5170		Yes	FDOT	Yes	1.49	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	31,500	31,500	31,500	29,000	29,000	27,000	27,500	26,500	25,500	25,000	D	39,800	0.63	C	3,580
US 1	SR 442 (Indian River Blvd.) to Volco Rd.	27		Yes	FDOT	Yes	2.26	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,000	22,500	22,500	25,000	21,000	19,600	20,000	18,900	19,000	18,800	D	39,800	0.47	C	3,580
US 1	Volco Rd. to H.H. Birch Rd.	9929		Yes	FDOT	Yes	3.70	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	13,105	13,094	12,980	12,672	11,843	11,700	11,400	11,000	11,100	11,100	D	39,800	0.28	C	3,580
US 1	H.H. Birch Rd. to Halifax Ave.	9929		Yes	FDOT	Yes	2.05	4	45	N+S	TA_SSAC1_2W_4L_D_WL	Rural Principal Arterial - Other	13,105	13,094	12,980	12,672	11,843	11,700	11,400	11,000	11,100	11,100	C	35,500	0.31	C	3,060
US 1	Halifax Ave. to Putnam Grove Rd.	531		Yes	FDOT	Yes	0.57	4	65	N+S	TA_SSAC1_2W_4L_D_WL	Rural Principal Arterial - Other	4,300	3,700	3,700	4,000	3,600	3,800	3,500	3,400	3,100	3,100	C	35,500	0.09	C	3,060
US 1	Putnam Grove Rd. to Kennedy Pkwy.	531		Yes	FDOT	Yes	1.63	4	65	N+S	TA_SSAC1_2W_4L_D_WL	Rural Principal Arterial - Other	4,300	3,700	3,700	4,000	3,600	3,800	3,500	3,400	3,100	3,100	C	35,500	0.09	C	3,060
US 1	Kennedy Pkwy. to Brevard Co.	531		Yes	FDOT	Yes	3.97	4	55	N+S	RUA_UFH_2W_4L_D_WL	Rural Principal Arterial - Other	4,300	3,700	3,700	4,000	3,600	3,800	3,500	3,400	3,100	3,100	B	25,700	0.12	B	3,820
US 1	S. of Volusia/Brevard Co. Line	0404-B		Yes	FDOT	Yes		4	65	N+S	RUA_UFH_2W_4L_D_WL	Rural Principal Arterial - Other	3,400	3,100	2,800	3,000	2,700	3,000	2,700	2,800	3,000	3,100	B	25,700	0.12	B	3,820
US 17	N. of Volusia/Putnam Co. Line	67-P	Yes		FDOT	Yes		2	60	N+S	RUA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	6,300	6,300	6,100	5,700	6,200	5,100	5,300	5,000	4,900	5,000	C	8,400	0.60	C	790
US 17	Putnam County to CR 305/Lk George R	280	Yes		FDOT	Yes	3.41	2	60	N+S	RUA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	5,200	5,600	5,700	5,600	5,100	4,600	4,500	4,400	4,400	4,400	C	8,400	0.52	B	790
US 17	CR 305/Lk George Rd to Washington A	46	Yes		FDOT	Yes	5.28	2	55	N+S	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	5,100	5,300	5,300	5,400	4,900	4,700	4,600	4,600	4,300	4,500	C	16,400	0.27	B	1,550
US 17	Washington Ave. to SR 40	448	Yes		FDOT	Yes	5.02	2	55	N+S	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	7,200	7,100	7,500	7,100	7,400	6,400	6,000	6,300	5,700	6,200	C	16,400	0.38	B	1,550
US 17	SR 40 to Lake Winona Rd.	104	Yes		FDOT	Yes	4.93	2	45	N+S	RUA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	8,100	8,500	8,600	9,000	8,000	8,000	7,900	7,500	7,400	7,300	C	8,400	0.87	C	790
US 17	Lake Winona Rd. to Spring Garden Ran	104	Yes		FDOT	Yes	0.56	2	45	N+S	TA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	8,100	8,500	8,600	9,000	8,000	8,000	7,900	7,500	7,400	7,300	C	17,300	0.42	B	1,550
US 17	Spring Garden Ranch Rd. to Reynolds R	519	Yes		FDOT	Yes	1.09	2	55	N+S	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	10,800	12,100	11,500	11,900	11,000	10,800	11,000	10,100	10,200	10,100	C	17,000	0.59	C	1,530
US 17	Reynolds Rd to SR 15A/CR 15A	476	Yes		FDOT	Yes	2.76	4	45	N+S	UA_UFH_2W_4L_D_WL	Urban Principal Arterial - Other	17,000	19,200	18,800	18,900	18,000	17,500	18,000	16,400	16,000	15,800	C	51,800	0.31	B	4,660
US 17	SR 15A/CR 15A to Glenwood Rd.	236			FDOT	Yes	1.64	4	55	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	16,000	16,600	17,200	16,700	15,300	15,200	15,100	14,500	13,700	13,500	D	39,800	0.34	C	3,580
US 17	Glenwood Rd. to Mercers Fernery Rd.	69			FDOT	Yes	0.51	4	55	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,500	24,500	25,000	24,000	22,500	22,500	21,500	21,000	20,500	20,500	D	39,800	0.52	C	3,580
US 17	Mercers Fernery Rd. to US 92	1000			FDOT	Yes	0.68	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	32,500	30,500	33,000	33,500	35,500	32,000	29,500	30,000	27,500	29,000	D	39,800	0.73	C	3,580
US 17/92	US 92 to Plymouth Ave.	66			FDOT	Yes	0.83	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	24,500	26,500	26,000	25,000	26,500	23,000	22,000	21,500	22,500	20,500	D	39,800	0.52	C	3,580
US 17/92	Plymouth Ave. to SR 44 (New York Ave.	5008			FDOT	Yes	1.01	2	30	N+S	UA_SSAC2_2W_2L_U_WL	Urban Principal Arterial - Other	23,000	19,300	19,500	18,000	18,300	16,300	16,700	16,400	16,000	16,300	E	15,600	1.04	F	1,410
US 17/92	SR 44 (New York Ave.) to Euclid Ave.	5004			FDOT	Yes	0.49	2	30	N+S	UA_SSAC2_2W_2L_U_WL	Urban Principal Arterial - Other	17,600	17,400	18,200	16,400	15,200	14,700	15,300	16,600	15,100	16,300	E	15,600	1.04	F	1,410
US 17/92	Euclid Ave. to Beresford Ave.	5173			FDOT	Yes	0.49	2	35	N+S	UA_SSAC2_2W_2L_U_WL	Urban Principal Arterial - Other	19,700	19,500	20,000	17,900	16,800	16,400	17,300	18,000	16,800	16,600	E	16,380	1.01	F	1,480
US 17/92	Beresford Ave. to SR 15A (Taylor Rd.)	1006			FDOT	Yes	1.02	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	29,000	33,500	32,000	33,000	27,500	26,500	26,500	27,500	27,000	27,000	D	39,800	0.68	C	3,580
US 17/92	SR 15A (Taylor Rd.) to SR 472	1004	Yes		FDOT	Yes	1.75	6	45	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	47,500	51,500	50,000	49,500	47,500	43,500	44,000	44,000	41,000	45,000	C	58,400	0.77	C	5,250
US 17/92	SR 472 to New York Ave.	445	Yes		FDOT	Yes	0.75	4	55	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	32,000	33,500	33,500	30,000	28,000	27,500	28,000	27,000	26,000	27,000	D	39,800	0.68	C	3,580
US 17/92	New York Ave. to Graves Ave.	5166	Yes		FDOT	Yes	1.00	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	33,000	35,000	33,000	32,000	30,000	29,500	30,000	29,000	27,500	26,500	D	39,800	0.67	C	3,580
US 17/92	Graves Ave. to Rhode Island Ave.	5165	Yes		FDOT	Yes	1.01	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	33,000	35,000	33,500	32,500	30,500	29,500	30,000	29,000	26,500	29,000	D	39,800	0.73	C	3,580
US 17/92	Rhode Island Ave. to Enterprise Rd.	444	Yes		FDOT	Yes	0.75	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	36,000	36,000	36,500	36,000	35,500	33,000	31,000	32,500	29,500	30,500	D	39,800	0.77	C	3,580
US 17/92	Enterprise Rd. to Saxon Blvd.	539	Yes		FDOT	Yes	0.80	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	29,500	30,500	30,500	28,500	27,500	27,500	27,500	27,500	26,000	17,600	D	39,800	0.44	C	3,580
US 17/92	Saxon Blvd. to DeBary Plantation Blvd	509	Yes		FDOT	Yes	0.61	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	29,500	30,500	30,500	28,500	27,500	27,500	27,500	27,500	26,000	26,000	C	37,900	0.69	C	3,420
US 17/92	DeBary Plantation Blvd to Highbanks Rd	8	Yes		FDOT	Yes	0.92	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	29,500	30,500	30,500	28,500	27,500	27,500	27,500	27,500	26,000	22,000	C	37,900	0.58	C	3,420
US 17/92	Highbanks Rd. to Valencia Rd	7	Yes		FDOT	Yes	0.74	4	40	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	19,400	21,000	22,500	21,500	22,000	21,000	21,500	21,000	21,500	21,500	C	37,900	0.57	C	3,420
US 17/92	Valencia Rd. to Dirksen Dr.	479	Yes		FDOT	Yes	1.05	4	50	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	19,400	21,000	22,500	21,500	22,000	21,000	21,500	21,000	21,500	21,500	C	37,900	0.57	C	3,420
US 17/92	Dirksen to Ft. Florida Rd.	101	Yes		FDOT	Yes	0.72	4	50	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	25,000	21,500	23,000	25,000	23,500	22,000	21,500	19,800	19,300	23,000	C	37,900	0.61	C	3,420
US 17/92	Ft. Florida Rd. to Barwick Rd	0040-S	Yes		FDOT	Yes	0.76	4	50	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	25,000	21,500	23,000	25,000	23,500	22,000	21,500	19,800	19,300	22,000	C	37,900	0.58	C	3,420
US 17/92	Barwick Rd. to Seminole Co.	0040-S	Yes		FDOT	Yes	0.52	4	50	N+S	UA_SSAC1_2W_4L_D_WL	Rural Principal Arterial - Other	25,000	21,500	23,000	25,000	23,500	22,000	21,500	19,800	19,300	22,000	C	37,900	0.58	C	3,420
US 92	US 17 to Jacobs Rd.	1001		Yes	FDOT	Yes	1.41	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	26,000	28,500	29,000	31,000	27,000	27,000	24,000	25,000	24,500	25,500	D	39,800	0.64	C	3,580
US 92	Jacobs Rd. to Kepler Rd.	5		Yes	FDOT	Yes	1.23	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	26,000	28,500	29,000	31,000	27,000	27,000	24,000	25,000	22,500	22,500	D	39,800	0.57	C	3,580
US 92	Kepler Rd. to Old Daytona Rd.	9925		Yes	FDOT	Yes	1.32	4	65	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	16,429	16,636	16,800	16,531	14,852	14,200	14,000	13,400	13,000	13,000	D	39,800	0.33	C	3,580
US 92	Old Daytona Rd. to Red John Dr.	9925		Yes	FDOT	Yes	7.20	4	55	E+W	RDA_UFH_2W_4L_D_WL	Rural Principal Arterial - Other	16,429	16,636	16,800	16,531	14,852	14,200	14,000	13,400	13,000	13,000	B	25,900	0.50	B	3,860
US 92	Red John Dr. to I-4 EB Ramp	478		Yes	FDOT	Yes	2.26	4	55	E+W	TA_SSAC1_2W_4L_D_WL	Rural & Urban Principal Arterial - Other	23,000	24,000	25,000	24,500	25,000	22,000	22,000	20,000	19,800	19,800	C	34,400	0.58	C	3,060
US 92	I-4 EB Ramp to LPGA Blvd.	478		Yes	FDOT	Yes	0.58	4	55	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,000	24,000	25,000	24,500	25,000	22,000	22,000	20,000	19,800	25,200	D	39,800	0.63	C	3,580
US 92	LPGA Blvd. to I-95	532		Yes	FDOT	Yes	2.03	4	55	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	32,000	31,500	28,000	29,000	28,500	25,500	25,000	27,000	24,500	25,000	D	39,800	0.63	C	3,580
US 92	I-95 to Williamson Blvd.	508	Yes	Yes	FDOT	Yes	0.71	8	50	E+W	UA_SSAC1_2W_8L_D_WL	Urban Principal Arterial - Other	46,500	48,000	48,500	51,500	43,500	43,500	42,000	40,500	40,500	37,500	C	78,800	0.48	C	7,090
US 92	Williamson Blvd. to Bill France Blvd.	5172	Yes	Yes	FDOT	Yes	1.13	8	50	E+W	UA_SSAC1_2W_8L_D_WL	Urban Principal Arterial - Other	47,000	51,500	49,500	50,000	50,000	43,500	46,000	43,000	41,500	42,000	C	78,800	0.53	C	7,090
US 92	Bill France Blvd. to SR 483/Clyde Morris	5094	Yes	Yes	FDOT	Yes	0.86	8	50	E+W	UA_SSAC1_2W_8L_D_WL	Urban Principal Arterial - Other	41,500	42,500	42,500	44,000	40,500	39,000	39,000	39,500	35,500	36,000	C	78,800	0.46	C	7,090
US 92	SR 483/Clyde Morris Blvd. to SR 5A/Nov	5096	Yes	Yes	FDOT	Yes	0.93	6	45	E+W	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	43,000	45,000	45,000	44,000	41,500	39,500	40,500	43,000	39,000	36,000	C	58,400	0.62	C	5,250
US 92	SR 5A/Nova Rd. to Martin Luther King B	5099	Yes	Yes	FDOT	Yes	0.78	4	40	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	32,000	33,000	29,000	26,500	29,500	28,500	27,500	25,500	27,500	26,000	C	37,900	0.69	C	3,420
US 92	Martin Luther King Blvd. to US 1	5104	Yes	Yes	FDOT	Yes	0.38	4	40	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	30,500	28,000	28,000	26,000	28,500	27,000	26,500	25,500	26,000	22,000	C	37,900	0.58	C	3,420
US 92	US 1 to Beach St.	5105		Yes	FDOT	Yes	0.23	4	30	E+W	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	17,700	20,900	17,900	22,500	20,800	17,700	18,500	17,500	17,300	15,200	D	32,400	0.47	D	2,920
US 92	Beach St. to SR 441/Peninsula Dr.	337		Yes	FDOT	Yes	0.88	4	40	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	20,400	21,000	16,500	18,500	18,700	17,400	15,800	13,500	18,100	13,200	D	39,800	0.33	C	3,580
US 92	SR 441/Peninsula Dr. to SR A1A/Atlantic	5109		Yes	FDOT	Yes	0.30	4	30	E+W	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	10,200	12,800	19,600	15,300	10,500	13,500	9,500	8,900	9,900	8,200	D	32,400	0.25	C	2,920
SR A1A - Ocean Shore Blvd.	Westmayer Pl. to N. 17th St.	0246-F		Yes	FDOT		2.25	2	45	N+S	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	6,900	6,700	6,100	5,600	4,900	6,000	4,800	5,000	4,700	5,200	D	24,200	0.21	B	2,170
SR A1A - Ocean Shore Blvd.	N. 17th St. to SR 100	1002-F		Yes	FDOT		1.25	2	45	N+S	UA_SSAC1_2W_2L_U_WL	Urban Principal Arterial - Other	8,300	8,500	7,500	6,800	5,600	6,400	6,000	6,200	5,900	6,500	D	17,700	0.37	C	1,600
SR A1A - Ocean Shore Blvd.	SR 100 to S. 23rd St.	1001-F		Yes	FDOT		2.10	2	35	N+S	UA_SSAC2_2W_2L_U_WL	Urban Principal Arterial - Other	9,600	10,100	8,700	7,800	7,700	9,200	7,700	7,600	7,700	8,800	D	17,700	0.50	D	1,330

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
SR A1A - Ocean Shore Blvd.	S. 23rd St. to Volusia Co. Line	0010-F		Yes	FDOT		2.00	2	45	N+S	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	7,600	7,300	6,000	5,500	4,600	6,000	5,000	4,700	4,600	5,100	D	24,200	0.21	B	2,170
SR A1A - Ocean Shore Blvd.	Flagler Co Line to High Bridge Rd	368		Yes	FDOT	Yes	1.26	2	55	N+S	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	11,400	10,500	16,300	17,100	17,300	15,100	15,700	15,500	15,300	15,800	D	24,200	0.65	C	2,170
SR A1A - Ocean Shore Blvd.	High Bridge Rd to Ormond Mall	368		Yes	FDOT	Yes	6.42	2	55	N+S	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	11,400	10,500	16,300	17,100	17,300	15,100	15,700	15,500	15,300	15,800	D	24,200	0.65	C	2,170
SR A1A - Ocean Shore Blvd.	Ormond Mall to Neptune Ave	174		Yes	FDOT	Yes	1.69	2	40	N+S	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	21,500	17,600	16,500	16,600	17,500	16,400	15,800	18,500	15,100	15,400	D	24,200	0.64	C	2,170
SR A1A - Ocean Shore Blvd.	Neptune Ave to SR 40 (Granada Blvd.)	5125		Yes	FDOT	Yes	0.70	2	35	N+S	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	22,500	17,400	18,400	18,100	17,100	17,900	16,800	15,600	12,300	14,000	D	24,200	0.58	C	2,170
SR A1A - Atlantic Ave. North	SR 40 to Harvard Dr.	5124		Yes	FDOT	Yes	1.70	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	20,500	19,700	19,100	19,800	17,700	19,500	16,500	16,600	17,600	16,400	D	39,800	0.41	D	2,920
SR A1A - Atlantic Ave. North	Harvard Dr. to SR430/Seabreeze Blvd.)	5121		Yes	FDOT	Yes	2.53	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	18,900	21,000	20,000	24,000	20,000	18,500	17,000	17,100	16,400	17,800	D	39,800	0.45	D	2,920
SR A1A - Atlantic Ave. North	SR 430/Seabreeze Blvd. to SR430/Oakr	5117		Yes	FDOT	Yes	0.12	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	16,500	17,700	16,700	24,300	16,600	17,900	19,800	20,800	17,100	15,200	D	39,800	0.38	D	2,920
SR A1A - Atlantic Ave. North	SR 430/Oakridge Blvd. to US 92/ISB	5115		Yes	FDOT	Yes	0.90	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	15,300	16,000	15,400	21,500	23,500	17,400	17,800	15,200	16,500	17,300	D	39,800	0.43	D	2,920
SR A1A - Atlantic Ave. South	US 92 to Silver Beach Ave.	5112		Yes	FDOT	Yes	0.69	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	13,200	14,600	13,300	15,400	13,300	12,800	12,200	11,200	12,000	12,700	D	39,800	0.32	C	2,920
SR A1A - Atlantic Ave. South	Silver Beach Ave. to Florida Shores	436		Yes	FDOT	Yes	2.34	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	18,000	16,000	19,500	18,900	10,500	11,400	10,100	10,700	10,400	12,500	D	39,800	0.31	C	2,920
SR A1A - Atlantic Ave. South	Florida Shores to Van Ave.	5179		Yes	FDOT	Yes	1.29	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	14,400	15,600	13,900	14,900	16,900	11,800	16,100	13,800	11,400	12,800	D	39,800	0.32	C	2,920
SR A1A - Atlantic Ave. South	Van Ave. to SRA1A/Dunlawton Ave.	477		Yes	FDOT	Yes	1.05	4	35	N+S	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	23,500	17,400	18,800	13,000	16,700	15,800	15,500	13,700	11,200	12,500	D	39,800	0.31	C	2,920
SR A1A - Dunlawton Ave.	SR A1A/Atlantic Ave. to US 1	427		Yes	FDOT	Yes	1.25	4	35	E+W	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	28,000	28,500	29,000	29,500	30,000	27,000	24,500	27,000	26,000	26,000	E	39,800	0.65	D	3,040
SR 5A - Nova Rd.	US 1 to Wilmette Ave.	459		Yes	FDOT	Yes	1.00	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	10,600	11,800	15,900	14,700	14,000	13,400	12,800	12,800	12,300	12,400	D	39,800	0.31	C	3,580
SR 5A - Nova Rd.	Wilmette Ave. to SR 40	518		Yes	FDOT	Yes	0.51	6	45	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	21,500	21,500	24,500	26,000	24,500	23,000	23,000	24,000	23,500	23,500	D	59,900	0.39	C	5,390
SR 5A - Nova Rd.	SR 40 to Hand Ave.	510		Yes	FDOT	Yes	1.15	6	45	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	19,000	23,500	29,000	29,500	29,000	27,500	26,500	24,000	28,500	27,500	D	59,900	0.46	C	5,390
SR 5A - Nova Rd.	Hand Ave. to LPGA Blvd.	528		Yes	FDOT	Yes	2.06	6	45	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	20,500	25,000	31,000	31,000	30,500	29,000	29,000	28,000	28,500	26,000	D	59,900	0.43	C	5,390
SR 5A - Nova Rd.	LPGA Blvd. to SR 430/Mason Blvd	366		Yes	FDOT	Yes	1.47	6	45	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	24,500	32,500	31,500	31,000	32,500	30,000	29,500	27,500	27,000	25,500	D	59,900	0.43	C	5,390
SR 5A - Nova Rd.	SR 430/Mason Ave. to US 92/ISB	5088		Yes	FDOT	Yes	1.22	6	45	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	34,000	36,000	35,000	35,000	32,000	33,500	32,000	30,000	30,000	31,000	D	59,900	0.52	C	5,390
SR 5A - Nova Rd.	US 92/ISB to Bellevue Ave.	5090		Yes	FDOT	Yes	1.07	6	45	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	38,000	41,000	38,500	38,000	38,000	34,500	35,000	32,500	32,000	33,000	D	59,900	0.55	C	5,390
SR 5A - Nova Rd.	Bellevue Ave. to SR 400/Beville Rd.	348		Yes	FDOT	Yes	1.00	6	50	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	38,000	40,000	39,000	38,000	37,000	34,500	35,000	34,000	33,000	33,000	D	59,900	0.55	C	5,390
SR 5A - Nova Rd.	SR 400/Beville Rd. to Big Tree	363		Yes	FDOT	Yes	0.70	6	50	N+S	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	28,500	30,000	30,000	28,500	29,000	27,500	28,500	27,000	25,500	26,500	D	59,900	0.44	C	5,390
SR 5A - Nova Rd.	Big Tree to Madeline Ave.	363		Yes	FDOT	Yes	1.61	5	50	N+S	UA_SSAC1_2W_5L_D_WL	Urban Principal Arterial - Other	28,500	30,000	30,000	28,500	29,000	27,500	28,500	27,000	25,500	26,500	D	49,850	0.53	C	4,490
SR 5A - Nova Rd.	Madeline Ave to SR 421/Dunlawton Ave	1017		Yes	FDOT	Yes	1.30	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,000	25,000	26,000	26,000	26,500	26,500	27,000	26,500	25,500	26,000	D	39,800	0.65	C	3,580
SR 5A - Nova Rd.	SR 421/Dunlawton Ave. to Spruce Creek	1016		Yes	FDOT	Yes	1.08	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,500	23,500	25,500	24,500	24,500	25,000	25,500	23,500	25,000	24,500	D	39,800	0.62	C	3,580
SR 5A - Nova Rd.	Spruce Creek Rd. to US 1	458		Yes	FDOT	Yes	1.44	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	10,500	16,400	17,400	16,900	17,100	16,700	16,900	16,800	16,300	16,800	D	39,800	0.42	C	3,580
SR 11	CR 304 (in Flagler Co.) to SR 40	0009-F			FDOT	Yes	2.42	2	60	N+S	RUA_UFH_2W_2L_U_0L	Rural Principal Arterial - Other	3,100	3,100	3,000	3,200	2,600	2,400	2,200	2,000	2,200	2,100	C	6,300	0.33	B	590
SR 11	SR 40 to CR 15A	527			FDOT	Yes	9.19	2	60	N+S	RUA_UFH_2W_2L_U_0L	Rural Principal Arterial - Other	2,700	3,200	3,000	3,100	2,700	2,600	2,600	2,700	2,700	2,800	C	6,300	0.44	B	590
SR 11	CR 15A to US 17	4			FDOT	Yes	2.45	2	55	N+S	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	6,900	7,200	7,200	6,800	6,900	6,400	6,000	6,100	6,000	6,300	D	24,200	0.26	B	2,170
SR 15A	US 17 to Glenwood Rd.	466	Yes		FDOT	Yes	1.11	4	50	N+S	UA_SSAC1_2W_4L_D_WL	Urban Minor Arterial	11,000	11,600	10,900	11,400	10,600	10,800	10,700	10,300	10,200	10,600	C	37,900	0.28	C	3,420
SR 15A	Glenwood Rd. to CR 92	465	Yes		FDOT	Yes	1.20	4	50	N+S	UA_SSAC1_2W_4L_D_WL	Urban Minor Arterial	13,700	15,000	13,700	15,100	13,800	14,000	13,800	13,800	13,100	13,600	C	37,900	0.36	C	3,420
SR 15A	CR 92 to Plymouth Ave.	537	Yes	Yes	FDOT	Yes	0.83	4	50	N+S	UA_SSAC1_2W_4L_D_WL	Urban Minor Arterial	21,000	24,000	23,000	23,500	22,500	22,000	22,000	22,500	18,900	21,500	C	37,900	0.57	C	3,420
SR 15A	Plymouth Ave. to SR 44/New York Ave.	463	Yes	Yes	FDOT	Yes	1.01	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Minor Arterial	26,000	26,000	27,000	26,000	26,500	25,500	23,500	21,900	23,000	23,000	C	37,900	0.61	C	3,420
SR 15A	SR 44/New York Ave. to Beresford Ave.	474	Yes		FDOT	Yes	1.00	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Minor Arterial	27,500	25,500	24,500	24,500	23,500	22,500	22,500	21,500	21,000	22,000	C	37,900	0.58	C	3,420
SR 15A	Beresford Ave. to New Hampshire Ave.	6	Yes		FDOT	Yes	0.59	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Minor Arterial	28,000	22,500	24,000	22,000	21,000	20,000	19,200	21,000	20,500	21,000	C	37,900	0.55	C	3,420
SR 15A	New Hampshire Ave. to US 17/92	1005	Yes		FDOT	Yes	1.17	4	45	N+S	UA_SSAC1_2W_4L_D_WL	Urban Minor Arterial	20,000	22,000	22,500	22,000	21,000	21,000	19,100	19,700	19,000	20,500	C	37,900	0.54	C	3,420
SR 40	W. of the St. Johns River	0050-L	Yes	Yes	FDOT			2	45	E+W	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	8,400	8,800	8,700	8,300	7,200	7,500	7,100	6,800	6,400	7,300	C	16,400	0.45	B	1,550
SR 40	Lake County to Emporia Rd.	533	Yes	Yes	FDOT	Yes	0.86	2	55	E+W	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	7,600	7,300	7,600	8,700	7,600	7,700	6,800	7,000	6,800	6,300	C	16,400	0.38	B	1,550
SR 40	Emporia Rd. to US 17	344	Yes	Yes	FDOT	Yes	5.58	2	55	E+W	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	6,600	6,900	7,500	8,300	7,200	7,000	6,500	6,500	6,600	5,900	C	16,400	0.36	B	1,550
SR 40	US 17 to SR 11	530	Yes	Yes	FDOT	Yes	6.69	2	60	E+W	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	5,400	5,600	5,800	6,000	5,800	5,700	6,000	4,800	5,400	5,500	C	16,400	0.34	B	1,550
SR 40	SR 11 to Pinto Lane	530	Yes	Yes	FDOT	Yes	6.83	2	60	E+W	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	5,400	5,600	5,800	6,000	5,800	5,700	6,000	4,800	5,400	5,500	C	16,400	0.34	B	1,550
SR 40	Pinto Lane to Rima Ridge Rd (urban bou	523	Yes	Yes	FDOT	Yes	1.25	4	60	E+W	UA_SSAC1_2W_4L_D_WL	Rural & Urban Principal Arterial - Other	12,400	13,000	13,500	11,200	10,800	10,800	10,000	10,600	9,400	9,400	C	37,900	0.25	C	3,420
SR 40	Rima Ridge Rd to Tymber Creek Rd.	499	Yes	Yes	FDOT	Yes	4.36	4	60	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	30,000	28,500	28,000	28,500	26,500	29,000	27,000	27,000	26,500	27,000	C	37,900	0.71	C	3,420
SR 40	Tymber Creek Rd. to I-95	499	Yes	Yes	FDOT	Yes	0.79	4	50	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	30,000	28,500	28,000	28,500	26,500	29,000	27,000	27,000	26,500	27,000	C	37,900	0.71	C	3,420
SR 40	I-95 to Clyde Morris Blvd.	522		Yes	FDOT	Yes	1.58	4	50	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	36,000	38,500	36,500	38,000	37,500	35,500	36,000	36,000	33,000	33,500	D	39,800	0.84	C	3,580
SR 40	Clyde Morris Blvd. to SR 5A/Nova Rd.	489		Yes	FDOT	Yes	1.06	4	50	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	35,000	37,000	36,000	36,000	35,000	33,500	33,000	33,000	33,000	32,000	D	39,800	0.80	C	3,580
SR 40	SR5A/Nova Rd. to US 1	1020		Yes	FDOT	Yes	1.33	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	29,500	31,500	33,000	32,500	32,000	32,000	29,500	30,000	30,000	30,000	D	39,800	0.75	C	3,580
SR 40	US 1 to Halifax Ave.	171		Yes	FDOT	Yes	1.11	4	35	E+W	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	38,000	39,500	35,500	34,500	36,500	34,500	34,000	34,000	33,500	34,000	D	32,400	1.05	F	2,920
SR 40	Halifax Ave. to SR A1A	5128		Yes	FDOT	Yes	0.37	4	35	E+W	UA_SSAC2_2W_4L_D_WL	Urban Principal Arterial - Other	20,500	23,000	23,000	25,000	24,000	22,000	19,500	20,500	18,000	18,900	D	32,400	0.58	D	2,920
SR 44	W. of the St. Johns River	0010-L		Yes	FDOT			2	45	E+W	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	6,900	7,700	7,500	7,200	6,500	6,200	5,600	5,900	6,200	5,500	C	16,400	0.34	B	1,550
SR 44	Lake Co. to Shell Rd.	1007		Yes	FDOT	Yes	1.19	2	55	E+W	RDA_UFH_2W_2L_U_WL	Rural Principal Arterial - Other	10,700	11,300	11,400	12,000	10,600	10,400	9,400	9,000	9,400	9,200	C	16,400	0.56	C	1,550
SR 44	Shell Rd. to Grand Ave.	1007		Yes	FDOT	Yes	1.26	2	45	E+W	UA_UFH_2W_2L_U_WL	Rural & Urban Principal Arterial - Other	10,700	11,300	11,400	12,000	10,600	10,400	9,400	9,000	9,400	9,200	D	24,200	0.38	B	2,170
SR 44	Grand Ave. to Old New York/Hazen Rd.	290		Yes	FDOT	Yes	0.70	2	55	E+W	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	11,000	11,700	11,600	11,500	10,500	10,800	10,400	9,700	9,300	9,700	D	24,200	0.40	C	2,170
SR 44	Old New York/Hazen Rd. to SR 15A/Spr	274		Yes	FDOT	Yes	0.71	2	40	E+W	UA_UFH_2W_2L_U_WL	Urban Principal Arterial - Other	13,100	14,400	14,300	13,600	12,700	10,600	12,500	11,800	11,500	11,700	D	24,200	0.48	C	2,170
SR 44	SR 15A/Spring Garden Ave. to Stone St	447		Yes	FDOT	Yes	0.50	2	40	E+W	UA_SSAC1_2W_2L_U_WL	Urban Principal Arterial - Other	12,900	13,400	13,300	12,500	12,000	12,000	11,400	11,300	11,300	10,600	D	17,700	0.60	C	1,600
SR 44	Stone St. to Clara Ave.	5012		Yes	FDOT	Yes	0.51	2	35-40	E+W	UA_SSAC1_2W_2L_U_WL	Urban Principal Arterial - Other	12,100	13,100	12,900	12,300	12,200	12,200	10,900	11,100	10,900	10,600	D	17,700	0.60	C	1,600
SR 44	Clara Ave. to Amelia Ave.	5015		Yes	FDOT	Yes	0.50	2	25-35	E+W	UA_SSAC2_2W_2L_U_WL	Urban Principal Arterial - Other	10,000	10,600	10,000	9,800	9,900	9,700	9,900	9,200	9,400	8,700	D	14,800	0.59	D	1,330
SR 44	Amelia Ave. to Hill Ave.	5019		Yes	FDOT	Yes	1.00	2	35/40/45	E+W	UA_SSAC1_2W_2L_U_WL	Urban Principal Arterial - Other	14,200	14,700	15,300	13,200	15,900	13,600	13,700	13,300	13,000	14,100	D	17,700	0.80	C	1,600
SR 44	Hill Ave. to Blue Lake Ave.	80		Yes	FDOT	Yes	0.51	2	45	E+W	UA_SSAC1_2W_2L_U_WL	Urban Principal Arterial - Other	13,200	13,200	14,600	15,600	12,600	14,500	12,300	13,300	13,000	12,600	D	17,700	0.71	C	1,600
SR 44	Blue Lake Ave. to Kepler Rd.	19		Yes	FDOT	Yes	0.94	2	45	E+W	UA_SSAC1_2W_2L_U_WL	Urban Principal Arterial - Other	14,700	16,400	17,700	15,000	15,800	15,100	14,600	16,400	15,600	15,900	D	17,700	0.90	C	1,600
SR 44	Kepler Rd. to Summit Ave.	259		Yes	FDOT	Yes	1.18	2	45-50	E+W	UA_SSAC1_2W_2L_U_WL	Urban Principal Arterial - Other	16,100	16,100	18,000	17,200	17,300	17,300	17,800	18,300	17,800	18,000	D	17,700	1.02	E	1,600
SR 44	Summit Ave. to I-4	538		Yes	FDOT	Yes	0.98	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	14,800	16,200	16,800	17,200	15,100	16,300	16,800	16,800	17,500	17,000	D	39,800	0.43	C	3,580
SR 44	I-4 to Prevatt Ave.	480		Yes	FDOT	Yes	0.74	4	55	E+W	TA_SSAC1_2W_4L_D_WL	Rural Principal Arterial - Other	15,800	17,200	14,700	15,300	16,700	17,600	17,700	16,400	17,200	19,900	C	35,500	0.56	C	3,060
SR 44	Prevatt Ave. to Pioneer Tr.	41		Yes	FDOT	Yes	5.93	4	65	E+W	RDA_UFH_2W_4L_D_WL	Rural Principal Arterial - Other	15,800	17,200	14,700	12,200	13,100	15,100	15,100	13,600	14,900	16,700	B	25,900	0.64	B	3,860
SR 44	Pioneer Tr. to SR 415/CR 415	1011		Yes	FDOT	Yes	3.56	4	65	E+W	RDA_UFH_2W_4L_D_WL	Rural Principal Arterial - Other	8,700	10,300	9,400	12,200	10,900	12,000	12,400	10,500	9,900	12,200	B	25,900	0.47	B	3,860
SR 44	SR 415/CR 415 to Samsula Dr.	1012		Yes	FDOT	Yes	1.14	4	65	E+W	RDA_UFH_2W_4L_D_WL	Rural Principal Arterial - Other	13,900	14,200	14,000	14,900	15,100	16,400	17,300	15,800	13,500	15,700	B	25,900	0.61	B	3,860
SR 44	Samsula Dr. to Airport Rd	423		Yes	FDOT	Yes	1.70	4	65	E+W	TA_UFH_2W_4L_D_WL	Rural & Urban Principal Arterial - Other	14,300	14,300	18,200	18,800	15,700	18,200	17,700	16,200	14,400	18,300	C	49,600	0.37	B	4,460
SR 44	Airport Rd. to I-95	423		Yes	FDOT	Yes	2.05	4	65	E+W	TA_UFH_2W_4L_D_WL	Rural & Urban Principal Arterial - Other	14,300	14,300	18,200	18,800	15,700	18,200	17,700	16,200	14,400	18,300	C	49,600	0.37	B	4,460
SR 44	I-95 to Mission Dr	515		Yes	FDOT	Yes	2.83	4	55	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,500	22,000	23,000	25,500	23,500	25,500	22,500	25,000	27,500	30,000	D	39,800	0.75	C	3,580
SR 44	Mission Dr. to Live Oak	514		Yes	FDOT	Yes	1.35	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	18,400	18,200	19,000	20,200	19,300	22,000	22,500	17,800	18,700	19,600	D	39,800	0.49	C	3,580
SR 44/SR A1A/S Causeway	Live Oak to Peninsula Ave.	207		Yes	FDOT	Yes	1.30	4	50	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	25,500	26,000	25,500	31,000	28,000	30,000	29,500	24,000	26,500	26,500	D	39,800	0.67	C	3,580
SR 44/SR A1A/S Causeway	Peninsula Ave. to Saxon Dr.	5180		Yes	FDOT	Yes	0.35	4	40	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,000	23,000	21,500	27,500	25,000	26,000	25,000	21,000	22,500	23,000	D	39,800	0.58	C	3,580
SR 44/SR A1A/3rd Ave/Atlantic	Saxon Dr. to 6th Ave	5043		Yes	FDOT	Yes	0.50	4	40	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	13,500	13,500	13,200	16,700	16,800	18,300	17,000	14,000	15,300	14,200	D	39,800	0.36	C	3,580
SR 44 (Business) - Canal St.	SR 44/Lytle St to Pioneer Trail	516			FDOT	Yes	0.17	2	40	E+W	UA_SSAC1_2W_2L_U_WL	Urban Minor Arterial	13,000	12,800	13,100	14,800	12,500	12,200	11,200	11,400	10,800	11,300	D	17,700	0.64	C	1,600
SR 44 (Business) - Canal St.	Pioneer Tr. to US 1	111			FDOT	Yes	0.76	2	40	E+W	UA_SSAC1_2W_2L_U_WL	Urban Minor Arterial	13,600	13,700	13,600	14,900	13,000	12,500	11,500	11,700	11,100	11,600	D	17,700	0.66	C	1,600
SR 44 (Old) - N Causeway	Riverside Dr to Peninsula	421			FDOT	Yes	0.14	2	30	E+W	UA_SSAC2_2W_2L_U_WL	Urban Minor Arterial	10,400	10,000	9,000	8,900	9,600	9,200	8,600	9,000	9,300	10,200	D	14,800	0.69	D	1,330
SR 46	Seminole Co. to Brevard Co.	0416-B			FDOT	Yes	5.44	2	55	E+W	RUA_UFH_2W_2L_U_WL	Rural Minor Arterial	5,700	6,000	5,700	-	5,500	8,500	5,200	5,600	6,000	5,600	C	8,400	0.67	C	790
SR 100 - Flagler County	John Anderson Hwy (CR 201) to Lambe	1000-F		Yes	FDOT		0.50	4	35	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	17,100	18,000	17,000	16,900	16,600	17,400	16,400	16,700	16,300	17,300	D	39,800	0.43	C	3,580
SR 100 - Flagler County	Lambert Ave. (CR 201) to SR A1A	5012-F		Yes	FDOT		0.70	4	35	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	13,900	13,600	12,500	12,200	12,400	14,000	11,500	12,100	11,200	12,900	D	39,800	0.32	C	3,580
SR 400 - Beville Rd.	I-95 to Williamson Blvd.	501		Yes	FDOT	Yes	0.28	4	55	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	27,500	27,500	28,500	25,500	24,500	24,000	24,500	24,000	24,000	26,500	D	39,800	0.67	C	3,580
SR 400 - Beville Rd.	Williamson Blvd. to SR 483/Clyde Morris	5189		Yes	FDOT	Yes	1.91	4	55	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	27,500	27,500	28,500	29,000	27,500	27,500	27,500	27,000	26,500	28,500	D	39,800	0.72	C	3,580
SR 400 - Beville Rd.	SR 483/Clyde Morris Blvd. to SR 5A/Nov	511		Yes	FDOT	Yes	0.68	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	35,000	35,000	34,500	34,000	32,500	32,500	31,000	32,000	33,000	33,000	D	39,800	0.83	C	3,580
SR 400 - Beville Rd.	SR 5A/Nova Rd. to US 1	502		Yes	FDOT	Yes	1.34	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	28,000	28,500	26,000	25,000	26,000	24,500	24,500	23,000	24,000	24,500	D	39,800	0.62	C	3,580
SR 415 - State Count	SR 44 to Acorn Lake Rd	1009		Yes	FDOT	Yes	10.49	2	55	N+S	RDA_UFH_2W_2L_U_WL	Rural Minor Arterial	9,400	9,700	9,500	10,500	9,100	9,200	7,300	8,300	7,700	9,000	C	16,400	0.55	C	1,550
SR 415 - State Count	Acorn Lake Rd to Howland Blvd.	321		Yes	FDOT	Yes	0.88	2	55	N+S	UA_UFH_2W_2L_U_WL	Urban Minor Arterial	5,100	6,100	7,300	6,600	6,200	6,700	6,400	5,900	6,500	6,500	D	24,200	0.27	B	2,170
SR 415 - State Count	Howland Blvd. to Enterprise-Osteen Rd.	437		Yes	FDOT	Yes	1.83	2	55	N+S	UA_UFH_2W_2L_U_WL	Urban Minor Arterial	14,100	14,200	14,000	15,700	15,200	15,300	15,100	15,100	15,200	15,200	D	24,200	0.63	C	2,170
SR 415 - State Count	Enterprise-Osteen Rd. to Seminole Co.	25		Yes	FDOT	Yes	4.39	2	55	N+S	TA_UFH_2W_2L_U_WL	Rural Minor Arterial	17,400	17,700	17,500	19,300	18,200	17,100	17,100	16,800	16,800	16,800	D	24,400	0.69	C	2,190
SR 415 - State Count	Volusia Co. Line to SR 46	0279-S		Yes	FDOT		0.90	2	55	N+S	UA_UFH_2W_2L_U_WL	Rural Minor Arterial	16,200	15,400	14,900	-	15,400	14,100	14,200	15,400	15,200	15,200	D	24,200	0.63	C	2,170
SR 421 - Dunlawton Ave.	Williamson to Clyde Morris Blvd.	517		Yes	FDOT	Yes	1.07	6	45	E+W	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	34,500	37,500	35,500	36,500	37,500	38,000	36,500	39,500	38,500	45,500	D	59,900	0.76	C	5,390
SR 421 - Dunlawton Ave.	Clyde Morris Blvd. to SR 5A/Nova Rd.	1014		Yes	FDOT	Yes	1.31	6	50	E+W	UA_SSAC1_2W_6L_D_WL	Urban Principal Arterial - Other	29,000	31,500	29,500	33,500	30,000	31,000	31,500	28,500	26,500	28,500	D	59,900	0.48	C	5,390
SR 421 - Dunlawton Ave.	SR5A/Nova Rd. to Spruce Creek Rd.	1015		Yes	FDOT	Yes	0.91	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	29,500	28,500	32,000	28,000	28,000	29,500	30,500	27,000	28,000	27,500	D	39,800	0.69	C	3,580
SR 421 - Dunlawton Ave.	Spruce Creek Rd. to US 1	5181		Yes	FDOT	Yes	0.71	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	28,500	25,500	29,000	26,000	27,000	26,500	27,500	25,000	25,500	25,000	E	39,800	0.63	C	3,790

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
SR 430 - Mason Ave.	SR 483/Clyde Morris Blvd. to SR 5A/Nov	5197		Yes	FDOT	Yes	0.99	4	35	E+W	UA_SSAC2_2W_4L_U_0L	Urban Minor Arterial	21,500	21,000	19,600	20,300	20,300	20,100	18,200	18,200	17,800	18,200	D	24,300	0.75	D	2,190
SR 430 - Mason Ave.	SR 5A/Nova Rd. to US 1	5197		Yes	FDOT	Yes	1.08	4	35	E+W	UA_SSAC2_2W_4L_U_0L	Urban Minor Arterial	21,500	21,000	19,600	20,300	20,300	20,100	18,200	18,200	17,800	18,200	D	24,300	0.75	D	2,190
SR 430 - Mason Ave.	US 1 to Beach St.	5197		Yes	FDOT	Yes	0.30	4	35	E+W	UA_SSAC2_2W_4L_D_WL	Urban Minor Arterial	21,500	21,000	19,600	20,300	20,300	20,100	18,200	18,200	17,800	18,200	D	32,400	0.56	D	2,920
SR 430 - Oakridge Blvd. - EB	Beach St. to Peninsula Dr	5194			FDOT	Yes	0.70	2	40	E+W	UA_SSAC1_1W_2L_D_WL	Urban Minor Arterial	6,300	6,900	6,700	6,400	7,000	5,800	6,000	5,500	5,300	5,600	D	23,880	0.23	C	2,150
SR 430 - Oakridge Blvd. - EB	Peninsula Dr to SR A1A/Atlantic	5195			FDOT	Yes	0.28	2	40	E+W	UA_SSAC1_1W_2L_D_WL	Urban Minor Arterial	4,500	5,300	4,600	5,300	5,500	5,500	4,800	4,700	3,600	4,100	D	23,880	0.17	C	2,150
SR 430 - Seabreeze Bridge - WB	Beach St. to Peninsula Dr	5196		Yes	FDOT	Yes	1.01	2	40	E+W	UA_SSAC1_1W_2L_D_WL	Urban Minor Arterial	11,000	11,500	10,000	10,500	11,000	11,000	9,900	17,800	16,800	18,000	D	23,880	0.75	C	2,150
SR 430 - Seabreeze Bridge - WB	Peninsula Dr to SR A1A/Atlantic	5191		Yes	FDOT	Yes	0.29	2	30	E+W	UA_SSAC2_1W_2L_D_WL	Urban Minor Arterial	5,500	6,200	4,800	5,900	6,500	6,300	5,000	5,300	4,300	4,900	D	19,440	0.25	C	1,400
SR 441 - Peninsula Dr.	US 92/ISB to Silver Beach Ave.	5187			FDOT	Yes	0.65	2	35	N+S	UA_SSAC1_2W_2L_U_WL	Urban Minor Arterial	11,200	12,200	12,100	11,100	10,600	9,900	9,400	8,700	9,400	9,300	D	17,700	0.53	C	1,600
SR 441 - Peninsula Dr.	Silver Beach Ave. to Florida Shores	5187			FDOT	Yes	2.34	2	35	N+S	UA_SSAC1_2W_2L_U_WL	Urban Minor Arterial	11,200	12,200	12,100	11,100	10,600	9,900	9,400	8,700	9,400	9,300	D	17,700	0.53	C	1,600
SR 441 - Peninsula Dr.	Florida Shores to SR A1A/Dunlawton	5188			FDOT	Yes	2.42	2	40	N+S	UA_SSAC1_2W_2L_U_WL	Urban Minor Arterial	6,400	7,000	7,100	6,700	6,600	6,100	6,000	5,600	5,300	5,400	D	17,700	0.31	C	1,600
SR 442 - Indian River Blvd.	I-95 to Air Park Rd.	170		Yes	FDOT	Yes	2.09	4	55	E+W	TA_SSAC1_2W_4L_D_WL	Rural Minor Arterial	9,379	9,700	10,000	9,647	8,972	9,200	9,300	8,900	9,500	9,920	C	35,500	0.28	C	3,060
SR 442 - Indian River Blvd.	Air Park Rd. to US 1	5190		Yes	FDOT	Yes	1.69	4	45	E+W	UA_SSAC1_2W_4L_D_WL	Urban Minor Arterial	16,400	18,800	20,200	17,300	17,800	16,800	17,700	16,400	16,100	16,800	D	39,800	0.42	C	3,580
SR 472	US 17/92 to CR 4101/MLK Blvd	472			FDOT	Yes	2.31	4	60	E+W	UA_UFH_2W_4L_D_WL	Urban Principal Arterial - Other	19,200	20,100	21,400	20,800	18,900	19,200	20,200	19,700	20,100	21,000	D	65,600	0.32	B	5,900
SR 472	CR 4101/MLK Blvd to I-4 (end of state m	535			FDOT	Yes	1.10	4	60	E+W	UA_SSAC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,500	27,000	28,000	27,000	25,500	24,000	24,500	22,000	24,500	24,000	D	39,800	0.60	C	3,580
SR 483 - Clyde Morris Blvd.	SR 430 (Mason Ave.) to US 92/ISB	5182			FDOT	Yes	1.20	4	45	N+S	UA_SSAC1_2W_4L_U_WL	Urban Principal Arterial - Other	21,500	22,000	20,500	20,500	18,400	17,700	18,300	20,000	18,100	18,900	D	37,800	0.50	C	3,400
SR 483 - Clyde Morris Blvd.	US 92/ISB to Aviation Ctr Pkwy/Bellevue	5193			FDOT	Yes	1.20	4	45	N+S	UA_SSAC1_2W_4L_U_WL	Urban Principal Arterial - Other	34,000	34,000	34,000	32,000	31,500	26,500	31,000	30,500	27,000	26,000	D	37,800	0.69	C	3,400
SR 483 - Clyde Morris Blvd.	Aviation Ctr Pkwy/Bellevue to SR 400/B	5193			FDOT	Yes	0.98	4	45	N+S	UA_SSAC1_2W_4L_U_WL	Urban Principal Arterial - Other	34,000	34,000	34,000	32,000	31,500	26,500	31,000	30,500	27,000	26,000	D	37,800	0.69	C	3,400
6th St.	Derbyshire Rd. to SR 5A/Nova Rd	11			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,480	3,590	3,470	3,640	2,970	2,610	2,820	2,980	2,780	2,710	E	13,640	0.20	C	1,020
8th St.	Derbyshire Rd. to SR 5A/Nova Rd	21			City	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,270	3,670	3,670	3,950	3,330	3,090	2,850	2,790	2,530	-	E	13,640	-	-	1,020
13th St.	Derbyshire Rd. to SR 5A/Nova Rd	31			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,990	2,610	2,250	2,520	2,360	1,900	2,060	2,090	1,600	1,700	E	13,640	0.12	C	1,020
Adelle Ave.	Beresford Ave. to New Hampshire Ave.	43			County	No	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,930	3,120	2,970	3,540	2,310	2,850	2,290	2,530	2,410	2,650	E	13,640	0.19	C	1,020
Adelle Ave.	New Hampshire Ave. to SR 15A	41			County	No	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	700	660	650	780	590	300	270	320	320	330	E	13,640	0.02	C	1,020
Air Park Rd.	Park Ave. to Ragis Rd	52			County	Yes	0.87	2	40	N+S	UA_UFH_2W_2L_U_0L	n/c	1,030	1,470	1,410	920	2,080	2,030	1,700	2,030	2,100	2,270	E	24,975	0.09	B	2,240
Air Park Rd.	Ragis Rd. to SR 442	50			County	Yes	0.55	2	40	N+S	UA_UFH_2W_2L_U_0L	n/c	710	1,000	910	1,440	1,740	1,340	1,840	1,470	1,840	2,060	E	24,975	0.08	B	2,240
Airport Rd. (OB)	Tymber Creek Rd. to Pineland Tr.	60			County	Yes	2.05	2	35	E+W	UA_UFH_2W_2L_U_0L	Urban Collector	6,390	6,310	4,930	5,590	4,910	5,630	5,290	5,020	5,680	5,230	E	24,975	0.21	B	2,240
Airport Rd. (OB)	Pineland Tr. to Sunshine Blvd.	62			County	Yes	1.40	2	45	N+S	UA_UFH_2W_2L_U_0L	Urban Collector	5,650	5,520	4,760	4,970	4,360	4,490	4,460	4,400	5,040	4,670	E	24,975	0.19	B	2,240
Airport Rd. (OB)	Sunshine Blvd. to US 1	63			County	Yes	0.30	2	35	E+W	UA_UFH_2W_2L_U_0L	Urban Collector	8,050	7,830	6,330	6,700	7,380	7,190	6,640	6,780	7,640	7,090	E	24,975	0.28	C	2,240
Airport Rd. (PO)	Williamson Blvd to Pioneer Tr.	64			County	Yes	2.50	2	45	N+S	UA_UFH_2W_2L_U_WL	Urban Collector	3,310	5,000	5,290	5,330	5,430	5,410	5,440	6,000	6,160	6,040	E	33,300	0.18	B	2,990
Airport Rd. (NSB)	Pioneer Tr. to Luna Bella Ln	67			City	Yes	3.30	2	45	N+S	UA_UFH_2W_2L_D_WL	n/c	-	-	-	-	-	2,730	2,690	3,110	3,300	3,320	E	34,965	0.09	B	3,140
Airport Rd. (NSB)	Luna Bella Ln to SR 44	68			City	Yes	3.30	2	45	N+S	UA_UFH_2W_2L_D_WL	n/c	-	-	-	-	-	2,730	1,040	2,250	2,610	2,770	E	34,965	0.08	B	3,140
Amelia Ave.	US 92 to Plymouth Ave.	77			County	Yes	0.85	2	35	N+S	UA_NSSRC2_2W_2L_U_WL	Urban Collector	7,010	7,030	7,370	6,960	7,710	7,920	7,340	6,610	6,080	6,700	E	14,040	0.48	D	1,270
Amelia Ave.	Plymouth Ave. to Minnesota Ave.	75			County	Yes	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_WL	Urban Collector	13,080	13,850	11,950	12,920	12,030	12,620	11,570	10,610	10,230	10,590	E	14,040	0.75	D	1,270
Amelia Ave.	Minnesota Ave. to Ohio Ave.	74			County	Yes	0.15	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	12,570	13,500	11,650	12,500	11,680	12,300	11,440	10,310	10,260	10,380	E	13,640	0.76	D	1,020
Amelia Ave.	Ohio Ave. to SR 44	73			County	Yes	0.15	4	30	N+S	UA_NSSRC2_2W_4L_U_0L	Urban Collector	13,150	13,390	12,420	12,300	11,080	11,900	10,810	10,380	10,580	10,650	E	22,820	0.47	D	2,060
Amelia Ave.	SR 44 to Voorhis Ave.	71			City	No	0.25	4	30	N+S	UA_NSSRC2_2W_4L_U_0L	Urban Collector	10,840	11,010	10,610	9,750	8,950	9,570	9,260	8,590	8,920	9,669	E	22,820	0.42	C	2,060
Amelia Ave.	Voorhis Ave. to Beresford Ave.	70			City	No	0.75	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	8,250	8,580	8,390	7,670	6,770	7,280	6,650	7,000	7,070	6,940	E	13,640	0.51	D	1,020
Anderson Dr./Cloverleaf Blvd.	Cloverleaf Blvd. to Providence Blvd.	85			City	No	1.00	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	3,200	3,260	3,250	2,943			DELT	-	-	-	E	13,640	-	-	1,020
Ariel Rd.	Beacon Light Rd. to US 1	91			County	No	1.20	2	35	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Local	650	730	680	590	530	530	500	560	540	540	E	10,220	0.05	C	920
Arredondo Grant Rd.	Spring Garden Ranch Rd. to James St.	100			County	Yes	0.60	2	30	E+W	RUA_UFH_2W_2L_U_0L	Rural Major Collector & Urban Collector	790	590	1,160	1,090	980	1,130	1,050	1,100	1,140	1,020	C	6,300	0.16	B	590
Arredondo Grant Rd.	James St. to SR 11	101			County	Yes	2.00	2	35	E+W	RUA_UFH_2W_2L_U_0L	Rural Collector	2,840	230	590	550	460	460	450	510	580	600	C	6,300	0.10	B	590
Atlantic Ave. (DBS)	SR A1A/Dunlawton Ave. to Phillis Ave.	115		Yes	County	Yes	0.40	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Collector	13,670	13,010	17,620	14,180	11,530	12,400	14,380	9,170	13,680	13,050	E	30,420	0.43	C	2,740
Atlantic Ave. (DBS)	Phillis Ave. to Marcelle Ave.	113		Yes	County	Yes	0.75	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Collector	11,270	11,340	13,370	11,280	9,360	10,110	12,930	8,250	11,990	11,760	E	14,740	0.80	D	1,330
Atlantic Ave. (DBS)	Marcelle Ave. to Major St	111		Yes	County	Yes	1.30	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	9,760	10,350	10,470	9,800	8,020	8,580	10,480	6,780	9,420	9,420	E	13,640	0.69	D	1,020
Atlantic Ave. (PI)	Major St to Beach St.	110		Yes	County	Yes	2.80	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,950	1,580	2,760	2,800	2,330	2,410	3,190	1,760	2,930	2,910	E	13,640	0.21	C	1,020
Atlantic Ave/Turtle Mound Rd.	Flagler Ave. (N. Causeway) to 6th Ave.	123		Yes	City	Yes	1.25	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Principal Arterial - Other	3,920	3,090	4,190	3,760	3,020	3,410	3,550	2,760	3,350	-	E	14,740	-	-	1,330
Atlantic Ave/Turtle Mound Rd.	6th Ave. to 27th Ave.	122		Yes	County	Yes	1.45	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	17,530	14,800	18,250	19,070	13,580	16,840	16,200	13,430	16,510	14,560	E	37,970	0.38	C	3,410
Atlantic Ave/Turtle Mound Rd.	27th Ave. to Hiles Blvd.	120		Yes	County	Yes	1.55	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	11,600	9,160	12,840	13,230	8,260	12,190	12,790	9,900	11,900	11,400	E	17,050	0.67	C	1,540
Atlantic Ave/Turtle Mound Rd.	Hiles Blvd. to Saxon Dr	118		Yes	County	Yes	0.45	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	6,700	4,720	7,450	8,010	4,870	6,870	6,580	5,650	6,530	6,370	E	17,050	0.37	C	1,540
Atlantic Ave/Turtle Mound Rd.	Saxon Dr. to Turtle Mound Rd.	116		Yes	County	Yes	1.60	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	6,610	5,540	7,460	7,870	4,920	7,030	5,470	5,580	6,560	6,390	E	17,050	0.37	C	1,540
Atlantic Ave/Turtle Mound Rd.	Turtle Mound Rd. to Canaveral Nat'l Park	1872		Yes	County	Yes	7.65	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Principal Arterial - Other	2,750	2,030	2,860	3,090	1,940	2,740	2,150	2,230	2,610	2,450	E	13,640	0.18	C	1,230
Barwick Rd.	Ft. Florida Rd. to US 17/92	127			City	No	1.50	2	30	N+S & E+W	TA_NSSRC2_2W_2L_U_0L	n/c	-	740	710	720	920	680	650	750	930	770	E	10,220	0.08	C	920
Beach/Riverside/Beach (OB)	Pine Tree Dr to Inglesa Ave.	137			County	Yes	1.10	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	2,520	2,600	2,380	2,450	2,150	2,490	2,220	2,000	1,950	1,830	E	13,640	0.13	C	1,020
Beach/Riverside/Beach (OB)	Inglesa Ave. to Wilmette Ave.	135			County	Yes	2.55	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	6,060	6,020	6,430	6,330	6,320	6,390	5,880	5,660	5,740	5,300	E	13,640	0.39	D	1,020
Beach/Riverside/Beach (OB)	Wilmette Ave. to SR 40	132			County	Yes	0.70	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	8,320	8,290	9,240	8,980	9,680	9,840	8,610	8,780	8,780	8,070	E	13,640	0.59	D	1,020
Beach/Riverside/Beach (OB)	SR 40 to Division Ave.	131			County	Yes	0.60	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	9,050	9,160	10,310	10,120	7,730	7,770	7,290	6,860	6,800	6,620	E	13,640	0.49	D	1,020
Beach/Riverside/Beach (HH)	Division Ave. to LPGA Blvd.	1632			County	Yes	1.60	2	25	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	6,140	6,620	6,110	6,530	5,550	5,400	5,000	4,930	5,050	4,570	E	13,640	0.34	C	1,020
Beach/Riverside/Beach (HH)	LPGA Blvd. to 5th St	130			County	Yes	0.20	4	25	N+S	UA_NSSRC2_2W_4L_U_0L	Urban Minor Arterial	7,610	6,360	6,480	6,860	5,120	5,060	4,600	4,920	4,960	4,740	E	13,640	0.35	C	1,020
Beach/Riverside/Beach (HH)	5th St to SR 430/Mason	130			County	Yes	0.20	4	25	N+S	UA_NSSRC2_2W_4L_U_0L	Urban Minor Arterial	7,610	6,360	6,480	6,860	5,120	5,060	4,600	4,920	4,960	4,740	E	22,820	0.21	C	2,060
Beacon Light Rd.	Volco Rd. to Ariel Rd.	141			County	Yes	1.25	2	35	N+S	TA_NSSRC2_2W_2L_U_0L	Rural Local	530	300	260	220	370	360	370	430	370	380	E	10,220	0.04	C	920
Beacon Light Rd.	Ariel Rd. to Halifax Ave.	140			County	Yes	2.75	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	160	150	130	130	170	170	190	190	210	170	C	6,300	0.03	B	590
Bellevue Ave. Extension	CR 415/Tomoka Farms Rd. to Williamso	151			County	Yes	0.50	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,740	6,520	6,280	6,970	7,790	5,450	5,470	4,970	5,010	5,290	E	13,640	0.39	D	1,020
Bellevue Ave. Extension	Williamson Blvd to SR 483/Clyde Morris	153			County	Yes	2.50	2	45	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,160	3,400	3,240	3,700	4,930	2,560	2,950	2,760	2,410	2,570	E	13,640	0.19	C	1,230
Bellevue Ave.	Clyde Morris Blvd. to Nova Rd.	DB-37			City	No	0.70	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	8,840	8,570	7,160	8,340	7,820	7,460	7,640	-	-	-	E	13,640	-	-	1,020
Bellevue Ave.	Nova Rd. to US 1	DB-35			City	No	1.20	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	8,140	8,720	8,630	7,310	7,060	6,780	7,000	-	-	-	E	13,640	-	-	1,020
Beresford Ave.	Beresford Rd. to Fatio Rd	161			County	Yes	0.70	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,880	1,420	1,640	1,930	1,420	1,290	1,300	1,280	1,340	1,340	E	13,640	0.10	C	1,020
Beresford Ave.	Fatio Rd. to SR 15A	162			County	Yes	1.30	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,900	3,410	4,130	4,860	3,760	3,760	3,600	3,590	3,720	3,540	E	13,640	0.26	C	1,020
Beresford Ave.	SR 15A to US 17/92	164			County	Yes	1.75	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,790	5,500	6,130	6,700	4,350	4,700	4,290	4,810	4,760	4,740	E	13,640	0.35	C	1,020
Beresford Ave.	US 17/92 to Amelia Ave	165			County	Yes	0.25	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Collector	12,100	12,010	12,260	12,710	9,450	9,590	9,260	9,700	9,520	9,750	E	14,740	0.66	D	1,330
Beresford Ave.	Amelia Ave. to Hill Ave.	167			County	Yes	1.00	2	40	E+W	UA_NSSRC1_2W_2L_D_WL	Urban Collector	6,090	6,650	6,830	7,450	5,840	5,650	5,400	5,600	5,970	6,070	E	17,900	0.34	C	1,620
Beresford Ave.	Hill Ave. to Blue Lake Ave.	169			County	Yes	1.35	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	n/c	3,650	3,410	4,080	4,410	3,600	3,250	3,330	2,980	3,300	3,460	E	13,640	0.25	C	1,230
Beresford Ave.	Blue Lake Ave. to MLK (Kepler Rd.)	171			County	Yes	0.80	0	40	E+W	UA_NSSRC1_2W_2L_U_0L	n/c	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	1,230
Beresford Ave.	MLK (Kepler Rd.) to SR 44	172			County	Yes	0.75	0	40	E+W	UA_NSSRC1_2W_2L_U_0L	n/c	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	1,230
Beresford Rd.	Old New York Ave. to Beresford Ave.	183			County	No	0.30	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,290	1,920	2,350	2,370	2,100	1,890	1,860	1,990	2,050	1,890	E	13,640	0.14	C	1,020
Beresford Rd.	Beresford Ave. to Fatio Rd.	182			County	No	1.30	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Rural Minor Collector	1,020	1,130	1,200	1,240	1,170	1,050	920	1,050	1,060	950	E	13,640	0.07	C	1,020
Beresford Rd.	Fatio Rd. to Spring Garden Ave.	181			County	No	0.75	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	680	720	920	970	670	680	720	670	710	630	E	13,640	0.05	C	1,020
Beresford Rd.	Spring Garden Ave. to SR 15A	180			County	No	0.40	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	550	710	810	840	730	860	500	470	940	890	E	13,640	0.07	C	1,020
Big Tree Rd.	Clyde Morris Blvd. to Nova Rd.	192			County	Yes	1.10	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	7,180	9,400	8,350	9,180	8,320	8,630	7,940	7,700	8,080	7,200	E	13,640	0.53	D	1,020
Big Tree Rd.	Nova Rd. to Magnolia Ave.	193			County	Yes	0.40	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Collector	10,130	15,230	13,110	14,860	13,840	13,150	12,830	12,230	11,460	11,040	E	14,740	0.75	D	1,330

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
Big Tree Rd.	Magnolia Ave. to Kenilworth Ave.	195			County	Yes	0.45	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Collector	9,850	13,710	12,120	13,530	11,640	11,180	11,310	10,850	10,160	9,290	E	14,740	0.63	D	1,330
Big Tree Rd.	Kenilworth Ave. to US 1	196			County	Yes	0.55	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Collector	10,020	9,190	8,400	9,450	9,260	8,190	7,010	7,270	6,790	6,570	E	14,740	0.45	C	1,330
Bill France Blvd.	Clyde Morris Blvd. to Mason Ave.	202			City	No	0.38	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Collector	5,550	7,330	6,830	7,850	7,050	5,750	5,850	5,230	4,970	5,140	E	37,970	0.14	C	3,410
Bill France Blvd.	Mason Ave. to Dunn Ave.	201			City	No	0.63	4	40	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Collector	9,600	11,150	10,580	11,820	11,290	8,930	8,930	7,960	7,790	7,950	E	37,970	0.21	C	3,410
Bill France Blvd.	Dunn Ave. to US 92	200			City	No	0.60	4	35	N+S	UA_NSSRC2_2W_4L_U_WL	Urban Collector	12,450	16,110	13,740	15,020	13,920	10,260	11,410	10,250	10,750	11,270	E	28,900	0.39	C	2,600
Blackburn Rd.	CR 3 to Emporia Rd	211			County	No	1.25	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Minor Collector	590	680	680	750	660	730	560	550	550	550	C	6,300	0.09	B	590
Blackwelder Rd.	Lake Winona Rd. to SR 11	221			County	No	3.25	2	35	E+W	RUA_UFH_2W_2L_U_0L	Rural Local	210	270	400	420	200	240	190	180	180	170	C	6,300	0.03	B	590
Blue Lake Ave.	Plymouth Ave. to Minnesota Ave.	237			County	Yes	1.00	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	4,270	4,900	3,960	7,690	5,460	5,090	5,100	5,780	5,380	5,200	E	13,640	0.38	C	1,230
Blue Lake Ave.	Minnesota Ave. to SR 44	236			County	Yes	0.55	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,760	3,430	3,650	5,320	4,230	3,920	3,760	4,330	4,190	4,060	E	13,640	0.30	C	1,020
Blue Lake Ave.	SR 44 to Voorhis Ave.	235			County	Yes	0.25	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,660	3,290	2,900	3,760	3,000	3,260	3,200	3,460	3,520	3,370	E	13,640	0.25	C	1,020
Blue Lake Ave.	Voorhis Ave. to Beresford Ave.	234			County	Yes	0.75	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,600	4,160	3,710	4,690	4,140	3,950	3,940	4,180	4,310	4,010	E	13,640	0.29	C	1,020
Blue Lake Ave.	Beresford Ave.. to Taylor Rd.	232			County	Yes	1.05	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Collector	4,000	4,860	4,840	6,260	5,280	4,970	4,890	5,200	5,730	5,440	E	13,640	0.40	C	1,230
Blue Lake Ave.	Taylor Rd. to Orange Camp Rd.	231			County	Yes	1.05	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Collector	4,040	4,550	3,440	5,440	4,290	4,190	4,130	4,110	4,250	3,980	E	17,050	0.23	C	1,540
Blue Springs Av (West)	Sparkman Dr to Lawton Dr	239			County	No	0.60	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	-	-	-	7,260	6,940	7,710	6,120	5,830	5,410	5,080	E	13,640	0.37	C	1,020
Brownlee Rd.	Raulerson Rd. #1 to Rauterson Rd.	240			County	No	1.70	2	35	N+S	RUA_UFH_2W_2L_U_0L	n/c	190	210	210	250	140	100	260	140	180	180	C	6,300	0.03	B	590
Captain Dr.	Lake Helen-Osteen Rd. to Snow Dr	DLT-15.000			City	No	0.50	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	4,370	4,630	4,700	6,113	4,912		-	-	-	-	E	13,640	-	-	1,020
Captain Dr.	Snow Dr to Courtland Blvd.	DLT-15.010			City	No	1.00	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	2,620	2,190	2,240	3,562	3,340		-	-	-	-	E	13,640	-	-	1,020
Cardinal Blvd.	SR 421/Dunlawton Ave. to Marcelle Ave	260			County	No	0.15	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,770	2,590	2,780	3,370	4,530	4,630	4,830	5,090	5,160	4,740	E	13,640	0.35	C	1,020
Cardinal Blvd.	Marcelle Ave to Major St.	261			County	No	2.00	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,530	-	430	1,120	1,100	940	940	790	870	730	E	13,640	0.05	C	1,020
Carter Rd.	SR 11 to Marsh Rd.	270			County	No	1.75	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	n/c	1,440	1,590	1,540	1,340	1,400	1,470	1,540	1,400	1,460	1,420	E	13,640	0.10	C	1,230
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280			County	Yes	1.80	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,340	2,490	2,410	2,380	1,670	2,170	2,100	1,970	2,190	2,010	E	13,640	0.15	C	1,020
Catalina Blvd.	Howland Blvd. to Sixma Rd.	DLT-20.020			City	No	0.50	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Local	9,560	11,560	12,750	15,799	12,089		-	-	-	11,700	E	13,640	0.86	E	1,020
Catalina Blvd.	Sixma Rd. to Lake Helen-Osteen Rd.	DLT-20.030			City	No	0.40	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Local	8,440	9,700	10,120	9,401	10,733		-	-	-	9,780	E	13,640	0.72	D	1,020
Clara Ave.	Beresford Ave. to New Hampshire Ave.	303			County	No	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,870	2,690	2,490	2,840	2,390	1,350	1,910	2,070	2,040	2,270	E	13,640	0.17	C	1,020
Clara Ave.	New Hampshire Ave. to SR 15A	301			County	No	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,630	1,710	1,570	1,800	1,780	1,410	1,540	1,640	1,640	1,850	E	13,640	0.14	C	1,020
Clifton Rd.	Lake Winona Rd. to SR 11	311			County	No	1.70	2	30	E+W	RUA_UFH_2W_2L_U_0L	Rural Local	150	140	180	250	180	200	180	190	160	170	C	6,300	0.03	B	590
Clyde Morris Blvd.	SR 40 to Hand Ave	348			County	Yes	0.80	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Principal Arterial - Other	15,160	16,050	16,380	18,450	12,060	12,220	13,030	12,340	11,940	11,230	E	30,420	0.37	C	2,740
Clyde Morris Blvd.	Hand Ave. to LPGA Blvd.	343			County	Yes	1.50	4	50	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	13,960	15,090	15,640	17,500	11,790	11,970	13,000	14,070	13,560	12,280	E	37,970	0.32	C	3,410
Clyde Morris Blvd.	LPGA Blvd. to Bill France Blvd.	341			County	Yes	1.25	4	50	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	18,110	15,430	15,920	17,890	12,700	12,660	13,690	13,450	12,880	12,290	E	37,970	0.32	C	3,410
Clyde Morris Blvd.	Bill France Blvd. to Mason Ave.	338			County	Yes	0.60	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	13,330	14,470	14,390	16,700	12,420	12,610	13,630	13,140	12,310	11,990	E	37,970	0.32	C	3,410
Clyde Morris Blvd./SR 483	SR 430/Mason Ave. to US 92	5182			FDOT	Yes	1.20	4	45	N+S	UA_SSAC1_2W_4L_U_WL	Urban Principal Arterial - Other	21,500	22,000	20,500	20,500	18,400	17,700	18,300	20,000	18,100	18,900	D	37,800	0.50	C	3,400
Clyde Morris Blvd./SR 483	US 92 to Beville Rd.	5193			FDOT	Yes	2.00	4	45	N+S	UA_SSAC1_2W_4L_U_WL	Urban Principal Arterial - Other	34,000	34,000	34,000	32,000	31,500	26,500	31,000	30,500	27,000	26,000	D	37,800	0.69	C	3,400
Clyde Morris Blvd.	Beville Rd. to Big Tree Rd.	337			County	Yes	0.90	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	26,000	25,670	25,470	28,340	24,640	23,350	23,290	24,600	22,880	21,790	E	37,970	0.57	C	3,410
Clyde Morris Blvd.	Big Tree Rd. to Madeline Ave.	335			County	Yes	1.00	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,870	25,290	25,040	27,880	22,640	21,970	23,010	24,200	22,260	20,800	E	37,970	0.55	C	3,410
Clyde Morris Blvd.	Madeline Ave. to Willow Run Blvd.	333			County	Yes	1.30	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	24,820	24,800	24,690	27,290	25,290	21,200	22,130	22,750	21,460	20,000	E	37,970	0.53	C	3,410
Clyde Morris Blvd.	Willow Run Blvd. to SR 421/Dunlawton A	332			County	Yes	0.65	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	23,150	22,890	22,760	24,710	19,550	19,810	19,890	21,310	19,060	18,420	E	37,970	0.49	C	3,410
Clyde Morris Blvd.	SR 421/Dunlawton Ave to Taylor Rd.	330			County	Yes	0.95	2	40	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	11,980	11,440	11,390	12,670	8,730	10,300	10,530	10,060	9,900	9,190	E	17,050	0.54	C	1,540
Commonwealth Blvd.	Spruce Creek Rd. to Orange Ave.	360			County	No	0.55	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	4,810	6,010	5,900	6,410	6,620	5,210	5,380	5,250	5,450	5,220	E	13,640	0.38	C	1,020
Commonwealth Blvd.	Orange Ave. to US 1	361			County	No	0.35	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	6,420	4,130	3,730	4,120	3,970	3,460	3,590	3,670	3,540	3,530	E	13,640	0.26	C	1,020
CR 3	US 17 to Washington Ave.	386			County	Yes	2.20	2	35	N+S	RDA_UFH_2W_2L_U_0L	Rural Local	1,120	1,130	1,200	1,320	1,250	1,220	1,200	1,040	1,100	1,060	C	12,300	0.09	B	1,160
CR 3	Washington Ave. to Emporia Rd	384			County	Yes	1.20	2	30	N+S	RDA_UFH_2W_2L_U_0L	Rural Local	2,020	1,990	2,070	2,320	1,740	1,980	1,870	1,650	1,680	1,660	C	12,300	0.13	B	1,160
CR 3	Emporia Rd to SR 40	382			County	Yes	3.40	2	45	N+S	RDA_UFH_2W_2L_U_0L	Rural Local	950	890	980	1,100	760	880	760	700	680	720	C	12,300	0.06	B	1,160
CR 3	SR 40 to Lake Winona Rd.	380			County	Yes	5.04	2	35	N+S	RDA_UFH_2W_2L_U_0L	n/c	940	910	1,050	1,150	770	680	690	670	610	680	C	12,300	0.06	B	1,160
CR 3	Lake Winona Rd. to Ponce DeLeon Blvd	380			County	Yes	0.45	2	45	N+S	TA_NSSRC1_2W_2L_U_0L	n/c	940	910	1,050	1,150	770	680	690	670	610	690	E	13,640	0.05	C	1,120
CR 15A	US 17 to Airport Rd.	440			County	Yes	0.90	2	50	N+S	UA_UFH_2W_2L_U_0L	Urban Minor Arterial	4,280	4,970	4,100	4,320	4,700	4,380	4,300	4,220	4,160	3,980	E	24,975	0.16	B	2,240
CR 15A	Airport Rd. to SR 11	441			County	Yes	1.25	2	40	E+W	UA_UFH_2W_2L_U_0L	Urban Minor Arterial	2,200	2,770	2,420	2,530	2,530	2,230	2,150	2,190	2,060	2,070	E	24,975	0.08	B	2,240
CR 92 (Intn'l Spdwy Blvd.)	SR 15A to Stone St.	450		Yes	County	Yes	0.25	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	11,790	12,600	14,030	14,900	13,810	12,350	12,040	11,970	11,770	12,070	E	37,970	0.32	C	3,410
CR 92 (Intn'l Spdwy Blvd.)	Stone St. to US 17/92	452		Yes	County	Yes	0.75	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	15,050	14,890	16,710	17,690	16,590	15,630	14,870	14,370	14,000	14,510	E	30,420	0.48	D	2,740
CR 305 (Bunnell Rd.)	US 17 to Cowart Rd.	460			County	Yes	1.50	2	50	E+W	RUA_UFH_2W_2L_U_0L	Rural Minor Collector	1,890	2,080	2,050	2,120	2,200	1,660	1,220	1,490	1,420	1,360	C	6,300	0.22	B	590
CR 305 (Bunnell Rd.)	Cowart Rd. to Flagler Co.	461			County	Yes	3.00	2	50	E+W	RUA_UFH_2W_2L_U_0L	Rural Minor Collector	1,240	1,410	1,520	1,530	1,710	1,140	710	990	890	910	C	6,300	0.14	B	590
Courtland Blvd.	Beckwith St. to Captain Dr.	DLT-30.010			City	No	1.00	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,820	3,990	4,040	7,975	3,681		-	-	-	2,010	E	13,640	0.15	C	1,230
Courtland Blvd.	Captain Dr. to Elkcam Blvd	DLT-30.030			City	No	1.50	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	5,990	5,870	5,870	9,975	5,068		-	-	-	4,570	E	13,640	0.34	C	1,230
Courtland Blvd.	Elkcam Blvd. to end of road (Puerto Rico	DLT-30.040			City	No	0.75	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,940	2,120	2,110	4,331	1,899		-	-	-	1,160	E	13,640	0.09	C	1,020
Courtland Blvd.	Tallwood Dr. to Newmark Dr.	DLT-30.050			City	No	0.25	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,640	1,720	1,680	1,907	1,870		-	-	-	1,280	E	13,640	0.09	C	1,020
Courtland Blvd.	Newmark Dr. to Howland Blvd	DLT-30.070			City	No	1.00	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,150	3,170	3,180	5,973	3,575		-	-	-	2,400	E	13,640	0.18	C	1,020
Courtland Blvd.	Howland Blvd. to India Blvd	DLT-30.090			City	No	1.20	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,310	6,370	6,400	12,066	7,764		-	-	-	6,470	E	13,640	0.47	D	1,020
Courtland Blvd.	India Blvd. to Ft Smith Blvd	DLT-30.100			City	No	0.70	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	6,070	6,280	6,230	6,972	8,397		-	-	-	8,000	E	13,640	0.59	D	1,020
Courtland Blvd.	Ft Smith Blvd. to Doyle Rd	DLT-30.130			City	No	1.80	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	6,040	6,040	6,040	6,377	6,241		-	-	-	6,080	E	13,640	0.45	C	1,230
Courtland Blvd.	Doyle Rd. to Enterprise-Osteen Rd.	DLT-30.140			City	No	0.90	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,110	2,050	2,000	3,106	1,609		-	-	-	1,600	E	13,640	0.12	C	1,020
Cowart Rd.	Bunnell Rd to Little Brown Church Rd.	430			County	No	2.05	2	40	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	240	370	390	440	390	280	310	260	230	220	C	6,300	0.03	B	590
Cow Creek Rd.	SR 442 to Volco Rd.	420			County	Yes	3.50	2	50	N+S	RUA_UFH_2W_2L_U_0L	n/c	820	840	970	1,020	780	750	720	750	740	760	C	6,300	0.12	B	590
Daugharty Rd.	SR 11 to Marsh Rd.	472			County	No	0.95	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	570	670	600	530	540	540	610	550	550	510	C	6,300	0.08	B	590
Daugharty Rd. (S. End)	Marsh Rd. to SR 11	470			County	Yes	0.80	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	570	650	620	560	590	520	500	510	510	490	C	6,300	0.08	B	590
Deltona Blvd.	Normandy Blvd. to Cloverleaf Blvd./Ande	DLT-35.000			City	No	1.25	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Collector	14,420	16,130	-	14,802	14,966		-	-	-	11,420	E	30,420	0.38	C	2,740
Deltona Blvd.	Cloverleaf Blvd./Anderson Dr. to Enterpr	DLT-35.030			City	No	0.50	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Collector	17,620	18,980	-	18,396	15,546		-	-	-	14,270	E	30,420	0.47	D	2,740
Deltona Blvd.	Enterprise Rd. to DeBary Ave	DLT-35.040			City	No	0.85	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Collector	12,840	13,550	-	15,305	13,780		-	-	-	9,320	E	14,740	0.63	D	1,330
Demotte Ave.	Peninsula Dr. to Atlantic Ave.	500			County	No	0.20	2	25	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	4,420	2,820	2,270	2,450	2,450	3,900	4,250	3,940	4,480	4,050	E	13,640	0.30	C	1,020
Derbyshire Rd.	Flomich St. to LPGA Blvd.	512			County	Yes	0.75	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	7,080	8,420	8,320	9,010	7,870	7,420	7,680	7,930	7,470	7,320	E	13,640	0.54	D	1,020
Derbyshire Rd.	LPGA Blvd. to SR 430/Mason Ave.	511			County	No	1.45	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	6,710	7,230	6,810	7,400	6,830	6,400	6,160	5,950	5,980	5,870	E	13,640	0.43	D	1,020
Dirksen/DeBary/Doyle	US 17/92 to Sunrise Blvd.	520			County	Yes	1.75	2	45	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Minor Arterial	10,180	7,750	8,110	8,950	7,110	6,330	6,270	6,910	6,230	6,190	E	13,640	0.45	C	1,230
Dirksen/DeBary/Doyle	Sunrise Blvd to WB I-4 Ramps	521			County	Yes	0.20	2	45	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Minor Arterial	14,630	13,370	13,170	16,300	11,510	10,980	10,720	11,180	10,690	9,980	E	13,640	0.73	D	1,230
Dirksen/DeBary/Doyle	WB I-4 Ramps to EB I-4 Ramps	522			County	Yes	0.20	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	24,220	21,200	21,670	22,930	18,940	18,470	17,940	18,660	17,850	17,380	E	30,420	0.57	D	2,740
Dirksen/DeBary/Doyle	I-4 to Deltona Blvd.	480			County	Yes	0.10	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	31,400	29,800	31,030	31,210	27,480	26,450	25,730	26,830	26,260	25,480	E	30,420	0.84	D	2,740
Dirksen/DeBary/Doyle	Deltona Blvd. to Enterprise St.	481			County	Yes	0.65	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	20,530	20,040	20,900	20,510	17,820	17,680	17,220	17,190	17,630	17,240	D	30,420	0.57	D	2,630
Dirksen/DeBary/Doyle	Enterprise St. to Main St.	482			County	Yes	0.15	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	20,230	19,650	20,070	19,980	17,150	16,970	22,090	23,180	23,030	22,400	D	30,420	0.74	D	2,630
Dirksen/DeBary/Doyle	Main St. to Providence Blvd.	484			County	Yes	0.80	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	22,300	21,940	22,160	21,930	19,300	18,560	19,280	20,230	21,260	20,460	D	30,420	0.67	D	2,630

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
Dirksen/DeBary/Doyle	Providence Blvd. to Garfield Rd.	485			County	Yes	1.20	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Minor Arterial	14,300	13,910	12,340	13,250	11,660	11,570	10,670	11,700	12,400	11,890	E	13,640	0.87	C	1,230
Dirksen/DeBary/Doyle	Garfield Rd. to Saxon Blvd.	530			County	Yes	1.50	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Minor Arterial	9,950	10,260	10,030	10,760	9,120	9,670	7,590	9,420	9,580	9,220	E	13,640	0.68	C	1,230
Dirksen/DeBary/Doyle	Saxon Blvd. to Courtland Blvd.	531			County	Yes	2.55	2	45	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Minor Arterial	9,190	9,380	9,170	9,020	8,180	8,870	8,720	7,880	8,020	7,800	E	13,640	0.57	C	1,230
Dirksen/DeBary/Doyle	Courtland Blvd. to SR 415	533			County	Yes	1.50	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Minor Arterial	6,150	5,770	5,730	6,700	5,830	6,370	5,800	6,020	5,950	5,680	E	13,640	0.42	C	1,230
Dunn/George Engram/Fairview/Ma	Tomoka Farms Rd. to Williamson Blvd.	716			County	Yes	0.75	2	40	E+W	UA_NSSRC1_2W_2L_U_WL	n/c	-	-	-	-	-	-	-	1,220	1,660	1,800	E	17,050	0.11	C	1,540
Dunn/George Engram/Fairview/Ma	Williamson Blvd. to Bill France Blvd.	717			County	Yes	1.00	2	40	E+W	UA_NSSRC1_2W_2L_U_WL	n/c	-	-	-	-	-	6,140	6,150	5,910	6,530	6,760	E	17,050	0.40	C	1,540
Dunn/George Engram/Fairview/Ma	Bill France Blvd. to Clyde Morris Blvd.	718(DB-54)			County	Yes	0.85	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	n/c	13,776	13,512	16,618	19,622	13,264	12,430	12,740	11,350	11,530	11,350	E	14,040	0.81	D	1,270
Dunn/George Engram/Fairview/Ma	Clyde Morris Blvd. to Nova Rd.	719(DB-46)			County	Yes	1.00	4	40	E+W	UA_NSSRC1_2W_4L_D_WL	n/c	14,080	13,440	13,190	13,780	13,770	11,410	11,590	10,550	10,400	10,150	E	37,970	0.27	C	3,410
Dunn/George Engram/Fairview/Ma	Nova Rd. to US 1	720			County	Yes	1.20	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Principal Arterial - Other	12,130	12,210	11,760	12,880	11,330	11,790	12,090	10,430	10,310	10,230	E	30,420	0.34	C	2,740
Dunn/George Engram/Fairview/Ma	US 1 to Beach St	631			County	Yes	0.40	2	30	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Principal Arterial - Other	6,270	5,960	5,640	6,200	5,590	5,500	5,670	5,570	5,060	5,380	E	14,040	0.38	C	1,270
Dunn/George Engram/Fairview/Ma	Beach St. to Peninsula Dr.	1170			County	Yes	0.60	2	30	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Principal Arterial - Other	10,700	7,530	7,080	7,650	7,050	6,220	6,710	6,980	6,330	6,560	E	14,040	0.47	C	1,270
Dunn/George Engram/Fairview/Ma	Peninsula Dr. to SR A1A	1171			County	Yes	0.35	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	10,420	6,750	6,250	6,770	5,640	5,360	5,870	6,010	5,700	5,540	E	13,640	0.41	D	1,020
Elkcam Blvd.	Normandy Blvd. to Ft. Smith Blvd.	DLT-45.000			City	No	1.50	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	11,870	12,570	-	10,153	5,142		-	-	-	7,500	E	13,640	0.55	D	1,020
Elkcam Blvd.	Ft. Smith Blvd. to Providence Blvd.	DLT-45.010			City	No	1.00	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	8,530	8,890	-	7,158	4,805		-	-	-	6,130	E	13,640	0.45	D	1,020
Elkcam Blvd.	Providence Blvd. to Montecito Ave.	DLT-45.020			City	No	1.05	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	12,890	13,360	-	11,751	11,772		-	-	-	10,080	E	13,640	0.74	D	1,020
Elkcam Blvd.	Montecito Ave. to Howland Blvd.	DLT-45.040			City	No	1.00	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	12,140	12,590	-	5,591	10,554		-	-	-	9,930	E	13,640	0.73	D	1,020
Elkcam Blvd.	Howland Blvd. to Lake Helen-Osteen Rd	DLT-45.050			City	No	0.15	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Collector	13,280	13,980	-	6,068	13,766		-	-	-	10,530	E	14,740	0.71	D	1,330
Elkcam Blvd.	Lake Helen-Osteen Rd to Courtland Blvd	DLT-45.060			City	No	0.70	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	11,160	11,960	-	4,736	8,571		-	-	-	6,900	E	13,640	0.51	D	1,020
Elkcam Blvd.	Courtland Blvd. to Riverhead Dr.	DLT-45.080			City	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	620	680	-	592	943		-	-	-	480	E	13,640	0.04	C	1,020
Emporia Rd.	SR 40 to Peterson/Blackburn	560			County	Yes	3.00	2	40	N+S	RUA_UFH_2W_2L_U_0L	Rural Minor Collector	840	790	920	1,030	800	850	860	690	720	690	C	6,300	0.11	B	590
Emporia Rd.	Peterson/Blackburn to US 17	564			County	Yes	1.45	2	40	E+W	RUA_UFH_2W_2L_U_0L	Rural Minor Collector	1,390	1,330	1,540	1,640	1,210	1,420	1,880	1,280	1,230	1,320	C	6,300	0.21	B	590
Enterprise Ave. (NSB)	Pioneer Tr. to Halleck St.	570			County	Yes	0.10	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	7,410	7,480	7,400	7,110	7,500	7,210	7,640	7,460	7,000	7,740	E	13,640	0.57	D	1,020
Enterprise Rd.	US 17/92 to Harley Strickland Blvd.	586			County	Yes	0.50	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	23,070	22,530	24,250	23,270	23,090	23,210	22,160	22,090	20,900	19,330	E	30,420	0.64	D	2,740
Enterprise Rd.	Harley Strickland Blvd. to Saxon Blvd.	585			County	Yes	0.50	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	23,530	23,030	24,860	25,370	24,100	25,340	23,250	23,670	22,790	20,710	E	37,970	0.55	C	3,410
Enterprise Rd.	Saxon Blvd. to Highbanks Rd.	584			County	Yes	1.55	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	21,340	21,140	20,510	23,720	23,150	24,490	23,470	23,460	23,750	21,590	E	37,970	0.57	C	3,410
Enterprise Rd.	Highbanks Rd. to Deltona Blvd.	582			County	Yes	0.50	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	14,560	14,390	14,090	15,750	14,720	14,990	12,530	15,330	14,620	14,110	E	30,420	0.46	D	2,740
Enterprise Rd.	Deltona Blvd. to Main St.	581			County	Yes	1.10	2	35	N+S	UA_NSSRC2_2W_2L_U_WL	Urban Collector	6,270	6,290	6,310	6,860	5,990	6,100	7,030	7,800	7,150	7,270	E	14,040	0.52	D	1,270
Enterprise-Osteen Rd.	Providence to Garfield Rd	600			County	Yes	1.50	2	30	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Local	2,830	2,840	2,970	2,790	2,580	2,480	2,570	2,690	2,470	2,470	E	10,220	0.24	C	920
Enterprise-Osteen Rd.	Garfield Rd to Reed Ellis Rd.	601			County	Yes	1.70	2	35	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Local	1,930	1,910	1,960	2,020	1,870	1,840	1,750	1,850	1,690	1,690	E	10,220	0.17	C	920
Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415	602			County	Yes	2.50	2	35	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Local	1,320	1,330	1,270	1,350	1,150	1,210	1,050	1,160	1,080	1,160	E	10,220	0.11	C	920
Euclid Ave.	Grand to Fatio Rd.	610			County	No	0.25	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,680	1,670	1,570	1,860	1,200	1,220	1,190	1,190	1,080	1,150	E	13,640	0.08	C	1,020
Euclid Ave.	Fatio Rd. to Woodward Ave.	611			County	No	0.25	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,520	1,770	1,640	1,950	1,370	1,380	1,340	1,360	1,270	1,330	E	13,640	0.10	C	1,020
Euclid Ave.	Woodward Ave. to SR 15A	612			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,130	2,990	2,860	3,400	2,300	2,390	2,270	2,310	2,300	2,290	E	13,640	0.17	C	1,020
Euclid Ave.	SR 15A to Adelle Ave.	613			County	No	0.75	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,210	3,000	2,790	3,310	2,500	2,740	2,520	2,440	2,510	2,430	E	13,640	0.18	C	1,020
Euclid Ave.	Adelle Ave. to US 17/92	614			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,360	2,096	1,850	2,140	2,080	1,940	2,180	2,150	2,200	2,150	E	13,640	0.16	C	1,020
Eustace Ave.	Catalina Blvd. to Providence Blvd	DLT-55.010			City	No	0.85	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	4,310	4,610	-	3,639	4,199		-	-	-	3,480	E	13,640	0.26	C	1,020
Flagler Ave. (NSB)	N. Causeway to Peninsula Ave.	640			FDOT	Yes	0.40	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	6,630	5,610	8,310	7,960	8,270	8,820	9,100	8,560	9,500	-	E	13,640	-	-	1,020
Flagler Ave. (NSB)	Peninsula Ave. to Atlantic Ave.	641			City	Yes	0.40	2	20	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	9,790	9,420	4,740	4,500	4,740	5,120	5,420	5,050	4,130	-	E	13,640	-	-	1,020
Flomich St.	Derbyshire Rd. to SR 5A/Nova Rd.	650			County	Yes	0.30	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,420	5,520	5,600	6,210	5,890	4,980	5,520	5,450	5,570	5,430	E	13,640	0.40	D	1,020
Flomich St.	SR 5A/Nova Rd. to US 1				City	No	1.40	2	25	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	1,020
Fort Florida Rd.	Highbanks Rd. to Ft. Florida Point Rd.	661			City	No	1.75	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	790	1,080	1,190	1,130	950	1,150	970	1,090	1,080	1,170	E	13,640	0.09	C	1,020
Fort Florida Rd.	Ft. Florida Point Rd. to Barwick Rd.	662			City	No	2.25	2	35	N+S & E+W	TA_NSSRC2_2W_2L_U_0L	Rural Minor Collector	790	410	400	380	270	230	260	640	770	730	E	10,220	0.07	C	920
Fort Florida Rd.	Barwick Rd. to US 17/92	660			City	No	0.60	2	35	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Minor Collector	1,140	1,140	1,130	1,130	1,040	980	960	1,340	1,350	1,260	E	10,220	0.12	C	920
Fort Smith Blvd.	Elkcam Blvd. to Providence Blvd	DLT-60.000			City	No	1.00	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,220	2,910	-	3,160	3,280		-	-	-	2,250	E	13,640	0.16	C	1,020
Fort Smith Blvd.	Providence Blvd. to Newmark Dr.	DLT-60.020			City	No	0.50	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Collector	12,680	12,290	-	11,901	13,876		-	-	-	10,500	E	14,740	0.71	D	1,330
Fort Smith Blvd.	Newmark Dr. to Normandy Blvd	DLT-60.030			City	No	0.85	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Collector	8,140	7,470	-	7,576	7,010		-	-	-	8,610	E	14,740	0.58	D	1,330
Fort Smith Blvd.	Normandy Blvd. to India Blvd	DLT-60.050			City	No	0.55	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Collector	14,410	13,530	-	14,262	13,768		-	-	-	11,570	E	14,740	0.78	D	1,330
Fort Smith Blvd.	India Blvd. to Courtland Blvd	DLT-60.070			City	No	2.25	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Collector	7,400	6,880	-	7,154	7,592		-	-	-	6,260	E	14,740	0.42	C	1,330
Fort Smith Blvd.	Courtland Blvd. to Howland Blvd	DLT-60.100			City	No	0.75	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Collector	5,670	4,760	-	7,388	8,497		-	-	-	8,460	E	14,740	0.57	D	1,330
Fort Smith Blvd.	Howland Blvd. to SR 415	DLT-60.110			City	No	0.55	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,010	3,810	-	3,949	3,108		-	-	-	2,840	E	13,640	0.21	C	1,020
French Ave.	Beginning of road to Blue Springs Park	690			County	No	1.00	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	170	170	160	190	130	160	130	140	180	130	E	13,640	0.01	C	1,020
French Ave.	Blue Springs Park to Lawton Ave./Hamil	691			County	No	1.25	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	700	540	510	600	530	1,340	800	520	670	480	E	13,640	0.04	C	1,020
French Ave.	Lawton Ave./Hamilton to US 17/92	694			County	Yes	1.00	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,640	6,100	6,810	7,740	5,470	5,970	5,320	5,660	5,240	4,480	E	13,640	0.33	C	1,020
Garfield Ave.	US 92 to Plymouth Ave.	702			County	Yes	0.85	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,770	1,930	2,150	2,700	2,390	2,230	2,240	2,310	2,220	2,100	E	13,640	0.15	C	1,020
Garfield Ave.	Plymouth Ave. to SR 44	700			County	Yes	1.00	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,480	2,270	2,490	2,750	2,400	2,240	2,230	2,350	2,280	1,980	E	13,640	0.15	C	1,020
Garfield Ave.	SR 44 to Beresford Ave.	698 - NEW			City	No	1.00	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	-	-	-	-	-	-	-	2,330	2,140	2,100	E	13,640	0.15	C	1,020
Garfield Rd.	Doyle Rd. to Enterprise-Osteen Rd	711			County	Yes	0.90	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	n/c	1,830	1,880	1,680	1,480	1,440	1,590	1,530	1,860	1,680	1,530	E	13,640	0.11	C	1,230
Glencoe Rd.	Pioneer Tr. to SR 44	732			County	No	0.85	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	1,260	1,550	1,730	1,680	1,550	1,380	1,370	1,670	1,820	1,930	E	13,640	0.14	C	1,020
Glencoe Rd.	SR 44 to Paige Ave.	731			County	No	1.10	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	2,470	3,750	3,550	3,830	3,750	3,300	3,380	3,710	3,780	3,820	E	13,640	0.28	C	1,020
Glencoe Rd.	Paige Ave. to Taylor Rd.	730			County	No	1.50	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	n/c	1,290	1,470	1,110	1,400	1,280	1,070	1,120	1,310	1,300	1,410	E	13,640	0.10	C	1,230
Glenwood Rd.	Grand Ave. to SR 15A	741			County	Yes	1.60	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,060	4,420	2,270	1,600	4,430	3,980	3,980	4,210	4,170	4,030	E	13,640	0.30	C	1,020
Glenwood Rd.	SR 15A to US 17	743			County	Yes	1.25	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,070	2,420	2,230	1,330	2,580	2,260	2,190	2,140	2,140	2,050	E	13,640	0.15	C	1,020
Grand Av/CR 4053	Retta St. to Lemon St.	756			County	Yes	1.80	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	2,230	2,250	1,990	2,130	1,830	1,770	1,750	1,740	1,720	1,700	E	13,640	0.12	C	1,230
Grand Av/CR 4053	Lemon St. to Glenwood Rd.	754			County	Yes	1.30	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Collector	4,800	4,360	4,180	4,330	4,060	3,790	3,720	3,700	3,630	3,550	E	14,740	0.24	C	1,330
Grand Av/CR 4053	Glenwood Rd. to Plymouth Ave.	752			County	Yes	2.10	2	40	N+S	RDA_UFH_2W_2L_U_0L	Rural Major Collector	2,840	2,770	2,750	2,960	2,610	2,250	2,270	1,910	2,010	2,080	C	12,300	0.17	B	1,160
Grand Av/CR 4053	Plymouth Ave. to Minnesota Ave.	751			County	Yes	0.50	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	1,800	1,570	1,500	1,540	1,570	1,280	1,290	1,240	1,270	1,260	E	13,640	0.09	C	1,230
Grand Av/CR 4053	Minnesota Ave. to SR 44	750			County	Yes	0.90	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,170	2,600	2,800	2,980	2,870	2,600	2,570	2,250	1,820	2,190	E	13,640	0.16	C	1,020
Grand Av/CR 4053	SR 44 to Old New York Ave.	748 - NEW			County	Yes	0.60	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	-	-	-	-	-	-	-	810	860	830	E	13,640	0.06	C	1,020
Graves Av/CR 4145	US 17/92 to Leavitt Ave.	770			County	Yes	0.50	2	30	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Minor Arterial	7,010	7,780	7,910	7,000	7,570	6,610	6,110	6,680	6,470	5,550	E	14,740	0.38	C	1,330
Graves Av/CR 4145	Leavitt Ave. to Veteran's Memorial Pkwy	772			County	Yes	1.20	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	7,580	8,250	8,320	7,590	7,850	6,450	6,770	6,780	6,520	6,510	E	13,640	0.48	D	1,020
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentucky A	775			County	Yes	0.30	2	45	E+W	UA_NSSRC1_2W_2L_D_WL	Urban Minor Arterial	14,740	18,040	15,840	16,680	17,290	16,590	16,840	17,670	17,140	16,750	E	17,900	0.94	E	1,620
Graves Av/CR 4145	Kentucky Ave. to Howland Blvd.	900			County	Yes	0.90	2	45	E+W	UA_NSSRC1_2W_2L_D_WL	Urban Minor Arterial	12,010	12,970	11,560	13,740	13,250	12,660	11,530	13,790	11,840	12,970	E	17,900	0.72	C	1,620
Greens Dairy Rd.	SR 15A to Stone St.	780			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	180	140	180	190	60	120	100	120	90	100	E	13,640	0.01	C	1,020
Halifax Dr. (OB)	John Anderson Dr. to Neptune Ave.	801			City	Yes	1.35	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,970	3,890	3,930	4,460	3,770	3,330	3,850	3,620	3,560	-	E	13,640	-	-	1,020
Halifax Dr. (OB)	Neptune Ave. to SR 40	800			City	Yes	0.70	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	7,120	6,760	7,310	7,720	6,610	6,220	5,900	6,080	5,790	-	E	13,640	-	-	1,020
Halleck St. (NSB)	Wayne Ave. to Enterprise Ave.	810			County	Yes	0.20	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	7,920	6,160	6,210	5,940	6,230	6,110	6,210	6,170	5,780	5,890	E	13,640	0.43	D	1,020
Hand Ave.	Williamson Blvd. to Clyde Morris Blvd.	830			County	Yes	1.25	2	50	E+W	UA_NSSRC1_2W_2L_D_WL	Urban Collector	7,700	9,080	8,780	8,440	7,870	7,110	8,340	7,660	7,900	6,750	E	17,050	0.40	C	1,540
Hand Ave.	Clyde Morris Blvd. to Shangri La Dr.	832			County	Yes	0.75	2	50	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	13,790	15,690	15,000	14,800	13,150	11,880	13,510	13,220	13,090	10,230	E	13,640	0.75	C	1,230
Hand Ave.	Shangri La Dr. to Nova Rd.	833			County	Yes	0.25	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Collector	14,860	17,210	17,010	15,840	14,200	13,750	15,150	14,880	14,320	13,350	E	37,970	0.35	C	3,410
Hand Ave.	Nova Rd. to US 1	834			City	Yes	1.90	2	25	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	10,900	12,180	11,730	8,480	7,860	7,270	7,670	8,080	5,360	-	E	13,640	-	-	1,020

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
Harley Strickland Blvd.	Enterprise Rd. to Veteran's Memorial Pk	841			City	No	1.35	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	n/c	10,290	11,420	11,460	13,760	12,190	12,110	12,770	12,390	11,850	11,760	E	14,040	0.84	D	1,270
Hazen Rd.	Mercers Ferrery Rd. to Plymouth Ave.	852			County	Yes	1.50	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	790	680	850	880	620	630	590	720	700	800	E	13,640	0.06	C	1,020
Hazen Rd.	Plymouth Ave. to SR 44	850			County	Yes	1.00	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	n/c	1,120	1,190	1,370	1,480	1,190	1,130	1,130	1,050	1,240	1,250	E	13,640	0.09	C	1,230
Highbanks Rd.	Fort Florida Rd. to Westside Connector	860			City	No	1.75	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	2,200	1,930	1,950	1,980	2,100	2,260	1,880	1,810	1,840	2,120	E	13,640	0.16	C	1,230
Highbanks Rd.	Westside Connector to US 17/92	861			City	No	1.00	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	10,550	10,810	10,850	10,550	9,700	10,380	9,600	10,010	9,840	9,860	E	13,640	0.72	D	1,020
Highbanks Rd.	US 17/92 to Enterprise Rd.	863			City	No	1.45	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	8,060	7,360	7,420	7,990	7,420	7,070	6,800	7,360	7,370	7,380	E	13,640	0.54	C	1,230
Highbridge Rd.	Walter Boardman Ln. to John Anderson	871			County	Yes	1.60	2	30	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Major Collector	2,400	2,340	2,010	2,010	1,950	2,370	2,130	1,830	2,100	1,750	E	10,220	0.17	C	920
Highbridge Rd.	John Anderson Dr. to SR A1A	872			County	Yes	0.20	2	30	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Major Collector	1,910	1,950	1,580	1,610	1,560	1,920	1,730	1,520	1,780	1,490	E	10,220	0.15	C	920
Hill Ave./Jacobs Rd.	US 92 to Plymouth Ave.	950			County	Yes	0.85	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	4,160	4,340	4,910	5,770	5,580	5,100	6,190	5,870	5,190	5,820	E	13,640	0.43	C	1,230
Hill Ave.	Plymouth Ave. to Minnesota Ave.	885			City	Yes	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,520	4,730	4,980	5,590	4,410	4,700	4,340	5,240	5,020	4,890	E	13,640	0.36	C	1,020
Hill Ave.	Minnesota Ave. to SR 44	883			City	Yes	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,910	4,020	4,380	4,680	3,690	3,800	3,810	4,060	4,010	3,800	E	13,640	0.28	C	1,020
Hill Ave.	SR 44 to Voorhis Ave.	882			County	Yes	0.25	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,290	2,540	2,760	2,870	2,230	2,290	2,400	2,530	2,780	2,540	E	13,640	0.19	C	1,020
Hill Ave.	Voorhis Ave. to Beresford Ave.	881			County	Yes	0.75	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,960	2,150	2,310	2,450	2,050	2,080	2,130	2,310	2,370	2,200	E	13,640	0.16	C	1,020
Hill Ave.	Beresford Ave. to Taylor Rd.	878 - NEW			County	Yes	1.00	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	-	-	-	-	-	-	-	430	460	550	E	13,640	0.04	C	1,020
Hontoon Rd.	Old New York Ave. to Botts Landing Rd.	891			County	No	1.15	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,140	3,520	3,330	3,570	2,990	2,930	2,930	3,050	2,840	2,820	C	13,640	0.21	C	1,090
Hontoon Rd.	Botts Landing Rd. to end of road	890			County	No	2.00	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	760	1,080	980	1,060	850	780	920	870	790	840	C	13,640	0.06	C	470
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901			FDOT	Yes	0.40	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	26,180	29,420	34,200	31,910	29,950	28,290	30,330	30,490	29,890	27,480	E	37,970	0.72	C	3,410
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903			County	Yes	1.15	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	21,920	26,100	30,200	28,610	26,660	25,260	27,640	28,010	27,440	25,280	E	37,970	0.67	C	3,410
Howland Blvd.	Catalina Blvd. to Providence Blvd.	905			County	Yes	0.35	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	17,100	19,850	23,670	22,660	20,700	19,640	21,390	22,110	21,930	20,070	E	37,970	0.53	C	3,410
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906			County	Yes	2.10	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Minor Arterial	12,670	14,380	14,610	16,590	14,620	13,380	15,390	16,890	14,140	15,150	E	13,640	1.11	F	1,230
Howland Blvd.	Elkcam Blvd. to Lake Helen-Osteen Rd.	908			County	Yes	0.30	4	45/40	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	15,520	16,610	18,200	17,460	15,020	15,250	15,030	15,300	15,620	14,220	E	37,970	0.37	C	3,410
Howland Blvd.	Lake Helen-Osteen Rd. to Newmark Dr.	909			County	Yes	0.70	4	40	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	18,660	19,200	21,180	20,690	17,810	16,330	19,340	20,350	20,990	19,330	E	37,970	0.51	C	3,410
Howland Blvd.	Newmark Dr. to Courtland Blvd.	911			County	Yes	1.15	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	14,650	14,960	16,580	16,820	14,860	13,640	16,250	16,640	16,990	15,600	E	37,970	0.41	C	3,410
Howland Blvd.	Courtland Blvd. to Ft Smith Blvd.	913			County	Yes	1.80	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	9,160	9,300	11,280	12,690	11,160	11,570	12,820	13,280	12,920	11,770	E	17,050	0.69	C	1,540
Howland Blvd.	Ft Smith Blvd. to SR 415	915			County	Yes	0.65	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	7,750	7,770	8,220	11,730	11,870	11,580	12,770	12,650	12,180	12,530	E	17,050	0.73	C	1,540
India Blvd.	Fort Smith Blvd. to Humphrey Blvd.	DLT-80 000			City	No	2.06	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	6,560	6,120	-	6,106	3,750		-	-	-	3,520	E	13,640	0.26	C	1,020
Indian Lake Rd.	Tiger Bay Rd. to US 92	935			County	No	0.80	2	40	N+S	TA_NSSRC1_2W_2L_U_0L	Rural Local	-	5,650	5,880	7,250	6,340	5,380	5,020	6,090	5,550	5,180	E	13,640	0.38	C	1,120
Jimmy Ann Dr.	LPGA Blvd. to Clyde Morris Blvd.	962			City	No	0.30	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	8,120	7,170	7,430	8,330	8,660	7,890	8,470	7,520	7,650	7,680	E	13,640	0.56	C	1,230
Jimmy Ann Dr.	Clyde Morris Blvd. to Mason Ave.	960			City	No	0.15	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	7,680	5,650	5,730	4,760	4,700	4,460	4,900	4,380	4,000	4,070	E	13,640	0.30	C	1,230
John Anderson Dr.	Highbridge Rd. to Lynnhurst	974			County	Yes	7.40	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,960	5,300	4,420	5,180	3,430	4,060	3,880	3,590	3,960	4,570	E	13,640	0.34	C	1,020
John Anderson Dr.	Lynnhurst to Halifax Dr.	972			County	Yes	0.85	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	6,710	6,970	6,150	6,890	5,550	5,620	5,220	5,390	5,520	6,730	E	13,640	0.49	D	1,020
John Anderson Dr.	Halifax Dr. to -Neptune	971			City	Yes	1.00	2	25	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,020	5,360	4,510	5,070	3,690	3,550	3,620	3,610	3,950	-	E	13,640	-	-	1,020
John Anderson Dr.	Neptune to SR 40	970			City	Yes	1.00	2	25	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	8,340	6,780	6,460	7,120	5,430	5,550	5,110	5,060	5,930	-	E	13,640	-	-	1,020
John Anderson Hwy.	Walter Boardman Lane to Flagler Co.	990			County	Yes	1.00	2	5 NB / 30 S	N+S	TA_NSSRC1_2W_2L_U_0L	Rural Minor Collector	1,440	1,480	1,060	1,060	1,110	1,040	960	1,000	1,140	900	E	13,640	0.07	C	1,120
Josephine St./10th St.	Old Mission Rd. to Tatum Blvd.	1000			County	Yes	0.30	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,400	6,050	6,310	6,370	5,610	6,370	6,000	5,810	5,860	5,910	E	13,640	0.43	D	1,020
Josephine St./10th St.	Tatum Blvd. to US 1	1002			City	Yes	1.80	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Collector	3,250	7,460	6,930	6,920	6,870	7,400	7,310	7,350	7,140	-	E	14,040	0.00		1,270
Kathy Dr. (N. Penin.)	John Anderson Dr. to SR A1A	1011			County	No	0.44	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	250	550	400	390	430	420	470	420	460	470	E	13,640	0.03	C	1,020
Kennedy Pkwy (Old SR 3)	US 1 to Park Entrance	1020			Federal	No	4.00	2	55	E+W	RUA_UFH_2W_2L_U_0L	Rural Major Collector	1,140	1,090	950	830	1,000	930	1,040	700	660	-	C	6,300	-	-	590
Kicklighter Rd.	Macy Ave. to Lake Helen-Osteen/Prevat	1051			County	Yes	0.75	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	1,270	1,550	1,520	1,640	1,760	1,770	1,930	2,080	1,810	1,690	E	13,640	0.12	C	1,020
Lake George Rd.	Bream Dr. to US 17	1062			County	No	3.90	2	30	E+W	RUA_UFH_2W_2L_U_0L	Rural Local	1,430	1,220	940	1,080	990	1,010	780	860	820	740	C	6,300	0.12	B	590
Lake Helen-Osteen Rd.	Kicklighter Rd. to Captain Dr.	1076			County	Yes	1.40	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	7,820	7,760	7,810	8,290	6,290	7,310	7,020	7,030	6,570	6,750	E	13,640	0.49	C	1,230
Lake Helen-Osteen Rd.	Captain Dr. to Catalina Blvd.	1073			County	Yes	0.40	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	7,920	8,050	8,090	8,610	6,700	6,990	7,390	7,410	7,090	6,840	E	13,640	0.50	C	1,230
Lake Helen-Osteen Rd.	Catalina Blvd. to Haulover Blvd.	1072			County	Yes	0.50	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	9,640	9,430	9,490	10,130	9,560	9,430	10,200	10,320	9,740	9,570	E	13,640	0.70	C	1,230
Lake Helen-Osteen Rd.	Haulover Blvd. to Elkcam Blvd.	1071			County	Yes	1.75	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	7,790	7,900	7,920	8,230	6,720	7,000	7,470	7,690	7,540	7,220	E	13,640	0.53	C	1,230
Lake Helen-Osteen Rd.	Elkcam Blvd. to Howland Blvd.	1070			County	Yes	0.40	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,470	3,420	3,400	3,660	2,920	3,440	5,490	6,140	6,050	6,060	E	13,640	0.44	D	1,020
Children's Way/Lakeshore Dr.	Main St. to Providence Blvd.	1090			County	Yes	0.70	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	2,430	2,340	2,380	2,220	2,000	2,080	1,220	1,000	960	900	E	13,640	0.07	C	1,020
Lakeshore Dr.	Providence Blvd. to Garfield Rd	1092			County	Yes	0.45	2	30	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Local	2,050	3,200	3,350	3,100	3,070	2,860	2,680	2,590	2,610	2,520	E	10,220	0.25	C	920
Lakeview Dr.	New York Ave. to Main St.	1101			County	No	0.25	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,100	1,270	1,250	1,400	1,320	1,060	1,100	1,130	1,190	1,110	C	13,640	0.08	C	470
Lakeview Dr.	Main St. to Ohio Ave.	1100			County	Yes	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,340	2,650	2,640	2,890	2,780	2,300	2,900	2,600	2,790	2,740	C	13,640	0.20	C	470
Lake Winona Rd.	SR 40 to Blackwelder Rd.	1082			County	Yes	3.70	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	230	260	250	300	180	180	180	150	120	140	C	6,300	0.02	B	590
Lake Winona Rd.	Blackwelder Rd. to US 17	1081			County	Yes	2.25	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	1,070	1,120	1,160	1,290	880	910	860	880	800	800	C	6,300	0.13	B	590
Lake Winona Rd.	US 17 to CR 3	1080			County	Yes	0.15	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	200	240	300	360	180	180	160	160	170	170	C	6,300	0.03	B	590
Lemon Bluff Rd.	SR 415 to end of road	1111			County	No	4.60	2	45	E+W	RUA_UFH_2W_2L_U_0L	Rural Local	1,190	1,200	1,060	960	990	960	990	1,000	980	880	C	6,300	0.14	B	590
Little Brown Church Rd.	US 17 to Cowart Rd.	1120			County	No	0.65	2	40	E+W	RUA_UFH_2W_2L_U_0L	Rural Local	470	680	720	720	690	630	640	510	460	450	C	6,300	0.07	B	590
LPGA Blvd. (DB)	Tomoka Farms Rd. to US 92				County	Yes	3.67	0	55	N+S	RDA_UFH_2W_2L_U_WL	n/c	-	-	-	-	-	-	-	-	-	-	C	16,400	-	-	1,550
LPGA Blvd. (DB)	US 92 to Welshinger-Butler Circle	1130			County	Yes	2.75	2	55	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	6,870	7,990	7,940	6,990	7,890	6,180	6,590	5,830	6,440	6,250	E	17,050	0.37	C	1,540
LPGA Blvd. (DB)	Welshinger-Butler Circle to Tomoka Far	1131			County	Yes	2.60	2	55	E+W	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	7,740	7,860	7,900	8,740	9,570	7,740	7,800	8,390	8,620	8,270	E	17,050	0.49	C	1,540
LPGA Blvd. (DB)	Tomoka Farms Rd to Williamson Blvd.	1133	Yes		County	Yes	0.65	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	22,390	24,740	25,210	25,230	27,120	23,330	24,180	23,210	24,500	24,420	E	37,970	0.64	C	3,410
LPGA Blvd. (DB)	Williamson Blvd. to Clyde Morris Blvd.	1134	Yes		County	Yes	0.50	4	50	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	20,160	21,700	21,930	21,750	22,550	19,490	21,030	19,240	20,640	21,180	E	37,970	0.56	C	3,410
LPGA Blvd. (DB)	Clyde Morris Blvd. to Jimmy Ann Dr.	1136	Yes		County	Yes	1.10	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	14,480	16,530	16,800	19,480	16,650	14,400	13,850	14,080	15,410	15,650	E	37,970	0.41	C	3,410
LPGA Blvd. (DB)	Jimmy Ann Dr. to Derbyshire Rd.	1137	Yes		County	Yes	0.25	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	16,950	19,310	19,730	18,680	19,030	16,430	15,700	15,960	17,300	18,010	E	14,040	1.28	F	1,270
LPGA Blvd. (CO)	Derbyshire Rd. to SR5A/Nova Rd.	1139	Yes		County	Yes	0.55	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	14,000	15,020	14,890	14,640	16,860	12,930	13,080	11,140	13,160	14,000	E	30,420	0.46	D	2,740
LPGA Blvd. (HH)	SR5A/Nova Rd. to US 1	1141	Yes		County	Yes	1.10	2	30	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	12,180	11,750	11,690	10,920	11,600	9,850	10,260	9,350	9,570	9,830	E	14,040	0.70	D	1,270
Macy Ave.	Ohio St. to Cassadaga Rd.	1150			County	Yes	0.75	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,250	1,400	1,380	1,530	1,390	1,230	1,350	1,210	1,230	1,170	C	13,640	0.09	C	470
Madeline Ave.	Williamson Blvd. to Clyde Morris Blvd.	1161			City	Yes	1.30	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	5,570	9,850	8,820	9,900	10,030	8,910	9,600	9,930	9,980	-	E	14,040	-	-	1,270
Madeline Ave.	Clyde Morris Blvd. to SR5A/Nova Rd.	1163			City	Yes	1.30	2	25	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	7,530	7,800	6,940	7,660	9,460	6,460	6,560	6,370	6,560	-	E	14,040	-	-	1,270
Madeline Ave.	SR5A/Nova Rd. to Sauls St.	1164			City	Yes	1.00	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	6,310	5,560	5,100	5,680	4,270	4,210	4,760	4,510	4,440	-	E	14,040	-	-	1,270
Madeline Ave.	Sauls St. to US 1				City	Yes	0.50	0	35	E+W	UA_NSSRC2_2W_2L_U_WL	n/c	-	-	-	-	-	-	-	-	-	-	E	14,040	-	-	1,270
Main St. (Enterprise)	Jacob Brock Ave to DeBary Ave.	1174			County	Yes	0.35	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,600	4,810	4,870	4,440	4,490	4,880	2,830	2,920	2,660	2,370	E	13,640	0.17	C	1,020
Main St. (Harbor Oaks)	Riverside Dr. to US 1	1175			County	No	0.20	2	25	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	490	500	570	680	620	480	490	470	510	-	E	13,640	-	-	1,020
Main St. (Lake Helen)	I-4 to Lakeview Dr.	1176			County	Yes	0.95	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	5,450	6,330	6,050	6,370	5,320	5,390	5,600	5,500	5,550	5,310	C	13,640	0.39	D	470
Marsh Rd.	Daugharty Rd. to Carter Rd.	1183			County	Yes	3.00	2	40	N+S	RDA_UFH_2W_2L_U_0L	Rural Local	730	740	810	750	600	710	720	5,500	680	670	C	12,300	0.05	B	1,160
Marsh Rd.	Carter Rd. to US 92	1180			County	Yes	2.05	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Local	3,020	2,730	2,920	2,730	2,140	2,140	2,430	2,330	2,340	2,390	E	13,640	0.18	C	1,020
Mason Ave.	Williamson Blvd. to Fentress Blvd.	1190			County	Yes	0.60	2	45	E+W	UA_NSSRC1_2W_2L_D_WL	Urban Minor Arterial	10,330	10,020	9,490	10,860	9,090	8,400	8,360	8,300	8,450	8,650	E	17,900	0.48	C	1,620

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
Mason Ave.	Fentress Blvd. to Bill France Blvd.	1191			County	Yes	0.50	2	40	E+W	UA_NSSRC1_2W_2L_D_WL	Urban Minor Arterial	12,080	12,470	11,660	11,550	10,700	10,680	10,580	9,320	9,760	8,460	E	17,900	0.47	C	1,620
Mason Ave.	Bill France Blvd. to Jimmy Ann Dr.	1193			County	Yes	0.30	4	40	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	14,530	14,240	13,750	13,830	13,250	12,140	12,900	11,750	12,520	11,660	E	37,970	0.31	C	3,410
Mason Ave.	Jimmy Ann Dr. to SR 483/Clyde Morris B	1194			County	Yes	0.50	4	40	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	15,590	15,140	14,650	16,230	13,510	13,150	13,530	12,120	12,330	11,940	E	37,970	0.31	C	3,410
Maytown Rd.	New Smyrna Blvd. to Pell Rd.	1196			County	No	5.60	2	50	E+W	RDA_UFH_2W_2L_U_0L	Rural Minor Collector	-	3,720	3,450	3,370	3,120	3,360	3,120	3,350	3,270	3,120	C	12,300	0.25	B	1,160
Maytown Rd.	Pell Rd. to Beacon Light Rd.	1198			County	No	12.90	2	45	E+W	RUA_UFH_2W_2L_U_0L	Rural Minor Collector	-	1,200	1,110	720	660	670	650	730	600	700	C	6,300	0.11	B	590
Maytown Rd./Halifax Ave. (OH)	Beacon Light Rd. to US 1	790			County	Yes	1.10	2	35	E+W	RDA_UFH_2W_2L_U_0L	Rural Minor Collector	1,900	1,960	1,770	1,990	1,380	1,650	1,650	1,770	1,680	1,620	C	12,300	0.13	B	1,160
McBride Rd.	US 17 to Lake George Rd.	1200			County	No	3.00	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	330	350	380	380	270	290	310	300	220	220	C	6,300	0.03	B	590
McGregor Rd.	Westside Con./Fatio to Spring Garden A	1210 - NEW			County	Yes	0.70	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	-	-	-	-	-	-	-	1,600	1,600	1,570	E	13,640	0.12	C	1,230
McGregor Rd.	Spring Garden Ave. to US17/92	1211			County	Yes	1.40	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	4,930	5,800	5,440	5,580	4,990	4,730	4,600	8,110	8,850	6,250	E	13,640	0.46	C	1,230
Mercers Fernery Rd.	Glenwood Rd. to SR 15A	1221			County	Yes	1.45	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	990	1,010	2,340	2,380	830	910	860	980	950	1,010	E	13,640	0.07	C	1,020
Mercers Fernery Rd.	SR 15A to US 17	1223			County	Yes	1.25	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	1,150	1,300	1,470	1,530	1,170	1,350	1,370	1,580	1,520	1,470	E	13,640	0.11	C	1,020
Midway Ave.	Williamson Blvd. to US 92	1230			County	Yes	2.00	4	40	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Collector	3,020	3,110	2,840	3,210	3,310	2,420	2,530	2,380	2,440	2,630	E	37,970	0.07	C	3,410
Minnesota Ave. (DeLand)	Grand Ave. to SR 15A	1245			County	Yes	1.35	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	1,790	1,740	1,860	1,950	2,230	2,670	2,670	2,650	2,850	2,800	E	13,640	0.21	C	1,020
Minnesota Ave. (DeLand)	SR 15A to US 17/92	1247			County	Yes	1.25	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,780	1,790	1,840	1,990	1,110	1,240	1,090	1,100	900	970	E	13,640	0.07	C	1,020
Minnesota Ave. (DeLand)	Amelia Ave. to Hill Ave	1249			County	Yes	0.75	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,360	2,270	1,690	1,850	1,970	2,280	2,170	2,300	2,110	2,060	E	13,640	0.15	C	1,020
Minnesota Ave. (DeLand)	Hill Ave. to Blue Lake Ave.	1250			County	Yes	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,060	2,780	2,070	2,230	2,630	2,840	2,680	2,770	2,650	2,520	E	13,640	0.18	C	1,020
Minnesota Ave. (DeLand)	Blue Lake Ave. to Kepler Rd.	1251			County	Yes	0.85	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	4,340	3,890	3,370	3,550	4,270	4,500	3,530	4,530	4,170	4,000	E	13,640	0.29	C	1,230
Minnesota Ave. (Orange City)	Sparkman Ave. to US 17/92	1241			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	1,790	1,900	2,040	2,280	2,090	1,860	1,810	1,930	1,950	2,090	E	13,640	0.15	C	1,020
Minnesota Ave. (Orange City)	US 17/92 to Leavitt Ave.	1242			County	No	0.50	2	25	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,180	1,510	1,520	1,700	1,500	1,400	1,470	1,360	1,390	1,410	E	13,640	0.10	C	1,020
Minnesota Ave. (Orange City)	Leavitt Ave. to SR 472	1243			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,380	960	1,320	1,430	1,430	1,340	1,430	1,170	1,180	1,230	E	13,640	0.09	C	1,020
New Hampshire Ave.	SR 15A to Adelle Ave	1270			County	No	0.15	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,650	2,730	2,550	2,610	2,080	2,110	2,210	2,280	2,260	2,470	E	13,640	0.18	C	1,020
New Hampshire Ave.	Adelle Ave to Clara Ave.	1271			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,220	3,320	3,050	3,200	2,550	2,540	2,480	2,630	2,780	2,760	E	13,640	0.20	C	1,020
New Hampshire Ave.	Clara Ave. to US 17/92	1272			County	No	0.25	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,500	3,500	3,200	3,390	2,580	2,640	2,640	2,790	2,850	2,830	E	13,640	0.21	C	1,020
Newmark Dr.	Ft Smith Blvd. to Humphrey Blvd.	DLT-100.000			City	No	1.60	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	8,770	8,700	-	8,066	7,061		-	-	-	6,060	E	13,640	0.44	D	1,020
Newmark Dr.	Humphrey Blvd. to Howland Blvd	DLT-100.020			City	No	0.90	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	7,440	7,010	-	7,046	6,452		-	-	-	6,370	E	13,640	0.47	D	1,020
Newmark Dr.	Howland Blvd. to Courtland Blvd.	DLT-100.040			City	No	0.75	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,490	2,540	-	6,875	1,434		-	-	-	1,110	E	13,640	0.08	C	1,020
New York Ave. (Orange City)	Westside Pkwy/Hamilton Ave. to Sparkm	1281			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	3,500	4,030	4,340	4,730	4,490	3,750	3,850	4,230	3,880	3,990	E	13,640	0.29	C	1,020
New York Ave. (Orange City)	Sparkman Ave. to Carpenter Ave	1283			County	No	0.30	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	4,880	5,390	5,160	5,700	5,350	4,560	4,770	5,230	4,990	4,850	E	13,640	0.36	C	1,020
New York Ave. (Orange City)	Carpenter Ave. to US 17/92	1284			County	No	0.25	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	5,970	6,400	6,320	6,500	6,030	5,300	5,580	6,090	5,640	5,770	E	13,640	0.42	D	1,020
New York Ave. (Lake Helen)	Summit Ave. to Lakeview Dr.	1285			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,080	1,110	1,100	1,160	910	850	920	900	970	890	C	13,640	0.07	C	470
Normandy Blvd.	Graves (old Howland) to Rhode Island A	DLT-105.000			City	No	1.25	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	6,360	6,710	-	6,786	4,411		-	-	-	7,100	E	13,640	0.52	C	1,230
Normandy Blvd.	Rhode Island Ave. to Elkcam Blvd.	DLT-105.000			City	No	0.50	2	30	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Collector	6,700	7,550	-	6,439	4,893		-	-	-	6,890	E	30,420	0.23	C	2,740
Normandy Blvd.	Elkcam Blvd. to Saxon Blvd	DLT-105.030			City	No	1.00	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Collector	13,940	14,930	-	13,100	10,694		-	-	-	7,530	E	30,420	0.25	C	2,740
Normandy Blvd.	Saxon Blvd. to Deltona Blvd	DLT-105.050			City	No	0.70	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	13,630	14,370	-	12,775	10,996		-	-	-	10,230	E	13,640	0.75	D	1,020
Normandy Blvd.	Deltona Blvd. to Tivoli Dr.	DLT-105.070			City	No	1.10	3	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	13,740	14,360	-	12,843	11,929		-	-	-	9,560	E	13,640	0.70	D	1,020
Normandy Blvd.	Tivoli Dr. to Providence Blvd	DLT-105.090			City	No	0.90	3	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	9,560	10,360	-	12,069	8,305		-	-	-	6,850	E	13,640	0.50	D	1,020
Normandy Blvd.	Providence Blvd. to Saxon Blvd	DLT-105.120			City	No	1.00	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Minor Arterial	9,240	10,040	-	8,662	8,148		-	-	-	7,020	E	14,740	0.48	D	1,330
Normandy Blvd.	Saxon Blvd. to Ft Smith Blvd	DLT-105.140			City	No	0.75	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	12,400	13,310	-	7,640	11,232		-	-	-	10,720	E	13,640	0.79	E	1,020
Ohio Ave. (LH)	Macy Ave. to Lakeview Dr.	1320			County	Yes	0.20	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	640	730	710	790	690	610	710	640	730	680	C	13,640	0.05	C	470
Old Dixie Hwy.	I-95 to Old Kings Rd.	1334			County	Yes	0.60	2	45	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	8,500	8,360	8,380	8,230	7,720	7,250	7,750	7,480	7,430	7,260	E	13,640	0.53	C	1,230
Old Dixie Hwy.	Old Kings Rd. to Walter Boardman Ln.	1333			County	Yes	0.55	2	45	E+W	TA_NSSRC1_2W_2L_U_0L	Rural Major Collector	4,450	4,420	3,750	3,870	3,300	3,490	3,210	3,080	3,390	2,990	E	13,640	0.22	C	1,120
Old Dixie Hwy.	Walter Boardman Ln. to Pine Tree Dr.	1332			County	Yes	5.10	2	45	N+S	TA_NSSRC1_2W_2L_U_0L	Rural Major Collector	3,160	3,170	2,480	2,620	2,090	2,340	2,240	1,890	2,060	1,810	E	13,640	0.13	C	1,120
Old Dixie Hwy.	Pine Tree Dr. to Ingelsia	1330			County	Yes	0.50	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Rural Major Collector & Urban Minor Arterial	2,280	2,270	2,240	2,280	2,040	1,970	2,170	1,710	1,890	1,710	E	13,640	0.13	C	1,020
Old Kings Rd.	Flagler Co. to Old Dixie Hwy.	1340			County	Yes	0.60	2	50	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,910	3,980	4,180	4,120	3,290	3,110	2,980	3,050	3,150	2,960	E	13,640	0.22	C	1,230
Old Mission Rd.	SR 44/Mission Dr. to Old Mission Rd	1356			County	Yes	0.60	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	-	1,160	870	800	1,220	-	1,120	1,100	1,090	1,120	E	13,640	0.08	C	1,230
Old New York Ave.	SR 44 to Hontoon Rd.	1360			County	Yes	1.40	2	40	E+W	RDA_UFH_2W_2L_U_0L	Rural Major Collector	1,200	1,280	1,110	1,190	870	720	870	940	810	820	C	12,300	0.07	B	1,160
Old New York Ave.	Hontoon Rd. to Lakeview Dr.	1361			County	Yes	0.40	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	4,190	4,120	3,850	4,190	3,570	2,820	3,250	3,540	3,190	3,170	C	13,640	0.23	C	1,090
Old New York Ave.	Lakeview Dr. to Grand Ave.	1362			County	Yes	0.50	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	5,210	5,080	5,050	5,390	3,970	3,860	4,130	4,210	3,990	4,010	E	13,640	0.29	C	1,230
Old New York Ave.	Grand Ave. to SR 44	1364			County	Yes	0.91	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,630	3,200	3,180	3,500	2,800	2,790	2,730	2,900	2,440	2,560	E	13,640	0.19	C	1,230
Orange/Silver Beach Ave.	Nova Rd. to Dr Martin Luther King Jr Blv	1370			County	Yes	0.75	2	30	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Minor Arterial	12,260	10,760	10,870	11,500	9,290	9,980	10,930	8,500	7,970	7,980	E	14,740	0.54	D	1,330
Orange/Silver Beach Ave.	Martin Luther King Jr Blvd. to Marion St.	1372			County	Yes	0.20	2	30	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Minor Arterial	9,030	8,380	7,770	8,390	6,530	7,110	7,270	6,190	6,210	6,220	E	14,740	0.42	C	1,330
Orange/Silver Beach Ave.	Marion St. to US 1	1373			County	Yes	0.10	4	30	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	9,510	8,150	7,540	8,360	6,300	6,890	7,530	6,280	6,200	6,160	E	30,420	0.20	C	2,740
Orange/Silver Beach Ave.	US 1 to Beach St.	1374		Yes	County	Yes	0.20	4	30	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	13,830	10,960	10,000	10,950	9,300	9,780	10,660	9,870	9,370	9,330	E	30,420	0.31	C	2,740
Orange/Silver Beach Ave.	Beach St. to City Island Pkwy.	1375		Yes	County	Yes	0.20	4	30	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	15,340	20,210	12,420	13,680	11,510	12,460	11,430	11,130	11,440	11,740	E	30,420	0.39	C	2,740
Orange/Silver Beach Ave.	City Island Pkwy. to Peninsula Dr.	1710		Yes	County	Yes	0.60	2	30	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	13,200	12,730	11,130	11,820	10,210	10,870	10,340	10,550	10,850	10,710	E	14,040	0.76	D	1,270
Orange/Silver Beach Ave.	Peninsula Dr. to SR A1A	1711		Yes	County	Yes	0.30	2	30	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	6,330	5,820	4,270	4,740	4,160	5,120	4,500	4,590	5,070	5,220	E	14,040	0.37	C	1,270
Orange Camp Rd.	US 17/92 to Princeton	1380			County	Yes	0.75	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	9,010	10,030	10,460	10,960	9,620	8,730	8,850	9,020	9,640	9,080	E	14,040	0.65	D	1,270
Orange Camp Rd.	Princeton. to Blue Lake Ave.	1382			County	Yes	0.90	2	50	E+W	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	8,170	8,390	7,710	8,170	8,540	8,430	8,070	8,880	9,280	8,800	E	17,050	0.52	C	1,540
Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (Dr M	1384			County	Yes	0.55	2	50	E+W	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	9,130	9,920	10,210	10,790	9,590	9,190	8,940	8,880	9,600	9,330	E	17,050	0.55	C	1,540
Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	1385			County	Yes	1.00	2	50	E+W	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	10,210	12,170	12,080	12,700	11,510	10,280	10,730	10,910	11,300	10,870	E	17,050	0.64	C	1,540
Palm Dr.	John Anderson Dr. to SR A1A	1391			County	No	0.44	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,250	1,680	1,500	1,420	1,360	1,450	1,600	1,410	1,440	1,190	E	13,640	0.09	C	1,020
Park Ave.	Old Mission Rd. to Air Park Rd.	1409			County	Yes	0.90	2	45	E+W	TA_NSSRC1_2W_2L_U_0L	Rural Major Collector	-	4,220	3,960	4,320	4,180	3,960	3,770	3,670	3,800	3,930	E	13,640	0.29	C	1,120
Park Ave.	Air Park Rd. to US 1	1413			County	Yes	1.40	2	30	E+W	UA_NSSRC2_2W_2L_D_WL	Urban Collector	8,100	8,460	7,900	8,070	7,850	7,400	6,960	7,490	7,070	7,040	E	14,740	0.48	D	1,330
Peninsula Dr. - South	Dunlawton Ave. to Marcelle Ave	1420			County	No	0.15	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	4,800	3,500	2,760	3,110	4,370	4,620	5,160	4,660	5,280	4,870	E	13,640	0.36	C	1,020
Peninsula Dr. - South	Marcelle Ave. to Major St.	1423			County	No	0.45	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,590	-	1,200	1,730	2,150	2,730	2,970	2,700	2,960	2,770	E	13,640	0.20	C	1,020
Peninsula Dr. - South	Major St. to Inlet Harbor Rd	1419			County	No	0.55	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	-	-	-	-	-	6,630	2,690	2,520	2,780	2,600	E	13,640	0.19	C	1,020
Peninsula Dr. - South	Inlet Harbor Rd to Beach Street	1422			City	No	3.00	2	25	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,570	1,500	880	1,220	1,270	1,220	1,510	980	1,320	-	E	13,640	-	-	1,020
Peterson Rd.	Riley Pridgeon Rd. to Emporia/Blackburn	1433			County	No	2.80	2	35	E+W	RUA_UFH_2W_2L_U_0L	Rural Local	370	400	390	390	290	280	320	330	310	350	C	6,300	0.06	B	590
Pineland Tr.	Airport Rd. to Harmony Ave.	1450			County	No	2.50	2	50	N+S	TA_NSSRC1_2W_2L_U_0L	n/c	720	750	390	480	440	700	610	570	670	510	E	13,640	0.04	C	1,120
Pineland Tr.	Harmony Ave. to US 1	1451			County	No	2.00	2	50	E+W	TA_NSSRC1_2W_2L_U_0L	n/c	480	650	280	360	300	260	230	220	370	210	E	13,640	0.02	C	1,120
Pine Tree Dr.	US 1 to Addison Dr	1440			County	No	1.00	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	2,870	3,040	2,870	3,020	2,460	2,590	2,600	2,480	2,620	2,540	E	13,640	0.19	C	1,020
Pine Tree Dr.	Addison Dr. to Old Dixie Hwy	1441			County	No	1.00	2	35	E+W	TA_NSSRC2_2W_2L_U_0L	Rural Local	1,510	1,570	1,850	1,890	1,660	1,740	1,420	1,250	1,300	1,750	E	10,220	0.17	C	920
Pioneer Tr.	SR 44 to Tomoka Farms Rd.	1461			County	Yes	4.00	2	50	E+W	RDA_UFH_2W_2L_U_0L	Rural Major Collector	2,520	2,530	2,600	2,580	2,730	3,300	3,070	3,340	3,480	4,020	C	12,300	0.33	B	1,160
Pioneer Tr.	Tomoka Farms Rd. Airport Rd.	1464			County	Yes	1.40	2	45	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,160	4,080	4,210	3,620	3,370	3,310	3,660	3,700	3,510	3,670	E	13,640	0.27	C	1,230
Pioneer Tr.	Airport Rd. to Turnbull Bay Rd.	1465			County	Yes	2.50	2	45	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,040	3,380	3,590	2,700	2,620	2,860	2,710	2,720	2,610	2,830	E	13,640	0.21	C	1,230
Pioneer Tr.	Turnbull Bay Rd. to Sugar Mill Dr	1467			County	Yes	1.75	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,100	3,480	3,850	2,950	2,790	2,670	2,840	2,800	2,780	3,040	E	13,640	0.22	C	1,020
Pioneer Tr.	Sugar Mill Dr. to Williams Rd.	1471			County	Yes	1.45	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,100	3,740	4,200	3,630	3,560	4,360	3,920	4,230	4,280	4,710	E	13,640	0.35	C	1,230
Pioneer Tr.	Williams Rd. to Enterprise Ave	1473			County	Yes	1.05	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	4,620	5,590	5,460	5,430	5,320	5,830	5,300	5,240	4,910	5,150	E	13,640	0.38	C	1,230

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
Pioneer Tr.	Enterprise Ave. to Jungle Rd	1474			County	Yes	0.50	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	7,270	8,810	8,850	9,410	8,600	8,870	8,380	8,220	7,300	7,280	E	13,640	0.53	D	1,020
Pioneer Tr.	Jungle Rd to Canal St.	1475			County	Yes	0.25	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,630	2,310	2,120	2,080	2,390	2,630	1,910	1,940	2,120	2,420	E	13,640	0.18	C	1,020
Wallace Rd.	Canal St to SR 44	1955			County	Yes	0.25	3	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Collector	-	8,300	7,610	8,750	8,020	8,260	7,700	7,550	7,540	7,600	E	14,740	0.52	D	1,330
Mission Dr.	SR 44 to Old Mission Rd.	1261			County	Yes	0.75	4	40	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Collector	13,380	14,040	14,920	15,200	14,310	14,190	12,420	14,180	11,730	11,780	E	37,970	0.31	C	3,410
Old Mission Rd./Mission Rd.	Old Mission Rd. to Josephine St.	1354			County	Yes	0.75	4	40	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Collector	9,860	12,570	12,470	13,630	12,250	12,570	12,270	11,920	11,390	11,580	E	37,970	0.30	C	3,410
Old Mission Rd.	Josephine St. to Park Ave	1353			County	Yes	1.70	2	35	N+S	TA_NSSRC2_2W_2L_U_0L	Urban Collector	7,040	7,530	7,430	8,040	7,530	7,250	6,920	7,230	6,280	6,360	E	10,220	0.62	D	920
Old Mission Rd.	Park Ave. to SR 442	1351			County	Yes	2.00	2	45	N+S	TA_NSSRC1_2W_2L_U_0L	Rural Minor Collector	4,380	4,880	4,640	5,480	4,400	4,380	4,190	4,250	3,920	4,030	E	13,640	0.30	C	1,120
Plantation Oaks Blvd.	Old Dixie Highway				County	No	1.92	0		E+W	UA_NSSRC2_2W_2L_U_WL	n/c	-	-	-	-	-	-	-	-	-	-	E	14,040	Built NOT Open		
Plaza Dr. (N. Penin.)	John Anderson Dr. to SR A1A	1481			County	No	1.00	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	200	240	240	200	200	190	280	370	230	370	E	13,640	0.03	C	1,020
Plymouth Ave.	Grand Ave. to Hazen Rd.	1490			County	Yes	1.00	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	1,260	1,290	1,440	1,710	1,360	1,280	1,150	1,080	1,030	1,020	E	13,640	0.07	C	1,230
Plymouth Ave.	Hazen Rd. to SR 15A	1491			County	Yes	0.75	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	4,370	4,550	4,860	5,480	5,520	5,790	5,830	5,760	5,120	5,560	E	13,640	0.41	C	1,230
Plymouth Ave.	SR 15A to Stone St.	1493			County	Yes	0.50	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	10,020	9,460	10,010	10,540	10,180	9,970	10,320	10,050	9,380	9,070	E	13,640	0.66	D	1,020
Plymouth Ave.	Stone St. to Clara Ave	1495			County	Yes	0.50	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Collector	11,090	9,920	10,590	11,050	10,280	10,780	10,460	10,490	10,040	9,560	E	13,640	0.70	D	1,020
Plymouth Ave.	Clara Ave. to US 17/92	1497			County	Yes	0.20	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Collector	13,320	11,530	12,210	12,980	12,200	12,340	11,990	12,110	11,460	10,910	E	14,040	0.78	D	1,270
Plymouth Ave.	US 17/92 to Amelia Ave.	1498			County	Yes	0.20	2	30	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Collector	9,900	8,850	9,150	9,760	-	-	-	-	-	-	E	14,040	-	-	1,270
Plymouth Ave.	Amelia Ave. to Garfield Ave.	1500			County	Yes	0.20	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	7,360	6,460	7,040	7,480	7,100	6,960	7,090	6,440	5,850	5,850	E	13,640	0.43	D	1,020
Plymouth Ave.	Garfield Ave. to Blue Lake Rd./Jacobs D	1502			County	Yes	0.75	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	6,650	5,600	5,900	6,660	6,250	6,170	6,370	5,900	5,270	5,410	E	13,640	0.40	D	1,020
Ponce DeLeon Blvd.	CR 3 to US 17	1511			County	Yes	0.85	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Local	2,560	3,000	3,440	3,880	2,590	2,890	2,400	2,500	2,260	2,350	E	13,640	0.17	C	1,020
Prevatt Ave.	SR 44 to Lake Pearl Dr.	1523			County	Yes	1.80	2	55	N+S	TA_NSSRC1_2W_2L_U_WL	Rural Major Collector	3,690	4,000	3,930	4,310	3,610	4,960	4,130	4,630	4,230	4,470	E	15,600	0.29	C	1,400
Prevatt Ave.	Lake Pearl Dr. to Kicklighter Rd	1520			County	Yes	1.50	2	40	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Collector	4,540	4,420	4,360	4,670	3,940	5,020	4,500	4,800	4,390	4,570	C	17,050	0.27	C	1,360
Providence Blvd.	Howland Blvd. to Elkcam Blvd.	1542			County	Yes	1.70	2	35	N+S	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	8,820	9,440	12,930	14,270	12,870	12,200	10,940	11,990	10,790	11,290	E	14,040	0.80	D	1,270
Providence Blvd.	Elkcam Blvd. to Ft Smith Blvd.	1541			County	Yes	0.80	2	35	N+S	UA_NSSRC2_2W_2L_U_WL	Urban Minor Arterial	14,100	14,810	16,210	17,680	15,820	15,160	13,630	14,680	13,460	13,070	E	13,640	0.96	E	1,020
Providence Blvd.	Ft Smith Blvd. to Tivoli Dr.	1539			County	Yes	0.05	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	21,070	22,350	21,480	24,150	20,380	20,830	17,850	19,250	17,390	17,020	E	30,420	0.56	D	2,740
Providence Blvd.	Tivoli Dr. to Saxon Blvd.	1538			County	Yes	0.80	2	35	N+S	UA_NSSRC2_2W_2L_D_WL	Urban Minor Arterial	10,270	10,550	11,030	12,210	9,400	9,950	8,670	9,600	9,000	8,510	E	14,740	0.58	D	1,330
Providence Blvd.	Saxon Blvd. to Normandy Blvd	1535			County	Yes	0.70	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	11,680	12,110	11,080	12,320	9,490	9,080	8,930	9,860	9,310	8,900	E	13,640	0.65	D	1,020
Providence Blvd.	Normandy Blvd. to Anderson Dr.	1534			County	Yes	0.80	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	15,990	16,600	15,310	17,090	13,440	14,460	12,950	14,410	13,510	13,150	E	13,640	0.96	E	1,020
Providence Blvd.	Anderson Dr. to Doyle Rd.	1530			County	Yes	0.55	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	13,530	13,760	13,250	14,630	11,680	11,670	10,900	12,270	12,020	11,780	E	13,640	0.86	E	1,020
Rauleron Rd. # 1	US 17 to Brownlee Rd.	1550			County	No	1.20	2	35	E+W	RUA_UFH_2W_2L_U_0L	Rural Local	240	310	310	330	300	310	310	250	250	280	C	6,300	0.04	B	590
Rauleron Rd.	US 17 to Bunnell Rd./CR 305	1552			County	No	1.70	2	30	E+W	RUA_UFH_2W_2L_U_0L	Rural Local	540	440	470	500	350	320	380	250	300	300	C	6,300	0.05	B	590
Reed Canal Rd.	Clyde Morris Blvd. to SR5A/Nova Rd.	1561			County	Yes	0.80	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	8,490	7,430	7,640	8,070	6,100	5,850	5,890	5,810	6,040	5,870	E	13,640	0.43	D	1,020
Reed Canal Rd.	SR5A/Nova Rd. to Sauls St.	1562			County	Yes	0.65	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	14,040	11,160	11,230	11,690	11,110	10,200	9,960	9,490	9,600	8,960	E	13,640	0.66	D	1,020
Reed Canal Rd.	Sauls St. to US 1	1564			County	Yes	0.90	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	11,010	10,390	10,460	10,860	8,780	9,280	8,850	8,570	8,080	8,000	E	13,640	0.59	D	1,020
Reed Ellis Rd.	Enterprise-Osteen Rd. to SR 415	1571			County	Yes	2.10	2	45	E+W	TA_NSSRC1_2W_2L_U_0L	n/c	1,700	1,650	1,660	1,450	1,470	1,510	1,470	1,510	1,510	1,640	E	13,640	0.12	C	1,120
Retta St.	Grand Ave. to US 17	1590			County	Yes	0.15	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	850	910	860	880	860	890	840	750	730	770	E	13,640	0.06	C	1,020
Reynolds Rd.	US 17 to SR 11	1590			County	Yes	4.40	2	35	E+W	RUA_UFH_2W_2L_U_0L	Urban & Rural Local	1,630	1,570	1,420	1,320	1,360	1,450	1,410	1,160	1,250	1,240	E	6,300	0.20	B	2,030
Rhode Island Ave.	Westside Connector to Sparkman Ave	1598			County	Yes	1.00	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	n/c	-	-	-	-	-	-	4,520	5,360	5,140	5,780	E	14,740	0.39	C	1,330
Rhode Island Ave.	Sparkman Ave to Carpenter Ave	1599			County	Yes	1.00	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	n/c	-	-	-	-	-	-	6,360	7,000	6,480	6,890	E	14,740	0.47	C	1,330
Rhode Island Ave.	Carpenter Ave to US 17/92	1600			County	Yes	1.00	2	35	E+W	UA_NSSRC2_2W_2L_D_WL	n/c	-	-	-	-	-	-	6,540	7,080	6,280	6,350	E	14,740	0.43	C	1,330
Rhode Island Ave.	US 17/92 to Veteran's Memorial Pkwy.	1601			City	No	2.80	2	40	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	6,710	8,110	8,240	9,010	8,040	7,060	7,280	8,990	8,790	8,650	E	13,640	0.63	C	1,230
Rhode Island Ave.	Veteran's Memorial Pkwy. to Normandy				County	Yes	1.80	0		E+W	UA_NSSRC1_2W_2L_U_0L	n/c	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	1,230
Riley Pridgeon Rd.	Peterson Rd. to SR 40	1610			County	No	2.55	2	35	N+S	RUA_UFH_2W_2L_U_0L	Rural Local	320	870	910	1,080	410	430	490	480	450	450	C	6,300	0.07	B	590
River Dr.	John Anderson Dr. to SR A1A	1621			County	No	0.50	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	400	330	360	420	230	270	270	310	290	340	E	13,640	0.02	C	1,020
Riverside Dr. (NSB)	SR 44 (N. Causeway) to SR A1A (S. Ca	1635			City	No	0.20	2	25	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,060	4,200	4,040	3,870	4,160	3,850	2,600	3,640	3,800	-	E	13,640	-	-	1,020
Halifax/Riverside Dr. (PO)	Dunlawton Ave. to Commonwealth Ave	804			City	No	1.55	2	25	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,320	1,230	1,400	1,580	1,110	1,350	1,850	1,650	1,990	-	E	13,640	-	-	1,020
Riverside Dr. (PO)	Commonwealth Ave. to Main St	1638			City	No	1.20	2	25	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	750	1,030	840	960	760	640	720	590	600	-	E	13,640	-	-	1,020
Samsula Dr.	Pioneer Tr. to SR 44	1651			County	Yes	2.60	2	45	N+S	TA_NSSRC1_2W_2L_U_0L	Rural Minor Collector	1,310	1,740	1,500	1,570	1,270	1,280	1,330	1,430	1,160	1,160	E	13,640	0.09	C	1,120
Sandra Dr.	John Anderson Dr. to SR A1A	1661			County	No	1.00	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	220	290	220	270	260	250	270	270	270	250	E	13,640	0.02	C	1,020
Saxon Blvd.	Rail Station to Westside Connector				County	Yes	0.62	0	40	E+W	UA_NSSRC1_2W_2L_D_WL	n/c	-	-	-	-	-	-	-	-	-	-	E	17,900	-	-	1,620
Saxon Blvd.	Westside Connector to US 17/92				County	Yes	1.30	0	40	E+W	UA_NSSRC1_2W_2L_D_WL	n/c	-	-	-	-	-	-	-	-	-	-	E	17,900	-	-	1,620
Saxon Blvd.	US 17/92 to Enterprise Rd	1671			County	Yes	0.65	4	35	E+W	UA_NSSRC2_2W_4L_D_WL	Urban Minor Arterial	16,650	17,075	14,720	16,160	15,170	16,730	16,730	14,450	15,490	13,960	E	30,420	0.46	D	2,740
Saxon Blvd.	Enterprise Rd. to Veterans Memorial Pkv	1673			County	Yes	0.60	5	45	E+W	UA_NSSRC1_2W_5L_D_WL	Urban Minor Arterial	35,540	35,790	32,660	32,130	30,170	34,710	32,160	30,370	30,950	27,870	E	47,560	0.59	C	4,280
Saxon Blvd.	VMP to FDOT Park & Ride	1674			County	Yes	0.30	5	45	E+W	UA_NSSRC1_2W_5L_D_WL	Urban Minor Arterial	47,320	48,090	45,170	44,450	41,750	43,900	41,920	40,060	40,700	36,330	E	47,560	0.76	C	4,280
Saxon Blvd.	FDOT Park & Ride to I-4	1685			County	Yes	0.30	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	47,320	48,090	45,170	39,750	37,360	46,860	44,590	42,380	43,180	36,440	E	37,970	0.96	E	3,410
Saxon Blvd.	I-4 to Finland Dr.	1675			County	Yes	0.35	4	40	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	49,540	50,330	45,250	46,890	44,040	45,960	40,660	41,210	41,200	34,420	E	37,970	0.91	D	3,410
Saxon Blvd.	Finland Dr. to Normandy Blvd.	1676			County	Yes	0.35	4	40	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	43,410	44,490	40,010	38,680	36,330	38,990	37,800	35,940	35,990	32,490	E	37,970	0.86	C	3,410
Saxon Blvd.	Normandy Blvd. to Tivoli Dr.	1677			County	Yes	1.25	4	40	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	26,410	28,380	25,440	24,990	23,470	29,890	25,550	24,160	24,000	22,010	E	37,970	0.58	C	3,410
Saxon Blvd.	Tivoli Dr. to Providence Blvd.	1679			County	Yes	0.90	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	11,430	12,560	11,020	10,520	9,880	10,560	10,200	9,720	9,610	9,980	E	13,640	0.73	D	1,020
Saxon Blvd.	Providence Blvd. to Normandy Blvd.	1681			County	Yes	0.70	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	9,020	9,880	10,040	10,790	8,130	8,540	8,210	7,590	8,270	8,150	E	13,640	0.60	D	1,020
Saxon Blvd.	Normandy Blvd. to Doyle Rd.	1684			County	Yes	1.00	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	6,120	6,790	6,700	7,300	5,850	5,630	5,580	5,420	5,460	5,540	E	13,640	0.41	C	1,230
Saxon Dr. (NSB)	3rd Ave/SR A1A to 27th Ave.	1695			County	No	1.75	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,840	5,600	5,570	5,750	5,340	5,690	5,760	5,390	5,480	5,570	E	13,640	0.41	D	1,020
Saxon Dr. (NSB)	27th Ave. to Hiles Blvd.	1693			County	No	1.55	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,400	2,650	2,690	2,860	2,490	2,940	2,880	2,480	2,460	2,610	E	13,640	0.19	C	1,020
Saxon Dr. (NSB)	Hiles Blvd. to SR A1A	1691			County	No	0.55	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	830	790	880	900	790	910	900	770	870	910	E	13,640	0.07	C	1,020
Shell Rd.	Highbanks Rd. to Sanford Ave.	1701			City	No	1.10	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	2,130	2,210	2,190	2,190	2,150	2,090	1,870	2,150	1,940	2,030	E	13,640	0.15	C	1,020
Shell Rd.	Sanford Ave. to Benson Junction Rd.	1700			City	No	0.70	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	850	1,300	1,270	1,880	1,600	1,450	1,460	1,510	1,490	1,410	E	13,640	0.10	C	1,020
Sparkman Ave.	Minnesota Ave. to New York Ave. W.	1723			County	No	0.45	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	990	1,120	1,250	1,420	1,020	1,140	1,160	1,150	1,120	1,100	E	13,640	0.08	C	1,020
Sparkman Ave.	New York Ave. W. to French Ave.	1722			County	No	0.75	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	1,800	1,720	1,850	2,050	1,500	1,600	1,650	1,670	1,540	1,530	E	13,640	0.11	C	1,020
Sparkman Ave.	French Ave. to Blue Springs Ave.	1721			County	No	0.65	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	2,140	2,080	2,240	2,500	2,080	2,220	2,330	2,880	2,600	2,520	E	13,640	0.18	C	1,020
Sparkman Ave.	Blue Springs Ave. to Rhode Island Ave.	1720			County	No	0.60	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	360	530	510	600	660	770	980	1,620	1,370	1,820	E	13,640	0.13	C	1,020
Spring Garden Ave.	Beresford Ave. to Beresford Rd. West	1732			County	Yes	0.60	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,380	2,270	2,550	2,490	2,380	2,260	1,940	2,030	2,060	1,950	E	13,640	0.14	C	1,020
Spring Garden Ave.	Beresford Rd. West to McGregor Rd.	1731			County	Yes	0.90	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,650	2,360	2,640	2,700	2,530	2,450	2,260	2,320	2,420	2,190	E	13,640	0.16	C	1,020
Spring Garden Ranch Rd.	US 17 to Arrendondo Grant Rd.	1740			County	Yes	1.85	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	2,480	3,240	3,040	2,780	2,930	3,220	2,860	2,910	3,020	2,670	E	13,640	0.20	C	1,020
Spring Garden Ranch Rd.	Arrendondo Grant Rd. to Reynolds Rd.	1742			County	No	1.80	2	35	E+W	RUA_UFH_2W_2L_U_0L	n/c	490	540	470	450	350	420	370	390	420	380	C	6,300	0.06	B	590
Spruce Creek Rd.	Dunlawton Ave. to Commonwealth Blvd	1755			City	Yes	1.05	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	10,980	9,280	9,470	9,210	7,500	7,250	7,290	6,950	5,710	5,790	E	13,640	0.42	D	1,020
Spruce Creek Rd.	Commonwealth Blvd. to SR5A/Nova Rd.	1752			County	Yes	0.50	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Minor Arterial	12,650	12,130	12,230	12,170	10,660	10,460	9,310	9,960	9,360	8,930	E	13,640	0.65	D	1,020
Spruce Creek Rd.	SR5A/Nova Rd. to Taylor Rd.	1751			County	Yes	0.75	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	18,580	19,990	20,470	20,140	15,770	17,650	16,760	16,350	15,350	14,670	E	37,970	0.39	C	3,410
Stone St.	Mercers Fernery Rd. to CR 92/ISB	1773			County	Yes	0.70	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	650	610	730	780	580	610	610	540	530	500	E	13,640	0.04	C	1,020
Stone St.	CR 92 to Plymouth Ave.	1770			County	Yes	0.80	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	5,170	5,430	6,370	6,650	6,190	5,690	6,210	5,540	5,270	5,240	E	13,640	0.38	C	1,020

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
Sugar Mill Dr.	Pioneer Tr. to SR 44	1781			County	Yes	1.30	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	n/c	2,580	3,240	3,130	2,760	2,370	2,520	2,450	2,370	2,450	2,760	E	13,640	0.20	C	1,230
Summit Ave.	SR 44 to Main St.	1791			County	Yes	2.20	2	50	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Minor Arterial	4,640	3,000	2,980	3,180	4,690	4,660	5,630	5,280	4,780	4,430	E	13,640	0.32	C	1,230
Surfside Dr.	John Anderson Dr. to SR A1A	1801			County	No	0.35	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	410	430	340	370	370	330	450	350	340	300	E	13,640	0.02	C	1,020
Taylor Rd. (CO)	Tomoka Farms Rd. to Spruce Creek Blv	1810		Yes	County	Yes	0.70	2	45	E+W	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	7,620	8,390	8,670	8,520	7,460	5,800	7,510	7,170	6,890	7,110	E	17,050	0.42	C	1,540
Taylor Rd. (CO)	Spruce Creek Blvd. to Crane Lake Blvd.	1811		Yes	County	Yes	1.10	2	50	E+W	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	11,140	12,400	12,770	12,460	10,860	10,700	10,610	9,790	9,660	9,570	E	17,050	0.56	C	1,540
Taylor Rd. (CO)	Crane Lake Blvd. to Summertree Rd.	1812		Yes	County	Yes	0.75	2	50	E+W	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	15,500	18,890	19,390	18,660	16,670	13,880	14,280	14,570	14,300	14,010	E	17,050	0.82	C	1,540
Taylor Rd. (CO)	Summertree Rd. to Williamson Blvd.	1813		Yes	County	Yes	0.20	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	16,980	20,590	20,960	20,330	-	16,340	14,630	15,190	14,600	13,700	E	37,970	0.36	C	3,410
Taylor Rd. (CO)	Williamson Blvd. to I-95 (at Dunlawton A	1814		Yes	County	Yes	0.15	5	45	E+W	UA_NSSRC1_2W_5L_D_WL	Urban Principal Arterial - Other	30,510	37,390	38,740	37,180	33,230	33,660	36,960	36,170	38,000	35,490	E	47,560	0.75	C	4,280
Taylor Rd. (PO)	Dunlawton Ave. to Clyde Morris Blvd.	1823			County	Yes	0.55	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	11,590	14,160	14,300	12,910	13,480	12,880	12,860	12,980	12,840	12,270	E	13,640	0.90	E	1,020
Taylor Rd. (PO)	Clyde Morris Blvd. to Hensel Rd	1824			County	Yes	0.50	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Collector	18,850	21,300	21,810	19,460	19,670	19,620	18,590	19,530	19,350	18,280	E	37,970	0.48	C	3,410
Taylor Rd. (PO)	Hensel Rd. Spruce Creek Rd.	1826			County	Yes	1.00	4	45	E+W	UA_NSSRC1_2W_4L_D_WL	Urban Collector	15,180	17,420	18,110	14,980	16,620	15,720	15,270	15,600	15,050	14,330	E	37,970	0.38	C	3,410
Taylor Rd. (DL)	US 17/92 to Stratford Dr.	1816			County	Yes	0.80	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,660	5,770	5,500	5,680	6,590	6,240	5,820	5,740	6,090	5,690	E	13,640	0.42	D	1,020
Taylor Rd. (DL)	Stratford Dr. to Blue Lake Ave.	1818			County	Yes	0.95	2	50	E+W	UA_NSSRC1_2W_2L_U_WL	Urban Collector	4,290	4,520	4,130	4,280	5,490	5,180	4,710	4,750	5,070	4,780	E	17,050	0.28	C	1,540
Taylor Rd. (DL)	Blue Lake Ave. to Martin Luther King Blt	1819			County	Yes	0.80	2	50	E+W	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,800	4,280	3,960	4,120	5,180	4,790	4,590	4,730	4,960	4,810	E	13,640	0.35	C	1,230
Taylor Rd. (NSB)	Glencoe Rd. to Mission Rd	1821			County	No	0.75	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	1,550	1,770	1,450	1,590	1,550	1,340	1,480	1,550	1,500	1,590	E	13,640	0.12	C	1,020
Tivoli Dr.	Saxon Blvd. to Providence Blvd	DLT-125 020			City	No	0.65	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	12,590	12,890	-	12,272	13,736		-	-	-	11,070	E	13,640	0.81	E	1,020
Tomoka Farms Rd.	LPGA Blvd. (north end) to Dunn Ave.	1849			County	Yes	1.90	2	40	N+S	UA_UFH_2W_2L_U_0L	n/c	3,730	4,040	4,090	3,630	3,700	3,390	3,810	3,770	4,000	-	E	24,975	-	-	2,240
Tomoka Farms Rd.	Dunn Ave. to US 92	1848			County	Yes	1.90	2	40	N+S	UA_UFH_2W_2L_U_0L	n/c	1,840	1,830	1,890	2,470	2,660	3,080	3,350	3,550	4,380	5,070	E	24,975	0.20	B	2,240
Tomoka Farms Rd.	US 92 to Shuniz Rd.	1847			County	Yes	3.02	2	40	N+S	UA_UFH_2W_2L_U_0L	Urban Minor Arterial	6,170	6,410	6,740	6,560	7,200	6,110	5,920	5,300	5,780	6,030	E	24,975	0.24	B	2,240
Tomoka Farms Rd.	Shuniz Rd. to Townwest Blvd	1845			County	Yes	1.50	2	50	N+S	UA_UFH_2W_2L_U_0L	Urban Minor Arterial	4,980	5,840	6,160	4,960	5,470	4,910	5,470	5,870	5,780	6,210	E	24,975	0.25	B	2,240
Tomoka Farms Rd.	Townwest Blvd to Taylor Rd.	1844			County	Yes	1.45	2	50	N+S	UA_UFH_2W_2L_U_0L	Urban Minor Arterial	5,770	6,480	6,800	5,030	6,550	5,500	5,970	5,780	5,720	6,150	E	24,975	0.25	B	2,240
Tomoka Farms Rd.	Taylor Rd. to Pioneer Tr.	1843		Yes	County	Yes	2.80	2	50	N+S	UA_UFH_2W_2L_U_0L	Urban Minor Arterial	8,140	8,520	8,650	9,050	9,590	7,910	9,180	9,330	8,810	9,790	E	24,975	0.39	C	2,240
Tomoka Farms Rd.	Pioneer Tr to SR 44	1840		Yes	County	Yes	2.20	2	50	N+S	RDA_UFH_2W_2L_U_0L	Rural Minor Arterial	5,840	5,310	5,550	5,260	6,740	5,000	4,700	4,510	5,110	5,260	C	12,300	0.43	B	1,160
Town West Blvd.	Tomoka Farms Rd. to Williamson Blvd.	1850			City	No	1.59	2	40	E+W	UA_NSSRC1_2W_2L_D_WL	n/c	-	-	-	-	-	14,200	3,240	3,570	3,920	4,370	E	17,900	0.24	C	1,620
Turnbull Bay Rd.	Pioneer Tr. to Williams Rd.	1863			County	Yes	2.90	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	2,870	3,120	3,130	3,290	3,020	3,210	3,340	2,950	2,900	2,860	E	13,640	0.21	C	1,230
Turnbull Bay Rd.	Williams Rd. to Industrial Park Ave.	1865			County	Yes	1.20	2	45	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Collector	3,580	4,130	3,640	4,030	3,810	3,140	3,350	3,080	3,100	3,140	E	13,640	0.23	C	1,230
Turnbull Bay Rd.	Industrial Park Ave. to US 1	1867			County	Yes	0.85	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	4,940	4,810	4,550	4,790	4,560	4,510	4,720	4,090	3,890	3,910	E	13,640	0.29	C	1,020
Tymber Creek Rd.	Broadway Ave./US 1 to Airport Rd	1883			County	Yes	4.20	2	40	N+S	TA_NSSRC1_2W_2L_U_0L	n/c	1,380	1,440	2,090	2,350	1,450	1,580	1,820	1,750	1,780	1,850	E	13,640	0.14	C	1,120
Tymber Creek Rd.	Airport Rd. to Tymber Run	1882			County	Yes	0.90	2	40	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Collector	8,960	8,980	8,980	9,930	7,290	8,440	8,240	8,000	8,280	7,870	E	17,050	0.46	C	1,540
Tymber Creek Rd.	Tymber Run to SR 40	1881			County	Yes	0.50	2	40	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Collector	13,910	13,910	13,990	15,090	13,020	13,470	12,320	12,880	13,400	12,670	E	17,050	0.74	C	1,540
Tymber Creek Rd.	SR 40 to Riverbend Rd.	1880			County	Yes	0.45	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	1,020	1,030	840	930	820	670	740	770	680	740	E	13,640	0.05	C	1,020
Van Ave.	Peninsula Dr. to SR A1A	1890			County	No	0.20	2	25	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	520	620	580	700	660	500	420	630	630	550	E	13,640	0.04	C	1,020
Volco Rd.	Cow Creek Rd. to Beacon Light Rd.	1920			County	Yes	2.50	2	30	N+S	RUA_UFH_2W_2L_U_0L	n/c	320	290	260	230	240	150	220	270	220	230	C	6,300	0.04	B	590
Volco Rd.	Beacon Light Rd. to 35th St.	1921			County	Yes	1.40	2	45	N+S	TA_NSSRC1_2W_2L_U_0L	Rural & Urban Local	360	420	370	330	390	410	400	460	420	480	E	13,640	0.04	C	1,120
Volco Rd.	35th St. to US 1	1922			County	Yes	0.50	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Local	1,690	1,780	1,640	1,470	1,410	1,820	1,420	1,860	1,840	1,930	E	13,640	0.14	C	1,020
Voorhis Ave.	US 17/92 to Amelia Ave.	1931			County	Yes	0.20	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	5,090	5,230	5,000	5,300	4,130	4,030	3,780	3,940	3,670	3,560	E	13,640	0.26	C	1,020
Voorhis Ave.	Amelia Ave. to Hill Ave.	1933			County	Yes	1.00	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,190	3,440	3,430	3,860	3,240	3,260	3,000	3,060	3,000	2,780	E	13,640	0.20	C	1,020
Voorhis Ave.	Hill Ave. to Blue Lake Ave.	1934			County	Yes	0.50	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,150	3,390	3,200	3,760	3,100	3,130	2,960	3,030	3,070	2,790	E	13,640	0.20	C	1,020
Voorhis Ave.	Blue Lake Ave. to SR 44	1935			County	Yes	0.50	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	3,350	3,390	3,420	3,770	3,200	3,500	3,130	3,340	3,280	3,110	E	13,640	0.23	C	1,020
Walter Boardman Ln.	Old Dixie Hwy. to Highbridge Rd.	1960			County	Yes	1.20	2	30	E+W	TA_UFH_2W_2L_U_0L	Rural Major Collector	3,180	3,330	2,740	2,830	2,590	2,920	2,630	2,390	2,730	2,270	E	24,975	0.09	B	2,240
Wayne Ave. (NSB)	Halleck St. to US 1	1970			County	Yes	1.00	2	30	E+W	UA_NSSRC2_2W_2L_U_0L	Urban Collector	6,030	6,030	6,380	6,200	6,400	6,400	6,430	6,390	5,970	6,010	E	13,640	0.44	D	1,020
Westside Parkway (new/Fatio)	ex. termini south of SR 44 to Beresford A	1979			County	Yes	1.00	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	n/c	160	130	190	190	-	90	110	80	120	80	E	13,640	0.01	C	1,230
Westside Parkway (Fatio Rd.)	Beresford Ave. to McGregor Rd.	1978			County	Yes	2.00	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	Urban Local	1,430	1,570	1,570	1,650	1,640	1,500	1,370	1,450	1,470	1,460	E	13,640	0.11	C	1,230
Westside Parkway (new)	McGregor Rd. to existing Hamilton/Fatio	1977			County	Yes	2.00	0	40	N+S	UA_NSSRC1_2W_2L_U_0L	n/c	-	-	-	-	-	-	-	-	-	-	-	13,640	-	-	1,090
Westside Parkway (Hamilton Ave.)	Hamilton Ave. (north end) to French Ave	1976			County	Yes	1.20	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	2,340	2,650	2,580	2,500	2,680	2,400	2,300	2,430	2,560	2,410	E	13,640	0.18	C	1,020
Westside Parkway (Lawton Ave.)	French Ave. to Rhode Island Ave.	1975			County	Yes	1.25	0	25	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	-	-	-	-	-	-	-	-	-	-	-	13,640	-	-	-
Westside Parkway (new)	Rhode Island Ave. to Debary Plantation	1974			County	Yes	1.48	0	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	-	-	-	-	-	-	-	-	-	-	-	13,640	-	-	-
Westside Parkway (Don Smith Blv	DeBary Plantation Blvd. to Highbanks R	1972			County	Yes	1.2	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	-	5,880	6,060	1,120	1,490	1,760	1,710	1,870	1,860	1,810	E	13,640	0.13	C	1,020
W. Volusia Bltwy (Kepler Rd)	Northern terminus to US 92	1040			County	No	0.60	2	50	N+S	UA_NSSRC1_2W_2L_U_0L	n/c	1,740	1,840	1,930	1,930	1,660	1,510	1,360	1,560	1,460	1,430	E	13,640	0.10	C	1,230
W. Volusia Bltwy (Kepler Rd)	US 92 to Minnesota Ave.	1951			County	Yes	1.85	2	50	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	13,140	14,840	15,350	15,220	13,840	12,408	12,820	12,130	12,290	12,110	E	17,050	0.71	C	1,540
W. Volusia Bltwy (Kepler Rd)	Minnesota Ave. to SR 44	1949			County	Yes	0.75	2	50	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	13,960	16,890	17,400	17,310	17,000	14,160	13,890	14,310	14,480	14,110	E	17,050	0.83	C	1,540
W. Volusia Bltwy (Kepler Rd)	SR 44 to Beresford Ave. Ext.	1948			County	Yes	0.75	2	50	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	10,980	12,600	12,850	12,870	12,980	9,720	10,600	10,280	10,390	10,040	E	17,050	0.59	C	1,540
W. Volusia Bltwy (Dr MLK Jr)	Beresford Ave. Ext. to Taylor Rd.	1945			County	Yes	1.10	2	55	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	10,940	11,700	11,880	11,710	10,670	9,950	10,370	9,940	10,220	9,890	E	17,050	0.58	C	1,540
W. Volusia Bltwy (Dr MLK Jr)	Taylor Rd. to Orange Camp Rd.	1943			County	Yes	1.00	2	55	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	11,040	14,060	14,580	14,410	15,620	12,700	11,910	11,240	11,850	11,440	E	17,050	0.67	C	1,540
W. Volusia Bltwy (Dr MLK Jr)	Orange Camp Rd. to Cassadaga Rd.	1942			County	Yes	1.40	2	55	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	10,930	12,760	13,030	12,730	13,190	10,500	11,040	9,940	10,280	10,320	E	17,050	0.61	C	1,540
W. Volusia Bltwy (Dr MLK Jr)	Cassadaga Rd. to SR 472	1940			County	Yes	0.20	2	55	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Minor Arterial	12,050	14,000	14,270	14,220	13,210	11,660	11,830	10,610	11,290	10,840	E	17,050	0.64	C	1,540
W. Volusia Bltwy (Kentucky Ave)	SR 472 to Graves Ave	1030			County	Yes	0.80	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Collector	8,270	11,180	12,440	10,440	9,060	8,740	9,110	7,970	9,010	9,050	E	17,050	0.53	C	1,540
W. Volusia Bltwy (Veteran's Memo	Graves Ave. to Rhode Island Ave.	1902			County	Yes	1.50	2	45	N+S	UA_NSSRC1_2W_2L_D_WL	Urban Minor Arterial	11,760	13,400	13,690	13,510	13,570	13,860	13,050	14,100	14,830	15,510	E	17,900	0.87	C	1,620
W. Volusia Bltwy (Veteran's Memo	Rhode Island Ave. to Harley Strickland B	1901			County	Yes	1.22	2	55	N+S	UA_NSSRC1_2W_2L_D_WL	Urban Minor Arterial	13,760	17,190	17,570	18,160	18,510	14,740	15,530	13,810	15,170	18,000	E	17,050	1.06	F	1,540
W. Volusia Bltwy (Veteran's Memo	Harley Strickland Blvd. to Saxon Blvd.	1900			County	Yes	0.38	4	40	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Minor Arterial	19,330	22,160	22,970	22,330	23,130	19,480	18,660	18,720	19,260	18,450	E	37,970	0.49	C	3,410
Williams Rd.	Turnbull Bay Rd. to Mooneyham Dr.	1981			County	No	0.50	2	35	N+S	UA_NSSRC2_2W_2L_U_0L	n/c	1,290	1,350	1,290	1,270	1,440	1,520	1,520	1,430	1,430	1,490	E	13,640	0.11	C	1,020
Williams Rd.	Mooneyham Dr. to Pioneer Tr.	1980			County	No	1.50	2	40	N+S	UA_NSSRC1_2W_2L_U_0L	n/c	1,510	1,550	1,480	1,430	1,590	1,780	1,640	1,770	1,640	1,790	E	13,640	0.13	C	1,230
Williamson Blvd.	SR 40 to Hand Ave.	2004			County	Yes	0.60	4	40	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	19,040	21,200	20,890	22,070	19,590	21,040	19,130	18,470	20,240	19,750	E	37,970	0.52	C	3,410
Williamson Blvd.	Hand Ave. to LPGA Blvd.	2001			County	Yes	2.05	2	50	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	13,380	15,480	15,090	16,040	13,530	12,780	13,010	14,090	12,500	12,860	E	17,050	0.75	C	1,540
Williamson Blvd.	LPGA Blvd. to Mason Ave.	2000		Yes	County	Yes	0.35	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	14,640	16,900	16,710	17,580	14,910	14,340	14,650	13,570	14,430	14,610	E	37,970	0.38	C	3,410
Williamson Blvd.	Mason Ave. to Dunn Ave.	1999			County	Yes	0.35	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	13,990	15,630	15,570	16,650	13,400	13,780	13,210	12,750	13,390	13,770	E	37,970	0.36	C	3,410
Williamson Blvd.	Dunn Ave. to US 92	1998			County	Yes	2.35	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	15,490	16,270	16,220	17,510	15,190	15,070	15,530	13,560	14,200	13,110	E	37,970	0.35	C	3,410
Williamson Blvd.	US 92 to Midway Ave.	1997			County	Yes	0.50	4	45	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	10,770	10,450	10,730	11,530	9,340	9,120	10,390	10,170	10,490	9,900	E	37,970	0.26	C	3,410
Williamson Blvd.	Midway Ave. to Bellevue Ave. Ext.	1996			County	Yes	0.50	4	50	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	15,630	15,740	15,950	17,130	13,840	13,870	13,560	13,580	13,330	13,690	E	37,970	0.36	C	3,410
Williamson Blvd.	Bellevue Ave. Ext. to SR400/Beville Rd.	1994			County	Yes	1.00	4	50	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	16,590	17,590	17,570	18,910	15,590	14,880	15,260	14,820	15,070	15,310	E	37,970	0.40	C	3,410
Williamson Blvd.	SR400/Beville Rd. to Madeline Ave.	1993			County	Yes	1.50	2	45	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	14,160	14,020	14,010	14,990	12,710	12,100	14,350	14,280	14,410	14,430	E	17,050	0.85	C	1,540
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992			County	Yes	1.10	2	55	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	13,000	13,860	13,810	14,890	13,310	12,340	14,340	13,220	14,100	14,220	E	17,050	0.83	C	1,540
Williamson Blvd.	Willow Run Blvd. Townwest Blvd	1991			County	Yes	0.25	2	55	N+S	UA_NSSRC1_2W_2L_U_WL	Urban Principal Arterial - Other	11,880	11,390	11,380	12,360	11,110	11,540	12,800	13,790	14,130	14,250	E	17,050	0.84	C	1,540
Williamson Blvd.	Townwest Blvd to Taylor Rd.	1990			County	Yes	2.75	4	55	N+S	UA_NSSRC1_2W_4L_D_WL	Urban Principal Arterial - Other	11,280	13,160	13,070	14,270	10,990	10,770	14,380	14,340	17,250	16,480	E	37,970	0.43	C	3,410
Williamson Blvd.	Taylor Rd. to Spruce Creek Bridge	66			County	Yes	0.80	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Principal Arterial - Other	17,250	19,810	19,780	18,900	19,530	18,790	19,390	20,180	20,780	19,220	E	30,420	0.63	D	2,740
Williamson Blvd.	Spruce Creek Bridge to Airport Rd	65			County	Yes	1.00	4	35	N+S	UA_NSSRC2_2W_4L_D_WL	Urban Principal Arterial - Other	14,250	15,460	15,680	15,640	17,100	15,760	15,180	16,410	17,070	16,200	D	30,420	0.53	D	2,630
Williamson Blvd.	Airport Rd to Pioneer Trail	1989			County	Yes	3.00	2	35	N+S	UA_NSSRC2_2W_2L_U_WL	Urban Principal Arterial - Other	-	-	-	-	-	740	1,730	1,710	1,760	1,570	E	14,040	0.11	C	1,270
Willow Run Blvd. (PO)	Williamson Blvd. to Hidden Lake Dr.	2010			City	Yes	0.50	2	35	E+W	UA_NSSRC2_2W_2L_U_0L	n/c	4,280	4,470	4,510	4,890	5,290	4,810	5,160	5,110	5,440	-	E	14,040	-	-	1,270
Willow Run Blvd. (PO)	Hidden Lake Dr. to Clyde Morris Blvd.	2013			City	Yes	0.85	2	35	E+W	UA_NSSRC2_2W_4L_D_WL	n/c	8,230	8,450	8,680	9,630	-	8,200	8,140	8,230	8,510	-	E	30,420	-	-	2,740
Wilmette Ave.	SR 5A/Nova Rd to US 1	2021			City	No	1.80	2	35	E+W	UA_NSSRC2_2W_2L_U_WL	Urban Collector	8,800	9,620	8,660	8,180	8,690	6,730	8,330	8,010	9,620	-	E	14,040	-	-	1,270

Volusia County 2013 Average Annual Daily Traffic & Historical Counts

Road Name	Limits (From - To)	Count Station Number	2013 SIS Facility	Cycle 10-2 2013 Evacuation Route	Roadway Maintaining Agency	2013 Roadway on County's Thoroughfare	Distance (in miles)	2013 No. of Lanes	Posted Speed	Direction	2013 Facility Type	2000 Federal Functional Classification	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	2009 AADT	2010 AADT	2011 AADT	2012 AADT	2013 AADT	2013 Vol. Co. Allowable LOS	DAILY 2013 LOS Capacity	DAILY 2013 V/C Ratio	DAILY 2013 LOS	PEAK 2Way 2013 LOS Capacity
Woodward Ave.	SR 44 to Euclid Ave.	2030			County	No	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	1,000	860	1,050	1,140	710	670	720	770	750	740	E	13,640	0.05	C	1,020
Woodward Ave.	Euclid Ave. to Beresford Ave.	2031			County	No	0.50	2	30	N+S	UA_NSSRC2_2W_2L_U_0L	Urban Collector	910	840	990	1,100	720	740	750	830	800	740	E	13,640	0.05	C	1,020
Yorktown Blvd.	Willow Run to Hidden Lake Dr.				City	Yes	0.50	0	25	N+S	UA_NSSRC2_2W_2L_U_WL	n/c	-	-	-	-	-	-	-	-	-	-	-	14,040	-	-	
Yorktown Blvd.	Hidden Lake Dr. to SR 421/Dunlawton A	2080			City	Yes	1.00	2	40	N+S	UA_NSSRC1_2W_2L_U_WL	n/c	-	6,010	7,100	7,970	7,380	7,640	7,250	6,920	6,780	-	E	17,050	-	-	1,540

Area Types

			Centerline Miles
UA	= Urbanized Areas		
TA	= Transitioning Urbanized Areas	SIS Rds =	133
RDA	= Rural Developed Areas	non-SIS Rds =	217
RUA	= Rural Undeveloped Areas	All State Rds =	350
		County	
		TFare Rds =	381
			731

Facility Types - Urban/Transitioning

FWIS	= Freeways - Interchange Spacing Group 1 (spacing >= 2 miles apart)
FW	= Freeways - Transitioning & Rural
UFH	= Uninterrupted Flow Highways
SSAC1	= State Signalized Arterial Class 1
SSAAC2	= State Signalized Arterial Class 2
NSSRC1	= Non-State Signalized Road Class 1
NSSRC2	= Non-State Signalized Road Class 2

Facility Types - Rural Developed

FW	= Freeways - Transitioning & Rural
UFH	= Uninterrupted Flow Highways
IFH	= Interrupted Flow Highways

Facility Types - Rural Undeveloped

FW	= Freeways - Transitioning & Rural
UFH	= Uninterrupted Flow Highways
ISIS	= Isolated Signalized Intersections

One-Way/Two-Way

1W	= One-way Directional Volumes
2W	= Two-way Directional Volumes

Number of Lanes

2L, 4L, 5L, etc.	= Number of Roadway Lanes

Divided/Undivided

D	= Divided
U	= Undivided

Left Turn Bays

WL	= Left Turn Bays
0L	= No Left Turn Bays

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Daily VMT										
Florida DOT										
SIS Rds =	4,992,118	5,245,558	5,403,051	5,335,606	5,155,047	5,186,090	5,253,250	5,118,011	5,126,566	5,145,738
non-SIS Rds =	3,827,456	3,913,120	3,951,019	3,913,799	3,781,767	3,665,724	3,593,107	3,514,105	3,432,313	3,542,360
All State Rds =	8,819,574	9,158,678	9,354,070	9,249,405	8,936,814	8,851,814	8,846,357	8,632,116	8,558,879	8,688,098
County										
TFare Rds =	2,465,351	2,569,594	2,595,206	2,685,440	2,409,657	2,313,351	2,317,178	2,293,413	2,313,033	2,263,405
TOTAL =	11,284,925	11,728,272	11,949,276	11,934,845	11,346,471	11,165,165	11,163,535	10,925,529	10,871,912	10,951,503
% of Daily VMT										
Florida DOT										
SIS Rds =	44%	45%	45%	45%	45%	46%	47%	47%	47%	47%
non-SIS Rds =	34%	33%	33%	33%	33%	33%	32%	32%	32%	32%
All State Rds =	78%	78%	78%	77%	79%	79%	79%	79%	79%	79%
County										
TFare Rds =	22%	22%	22%	23%	21%	21%	21%	21%	21%	21%
1-Year Change in Daily VMT										
Florida DOT										
1-Yr SIS % Chg =	2.73%	5.08%	3.00%	-1.25%	-3.38%	0.60%	1.30%	-2.57%	0.17%	0.37%
1-Yr non-SIS % Chg =	2.10%	2.24%	0.97%	-0.94%	-3.37%	-3.07%	-1.98%	-2.20%	-2.33%	3.21%
1 Yr All SR % Chg =	2.45%	3.84%	2.13%	-1.12%	-3.38%	-0.95%	-0.06%	-2.42%	-0.85%	1.51%
County										
1-Yr Tfare % Chg =	0.80%	4.23%	1.00%	3.48%	-10.27%	-4.00%	0.17%	-1.03%	0.86%	-2.15%
1-Yr All Significant Roads % Chg =	**2.09%**	**3.93%**	**1.88%**	**-0.12%**	**-4.93%**	**-1.60%**	***-0.01%***	***-2.13%***	**-0.49%**	**0.73%**
3-Year Change in Daily VMT										
Florida DOT										
3-Yr SIS % Chg =							-1.54%	-0.72%	-1.15%	-2.05%
3-Yr non-SIS % Chg =							-8.19%	-7.08%	-6.37%	-1.41%
3-Yr All SR % Chg =							-4.36%	-3.41%	-3.31%	-1.79%
County										
3-Yr Tfare % Chg =							-13.71%	-4.82%	-0.01%	-2.32%
3-Yr All Significant Roads % Chg =							**-6.46%**	**-3.71%**	**-2.63%**	**-1.90%**

Transportation Facility Status Report

April 4, 2014

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2013 AADT	Day of Count	K (actual)	Background Growth %	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
	Belle Terre Parkway																									
1200	Matanzas Woods Parkway to Bird of Paradise Drive			1.86								7,400	9/24/2013	0.092	3.3%	681	577	1,258							C	C
1205	Bird of Paradise Drive to Pine Lakes Parkway (North)	Arterial	Class 1	0.71	4	Yes	Yes	Yes	5	1.28	45	15,300	9/26/2013	0.085	5.0%	1,301	675	1,976	*	**	3,420	3,580	***	D	C	C
1210	Pine Lakes Parkway (North) to Bellaire Drive			0.85								15,800	4/9/2013	0.088	1.4%	1,390	348	1,738							C	C
1215	Bellaire Drive to Palm Coast Parkway(WB)			0.48								18,700	9/17/2013	0.082	1.0%	1,533	523	2,056							C	C
			Segment Length:	3.90																						
1220	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.22								18,500	10/22/2013	0.085	1.3%	1,573	371	1,944							C	C
1225	Palm Coast Parkway (EB) to Cypress Point Parkway		Class 1	0.13	4	Yes	Yes	Yes	5	8.06	45	21,300	4/11/2013	0.079	2.6%	1,683	761	2,444	*	**	3,420	3,580	***	D	C	C
1230	Cypress Point Parkway to Pine Lakes Parkway (South)			0.27								32,400	4/11/2013	0.080	1.0%	2,592	717	3,309							C	C
			Segment Length:	0.62																						
1240	Pine Lakes Parkway (South) to Parkview Drive			1.03								24,000	4/11/2013	0.078	1.0%	1,872	608	2,480							C	C
1245	Parkview Drive to White View Parkway			1.02								24,200	9/17/2013	0.082	1.0%	1,984	464	2,448							C	C
1250	White View Parkway to Rymfire Drive	Arterial	Class 1	0.92	4	Yes	Yes	Yes	7	1.38	45	22,200	4/16/2013	0.083	1.6%	1,843	475	2,318	*	**	3,420	3,580	***	D	C	C
1252	Rymfire Drive to Royal Palms Parkway			0.53								25,100	4/16/2013	0.085	3.8%	2,134	474	2,608							C	C
1254	Royal Palms Parkway to East Hampton Boulevard			0.52								24,000	4/16/2013	0.083	2.1%	1,992	570	2,562							C	C
1260	East Hampton Boulevard to SR 100			1.04								24,100	9/19/2013	0.084	4.8%	2,024	291	2,315							C	C
			Segment Length:	5.06																						
	Belle Terre Blvd.																									
1263	SR 100 to Zebulas Trail			0.21								5,400	4/18/2013	0.09	1.0%	486	142	628							B	B
1265	Zebulas Trail to Zaun Trail	Arterial	UFH	0.84	2	No	n.a.	n.a.	n.a.	n.a.	50	6,200	9/12/2013	0.091	2.8%	564	122	686	*	770	1,530	2,170	2,990	D	B	B
1270	Zaun Trail to Citation Parkway			1.37								3,500	4/18/2013	0.093	3.9%	326	122	448							B	B
1275	Citation Parkway to US 1			1.31								3,600	4/18/2013	0.096	3.8%	346	122	468							B	B
			Segment Length:	3.73																						
	Bird of Paradise Drive																									
2420	Matanzas Woods Parkway to Birchwood Drive	Collector	UFH	1.31	2	No	n.a.	n.a.	n.a.	n.a.	30	2,200	9/24/2013	0.09	1.0%	198	1	199	*	770	1,530	2,170	2,990	D	B	B
2430	Birchwood Drive to Belle Terre Parkway			1.01								4,100	9/5/2013	0.085	1.4%	349	45	394							B	B
			Segment Length:	2.32																						
	Bulldog Drive																									
4300	SR 100 to Central Avenue			0.54								1,700	4/23/2013	0.104	1.0%	177	167	344	*	**	660	1,330	1,410	D	C	C
4310	Central Avenue to Lake Avenue	Collector	Class 2	0.28	2	No	No	No	1	1.11	25															
4320	Lake Avenue to terminus			0.08																						
			Segment Length:	0.90																						
	Central Avenue																									
4400	Belle Terre Parkway to Market Avenue			0.35	4	Yes	Yes	No	2	2.90	25	4,900	9/24/2013	0.115	1.0%	564	215	779							C	C
4410	Market Avenue to Lake Avenue	Collector	Class 2	0.11								2,200	4/23/2013	0.094	1.0%	207	215	422	*	**	1,310	2,920	3,040	D	C	C
4420	Lake Avenue to Landings Blvd.			0.23								2,200	4/23/2013	0.094	1.0%	207	215	422							C	C
			Segment Length:	0.69																						
4430	Landings Blvd to Park Street			0.33								2,300	4/23/2013	0.094	1.0%	216	215	431							C	C
4440	Park Street to Bulldog Drive	Collector	Class 2	0.16	2	no	no	no	0	0.00	20	2,300	4/23/2013	0.093	1.0%	214	215	429	*	**	660	1,330	1,410	D	C	C
4450	Bulldog Drive to Brookhaven Drive			0.29								1,500	4/23/2013	0.11	1.0%	165	215	380							C	C
4460	Brookhaven Drive to Town Center Blvd.			0.41								1,500	4/23/2013	0.108	1.0%	162	215	377							C	C
			Segment Length:	1.19																						
	Citation Parkway																									
3312	Belle Terre Parkway to Laguna Forest Lane	Collector	UFH	0.77	2	No	n.a.	n.a.	n.a.	n.a.	35	200	4/18/2013	0.099	1.0%	20	0	20	*	770	1,530	2,170	2,990	D	B	B
3315	Seminole Woods Parkway to Sesame Boulevard			0.41							40	2,900	4/18/2013	0.088	1.0%	255	0	255							B	B
			Segment Length:	1.18																						
	Club House Drive																									
1300	Palm Harbor Parkway to Palm Coast Parkway (WB)	Collector	Class 2	1.65	2	No	Yes	No	1	0.56	35	2,900	4/16/2013	0.081	1.0%	235	192	427	*	**	660	1,330	1,410	D	C	C
1310	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.15								3,100	5/28/2013	0.073	1.0%	226	118	344							C	C
			Segment Length:	1.80																						
	Colbert Lane																									
3105	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)		Class 2	0.20							30	5,100	8/29/2013	0.07	1.4%	357	98	455	*	**	660	1,330	1,410		C	C
3110	Palm Coast Parkway (EB) to Waterside Parkway (N)			1.70							45	6,900	8/29/2013	0.079	1.0%	545	99	644							B	B
3120	Waterside Parkway (N) to Waterside Park (S)	Arterial	UFH	1.40	2	No	n.a.	n.a.	n.a.	n.a.	55	4,800	8/29/2013	0.081	1.0%	389	99	488						D	B	B
3125	Waterside Park (S) to South Park Road			0.60								5,300	8/29/2013	0.085	1.0%	451	114	565	*	770	1,530	2,170	2,990		B	B
3130	South Park Road to Roberts Road			1.87								5,200	8/29/2013	0.088	1.0%	458	124	582							B	B
3135	Roberts Road to SR 100			1.29								3,500	10/22/2013	0.069	1.0%	242	124	366							B	B
			Segment Length:	7.06																						
	Cypress Point Parkway																									
4200	Belle Terre Parkway to Pine Cone Drive			0.22								19,500	9/24/2013	0.08	1.0%	1,560	105	1,665							D	D
4205	Pine Cone Drive to Cypress Edge (S)	Arterial	Class 2	0.29	4	Yes	Yes	No	3	3.80	35	16,100	9/24/2013	0.076	1.0%	1,224	76	1,300	*	**	1,310	2,920	3,040	D	C	C
4210	Cypress Edge (S) to Cypress Edge (N)			0.16								17,200	10/22/2013	0.083	1.0%	1,428	65	1,493							D	D
4215	Cypress Edge (N) to Palm Coast Parkway			0.12								30,100	9/24/2013	0.079	1.0%	2,378	58	2,436							D	D
			Segment Length:	0.79																						
	Farmsworth Drive																									
2716	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.90	2	No	n.a.	n.a.	n.a.	n.a.	30	2,000	5/16/2013	0.083	1.0%	166	34	200	*	**	600	1,200	1,270	D	C	C
	Farragut Drive																									
2717	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.97	2	No	n.a.	n.a.	n.a.	n.a.	30	260	5/14/2013	0.111	1.0%	29	0	29	*	**	600	1,200	1,270	D	C	C

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2013 AADT	Day of Count	K (actual)	Background Growth %	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
	Fleetwood Drive																									
2714	Old Kings Road to Florida Park Drive	Collector	Class 2*	0.94	2	No	n.a.	n.a.	n.a.	n.a.	30	920	5/14/2013	0.095	1.0%	87	0	87	*	**	600	1,200	1,270	**D**	C	C
	Florida Park Drive																									
2090	Palm Harbor Parkway to Forest Hill Drive			0.32								5,400	5/14/2013	0.085	1.0%	459	36	495							C	C
2100	Forest Hill Drive to Fleetwood Drive			0.64								6,300	11/7/2013	0.09	1.0%	567	31	598							C	C
2105	Fleetwood Drive to Farragut Drive	Collector	Class 1	0.25	2	No	Yes	No	1	0.52	30	7,800	5/14/2013	0.089	1.0%	694	57	751	*	**	660	1,330	1,410	**D**	D	D
2110	Farragut Drive to Palm Coast Parkway (WB)			0.63								8,500	12/4/2013	0.095	1.0%	808	43	851							D	D
2120	Palm Coast Parkway (WB) to Palm Coast Parkway (EB)			0.08								5,200	9/5/2013	0.093	1.0%	484	82	566							C	C
			Segment Length:	1.92																						
	Forest Grove Drive																									
4000	Old Kings Road (W) to Old Kings Road (E)	Collector	Class 2*	0.59	2	No	n.a.	n.a.	n.a.	n.a.	30	3,500	5/14/2013	0.081	1.0%	284	454	738	*	**	600	1,200	1,270	**D**	C	D
4010	Old Kings Road (E) to Palm Harbor Parkway			0.41								4,700	5/16/2013	0.094	1.0%	442	289	731							C	D
			Segment Length:	1.00																						
	Frontier Drive																									
2712	Old Kings Road (E) to Palm Harbor Parkway	Collector	Class 2*	1.14	2	No	n.a.	n.a.	n.a.	n.a.	30	1,400	10/9/2013	0.07	1.0%	98	0	98	*	**	600	1,200	1,270	**D**	C	C
	Hargrove Grade Road																									
3707	US 1 to RR Xing	Collector	Class 2*	1.00	2	No	n.a.	n.a.	n.a.	n.a.	35	3,500	10/9/2013	0.111	1.0%	389	732	1,121	*	**	600	1,200	1,270	**D**	C	D
	I-95 (SR 9)																									
251	Palm Coast City Limit to Palm Coast Parkway			7.64								45,000	2012		1.0%	-	75	75								
292	Palm Coast Parkway to SR 100	Arterial	Freeway	5.80	6	Yes	n.a.	n.a.	n.a.	n.a.	70	63,200	2012		1.5%	-	995	995	*	6,130	8,370	10,060	11,100	**C**		
255	SR 100 to Old Dixie Highway			5.26								39,000	2012		1.7%	-	824	824								
			Segment Length:	18.70																						
	Lakeview Boulevard																									
3925	London Drive to Matanzas Woods Parkway	Collector	UFH	1.33	2	No	n.a.	n.a.	n.a.	n.a.	n.a.	3,200	5/30/2013	0.096	1.0%	307	35	342	*	770	1,530	2,170	2,990	**D**	B	B
	Landings Blvd.																									
4500	SR 100 to Central Avenue	Collector	UFH	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				1.0%	-	0	-								
4510	Central Avenue to Lake Avenue			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				1.0%	-	0	-								
	Lake Avenue																									
4550	Market Avenue to Landings Blvd.			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				1.0%	-	0	-								
4560	Landings Blvd.to City Place Drive	Collector	UFH	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				1.0%	-	0	-								
4570	City Place Drive to Town Center Blvd.			n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				1.0%	-	0	-								
	Market Avenue																									
4600	Belle Terre Parkway to Central Avenue	Collector	UFH	0.28	2	No	n.a.	n.a.	n.a.	n.a.	25	280	9/4/2013	0.096	1.0%	27	0	27	*	770	1,530	2,170	2,990	**D**	B	B
4610	Central Avenue to Lake Avenue														1.0%	-	0	-								
			Segment Length:	0.28																						
	Matanzas Woods Parkway																									
2400	US 1 to Belle Terre Parkway			1.06								4,500	5/30/2013	0.1	5.8%	450	795	1,245							C	C
2410	Belle Terre Parkway to Bird of Paradise Drive	Arterial	Class 1	0.80	2	No	Yes	No	1	0.33	45	4,700	5/30/2013	0.075	1.0%	353	305	658	*	**	1,510	1,600	***	**D**	C	C
2415	Bird of Paradise Drive to Old Kings Road			1.14								5,100	5/30/2013	0.07	3.1%	357	372	729							C	C
			Segment Length:	3.00																						
	Old Kings Road																									
2700	US 1 to Princess Place Preserve Entrance			1.55							55	1,900	5/16/2013	0.103	1.0%	196	61	257							B	B
2702	Princess Place Preserve Entrance to Forest Grove Drive			3.01								2,000	5/16/2013	0.098	1.0%	196	86	282							B	B
2705	Forest Grove Drive to Farmsworth Drive	Arterial	UFH	1.55	2	No	n.a.	n.a.	n.a.	n.a.	45	3,600	5/21/2013	0.079	5.5%	284	384	668	*	770	1,530	2,170	2,990	**D**	B	B
2707	Farmsworth Drive to Frontier Drive			0.39								8,000	10/9/2013	0.087	6.0%	696	452	1,148							B	C
2710	Frontier Drive to Fleetwood Drive			0.46							35	10,500	5/21/2013	0.079	1.0%	830	440	1,270							C	C
2715	Fleetwood Drive to Farragut Drive			0.65								12,600	5/21/2013	0.077	1.0%	970	454	1,424							C	C
			Segment Length:	7.61																						
2720	Farragut Drive to Palm Coast Parkway	Arterial	Class 1	0.39	4	Yes	Yes	Yes	1	2.56	35	15,600	5/21/2013	0.072	1.0%	1,123	468	1,591	*	**	3,420	3,580	**	**D**	C	C
			Segment Length:	0.39																						
2730	Palm Coast Parkway to Utility Drive			0.63							35	8,400	10/9/2013	0.08	1.3%	672	396	1,068							B	C
2735	Utility Drive to Oak Trails Boulevard			0.25	2	No						7,300	9/12/2013	0.086	1.7%	628	376	1,004	*	770	1,530	2,170	2,990		B	C
2740	Oak Trails Boulevard to Town Center Boulevard	Arterial	UFH	3.55			n.a.	n.a.	n.a.	n.a.	45	6,700	9/12/2013	0.083	4.2%	556	572	1,128						**D**	B	C
2745	Town Center Boulevard to SR 100			1.61	4	Yes						6,500	5/23/2013	0.081	2.6%	527	1,009	1,536	*	3,300	4,660	5,900	6,530		B	B
2750	SR 100 to Palm Coast City Limit			0.30	2	No					50	8,400	5/23/2013	0.091	4.4%	764	122	886	*	770	1,530	2,170	2,990		B	C
			Segment Length:	6.34																						
	Palm Coast Parkway																									
2800	US 1 to Pine Lakes Parkway	Arterial	Class 1	0.53	4	Yes	Yes	Yes	1	1.89	45	10,400	4/30/2013	0.084	1.3%	874	2,360	3,234	*	**	3,420	3,580	***	**D**	C	C
	Palm Coast Parkway (Eastbound)																									
2815	Pine Lakes Parkway to Belle Terre Parkway	Arterial	Class 1 (One	1.22	2	One Way	Yes	No	2	1.06	45	10,200	9/19/2013	0.089	1.0%	908	1,393	2,301	*	**	2,050	2,150	***	D	C	F

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2013 AADT	Day of Count	K (actual)	Background Growth %	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
2825	Belle Terre Parkway to Cypress Point Parkway	Arterial	Way)	0.66	3	One Way	Yes	No	2	1.00	40	16,300	10/22/2013	0.078	1.0%	1,271	965	2,236	*	**	3,150	3,240	***	D	C	C
			Segment Length:	1.88																						
	Palm Coast Parkway (Westbound)																									
2820	Cypress Point Parkway to Belle Terre Parkway	Arterial	Class 1 (One Way)	0.65	3	One Way	Yes	No	2	1.10	40	17,700	10/22/2013	0.085	1.0%	1,505	973	2,478	*	**	3,150	3,240	***	D	C	C
2810	Belle Terre Parkway to Pine Lakes Parkway			1.16	2						45	9,800	4/31/2013	0.075	1.0%	735	1,393	2,128	*	**	2,050	2,150	***		C	D
			Segment Length:	1.81																						
	Palm Coast Parkway																									
2826	Cypress Point Parkway to I-95 South Bound Ramps	Arterial	Class 1	0.27	6	Yes	Yes	Yes	3	3.33	40	42,600	10/22/2013	0.077	1.0%	3,280	1,323	4,603	*	**	5,250	5,390	***	D	C	C
2827	I-95 South Bound Ramps to I-95 North Bound Ramps			0.39								41,600	5/7/2013	0.077	1.0%	3,203	837	4,040							C	C
2830	I-95 North Bound Ramps to Old Kings Road			0.24								42,600	5/7/2013	0.075	1.0%	3,195	822	4,017							C	C
			Segment Length:	0.90																						
	Palm Coast Parkway (Eastbound)																									
2845	Old Kings Road to Florida Park Drive	Arterial	Class 1 (One Way)	0.34	2	One Way	Yes	Yes	3	1.69	45	15,000	4/30/2013	0.086	1.0%	1,290	474	1,764	*	**	3,150	3,240	***	D	C	C
2855	Florida Park Drive to Club House Drive			0.26								11,800	4/30/2013	0.088	1.0%	1,038	502	1,540							C	C
2865	Club House Drive to Colbert Lane			0.25								9,500	5/9/2013	0.079	1.0%	751	342	1,093							C	C
2875	Colbert Lane to Palm Harbor Parkway			0.93								6,000	5/9/2013	0.076	1.0%	456	283	739							C	C
			Segment Length:	1.78																						
	Palm Coast Parkway (Westbound)																									
2870	Palm Harbor Parkway to Colbert Lane	Arterial	Class 1 (One Way)	0.65	2	One Way	Yes	No	3	1.90	45	6,600	5/9/2013	0.078	1.9%	515	283	798	*	**	2,050	2,150	***	D	C	C
2860	Colbert Lane to Club House Drive			0.32								9,400	5/9/2013	0.071	1.0%	667	323	990							C	C
2850	Club House Drive to Florida Park Drive			0.28							40	11,800	4/30/2013	0.072	1.0%	850	441	1,291							C	C
2840	Florida Park Drive to Old Kings Road			0.33								15,400	5/7/2013	0.075	1.0%	1,155	448	1,603							C	C
			Segment Length:	1.58																						
	Palm Coast Parkway (Hammock Dunes Parkway)																									
2880	Palm Harbor Parkway to SR A1A	Arterial	Class 1	1.11	2	No	Yes	Yes	1	0.90	45	10,400	5/9/2013	0.071	1.0%	738	152	890	*	**	1,510	1,600	***	D	C	C
	Palm Harbor Parkway																									
2900	Forest Grove Drive to Florida Park Drive	Collector	UFH	1.61	2	No	n.a.	n.a.	n.a.	n.a.	45	4,900	9/4/2013	0.077	4.1%	377	271	648	*	770	1,530	2,170	2,990	D	B	B
2910	Florida Park Drive to Club House Drive			1.78								4,400	9/4/2013	0.081	1.0%	356	333	689							B	B
			Segment Length:	3.39																						
2920	Club House Drive to Palm Coast Parkway	Collector	Class 2	0.75	2	No	No	No	2	2.67	35	5,200	9/4/2013	0.086	1.0%	447	339	786	*	**	660	1,330	1,410	D	C	C
	Pine Lakes Parkway																									
3000	Belle Terre Parkway (N) to Palm Coast Parkway	Collector	Class 1	1.21	2	No	Yes	Yes	2	0.40	45	3,600	10/22/2013	0.093	2.8%	335	221	556	*	**	1,510	1,600	***	D	C	C
3002	Palm Coast Parkway to Commerce Boulevard			0.15								9,000	5/30/2013	0.079	1.2%	711	126	837							C	C
3010	Commerce Boulevard to White Mill Drive			1.85								8,500	10/22/2013	0.087	1.0%	740	126	866							C	C
3020	White Mill Drive to Belle Terre Parkway (S)			1.81								12,300	5/30/2013	0.077	1.0%	947	107	1,054							C	C
			Segment Length:	5.02																						
	Ravenwood Drive																									
3911	White View Parkway to Rymfire Drive	Collector	UFH	0.56	2	No	n.a.	n.a.	n.a.	n.a.	45	4,500	4/30/2013	0.083	4.6%	374	0	374	*	770	1,530	2,170	2,990	D	B	B
	Royal Palms Parkway																									
3200	US 1 to Rymfire Drive	Arterial	Class 1	0.68	2	No	Yes	No	1	0.23	55	5,400	10/9/2013	0.098	5.9%	529	550	1,079	*	**	1,510	1,600	***	D	C	C
3210	Rymfire Drive to Belle Terre Parkway			2.05								5,200	5/23/2013	0.077	5.4%	400	576	976							C	C
3212	Belle Terre Parkway to Town Center Boulevard			1.57							45	7,000	10/9/2013	0.09	1.0%	630	416	1,046							C	C
			Segment Length:	4.30																						
	Rymfire Drive																									
3215	Royal Palms Parkway to Ravenwood Drive	Collector	UFH	1.71	2	No	n.a.	n.a.	n.a.	0.00	45	3,300	4/18/2013	0.078	1.0%	257	0	257	*	770	1,530	2,170	2,990	D	B	B
3225	Ravenwood Drive to Belle Terre Parkway			1.34								5,000	4/18/2013	0.088	1.0%	440	0	440							B	B
			Segment Length:	3.05																						
	Seminole Woods Parkway																									
3325	SR 100 to Ulaturn Place	Collector	UFH	0.95	4	Yes	n.a.	n.a.	n.a.	n.a.	50	7,600	4/25/2013	0.086	1.0%	654	327	981	*	3,300	4,660	5,900	6,530	D	B	B
3300	Ulaturn Place to Citation Parkway			1.45								5,500	4/25/2013	0.089	1.0%	490	231	721							B	B
3310	Citation Parkway to Sesame Boulevard			1.15	2	No						4,000	4/25/2013	0.094	1.0%	376	180	556	*	770	1,530	2,170	2,990		B	B
3305	Sesame Boulevard to US 1			1.37								4,200	5/7/2013	0.097	1.0%	407	173	580							B	B
			Segment Length:	4.92																						
	Sesame Boulevard																									
3320	Seminole Woods Parkway to terminus	Collector	UFH	2.92	2	No	n.a.	n.a.	n.a.	n.a.	45	1,300	5/23/2013	0.092	1.0%	120	0	120	*	770	1,530	2,170	2,990	D	B	B
	State Road 100																									
3560	John Anderson Drive to Colbert Lane	Arterial	State Class 1	1.17	4	Yes	Yes	No	2	0.74	55	17,500	6/4/2013	0.077	1.5%	1,348	426	1,774	*	**	3,420	3,580	***	D	C	C
3550	Colbert Lane to Tuscany Blvd.			0.46								18,200	6/4/2013	0.077	1.0%	1,401	742	2,143							C	C
3540	Tuscany Blvd. to Old Kings Road			1.07								18,500	6/4/2013	0.077	1.0%	1,425	1,136	2,561							C	C
			Segment Length:	2.70																						
3530	Old Kings Road to I-95	Arterial	State Class 1	0.49	4	Yes	Yes	No	6	1.96	55	25,700	6/4/2013	0.074	2.0%	1,902	2,049	3,951	*	**	3,420	3,580	***	D	C	F
3525	I-95 to Memorial Medical Parkway			0.27								31,200	12/4/2013	0.083	1.0%	2,590	1,487	4,077						C	C	F
3520	Memorial Medical Pkwy to Seminole Woods Parkway			0.35							50	28,400	12/4/2013	0.084	1.0%	2,386	1,109	3,495							C	D
3515	Seminole Woods Pkwy to Bulldog Drive			0.27							55	27,000	12/4/2013	0.085	1.0%	2,295	673	2,968						C	C	C
3510	Bulldog Drive to Landings Blvd.			0.78								29,700	12/19/2013	0.08	1.7%	2,376	533	2,909							C	C

Link	Facility	Facility Type	Classification	Length (miles)	Number of Lanes	Divided	Turn Lanes Left	Turn Lanes Right	Signals	Signals / Mile	Speed Limit	2013 AADT	Day of Count	K (actual)	Background Growth %	PMPH Trips	PMPH Vested Trips	Total PMPH Trips	FDOT Current Service Volumes (2012) A	B	C	D	E	Adopted LOS	LOS w/o Vested Trips	LOS with Vested Trips
3505	Landings Blvd. to Belle Terre Parkway			0.45								26,100	12/19/2013	0.08	1.4%	2,088	439	2,527							C	C
3500	Belle Terre Parkway to Palm Coast City Limits			0.45								17,900	9/12/2013	0.085	1.0%	1,522	352	1,874							C	C
			Segment Length:	3.06																						
	Town Center Blvd.																									
4100	SR 100 to Hospital Drive			0.29	4							3,800	4/25/2013	0.074	1.0%	281	571	852	*	3,300	4,660	5,900	6,530		B	B
4110	Hospital Drive to Central Avenue			0.39		Yes						4,000	4/25/2013	0.086	1.0%	344	636	980							B	B
4120	Central Avenue to Lake Avenue	Collector	UFH	0.30			n.a.	n.a.	n.a.	n.a.	25	4,400	9/12/2013	0.083	1.0%	365	300	665						D	B	B
4130	Lake Avenue to Royal Palm Parkway			0.59	2							4,300	9/12/2013	0.082	1.0%	353	492	845	*	770	1,530	2,170	2,990		B	C
4140	Royal Palm Parkway to Old Kings Road			0.25		No						6,900	9/19/2013	0.086	1.0%	593	728	1,321							B	C
			Segment Length:	1.82																						
	Tuscany Blvd.																									
4145	Old Kings Road to SR100	Collector	Class 1	2.01	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				1.0%	-	0	-								
	US1 (SR5)																									
3700	St. Johns County Line to Old Kings Road			0.76							60	11,300	8/20/2013	0.103	5.3%	1,164	710	1,874							C	C
3702	Old Kings Road to Matanzas Woods Parkway			2.61							65	10,000	8/20/2013	0.103	3.4%	1,030	989	2,019							C	C
3705	Matanzas Woods Parkway to Palm Coast Parkway	Arterial	State Class 1	3.65	4	Yes	Yes	No	3	0.25		8,900	8/20/2013	0.1	1.1%	890	2,526	3,416	*	**	3,420	3,580	***	D	C	C
3710	Palm Coast Parkway to White View Parkway			2.11								13,000	8/20/2013	0.091	1.0%	1,183	1,040	2,223							C	C
3720	White View Parkway to Royal Palms Parkway			1.78							60	14,400	8/22/2013	0.086	1.0%	1,238	1,543	2,781							C	C
3725	Royal Palms Parkway to Espanola Road			1.07								15,200	8/22/2013	0.09	1.0%	1,368	942	2,310							C	C
			Segment Length:	11.98																						
101	Palm Coast City Limit to Belle Terre Parkway			0.57								10,200	8/22/2013	0.09	1.4%	918	470	1,388							C	C
3750	Belle Terre Parkway to DuPont Road	Arterial	State Class 1	0.9	4	Yes	Yes	No	2	0.69	60	12,700	9/12/2013	0.09	1.6%	1,143	490	1,633	*	**	3,420	3,580	***	D	C	C
3755	DuPont Road to Seminole Woods Parkway			1.04								12,700	8/22/2013	0.09	2.8%	1,143	420	1,563							C	C
235	Seminole Woods Parkway to Palm Coast City Limit			0.37								13,400	8/27/2013	0.098	1.0%	1,313	490	1,803							C	C
			Segment Length:	2.88																						
	White Mill Drive																									
3915	Pine Lakes Parkway to White View Parkway	Collector	UFH	0.39	2	No	n.a.	n.a.	n.a.	n.a.	40	3,300	4/30/2013	0.091	2.6%	300	66	366	*	770	1,530	2,170	2,990	D	B	B
	White View Parkway																									
3920	US 1 to White Mill Drive			0.88	4	Yes					45	5,300	8/27/2013	0.093	3.9%	493	121	614	*	**	3,420	3,580	***		C	C
3910	White Mill Drive to Belle Terre Parkway	Arterial	Class 1	1.53	2	No	Yes	No	1	0.28	50	6,100	8/27/2013	0.084	4.8%	512	30	542	*	**	1,510	1,600	***	D	C	C
3900	Belle Terre Parkway to Pritchard Drive			1.11							45	2,900	8/27/2013	0.089	2.6%	258	14	272							C	C
			Segment Length:	3.52																						

Freeway = Interstate Highway, State = State Highway, UFH = Uninterrupted Flow Highway, Class 1 = 40 mph or higher speed limit, Class 2 = 35 mph or lower speed limit, PMPH = P.M. Peak Hour, K (actual) = Measured Peak Hour Factor.

VOLUSIA COUNTY (79)

Date of last update = 5/27/2015

VOLUSIA COUNTY LOS SPREADSHEET

Note: LOS_ALL is a planning tool for determining general operating conditions. Segment characteristics in this table represent general conditions only and actual conditions may vary (i.e., posted speeds, number of lanes, area type, constraint, etc.) A more detailed analysis is necessary to confirm operating conditions. According to 9J5.019 F.A.C., the local government can set the adopted level of service (LOS) standard for state roads other that those on the Florida Intrastate Highway System (FIHS) or the Strategic Intermodal System (SIS). The local government's adopted LOS standard may be different from the FDOT's adopted standard. For more information, you should contact the local government that has jurisdiction over the requested roadway segment.

Section No.	Count Station ID #	State Road No.	From	From M.P.	To	To M.P.	Section Length	SIS	TCEA	Within 500 K Pop.	Area Type	1-way or 2-way	Fac. Type 2013	Class	2013 Thru Lanes	Posted Speed	2013 AADT	No. of Signals	Sig. / Mile	2013 Divided	2013 Left-Turn Bays	2013 Right-Turn Bays	FDOT LOS Std.	Non-Adjusted Std.	Adjusted LOS Std.	% of LOS Std.	LOS
79001000	790501	SR 400	SR 9/I-95	0.000	SR 483/Clyde Morris Blvd	2.181	2.18	N	Y	N	U	2	A	1	4	55	27,500	2	0.92	Y	Y	Y	D	39,800	41,790	65.81	C
79001000	790501	SR 400	SR 9/I-95	0.000	Pelican Bay Dr	0.946	0.95	N	Y	N	U	2	A	1	4	55	26,500	1	1.06	Y	Y	Y	D	39,800	41,790	63.41	C
79001000	795189	SR 400	Pelican Bay Dr	0.946	SR 483/Clyde Morris Blvd	2.181	1.24	N	Y	N	U	2	A	1	4	55	28,500	1	0.81	Y	Y	Y	D	39,800	41,790	68.20	C
79001000	790511	SR 400	SR 483/Clyde Morris Blvd	2.181	US1/SR 5	4.216	2.04	N	Y	N	U	2	A	1	4	45	24,900	5	2.46	Y	Y	Y	D	39,800	41,790	59.58	C
79001000	790511	SR 400	SR 483/Clyde Morris Blvd	2.181	SR 5A/Nova Rd	2.852	0.67	N	Y	N	U	2	A	1	4	45	33,000	2	2.98	Y	Y	Y	D	39,800	41,790	78.97	C
79001000	790502	SR 400	SR 5A/Nova Rd	2.852	Golfview Blvd	3.846	0.99	N	N	N	U	2	A	1	4	45	24,500	2	2.01	Y	Y	Y	D	39,800	41,790	58.63	C
79001000	790011	SR 400	Golfview Blvd	3.846	US1/SR 5	4.216	0.37	N	Y	N	U	2	A	2	4	35	17,200	1	2.70	Y	Y	Y	D	32,400	34,020	50.56	D
79002000	700436	SR 9/I-95	Brevard County Line	0.000	SR 442	11.469	11.47	Y	N	N	R	2	F	2	4	70	26,500	0	0.00	Y	N	N/A	C	43,000	43,000	61.63	B
79002000	790503	SR 9/I-95	SR 442	11.469	Urban Boundary	14.354	2.89	Y	N	N	T	2	F	2	4	70	32,500	0	0.00	Y	N	N/A	C	57,600	57,600	56.42	B
79002000	790133	SR 9/I-95	Urban Boundary	14.354	SR 421/Dunlawton Ave	23.253	8.90	Y	N	N	U	2	F	2	4	70	36,600	0	0.00	Y	N	N/A	D	74,400	74,400	49.19	B
79002000	790492	SR 9/I-95	SR 421/Dunlawton Ave	23.253	I-4/SR 400	27.879	4.63	Y	N	N	U	2	F	2	4	70	45,000	0	0.00	Y	N	N/A	D	74,400	74,400	60.48	B
79002000	790492	SR 9/I-95	I-4/SR 400	27.879	SR 600/US 92	29.136	1.26	Y	N	N	U	2	F	2	6	65	45,000	0	0.00	Y	N	N/A	D	111,800	111,800	40.25	B
79002000	790494	SR 9/I-95	US 92	29.136	LPGA Blvd (11th St)	32.633	3.50	Y	Y	N	U	2	F	2	6	65	71,500	0	0.00	Y	N	N/A	D	111,800	111,800	63.95	C
79002000	790534	SR 9/I-95	LPGA Blvd (11th St)	32.633	SR 40	35.319	2.69	Y	Y	N	U	2	F	2	6	65	70,000	0	0.00	Y	N	N/A	D	111,800	111,800	62.61	C
79002000	790495	SR 9/I-95	SR 40	35.319	US 1	40.965	5.65	Y	N	N	U	2	F	2	6	70	63,500	0	0.00	Y	N	N/A	D	111,800	111,800	56.80	B
79002000	790496	SR 9/I-95	SR 5/US 1	40.965	Flagler County Line	45.742	4.78	Y	N	N	U	2	F	2	6	70	69,500	0	0.00	Y	N	N/A	D	111,800	111,800	62.16	C
79010000	700404	SR 5/US 1	Brevard County Line	0.000	Kennedy Pkwy	3.979	3.98	N	N	N	R	2	H	_	4	65	3,100	0	0.00	Y	Y	N/A	C	40,300	40,300	7.69	B
79010000	790531	SR 5/US 1	Kennedy Pkwy	3.979	Halifax Ave	6.164	2.19	N	N	N	T	2	H	_	4	55	3,400	0	0.00	Y	Y	N/A	C	49,600	49,600	6.85	B
79010000	790531	SR 5/US 1	Kennedy Pkwy	3.979	Putnam Grove Dr	5.595	1.62	N	N	N	T	2	H	_	4	55	3,100	0	0.00	Y	Y	N/A	C	49,600	49,600	6.25	B
79010000	790001	SR 5/US 1	Putnam Grove Dr	5.595	Halifax Ave	6.172	0.58	N	N	N	T	2	H	_	4	45	3,600	0	0.00	Y	Y	N/A	C	49,600	49,600	7.26	B
79010000	790002	SR 5/US 1	Halifax Ave	6.172	H H Birch Rd	8.220	2.05	N	N	N	T	2	H	_	4	55	5,200	1	0.49	Y	Y	N/A	C	49,600	49,600	10.48	B
79010000	790003	SR 5/US 1	H H Birch Rd	8.220	SR 442	14.178	5.96	N	N	N	U	2	A	1	4	55	12,200	3	0.50	Y	Y	Y	D	39,800	41,790	29.19	C
79010000	790003	SR 5/US 1	H H Birch Rd	8.220	Ariel Rd	8.821	0.60	N	N	N	U	2	H	_	4	55	6,800	0	0.00	Y	Y	N/A	D	65,600	65,600	10.37	B
79010000	799929	SR 5/US 1	Ariel Rd	8.821	Volco Rd	11.908	3.09	N	N	N	U	2	H	_	4	55	11,100	0	0.00	Y	Y	N/A	D	65,600	65,600	16.92	B
79010000	790027	SR 5/US 1	Volco Rd	11.908	SR 442	14.178	2.27	N	N	N	U	2	A	1	4	55	18,800	3	1.32	Y	Y	Y	D	39,800	41,790	44.99	C
79010000	795170	SR 5/US 1	SR 442	14.178	Turnbullbay Rd	19.519	5.34	N	N	N	U	2	A	1	4	40	22,700	7	1.31	Y	Y	N	D	39,800	39,800	57.04	C
79010000	795170	SR 5/US 1	SR 442	14.178	Turgot Ave	14.879	0.70	N	N	N	U	2	A	1	4	45	25,000	0	0.00	Y	Y	Y	D	39,800	41,790	59.82	C
79010000	795168	SR 5/US 1	Turgot Ave	14.879	10th St	16.663	1.78	N	N	N	U	2	A	1	4	45	25,000	2	1.12	Y	Y	Y	D	39,800	41,790	59.82	C
79010000	795154	SR 5/US 1	10th St	16.663	Canal St/SR 44	18.186	1.52	N	N	N	U	2	A	1	4	40	18,600	2	1.31	Y	Y	N	D	39,800	39,800	46.73	C
79010000	795155	SR 5/US 1	Canal St/SR 44	18.186	Turnbullbay Rd	19.524	1.34	N	N	N	U	2	A	1	4	40	22,000	3	2.24	Y	Y	N	D	39,800	39,800	55.28	C
79010000	795159	SR 5/US 1	Turnbullbay Rd	19.524	SR 421/Dunlawton Ave	27.573	8.05	N	N	N	U	2	A	1	4	55	19,600	5	0.62	Y	Y	Y	D	39,800	41,790	46.90	C
79010000	795159	SR 5/US 1	Turnbullbay Rd	19.524	Art Center Ave	21.779	2.26	N	N	N	U	2	H	_	4	55	23,500	0	0.00	Y	Y	N/A	D	65,600	65,600	35.82	B
79010000	790013	SR 5/US 1	Art Center Ave	21.779	SR 5A/Nova Rd	24.972	3.19	N	N	N	U	2	A	1	4	45	20,500	1	0.31	Y	Y	N	D	39,800	39,800	51.51	C
79010000	790152	SR 5/US 1	SR 5A/Nova Rd	24.972	Commonwealth Blvd	26.202	1.23	N	N	N	U	2	A	1	4	45	13,900	1	0.81	Y	Y	Y	D	39,800	41,790	33.26	C
79010000	795057	SR 5/US 1	Commonwealth Blvd	26.202	SR 421/Dunlawton Ave	27.573	1.37	N	N	N	U	2	A	1	4	45	20,300	3	2.19	Y	Y	Y	D	39,800	41,790	48.58	C
79010000	790213	SR 5/US 1	SR 421/Dunlawton Ave	27.573	SR 400/Beville Rd	30.640	3.07	N	N	N	U	2	A	1	4	40	26,000	7	2.28	Y	Y	N	D	39,800	39,800	65.33	C
79010000	790213	SR 5/US 1	SR 421/Dunlawton Ave	27.573	Reed Canal Rd	28.747	1.17	N	N	N	U	2	A	1	4	45	24,500	3	2.56	Y	Y	Y	D	39,800	41,790	58.63	C
79010000	795061	SR 5/US 1	Reed Canal Rd	28.747	Big Tree Rd	29.920	1.17	N	N	N	U	2	A	1	4	40	26,500	2	1.71	Y	Y	N	D	39,800	39,800	66.58	C
79010000	795062	SR 5/US 1	Big Tree Rd	29.920	Bellewood Ave	30.367	0.45	N	N	N	U	2	A	1	4	40	27,000	0	0.00	Y	Y	N	D	39,800	39,800	67.84	C
79010000	795063	SR 5/US 1	Bellewood Ave	30.367	SR 400/Beville Rd	30.640	0.27	N	N	N	U	2	A	1	4	40	26,000	2	7.33	Y	Y	N	D	39,800	39,800	65.33	C
79010000	790452	SR 5/US 1	SR 400/Beville Rd	30.640	SR 600/US 92/Int'l Speedway Blvd	32.696	2.06	N	Y	N	U	2	A	1	4	40	28,800	5	2.43	Y	Y	N	D	39,800	39,800	72.36	C
79010000	790452	SR 5/US 1	SR 400/Beville Rd	30.640	Bellevue Ave	31.682	1.04	N	Y	N	U	2	A	1	4	40	29,500	2	1.92	Y	Y	Y	D	39,800	41,790	70.59	C
79010000	795066	SR 5/US 1	Bellevue Ave	31.682	Magnolia Ave	32.557	0.88	N	Y	N	U	2	A	1	4	40	28,000	2	2.29	Y	Y	N	D	39,800	39,800	70.35	C
79010000	795070	SR 5/US 1	Magnolia Ave	32.557	SR 600/US 92/Int'l Speedway Blvd	32.696	0.14	Y	Y	N	U	2	A	2	4	35	29,000	1	7.19	Y	Y	N	D	32,400	32,400	89.51	D
79030000	795071	SR 5/US 1	SR 600/US 92	0.000	SR 430	1.192	1.19	N	Y	N	U	2	A	2	4	35	26,800	6	5.03	Y	Y	N	D	32,400	32,400	82.72	D
79030000	795071	SR 5/US 1	SR 600/US 92	0.000	Fairview Ave	0.664	0.66	N	Y	N	U	2	A	2	4	35	26,000	4	6.02	Y	Y	N	D	32,400	32,400	80.25	D
79030000	795074	SR 5/US 1	Fairview Ave	0.664	SR 430	1.192	0.53	N	Y	N	U	2	A	2	4	35	27,500	2	3.79	Y	Y	N	D	32,400	32,400	84.88	D
79030000	791018	SR 5/US 1	SR 430	1.192	SR 40	5.509	4.32	N	N	N	U	2	A	1	4	40	22,200	11	2.55	Y	Y	N	D	39,800	39,800	55.78	C
79030000	791018	SR 5/US 1	SR 430	1.192	Hand Ave	4.666	3.47	N	N	N	U	2	A	2	4	35	24,000	9	2.59	Y	Y	Y	D	32,400	34,020	70.55	D
79030000	795142	SR 5/US 1	Hand Ave	4.666	SR 40	5.509	0.84	N	N	N	U	2	A	1	4	40	20,300	2	2.37	Y	Y	Y	D	39,800	41,790	48.58	C
79030000	791019	SR 5/US 1	SR 40	5.509	SR 9/I-95 - SB exit ramp	11.260	5.75	N	N	N	U	2	A	1	4	55	20,800	5	0.87	Y	Y	Y	D	39,800	41,790	49.77	C
79030000	791019	SR 5/US 1	SR 40	5.509	SR 5A/Nova Rd	7.336	1.83	N	N	N	U	2	A	1	4	55	16,600	2	1.09	Y	Y	Y	D	39,800	41,790	39.72	C
79030000	790100	SR 5/US 1	SR 5A/Nova Rd	7.336	Airport Rd	8.453	1.12	N	N	N	U	2	A	1	4	55	25,500	1	0.90	Y	Y	Y	D	39,800	41,790	61.02	C
79030000	790351	SR 5/US 1	Airport Rd	8.453	SR 9/I-95 - SB exit ramp	11.260	2.81	N	N	N	U	2	A	1	4	55	20,200	2	0.71	Y	Y	Y	D	39,800	41,790	48.34	C
79030000	790536	SR 5/US 1	SR 9/I-95 - SB exit ramp	11.260	Flagler County Line	12.803	1.54	N	N	N	T	2	A	1	4	65	14,300	0	0.00	Y	Y	Y	C	34,000	35,700	40.06	C
	770040	SR 15/US 17/92	I-4		Fort Florida Rd		1.69	Y	N	N	T	2	A	1	4	50	22,300	1	0.59	Y	Y	Y	C	34,000	35,700	62.46	C
77010101	770040	SR 15/US 17/92	I-4	0.000	Volusia County Line/North end of Bridge	0.521	0.52	Y	N	Y	U	2	A	1	4	50	22,000	1	1.92	Y	Y	Y	D	39,800	41,790	52.64	C
79040101	770040	US 17	N. End of St. John's River Bridge	0.000	Barwick Rd	0.411	0.41	Y	N	N	T	2	A	1	4	50	22,000	0	0.00	Y	Y	Y	C	34,000	35,700	61.62	C
79040000	790101	SR 600/SR15	Barwick Rd	0.477	Fort Florida Rd	1.236	0.76	Y	N	N	T	2	A	1	4	50	23,000	0	0.00	Y	Y	Y	C	34,000	35,700	64.43	C

VOLUSIA COUNTY LOS SPREADSHEET

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Section No.	Count Station ID #	State Road No.	From	From M.P.	To	To M.P.	Section Length	SIS	TCEA	Within 500 K Pop.	Area Type	1-way or 2-way	Fac. Type 2013	Class	2013 Thru Lanes	Posted Speed	2013 AADT	No. of Signals	Sig./ Mile	2013 Divided	2013 Left-Turn Bays	2013 Right-Turn Bays	FDOT LOS Std.	Non-Adjusted Std.	Adjusted LOS Std.	% of LOS Std.	LOS
79040000	790101	SR 600/SR 15	Fort Florida Rd	1.236	Enterprise Rd	6.068	4.83	Y	N	N	U	2	A	1	4	45	21,900	6	1.24	Y	Y	Y	D	39,800	41,790	52.40	C
79040000	790101	SR 600/SR 15	Fort Florida Rd	1.236	Benson Junction Rd/Dirksen Dr	1.968	0.73	Y	N	N	U	2	A	1	4	50	23,000	1	1.37	Y	Y	Y	D	39,800	41,790	55.04	C
79040000	790479	SR 600/SR 15	Benson Junction Rd/Dirksen Dr	1.968	Valencia Rd	3.009	1.04	Y	N	N	U	2	H	_	4	50	21,500	0	0.00	Y	Y	N	D	65,600	65,600	32.77	B
79040000	790007	SR 600/SR 15	Valencia Rd	3.009	Highbanks Rd	3.743	0.73	Y	N	N	U	2	A	1	4	40	21,500	1	1.36	Y	Y	N	D	39,800	39,800	54.02	C
79040000	790008	SR 600/SR 15	Highbanks Rd	3.743	Debary Plantation Blvd	4.659	0.92	Y	N	N	U	2	A	1	4	45	22,000	2	2.18	Y	Y	Y	D	39,800	41,790	52.64	C
79040000	790509	SR 600/SR 15	Debary Plantation Blvd	4.659	Saxon Blvd	5.269	0.61	Y	N	N	U	2	A	1	4	45	26,000	1	1.64	Y	Y	Y	D	39,800	41,790	62.22	C
79040000	790539	SR 600/SR 15	Saxon Blvd	5.269	Enterprise Rd	6.068	0.80	Y	N	N	U	2	A	1	4	45	17,600	1	1.25	Y	Y	Y	D	39,800	41,790	42.12	C
79040000	790444	SR 600/SR 15	Enterprise Rd	6.068	SR 472	9.567	3.50	Y	N	N	U	2	A	1	4	45	28,300	7	2.00	Y	Y	N	D	39,800	39,800	71.11	C
79040000	790444	SR 600/SR 15	Enterprise Rd	6.068	Blue Springs Ave	7.442	1.37	Y	N	N	U	2	A	1	4	45	30,500	3	2.18	Y	Y	Y	D	39,800	41,790	72.98	C
79040000	795165	SR 600/SR 15	Blue Springs Ave	7.442	Graves Ave	7.826	0.38	Y	N	N	U	2	A	1	4	45	29,000	1	2.60	Y	Y	N	D	39,800	39,800	72.86	C
79040000	795166	SR 600/SR 15	Graves Ave	7.826	Wisconsin Ave	8.570	0.74	Y	N	N	U	2	A	1	4	40	26,500	1	1.34	Y	Y	N	D	39,800	39,800	66.58	C
79040000	790445	SR 600/SR 15	Wisconsin Ave	8.570	SR 472	9.567	1.00	Y	N	N	U	2	A	1	4	55	27,000	2	2.01	Y	Y	Y	D	39,800	41,790	64.61	C
79040000	791004	SR 600/SR 15	SR 472	9.567	SR 15A/Taylor Rd	11.322	1.76	Y	N	N	U	2	A	1	6	45	45,000	3	1.71	Y	Y	Y	D	59,900	62,900	71.54	C
79040000	791006	SR 600/SR 15	SR 15A/Taylor Rd	11.322	Beresford Ave	12.338	1.02	N	N	N	U	2	A	1	4	40	27,000	2	1.97	Y	Y	Y	D	39,800	41,790	64.61	C
79040000	795173	SR 600/SR 15	Beresford Ave	12.338	Plymouth Ave	14.349	2.01	N	N	N	U	2	A	2	2	30	16,400	9	4.48	Y	Y	N	D	14,800	15,540	105.53	F
79040000	795173	SR 600/SR 15	Beresford Ave	12.338	Euclid Ave	12.833	0.50	N	N	N	U	2	A	2	2	35	16,600	0	0.00	Y	Y	N	D	14,800	15,540	106.82	F
79040000	795004	SR 600/SR 15	Euclid Ave	12.833	SR 44/New York Ave	13.324	0.49	N	N	N	U	2	A	2	2	30	16,300	3	6.11	Y	Y	N	D	14,800	15,540	104.89	E
79040000	795008	SR 600/SR 15	SR 44/New York Ave	13.324	Plymouth Ave	14.349	1.03	N	N	N	U	2	A	2	2	30	16,300	6	5.85	Y	Y	N	D	14,800	15,540	104.89	E
79040000	790066	SR 600/SR 15	Plymouth Ave	14.349	Int'l Speedway Blvd	15.172	0.82	N	N	N	U	2	A	1	4	45	20,500	2	2.43	Y	Y	Y	D	39,800	41,790	49.05	C
79050000	791000	SR 15/US 17	Int'l Speedway Blvd	0.000	Glenwood Rd	1.198	1.20	N	N	N	U	2	A	1	4	55	24,800	2	1.67	Y	Y	N	D	39,800	39,800	62.31	C
79050000	791000	SR 15/US 17	Int'l Speedway Blvd	0.000	Mercers Fernery Rd	0.682	0.68	N	N	N	U	2	A	1	4	45	29,000	1	1.47	Y	Y	Y	D	39,800	41,790	69.39	C
79050000	790069	SR 15/US 17	Mercers Fernery Rd	0.682	Glenwood Rd	1.198	0.52	N	N	N	U	2	A	1	4	55	20,500	1	1.94	Y	Y	N	D	39,800	39,800	51.51	C
79050000	790236	SR 15/US 17	Glenwood Rd	1.198	SR 15A	2.824	1.63	N	N	N	U	2	A	1	4	55	13,500	1	0.62	Y	Y	Y	D	39,800	41,790	32.30	C
79050000	790476	SR 15/US 17	SR 15A	2.824	Reynolds Rd	5.601	2.78	Y	N	N	U	2	H	_	4	55	15,800	0	0.00	Y	Y	N/A	D	65,600	65,600	24.09	B
79050000	790519	SR 15/US 17	Reynolds Rd	5.601	Lake Winona Rd	7.250	1.65	Y	N	N	U	2	H	_	2	55	8,700	0	0.00	Y	Y	N/A	D	24,200	25,410	34.24	B
79050000	790519	SR 15/US 17	Reynolds Rd	5.601	Spring Garden Ranch Rd	6.690	1.09	Y	N	N	U	2	H	_	2	55	10,100	0	0.00	Y	Y	N/A	D	24,200	25,410	39.75	C
79050000	790104	SR 15/US 17	Spring Garden Ranch Rd	6.690	Lake Winona Rd	7.250	0.56	Y	N	N	T	2	H	_	2	55	7,300	0	0.00	N	Y	N/A	C	17,300	17,300	42.20	B
79050000	790104	SR 15/US 17	Lake Winona Rd	7.250	SR 40	12.170	4.92	Y	N	N	R	2	H	_	2	60	7,300	1	0.20	N	Y	N	C	8,400	8,400	86.90	C
79050000	790448	SR 15/US 17	SR 40	12.170	Putnam County Line	25.873	13.70	Y	N	N	R	2	H	_	2	60	5,000	3	0.22	N	Y	N/A	C	8,400	8,400	59.52	C
79050000	790448	SR 15/US 17	SR 40	12.170	Washington Ave	17.194	5.02	Y	N	N	R	2	H	_	2	60	6,200	2	0.40	N	Y	N/A	C	8,400	8,400	73.81	C
79050000	790046	SR 15/US 17	Washington Ave	17.194	CR 305/Lk George Rd	22.491	5.30	Y	N	N	R	2	H	_	2	60	4,500	1	0.19	N	Y	Y	C	8,400	8,400	53.57	B
79050000	790280	SR 15/US 17	CR 305/Lk George Rd	22.491	Putnam County Line	25.873	3.38	Y	N	N	R	2	H	_	2	55	4,400	0	0.00	N	Y	Y	C	8,400	8,400	52.38	B
79060000	791001	SR 600/US 92	US 17/SR 15	0.000	Old Daytona Rd (approx. Urban Boundry)	3.958	3.96	N	N	N	U	2	A	1	4	55	24,000	5	1.26	Y	Y	Y	D	39,800	41,790	57.43	C
79060000	791001	SR 600/US 92	US 17/SR 15	0.000	Flightline Blvd	1.089	1.09	N	N	N	U	2	A	1	4	45	25,500	2	1.84	Y	Y	Y	D	39,800	41,790	61.02	C
79060000	790005	SR 600/US 92	Flightline Blvd	1.089	Old Daytona Rd (approx. Urban Boundry)	3.958	2.87	N	N	N	U	2	A	1	4	55	22,500	3	1.05	Y	Y	Y	D	39,800	41,790	53.84	C
79060000	799925	SR 600/US 92	Old Daytona Rd (approx. Urban Boundry)	3.958	Red John Dr	11.134	7.18	N	N	N	R	2	H	_	4	65	13,000	0	0.00	Y	Y	N/A	C	40,300	40,300	32.26	B
79060000	790478	SR 600/US 92	Red John Dr	11.134	I-4 Eastbound Ramp	13.514	2.38	N	N	N	T	2	A	1	4	65	19,800	1	0.42	Y	Y	Y	C	34,000	35,700	55.46	C
79060000	790532	SR 600/US 92	I-4 Eastbound Ramp	13.514	SR 9/I-95	16.010	2.50	N	Y	N	U	2	A	1	4	55	25,000	2	0.80	Y	Y	Y	D	39,800	41,790	59.82	C
79060000	790508	SR 600/US 92	SR 9/I-95	16.010	SR 5A/Nova Rd	19.597	3.59	Y	Y	N	U	2	A	1	8	50	37,900	14	3.90	Y	Y	Y	D	80,100	84,110	45.06	C
79060000	790508	SR 600/US 92	SR 9/I-95	16.010	Williamson Blvd	16.704	0.69	Y	Y	N	U	2	A	1	8	50	37,500	4	5.76	Y	Y	Y	D	80,100	84,110	44.58	C
79060000	795172	SR 600/US 92	Williamson Blvd	16.704	Bill France Blvd	17.820	1.12	Y	Y	N	U	2	A	1	8	50	42,000	4	3.58	Y	Y	Y	D	80,100	84,110	49.93	C
79060000	795094	SR 600/US 92	Bill France Blvd	17.820	SR 483/Clyde Morris Blvd	18.670	0.85	Y	Y	N	U	2	A	1	8	50	36,000	3	3.53	Y	Y	Y	D	80,100	84,110	42.80	C
79060000	795096	SR 600/US 92	SR 483/Clyde Morris Blvd	18.670	SR 5A/Nova Rd	19.597	0.93	Y	Y	N	U	2	A	1	6	45	36,000	3	3.24	Y	Y	Y	D	59,900	62,900	57.23	C
79060000	795099	SR 600/US 92	SR 5A/Nova Rd	19.597	SR 5/US 1	20.766	1.17	Y	Y	N	U	2	A	1	4	40	24,000	6	5.13	Y	Y	N	D	39,800	39,800	60.30	C
79060000	795099	SR 600/US 92	SR 5A/Nova Rd	19.597	MLK Blvd	20.372	0.77	Y	Y	N	U	2	A	1	4	40	26,000	3	3.87	Y	Y	N	D	39,800	39,800	65.33	C
79060000	795104	SR 600/US 92	MLK Blvd	20.372	SR 5/US 1	20.766	0.39	Y	Y	N	U	2	A	1	4	40	22,000	3	7.61	Y	Y	N	D	39,800	39,800	55.28	C
79080001	790337	US 92	Beach St	0.000	Halifax Dr	0.770	0.77	N	N	N	U	2	H	_	4	40	13,200	1	1.30	Y	Y	N	D	65,600	65,600	20.12	B
79070000	791007	SR 44	Lake County Line	0.000	Shell Rd	1.193	1.19	N	N	N	R	2	H	_	2	55	9,200	0	0.00	N	Y	Y	C	8,400	8,400	109.52	D
79070000	790290	SR 44	CR 4053/Grand Ave	2.454	Old New York Ave	3.154	0.70	N	N	N	U	2	H	_	2	55	9,700	0	0.00	N	Y	N/A	D	24,200	24,200	40.08	C
79070000	790274	SR 44	Old New York Ave	3.154	Amelia Ave	5.375	2.22	N	N	N	U	2	A	1	2	40	10,400	7	3.15	N	Y	N	D	17,700	17,700	58.76	C
79070000	790274	SR 44	Old New York Ave	3.154	SR 15A/Spring Garden Ave	3.862	0.71	N	N	N	U	2	A	1	2	40	11,700	1	1.41	N	Y	N	D	17,700	17,700	66.10	C
79070000	790447	SR 44	SR 15A/Spring Garden Ave	3.862	Stone St	4.361	0.50	N	N	N	U	2	A	1	2	40	10,600	1	2.00	N	Y	Y	D	17,700	18,590	57.02	C
79070000	795012	SR 44	Stone St	4.361	Clara Ave	4.871	0.51	N	N	N	U	2	A	1	2	40	10,600	0	0.00	N	Y	N	D	17,700	17,700	59.89	C
79070000	795015	SR 44	Clara Ave	4.871	Amelia Ave	5.375	0.50	N	N	N	U	2	A	2	2	25	8,700	5	9.92	N	Y	N	D	14,800	14,800	58.78	D
79070000	795019	SR 44	Amelia Ave	5.375	Kepler Ave	7.822	2.45	N	N	N	U	2	A	1	2	45	14,200	3	1.23	N	Y	N	D	17,700	17,700	80.23	C
79070000	795019	SR 44	Amelia Ave	5.375	Hill Ave	6.372	1.00	N	N	N	U	2	A	1	2	40	14,100	1	1.00	N	Y	N	D	17,700	17,700	79.66	C
79070000	790080	SR 44	Hill Ave	6.372	Blue Lake Ave	6.879	0.51	N	N	N	U	2	A	1	2	45	12,600	1	1.97	N	Y	N	D	17,700	17,700	71.19	C
79070000	790019	SR 44	Blue Lake Ave	6.879	Kepler Ave	7.822	0.94	N	N	N	U	2	A	1	2	45	15,900	1	1.06	N	Y	Y	D	17,700	18,590	85.53	C
79070000	790019	SR 44	Kepler Ave	7.822	Realignment	8.773	0.95	N	N	N	U	2	A	1	2	45	15,900	0	0.00	N	Y	Y	D	17,700	18,590	85.53	C
79070006	790259	SR 44	Begin of Realignmnet	0.000	N. Summit Ave	0.291	0.29	N	N	N	U	2	A	1	4	50	18,000	1	3.44	Y	Y	Y	D	39,800	41,790	43.07	C
79070006	790538	SR 44	N. Summit Ave	0.291	End of Realignment	0.940	0.65	N	N	N	U	2	A	1	4	50	17,000	1	1.54	Y	Y	Y	D	39,800	41,790	40.68	C

VOLUSIA COUNTY LOS SPREADSHEET

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Section No.	Count Station ID #	State Road No.	From	From M.P.	To	To M.P.	Section Length	SIS	TCEA	Within 500 K Pop.	Area Type	1-way or 2-way	Fac. Type 2013	Class	2013 Thru Lanes	Posted Speed	2013 AADT	No. of Signals	Sig./ Mile	2013 Divided	2013 Left-Turn Bays	2013 Right-Turn Bays	FDOT LOS Std.	Non-Adjusted Std.	Adjusted LOS Std.	% of LOS Std.	LOS
79070009	790480	SR 44	Begin Realignment	0.000	End Realignment	0.511	0.51	N	N	N	U	2	A	1	4	50	19,900	1	1.96	Y	Y	Y	D	39,800	41,790	47.62	C
79070000		Old SR 44	SR 44	9.085	End of Roadway	9.651	0.57	N	N	N	U	2	A	2	2	30		0	0.00	N	N	N	D	14,800	14,800	0.00	N/A
79070000	790480	SR 44	Begin of Section	10.200	Prevatt Ave	10.728	0.53	N	N	N	T	2	A	1	4	50	19,900	1	1.89	Y	Y	Y	C	34,000	35,700	55.74	C
79070000	790041	SR 44	Prevatt Ave	10.728	Pioneer Trl	16.650	5.92	N	N	N	R	2	H	_	4	65	16,700	0	0.00	Y	Y	Y	C	40,300	40,300	41.44	B
79070000	791011	SR 44	Pioneer Trl	16.650	SR 415	20.202	3.55	N	N	N	R	2	H	_	4	65	12,200	1	0.28	Y	Y	N/A	C	40,300	40,300	30.27	B
79070000	791012	SR 44	SR 415	20.202	Samsula Dr	21.348	1.15	N	N	N	R	2	H	_	4	65	15,700	0	0.00	Y	Y	N/A	C	40,300	40,300	38.96	B
79070000	790423	SR 44	Samsula Dr	21.348	Urban Boundary	22.500	1.15	N	N	N	T	2	H	_	4	65	18,300	0	0.00	Y	Y	N/A	C	49,600	49,600	36.90	B
79070000	790423	SR 44	Urban Boundary	22.500	I-95	25.103	2.60	N	N	N	U	2	H	_	4	65	18,300	1	0.38	Y	Y	N/A	D	65,600	65,600	27.90	B
79070000	790515	SR 44	I-95	25.103	Mission Dr/Wallace Rd	27.928	2.83	N	N	N	U	2	A	1	4	55	30,000	4	1.42	Y	Y	Y	D	39,800	41,790	71.79	C
79070000	790514	SR 44	Mission Dr/Wallace Rd	27.928	6th Ave	31.310	3.38	N	N	N	U	2	A	1	4	45	20,800	7	2.07	Y	Y	N	D	39,800	39,800	52.26	C
79070000	790514	SR 44	Mission Dr/Wallace Rd	27.928	Palmetto St	29.156	1.23	N	N	N	U	2	A	1	4	45	19,600	4	3.26	Y	Y	Y	D	39,800	41,790	46.90	C
79070000	790207	SR 44	Palmetto St	29.156	Peninsula Ave	30.504	1.35	N	N	N	U	2	A	1	4	50	26,500	1	0.74	Y	Y	Y	D	39,800	41,790	63.41	C
79070000	795180	SR 44	Peninsula Ave	30.504	Saxon Dr/Horton St	30.866	0.36	N	N	N	U	2	A	1	4	40	23,000	1	2.76	Y	Y	N	D	39,800	39,800	57.79	C
79070000	795043	SR 44/SR A1A	Saxon Dr/Horton St	30.866	6th Ave	31.310	0.44	N	N	N	U	2	A	1	4	40	14,200	1	2.25	Y	Y	N	D	39,800	39,800	35.68	C
79070001	790516	SR 44/CANAL ST.	Lytle St	0.000	SR 5	0.934	1.08	N	N	N	U	2	A	2	2	35	11,500	1	0.93	N	Y	N	D	14,800	14,800	77.70	D
79070001	790516	SR 44/CANAL ST.	Lytle St	0.000	Pioneer Tr	0.151	0.15	N	N	N	U	2	A	1	2	40	11,300	0	0.00	Y	Y	N	D	17,700	18,590	60.79	C
79070001	790111	SR 44/CANAL ST.	Pioneer Tr	0.151	SR 5	0.934	0.78	N	N	N	U	2	A	2	2	35	11,600	1	1.28	N	Y	Y	D	14,800	15,540	74.65	D
79070002	790516	SR 44/LYTLE AVE.	Canal St	0.000	Lytle St	0.142	0.14	N	N	N	U	2	A	1	2	45	11,300	0	0.00	N	Y	Y	D	17,700	18,590	60.79	C
79070005	791007	SR 44	Shell Rd	0.000	S. Grand Ave	1.261	1.26	N	N	N	U	2	H	_	2	50	9,200	0	0.00	N	Y	Y	D	24,200	24,200	38.02	C
79080000	795105	US 92	US 1	0.000	Beach Street	0.230	0.23	N	Y	N	U	2	A	2	4	30	15,200	2	8.70	Y	Y	N	D	32,400	32,400	46.91	D
79080000	795109	US 92	Halifax Dr	1.059	SR A1A	1.407	0.35	N	Y	N	U	2	A	2	4	30	8,200	3	8.62	Y	Y	N	D	32,400	32,400	25.31	C
79080000	795115	SR A1A	US 92	1.407	SR 40/Granada Blvd	6.643	5.24	N	Y	N	U	2	A	2	4	35	16,700	17	3.25	Y	Y	N	D	32,400	32,400	51.54	D
79080000	795115	SR A1A	US 92	1.407	SR 430/Oakridge Blvd	2.298	0.89	N	Y	N	U	2	A	2	4	35	17,300	6	6.73	Y	Y	N	D	32,400	32,400	53.40	D
79080000	795117	SR A1A	SR 430/Oakridge Blvd	2.298	SR 430/Seabreeze Blvd	2.421	0.12	N	Y	N	U	2	A	2	4	35	15,200	1	8.13	Y	Y	N	D	32,400	32,400	46.91	D
79080000	795121	SR A1A	SR 430/Seabreeze Blvd	2.421	Harvard Dr	4.962	2.54	N	Y	N	U	2	A	2	4	35	17,800	7	2.75	Y	Y	N	D	32,400	32,400	54.94	D
79080000	795124	SR A1A	Harvard Dr	4.962	SR 40/Granada Blvd	6.643	1.68	N	N	N	U	2	A	2	4	35	16,400	3	1.78	Y	Y	Y	D	32,400	34,020	48.21	D
79080000	795125	SR A1A	SR 40/Granada Blvd	6.643	Ormond Mall	9.000	2.36	N	N	N	U	2	A	1	2	40	14,700	2	0.85	N	Y	N	D	17,700	17,700	83.05	C
79080000	795125	SR A1A	SR 40/Granada Blvd	6.643	Amsden Rd	7.809	1.17	N	N	N	U	2	A	2	2	35	14,000	1	0.86	N	Y	Y	D	14,800	15,540	90.09	D
79080000	790174	SR A1A	Amsden Rd	7.809	Ormond Mall	9.000	1.19	N	N	N	U	2	A	1	2	40	15,400	1	0.84	N	Y	Y	D	17,700	18,590	82.84	C
79080000	790368	SR A1A	Ormond Mall	9.000	Highbridge Rd	15.425	6.43	N	N	N	U	2	H	_	2	45	15,800	0	0.00	N	Y	N/A	D	24,200	24,200	65.29	C
79080000	730010	SR A1A	Highbridge Rd	15.425	Flagler County Line	16.726	1.30	N	N	N	U	2	H	_	2	55	5,100	0	0.00	N	N	N/A	D	24,200	24,200	21.07	B
79080001	790337	SR 600	Beach St.	0.000	Halifax Dr	0.770	0.77	N	N	N	U	2	H	_	4	40	13,200	1	1.30	Y	N	N/A	D	65,600	65,600	20.12	B
79090000	790004	SR 11	SR 15/US 17	0.000	CR 15A	2.376	2.38	N	N	N	U	2	H	_	2	55	6,300	0	0.00	N	Y	N/A	D	24,200	24,200	26.03	B
79090000	790527	SR 11	CR 15A	2.376	SR 40	11.586	9.21	N	N	N	R	2	H	_	2	60	2,800	0	0.00	N	N	N/A	C	8,400	8,400	33.33	B
79090000	730009	SR 11	SR 40	11.586	Flagler County Line	14.316	2.73	N	N	N	R	2	H	_	2	60	2,100	0	0.00	N	N	N/A	C	8,400	8,400	25.00	B
79100000	790533	SR 40	Lake County Line	0.000	Rima Ridge Rd (approx. Urban Boundary)	21.190	21.19	Y	N	N	R	2	H	_	2	60	5,900	1	0.05	N	Y	N/A	C	8,400	8,400	70.24	C
79100000	790533	SR 40	Lake County Line	0.000	Emporia Rd	0.855	0.86	Y	N	N	R	2	H	_	2	55	6,300	0	0.00	N	Y	N/A	C	8,400	8,400	75.00	C
79100000	790344	SR 40	Emporia Rd	0.855	SR 15/US 17	6.469	5.61	Y	N	N	R	2	H	_	2	55	5,900	1	0.18	N	Y	Y	C	8,400	8,400	70.24	C
79100000	790530	SR 40	SR 15/US 17	6.469	Rima Ridge Rd (approx. Urban Boundary)	21.190	14.72	Y	N	N	R	2	H	_	2	60	5,500	0	0.00	N	Y	N/A	C	8,400	8,400	65.48	C
79100000	790523	SR 40	Rima Ridge Rd (approx. Urban Boundary)	21.190	SR 9/I-95	26.342	5.15	Y	N	N	U	2	A	1	4	60	18,200	4	0.78	Y	Y	Y	D	39,800	41,790	43.55	C
79100000	790523	SR 40	Rima Ridge Rd (approx. Urban Boundary)	21.190	Tymber Creek Rd	25.482	4.29	Y	N	N	U	2	A	1	4	60	9,400	2	0.47	Y	Y	Y	D	39,800	41,790	22.49	C
79100000	790499	SR 40	Tymber Creek Rd	25.482	SR 9/I-95	26.342	0.86	Y	N	N	U	2	A	1	4	50	27,000	2	2.33	Y	Y	Y	D	39,800	41,790	64.61	C
79100000	790522	SR 40	SR 9/I-95	26.342	SR 5A/Nova Rd	28.895	2.55	N	N	N	U	2	A	1	4	45	32,800	6	2.35	Y	Y	N	D	39,800	39,800	82.41	C
79100000	790522	SR 40	SR 9/I-95	26.342	Clyde Morris Blvd	27.855	1.51	N	N	N	U	2	A	1	4	50	33,500	3	1.98	Y	Y	Y	D	39,800	41,790	80.16	C
79100000	790489	SR 40	Clyde Morris Blvd	27.855	SR 5A/Nova Rd	28.895	1.04	N	N	N	U	2	A	1	4	50	32,000	3	2.88	Y	Y	Y	D	39,800	41,790	76.57	C
79100000	791020	SR 40	SR 5A/Nova Rd	28.895	US 1/SR 5	30.240	1.35	N	N	N	U	2	A	1	4	45	30,000	2	1.49	Y	Y	N	D	39,800	39,800	75.38	C
79110000	790484	SR 400/I-4	Seminole County Line	0.000	Dirksen Dr (approx. Urban Boundary)	3.563	3.56	Y	N	N	U	2	F	2	6	65	108,000	0	0.00	Y	N	N/A	D	111,800	111,800	96.60	D
79110000	799906	SR 400/I-4	Dirksen Dr (approx. Urban Boundary)	3.563	Saxon Blvd	6.337	2.77	Y	N	N	U	2	F	2	6	70	96,400	0	0.00	Y	N	N/A	D	111,800	111,800	86.23	D
79110000	791003	SR 400/I-4	Saxon Blvd	6.337	SR 472	9.515	3.18	Y	N	N	U	2	F	2	6	70	88,500	0	0.00	Y	N	N/A	D	111,800	111,800	79.16	C
79110000	790485	SR 400/I-4	SR 472	9.515	SR 44	14.200	4.69	Y	N	N	U	2	F	2	6	70	68,800	0	0.00	Y	N	N/A	D	111,800	111,800	61.54	C
79110000	790485	SR 400/I-4	SR 472	9.515	Orange Camp Rd	11.607	2.09	Y	N	N	U	2	F	2	6	70	77,000	0	0.00	Y	N	N/A	D	111,800	111,800	68.87	C
79110000	790497	SR 400/I-4	Orange Camp Rd	11.607	SR 44	14.141	2.53	Y	N	N	U	2	F	2	6	70	60,500	0	0.00	Y	N	N/A	D	111,800	111,800	54.11	B
79110000	790486	SR 400/I-4	SR 44	14.141	I-4 Connector to US 92	24.505	10.36	Y	N	N	R	2	F	2	4	70	55,000	0	0.00	Y	N	N/A	C	43,000	43,000	127.91	E
79110000	790486	SR 400/I-4	I-4 Connector to US 92	24.505	Urban Boundary	24.910	0.41	Y	N	N	R	2	F	2	4	70	55,000	0	0.00	Y	N	N/A	C	43,000	43,000	127.91	E
79110000	790491	SR 400/I-4	Urban Boundary	24.910	SR 9/I-95	28.020	3.11	Y	N	N	U	2	F	2	4	70	40,000	0	0.00	Y	N	N/A	D	74,400	74,400	53.76	B
79110072	790521	SR 400	I-4	0.000	SR 600	0.806	0.81	N	Y	N	U	2	F	2	4	55	5,600	0	0.00	Y	N	N/A	D	74,400	74,400	7.53	B
	790025	SR 415	SR 46		Enterprise Osteen Rd		5.28	N	N	N	T	2	H	_	2	55	16,000	0	0.00	N	Y	N/A	C	17,300	17,300	92.49	C
77161000	770279	SR 415	SR 46	0.000	Volusia County Line	0.897	0.90	N	N	Y	U	2	H	_	2	55	15,200	0	0.00	N	Y	N/A	D	24,200	24,200	62.81	C
79120000	790025	SR 415	Seminole County Line	0.000	Enterprise Osteen Rd	4.385	4.39	N	N	N	T	2	H	_	2	55	16,800	0	0.00	N	Y	N/A	C	17,300	17,300	97.11	C
79120000	790437	SR 415	Enterprise Osteen Rd	4.385	Twin Lake Ave	6.890	2.51	N	N	N	U	2	H	_	2	55	10,900	0	0.00	N	Y	N/A	D	24,200	24,200	45.04	C
79120000	790437	SR 415	Enterprise Osteen Rd	4.385	Howland Blvd	6.218	1.83	N	N	N	U	2	H	_	2	55	15,200	0	0.00	N	Y	N/A	D	24,200	24,200	62.81	C
79120000	790321	SR 415	Howland Blvd	6.218	Twin Lake Ave / Urban Boundary	6.890	0.67	N	N	N	U	2	H	_	2	55	6,500	0	0.00	N	Y	N/A	D	24,200	24,200	26.86	B

VOLUSIA COUNTY LOS SPREADSHEET

Note: LOS_ALL is a planning tool for determining general operating conditions. Segment characteristics in this table represent general conditions only and actual conditions may vary (i.e., posted speeds, number of lanes, area type, constraint, etc.) A more detailed analysis is necessary to confirm operating conditions. According to 9J5.019 F.A.C., the local government can set the adopted level of service (LOS) standard for state roads other that those on the Florida Intrastate Highway System (FIHS) or the Strategic Intermodal System (SIS). The local government's adopted LOS standard may be different from the FDOT's adopted standard. For more information, you should contact the local government that has jurisdiction over the requested roadway segment.

Section No.	Count Station ID #	State Road No.	From	From M.P.	To	To M.P.	Section Length	SIS	TCEA	Within 500 K Pop.	Area Type	1-way or 2-way	Fac. Type 2013	Class	2013 Thru Lanes	Posted Speed	2013 AADT	No. of Signals	Sig./ Mile	2013 Divided	2013 Left-Turn Bays	2013 Right-Turn Bays	FDOT LOS Std.	Non-Adjusted Std.	Adjusted LOS Std.	% of LOS Std.	LOS
79120000	791009	SR 415	Twin Lake Ave / Urban Boundary	6.890	SR 44	17.590	10.70	N	N	N	R	2	H	_	2	55	8,400	1	0.09	N	Y	N/A	C	8,400	8,400	100.00	C
79120000	790009	SR 415	Twin Lake Ave / Urban Boundary	6.890	Colony Rd/Lk Ashby Rd	12.277	5.39	N	N	N	R	2	H	_	2	55	7,700	0	0.00	N	Y	N/A	C	8,400	8,400	91.67	C
79120000	791009	SR 415	Colony Rd/Lk Ashby Rd	12.277	SR 44	17.590	5.31	N	N	N	R	2	H	_	2	55	9,000	1	0.19	N	Y	N/A	C	8,400	8,400	107.14	D
79140000	700416	SR 46	Brevard County Line	0.000	Seminole County Line	5.436	5.44	N	N	N	R	2	H	_	2	55	5,600	0	0.00	N	N	N/A	C	8,400	8,400	66.67	C
79150000	790171	SR 40	SR 5/US 1	0.000	SR A1A	1.481	1.48	N	N	N	U	2	A	2	4	35	26,500	5	3.38	Y	Y	N	D	32,400	32,400	81.79	D
79150000	790171	SR 40	SR 5/US 1	0.000	Halifax Dr	1.110	1.11	N	N	N	U	2	A	2	4	35	34,000	4	3.60	Y	Y	Y	D	32,400	34,020	99.94	D
79150000	795128	SR 40	Halifax Dr	1.110	SR A1A	1.481	0.37	N	N	N	U	2	A	2	4	35	18,900	1	2.70	Y	Y	Y	D	32,400	34,020	55.56	D
79160000	791005	SR 15A	SR 15/SR 600/US 17	0.000	W. Beresford Ave	1.748	1.75	Y	N	N	U	2	A	1	4	45	20,800	1	0.57	Y	Y	N	D	39,800	39,800	52.26	C
79160000	791005	SR 15A	SR 15/SR 600/US 17	0.000	New Hampshire Ave	1.151	1.15	Y	N	N	U	2	A	1	4	45	20,500	0	0.00	Y	Y	Y	D	39,800	41,790	49.05	C
79160000	790006	SR 15A	New Hampshire Ave	1.151	W. Beresford Ave	1.748	0.60	Y	N	N	U	2	A	1	4	45	21,000	1	1.68	Y	Y	N	D	39,800	39,800	52.76	C
79160000	790474	SR 15A	W. Beresford Ave	1.748	CR 92/Int'l Speedway Blvd	4.571	2.82	Y	N	N	U	2	A	1	4	45	22,200	5	1.77	Y	Y	N	D	39,800	39,800	55.78	C
79160000	790474	SR 15A	W. Beresford Ave	1.748	SR 44/New York Ave	2.748	1.00	Y	N	N	U	2	A	1	4	45	22,000	2	2.00	Y	Y	N	D	39,800	39,800	55.28	C
79160000	790463	SR 15A	SR 44/New York Ave	2.748	Plymouth Ave	3.750	1.00	Y	N	N	U	2	A	1	4	45	23,000	2	2.00	Y	Y	N	D	39,800	39,800	57.79	C
79160000	790537	SR 15A	Plymouth Ave	3.750	CR 92/Int'l Speedway Blvd	4.571	0.82	Y	N	N	U	2	A	1	4	50	21,500	1	1.22	Y	Y	Y	D	39,800	41,790	51.45	C
79160000	790465	SR 15A	CR 92/Int'l Speedway Blvd	4.571	SR 15/US 17	6.899	2.33	Y	N	N	U	2	A	1	4	55	12,100	2	0.86	Y	Y	Y	D	39,800	41,790	28.95	C
79160000	790465	SR 15A	CR 92/Int'l Speedway Blvd	4.571	Glenwood Rd	5.787	1.22	Y	N	N	U	2	A	1	4	55	13,600	1	0.82	Y	Y	N	D	39,800	39,800	34.17	C
79160000	790466	SR 15A	Glenwood Rd	5.767	SR 15/US 17	6.899	1.13	Y	N	N	U	2	A	1	4	55	10,600	1	0.88	Y	Y	Y	D	39,800	41,790	25.36	C
79170000	790421	SR 44/North Causeway	Riverside Dr	0.000	Desoto Dr	1.000	1.00	N	N	N	U	2	A	1	2	40	10,200	2	2.00	Y	Y	Y	D	17,700	19,470	52.39	C
79170100	790421	SR 44	Desoto Dr	0.000	Peninsula Dr	0.437	0.44	N	N	N	U	2	A	2	2	35	10,200	1	2.29	Y	Y	N	D	14,800	15,540	65.64	D
79180000	790427	SR A1A	SR 5/US 1	0.000	Atlantic Ave / Dunlawton Ave	1.239	1.24	N	N	N	U	2	A	1	4	45	26,000	2	1.61	Y	Y	Y	D	39,800	41,790	62.22	C
79180000	790477	SR A1A	Dunlawton Ave / Atlantic Ave	1.239	Florida Shores Blvd	3.565	2.33	N	N	N	U	2	A	2	4	35	12,700	1	0.43	Y	Y	N	D	32,400	32,400	39.20	C
79180000	790477	SR A1A	Dunlawton Ave / Atlantic Ave	1.239	Van Ave	2.273	1.03	N	N	N	U	2	A	2	4	35	12,500	0	0.00	Y	Y	N	D	32,400	32,400	38.58	C
79180000	795179	SR A1A	Van Ave	2.273	Florida Shores Blvd	3.565	1.29	N	N	N	U	2	A	2	4	35	12,800	1	0.77	Y	Y	N	D	32,400	32,400	39.51	C
79180000	790436	SR A1A	Florida Shores Blvd	3.565	SR 600/US 92	6.601	3.04	N	N	N	U	2	A	2	4	35	12,600	4	1.32	Y	Y	N	D	32,400	32,400	38.89	C
79180000	790436	SR A1A	Florida Shores Blvd	3.565	Silver Beach Ave	5.882	2.32	N	N	N	U	2	A	2	4	35	12,500	3	1.29	Y	Y	N	D	32,400	32,400	38.58	C
79180000	795112	SR A1A	Silver Beach Ave	5.882	SR 600/US 92	6.601	0.72	N	Y	N	U	2	A	2	4	35	12,700	1	1.39	Y	Y	N	D	32,400	32,400	39.20	C
79181000	790472	SR 472	SR 600	0.376	End of Road	3.782	3.41	N	N	N	U	2	A	1	4	60	22,500	4	1.17	Y	Y	Y	D	39,800	41,790	53.84	C
79181000	790472	SR 472	SR 600	0.376	CR 4101/MLK Blvd	2.687	2.31	N	N	N	U	2	A	1	4	60	21,000	2	0.87	Y	Y	Y	D	39,800	41,790	50.25	C
79181000	790535	SR 472	CR 4101/MLK Blvd	2.687	End of Road	3.782	1.10	N	N	N	U	2	A	1	4	60	24,000	2	1.83	Y	Y	Y	D	39,800	41,790	57.43	C
79190000	790458	SR 5A	SR 5/US 1	0.000	SR 421/Dunlawton Ave	2.521	2.52	N	N	N	U	2	A	1	4	45	20,700	3	1.19	Y	Y	Y	D	39,800	41,790	49.53	C
79190000	790458	SR 5A	SR 5/US 1	0.000	Spruce Creek Rd	1.434	1.43	N	N	N	U	2	A	1	4	45	16,800	1	0.70	Y	Y	Y	D	39,800	41,790	40.20	C
79190000	791016	SR 5A	Spruce Creek Rd	1.434	SR 421/Dunlawton Ave	2.521	1.09	N	N	N	U	2	A	1	4	45	24,500	2	1.84	Y	Y	Y	D	39,800	41,790	58.63	C
79190000	791017	SR 5A	SR 421/Dunlawton Ave	2.521	SR 400	6.127	3.61	N	N	N	U	2	A	1	4	45	26,300	5	1.39	Y	Y	N	D	39,800	39,800	66.08	C
79190000	791017	SR 5A	SR 421/Dunlawton Ave	2.521	Reed Canal Rd	4.568	2.05	N	N	N	U	2	A	1	4	45	26,000	3	1.47	Y	Y	Y	D	39,800	41,790	62.22	C
79190000	790363	SR 5A	Reed Canal Rd	4.568	SR 400	6.127	1.56	N	N	N	U	2	A	1	4	45	26,500	2	1.28	Y	Y	N	D	39,800	39,800	66.58	C
79190000	790348	SR 5A	SR 400	6.127	SR 430/Mason Ave	9.411	3.28	N	Y	N	U	2	A	1	6	50	32,300	7	2.13	Y	Y	Y	D	59,900	62,900	51.35	C
79190000	790348	SR 5A	SR 400	6.127	Bellevue Rd	7.124	1.00	N	Y	N	U	2	A	1	6	50	33,000	1	1.00	Y	Y	Y	D	59,900	62,900	52.46	C
79190000	795090	SR 5A	Bellevue Rd	7.124	SR 600/US 92	8.192	1.07	N	Y	N	U	2	A	1	6	50	33,000	2	1.87	Y	Y	N	D	59,900	59,900	55.09	C
79190000	795088	SR 5A	SR 600/US 92	8.192	SR 430/Mason Ave	9.411	1.22	N	Y	N	U	2	A	1	6	45	31,000	4	3.28	Y	Y	N	D	59,900	59,900	51.75	C
	790367	SR 5A	SR 430/Mason Ave	9.411	LPGA Blvd	10.894	1.49	N	Y	N	U	2	A	1	6	45	29,000	4	2.68	Y	Y	N	D	59,900	59,900	48.41	C
79190000	790367	SR 5A	SR 430/Mason Ave	9.411	Brentwood Dr	9.619	0.21	N	Y	N	U	2	A	1	6	45	29,000	1	4.81	Y	Y	N	D	59,900	59,900	48.41	C
79190006	790367	SR 5A	Brentwood Dr	0.000	10th St	1.030	1.03	N	Y	N	U	2	A	1	6	45	29,000	3	2.91	Y	Y	N	D	59,900	59,900	48.41	C
79190000	794002	SR 5A (Old)	3rd St	9.791	8th St	10.389	0.60	N	Y	N	U	2	A	1	2	45	9,000	1	1.67	N	N	N	D	17,700	14,160	63.56	C
79190000	794002	SR 5A (Old)	3rd St	9.791	6th St	10.145	0.35	N	Y	N	U	2	A	1	2	45	1,000	0	0.00	N	N	N	D	17,700	17,700	5.65	C
79190000	794003	SR 5A (Old)	6th St	10.145	8th St	10.389	0.24	N	N	N	U	2	A	1	2	45	400	0	0.00	N	N	N	D	17,700	17,700	2.26	C
79190000	790366	SR 5A	10th St	10.642	LPGA Blvd	10.894	0.25	N	N	N	U	2	A	1	6	45	25,500	1	3.97	Y	Y	N	D	59,900	59,900	42.57	C
79190000	790528	SR 5A	LPGA Blvd	10.894	Wilmette Ave	14.605	3.71	N	N	N	U	2	A	1	6	45	25,700	11	2.96	Y	Y	N	D	59,900	59,900	42.90	C
79190000	790528	SR 5A	LPGA Blvd	10.894	Hand Ave	12.952	2.06	N	N	N	U	2	A	1	6	45	26,000	6	2.92	Y	Y	N	D	59,900	59,900	43.41	C
79190000	790510	SR 5A	Hand Ave	12.952	SR 40/Granada Blvd	14.101	1.15	N	N	N	U	2	A	1	6	45	27,500	4	3.48	Y	Y	N	D	59,900	59,900	45.91	C
79190000	790518	SR 5A	SR 40/Granada Blvd	14.101	Wilmette Ave	14.605	0.50	N	N	N	U	2	A	1	6	45	23,500	1	1.98	Y	Y	Y	D	59,900	62,900	37.36	C
79190000	790459	SR 5A	Wilmette Ave	14.605	SR 5/US 1	15.606	1.00	N	N	N	U	2	A	1	4	45	12,400	1	1.00	Y	Y	Y	D	39,800	41,790	29.67	C
79190005	794002	SR 5A	SR 5A	0.000	Nova Rd	0.022	0.02	N	N	N	U	2	A	1	2	50	1,000	0	0.00	Y	Y	N	D	17,700	18,590	5.38	C
79190006	790367	SR 5A	Brentwood Dr	0.000	10th St	1.030	1.03	N	Y	N	U	2	A	1	6	45	29,000	4	3.88	Y	Y	N	D	59,900	59,900	48.41	C
79190007	794003	SR 5A	8th St	0.000	SR 5A	0.140	0.14	N	N	N	U	2	A	1	2	45	400	0	0.00	N	Y	N	D	17,700	17,700	2.26	C
79210000	790170	SR 442	1014 ft West of I-95 Ramp #020	0.192	Air Park Rd	2.282	2.09	N	N	N	T	2	A	1	4	55	9,900	1	0.48	Y	Y	Y	C	34,000	35,700	27.73	C
79210000	790505	SR 442	Air Park Rd	2.282	SR 5/US 1	3.972	1.69	N	N	N	U	2	A	1	4	45	14,600	1	0.59	Y	Y	Y	D	39,800	41,790	34.94	C
79210000	790505	SR 442	Air Park Rd	2.282	Queen Palm Dr	3.008	0.73	N	N	N	U	2	A	1	4	45	12,400	0	0.00	Y	Y	N	D	39,800	39,800	31.16	C
79210000	795190	SR 442	Queen Palm Dr	3.008	SR 5/US 1	3.972	0.96	N	N	N	U	2	A	2	4	35	16,800	1	1.04	Y	Y	Y	D	32,400	34,020	49.38	D
79220000	795197	SR 430	SR 483	0.000	N Beach St	2.370	2.37	N	Y	N	U	2	A	2	4	35	18,200	8	3.38	N	Y	Y	D	32,400	32,400	56.17	D

VOLUSIA COUNTY LOS SPREADSHEET

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Section No.	Count Station ID #	State Road No.	From	From M.P.	To	To M.P.	Section Length	SIS	TCEA	Within 500 K Pop.	Area Type	1-way or 2-way	Fac. Type 2013	Class	2013 Thru Lanes	Posted Speed	2013 AADT	No. of Signals	Sig./ Mile	2013 Divided	2013 Left-Turn Bays	2013 Right-Turn Bays	FDOT LOS Std.	Non-Adjusted Std.	Adjusted LOS Std.	% of LOS Std.	LOS
79220001	795196	SR 430 EB	N Beach St	0.000	SR A1A	0.983	0.98	N	N	N	U	1	A	1	2	40	5,600	3	3.05	Y	N	N	D	39,800	23,880	23.45	C
79220001	795194	SR 430 EB	N Beach St	0.620	Halifax Ave	0.620	0.62	N	N	N	U	1	A	1	2	40	5,600	1	1.61	Y	N	N	D	39,800	23,880	23.45	C
79220001	795194	SR 430 EB	Halifax Ave	0.620	Peninsula Dr	0.703	0.08	N	Y	N	U	1	A	1	3	40	5,600	1	12.05	Y	N	N	D	59,900	35,940	15.58	C
79220001	795195	SR 430 EB	Peninsula Dr	0.703	SR A1A	0.983	0.28	N	Y	N	U	1	A	1	3	40	4,100	1	3.57	Y	Y	Y	D	59,900	35,940	11.41	C
79220002	795191	SR 430 WB	SR A1A	0.000	N Beach St	0.997	1.00	N	N	N	U	1	A	1	2	40	10,000	6	6.02	Y	N	N	D	39,800	23,880	41.88	C
79220002	795191	SR 430 WB	SR A1A	0.000	Peninsula Dr	0.285	0.29	N	Y	N	U	1	A	2	2	30	4,900	4	14.04	Y	N	N	D	32,400	19,440	25.21	C
79220002	795186	SR 430 WB	Peninsula Dr	0.285	Halifax Ave	0.367	0.08	N	Y	N	U	1	A	2	2	30	7,200	1	12.20	Y	N	N	D	32,400	19,440	37.04	C
79220002	795196	SR 430 WB	Halifax Ave	0.367	N Beach St	0.997	0.63	N	N	N	U	1	A	1	2	40	18,000	1	1.59	Y	Y	N	D	39,800	23,880	75.38	C
79230000	790517	SR 421	W. of Williamson Blvd	0.000	Nova Rd	2.382	2.38	N	N	N	U	2	A	1	6	50	37,000	8	3.36	Y	Y	Y	D	59,900	62,900	58.82	C
79230000	790517	SR 421	W. of Williamson Blvd	0.000	Clyde Morris Blvd	1.068	1.07	N	N	N	U	2	A	1	6	50	45,500	5	4.68	Y	Y	Y	D	59,900	62,900	72.34	C
79230000	791014	SR 421	Clyde Morris Blvd	1.068	Nova Rd	2.382	1.31	N	N	N	U	2	A	1	6	50	28,500	3	2.28	Y	Y	Y	D	59,900	62,900	45.31	C
79230000	791015	SR 421	Nova Rd	2.382	SR 5/US 1	4.001	1.62	N	N	N	U	2	A	1	4	45	26,300	2	1.24	Y	Y	Y	D	39,800	41,790	62.93	C
79230000	791015	SR 421	Nova Rd	2.382	Oak St	2.965	0.58	N	N	N	U	2	A	1	4	45	27,500	0	0.00	Y	Y	Y	D	39,800	41,790	65.81	C
79230000	795181	SR 421	Oak St	2.965	SR 5/US 1	4.001	1.04	N	N	N	U	2	A	1	4	45	25,000	2	1.93	Y	Y	Y	D	39,800	41,790	59.82	C
79260000	795188	SR 441	SR A1A	0.000	Florida Shores Blvd	2.419	2.42	N	N	N	U	2	H	_	2	35	5,400	0	0.00	N	Y	N/A	D	24,200	24,200	22.31	B
79260000	795187	SR 441	Florida Shores Blvd	2.419	SR 600	5.409	2.99	N	Y	N	U	2	A	1	2	40	9,300	3	1.00	N	Y	N	D	17,700	17,700	52.54	C
79270000	795193	SR 483	SR 400	0.000	SR 430	3.377	3.38	N	Y	N	U	2	A	1	4	45	22,500	10	2.96	Y	Y	Y	D	39,800	41,790	53.84	C
79270000	795193	SR 483	SR 400	0.000	SR 600/Int'l Speedway Blvd	2.179	2.18	N	Y	N	U	2	A	1	4	40	26,000	6	2.75	Y	Y	Y	D	39,800	41,790	62.22	C
79270000	795182	SR 483	SR 600/Int'l Speedway Blvd	2.179	SR 430	3.377	1.20	N	Y	N	U	2	A	1	4	40	18,900	4	3.34	Y	Y	Y	D	39,800	41,790	45.23	C

	aggregated segment
	single-count segment that makes up an aggregated segment
	single-count segment not part of an aggregated segment

FLAGLER COUNTY (73)

Date of last update = 5/27/2015

FLAGLER COUNTY LOS SPREADSHEET

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Section No.	Count Station ID #	State Road No.	From	From M.P.	To	To M.P.	Section Length	SIS	TCEA	Within 500 K Pop.	Area Type	1-way or 2-way	Fac. Type 2013	Class	2013 Thru Lanes	Posted Speed	2013 AADT	No. of Signals	Sig./ Mile	2013 Divided	2013 Left-Turn Bays	2013 Right-Turn Bays	FDOT LOS Std.	Non-Adjusted Std.	Adjusted LOS Std.	% of LOS Std.	LOS
73001000	790496	SR 9/I-95	Volusia County Line	0.000	Urban Boundary	4.600	4.60	Y	N	N	R	2	F	2	6	70	69,500	0	0.00	Y	N	N/A	C	64,000	64,000	108.59	D
73001000	730292	SR 9/I-95	Urban Boundary	4.600	Palm Coast Pkwy	11.054	6.45	Y	N	N	U	2	F	2	6	70	65,100	0	0.00	Y	N	N/A	D	111,800	111,800	58.23	B
73001000	730251	SR 9/I-95	Palm Coast Pkwy	11.054	St. Johns County Line	18.729	7.68	Y	N	N	U	2	F	2	6	70	43,500	0	0.00	Y	N	N/A	D	111,800	111,800	38.91	B
73010000	730263	SR 5/US 1	Volusia County Line	0.000	Old Dixie Highway	4.764	4.76	N	N	N	T	2	H	_	4	65	10,700	1	0.21	Y	Y	N/A	C	49,600	49,600	21.57	B
73010000	730235	SR 5/US 1	Old Dixie Highway	4.764	Dupont Rd/CR 304	6.917	2.15	N	N	N	T	2	H	_	4	65	12,800	0	0.00	Y	Y	N/A	C	49,600	49,600	25.81	B
73010000	730101	SR 5/US 1	Dupont Rd/CR 304	6.917	Railroad St	9.908	2.99	N	N	N	T	2	H	_	4	60	9,700	0	0.00	Y	Y	N/A	C	49,600	49,600	19.56	B
73010000	735003	SR 5/US 1	Railroad St	9.908	SR 20/SR 100	10.779	0.87	N	N	N	T	2	A	2	4	35	15,000	2	2.30	Y	Y	N	C	9,900	9,900	151.52	D
73010000	735003	SR 5/US 1	Railroad St	10.333	Moody Blvd	10.333	0.43	N	N	N	T	2	A	2	4	35	11,800	1	2.35	Y	Y	N	C	9,900	9,900	119.19	D
73010000	730013	SR 5/US 1	Moody Blvd	10.333	SR 20/SR 100	11.103	0.77	Y	N	N	T	2	A	2	4	35	18,200	1	1.30	Y	Y	N	C	9,900	9,900	183.84	D
73010000	730004	SR 5/US 1	SR 20/SR 100	11.103	Royal Palms Pkwy (Urban Boundary)	12.764	1.66	N	N	N	T	2	H	_	4	55	16,800	0	0.00	Y	Y	N/A	C	49,600	49,600	33.87	B
73010000	730005	SR 5/US 1	Royal Palms Pkwy (Urban Boundary)	12.764	Palm Coast Pkwy	16.631	3.87	N	N	N	U	2	A	1	4	60	14,100	1	0.26	Y	Y	Y	D	39,800	41,790	33.74	C
73010000	730102	SR 5/US 1	Palm Coast Pkwy	16.631	St. Johns County Line	23.673	7.04	N	N	N	U	2	H	_	4	65	8,900	0	0.00	Y	Y	N/A	D	65,600	65,600	13.57	B
73020000	730033	SR 100	US 1/SR 5/SR 100	0.000	Inside City (Urban)	1.289	1.29	Y	N	N	T	2	A	1	2	45	11,500	0	0.00	Y	Y	Y	C	14,400	15,840	72.60	C
73020000	730054	SR 100	Inside City (Urban)	1.289	Belle Terre Pkwy	2.429	1.14	Y	N	N	U	2	A	1	4	55	13,700	1	0.88	Y	Y	Y	D	39,800	41,790	32.78	C
73020000	730002	SR 100	Belle Terre Pkwy	2.429	SR 9/I-95	4.679	2.25	Y	N	N	U	2	A	1	4	55	22,300	5	2.22	Y	Y	Y	D	39,800	41,790	53.36	C
73020000	730002	SR 100	Belle Terre Pkwy	2.429	Seminole Woods Pkwy	4.113	1.68	Y	N	N	U	2	A	1	4	55	18,600	3	1.78	Y	Y	Y	D	39,800	41,790	44.51	C
73020000	730006	SR 100	Seminole Woods Pkwy	4.113	SR 9/I-95	4.679	0.57	Y	N	N	U	2	A	1	4	55	26,000	2	3.53	Y	Y	Y	D	39,800	41,790	62.22	C
73020000	730262	SR 100	SR 9/I-95	4.679	Palm Coast City Limits	5.590	0.91	N	N	N	U	2	A	1	4	55	20,700	1	1.10	Y	Y	N	D	39,800	39,800	52.01	C
73020000	730262	SR 100	SR 9/I-95	4.679	Old Kings Rd	4.995	0.32	N	N	N	U	2	A	1	4	50	22,500	1	3.16	Y	Y	Y	D	39,800	41,790	53.84	C
73020000	730335	SR 100	Old Kings Rd	4.995	Palm Coast City Limits	5.590	0.60	N	N	N	U	2	A	1	4	55	18,800	0	0.00	Y	Y	Y	D	39,800	41,790	44.99	C
73020000	730335	SR 100	Palm Coast City Limits	5.590	CR 201/John Anderson Hwy	7.004	1.41	N	N	N	T	2	A	1	4	55	18,800	2	1.41	Y	Y	Y	C	34,000	35,700	52.66	C
73020000	731000	SR 100	CR 201/John Anderson Hwy	7.004	SR A1A	8.191	1.19	N	N	N	U	2	A	1	4	45	15,100	2	1.68	Y	Y	Y	D	39,800	41,790	36.13	C
73020000	731000	SR 100	CR 201/John Anderson Hwy	7.004	Flagler Ave	7.971	0.97	N	N	N	U	2	A	1	4	45	17,300	1	1.03	Y	Y	Y	D	39,800	41,790	41.40	C
73020000	735012	SR 100	Flagler Ave	7.971	SR A1A	8.191	0.22	N	N	N	U	2	A	2	4	35	12,900	1	4.55	Y	Y	Y	D	32,400	34,020	37.92	C
73030000	730010	SR A1A	Volusia County Line	0.000	0.088 mi N. of Pelican Ln	8.000	8.00	N	N	N	U	2	A	1	2	45	6,400	1	0.13	N	N	N	D	17,700	14,160	45.20	C
73030000	730010	SR A1A	Volusia County Line	0.000	9th St S.	3.637	3.64	N	N	N	U	2	H	_	2	45	5,100	0	0.00	N	N	N/A	D	24,200	24,200	21.07	B
73030000	731001	SR A1A	9th St S.	3.637	SR 100/Moody Blvd	4.008	0.37	N	N	N	U	2	A	2	2	35	8,800	1	2.70	N	Y	N	D	14,800	14,800	59.46	D
73030000	731002	SR A1A	SR 100/Moody Blvd	4.008	14th St N.	4.884	0.88	N	N	N	U	2	H	_	2	45	6,500	0	0.00	N	N	N/A	D	24,200	24,200	26.86	B
73030000	730246	SR A1A	14th St N.	4.884	0.088 mi N. of Pelican Ln (city boundary)	8.000	3.12	N	N	N	U	2	H	_	2	45	5,200	0	0.00	N	N	N/A	D	24,200	24,200	21.49	B
73030000	730258	SR A1A	0.088 mi N. of Pelican Ln (city boundary)	8.000	St. Johns Ave	11.171	3.17	N	N	N	T	2	H	_	2	55	4,600	0	0.00	N	Y	N/A	C	17,300	17,300	26.59	B
73030000	730257	SR A1A	St. Johns Ave	11.171	0.521 mi N. of 16th Rd (city boundary)	14.182	3.01	N	N	N	U	2	H	_	2	55	6,400	0	0.00	N	Y	N/A	D	24,200	24,200	26.45	B
73030000	730257	SR A1A	0.521 mi N. of 16th Rd (city boundary)	14.182	W. of old A1A	16.545	2.36	N	N	N	T	2	H	_	2	50	6,400	0	0.00	N	Y	N/A	C	17,300	17,300	36.99	B
73030000	730261	SR A1A	0.4 S. of Beachside Dr	17.450	St. Johns County Line	18.595	1.15	N	N	N	T	2	H	_	2	55	3,400	0	0.00	N	Y	N/A	C	17,300	17,300	19.65	B
73030001	730264	SR A1A	W. of old A1A	0.000	0.4 S. of Beachside Dr	0.940	0.94	N	N	N	T	2	H	_	4	55	3,200	0	0.00	Y	Y	N/A	C	49,600	49,600	6.45	B
73040000	730039	SR 20/SR 100	Putnam County Line	0.000	CR 205	12.150	12.15	Y	N	N	RD	2	H	_	2	60	4,100	0	0.00	N	N	N/A	C	16,400	16,400	25.00	B
73040000	730003	SR 20/SR 100	CR 205	12.150	SR 5/US 1	17.684	5.53	Y	N	N	RD	2	H	_	2	60	6,900	1	0.18	N	N	N/A	C	16,400	16,400	42.07	B
73050000	730009	SR 11	Volusia County Line	0.000	CR 304	5.970	5.97	N	N	N	RD	2	H	_	2	60	2,100	0	0.00	N	N	N/A	C	16,400	16,400	12.80	B
73050000	730104	SR 11	CR 304	5.970	Old Haw Creek Rd/CR 2003	14.979	9.01	N	N	N	RD	2	H	_	2	60	2,500	0	0.00	N	N	N/A	C	16,400	16,400	15.24	B
73050000	735009	SR 11	Old Haw Creek Rd/CR 2003	14.979	SR 5/US 1	15.477	0.50	N	N	N	T	2	A	1	2	60	4,000	1	2.01	N	N	N	C	14,400	11,520	34.72	C

aggregated segment

single-count segment that makes up an aggregated segment

single-count segment not part of an aggregated segment

APPENDIX B

TIP Selection Criteria

APPENDIX I

2014 PRIORITY CRITERIA

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2014 Priority Ranking Criteria For XU Traffic Operations/ITS/Safety Projects

Criteria Summary

Priority Criteria	Points
(1) Location	5
(2) Project Readiness	15
(3) Mobility and Operational Benefits	30
(4) Safety Benefits	20
(5) Comprehensive Plan and Economic Benefits	10
(6) Infrastructure Impacts	20
(7) Local Matching Funds > 10%	10
Total	**110**

Criteria Definitions

(1) Location (5 points max.)

This criterion looks at the classification of the roads that will benefit from a proposed project. This criterion gives more points to projects that provide a benefit on roads that are classified at a higher level. If a project benefits more than one road, the road that has the highest classification will be used to allocate points.

Project located on a …			Maximum Points
Non-Federal Functionally Classified Road	Select only one	☐	0
Local Road (Federal Functional Classification)		☐	0
Rural Minor Collector (Federal Functional Classification)		☐	0
Urban Minor Collector Road (Federal Functional Classification)		☐	2
Major Collector Road (Federal Functional Classification)		☐	3

Minor Arterial Road (Federal Functional Classification)		☐	4
Principal Arterial Road (Federal Functional Classification)		☐	5
Subtotal			**5**

(2) Project Readiness (15 points max.)

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.

Phasing Already Completed or Not Required [1]		**Completed**	**Not Required**	**Required But Not Completed** (no points)	**Unknown or TBD** (no points)	**Points**
Feasibility Study/Conceptual Design/Cost Estimate	Check only one in each row	☐	☐	☐	☐	0 - 3
PE (Design)		☐	☐	☐	☐	0 - 3
Environmental		☐	☐	☐	☐	0 - 3
Right-of-Way Acquisition		☐	☐	☐	☐	0 - 3
Permitting		☐	☐	☐	☐	0 - 3
Subtotal						**0 - 15**

[1] Since XU funding is Federal funding, all activities or work, including that which is done in advance of applying for Federal funds, must comply with all applicable Federal statutes, rules and regulations.

(3) Mobility and Operational Benefits (30 points max.)

This criterion looks at the extent of traffic operational benefits that will be derived from a proposed project.

Mobility and Operational Benefits			**Points**	
Existing volume to capacity ratio (i.e., existing congestion severity)	Select only one	< 0.75	☐	0
		0.75 to 0.99	☐	3
		1.00 to 1.25	☐	4
		> 1.25	☐	5
Mobility Enhancements (i.e., level of increased mobility that a project will provide)	Select all that apply	- None	☐	0
		- Bike, Pedestrian or Transit	☐	0 - 5
		- Access Management, ITS, Critical Bridge, Intersection Improvement, or Traffic Signal Retiming[1]	☐	0 - 10
Approved signal warrant (new signals only), left turn phase warrant, left turn lane warrant, street light warrant or widening justification[2], access management or ITS improvements[3]	Select only one	No	☐	0
		Yes	☐	0 - 5
Hurricane evacuation route upgrade including, but not limited to, converting critical traffic signal to mast arm or other operational improvements[4]	Select only one	No	☐	0
		Yes	☐	0 - 5
Subtotal				**0 - 30**

[1] Attach Traffic Signal Timing Study.

[2] Attach Warrant Study to application; otherwise VTPO staff will assume that a Warrant Study justifying the improvement has not been completed.

[3] Access management and ITS improvements include, but are not limited to, addition of non-traversable median greater than 50% project length, addition of curb/gutter at intersection or greater than 50% project length, closure of minor intersections or crossovers, reduction of the number of access points (driveways or driveway widths), elimination of existing at-grade RR crossing, elimination of existing on-street parking, provision of traffic signal preemption for emergency vehicles, connection of three or more traffic signals, and new connection of traffic signal system to computerized signal control.

[4] The term "other operational improvements" includes any improvement that will likely result in a significant: a) increase in vehicular capacity or b) reduction in the probable occurrence or severity of traffic delay and/or disruption from signal failure, lane blockage, etc.

(4) Safety Benefits (20 points max.)

This criterion looks at the extent of safety benefits that will be derived from a proposed project. The distinction between the categories of benefits will be coordinated with the Community Traffic Safety Teams (CTST).

Safety Benefits [1]			**Points**
The specific project location is on FDOT's High Crash List or has otherwise been identified as having an overrepresentation of severe crashes? (Provide supporting documentation (e.g., intersection crashes per million entering vehicles[2], corridor crashes per million vehicle miles[2], Community Traffic Safety Team report, etc.)	Select all that apply	☐	0 - 5
The "problem" described on page 1 of this application is a safety issue that falls within one or more of the eight Emphasis Areas identified in the [forthcoming] 2012 Florida Strategic Highway Safety Plan (i.e., distracted driving, vulnerable road users, intersection crashes, lane departure crashes, aging road users and teen drivers, impaired driving, and traffic records) or does contribute to the ability of emergency response vehicles to effectively respond to an incident.		☐	0 - 5
The proposed project represents a strategy that is professionally recognized as being effective in reducing the frequency and/or severity of traffic accidents.		☐	0 - 10
Subtotal			**0 - 20**

[1] If an application scores very high in this criterion, the VTPO may submit application to either the East or West Volusia CTST for Safety Fund consideration.

[2] Applicant must use crash rate calculation methodology provided by VTPO.

(5) Comprehensive Plan and Economic Development (10 points max.)

This criterion looks at the degree to which the proposed project will contribute to the satisfaction of one or more of the local government's adopted comprehensive plan goals or objectives, and the degree to which it supports economic development. Points should be awarded in proportion to how well the project will show direct, significant and continuing positive influence. Temporary effects related to project construction, such as the employment of construction workers, will not be considered.

Comprehensive Plan Compliance and Economic Development			**Maximum Points**
Directly contributes to the satisfaction of one or more goals/objectives in the adopted comprehensive plan	Select all that apply	☐	0 - 5
Directly supports economic development (e.g., supports community development in major development areas, supports business functionality, and/or supports creation or retention of employment opportunities)		☐	0 - 5
Subtotal			**0 - 10**

(6) Infrastructure Impacts (20 points max.)

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

Infrastructure Impacts			**Points**
Major Drainage Impact – relocating or installing new curb inlets or other extensive drainage work is required, or drainage impact has not yet been determined[1]	Select only	☐	0
Minor Drainage Impact – extending pipes, reconfiguring swales or other minor work is required		☐	0 - 2
No Drainage Impact – no drainage work required		☐	0 - 4
Relocation of private gas utility or fiber optic communication cable is not required[2]	Select all that apply	☐	0 - 4
Relocation of public/private water or sewer utility is not required[2]		☐	0 - 4
Relocation of telephone, power, cable TV utilities is not required[3]		☐	0 - 4
No specimen or historic trees ≥ 18" diameter will be removed or destroyed		☐	0 - 4
Subtotal			**0 - 20**

[1] ADA pedestrian crossings at intersections may impact drainage significantly. Attached Traffic Study should address drainage impacts.
[2] Typically, these are underground utilities that can only be determined by a complete set of plans. Attach plans showing no impacts; otherwise, assumption is in urban area utilities will be affected.
[3] Typically, above ground utilities are not affected except for widening and turn lane projects.

(7) Local Matching Funds > 10% (10 points max.)

This criterion looks at impacts to adjoining public or private infrastructure, which may be in the way of the project. The less existing infrastructure is impacted the more points a project will score.

Local Matching Funds > 10%		**Points**
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?		
10.0% < Local Matching Funds < 12.5%	☐	1
12.5% ≤ Local Matching Funds < 15.0%	☐	2
15.0% ≤ Local Matching Funds < 17.5%	☐	3
17.5% ≤ Local Matching Funds < 20.0%	☐	4
20.0% ≤ Local Matching Funds < 22.5%	☐	5
22.5% ≤ Local Matching Funds < 25.0%	☐	6
25.0% ≤ Local Matching Funds < 27.5%	☐	7
27.5% ≤ Local Matching Funds < 30.0%	☐	8
30.0% ≤ Local Matching Funds < 32.5%	☐	9
32.5% ≤ Local Matching Funds	☐	10
Subtotal		**0 - 10**

2014 Priority Ranking Criteria For XU Bicycle/Pedestrian Projects

Criteria Summary

Priority Criteria	**Maximum Points**
(1) Proximity to community assets	30
(2) Connectivity	30
(3) Safety	25
(4) Public support/special considerations	5
(5) Local matching funds > 10%	10
(6) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	**100**

Criteria Definitions

(1) Proximity to Community Assets (30 points max.)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a 1 mile radius for Trail/Side-paths or a ½ mile radius for Sidewalks. A maximum of 30 points will be assessed overall, and individual point assignments will be limited as listed below.

Proximity to Community Assets	**Check All That Apply**	**Maximum Points**
Residential developments, apartments, community housing	☐	5
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers	☐	5
Parks, trail facilities, recreational facilities	☐	5
Medical/health facilities, nursing homes, assisted living, rehabilitation center	☐	5
School bus stop	☐	5
Schools	☐	5
Maximum Point Assessment		**30**

(2) Connectivity (30 points max.)

This criterion considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities.

Network Connectivity	**Check All That Apply**	**Maximum Points**
Project provides access to a transit facility	☐	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	☐	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	☐	10
Project has been identified as “needed” in an adopted document (i.e. a comprehensive plan, master plan, arterial study)	☐	10
Maximum Point Assessment		**30**

(3) Safety (25 points max.)

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant number of safety concerns.

Safety	**Check All That Apply**	**Maximum Points**
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the Volusia TPO planning area.	☐	15
The project will remove or reduce potential conflicts (bike/auto and pedestrian/auto). There is a pattern of bike/pedestrian crashes along the project route.	☐	10
Maximum Point Assessment		**25**

(4) Public Support/Special Considerations (5 points max.)

This is an opportunity for applicant to provide other relevant data that may provide additional information as related to the project application.

Special Considerations	**Check All That Apply**	**Maximum Points**
Is documented public support provided for the project? Are there any special issues or concerns?	☐	5
Maximum Point Assessment		**5**

(5) Local Matching Funds > 10% (10 points max.)

If local matching funds greater than 25% of the estimated project cost are available, describe the local matching fund package in detail.

Local Matching Funds > 10%	**Check All That Apply**	**Maximum Points**
Is a local matching fund package greater than 10% of the estimated project cost documented for the project?		
10.0% < Local Matching Funds < 12.5%	☐	1
12.5% ≤ Local Matching Funds < 15.0%	☐	2
15.0% ≤ Local Matching Funds < 17.5%	☐	3
17.5% ≤ Local Matching Funds < 20.0%	☐	4
20.0% ≤ Local Matching Funds < 22.5%	☐	5
22.5% ≤ Local Matching Funds < 25.0%	☐	6
25.0% ≤ Local Matching Funds < 27.5%	☐	7
27.5% ≤ Local Matching Funds < 30.0%	☐	8
30.0% ≤ Local Matching Funds < 32.5%	☐	9
32.5% ≤ Local Matching Funds	☐	10
Maximum Point Assessment		**10**

(6) Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the five Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

2014 Priority Ranking Criteria For Transportation Alternatives

Priority Criteria	Maximum Points
(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) Matching Funds > 20% Provided	10
Total	**100**

Criteria Definitions

(1) Safety/Security (25 points max.)

Describe how and to what extent the proposed facility would enhance safety conditions for motorized travelers, non-motorized travelers, or the community. Provide documentation that illustrates how it does.

- 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?

(2) Contributions to "Livability" and Sustainability in the Community (20 points max.)

Describe how the project positively impacts the "Livability" and Sustainability in the community that is being served by that facility. Depict assets on a project area map in relation to a one-half mile buffer around the project.

- Project includes traffic calming measures.

- Project is located in "gateway" or entrance corridor as identified in a local government of applicant's master plan, or other approved planning document.
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements.
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users.
- Project improves transfer between transportation modes.
- Project achieves a significant reduction of non-renewable energy usage.
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur.
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances "walkability" and "bikeability". The following are key indicators of walkabilty and bikeability:
  - Are there safe walking spaces? (smooth, unobstructed, separated from traffic, crossings with appropriate signs and signals)
  - Are there places to bicycle safely? (on the road, sharing the road with motor vehicles or an off road path or trail)
  - Can pedestrians and bicyclists see and detect traffic (oncoming vehicles) day and night?
  - Are the surfaces adequate for walking or bike riding? (free of cracked or broken concrete/pavement, slippery when wet, debris)
  - Is there enough time to cross streets and intersections?
  - Is there access to well-designed sidewalks and crossings?
  - Are there signs and markings designating routes? (including crosswalk markings, way finding and detour signs)
  - Are there continuous facilities? (sidewalks and trails free from gaps, obstructions and abrupt changes in direction or width)
  - Is driver behavior conducive to safe walking or biking? (yielding to pedestrians in crosswalks, maintaining at least 3' passing distance from bicyclists)

(3) Enhancements to the Transportation System (20 points max.)

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

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable.

- Is the project included in an adopted plan?
- Does local government have Land Development Code requirements to construct sidewalks?
- Does the project relate to surface transportation? Some factors that can help establish this relationship include:
  - Is the project near a highway or a pedestrian/bicycle corridor?
  - Does the project enhance the aesthetic, cultural, or historic aspects of the travel experience?

  - Does it serve a current or past transportation purpose?
- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities? Does it conform to TOD principals?
- Is the project an extension or phased part of a larger beautification/redevelopment effort in corridor/area?

(4) Demand/Accessibility (15 points max.)

Describe indications of existing demand (e.g., photographs of worn pathways that demonstrate ground wear from use) and the degree to which the project will satisfy that demand. Describe expressions of community support and include supporting documentation (e.g., letters of support or petitions from community groups, homeowners associations, school administrators, etc.) Describe how the project improves accessibility to activity centers, town centers, office parks, post office, city hall/government buildings, shopping centers, employment centers, trail facilities, recreational and cultural facilities, schools and other points of concentrated activity.

- 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.

(5) Project "Readiness" (10 points max.)

Describe.

- 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?

(6) Matching Funds > 20% Provided (10 points max.)

Local matching funds equal to twenty percent (20%) of the total project cost are required. A greater match will be viewed as an expression of the Applicant's dedication and commitment to the project. Therefore, points may be awarded in proportion to the amount of match over the required 20%. Applicants and/or project sponsors should demonstrate the availability of the match for project. In lieu of a cash match,

Applicant/project sponsor match may include other valuable services such as planning, engineering, design, construction or environmental activities approved by the U.S. Department of Transportation and right-of-way donations by private parties. Applicants must demonstrate the feasibility of such in-kind arrangements in their applications. Applicants must specify the amount, origin and availability of matching funds.

Check one:

Is the Applicant committing to a local match greater than 20% of the estimated project cost?	Check One	Max. Points
20.0% < local match < 22.5%	☐	1
22.5% ≤ local match < 25.0%	☐	2
25.0% ≤ local match < 27.5%	☐	3
27.5% ≤ local match < 30.0%	☐	4
30.0% ≤ local match < 32.5%	☐	5
32.5% ≤ local match < 35.0%	☐	6
35.0% ≤ local match < 37.5%	☐	7
37.5% ≤ local match < 40.0%	☐	8
40.0% ≤ local match < 42.5%	☐	9
42.5% ≤ local match	☐	10

Congestion Management Process

RIVER TO SEA TPO
Transportation Planning Organization
VISION - PLAN - IMPLEMENT

Prepared by: Ghyabi & Associates, Inc.

August 26, 2015