# MEMORANDUM
## FROM THE OFFICE OF THE CITY MANAGER

**To:** Mayor and City Commission

**From:** Pam Brangaccio, City Manager PdB

**Re:** **City Manager's Report – May 24, 2016**

**Date:** May 16, 2016

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A couple of upcoming events are: the Volusia League of Cities Annual Awards Dinner May 26th at the Sanborn Activity and Event Center; DARE Graduation Ceremonies on Tuesday, May 17th, Friday, May 20th and Tuesday, May 24th; Unite Community Mural Project Ribbon Cutting June 7th at the Alonzo Babe James Center.

Attached is the May 2016 Economic Development Newsletter outlining commercial and residential projects underway in the City. Tony Otte prepares the report monthly for distribution

Please see attached a letter from the Florida Inland Navigation District regarding additional documentation to be provided by May 27th for the Swoope Boat Ramp (Additional Parking Phase I) Grant Application. Presentations are June 17th.

27th Avenue Beachfront Park was the first park to be adopted within the new Adopt-a-Park Program. Mariner's Cove Condominium was extremely responsive and stepped up right away to lend a hand. Eleven parks have been adopted at this point. There are twelve more parks available for adoption. Please see attached the current list of parks adopted.

Please see attached letters requesting time extensions for both the South Atlantic Beachfront Park Project and the Otter Lake Improvements Project for Echo Grant funding.

Attached is a letter and a summary of principle changes from the Volusia Growth Management Commission regarding amendments to the Consistency Certification Rules. These revised rules are effective immediately.

The initial meeting with Waste Pro with regard to Solid Waste Contract negotiations took place on Thursday, May 12. The major operational issues for the next five years were reviewed, as were the City's fiscal constraints.

A memorandum is attached that was sent by Economic Development/CRA Director Tony Otte to the Dollar General Representatives, regarding the wide variety of the architectural and style features for stand-alone Dollar General Stores.

District 5 Structures Maintenance Engineer Ed Kestory forwarded a message from Michael Lieberum/Coast Guard Operations Section notifying them that the "Notice of

Proposed Rulemaking" for the George Musson Bridge has been published in the Federal Register (attached). This information will also be published in the Local Notice to Mariners. Public comments are accepted until July 11, 2016.

On Tuesday, May 17th The CM, ACM, Fire Chief Anglin and Maintenance Operations Director Faith Miller will attend the Alliance for Innovation Workshop on the "Next Big Things" facing local governments.

Community Resource Coordinator Donna Banks is working with Florida Hospital to partner with the City in setting up Outreach Programs within the historical westside community. The first event will be a Wellness Monday which is scheduled for June 6th at the Alonzo Babe James Community Center. This will be in conjunction with the Lady Star of the Sea Community Service Day at the Alonzo Babe James Center.

The CM and Economic Development Director Tony Otte will attend the Southeast Volusia Marketing Initiative Committee meeting on Tuesday, May 17th.

The CM and Leisure Services Director Nancy Maddox will attend the County Council Meeting on Thursday, May 19th for ranking of the FY2015/2016 ECHO grants.

Attached is a report from the Neighborhood Council on the concern from beachside residents on short term rentals. Options for local governments are limited, under the Florida Statutes. Code Enforcement has been requested to ensure that a local business license has been secured, and that inspections have occurred.

Should you have any questions or need additional information or clarification, on any of the items presented in this report, please let me know.

# ECONOMIC DEVELOPMENT NEWSLETTER

## May, 2016

### ✓ The Half-Wall adding another location: the former Pub 44!

The owners of The Half-Wall at 501 Canal Street are planning to open an additional location at 1889 SR 44, the former Pub 44 building. The former Pub 44 location has struggled to find success and stable ownership in the past 5 years, with the closing of the long-time Pub 44 and then two other restaurants (JJ Fins, and another restaurant named Pub 44) opening and closing.

The Pub 44 building is considered by many to be a landmark location in New Smyrna Beach. The owners of the Half-Wall are currently cleaning up the property and making minor renovations. They are looking forward to opening later this year.

### ✓ New Smyrna Beach, Edgewater, and Oak Hill are exploring joint marketing!

At the May 10 meeting the New Smyrna Beach City Commission will consider Resolution 06-16 which calls for a joint initiative to brand and market Southeast Volusia County. The City of Oak Hill has already approved the resolution, and the City of Edgewater will consider it at their June meeting.

This effort is recommended in the New Smyrna Beach Economic Development Plan Update, recently approved by the City Commission. The Update seeks to provide higher wage jobs through retention and recruitment of businesses in six target industry sectors – each of which already has a presence in New Smyrna Beach:

- Aviation and Aerospace
- Creative Class, including High Tech
- Light Industry, including Manufacturing
- Medical
- Professional, including Corporate Headquarters
- Recreation

It is believed that with a brand and a marketing effort for Southeast Volusia, our efforts for recruitment will be stronger. A joint effort is likely to attract more interest from companies than the three cities individually competing with one another - and with the other cities in Volusia County and surrounding counties. Wherever a company with higher wage jobs lands in Southeast Volusia, residents in all three cities benefit from the job opportunities - and existing businesses have a chance to serve new, nearby business customers.

Regarding the aviation and aerospace sector, Kennedy Space Center is considering further use of existing launch sites by private aerospace companies such as Blue Origin and SpaceX. The Space Center also recently issued an RFP for companies to use a new, smaller pad for launching smaller satellites. Responses to that RFP came from 25 companies, and that type of activity is expected to grow.

Situated between Kennedy Space Center and Embry-Riddle Aeronautical University, the Aviation and Aerospace industry is just one example of how Southeast Volusia can pro-actively position itself to reap the benefits of a great location and workforce.

## ✓ *Volusia County Quarterly Report indicates continued economic progress*

The Volusia County Department of Economic Development has issued its quarterly report for the first quarter of 2016 (see the DOED website: http://www.floridabusiness.org/news-and-data-resources/index.stml ), with charts for residential and commercial permit data. The county-wide charts show that New Smyrna Beach is consistently among the top four in the number of residential permits, and in the top three in the number of commercial building permits (all permit data is for new construction only) over the past five quarters.

## ✓ *Cities, Chamber, and School Officials working to improve student opportunities for industrial certifications*

Two of the most important factors in business recruitment are available sites and a trained, available workforce. Property owners and realtors are encouraged to list sites on the Team Volusia website www.volusiasites.com (no charge); and workforce readiness is an on-going topic with school district and Daytona State College officials. DSC held the Certified Production Technician course at the NSB/Edgewater campus in January and may offer it again in June. This course provides basic training for entering the manufacturing industry and is applicable to other fields as well. Anyone interested in taking that course or other work-readiness courses can get more information from Frank Mercer at DSC: (386) 506-4461or email MercerF@DaytonaState.edu.

## ✓ *Many Prominent Projects Are Underway!*

There continues to be progress for a number of prominent projects, including:

**Private Property Projects**

- Tabby House: site work is now complete and the processing and recording of the plat is underway. Closings on individual lots will follow.
- Brilliance Assisted Living Center (former Daytona State Community College Building) on US 1 at Wayne Ave: construction is well underway.
- Riverwalk Condos, NW area of North Causeway: construction continues on several buildings, including the six story condo building with 36 units.
- Concordis Assisted Living Facility: construction well underway for this two story assisted living and memory treatment facility with 115 beds at the NE corner of SR 44 and Myrtle.
- Development at Colony Park Rd, NE corner with SR 44, across from Murphy Gas Station: Construction continues on an office building; and construction continues on the Aldi Grocery store on the corner.
- WaWa, planned for the area in front of the former K Mart store at SR 44 and Old Mission/Wallace Rd: It is anticipated that a Groundbreaking is upcoming.
- Spring Hill Suites hotel on the beach near Breakers: Construction is well underway. Anticipated completion: April, 2017.

City Projects

- North Causeway Beautification: Construction is underway to add trees and several medians. Completion is anticipated in the next 60 days.
- New Civic Center: Construction is well-underway. Scheduled completion: Late 2016.
- SR 44 Sewer line (assessment project): Design is complete; project to be managed by the Utilities Commission.

## ✓ *Business Resources*

- Business Planning Information available at no charge:
    - The "City Ready" service provides a meeting at no charge with City and Utilities Commission staff members to discuss how to maximize the use of a commercial building and/or property. Such meetings normally take less than 30 minutes and provide a wealth of useful information for business planning. The meetings are now scheduled on the first and third Wednesday morning of each month beginning at 9 am. Please call Tony Otte CRA/Economic Development Director, (386) 566-3941 (cell phone).
    - For information concerning commercial and industrial properties, demographic data identifying potential customers, traffic counts, and city-related questions: call Tony Otte, CRA/Economic Development Director, (386) 566-3941 (cell phone).
- Assistance with hiring employees: Career Source Flagler Volusia, 329 Bill France Blvd, Daytona Beach. (386) 323-7001

- Training Opportunities:
    - Training offered at Daytona State College:
        - Check out the DSC training website: https://www.daytonastate.edu/cbi/ or contact Joanne.Parker@Daytonastate.edu or (386) 506-4224.
    - Training offered by SCORE
        - Score offers many NO CHARGE business training classes on a variety of subjects. For more information go to Score87.org or info@Score87.org.

- NO CHARGE Business Assistance – Expansion for Existing Business
    - Volusia County Department of Economic Development: (386) 248-8048 – services include exporting assistance
    - Small Business Development Center at Daytona State College: (386) 506-4723 – services include preparation of business plans, assistance in seeking loans, business consulting.

- NO CHARGE Business Assistance – Entrepreneurs
    - SCORE: (386) 255-6889 – including preparation of business plans.

- City Property Tax Exemption for expanding businesses: In November 2014 voters approved a Tax Exemption program that provides expanding businesses that meet program criteria with abatements of City property taxes. If your business is in the expansion mode please call Tony Otte (contact information below) for further information.

- For prominent Commercial/Industrial properties for sale or lease, please go to Volusiasites.com and click on New Smyrna Beach. Sites can be added to this list by contacting Tony Otte (contact information below).

*For further information contact Tony Otte: totte@cityofnsb.com; or call 386.566.3941(office/cell)*

## Billings, Barbara

**From:** Bledsoe, Johnny
**Sent:** Tuesday, May 10, 2016 8:46 AM
**To:** Billings, Barbara
**Subject:** City Attorney Needs Meeting Minutes

**Follow Up Flag:** Follow up
**Flag Status:** Completed

Barbara,

The City Attorney needs the minutes to the City Commission Regular Meeting held December 14, 1971. The minutes were approved December 28, 1971 but I can't find them in laserfiche. Please look and let me know where they may be. If they are at Iron Mountain, maybe a fax can be requested.

Thanks,
jb

# FLORIDA INLAND NAVIGATION DISTRICT

COMMISSIONERS

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DONALD J. CUOZZO
VICE-CHAIR
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EXECUTIVE DIRECTOR

JANET ZIMMERMAN
ASSISTANT EXECUTIVE DIRECTOR

April 27, 2016

RECEIVED
MAY - 2 2016

Mr. Khalid Resheidat, Assistant City manager
City of New Smyrna Beach, City Manager's Office
124 Industrial Park Ave
New Smyrna Beach, FL 32168

RE: FY 2016-2017 Waterways Assistance Program – Grant Application
Swoop Boat Ramp Additional Parking Phase I

Dear Mr. Resheidat,

Pursuant to Section 66B-2 Florida Administrative Code (F.A.C.), staff has reviewed your application for the FY 2016-17 Waterway Assistance Program (WAP) and the information shown on the attachment is required to complete the application.

The information listed under the heading of Technical Sufficiency Items is required by 4:30 P.M. on May 27, 2016 (except permits). If the requested information is not received by that time your application will be found in non-compliance with the program rule and will be eliminated from any further consideration for funding. The information under the heading of Information Items should also be submitted by May 27th, however if the Information Items are not submitted this would not constitute non-compliance with program rules. All information may be emailed to JZimmerman@aicw.org. I will reply back that I have received the necessary documents and this email will verify receipt.

If your application is complete on May 27th, you will be scheduled for a presentation of your application to the District Board. These presentations are scheduled to be held on June 17th and 17th the DoubleTree by Hilton Cocoa Beach Oceanfront (Brevard County). I will be in contact with you after June 3rd, to advise you of your application status, the date and time of your presentation, and the meeting location.

Sincerely,

Janet Zimmerman
Assistant Executive Director

ADMINISTRATIVE OFFICE ON THE INTRACOASTAL WATERWAY IN PALM BEACH COUNTY
1314 MARCINSKI ROAD, JUPITER, FLORIDA 33477-9427 TELEPHONE 561-627-3386 FAX No. 561-624-6480
www.aicw.org

**Waterways Assistance Program**
**Application Review**
**for Compliance with 66B-2 F.A.C**

**Applicant:** City of New Smyrna Beach
**Application:** Swoop Boat Ramp Additional Parking Phase I

**Review Comments:**

## Technical Sufficiency Items:

1. Complete.

## Information Items:

1. Please note the name of this project has been changed to align with WAP grant terminology of Phase I being for design, engineering and Phase II being for construction. (new title: Swoope Boat Ramp Additional Parking Phase I)

2. Please note that due to the significant resources necessary for the District's primary mission (maintenance of the Intracoastal Waterway) within the next few years, the overall assistance program budget may be subject to additional funding reductions through subsequent Board actions.

3. Please note that due to decreasing tax revenues, the assistance program budget could be severely reduced to meet any significant decreases in revenue.

4. Please note that the District Board may request additional information if your application is determined to be complete and you make a project presentation in June.

5. The Board will make all final decisions on the eligibility of a Project or specific project costs.

6. * Collectively, the Volusia County area requests total approximately $1,653,500 more than the anticipated maximum assistance funding available to the Volusia County area through this program, this year. We may be asking you later in the process, if necessary, to work with your local FIND Commissioner to assist in the prioritization or modification of the applications to meet the funding limitation.

ADOPT
a PARK
in NSB
This park proudly Adopted by
Mariner's Cove
Condos
27 Ave

# City of New Smyrna Beach

May 09, 2016

Jill Marcum
Community Services Department
ECHO Program
110 W. Rich Ave.
DeLand, Florida 32720

**Re: South Atlantic Beachfront Park Project – TIME EXTENSION REQUEST**
**City of New Smyrna Beach, Florida**

Dear Ms. Marcum

This letter serves as a formal request for time extension for ECHO Grant #14-07: South Atlantic Beachfront Park Project.

This project received its formal Notice to Proceed from the Volusia County ECHO program on August 28, 2014. From that date, the City endeavored to execute a Design Contract with Anderson-Dixon, LLC. Design then commenced at the end of October 2014 and carried forward for approximately 6 months. After design was complete, permitting was necessary through the FDEP as well as through the City Site Plan Review process. Approval from the necessary permitting agencies caused a minor delay during design for the overall project timeline.

This project received the FDEP permit on December 2, 2015 and was awarded for construction to Bean Construction on February 29, 2016. The contractor received the Notice to Proceed from the City on March 7, 2016. This project has a 6 month contract duration with a contractual completion date as being September 17, 2016. The contractor is making great progress to date on construction activities and is in line to complete in September 2016, therefore the amount of time requested beyond the original 2-year ECHO grant cycle is 1 month.

We thank the County and the ECHO staff for assistance in making this project a reality for the City of New Smyrna Beach and look forward to the ribbon-cutting ceremony later this year.

Sincerely,

Michelle Vallance

Michelle Vallance
Capital Projects Manager

cc: Pam Brangaccio, City Manager (email)
Khalid Resheidat, Asst. City Manager (email)
Carole Wimmer, Purchasing Coordinator
Nancy Maddox, Leisure Services Director
Althea Philord, Finance Director (email)
Lewie Wise, Asst. Finance Director

# City of New Smyrna Beach

May 09, 2016

Jill Marcum
Community Services Department
ECHO Program
110 W. Rich Ave.
DeLand, Florida 32720

**Re: Otter Lake Improvements Project – TIME EXTENSION REQUEST**
**City of New Smyrna Beach, Florida**

Dear Ms. Marcum

This letter serves as a formal request for time extension for ECHO Grant #14-04: Otter Lake Improvements Project.

This project received its formal Notice to Proceed from the Volusia County ECHO program on August 28, 2014. From that date, the City endeavored to execute a Design Contract with Parker Mynchenberg and Associates. Design then commenced at the end of October 2014 and carried forward for approximately 6 months. Once design reached the 90% phase, PMA submitted the design package to the City Plan Review Committee as well as the necessary permitting agencies for comment.

Based on comments received back from PRC review, City Staff made a Design Change Request to the ECHO Board on September 15, 2015 to eliminate the park entrance from Pioneer Trail in an effort to reduce costs in order to remain on budget and minimize overall wetland impacts. The ECHO Board approved the Design Change Request at that time and PMA set out to update the overall design package for resubmittal.

The construction documents were resubmitted in January 2016 for formal PRC review by City Staff and necessary permitting agencies. Comments and questions are currently still be addressed. The overall goal is to bid this project out at the end of May 2016 in order to bring forward a construction contract recommendation to the City Commission at the end of June 2016. Construction could begin as soon as July 2016 with a 6 month construction contract, which would have a project completion date of December 2016 (4 months beyond the original 2-year ECHO deadline).

We thank the County and the ECHO staff for assistance in making this project a reality for the City of New Smyrna Beach and look forward to on boarding a contractor and beginning construction on this great project.

Sincerely,

Michelle Vallance
Capital Projects Manager

cc: Pam Brangaccio, City Manager (email)
Khalid Resheidat, Asst. City Manager (email)

Carole Wimmer, Purchasing Coordinator
Nancy Maddox, Leisure Services Director
Althea Philord, Finance Director (email)
Lewie Wise, Asst. Finance Director

# Volusia Growth Management Commission

TO: Volusia County City & County Managers

FROM: James Wachtel, VGMC Chairman

DATE: May 10, 2016

RE: Volusia Growth Management Commission (VGMC), Consistency Certification Rules

As many of you are aware, on May 5, 2016 the Volusia County Council adopted Ordinance #2016-10 amending the VGMC Consistency Certification Rules. The revisions to the rules were proposed by the VGMC following a series of noticed meetings over the past several months, and through a collaborative effort which included input and recommendations from members of the Volusia County Charter Review Commission, the Chairman of the Volusia Manager's Association and other City representatives, the County Attorney, the School Board Attorney, members of the business community, and other members of the public.

The revised rules, which are effective immediately, can be accessed on the VGMC website at the following link: http://www.volusia.org/government/county-council/advisory-boards/volusia-growth-management-commission.stml. We have also modified the VGMC application to provide further clarification. This can be found on the website as well.

For your reference, I have attached a summary highlighting the principle concepts/changes to the rules. This summary is not inclusive of all of the changes and is intended to provide a summary of the primary changes in procedural, processing and time frames. If you have any questions relating to the revised rules, please feel free to contact me through the VGMC office at vgmc@volusia.org, or 386-947-1875.

cc: VGMC Members & Staff

140 South Beach Street, Suite 305, Daytona Beach, FL 32114
Tel: 386-947-1875 ■ Fax: 386-947-1877 ■ Email: vgmc@volusia.org

Summary of Principle Changes to the VGMC Consistency Certification Rules, May 2016

1) Standing:

- Standing is limited to "units of local government" which is defined as: Volusia County, each municipality within Volusia County and the School Board of Volusia County.
- Standing is automatic for adjacent jurisdictions and the School Board.
- Non-adjacent units of local government must prove standing.

2) Section 90-341 has been added which provides for a streamlined review process for all small scale amendments, and large scale amendments that are subject to a joint agreement or other similar type of interlocal agreement which addresses land use or the provision of public services.

- The applicant jurisdiction still has the duty to submit an amendment application to VGMC and other jurisdictions.
- VGMC staff will review the application and prepare a written report based upon the information submitted with the application within 14 days of receipt of the complete application. The report will be distributed electronically to all of the units of local government.
- Units of local government shall have 21 days from the date of receipt of the complete application to file an objection with the VGMC.
- If no objection is filed by a unit of local government within 21 days from the date of receipt of the complete application, the application will be deemed to be consistent and the commission shall issue a certificate of consistency.
- This provision allows small scale amendments to be adopted by the local government *prior* to submitting the application to VGMC. Keep in mind, the adopting ordinance should include a provision that adoption is subject to the VGMC issuing a certificate of consistency.

3) All other large scale amendments will continue to be processed as in the past, with two exceptions:

- VGMC staff must issue a Request for Additional Information (RAI) within 14 days after receipt of the completed application.
- VGMC staff cannot independently call for a public hearing on an application *unless* the proposed amendment, or a portion thereof, is subject to a condition of a prior VGMC resolution and may be inconsistent with the prior approval.

4) A specific provision relating the Volusia County School Board review has been added in Section 90-37(d).

5) The ability to petition for leave to intervene, formerly Section 90-38 of the rules, has been deleted.

6) Notice of Applications will no longer be published in the newspaper. Notice will be provided to all units of local government and posted on the VGMC website.

7) A provision relating to VGMC membership has been added, Section 90-53(2), to clarify that an appointing governing body has the right to remove their appointed voting representative as set forth in the appointing body's code of ordinances.

## MEMORANDUM

**TO:** Scott Rheams, Haymes Snedeker, Hix Snedeker
**FROM:** Tony Otte, CRA/Economic Development Director AGO
**DATE:** May 11, 2016
**RE:** Follow-up to conversation on April 27 re Dollar General location

Scott, Haymes, It's taken me awhile, but I have looked at some stand-alone Dollar General Stores near New Smyrna Beach. This has been an interesting exercise – I discovered that there is quite a variety in the architectural style and features for stand-alone Dollar General Stores.

Of the stores that I saw, the store in Ormond Beach at 145 N Yonge St is the style that best fits New Smyrna Beach. The store in Daytona Beach Shores could also fit. I also saw the stores in Port Orange, Holly Hill, and Orange City, and they are not as good a fit.

The rendering you showed us at our meeting on April 27 does not look anything like the stores in the 5 locations listed above, especially the Ormond Beach store. By comparison, the elevations for a store in New Smyrna Beach should have at least the features of a store in Ormond Beach based on two factors noted in a study by the consultant Urbanomics (copy attached):

- New Smyrna Beach leads Ormond Beach, Port Orange, and the County in retail sales per capita by wide margins. This reflects that New Smyrna Beach has been and remains the historical trade and service center for Southeast Volusia County, an area of approximately 60,000 residents. Second, the City has long been a popular beach community for seasonal residents and tourists from Central Florida and beyond. The combination of a comparatively large trade and service area and large influx of seasonal residents and tourists generates substantially more retail activity in the City than would otherwise be supported by the resident population; and
- Median household income in the City exceeds that in Volusia County and is slightly higher than Ormond Beach and Port Orange. Median housing value in the City is substantially higher than the County and two other cities, but most housing in the US1 CRA is very modest.

In addition, traffic counts at the New Smyrna Beach proposed site compare favorably to the Ormond Beach site and three other sites mentioned above (source document attached):

- 1050 N Dixie Freeway, New Smyrna Beach 22,500
- 145 N Yonge, Ormond Beach 16,300
- 2122 S Atlantic, Daytona Beach Shores 10,700
- 5420 US 1, Port Orange 14,100

We spoke about the vision of US 1, which is more than a vision: it's now in the implementation stage! Please see attached the pictures of Canal St Centre and the Florida Hospital Business Office, both on US 1 and completed in the last 5 years; and the rendering of the re-use of one of the largest and most prominent buildings on US 1 in NSB, the Brilliance Assisted Living Center, which is now under construction.

We are anxious to work with you to process your development plans as quickly as possible. We look forward to reviewing a project that looks like it belongs in New Smyrna Beach.

Attachments:

1. Dollar General Store Photos: Ormond Beach, Daytona Beach Shores, Port Orange
2. US 1 sites in New Smyrna Beach: Florida Hospital Business Office (photo); Canal Street Centre (photo); Brilliance Assisted Living Center (rendering)
3. New Smyrna Beach US 1 Corridor CRA Plan, Urbanomics, 9/30/13
4. Traffic Counts, FDOT, 2011
5. Comparison Schedule: Selected Dollar General Stand-alone Stores
6. Parcel Record Cards, Volusia County Property Appraiser's Office: Ormond Beach, Daytona Beach Shores, Port Orange; and subject property

Ormond Beach

Daytona Beach Shores

Port Orange

Florida Hospital
Business Office

Canal st. Centre

Brilliance Assisted Living Facility

## *Section 2. Economic Development Strategies and Financial Projections*

This section presents a number of site specific development, reuse, and redevelopment projects and economic and community development initiatives. These are designed to focus the attention and resources of the City on actions that stabilize economic conditions and stimulate economic growth and community betterment in older urban areas of the City. These projects and initiatives are presented against a background assessment and review of real estate market factors and realities. Thirty-year projections of tax increment revenues are also made in this section to indicate the level of potential dedicated financial resources available to the City in the future to fund redevelopment activities and programs.

### *MARKET CONTEXT*

#### *Previous Market Studies*

Market analyses were prepared in 2009 and 2010 for the New Smyrna Beach Community Redevelopment Agency by RCLCO and the Gibbs Planning Group. The 2009 RCLCO analysis presented a comprehensive review of the housing, retail, office, and hotel markets and assessed potential growth opportunities for these markets in the existing New Smyrna Beach Community Redevelopment Area, including areas east of the Intracoastal Waterway. The 2010 Gibbs analysis focused primarily on retail needs and opportunities in the existing Community Redevelopment Area.

Both analyses were conducted at a time when the U.S. and regional economies and real estate markets were in a deep slump and little development activity was taking place. The prolonged nature of the economic decline that began in late 2007 and continues today was generally unforeseen at the time, with the result that market expectations, projections, and recommendations in these reports, while perhaps ultimately valid, have been stalled as and until the economy regains strength. Some projections of market demand in these reports are:

- 48,000 square feet of new office space in the CRA from 2009 to 2019 (RCLCO)
- 100,000 square feet of new retail space in the CRA from 2008 to 2018 (RCLCO)
- 225-230 new hotel rooms in the City from 2009 to 2019 (RCLCO)
- 895,000 square feet of new retail space citywide (Gibbs)

The Kimley-Horn team considers it unnecessary and unproductive at this time to repeat the same types of market analyses as guidance for the US1 Community Redevelopment Plan, as there is a substantial overlap in areas of the City covered by the existing and proposed new CRAs.

Moreover, the two earlier market studies continue to provide background and support for identifying and addressing needs and general opportunities in the new US1 Community Redevelopment Area, and no major real estate activity has occurred since the two earlier reports were prepared. Instead, the focus of this report is to provide additional background, support, and rationale for site-specific actions and projects and specific economic and community initiatives designed to meet current challenges and to leverage and promote general economic stability and growth in this aging area of the City.

As context for assessing the market environment and development opportunities in New Smyrna Beach, some economic and fiscal comparisons with other jurisdictions in Volusia County presented in Table 1 below provide context for understanding and identifying market needs and opportunities in the new US1 Community Redevelopment Area.

***Economic Indicators***

New Smyrna Beach is not an affluent community, and 13 percent of the population is below poverty level, but median household income in the City exceeds that in Volusia County and is slightly higher than Ormond Beach and Port Orange. Median housing value in the City is substantially higher than the County and two other cities, but most housing in the US1 CRA is very modest. This is particularly true for the Historic West Side neighborhood, which would benefit greatly from an active program of housing infill and rehabilitation. Other needs and opportunities in the new US1 CRA include accommodating new live-work housing concepts in the Canal Street area and preserving and enhancing the urban housing environment in the Medical area, the residential neighborhood south of SR44/Lytle Avenue.

Comparative retail sales per capita are most surprising, in that New Smyrna Beach leads the County and two other cities by wide margins. There are two explanations. First, New Smyrna Beach has been and remains the historical trade and service center for Southeast Volusia County, an area of approximately 60,000 residents. Second, the City has long been a popular beach community for seasonal residents and tourists from Central Florida and beyond. The combination of a comparatively large trade and service area and large influx of seasonal residents and tourists generates substantially more retail activity in the City than would otherwise be supported by the resident population.

New Smyrna Beach also has comparatively high per capita sales in the accommodations and food services sector for the same reasons. Food service sales are a much more dominant factor in per capita averages. The City has a modest inventory of traditional hotels and motels and rental condominiums are the prevalent form of overnight accommodations.

*Table 1. Comparative Economic and Fiscal Data*

| Economic and Fiscal Indicator | New Smyrna Beach | Ormond Beach | Port Orange | Volusia County |
|---|---|---|---|---|
| ***Demographic and Economic Comparisons (1)*** | | | | |
| Population 2012 | 22,900 | 38,376 | 56,766 | 494,950 |
| Median Household Income, 2007-2011($) | 49,625 | 48,427 | 47,763 | 44,169 |
| Median Owner-Occupied Housing Value, 2007-2011 ($) | 233,800 | 201,300 | 171,200 | 172,100 |
| Retail Sales Per Capita, 2007 ($) | 19,857 | 13,731 | 9,460 | 12,230 |
| Accommodation & Food Service Sales Per Cap, 2007 ($) | 2,727 | 2,820 | 1,283 | 1,826 |
| ***Fiscal Comparisons (2)*** | | | | |
| Just Value of All Property Per Capita ($) | 144,282 | 87,956 | 57,670 | 70,790 |
| Taxable Value of All Property Per Capita ($) | 107,003 | 64,002 | 41,024 | 52,578 |
| Tax Base -- Real Property | | | | |
| -- Residential (%) | 86.4 | 74.6 | 72.5 | 71.8 |
| -- Commercial (%) | 9.2 | 13.6 | 17.1 | 13.8 |
| -- Industrial (%) | 1.0 | 3.4 | 2.8 | 2.7 |
| -- Other (%) | 0.8 | 1.7 | 1.3 | 2.2 |
| Tax Base -- Personal and Centrally Assessed Property (%) | 2.5 | 6.6 | 6.2 | 9.7 |

(1) Based on US Bureau of the Census data
(2) Based on Florida Department of Revenue data
Source: URBANOMICS, Inc.

Given its traditional roles as the trade and service center for Southeast Volusia County and popular coastal tourist destination, the 48,000 square feet of new office space and 100,000 square feet of new retail space, as projected in the 2009 RCLCO market study, are achievable if not easily exceeded in the new US1 Community Redevelopment Area over the next ten years. In the same time frame, additional lodgings in the form of B&Bs, particularly on Riverside Drive, and small boutique inns and/or small limited service hotels are supportable in the Canal Street and North Causeway areas.

Economic development opportunities include additional industrial, office, and flex-tech space for technology-oriented firms at New Smyrna Beach Municipal Airport and focusing on the Canal Street as a special opportunity to attract businesses and entrepreneurs in the growing area of creative and design arts.

### *Fiscal Indicators*

Some fiscal comparisons are also illuminating. Just and taxable values of real estate and other property in New Smyrna Beach are significantly higher on a per capita basis than the County, Ormond Beach, and Port Orange. The implication is that for comparable millage rates, New Smyrna Beach can generate substantially greater per capita proportions of ad valorem revenues than other jurisdictions. This may also allow the City to be more flexible than other jurisdictions in using tax incentives to leverage private investments.

New Smyrna Beach is much more reliant on its residential tax base than the County and two other cities. Residential property contributes 86.4 percent of local real property taxes, compared to percentages in the seventies for the other three jurisdictions. Commercial and industrial property in New Smyrna Beach account for only 10.2 percent of local real property taxes, compared to 16.5 to 20.0 percent in the other three jurisdictions.

New Smyrna Beach has a much greater proportion of high value residential property than the other jurisdictions, which tends diminish proportional contributions from commercial and industrial property. Nevertheless, comparatively low tax revenue contributions from commercial and industrial real estate in New Smyrna Beach provide strong arguments for attracting new business and industry to the City and particularly to the new US1 Community Redevelopment Area to generate both tax revenues and jobs for local residents.

## *REDEVELOPMENT PROJECTS AND INITIATIVES*

### *Objectives*

The redevelopment projects and initiatives outlined below are not inclusive of all properties in the new US1 Community Redevelopment Area that need attention or have potential, nor are they inclusive of all actions that the City might wish to take to achieve their vision. They are, however, those projects and initiatives considered as having a comparatively high level of need or importance and/or a high potential payoff. Projects and initiatives recommended herein have the following objectives:

- To identify key site specific development and redevelopment projects and other initiatives that will serve as catalysts for general redevelopment.
- To focus attention and investments on needs and opportunities for significant undeveloped residential and commercial properties, significant developed commercial and institutional properties that may be vacated in the future, and significant developed commercial and industrial properties that are outmoded and detract from their surroundings.
- To slow the migration of existing business activity to SR44 west and I-95.

- To capitalize more effectively on local assets to promote local economic development.
- To stabilize and strengthen urban neighborhoods.

*US1 North/Airport Area*

***Airport Economic Development Strategy.*** The New Smyrna Beach Municipal Airport is an economic engine and employment center for the City and has the potential to become a more important and productive economic development resource. Recommended strategies for capitalizing on the economic potential of the airport include re-branding it as the New Smyrna Beach Executive Airport, New Smyrna Beach Gateway Airport, or similar and marketing the airport and surrounding properties for business/corporate use and development. Re-naming (re-branding) the airport will help set it apart from countless other generically-named airports throughout Florida and beyond and will establish a fresh marketing identity targeting a very desirable clientele for the airport itself and for development of surrounding lands.

In addition to marketing and building out existing available industrial properties around the airport on South Street and in the New Smyrna Beach Industrial Park, US1 frontage property offers opportunities to attract offices and flex-tech space for a variety of professional and technical firms in the aerospace, environmental science, electronics, bioscience, and IT industries. New Smyrna Beach is well located and has the lifestyle attributes that make it attractive to businesses associated with the nearby Space Coast, I-4 Technology Corridor, and Orlando area.

Lands between the US1 right-of-way and airport property or facilities appear to be of sufficient depth (approximately 250 feet) to support development of small office and flex-tech space, provided that such development is consistent with or is recognized by and is incorporated into the Airport Master Plan. The strategy for utilizing the US1 frontage and adjacent airport lands to best advantage should also include finding a new operator for the vacant attractive Skyline Restaurant and developing a new airport terminal befitting the airport and it's potential.

High speed Internet access and data transmission, both wired and wireless is an important if not critical factor in attracting and supporting technology-oriented firms to the airport area and certain improvements may be needed to provide state-of-the-art service. With this in mind, it is recommended that the City study the level of available services in the airport area, particularly fiber and wireless facilities and capabilities, and develop a plan to upgrade service in concert with local communications providers.

***Mullinax Ford Dealership.*** The Mullinax dealership is vacating their existing facility on US1 north and relocating to a new facility on SR44 west. Their departure from the 10.6-acre US1 site will have an immediate negative impact on this section of the US1 corridor and will generate the perception that the general area is in economic decline.

The City should discuss the future of the property with the owners and investigate opportunities to reuse the existing facility for another new car dealership not presently represented in the Southeast Volusia market. There are a number of Asian car brands with outlets in Daytona Beach and Deland that are not yet represented in the South Volusia County. RV, boat, and marine equipment dealers are also options.

***New Smyrna Beach Chevrolet Dealership.*** The existing Chevrolet dealership on US1 north is planning to follow the lead of Mullinax Ford dealership in relocating from their existing 6.56-acre leased site to SR44 west. The exodus of these two major commercial activities from the US1 corridor will greatly exacerbate the perception that the area is no longer a viable location for business. As with the existing Mullinax site, the City should discuss the future of the property with the owners and investigate opportunities to reuse the existing facility for another new car dealership not presently represented in the Southeast Volusia market. RV, boat and marine equipment dealers are also options for this property.

***Canal Street Area***

***Creative and Design Arts Economic Development Strategy.*** New Smyrna Beach is generally well-known as an arts-oriented community, as exemplified by the Atlantic Center for the Arts and a number of local galleries, shops, museums, art shows, festivals, and other special events. It was named one of the 100 Best Small Art Towns in America. This reputation and the ambiance of the Canal Street Historic District and community at large provide an exceptional opportunity to make the creative and design arts a major economic and community development theme for New Smyrna Beach, particularly as related to development opportunities in the Canal Street area. Economic development programs throughout the U.S. are focusing increasingly on attracting and growing what is called the "creative class" of artists, craftsmen, designers, and thinkers to enhance both local economies and quality of life.

For New Smyrna Beach, a strategy to take advantage of emerging economic development opportunities in the creative and design arts should include the following:

- Targeting and actively recruiting small businesses and entrepreneurs in architecture, landscape architecture, interior design, graphic design, web design,

design of smart phone and tablet apps, digital printing, photography, and media advertising, among others.

- Identifying sites for and implementing regulations that encourage and facilitate development of business incubators, design studios, home-based businesses, and live-work units that combine living quarters with offices and studios.

State-of-the-art high speed Internet access and data transmission, both wired and wireless, is also an important factor in attracting and supporting website designers, software developers, and other design-oriented professionals and technicians associated with the creative and design arts. As with the airport area, it is recommended that the City also study the level of available services in the Canal Street area and develop a plan to upgrade service accordingly, working with local communications providers. This may also benefit the Bert Fish Medical Center area in terms of facilitating the management and transmission of medical data.

***City-Owned Faulkner Street Property.*** This 1.4-acre city-owned site in the Canal Street area near City Hall is the subject of a current developer RFP. The City seeks to return this property to the tax rolls through private development. Development opportunities include condominiums or townhomes, an assisted living facility, business and professional offices and studios, and residential live-work units with office and studio spaces.

***Small-Format Urban Market.*** Large contemporary grocery stores serving New Smyrna Beach are found on SR44 west and on the beach side of the Intracoastal Waterway, but convenient service in the older central part of the City, including the Canal Street, Medical, Historic West Side, and US1 Corridor areas is very limited. This presents an opportunity to attract a small-format urban grocer, which is becoming increasing popular. Facilities generally are in the 10,000 to 30,000 square foot range.

Emerging brands include Wal-Mart Neighborhood Market, Wal-Mart Express, Aldi, and Trader Joe's, all of which are increasing their Florida presence. IGA stores are another well known national brand of small franchised grocery stores, of which there are several in Central Florida.

It is recommended that the City identify potential development sites of up to 1.5 acres in the Canal Street area to accommodate a 15,000-25,000 square foot store and 60-100 parking spaces (@ four spaces per 1,000 square feet) and market prospective sites to potential users. The former site of the Daytona Beach Community College on the southeast corner of US1 and Wayne Avenue has been identified as a possibility. It is a 1.2-acre site occupied by a three-story 18,000 square foot office building, and is for sale

for a current asking price of $900,000. This exceeds $17 per square foot of land and would not be attractive as is to a user. Ideally, the City should consider providing a cost free site or, at a minimum, attractive tax incentives.

### *North Causeway Area*

***City-Owned AOB Property.*** This six-acre former Utilities Commission wastewater treatment plant site is located in the North Causeway subarea on the Intracoastal Waterway. The City has been attempting to find private parties interested in acquiring and developing the site in recent years, and although proposals were received by the City, no tangible results have occurred to date. The City recently released another developer RFP, which it hopes will be met with more success in an improving economy. The City owns a total of 8.9 acres in this location, 3.1 of which are leased to the New Smyrna Boating & Ski Club and used for a boat launch and parking. Development opportunities for the remaining 5.8 acres include market rate condominiums or townhomes, restaurant, hotel, marina, or a mix of these uses. Depending on developer interests and status of the existing 3.1-acre lease, it is recommended that a unified development concept for the entire property be on the table, particularly given that the City-owned leased property is tax exempt.

***Blossom Development Property.*** Texas-based Silvestri Investments dba Blossom Development is the owner of three contiguous undeveloped parcels totaling 12.5 acres in this area, according to Volusia County Property Appraiser records. The current taxable value of this waterfront property, which has frontage on and access to North Causeway, is $1.75 million, or approximately $140,000 per acre. This is much less than desirable for a viable commercial and/or multifamily housing property in this location.

The site is the subject of local controversy, stemming from a recent proposal by an affordable housing developer to build a 239-unit lower income "workforce housing" apartment project. The property is currently tied up pending the outcome of a lawsuit against the City which denied the project months ago. An earlier Island Town Center proposal for the property, which called for development of 202 condominium units, boat slips, restaurant, and shops, was dropped several years ago due to a faltering economy.

The earlier proposal is much more reflective of mixed use and market-rate housing opportunities for the property, as there are other locations in the City much better suited to affordable housing and with much lower land values. These include the 10th Street end of the large FEC property on Myrtle Avenue across from New Smyrna Beach Middle School.

### *Medical Center Area*

***Bert Fish Medical Center.*** The South Volusia Hospital District has agreed to enter a long term lease agreement with Naples, FL-based Health Management Associates (HMA) to operate the medical center. HMA, a for-profit company, operates a number of hospitals in Florida. The takeover of Bert Fish would change it from tax exempt to tax paying status, which will greatly benefit the City and Community Redevelopment Area. Although HMA has indicated that it will spend several million dollars improving Bert Fish, there has been some concern that acquisition may lead ultimately to relocation of the hospital out of downtown, possibly to a location near I-95.

In anticipation of this possibility, the City should discuss with HMA officials actions and incentives needed to retain the long-term downtown presence of the medical center. The desirability and feasibility of potential reuse opportunities, such as a specialty long-term care hospital, outpatient care facility, nursing or rehabilitative care facility, and assisted living facility should also be explored.

***Old Smith Street Utility Plant Site.*** This facility is a back-up electric power plant owned and operated by the New Smyrna Beach Utility Commission and is located on a tax exempt 1.7-acre site immediately south of the Bert Fish medical complex. The facility is highly unattractive and a detriment to the value and development appeal of surrounding properties. A 2011 engineering report found the facility to have a number of deficiencies and appeared not to have been in operation for a long period of time.

In the interest of creating a positive environment for retaining and expanding the medical complex and complementary land uses, it is recommended that the City and Utilities Commission initiate discussions leading to the eventual closure of the plant and redevelopment of the property. Redevelopment opportunities include expansion of the medical complex, including assisted living and nursing or rehabilitative care, and market rate multifamily housing.

***Historic West Side Area***

***Housing Infill and Rehabilitation Program.*** There are 150 vacant residential lots in the Historic West Side area according to Volusia County Property Appraiser records. Not all may be usable, but the number of vacant properties is significant. Vacant lots average 9,400 square feet in area and have an average just value of $13,600. In addition, an unknown number of existing residential structures may be vacant and in need of major renovation or lived in but below standard. If not already done, it is recommended that the City survey the neighborhood to determine housing units that are below standard or in need of major repair and renovation. Empty lots and blighted and vacant structures detract greatly from the values of adjacent properties and can become a significant neighborhood crime and safety issues.

It is recommended that the City develop and implement a Housing Infill and Rehabilitation Program by utilizing and packaging together available Neighborhood Stabilization, CDBG, and other Federal and state grant funds, Habitat for Humanity resources, and local TIF revenues and other funds. The objective of this program would be to build and/or rehab up to ten housing units annually, the number depending on available funding. The City should also investigate establishing a 501(c)(3) non-profit Local Development Corporation (LDC) to act for the City in implementing the program. Such an LDC would have access to financial resources (e.g., private contributions and donations) not available to the City.

To complement this housing initiative and strengthen the value of public investments in the area, redevelopment actions should also provide an attractive and stable environment for neighborhood-serving businesses. Possibilities include reinforcement and expansion of the small business district on Canal Street west of the railroad and development of new neighborhood business opportunities on undeveloped FEC property near Myrtle Avenue. This may be an attractive optional location for development of a small-format urban market as recommended above in the Canal Street area.

***Former K-Mart Shopping Center.*** The former K-Mart Shopping Center on the southeast corner of SR44 and Wallace Avenue includes a vacant 90,000-square foot anchor store and 18,000 square feet of largely vacant small store spaces. The old K-Mart store and the "shadow" stores are under different ownerships. The old K-Mart has opportunities to be remodeled and reoccupied by one or more big-box general merchandise or home goods stores not presently in the South Volusia market or needing a larger footprint than their current location. This would help generate traffic to support the small store spaces on the site. It is recommended that the City pursue discussions of reuse possibilities with both owners, leading to an active strategy to sell and/or lease space to new tenants.

### *US1 South Area*

***Florida East Coast Railroad Property.*** This 104-acre property extends along Myrtle Avenue from 10th Street on the south to a short distance north of SR44 on the west side of the FEC rail line, rail yard, and maintenance facilities. It also includes narrow strips of land on US1 on the east side of the rail line. Flagler Development, the real estate arm of FEC, has the property for sale for $3.9 million, or $37,500 per acre. Conceptual plans for the property show a mix of housing, office, retail uses, and hotel uses, including approximately 750,000 square feet of office and retail space, a 120-room hotel, and nearly 300 housing units.

The presence of the rail yard and maintenance facilities are likely to be a deterrent to development in the central portion of the property, but the 10th Street and Lytle Avenue/SR44 areas of the property are more insulated from these railroad activities.

Affordable multifamily housing is a viable development option for the 10th Street end of the property because of the presence of the adjacent New Smyrna Beach Middle School and the nearby 192-unit Newport Sound low-income community. It appears that as many as 20-25 acres may be available for development in this area with adequate separation from the FEC yard and shops. This would accommodate up to around 300 multifamily units.

The Lytle Avenue/SR44 end of the property is most appropriate for neighborhood /community-scale retail and office uses and/or multifamily housing. Around 20-25 acres may be available for development in this area with adequate separation from the FEC yard and shops, and would provide for up to around 200,000 square feet of commercial space or a mix of commercial space and multifamily housing. Some narrow frontages on US1 may also be suitable for these uses as shown on the FEC concept plan for the property, provided that property between the rail line and US1 is of sufficient depth to allow reasonable development to occur and to buffer it from railroad operations.

It is recommended that the City explore development options with FEC representatives and subdivision of the property into smaller sales and development parcels.

***Old Cemex Ready Mix Concrete Plant Site.*** This seven-acre property at 700 S Dixie Highway is a major eyesore and a deterrent to development and value appreciation of nearby properties. The 2012 taxable value of the property is only $406,812, or approximately 58,000 per acre, which is much lower than otherwise would be desirable and possible for developed commercial property with US1 frontage.

It is recommended that the City discuss with the property owner, Rinker Materials Corp, their thinking on the future of the property, presence of any brownfield issues requiring remediation, and their interest in participating as a land partner in redeveloping the property.

## *TAX INCREMENT REVENUE PROJECTIONS*

### *Tax Base Trends, Existing Community Redevelopment Area*

The existing New Smyrna Beach Community Redevelopment Area (CRA) was established in 1985. The existing CRA had a total taxable value of real estate in 1985 of $69,814,730, according to Volusia County records. A combination of increasing values of existing taxable properties and new taxable development resulted in a gain in the tax base of the existing CRA to a 2006 peak of $420,497,577, an annual average increase of 8.93 percent. Much of the increase occurred from 2003 to 2006, when taxable values increased by almost $65 million per year.

Since then, existing CRA taxable values have declined sharply to recent low of $232,141,838 in 2011, a drop of 40.3 percent in five years. Taxable values increased slightly by approximately $2.2 million in 2012 (a 0.97 percent gain) and another $7.7 million in 2013 (a 3.26 percent gain) to total tax base of $242,027,764. The average annual growth rate of the CRA tax base from 1985 to 2013 was 4.54 percent. During this 28-year span, several national and regional economic booms and busts took place, the most recent being the most severe slump in over 75 years.

***TIF Revenue Projections, New US1 Community Redevelopment Area***

The 28-year average annual growth rate of the existing CRA (i.e., 4.54 percent) provides a good starting point for assessing and projecting tax base growth in the new CRA, particularly given their overlapping Canal Street and North Causeway areas. TIF revenue projections presented in the Excel table reflect use average annual growth rates as opposed to attempting to predict the timing and magnitude of economic booms and busts that are almost certain to occur every decade.

Inasmuch as a significant share of the tax base of the existing CRA is east of the Intracoastal Waterway, includes higher value beach area properties, and a suspected greater proportion of more recent development than areas west of the Intracoastal, the long-term growth rate of property values in the new CRA is likely to be somewhat more moderate than experienced over the past 28 years in the existing CRA. TIF projections for the new US1 CRA reflect a base year of 2014, with the first annual incremental revenues projected in 2015, the year in which the existing CRA is scheduled to sunset.

Thirty-year TIF revenue projections for the new US1 CRA are based on a more moderate 3.5 percent average annual growth rate for the existing tax base, plus a factor of 15 percent of the annual increase in the existing tax base to reflect the impact of new development in the US1 CRA. New development is defined as including major redevelopment of existing properties, new development on existing vacant properties, and conversion of tax exempt properties to taxable properties.

It remains to be determined if the 1985 base year can continue to apply to the overlapping Canal Street and North Causeway areas, given that Florida statute appears to allow extensions up to 30 years for a community redevelopment area established before 2002 when its community redevelopment plans are amended during its original life even up to the last year, as is occurring for the Canal Street and North Causeway areas. TIF projections for the new US1 CRA will be subject to adjustment as this 1985 base year issue is resolved and actual taxable values for a new 2014 base year are established by the Volusia County Property Appraiser.

The existing New Smyrna Beach CRA will generate an estimated $1,700,708 in tax increment revenues in 2013, according to the Volusia County Property Appraiser. Separate 2013 revenue estimates are not available for the Canal Street and North Causeway areas of the existing CRA,

nor are 1985 base year estimates. These would have to be determined if it is found that the 1985 base year can be used.

County Property Appraiser records show a total taxable value of $200,020,210 for the new US1 CRA in 2012, including the overlapping Canal Street and North Causeway areas. This includes $82,993,108 for the redefined Canal Street-North Causeway area, $71,564,104 for the newly-defined US1 North-Airport area, and $45,462,998 for the newly-defined USI South-Historic West Side area, which also includes the Medical area.

Based on the 3.5 percent growth inflation/appreciation rate, the total taxable value of existing properties would increase to an estimated 2014 base of $214.3 million and to a projected $601.4 million in 2044, including all properties in the overlapping areas of the existing and new US1 CRA. The total 30-year tax increment from the increased value of existing properties is an estimated $387.1 million. Over the same 30-year span, new development would generate an additional estimated increment of $58.1 million. Annual taxable values of new development range from an estimated $1.1 million in 2015 to $3.1 million in 2044. The total tax increment over 30 years, including gains in values of existing properties and values of new development, is a projected $445.2 million.

Projections are considered conservative in that the total taxable value of existing properties in the new US1 CRA would not return to estimated 2006 peak levels for another 15 years. TIF revenue projections total $36.2 million over 30 years, including $19.6 million from the City and $16.6 million from the County, as summarized in the table below.

***Summary of Projected Tax Increment Revenues, 2015-2044***

| Time Frame | City ($000) | County ($000) | Total ($000) |
|---|---|---|---|
| Yrs 1-10 (2015-2024) | 1,793 | 1,704 | 3,497 |
| Yrs 11-20 (2025-2034) | 5,967 | 5,669 | 11,636 |
| Yrs 21-30 (2035-2044) | 11,854 | 9,258 | 21,112 |
| Totals (2015-2044) | 19,614 | 16,631 | 36,245 |

Additional assumptions on which these TIF revenue projections are based include:

- City of New Smyrna Beach millage rate of 3.5764 proposed for FY2014.
- Maximum millage rate of 3.5764 for participation by Volusia County, as required by the County per Resolution No. 2010-20.
- Limits on County participation of 95 percent of the annual tax increment share up to $1 million, 75 percent up to $2 million, and 50 percent over $2 million, as required by the County per Resolution No. 2010-20.

**Note:** If it is determined that the life of the Canal Street-North Causeway area that is part of the existing CRA can be extended for an additional 30 years by virtue of the amended community redevelopment plan, and the original 1985 base year can continue to be used to calculate the tax increment for this specific area, separate trust funds and TIF revenue projections will be needed for both the pre-existing area that dates to 1985 and new areas of the US1 CRA added to the north and south.

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| I-4 | SR 46 to Volusia Co. | 0269-9 | Yes | Yes | Yes | 1.90 | 6 | 65 | E+W | UA_FWS_6L + AUX | 92,000 | 94,000 | 103,000 | 112,500 | 112,000 | 113,000 | 111,000 | 105,000 | 115,000 | 139,000 | C | 110,500 | 0.921 | C | -4.8% |
| I-4 | Seminole Co. to Dirksen Dr. | 464 | Yes | Yes | Yes | 3.90 | 6 | 65 | E+W | UA_FWS_6L | - | - | 94,000 | 111,500 | 115,500 | 110,500 | 111,000 | 107,500 | 111,500 | 102,000 | C | 99,500 | 1.133 | D | -8.1% |
| I-4 | Dirksen Dr. to Saxon Blvd. | 9806 | Yes | Yes | Yes | 2.70 | 6 | 70 | E+W | UA_FWS_6L | 76,000 | 78,500 | - | - | 90,000 | 93,500 | 92,000 | 84,500 | 85,400 | 93,000 | C | 99,500 | 1.034 | D | -1.9% |
| I-4 | Saxon Blvd. to SR 472 | 1003 | Yes | Yes | Yes | 3.15 | 6 | 70 | E+W | UA_FWS_6L | 69,000 | 74,500 | 70,000 | 83,500 | 86,500 | 89,000 | 90,000 | 83,500 | 88,000 | 79,000 | C | 99,500 | 0.878 | C | -0.1% |
| I-4 | SR 472 to Orange Camp Rd. | 465 | Yes | Yes | Yes | 2.12 | 6 | 70 | E+W | UA_FWS_6L | 54,000 | 53,500 | 60,000 | 57,500 | 59,500 | 61,500 | 58,000 | 78,000 | 70,000 | 70,000 | C | 99,500 | 0.775 | C | -7.2% |
| I-4 | Orange Camp Rd. to SR 44 | 497 | Yes | Yes | Yes | 2.56 | 6 | 70 | E+W | UA_FWS_6L | 46,500 | 49,500 | 53,500 | 62,000 | 59,000 | 61,000 | 59,000 | 61,500 | 63,000 | 62,000 | C | 99,500 | 0.623 | B | -4.8% |
| I-4 | SR 44 to US 92 Connector | 486 | Yes | Yes | Yes | 10.31 | 4 | 70 | E+W | UA_FWS_4L | 45,000 | 46,000 | 47,500 | 49,500 | 53,500 | 54,500 | 56,000 | 54,000 | 56,000 | 54,000 | C | 69,500 | 0.903 | C | -3.6% |
| I-4 | US 92 Connector to I-95 | 491 | Yes | Yes | Yes | 3.52 | 4 | 70 | E+W | UA_FWS_4L | 34,500 | 39,000 | 35,500 | 38,500 | 37,500 | 42,500 | 47,500 | 45,500 | 43,000 | 43,500 | C | 69,500 | 0.710 | B | 0.0% |
| I-95 | N. of Volusia/Flagler Co. Line | 293-F | Yes | Yes | | | 6 | 70 | N+S | UA_FWS_6L | - | - | - | - | - | - | - | - | - | - | C | - | - | - | - |
| I-95 | Flagler Co. Line/Old Dixie to US 1 | 496 | Yes | Yes | Yes | 5.00 | 6 | 70 | N+S | UA_FWS_6L | 56,700 | 59,300 | 60,500 | 63,000 | 65,000 | - | 57,700 | 63,200 | 64,700 | 62,500 | C | 99,500 | 0.691 | B | -3.4% |
| I-95 | US 1 to SR 40 | 495 | Yes | Yes | Yes | 5.55 | 6 | 70 | N+S | UA_FWS_6L | 56,000 | 60,500 | 62,500 | 58,500 | 58,000 | 58,500 | 53,000 | 66,000 | 67,000 | 60,000 | C | 99,500 | 0.659 | B | -0.7% |
| I-95 | SR 40 to LPGA Blvd. | 534 | Yes | Yes | Yes | 2.84 | 6 | 70 | N+S | UA_FWS_6L | 60,000 | 58,500 | 60,500 | 60,000 | 60,000 | 60,000 | 58,000 | 68,500 | 69,000 | 62,500 | C | 99,500 | 0.631 | B | -8.4% |
| I-95 | LPGA Blvd. to US 92 | 494 | Yes | Yes | Yes | 3.50 | 6 | 65 | N+S | UA_FWS_6L + AUX | 68,000 | 60,500 | 64,500 | 70,500 | 68,500 | 73,000 | 70,000 | 78,500 | 68,000 | 70,000 | C | 110,500 | 0.635 | B | 11.0% |
| I-95 | US 92 to Beville Rd./I-4 | 494 | Yes | Yes | Yes | 1.20 | 6 | 65 | N+S | UA_FWS_6L | 63,000 | 72,500 | 74,500 | 75,500 | 68,000 | 74,000 | 64,000 | 76,000 | 76,500 | 74,500 | C | 99,500 | 0.823 | C | 5.7% |
| I-95 | Beville Rd./I-4 to SR 421 (Dunlawton A | 492 | Yes | Yes | Yes | 4.57 | 4 | 70 | N+S | UA_FWS_4L + AUX | 74,000 | 78,000 | 78,000 | 81,000 | 119,000 | 53,000 | 57,500 | - | 70,500 | 74,000 | C | 110,500 | 0.674 | B | - |
| I-95 | SR 421 (Dunlawton Ave.) to SR 44 | 133 | Yes | Yes | Yes | 6.69 | 4 | 70 | N+S | UA_FWS_4L | 46,000 | 47,000 | 49,500 | 49,500 | 49,500 | 50,000 | 57,500 | 52,500 | 51,000 | 44,500 | C | 69,500 | 0.744 | C | -12.7% |
| I-95 | SR 44 to SR 442 (Indian River Blvd.) | 505 | Yes | Yes | Yes | 4.84 | 4 | 70 | N+S | UA_FWS_4L | 39,791 | 39,121 | 40,962 | 41,000 | 40,450 | 40,116 | 36,377 | 37,400 | 38,000 | 38,000 | C | 69,500 | 0.612 | B | -3.7% |
| I-95 | SR 442 (Indian River Blvd.) to Brevard | 0436-9 | Yes | Yes | Yes | 11.43 | 4 | 70 | N+S | RUA_FW_4L | 31,000 | 31,000 | 30,500 | 34,000 | 28,500 | 33,500 | 34,000 | 32,000 | 32,000 | 31,000 | C | 69,500 | 0.516 | B | -3.1% |
| US 1 | N. of Volusia/Flagler Co. Line | 0203-F | | | Yes | | 4 | 65 | N+S | TA_UPH_2W_4L_D_WL | 28,500 | 23,500 | 24,500 | 27,500 | 31,500 | 27,000 | 24,500 | 29,000 | 24,500 | 30,500 | B | 49,000 | 0.611 | B | 24.5% |
| US 1 | Flagler Co. to I-95 | 536 | | | Yes | 1.53 | 4 | 65 | N+S | UA_UPH_2W_4L_D_WL | - | 10,520 | 12,230 | 13,000 | 17,100 | 15,135 | 13,500 | 12,100 | 11,500 | 11,200 | C | 45,400 | 0.247 | B | -3.4% |
| US 1 | I-95 to Airport Rd. | 351 | Yes | Yes | Yes | 2.81 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 11,400 | 14,700 | 15,400 | 17,100 | 16,300 | 19,800 | 16,800 | 15,200 | 15,400 | 15,100 | D | 64,300 | 0.235 | B | -1.9% |
| US 1 | Airport Rd. to Nova Rd. | 100 | Yes | Yes | Yes | 1.13 | 4 | 55 | N+S | UA_S2WAC1_2W_4L_D_WL | 20,100 | 19,700 | 20,600 | 22,500 | 23,000 | 23,000 | 22,500 | 21,500 | 21,500 | 20,500 | D | 38,700 | 0.559 | B | -4.7% |
| US 1 | Nova Rd. to SR 40 | 1016 | Yes | Yes | Yes | 1.83 | 4 | 55 | N+S | UA_S2WAC1_2W_4L_D_WL | 24,000 | 23,000 | 24,000 | 34,500 | 30,000 | 31,000 | 29,000 | 25,500 | 25,500 | 26,000 | D | 38,700 | 0.703 | B | 2.0% |
| US 1 | SR 40 to Hand Ave. | 5142 | Yes | Yes | Yes | 0.84 | 4 | 40 | N+S | UA_S2WAC2_2W_4L_D_WL | 17,000 | 19,200 | 21,000 | 19,600 | 19,000 | 18,500 | 18,700 | 17,000 | 18,000 | 18,300 | D | 38,700 | 0.444 | B | -3.0% |
| US 1 | Hand Ave. to LPGA Blvd. | 1018 | Yes | Yes | Yes | 2.00 | 4 | 40 | N+S | UA_S2WAC2_2W_4L_D_WL | 28,500 | 27,500 | 30,000 | 26,500 | 27,000 | 25,000 | 23,500 | 22,500 | 23,000 | 21,500 | D | 29,800 | 0.720 | C | -8.6% |
| US 1 | LPGA Blvd. to SR 430 (Mason Ave.) | 1018 | Yes | Yes | Yes | 1.47 | 4 | 35 | N+S | UA_S2WAC2_2W_4L_D_WL | 31,000 | 30,000 | 30,000 | 29,000 | 29,500 | 28,500 | 27,500 | 26,000 | 26,000 | 26,000 | D | 29,800 | 0.870 | D | 0.0% |
| US 1 | SR 430 (Mason Ave.) to Fairview/Main | 5074 | Yes | Yes | Yes | 0.54 | 4 | 35 | N+S | UA_S2WAC2_2W_4L_D_WL | 30,500 | 31,000 | 30,000 | 28,500 | 29,500 | 28,500 | 27,500 | 28,000 | 26,000 | 26,000 | D | 29,800 | 0.870 | D | 0.0% |
| US 1 | Fairview/Main St. to US 92/398 | 5071 | Yes | Yes | Yes | 0.68 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 32,500 | 29,500 | 29,500 | 28,500 | 30,000 | 30,000 | 29,000 | 29,000 | 28,500 | 27,000 | D | 38,700 | 0.735 | B | -5.3% |
| US 1 | US 92/398 to Orange Ave. | 5070 | Yes | Yes | Yes | 0.39 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 33,500 | 34,000 | 29,000 | 32,000 | 32,500 | 29,500 | 29,000 | 28,000 | 27,000 | 24,000 | D | 38,700 | 0.634 | B | -11.1% |
| US 1 | Orange Ave. to Bellevue Ave. | 5066 | Yes | Yes | Yes | 0.72 | 4 | 40 | N+S | UA_S2WAC1_2W_4L_D_WL | 33,000 | 35,000 | 38,000 | 35,000 | 32,000 | 30,000 | 30,000 | 29,000 | 28,000 | 28,000 | D | 29,800 | 0.937 | D | 0.0% |
| US 1 | Bellevue Ave. to SR 400/Beville Rd. | 452 | Yes | Yes | Yes | 1.06 | 4 | 40 | N+S | UA_S2WAC1_2W_4L_D_WL | 34,500 | 37,000 | 36,000 | 35,500 | 32,500 | 30,500 | 30,500 | 29,500 | 28,500 | 28,000 | D | 38,700 | 0.763 | B | -1.0% |
| US 1 | SR 400/Beville Rd. to Bellewood Ave. | 5063 | Yes | Yes | Yes | 0.27 | 4 | 40 | N+S | UA_S2WAC2_2W_4L_D_WL | 41,500 | 42,500 | 41,000 | 35,000 | 33,500 | 34,000 | 32,500 | 31,500 | 30,500 | 32,500 | D | 38,700 | 0.855 | C | 6.6% |
| US 1 | Bellewood Ave. to Big Tree Rd. | 5062 | Yes | Yes | Yes | 0.46 | 4 | 40 | N+S | UA_S2WAC2_2W_4L_D_WL | 38,000 | 39,500 | 35,500 | 35,000 | 33,000 | 30,500 | 30,000 | 29,000 | 28,000 | 29,000 | D | 29,800 | 0.937 | D | 7.7% |
| US 1 | Big Tree Rd. to Reed Canal Rd. | 5061 | Yes | Yes | Yes | 1.17 | 4 | 45 | N+S | UA_S2WAC2_2W_4L_D_WL | 35,000 | 35,500 | 35,500 | 34,000 | 31,500 | 29,500 | 30,000 | 28,000 | 27,500 | 26,500 | D | 29,800 | 0.897 | D | -3.6% |
| US 1 | Reed Canal Rd. to SR 421 (Dunlawton | 213 | Yes | Yes | Yes | 1.16 | 4 | 40 | N+S | UA_S2WAC2_2W_4L_D_WL | 35,500 | 37,500 | 37,500 | 35,500 | 33,000 | 33,000 | 31,500 | 29,500 | 29,000 | 27,500 | D | 29,800 | 0.920 | D | -4.2% |
| US 1 | SR 421 (Dunlawton Ave.) to Commonw | 5057 | Yes | Yes | Yes | 1.37 | 4 | 40 | N+S | UA_S2WAC2_2W_4L_D_WL | 35,500 | 36,500 | 34,000 | 33,000 | 29,500 | 31,000 | 27,500 | 29,000 | 25,500 | 24,500 | E | 29,800 | 0.820 | C | -3.9% |
| US 1 | Commonwealth to Nova Rd. | 152 | Yes | Yes | Yes | 1.23 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 27,500 | 27,000 | 28,000 | 24,500 | 23,500 | 22,500 | 22,500 | 20,500 | 20,100 | 20,500 | E | 39,700 | 0.559 | B | 2.0% |
| US 1 | Nova Rd. to Art Center Ave | 13 | Yes | Yes | Yes | 3.16 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 23,000 | 21,000 | 23,000 | 21,000 | 20,500 | 17,000 | 19,000 | 15,200 | 15,600 | 14,100 | D | 35,700 | 0.394 | B | -10.0% |
| US 1 | Art Center Ave. to Turnbull Bay Rd. | 5159 | Yes | Yes | Yes | 2.24 | 4 | 55 | N+S | UA_UPH_2W_4L_D_WL | 22,000 | 29,000 | 26,500 | 22,500 | 23,500 | 22,000 | 21,500 | 20,000 | 20,100 | 19,400 | D | 64,300 | 0.302 | B | -3.5% |
| US 1 | Turnbull Bay Rd. to Canal St. (Bus. SR | 5155 | Yes | Yes | Yes | 1.34 | 4 | 40 | N+S | UA_S2WAC1_2W_4L_D_WL | 28,000 | 25,000 | 27,500 | 28,000 | 29,000 | 24,500 | 23,500 | 11,500 | 22,000 | 23,000 | D | 38,700 | 0.640 | B | 4.4% |
| US 1 | Canal St. (Bus. SR 44) to 10th Ave. | 5154 | Yes | Yes | Yes | 1.52 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 31,500 | 28,000 | 30,000 | 31,000 | 30,000 | 28,000 | 27,500 | 26,000 | 23,000 | 22,500 | D | 38,700 | 0.613 | B | -4.3% |
| US 1 | 10th Ave. to Park Ave. | 5166 | Yes | Yes | Yes | 1.00 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 28,000 | 28,000 | 28,500 | 28,500 | 28,000 | 27,000 | 26,000 | 25,000 | 24,000 | 22,000 | D | 38,700 | 0.569 | B | -8.3% |
| US 1 | Park Ave. to SR 442 (Indian River Blvd | 5170 | Yes | Yes | Yes | 1.40 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 35,000 | 30,000 | 32,000 | 32,000 | 32,500 | 28,000 | 28,000 | 27,000 | 28,000 | 27,000 | D | 38,700 | 0.698 | B | -3.6% |
| US 1 | SR 442 (Indian River Blvd.) to Volco R | 27 | Yes | Yes | Yes | 2.20 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 29,500 | 31,000 | 31,500 | 31,500 | 31,500 | 28,000 | 29,000 | 27,000 | 27,500 | 26,500 | D | 38,700 | 0.685 | B | -5.6% |
| US 1 | Volco Rd. to H.H. Birch Rd. | 6829 | Yes | Yes | Yes | 3.70 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 21,000 | 22,000 | 23,000 | 22,500 | 22,500 | 25,000 | 21,000 | 18,000 | 20,000 | 18,900 | D | 38,700 | 0.515 | B | -6.0% |
| US 1 | H.H. Birch Rd. to Halifax Ave. | 6829 | Yes | Yes | Yes | 2.05 | 4 | 45 | N+S | TA_S2WAC1_2W_4L_D_WL | 11,843 | 12,617 | 13,100 | 13,084 | 12,800 | 12,072 | 11,843 | 11,700 | 11,400 | 11,000 | D | 38,700 | 0.300 | B | -3.5% |
| US 1 | Halifax Ave. to Putnam Grove Rd. | 531 | Yes | Yes | Yes | 0.57 | 4 | 65 | N+S | TA_S2WAC1_2W_4L_D_WL | 11,843 | 12,617 | 13,100 | 13,084 | 12,800 | 12,072 | 11,843 | 11,700 | 11,400 | 11,000 | C | 33,000 | 0.325 | B | -3.5% |
| US 1 | Putnam Grove Rd. to Kennedy Pkwy. | 531 | Yes | Yes | Yes | 1.63 | 4 | 65 | N+S | TA_S2WAC1_2W_4L_D_WL | 3,300 | 3,500 | 4,300 | 3,700 | 3,700 | 4,000 | 3,600 | 3,800 | 3,500 | 3,400 | C | 33,000 | 0.101 | B | -2.9% |
| US 1 | Kennedy Pkwy. to Brevard Co. | 531 | Yes | Yes | Yes | 3.07 | 4 | 55 | N+S | RUA_UPH_2W_4L_D_WL | 3,300 | 3,500 | 4,300 | 3,700 | 3,700 | 4,000 | 3,600 | 3,800 | 3,500 | 3,400 | B | 28,300 | 0.101 | B | -2.9% |
| US 1 | S. of Volusia/Brevard Co. Line | 0404-9 | | Yes | Yes | | 4 | 65 | N+S | RUA_UPH_2W_4L_D_WL | - | 3,000 | 3,400 | 3,100 | 2,800 | 3,000 | 3,600 | 3,800 | 3,500 | 3,400 | B | 28,300 | 0.129 | A | -2.9% |
| US 17 | N. of Volusia/Putnam Co. Line | 67-P | Yes | | Yes | | 2 | 60 | N+S | RUA_UPH_2W_2L_U_WL | - | 6,000 | 6,300 | 6,300 | 6,100 | 5,700 | 6,200 | 5,100 | 5,300 | 5,000 | C | 8,100 | 0.617 | C | -5.7% |
| US 17 | Putnam County to CR 305/Lk George | 286 | Yes | | Yes | 3.41 | 2 | 60 | N+S | RUA_UPH_2W_2L_U_WL | 5,400 | 5,400 | 5,200 | 5,600 | 5,700 | 5,600 | 5,100 | 4,600 | 4,500 | 4,400 | C | 8,100 | 0.543 | B | -2.2% |
| US 17 | CR 305/Lk George Rd. to Washington | 46 | Yes | | Yes | 5.20 | 2 | 55 | N+S | RDA_UPH_2W_2L_U_WL | 5,200 | 5,200 | 5,100 | 5,300 | 5,300 | 5,400 | 4,600 | 4,700 | 4,600 | 4,600 | C | 14,200 | 0.324 | B | 0.0% |
| US 17 | Washington Ave. to SR 40 | 446 | Yes | | Yes | 5.82 | 2 | 45 | N+S | RDA_UPH_2W_2L_U_WL | 7,600 | 7,300 | 7,200 | 7,100 | 7,500 | 7,100 | 7,400 | 6,400 | 6,500 | 6,300 | C | 14,200 | 0.444 | B | 5.0% |
| US 17 | SR 40 to Lake Winona Rd. | 104 | Yes | | Yes | 4.83 | 2 | 45 | N+S | RDA_UPH_2W_2L_U_WL | 8,700 | 8,600 | 8,100 | 8,500 | 8,600 | 9,000 | 8,000 | 8,600 | 7,800 | 7,500 | C | 8,100 | 0.926 | C | -6.1% |
| US 17 | Lake Winona Rd. to Spring Garden Ra | 104 | Yes | | Yes | 0.50 | 2 | 45 | N+S | TA_UPH_2W_2L_U_WL | 8,700 | 8,600 | 8,100 | 8,500 | 8,600 | 9,000 | 8,000 | 8,000 | 7,900 | 7,500 | C | 15,100 | 0.497 | B | -6.1% |
| US 17 | Spring Garden Ranch Rd. to Reynolds | 519 | Yes | | Yes | 1.09 | 2 | 55 | N+S | UA_UPH_2W_2L_U_WL | 11,600 | 11,400 | 10,800 | 12,100 | 11,500 | 11,900 | 11,000 | 10,800 | 11,000 | 10,100 | C | 15,000 | 0.947 | C | -8.2% |
| US 17 | Reynolds Rd to SR 15A/CR 15A | 476 | Yes | | Yes | 2.70 | 4 | 45 | N+S | UA_UPH_2W_4L_D_WL | 16,000 | 17,900 | 17,000 | 19,200 | 19,600 | 18,900 | 18,000 | 17,500 | 16,900 | 15,400 | C | 49,600 | 0.391 | B | -8.9% |
| US 17 | SR 15A/CR 15A to Glenwood Rd. | 236 | | | Yes | 1.94 | 4 | 55 | N+S | UA_S2WAC1_2W_4L_D_WL | 16,500 | 17,400 | 19,000 | 16,600 | 17,200 | 16,700 | 15,300 | 15,200 | 15,100 | 14,500 | D | 38,700 | 0.335 | B | -4.0% |
| US 17 | Glenwood Rd. to Mercers Ferrery Rd. | 69 | | | Yes | 0.51 | 4 | 55 | N+S | UA_S2WAC1_2W_4L_D_WL | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] |
| US 17 | Mercers Ferrery Rd. to US 92 | 1000 | | | Yes | 0.60 | 4 | 45 | N+S | UA_S2WAC2_2W_4L_D_WL | 23,500 | 32,500 | 32,500 | 32,500 | 33,000 | 33,500 | 35,500 | 32,000 | 29,500 | 30,000 | D | 33,200 | 0.904 | D | -2.3% |
| US 17/92 | US 92 to Plymouth Ave. | 68 | | | Yes | 0.83 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 24,000 | 27,000 | 24,500 | 26,500 | 26,000 | 23,000 | 23,000 | 23,000 | 22,000 | 21,500 | D | 38,700 | 0.559 | B | 1.7% |
| US 17/92 | Plymouth Ave. to SR 44 (New York Ave | 5008 | | | Yes | 1.01 | 2 | 40 | N+S | UA_S2WAC3_2W_2L_U_WL | 17,500 | 20,000 | 23,000 | 19,300 | 19,500 | 18,000 | 19,300 | 16,500 | 18,700 | 17,400 | E | 14,000 | 1.131 | F | -2.3% |
| US 17/92 | SR 44 (New York Ave.) to Euclid Ave. | 5004 | | | Yes | 0.49 | 2 | 30 | N+S | UA_S2WAC2_2W_2L_D_WL | 17,000 | 17,500 | 17,000 | 17,400 | 18,200 | 18,400 | 18,500 | 14,700 | 15,300 | 16,000 | E | 16,200 | 1.025 | E | -1.8% |
| US 17/92 | Euclid Ave. to Beresford Ave. | 5173 | | | Yes | 0.49 | 2 | 35 | N+S | UA_S2WAC2_2W_2L_D_WL | 20,000 | 20,000 | 18,700 | 19,500 | 20,000 | 17,000 | 18,600 | 16,400 | 17,300 | 19,000 | E | 16,200 | 1.111 | F | 8.5% |
| US 17/92 | Beresford Ave. to SR 15A (Taylor Rd.) | 1005 | | | Yes | 1.02 | 4 | 40 | N+S | UA_S2WAC1_2W_4L_D_WL | 29,500 | 31,000 | 29,000 | 33,500 | 32,000 | 33,000 | 27,500 | 26,000 | 26,500 | 27,500 | D | 38,700 | 0.749 | B | 3.9% |
| US 17/92 | SR 15A (Taylor Rd.) to SR 472 | 1004 | | | Yes | 1.79 | 6 | 45 | N+S | UA_S2WAC1_2W_6L_D_WL | 45,000 | 47,000 | 47,500 | 51,500 | 50,000 | 49,500 | 47,500 | 43,500 | 44,000 | 44,000 | C | 53,700 | 0.819 | B | 0.0% |
| US 17/92 | SR 472 to New York Ave. | 445 | Yes | | Yes | 0.75 | 4 | 55 | N+S | UA_S2WAC2_2W_4L_D_WL | 39,500 | 29,000 | 32,000 | 33,000 | 33,500 | 30,000 | 28,000 | 27,500 | 29,000 | 27,000 | D | 33,200 | 0.813 | D | -3.9% |
| US 17/92 | New York Ave. to Graves Ave. | 5166 | Yes | | Yes | 1.00 | 4 | 45 | N+S | UA_S2WAC2_2W_4L_D_WL | 31,000 | 32,000 | 33,000 | 35,000 | 33,000 | 32,000 | 30,000 | 29,500 | 30,000 | 29,000 | D | 33,200 | 0.873 | D | -3.3% |
| US 17/92 | Graves Ave. to Rhode Island Ave. | 5165 | Yes | | Yes | 1.01 | 4 | 40 | N+S | UA_S2WAC2_2W_4L_D_WL | 31,500 | 33,000 | 33,000 | 35,000 | 33,500 | 32,500 | 30,500 | 29,500 | 30,000 | 29,000 | D | 33,200 | 0.873 | D | -3.3% |
| US 17/92 | Rhode Island Ave. to Enterprise Rd. | 444 | Yes | | Yes | 0.75 | 4 | 45 | N+S | UA_S2WAC2_2W_4L_D_WL | 34,000 | 35,000 | 30,000 | 30,000 | 30,500 | 30,000 | 35,500 | 33,000 | 31,000 | 32,000 | D | 33,200 | 0.979 | D | 4.8% |
| US 17/92 | Enterprise Rd. to Saxon Blvd. | 500 | Yes | | Yes | 0.80 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 28,000 | 27,500 | 28,000 | 30,500 | 30,500 | 28,500 | 27,500 | 27,500 | 27,500 | 27,500 | D | 38,700 | 0.749 | B | 0.0% |
| US 17/92 | Saxon Blvd. to DeBary Plantation Blvd | 500 | Yes | | Yes | 0.91 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 28,000 | 27,500 | 30,500 | 30,000 | 30,500 | 28,500 | 27,500 | 27,500 | 27,500 | 27,500 | C | 35,500 | 0.775 | B | 0.0% |
| US 17/92 | DeBary Plantation Blvd to Highbanks R | 500 | Yes | | Yes | 0.92 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 28,000 | 27,500 | 28,500 | 30,000 | 30,500 | 28,500 | 27,500 | 27,500 | 27,500 | 27,500 | C | 35,500 | 0.775 | B | 0.0% |
| US 17/92 | Highbanks Rd. to Valencia Rd. | 476 | Yes | | Yes | 0.74 | 4 | 40 | N+S | UA_S2WAC1_2W_4L_D_WL | 20,200 | 21,500 | 19,400 | 21,000 | 22,500 | 21,500 | 22,000 | 21,000 | 21,500 | 21,000 | C | 35,500 | 0.592 | B | -2.3% |
| US 17/92 | Valencia Rd. to Dirksen Dr. | 476 | Yes | | Yes | 1.06 | 4 | 50 | N+S | UA_S2WAC1_2W_4L_D_WL | 20,200 | 21,500 | 19,400 | 21,000 | 22,500 | 21,500 | 22,000 | 21,000 | 21,500 | 21,000 | C | 35,500 | 0.592 | B | -2.3% |
| US 17/92 | Dirksen to Ft. Florida Rd. | 0040-6 | Yes | | Yes | 0.72 | 4 | 50 | N+S | UA_S2WAC1_2W_4L_D_WL | 25,500 | 25,000 | 25,000 | 21,500 | 23,000 | 25,000 | 23,500 | 22,000 | 21,500 | 18,600 | C | 35,500 | 0.558 | B | -7.9% |
| US 17/92 | Ft. Florida Rd. to Berwick Rd | 0040-6 | Yes | | Yes | 0.70 | 4 | 50 | N+S | UA_S2WAC1_2W_4L_D_WL | 25,500 | 25,000 | 25,000 | 21,500 | 23,000 | 25,000 | 23,500 | 22,000 | 21,500 | 18,600 | C | 35,500 | 0.558 | B | -7.9% |
| US 17/92 | Berwick Rd. to Seminole Co. | 0040-6 | Yes | | Yes | 0.53 | 4 | 50 | N+S | TA_S2WAC1_2W_4L_D_WL | 25,500 | 25,000 | 25,000 | 21,500 | 23,000 | 25,000 | 23,500 | 22,000 | 21,500 | 18,600 | C | 32,100 | 0.617 | B | -7.9% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| US 92 | US 17 to Jacobs Rd. | 1001 | | Yes | Yes | 1.41 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 20,000 | 27,000 | 20,000 | 29,500 | 29,000 | 31,000 | 27,000 | 27,000 | 24,000 | 25,000 | D | 36,700 | 0.681 | B | 4.2% |
| US 92 | Jacobs Rd. to Kepler Rd. | 1001 | | Yes | Yes | 1.23 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 20,000 | 27,000 | 20,000 | 29,500 | 29,000 | 31,000 | 27,000 | 27,000 | 24,000 | 25,000 | D | 36,700 | 0.681 | B | 4.2% |
| US 92 | Kepler Rd. to Old Daytona Rd. | 5025 | | Yes | Yes | 1.32 | 4 | 55 | E+W | UA_S2WAC1_2W_4L_D_WL | 15,602 | 10,000 | 16,429 | 16,035 | 16,800 | 16,531 | 14,632 | 14,200 | 14,000 | 13,400 | D | 36,700 | 0.365 | B | -4.3% |
| US 92 | Old Daytona Rd. to Red John Dr. | 0025 | | Yes | Yes | 7.20 | 4 | 55 | E+W | RDA_UFH_2W_4L_D_WL | 15,602 | 10,000 | 16,429 | 16,035 | 16,800 | 16,531 | 14,632 | 14,200 | 14,000 | 13,400 | B | 23,800 | 0.563 | A | -4.3% |
| US 92 | Red John Dr. to I-4 EB Ramp | 478 | | Yes | Yes | 2.20 | 4 | 55 | E+W | TA_S2WAC1_2W_4L_D_WL | 22,000 | 23,500 | 23,000 | 24,000 | 25,000 | 24,500 | 25,000 | 22,000 | 22,000 | 20,000 | C | 32,100 | 0.623 | B | -9.1% |
| US 92 | I-4 EB Ramp to LPGA Blvd. | 478 | | Yes | Yes | 0.58 | 4 | 55 | E+W | UA_S2WAC1_2W_4L_D_WL | 22,000 | 23,500 | 23,000 | 24,000 | 25,000 | 24,500 | 25,000 | 22,000 | 22,000 | 20,000 | D | 36,700 | 0.545 | B | -9.1% |
| US 92 | LPGA Blvd. to I-95 | 532 | | Yes | Yes | 2.00 | 4 | 55 | E+W | UA_S2WAC1_2W_4L_D_WL | 27,000 | 27,000 | 32,000 | 31,500 | 29,000 | 29,000 | 29,500 | 28,500 | 27,000 | 27,000 | D | 36,700 | 0.736 | B | 0.0% |
| US 92 | I-95 to Williamson Blvd. | 508 | Yes | Yes | Yes | 0.71 | 6 | 50 | E+W | UA_S2WAC2_2W_6L_D_WL | 45,000 | 44,500 | 48,500 | 40,000 | 48,500 | 51,500 | 43,500 | 43,500 | 42,000 | 40,500 | C | 53,100 | 0.763 | C | -3.6% |
| US 92 | Williamson Blvd. to Bill France Blvd. | 5172 | Yes | Yes | Yes | 1.13 | 6 | 50 | E+W | UA_S2WAC2_2W_6L_D_WL | 48,000 | 45,000 | 47,000 | 51,500 | 48,500 | 50,000 | 50,000 | 43,500 | 43,200 | 43,000 | C | 53,100 | 0.810 | C | -0.5% |
| US 92 | Bill France Blvd. to SR 483/Clyde Morris | 5094 | Yes | Yes | Yes | 0.60 | 6 | 50 | E+W | UA_S2WAC2_2W_6L_D_WL | 42,000 | 41,000 | 41,500 | 42,500 | 42,500 | 44,000 | 40,500 | 39,000 | 39,000 | 39,500 | C | 53,100 | 0.744 | C | 1.3% |
| US 92 | SR 483/Clyde Morris Blvd. to SR 5A/N | 5096 | Yes | Yes | Yes | 0.60 | 4 | 45 | E+W | UA_S2WAC2_2W_4L_D_WL | 40,000 | 40,000 | 43,000 | 45,000 | 45,000 | 44,000 | 41,500 | 39,500 | 40,500 | 43,000 | C | 30,000 | [illegible] | D | 6.2% |
| US 92 | SR 5A/Nova Rd. to Martin Luther King | 5099 | Yes | Yes | Yes | 0.70 | 4 | 40 | E+W | UA_S2WAC2_2W_4L_D_WL | 29,500 | 30,500 | 32,000 | 33,000 | 29,000 | 29,500 | 29,500 | 28,500 | 29,500 | 26,500 | C | 26,000 | 1.020 | D | -7.3% |
| US 92 | Martin Luther King Blvd. to US 1 | 5104 | Yes | Yes | Yes | 0.36 | 4 | 40 | E+W | UA_S2WAC2_2W_4L_D_WL | 28,500 | 28,000 | 30,500 | 29,000 | 29,000 | 29,000 | 29,500 | 27,000 | 27,500 | 26,500 | C | 26,000 | 1.020 | D | -3.0% |
| US 92 | US 1 to Beach St. | 5105 | | Yes | Yes | 0.23 | 4 | 30 | E+W | UA_S2WAC2_2W_4L_D_WL | 20,000 | 20,400 | 17,700 | 20,000 | 17,800 | 22,500 | 20,800 | 17,700 | 18,500 | 17,500 | D | 33,200 | 0.527 | C | -5.4% |
| US 92 | Beach St. to SR 441/Peninsula Dr. | 337 | | Yes | Yes | 0.60 | 4 | 40 | E+W | UA_S2WAC2_2W_4L_D_WL | 20,100 | 24,500 | 23,400 | 21,000 | 16,500 | 16,500 | 18,700 | 17,400 | 15,600 | 13,500 | D | 33,200 | 0.407 | C | -14.6% |
| US 92 | SR 441/Peninsula Dr. to SR A1A/Atlan | 5109 | | Yes | Yes | 0.30 | 4 | 30 | E+W | UA_S2WAC2_2W_4L_D_WL | 12,500 | 13,400 | 10,200 | 12,000 | 10,600 | 15,300 | 10,500 | 13,500 | 8,500 | 8,600 | D | 33,200 | 0.259 | C | -6.3% |
| SR A1A - Ocean Shore Blvd. | Westmayer Pl. to N. 17th St. | 0240-F | | Yes | | 2.26 | 2 | 45 | N+S | UA_UFH_2W_2L_U_WL | 5,500 | 7,100 | 6,000 | 6,700 | 6,100 | 5,000 | 4,000 | 6,000 | 4,800 | 5,000 | D | 22,200 | 0.225 | B | 4.2% |
| SR A1A - Ocean Shore Blvd. | N. 17th St. to SR 100 | 1002-F | | Yes | | 1.28 | 2 | 45 | N+S | UA_S2WAC1_2W_2L_U_WL | 8,500 | 6,000 | 6,200 | 6,500 | 7,300 | 6,800 | 6,000 | 6,400 | 6,000 | 6,200 | D | 16,500 | 0.376 | B | 3.3% |
| SR A1A - Ocean Shore Blvd. | SR 100 to S. 23rd St. | 1001-F | | Yes | | 2.10 | 2 | 35 | N+S | UA_S2WAC1_2W_2L_U_WL | 9,000 | 6,500 | 6,600 | 10,100 | 6,700 | 7,600 | 7,700 | 6,200 | 7,700 | 7,600 | D | 16,500 | 0.461 | B | -1.3% |
| SR A1A - Ocean Shore Blvd. | S. 23rd St. to Volusia Co. Line | 0010-F | | Yes | | 2.00 | 2 | 45 | N+S | UA_UFH_2W_2L_U_WL | 6,100 | 6,400 | 7,600 | 7,300 | 6,000 | 6,500 | 4,600 | 6,000 | 5,000 | 4,700 | D | 22,200 | 0.212 | B | -6.0% |
| SR A1A - Ocean Shore Blvd. | Flagler Co Line to High Bridge Rd | 308 | | Yes | Yes | 1.20 | 2 | 55 | N+S | UA_UFH_2W_2L_U_WL | 12,000 | 10,000 | 11,400 | 10,500 | 10,300 | 17,100 | 17,300 | 15,100 | 15,700 | 15,500 | D | 22,200 | 0.698 | C | -1.3% |
| SR A1A - Ocean Shore Blvd. | High Bridge Rd to Ormond Mall | 399 | | Yes | Yes | 0.42 | 2 | 55 | N+S | UA_UFH_2W_2L_U_WL | 12,000 | 10,800 | 11,400 | 10,500 | 10,300 | 17,100 | 17,300 | 15,100 | 15,700 | 15,500 | D | 22,200 | 0.698 | C | -1.3% |
| SR A1A - Ocean Shore Blvd. | Ormond Mall to Neptune Ave | 174 | | Yes | Yes | 1.60 | 2 | 40 | N+S | UA_UFH_2W_2L_U_WL | 16,300 | 17,100 | 21,500 | 17,600 | 16,500 | 16,600 | 17,500 | 16,400 | 15,600 | 18,500 | D | 22,200 | 0.833 | D | 17.1% |
| SR A1A - Ocean Shore Blvd. | Neptune Ave to SR 40 (Granada Blvd.) | 5125 | | Yes | Yes | 0.70 | 2 | 35 | N+S | UA_UFH_2W_2L_U_WL | 18,100 | 21,000 | 22,500 | 17,400 | 16,400 | 18,100 | 17,100 | 17,600 | 16,000 | 15,600 | D | 22,200 | 0.703 | C | -7.1% |
| SR A1A - Atlantic Ave. North | SR 40 to Harvard Dr. | 5124 | | Yes | Yes | 1.70 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 22,000 | 22,000 | 20,600 | 19,700 | 19,100 | 16,600 | 17,700 | 19,500 | 16,500 | 16,600 | D | 36,700 | 0.452 | B | 0.0% |
| SR A1A - Atlantic Ave. North | Harvard Dr. to SR430/Seabreeze Blvd | 5121 | | Yes | Yes | 2.53 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 27,500 | 20,100 | 18,600 | 21,000 | 20,000 | 24,000 | 20,000 | 18,500 | 17,000 | 17,100 | D | 36,700 | 0.466 | B | 0.0% |
| SR A1A - Atlantic Ave. North | SR 430/Seabreeze Blvd. to SR430/Oa | 5117 | | Yes | Yes | 0.12 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 24,500 | 21,100 | 16,600 | 17,700 | 16,700 | 24,500 | 16,600 | 17,000 | 16,600 | 18,600 | D | 36,700 | 0.507 | B | 5.1% |
| SR A1A - Atlantic Ave. North | SR 430/Oakridge Blvd. to US 92/455 | 5115 | | Yes | Yes | 0.90 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 22,000 | 20,400 | 15,300 | 16,000 | 16,400 | 21,500 | 23,600 | 17,400 | 17,800 | 15,200 | D | 36,700 | 0.414 | B | -14.6% |
| SR A1A - Atlantic Ave. South | US 92 to Silver Beach Ave. | 5112 | | Yes | Yes | 0.60 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 19,000 | 17,500 | 13,200 | 14,600 | 13,300 | 15,400 | 13,300 | 12,000 | 12,200 | 11,200 | D | 36,700 | 0.303 | B | -8.2% |
| SR A1A - Atlantic Ave. South | Silver Beach Ave. to Florida Shores | 436 | | Yes | Yes | 2.34 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 13,500 | 17,000 | 16,000 | 16,000 | 10,500 | 16,000 | 16,500 | 11,400 | 10,100 | 10,700 | D | 36,700 | 0.292 | B | 5.0% |
| SR A1A - Atlantic Ave. South | Florida Shores to Van Ave. | 5170 | | Yes | Yes | 1.20 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 17,500 | 18,200 | 14,400 | 15,600 | 13,000 | 14,000 | 16,600 | 11,600 | 16,100 | 13,800 | D | 36,700 | 0.376 | B | -14.3% |
| SR A1A - Atlantic Ave. South | Van Ave. to SRA1A/Dunlawton Ave. | 477 | | Yes | Yes | 1.00 | 4 | 35 | N+S | UA_S2WAC1_2W_4L_D_WL | 17,500 | 19,000 | 23,500 | 17,400 | 18,800 | 13,000 | 16,700 | 16,000 | 15,500 | 13,700 | D | 36,700 | 0.373 | B | -11.6% |
| SR A1A - Dunlawton Ave. | SR A1A/Atlantic Ave. to US 1 | 427 | | Yes | Yes | 1.25 | 4 | 35 | E+W | UA_S2WAC1_2W_4L_D_WL | 32,500 | 27,500 | 20,000 | 20,500 | 20,000 | 20,500 | 30,000 | 27,000 | 24,500 | 27,000 | E | 36,700 | 0.730 | B | 10.2% |
| SR 5A - Nova Rd. | US 1 to Wilmette Ave. | 458 | | Yes | Yes | 1.00 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 9,830 | 10,200 | 10,600 | 11,600 | 15,600 | 14,700 | 14,000 | 13,400 | 12,600 | 12,600 | D | 36,700 | 0.340 | B | 0.0% |
| SR 5A - Nova Rd. | Wilmette Ave. to SR 40 | 510 | | Yes | Yes | 0.51 | 6 | 45 | N+S | UA_S2WAC1_2W_6L_D_WL | 19,500 | 20,300 | 21,500 | 21,500 | 24,500 | 20,000 | 24,500 | 23,000 | 23,000 | 24,000 | D | 50,300 | 0.477 | C | 4.3% |
| SR 5A - Nova Rd. | SR 40 to Hand Ave. | 510 | | Yes | Yes | 1.15 | 6 | 45 | N+S | UA_S2WAC1_2W_6L_D_WL | 16,500 | 17,200 | 19,000 | 23,500 | 20,600 | 23,500 | 20,600 | 27,500 | 24,100 | 24,000 | D | 50,300 | 0.477 | C | -0.4% |
| SR 5A - Nova Rd. | Hand Ave. to LPGA Blvd. | 528 | | Yes | Yes | 2.00 | 6 | 45 | N+S | UA_S2WAC1_2W_6L_D_WL | 24,000 | 10,500 | 20,500 | 25,000 | 31,000 | 31,000 | 30,500 | 29,000 | 29,000 | 28,000 | D | 50,300 | 0.557 | C | -3.4% |
| SR 5A - Nova Rd. | LPGA Blvd. to SR 430/Mason Blvd | 395 | | Yes | Yes | 1.47 | 6 | 45 | N+S | UA_S2WAC1_2W_6L_D_WL | 29,000 | 25,500 | 24,500 | 32,500 | 31,500 | 31,000 | 32,500 | 30,000 | 28,500 | 27,500 | D | 55,300 | 0.497 | B | -0.8% |
| SR 5A - Nova Rd. | SR 430/Mason Ave. to US 92/SR600 | 5089 | | Yes | Yes | 1.22 | 6 | 45 | N+S | UA_S2WAC1_2W_6L_D_WL | 32,500 | 30,500 | 34,000 | 35,000 | 35,000 | 35,000 | 37,000 | 33,500 | 32,000 | 30,000 | D | 55,300 | 0.542 | B | -0.3% |
| SR 5A - Nova Rd. | US 92/600 to Bellevue Ave. | 5000 | | Yes | Yes | 1.07 | 6 | 45 | N+S | UA_S2WAC1_2W_6L_D_WL | 35,000 | 33,500 | 35,000 | 41,000 | 36,500 | 38,000 | 38,000 | 34,500 | 35,000 | 32,500 | D | 55,300 | 0.588 | B | -7.1% |
| SR 5A - Nova Rd. | Bellevue Ave. to SR 400/Beville Rd. | 340 | | Yes | Yes | 1.00 | 6 | 50 | N+S | UA_S2WAC1_2W_6L_D_WL | 35,000 | 36,500 | 36,000 | 40,000 | 39,000 | 38,000 | 37,000 | 34,500 | 35,000 | 34,000 | D | 55,300 | 0.615 | B | -2.9% |
| SR 5A - Nova Rd. | SR 400/Beville Rd. to Big Tree | 363 | | Yes | Yes | 0.70 | 6 | 50 | N+S | UA_S2WAC1_2W_6L_D_WL | 29,000 | 25,500 | 29,500 | 30,000 | 30,000 | 29,500 | 29,000 | 27,500 | 29,500 | 27,000 | D | 50,300 | 0.537 | C | -5.3% |
| SR 5A - Nova Rd. | Big Tree to Madeline Ave. | 363 | | Yes | Yes | 1.61 | 5 | 50 | N+S | UA_S2WAC1_2W_5L_D_WL | 28,000 | 25,500 | 28,500 | 30,000 | 30,000 | 28,500 | 29,000 | 27,500 | 28,500 | 27,000 | D | 45,000 | 0.597 | B | -6.3% |
| SR 5A - Nova Rd. | Madeline Ave to SR 421/Dunlawton Av | 1017 | | Yes | Yes | 1.30 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 22,000 | 17,000 | 23,000 | 25,000 | 28,000 | 28,000 | 28,500 | 28,500 | 27,000 | 26,500 | D | 36,700 | 0.722 | B | -1.0% |
| SR 5A - Nova Rd. | SR 421/Dunlawton Ave. to Spruce Cre | 1016 | | Yes | Yes | 1.00 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 24,500 | 25,500 | 23,500 | 29,000 | 29,500 | 24,500 | 24,500 | 25,000 | 25,500 | 23,500 | D | 36,700 | 0.640 | B | -7.8% |
| SR 5A - Nova Rd. | Spruce Creek Rd. to US 1 | 458 | | Yes | Yes | 1.44 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 9,500 | 9,000 | 10,500 | 10,400 | 17,400 | 16,000 | 17,100 | 16,700 | 16,000 | 16,000 | D | 36,700 | 0.450 | B | -0.0% |
| SR 11 | CR 304 (in Flagler Co.) to SR 40 | 0009-F | | | Yes | 2.42 | 2 | 60 | N+S | RUA_UFH_2W_2L_U_UL | 2,200 | 2,000 | 3,100 | 3,100 | 3,000 | 3,200 | 2,000 | 2,400 | 2,200 | 2,000 | C | 6,460 | 0.309 | B | -9.1% |
| SR 11 | SR 40 to CR 15A | 527 | | | Yes | 0.10 | 2 | 60 | N+S | RUA_UFH_2W_2L_U_UL | 2,400 | 2,800 | 2,700 | 3,200 | 3,000 | 3,100 | 2,700 | 2,600 | 2,600 | 2,700 | C | 6,460 | 0.417 | B | 3.8% |
| SR 11 | CR 15A to US 17 | 4 | | | Yes | 2.43 | 2 | 55 | N+S | UA_UFH_2W_2L_U_WL | 6,500 | 6,100 | 6,900 | 7,200 | 7,200 | 6,800 | 6,000 | 6,400 | 6,000 | 6,100 | D | 22,200 | 0.275 | B | 1.7% |
| SR 15A | US 17 to Glenwood Rd. | 466 | Yes | | Yes | 1.11 | 4 | 50 | N+S | UA_S2WAC1_2W_4L_D_WL | 9,600 | 10,600 | 11,000 | 11,000 | 10,600 | 11,400 | 10,600 | 10,800 | 10,700 | 10,300 | C | 35,500 | 0.290 | B | -3.7% |
| SR 15A | Glenwood Rd. to CR 92 | 465 | Yes | | Yes | 1.20 | 4 | 50 | N+S | UA_S2WAC1_2W_4L_D_WL | 13,600 | 13,000 | 13,700 | 15,000 | 13,700 | 15,100 | 13,600 | 14,000 | 13,600 | 13,600 | C | 35,500 | 0.383 | B | 0.0% |
| SR 15A | CR 92 to Plymouth Ave. | 537 | Yes | Yes | Yes | 0.83 | 4 | 50 | N+S | UA_S2WAC1_2W_4L_D_WL | 20,000 | 19,800 | 21,600 | 24,000 | 23,000 | 23,600 | 22,500 | 22,000 | 22,000 | 22,500 | C | 35,500 | 0.634 | B | 2.3% |
| SR 15A | Plymouth Ave. to SR 44/New York Ave | 463 | Yes | Yes | Yes | 1.01 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 24,500 | 23,500 | 20,000 | 29,000 | 27,000 | 23,600 | 26,600 | 25,500 | 23,500 | 21,900 | C | 35,500 | 0.617 | B | -6.8% |
| SR 15A | SR 44/New York Ave. to Beresford Ave | 474 | Yes | | Yes | 1.01 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 23,000 | 20,500 | 27,500 | 25,500 | 24,500 | 24,500 | 23,500 | 22,500 | 22,500 | 21,500 | C | 35,500 | 0.606 | B | -4.4% |
| SR 15A | Beresford Ave. to New Hampshire Ave | 1005 | Yes | | Yes | 1.00 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 18,100 | 18,500 | 20,600 | 22,000 | 22,500 | 22,000 | 21,000 | 21,000 | 19,100 | 19,700 | C | 35,500 | 0.555 | B | 3.1% |
| SR 15A | New Hampshire Ave. to US 17/92 | 1006 | Yes | | Yes | 1.17 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_D_WL | 18,100 | 18,500 | 20,600 | 22,000 | 22,500 | 22,000 | 21,000 | 21,000 | 19,100 | 19,700 | C | 35,500 | 0.555 | B | 3.1% |
| SR 40 | W. of the St. Johns River | 0050-L | Yes | Yes | | | 2 | 45 | E+W | RDA_UFH_2W_2L_U_WL | - | 9,200 | 8,400 | 8,600 | 8,700 | 8,300 | 7,200 | 7,600 | 7,100 | 6,800 | C | 14,200 | 0.479 | B | -4.2% |
| SR 40 | Lake County to Emporia Rd. | 533 | Yes | Yes | Yes | 0.60 | 2 | 65 | E+W | RDA_UFH_2W_2L_U_WL | 8,400 | 7,200 | 7,600 | 7,300 | 7,600 | 8,700 | 7,600 | 7,700 | 6,800 | 7,000 | C | 14,200 | 0.493 | B | 2.9% |
| SR 40 | Emporia Rd. to US 17 | 344 | Yes | Yes | Yes | 5.50 | 2 | 55 | E+W | RDA_UFH_2W_2L_U_WL | 7,700 | 8,000 | 8,600 | 6,000 | 7,500 | 8,300 | 7,200 | 7,000 | 6,500 | [illegible] | C | [illegible] | [illegible] | B | 0.0% |
| SR 40 | US 17 to SR 11 | 530 | Yes | Yes | Yes | 6.60 | 2 | 60 | E+W | RDA_UFH_2W_2L_U_WL | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 6,000 | 5,800 | 5,700 | 6,000 | 4,800 | C | 14,200 | 0.338 | B | -20.0% |
| SR 40 | SR 11 to Pinto Lane | [illegible] | Yes | Yes | Yes | 0.63 | 2 | 60 | E+W | RDA_UFH_2W_2L_U_WL | 6,000 | 5,400 | 5,400 | 5,600 | 5,600 | 6,000 | 5,600 | 5,700 | 6,000 | 4,800 | C | 14,200 | 0.338 | B | -20.0% |
| SR 40 | Pinto Lane to Rima Ridge Rd (urban bo | 523 | Yes | Yes | Yes | 1.25 | 4 | 60 | E+W | UA_S2WAC1_2W_4L_D_WL | 10,400 | 11,800 | 12,400 | 13,000 | 13,500 | 11,200 | 10,800 | 10,800 | 10,600 | 10,600 | C | 35,500 | 0.299 | B | 0.0% |
| SR 40 | Rima Ridge Rd to Tymber Creek Rd. | 490 | Yes | Yes | Yes | 4.35 | 4 | 60 | E+W | UA_S2WAC1_2W_4L_D_WL | 25,000 | 27,500 | 30,000 | 29,500 | 29,000 | 28,500 | 26,500 | 29,000 | 27,000 | 27,000 | C | 35,500 | 0.761 | B | 0.0% |
| SR 40 | Tymber Creek Rd. to I-95 | 420 | Yes | Yes | Yes | 0.70 | 4 | 60 | E+W | UA_S2WAC1_2W_4L_D_WL | 25,000 | 27,500 | 30,000 | 28,500 | 28,000 | 28,500 | 28,500 | 28,000 | 27,000 | 27,000 | C | 35,500 | 0.761 | B | 0.0% |
| SR 40 | I-95 to Clyde Morris Blvd. | 522 | | Yes | Yes | 1.50 | 4 | 50 | E+W | UA_S2WAC1_2W_4L_D_WL | 35,000 | 37,500 | 38,000 | 35,500 | 36,500 | 36,000 | 37,500 | 33,500 | 36,000 | 36,000 | D | 39,700 | 0.907 | D | 0.0% |
| SR 40 | Clyde Morris Blvd. to SR 5A/Nova Rd. | 480 | | Yes | Yes | 1.05 | 4 | 50 | E+W | UA_S2WAC1_2W_4L_D_WL | 34,500 | 37,000 | 35,000 | 37,000 | 36,000 | 36,000 | 35,000 | 33,500 | 33,000 | 33,000 | D | 39,700 | 0.831 | D | 0.0% |
| SR 40 | SR5A/Nova Rd. to US 1 | 1020 | | Yes | Yes | 1.33 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 31,000 | 33,500 | 29,500 | 31,500 | 33,000 | 32,500 | 32,000 | 32,000 | 29,500 | 30,000 | D | 39,700 | 0.817 | C | 1.7% |
| SR 40 | US 1 to Halifax Ave. | 171 | | Yes | Yes | 1.11 | 4 | 35 | E+W | UA_S2WAC2_2W_4L_D_WL | 30,000 | 30,000 | 33,000 | 30,500 | 35,500 | 34,500 | 30,500 | 34,800 | 34,000 | 34,000 | D | 33,200 | 1.024 | E | 0.0% |
| SR 40 | Halifax Ave. to SR A1A | 5129 | | Yes | Yes | 0.37 | 4 | 35 | E+W | UA_S2WAC2_2W_4L_U_WL | 21,500 | 24,500 | 20,500 | 23,000 | 23,000 | 23,000 | 24,000 | 22,000 | 19,500 | 20,500 | D | 31,540 | 0.650 | C | 5.1% |
| SR 44 | W. of the St. Johns River | 0010-L | | Yes | | | 2 | 45 | E+W | RDA_UFH_2W_2L_U_WL | - | 6,500 | 6,000 | 7,700 | 7,600 | 7,200 | 6,600 | 6,200 | 5,600 | 5,900 | C | 14,200 | 0.415 | B | 5.4% |
| SR 44 | Lake Co. to Shell Rd. | 1007 | | Yes | Yes | 1.10 | 2 | 55 | E+W | RDA_UFH_2W_2L_U_WL | 10,400 | 10,600 | 10,700 | 11,300 | 11,400 | 12,000 | 10,600 | 10,400 | 9,400 | 9,000 | C | 14,200 | 0.634 | C | -4.3% |
| SR 44 | Shell Rd. to Grand Ave. | 1007 | | Yes | Yes | 1.20 | 2 | 45 | E+W | UA_UFH_2W_2L_U_WL | 10,400 | 10,600 | 10,700 | 11,300 | 11,400 | 12,000 | 10,600 | 10,400 | 9,400 | 9,000 | D | 22,200 | 0.405 | C | -4.3% |
| SR 44 | Grand Ave. to Old New York/Hazen Rd | 290 | | Yes | Yes | 0.70 | 2 | 55 | E+W | UA_UFH_2W_2L_U_WL | 11,300 | 11,300 | 11,000 | 11,700 | 11,600 | 11,500 | 10,100 | 10,000 | 10,200 | 9,700 | D | 22,200 | 0.437 | C | -4.7% |
| SR 44 | Old New York/Hazen Rd. to SR 15A/Sp | 274 | | Yes | Yes | 0.71 | 2 | 40 | E+W | UA_UFH_2W_2L_U_WL | 13,400 | 13,700 | 13,100 | 14,400 | 14,300 | 13,600 | 12,700 | 10,800 | 12,500 | 11,800 | D | 22,200 | 0.532 | C | -5.6% |
| SR 44 | SR 15A/Spring Garden Ave. to Stone S | 447 | | Yes | Yes | 0.50 | 2 | 40 | E+W | UA_S2WAC2_2W_2L_U_WL | 13,100 | 13,300 | 12,900 | 13,400 | 13,300 | 12,500 | 12,600 | 12,800 | 11,400 | 11,300 | D | 15,200 | 0.743 | D | -0.9% |
| SR 44 | Stone St. to Clara Ave. | 5012 | | Yes | Yes | 0.91 | 2 | 35-40 | E+W | UA_S2WAC2_2W_2L_U_WL | 12,300 | 14,000 | 12,100 | 13,100 | 12,000 | 12,300 | 12,200 | 12,200 | 10,900 | 11,100 | D | 15,200 | 0.730 | D | 1.8% |
| SR 44 | Clara Ave. to Amelia Ave. | 5015 | | Yes | Yes | 0.30 | 2 | 25-35 | E+W | UA_S2WAC2_2W_2L_U_WL | 10,000 | 11,200 | 10,000 | 10,600 | 10,000 | 9,600 | 9,000 | 8,700 | 9,900 | 9,200 | D | 15,200 | 0.605 | C | -7.1% |
| SR 44 | Amelia Ave. to Hill Ave. | 5010 | | Yes | Yes | 1.00 | 2 | 35/40/45 | E+W | UA_S2WAC1_2W_2L_U_WL | 13,700 | 15,300 | 14,200 | 14,700 | 15,300 | 13,200 | 15,900 | 13,600 | 13,700 | 13,300 | D | 16,500 | 0.806 | C | -2.9% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR 44 | Hill Ave. to Blue Lake Ave. | 60 | | Yes | Yes | 0.51 | 2 | 45 | E+W | UA_S2WAC1_2W_2L_U_WL | 12,100 | 14,000 | 13,200 | 13,200 | 14,600 | 15,600 | 12,600 | 14,500 | 12,300 | 13,300 | D | 16,500 | 0.806 | C | 8.1% |
| SR 44 | Blue Lake Ave. to Kepler Rd. | 19 | | Yes | Yes | 0.94 | 2 | 45 | E+W | UA_S2WAC1_2W_2L_U_WL | 13,900 | 15,900 | 14,700 | 16,400 | 17,700 | 15,000 | 15,600 | 15,100 | 14,600 | 16,400 | D | 16,500 | 0.994 | D | 12.3% |
| SR 44 | Kepler Rd. to Summit Ave. | 259 | | Yes | Yes | 1.16 | 2 | 45-50 | E+W | UA_UFH_2W_2L_U_WL | 20,100 | 15,100 | 16,100 | 16,100 | 18,000 | 17,300 | 17,300 | 17,300 | 17,800 | 18,300 | D | 22,200 | 0.824 | D | 2.8% |
| SR 44 | Summit Ave. to I-4 | 536 | | Yes | Yes | 0.06 | 4 | 45 | E+W | UA_UFH_2W_4L_D_WL | 12,100 | 14,900 | 14,600 | 16,200 | 16,600 | 17,200 | 15,100 | 16,300 | 16,600 | 16,600 | D | 36,700 | 0.450 | B | 0.0% |
| SR 44 | I-4 to Provett Ave. | 460 | | Yes | Yes | 0.74 | 4 | 55 | E+W | TA_UFH_2W_4L_D_WL | 13,600 | 14,200 | 15,600 | 17,200 | 14,700 | 15,300 | 16,700 | 17,600 | 17,700 | 16,400 | C | 33,800 | 0.485 | B | -7.3% |
| SR 44 | Provett Ave. to Pioneer Tr. | 460 | | Yes | Yes | 5.93 | 4 | 65 | E+W | RDA_UFH_2W_4L_D_WL | 13,600 | 14,200 | 15,600 | 17,200 | 14,700 | 15,300 | 16,700 | 17,600 | 17,700 | 16,400 | B | 23,800 | 0.689 | A | -7.3% |
| SR 44 | Pioneer Tr. to SR 415/CR 415 | 1011 | | Yes | Yes | 3.50 | 4 | 65 | E+W | RDA_UFH_2W_4L_D_WL | 9,200 | 8,300 | 8,700 | 10,300 | 9,400 | 12,200 | 10,000 | 12,000 | 12,400 | 10,500 | B | 23,800 | 0.441 | A | -15.3% |
| SR 44 | SR 415/CR 415 to Samsula Dr. | 1012 | | Yes | Yes | 1.14 | 4 | 65 | E+W | RDA_UFH_2W_4L_D_WL | 12,600 | 14,000 | 13,000 | 14,200 | 14,000 | 14,000 | 15,100 | 16,400 | 17,300 | 15,600 | B | 23,800 | 0.655 | A | -9.7% |
| SR 44 | Samsula Dr. to Airport Rd | 423 | | Yes | Yes | 1.70 | 4 | 65 | E+W | TA_UFH_2W_4L_D_WL | 14,000 | 15,300 | 14,300 | 14,300 | 16,200 | 16,600 | 15,700 | 18,200 | 17,700 | 16,200 | C | 45,400 | 0.357 | B | -8.5% |
| SR 44 | Airport Rd. to I-95 | 423 | | Yes | Yes | 2.05 | 4 | 65 | E+W | TA_UFH_2W_4L_D_WL | 14,000 | 15,300 | 14,300 | 14,300 | 16,200 | 16,600 | 15,700 | 18,200 | 17,700 | 16,200 | C | 45,400 | 0.357 | B | -8.5% |
| SR 44 | I-95 to Mission Dr | 515 | | Yes | Yes | 2.83 | 4 | 55 | E+W | UA_S2WAC1_2W_4L_D_WL | 25,500 | 21,000 | 23,500 | 22,000 | 23,000 | 25,500 | 23,500 | 25,500 | 22,500 | 25,000 | D | 36,700 | 0.681 | B | 11.1% |
| SR 44 | Mission Dr. to Live Oak | 514 | | Yes | Yes | 1.35 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 17,500 | 18,200 | 18,400 | 18,200 | 19,000 | 20,200 | 19,300 | 22,000 | 22,500 | 17,800 | D | 36,700 | 0.485 | B | -20.0% |
| SR 44/SR A1A/S Causeway | Live Oak to Peninsula Ave. | 514 | | Yes | Yes | 1.30 | 4 | 50 | E+W | UA_S2WAC1_2W_4L_D_WL | 24,500 | 25,500 | 25,500 | 29,000 | 25,500 | 31,000 | 28,000 | 30,000 | 29,500 | 24,000 | D | 36,700 | 0.654 | B | -18.6% |
| SR 44/SR A1A/S Causeway | Peninsula Ave. to Sason Dr. | 5160 | | Yes | Yes | 0.35 | 4 | 40 | E+W | UA_S2WAC1_2W_4L_D_WL | 22,500 | 22,500 | 23,000 | 23,000 | 21,500 | 27,500 | 25,000 | 25,000 | 25,000 | 21,000 | D | 36,700 | 0.572 | B | -16.0% |
| SR 44/SR A1A/3rd Ave/Atlantic | Sason Dr. to 6th Ave | 5043 | | Yes | Yes | 0.50 | 4 | 40 | E+W | UA_S2WAC1_2W_4L_D_WL | 16,500 | 14,500 | 13,500 | 13,600 | 13,200 | 16,700 | 16,600 | 18,300 | 17,000 | 14,000 | D | 36,700 | 0.381 | B | -17.6% |
| SR 44 (Business) - Canal St. | SR 44/Lytle St to Pioneer Trail | 516 | | | Yes | 0.17 | 2 | 40 | E+W | UA_S2WAC1_2W_2L_U_WL | 11,000 | 12,500 | 13,000 | 12,600 | 13,100 | 14,600 | 13,500 | 12,200 | 11,200 | 11,400 | D | 16,500 | 0.691 | C | 1.8% |
| SR 44 (Business) - Canal St. | Pioneer Tr. to US 1 | 111 | | | Yes | 0.76 | 2 | 40 | E+W | UA_S2WAC1_2W_2L_U_WL | 12,700 | 13,900 | 13,600 | 13,700 | 13,600 | 14,000 | 13,000 | 12,500 | 11,500 | 11,700 | D | 16,500 | 0.709 | C | 1.7% |
| SR 44 (Old) - N Causeway | Riverside Dr to Peninsula | 421 | | | Yes | 0.14 | 2 | 30 | E+W | UA_S2WAC1_2W_2L_U_WL | 11,100 | 10,000 | 10,400 | 10,000 | 9,000 | 8,600 | 8,600 | 8,200 | 8,600 | 9,000 | D | 16,500 | 0.545 | B | 4.7% |
| SR 46 | Seminole Co. to Brevard Co. | 0416-B | | | Yes | 5.44 | 2 | 55 | E+W | RUA_UFH_2W_2L_U_WL | 5,100 | 4,600 | 5,700 | 6,000 | 5,700 | - | 5,500 | 5,600 | 5,200 | 5,600 | C | 8,100 | 0.691 | C | 7.7% |
| SR 100 - Flagler County | John Anderson Hwy (CR 201) to Lamb | 335-F | | Yes | | 0.50 | 4 | 35 | E+W | UA_S2WAC1_2W_4L_D_WL | 15,900 | 16,900 | 17,100 | 18,000 | 17,000 | 19,900 | 15,447 | 16,700 | 17,300 | 18,000 | D | 39,700 | 0.480 | B | 4.0% |
| SR 100 - Flagler County | Lambert Ave. (CR 201) to SR A1A | 5012-F | | Yes | | 0.70 | 4 | 35 | E+W | UA_S2WAC1_2W_4L_D_WL | 12,500 | 13,000 | 13,500 | 13,600 | 12,500 | 12,200 | 12,400 | 14,000 | 11,500 | 12,100 | D | 35,700 | 0.330 | B | 5.2% |
| SR 400 - Beville Rd | I-95 to Williamson Blvd. | 501 | | Yes | Yes | 0.28 | 4 | 55 | E+W | UA_S2WAC1_2W_4L_D_WL | 24,500 | 27,500 | 27,500 | 27,500 | 28,600 | 25,500 | 24,500 | 24,000 | 24,500 | 24,000 | D | 35,700 | 0.654 | B | -2.0% |
| SR 400 - Beville Rd | Williamson Blvd. to SR 483/Clyde Morr | 5180 | | Yes | Yes | 1.91 | 4 | 55 | E+W | UA_S2WAC1_2W_4L_D_WL | 24,500 | 27,500 | 27,500 | 27,500 | 28,500 | 29,000 | 27,500 | 27,500 | 27,500 | 27,000 | D | 36,700 | 0.736 | B | -1.8% |
| SR 400 - Beville Rd | SR 483/Clyde Morris Blvd. to SR 5A/Nc | 511 | | Yes | Yes | 0.68 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 31,000 | 33,500 | 35,000 | 35,000 | 34,500 | 34,000 | 32,500 | 32,500 | 31,000 | 32,000 | D | 33,200 | 0.964 | D | 3.2% |
| SR 400 - Beville Rd | SR 5A/Nova Rd. to US 1 | 592 | | Yes | Yes | 1.34 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 22,000 | 28,500 | 29,000 | 28,500 | 29,000 | 25,000 | 20,000 | 24,500 | 24,500 | 23,000 | D | 33,200 | 0.693 | C | -6.1% |
| SR 415 - State Count | SR 44 to Acorn Lake Rd | 1009 | | Yes | Yes | 10.48 | 2 | 55 | N+S | RDA_UFH_2W_2L_U_WL | 8,700 | 9,000 | 9,400 | 9,700 | 8,500 | 10,500 | 9,100 | 9,200 | 7,300 | 8,300 | C | 14,200 | 0.585 | C | 13.7% |
| SR 415 - State Count | Acorn Lake Rd to Howland Blvd. | 321 | | Yes | Yes | 0.69 | 2 | 55 | N+S | UA_UFH_2W_2L_U_WL | 5,600 | 5,700 | 5,100 | 6,100 | 7,300 | 6,600 | 6,200 | 6,700 | 6,400 | 5,900 | D | 22,200 | 0.266 | B | -7.8% |
| SR 415 - State Count | Howland Blvd. to Enterprise-Osteen Rd | 437 | | Yes | Yes | 1.63 | 2 | 55 | N+S | UA_UFH_2W_2L_U_WL | 13,000 | 13,500 | 14,100 | 14,200 | 14,000 | 15,700 | 15,200 | 15,300 | 15,100 | 15,100 | D | 22,200 | 0.680 | C | 0.0% |
| SR 415 - State Count | Enterprise-Osteen Rd. to Seminole Co | 25 | | Yes | Yes | 4.33 | 2 | 55 | N+S | TA_UFH_2W_2L_U_WL | 20,500 | 17,300 | 17,400 | 17,700 | 17,500 | 18,300 | 18,200 | 17,100 | 17,100 | 16,800 | D | 21,100 | 0.796 | D | -1.8% |
| SR 415 - State Count | Volusia Co. Line to SR 40 | 0279-0 | | Yes | | 0.00 | 2 | 55 | N+S | UA_UFH_2W_2L_U_WL | - | 14,000 | 16,200 | 15,400 | 14,600 | - | 15,400 | 14,100 | 14,200 | 15,400 | D | 22,200 | 0.694 | C | 8.5% |
| SR 421 - Dunlawton Ave. | Williamson to Clyde Morris Blvd. | 517 | | Yes | Yes | 1.07 | 6 | 45 | E+W | UA_S2WAC2_2W_6L_D_WL | 29,000 | 33,500 | 34,500 | 37,500 | 35,600 | 38,500 | 37,500 | 38,000 | 36,500 | 39,500 | D | 50,300 | 0.785 | D | 8.2% |
| SR 421 - Dunlawton Ave. | Clyde Morris Blvd. to SR 5A/Nova Rd. | 1014 | | Yes | Yes | 1.31 | 6 | 50 | E+W | UA_S2WAC2_2W_6L_D_WL | 30,000 | 34,000 | 33,000 | 31,500 | 29,500 | 33,500 | 30,000 | 31,000 | 31,500 | 28,500 | D | 50,300 | 0.567 | C | -9.5% |
| SR 421 - Dunlawton Ave. | SR 5A/Nova Rd. to Spruce Creek Rd | 1015 | | Yes | Yes | 0.91 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 33,000 | 29,000 | 29,500 | 28,500 | 32,600 | 29,000 | 29,000 | 29,500 | 30,500 | 27,000 | D | 36,700 | 0.736 | B | -11.5% |
| SR 421 - Dunlawton Ave. | Spruce Creek Rd. to US 1 | 5181 | | Yes | Yes | 0.71 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 29,500 | 28,500 | 28,500 | 25,500 | 29,000 | 20,000 | 27,000 | 28,500 | 27,500 | 25,000 | E | 36,700 | 0.681 | B | -9.1% |
| SR 430 - Mason Ave. | SR 483/Clyde Morris Blvd. to SR 5A/N | 5187 | | Yes | Yes | 0.86 | 4 | 35 | E+W | UA_S2WAC2_2W_4L_U_0L | 22,000 | 22,500 | 21,500 | 21,000 | 19,600 | 20,300 | 20,300 | 20,100 | 18,200 | 18,200 | D | 24,900 | 0.731 | C | 0.0% |
| SR 430 - Mason Ave. | SR 5A/Nova Rd. to US 1 | 5187 | | Yes | Yes | 1.06 | 4 | 35 | E+W | UA_S2WAC2_2W_4L_U_0L | 22,000 | 22,500 | 21,500 | 21,000 | 19,600 | 20,300 | 20,300 | 20,100 | 18,200 | 18,200 | D | 24,900 | 0.731 | C | 0.0% |
| SR 430 - Mason Ave. | US 1 to Beach St. | 5187 | | Yes | Yes | 0.30 | 4 | 35 | E+W | UA_S2WAC2_2W_4L_D_WL | 22,000 | 22,500 | 21,500 | 21,000 | 19,600 | 20,300 | 20,300 | 20,100 | 18,200 | 18,200 | D | 33,200 | 0.548 | C | 0.0% |
| SR 430 - Oakridge Blvd. - EB | Beach St. to Peninsula Dr | 5188 | | | Yes | 0.70 | 2 | 40 | E+W | UA_S2WAC1_1W_2L_D_WL | 11,500 | 11,000 | 10,000 | 10,500 | 9,600 | 9,800 | 10,000 | 9,600 | 6,000 | - | D | 19,920 | - | - | - |
| SR 430 - Oakridge Blvd. - EB | Peninsula Dr to SR A1A/Atlantic | 5105 | | | Yes | 0.28 | 2 | 40 | E+W | UA_S2WAC1_1W_2L_D_WL | 6,000 | 4,800 | 4,500 | 5,300 | 4,600 | 5,300 | 5,500 | 5,500 | 4,800 | 4,700 | D | 19,920 | 0.236 | B | -2.1% |
| SR 430 - Seabreeze Bridge - WB | Beach St. to Peninsula Dr | 5190 | | Yes | Yes | 1.01 | 2 | 40 | E+W | UA_S2WAC1_1W_2L_D_WL | 12,000 | 12,000 | 11,000 | 11,500 | 10,000 | 10,500 | 11,000 | 11,000 | 9,800 | 17,800 | D | 19,920 | 0.894 | B | 79.0% |
| SR 430 - Seabreeze Bridge - WB | Peninsula Dr to SR A1A/Atlantic | 5191 | | Yes | Yes | 0.29 | 2 | 30 | E+W | UA_S2WAC1_1W_2L_D_WL | 5,100 | 5,500 | 5,500 | 6,200 | 4,800 | 5,900 | 6,500 | 6,300 | 5,000 | 5,300 | D | 19,920 | 0.266 | B | 6.0% |
| SR 441 - Peninsula Dr. | US 92/ISB to Silver Beach Ave. | 5187 | | | Yes | 0.65 | 2 | 35 | N+S | UA_S2WAC1_2W_2L_U_WL | 11,500 | 12,000 | 11,200 | 12,200 | 12,100 | 11,100 | 10,600 | 9,000 | 9,400 | 8,700 | D | 16,500 | 0.527 | B | -7.4% |
| SR 441 - Peninsula Dr. | Silver Beach Ave. to Florida Shores | 5187 | | | Yes | 2.34 | 2 | 35 | N+S | UA_S2WAC1_2W_2L_U_WL | 11,500 | 12,000 | 11,200 | 12,200 | 12,100 | 11,100 | 10,600 | 9,000 | 9,400 | 8,700 | D | 16,500 | 0.527 | B | -7.4% |
| SR 441 - Peninsula Dr. | Florida Shores to SR A1A/Dunlawton | 5188 | | | Yes | 2.42 | 2 | 40 | N+S | UA_S2WAC1_2W_2L_U_WL | 8,600 | 8,700 | 8,400 | 7,000 | 7,100 | 6,700 | 6,600 | 6,100 | 6,000 | 5,600 | D | 16,500 | 0.339 | B | -6.7% |
| SR 442 - Indian River Blvd. | I-95 to Air Park Rd. | 170 | | Yes | Yes | 2.00 | 4 | 55 | E+W | TA_S2WAC1_2W_4L_D_WL | 8,300 | 8,600 | 9,370 | 9,700 | 10,000 | 9,647 | 8,872 | 9,200 | 9,300 | 8,900 | C | 33,800 | 0.263 | B | -4.3% |
| SR 442 - Indian River Blvd. | Air Park Rd. to US 1 | 5190 | | Yes | Yes | 1.60 | 4 | 45 | E+W | UA_S2WAC1_2W_4L_D_WL | 17,500 | 18,100 | 18,400 | 18,600 | 20,200 | 17,300 | 17,000 | 18,000 | 17,700 | 16,400 | D | 36,700 | 0.447 | B | -7.3% |
| SR 472 | US 17/92 to CR 4101/MLK Blvd | 472 | | | Yes | 2.31 | 4 | 60 | E+W | UA_UFH_2W_4L_D_WL | 17,700 | 17,700 | 18,200 | 20,100 | 21,400 | 20,800 | 18,900 | 19,200 | 20,200 | 19,700 | D | 64,300 | 0.306 | B | -2.5% |
| SR 472 | CR 4101/MLK Blvd to I-4 (end of state | 535 | | | Yes | 1.10 | 4 | 60 | E+W | UA_UFH_2W_4L_D_WL | 21,500 | 22,000 | 23,500 | 27,000 | 28,000 | 27,000 | 25,500 | 24,000 | 24,500 | 22,000 | D | 64,300 | 0.342 | B | -10.2% |
| SR 483 - Clyde Morris Blvd. | SR 430 (Mason Ave.) to US 92/ISB | 5182 | | | Yes | 1.20 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_U_WL | 19,700 | 20,500 | 21,500 | 22,000 | 20,500 | 20,500 | 18,400 | 17,700 | 19,300 | 20,000 | D | 34,865 | 0.574 | B | 0.3% |
| SR 483 - Clyde Morris Blvd. | US 92/ISB to Aviation Ctr Pkwy/Bellev | 5183 | | | Yes | 1.20 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_U_WL | 28,500 | 32,000 | 34,000 | 34,000 | 34,000 | 32,000 | 31,500 | 29,500 | 31,000 | 30,500 | D | 34,865 | 0.875 | C | -1.6% |
| SR 483 - Clyde Morris Blvd. | Aviation Ctr Pkwy/Bellevue to SR 400/ | 5183 | | | Yes | 0.80 | 4 | 45 | N+S | UA_S2WAC1_2W_4L_U_WL | 28,500 | 32,000 | 34,000 | 34,000 | 34,000 | 32,000 | 31,500 | 29,500 | 31,000 | 30,500 | D | 34,865 | 0.875 | C | -1.6% |
| 4th St | Derbyshire Rd. to SR 5A/Nova Rd | 11 | | | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 3,430 | 3,610 | 3,400 | 3,560 | 3,470 | 3,640 | 2,970 | 2,610 | 2,820 | 2,980 | E | 9,160 | 0.325 | B | 5.7% |
| 8th St. | Derbyshire Rd. to SR 5A/Nova Rd | 21 | | | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 3,820 | 4,450 | 4,270 | 3,870 | 3,870 | 3,650 | 3,330 | 3,090 | 2,850 | 2,790 | E | 9,160 | 0.304 | B | -2.1% |
| 13th St. | Derbyshire Rd. to SR 5A/Nova Rd | 31 | | | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 2,320 | 3,100 | 2,690 | 2,610 | 2,250 | 2,520 | 2,360 | 1,990 | 2,000 | 2,030 | E | 9,160 | 0.220 | B | 1.5% |
| Adelia Ave. | Beresford Ave. to New Hampshire Ave. | 43 | | | No | 0.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 3,710 | 3,110 | 2,930 | 3,120 | 2,970 | 3,540 | 2,310 | 2,850 | 2,290 | 2,530 | E | 9,160 | 0.276 | B | 10.5% |
| Adelia Ave. | New Hampshire Ave. to SR 15A | 41 | | | No | 0.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 820 | 750 | 700 | 680 | 650 | 760 | 590 | 300 | 270 | 320 | E | 9,160 | 0.035 | B | 18.5% |
| Air Park Rd. | Park Ave. to Regis Rd | 52 | | | Yes | 0.87 | 2 | 40 | N+S | UA_UFH_2W_2L_U_0L | 1,090 | 1,000 | 1,030 | 1,470 | 1,410 | 920 | 2,090 | 2,030 | 1,700 | 2,030 | E | 22,320 | 0.091 | B | 19.4% |
| Air Park Rd. | Regis Rd. to SR 442 | 50 | | | Yes | 0.55 | 2 | 40 | N+S | UA_UFH_2W_2L_U_0L | 920 | 700 | 710 | 1,000 | 910 | 1,440 | 1,740 | 1,340 | 1,840 | 1,470 | E | 22,320 | 0.066 | B | -20.1% |
| Airport Rd. (OB) | Tymber Creek Rd. to Pineland Tr. | 60 | | | Yes | 2.00 | 2 | 35 | E+W | UA_UFH_2W_2L_U_0L | 5,660 | 5,260 | 6,390 | 6,310 | 4,830 | 5,590 | 4,910 | 5,630 | 5,290 | 5,020 | E | 22,320 | 0.225 | B | -5.1% |
| Airport Rd. (OB) | Pineland Tr. to Sunshine Blvd. | 62 | | | Yes | 1.40 | 2 | 45 | N+S | UA_UFH_2W_2L_U_0L | 4,820 | 4,980 | 5,650 | 5,620 | 4,760 | 4,970 | 4,300 | 4,400 | 4,460 | 4,400 | E | 22,320 | 0.197 | B | -1.3% |
| Airport Rd. (OB) | Sunshine Blvd. to US 1 | 63 | | | Yes | 0.30 | 2 | 35 | E+W | UA_UFH_2W_2L_U_0L | 7,310 | 7,310 | 8,050 | 7,630 | 6,330 | 6,700 | 7,300 | 7,160 | 6,640 | 6,780 | E | 22,320 | 0.304 | C | 2.1% |
| Airport Rd. (PO) | Williamson Blvd to Pioneer Tr. | 64 | | | Yes | 2.60 | 2 | 45 | N+S | UA_UFH_2W_2L_U_WL | 2,750 | 3,300 | 3,310 | 5,000 | 5,200 | 5,330 | 5,430 | 5,410 | 5,440 | 6,000 | E | 27,900 | 0.215 | B | 10.3% |
| Airport Rd. (NSB) | Pioneer Tr. to Luna Bella Ln | 67 | | | Yes | 3.30 | 2 | 45 | N+S | UA_UFH_2W_2L_D_WL | - | - | - | - | - | - | - | 2,730 | 2,690 | 3,110 | E | 29,295 | 0.106 | B | 15.6% |
| Airport Rd. (NSB) | Luna Bella Ln to SR 44 | 68-New | | | Yes | 3.30 | 2 | 45 | N+S | UA_UFH_2W_2L_D_WL | - | - | - | - | - | - | - | 2,730 | 1,040 | 2,250 | E | 29,295 | 0.077 | B | 116.3% |
| Amelia Ave. | US 92 to Plymouth Ave. | 77 | | | Yes | 0.65 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_WL | 6,680 | 7,400 | 7,010 | 7,030 | 7,370 | 6,960 | 7,710 | 7,620 | 7,340 | 6,610 | E | 15,890 | 0.416 | B | -9.9% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Amelia Ave. | Plymouth Ave. to Minnesota Ave. | 75 | | | Yes | 0.50 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_WL | 15,200 | 13,740 | 13,080 | 13,650 | 11,850 | 12,020 | 12,030 | 12,620 | 11,570 | 10,610 | E | 15,690 | 0.680 | C | -0.3% |
| Amelia Ave. | Minnesota Ave. to Ohio Ave. | 74 | | | Yes | 0.15 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 11,670 | 13,160 | 12,570 | 13,500 | 11,650 | 12,500 | 11,650 | 12,300 | 11,440 | 10,310 | E | 12,710 | 0.811 | C | -0.9% |
| Amelia Ave. | Ohio Ave. to SR 44 | 73 | | | Yes | 0.15 | 4 | 30 | N+S | UA_MCCRAC2_2W_4L_U_OL | 12,330 | 13,620 | 13,150 | 13,300 | 12,420 | 12,300 | 11,800 | 11,900 | 10,610 | 10,380 | E | 23,600 | 0.439 | C | -4.0% |
| Amelia Ave. | SR 44 to Voorhis Ave. | 71 | | | No | 0.25 | 4 | 30 | N+S | UA_MCCRAC2_2W_4L_U_OL | 11,150 | 11,330 | 10,840 | 11,010 | 10,010 | 9,750 | 8,850 | 9,570 | 9,250 | 8,590 | E | 23,600 | 0.363 | C | -7.2% |
| Amelia Ave. | Voorhis Ave. to Beresford Ave. | 70 | | | No | 0.75 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 7,100 | 8,040 | 8,250 | 8,580 | 8,390 | 7,870 | 6,770 | 7,250 | 6,650 | 7,000 | E | 12,710 | 0.551 | C | 5.3% |
| Anderson Dr./Cleveleaf Blvd. | Cleveleaf Blvd. to Providence Blvd. | 85 | | | No | 1.00 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_OL | 3,150 | 3,080 | 3,200 | 3,280 | 3,250 | 2,040 | | | DELT | - | E | 9,160 | - | - | - |
| Ariel Rd. | Beacon Light Rd. to US 1 | 91 | | | No | 1.20 | 2 | 35 | E+W | TA_OCCRAC1_2W_2L_U_OL | 770 | 650 | 650 | 730 | 600 | 600 | 530 | 530 | 500 | 560 | E | 9,160 | 0.061 | B | 12.0% |
| Arredondo Grant Rd. | Spring Garden Ranch Rd. to James St | 100 | | | Yes | 0.60 | 2 | 30 | E+W | RUA_UFH_2W_2L_U_OL | 880 | 810 | 700 | 590 | 1,160 | 1,090 | 980 | 1,130 | 1,050 | 1,100 | C | 6,490 | 0.170 | A | 4.8% |
| Arredondo Grant Rd. | James St. to SR 11 | 101 | | | Yes | 2.00 | 2 | 35 | E+W | RUA_UFH_2W_2L_U_OL | 210 | 280 | 2,840 | 230 | 580 | 550 | 480 | 480 | 450 | 510 | C | 6,480 | 0.079 | A | 13.3% |
| Atlantic Ave. (DBS) | SR A1A/Dunlawton Ave. to Phillis Ave. | 115 | | Yes | Yes | 0.40 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 14,500 | 13,670 | 13,670 | 13,010 | 17,620 | 14,100 | 11,530 | 12,400 | 14,350 | 9,170 | E | 35,010 | 0.262 | B | -36.2% |
| Atlantic Ave. (DBS) | Phillis Ave. to Marcello Ave. | 113 | | Yes | Yes | 0.75 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | 11,080 | 11,460 | 11,270 | 11,340 | 13,370 | 11,200 | 9,360 | 10,110 | 12,800 | 8,230 | E | 16,650 | 0.495 | B | -36.2% |
| Atlantic Ave. (DBS) | Marcello Ave. to Major St | 111 | | Yes | Yes | 1.30 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 10,290 | 9,940 | 9,760 | 10,350 | 10,470 | 9,880 | 8,020 | 8,660 | 10,450 | 6,700 | E | 12,710 | 0.533 | B | -35.3% |
| Atlantic Ave. (PI) | Major St to Beach St. | 110 | | Yes | Yes | 2.80 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 3,350 | 2,070 | 2,050 | 1,580 | 2,760 | 2,800 | 2,330 | 2,410 | 3,180 | 1,760 | E | 12,710 | 0.139 | B | -44.6% |
| Atlantic Ave/Turtle Mound Rd. | Flagler Ave. (N. Causeway) to 6th Ave. | 123 | | Yes | Yes | 1.25 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | 5,070 | 4,050 | 3,020 | 3,030 | 4,190 | 3,700 | 3,020 | 3,410 | 3,550 | 2,760 | E | 16,680 | 0.165 | B | -22.3% |
| Atlantic Ave/Turtle Mound Rd. | 6th Ave. to 27th Ave. | 122 | | Yes | Yes | 1.45 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 23,630 | 18,150 | 17,530 | 14,600 | 18,230 | 19,070 | 13,560 | 16,040 | 16,200 | 13,430 | E | 35,010 | 0.384 | B | -17.1% |
| Atlantic Ave/Turtle Mound Rd. | 27th Ave. to Hiles Blvd. | 120 | | Yes | Yes | 1.55 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 15,210 | 12,040 | 11,600 | 9,160 | 12,040 | 13,230 | 9,260 | 12,100 | 12,700 | 9,900 | E | 15,680 | 0.623 | C | -22.0% |
| Atlantic Ave/Turtle Mound Rd. | Hiles Blvd. to Saxon Dr | 118 | | Yes | Yes | 0.45 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 8,100 | 6,940 | 6,700 | 4,720 | 7,450 | 6,010 | 4,870 | 6,070 | 6,580 | 5,650 | E | 15,680 | 0.359 | B | -14.1% |
| Atlantic Ave/Turtle Mound Rd. | Saxon Dr. to Turtle Mound Rd. | 116 | | Yes | Yes | 1.60 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 7,440 | 6,850 | 6,010 | 5,540 | 7,460 | 7,870 | 4,970 | 7,030 | 5,470 | 5,580 | E | 15,680 | 0.351 | B | 2.0% |
| Atlantic Ave/Turtle Mound Rd. | Turtle Mound Rd. to Canaveral Nat'l Pa | 1672 | | Yes | Yes | 7.65 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_OL | 2,630 | 2,880 | 2,750 | 2,030 | 2,860 | 3,600 | 1,940 | 2,740 | 2,150 | 2,230 | E | 12,710 | 0.175 | B | 3.7% |
| Barwick Rd. | R. Florida Rd. to US 17/92 | 127 | | | No | 1.50 | 2 | 30 | N+S & E+W | TA_OCCRAC1_2W_2L_U_OL | - | - | - | 740 | 710 | 720 | 820 | 650 | 650 | 750 | E | 9,160 | 0.082 | B | 15.4% |
| Beach/Riverside/Beach (OB) | Pine Tree Dr to Ingleas Ave. | 137 | | | Yes | 1.10 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 1,670 | 2,040 | 2,320 | 2,600 | 2,380 | 2,450 | 2,150 | 2,400 | 2,220 | 2,000 | E | 12,710 | 0.157 | B | -0.6% |
| Beach/Riverside/Beach (OB) | Ingleas Ave. to Wilmette Ave. | 135 | | | Yes | 2.55 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 6,020 | 6,400 | 6,060 | 6,020 | 6,430 | 6,330 | 6,320 | 6,390 | 5,800 | 5,660 | E | 12,710 | 0.443 | B | -3.7% |
| Beach/Riverside/Beach (OB) | Wilmette Ave. to SR 40 | 132 | | | Yes | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 8,290 | 8,400 | 8,320 | 8,290 | 8,240 | 8,080 | 8,680 | 8,840 | 8,610 | 8,760 | E | 12,710 | 0.601 | C | 2.0% |
| Beach/Riverside/Beach (OB) | SR 40 to Division Ave. | 131 | | | Yes | 0.60 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 7,230 | 8,330 | 9,050 | 9,160 | 10,310 | 10,120 | 7,730 | 7,770 | 7,290 | 6,860 | E | 12,710 | 0.540 | B | -5.9% |
| Beach/Riverside/Beach (HH) | Division Ave. to LPGA Blvd. | 1632 | | | Yes | 1.60 | 2 | 25 | N+S | UA_MCCRAC1_2W_2L_U_OL | 6,240 | 5,930 | 6,140 | 6,620 | 6,110 | 6,530 | 5,550 | 5,400 | 5,000 | 4,930 | E | 12,710 | 0.388 | B | -1.4% |
| Beach/Riverside/Beach (HH) | LPGA Blvd. to 5th St | 130 | | | Yes | 0.20 | 4 | 25 | N+S | UA_MCCRAC1_2W_2L_U_OL | 7,370 | 7,660 | 7,610 | 6,390 | 6,480 | 6,850 | 5,120 | 5,660 | 4,600 | 4,920 | E | 12,710 | 0.387 | B | 7.0% |
| Beach/Riverside/Beach (HH) | 5th St to SR 430/Mason | 130 | | | Yes | 0.20 | 4 | 25 | N+S | UA_MCCRAC2_2W_4L_U_OL | 7,320 | 7,660 | 7,610 | 6,390 | 6,480 | 6,850 | 5,120 | 5,060 | 4,600 | 4,920 | E | 23,600 | 0.209 | C | 7.0% |
| Beacon Light Rd. | Volco Rd. to Ariel Rd. | 141 | | | Yes | 1.25 | 2 | 35 | N+S | TA_MCCRAC1_2W_2L_U_OL | 400 | 580 | 630 | 300 | 290 | 220 | 370 | 380 | 370 | 430 | E | 12,710 | 0.034 | B | 16.2% |
| Beacon Light Rd. | Ariel Rd. to Halifax Ave. | 140 | | | Yes | 2.75 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_OL | 200 | 180 | 160 | 150 | 130 | 130 | 170 | 170 | 100 | 100 | C | 6,400 | 0.029 | A | 0.0% |
| Bellevue Ave. Extension | CR 415/Tomoka Farms Rd. to Williams | 151 | | | Yes | 0.90 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 6,080 | 5,630 | 5,740 | 6,520 | 6,780 | 6,070 | 7,700 | 5,450 | 5,470 | 4,970 | E | 12,710 | 0.391 | B | -9.1% |
| Bellevue Ave. Extension | Williamson Blvd to SR 483/Clyde Morri | 153 | | | Yes | 2.50 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,590 | 3,100 | 3,160 | 3,400 | 3,240 | 3,700 | 4,890 | 2,860 | 2,890 | 2,760 | E | 12,710 | 0.217 | B | -5.4% |
| Bellevue Ave. | Clyde Morris Blvd. to Nova Rd. | DB-37 | | | No | 0.70 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 8,840 | 8,290 | 8,840 | 8,570 | 7,160 | 8,340 | 7,820 | 7,480 | 7,040 | - | E | 12,710 | - | - | - |
| Bellevue Ave. | Nova Rd. to US 1 | DB-35 | | | No | 1.20 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 8,290 | 7,970 | 8,140 | 8,720 | 8,850 | 7,310 | 7,080 | 6,780 | 7,000 | - | E | 12,710 | - | - | - |
| Beresford Ave. | Beresford Rd. to Fatio Rd | 161 | | | Yes | 0.70 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 2,250 | 1,810 | 1,850 | 1,420 | 1,640 | 1,830 | 1,420 | 1,290 | 1,300 | 1,290 | E | 12,710 | 0.101 | B | -1.5% |
| Beresford Ave. | Fatio Rd. to SR 15A | 162 | | | Yes | 1.30 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 4,030 | 4,730 | 4,900 | 3,410 | 4,130 | 4,860 | 3,700 | 3,760 | 3,600 | 3,590 | E | 12,710 | 0.282 | B | -0.3% |
| Beresford Ave. | SR 15A to US 17/92 | 164 | | | Yes | 1.75 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 4,750 | 5,550 | 5,700 | 5,600 | 6,130 | 6,700 | 4,350 | 4,700 | 4,290 | 4,810 | E | 12,710 | 0.378 | B | 12.1% |
| Beresford Ave. | US 17/92 to Amelia Ave | 165 | | | Yes | 0.25 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_WL | 9,070 | 11,850 | 12,100 | 12,010 | 12,260 | 12,710 | 9,450 | 9,590 | 9,250 | 9,700 | E | 16,680 | 0.582 | C | 4.9% |
| Beresford Ave. | Amelia Ave. to Hill Ave. | 167 | | | Yes | 1.00 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_D_WL | 5,460 | 5,780 | 6,090 | 6,650 | 6,830 | 7,450 | 5,840 | 5,650 | 5,400 | 5,600 | E | 16,680 | 0.336 | B | 3.7% |
| Beresford Ave. | Hill Ave. to Blue Lake Ave. | 169 | | | Yes | 1.35 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,320 | 3,460 | 3,650 | 3,410 | 4,080 | 4,410 | 3,600 | 3,250 | 3,330 | 2,980 | E | 12,710 | 0.234 | B | -10.5% |
| Beresford Ave. | Blue Lake Ave. to MLK (Kepler Rd.) | 171 | | | Yes | 0.80 | 0 | 40 | E+W | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | - | - | - | - | - | - | E | 12,710 | - | - | - |
| Beresford Ave. | MLK (Kepler Rd.) to SR 44 | 172 | | | Yes | 0.75 | 0 | 40 | E+W | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | - | - | - | - | - | - | E | 12,710 | - | - | - |
| Beresford Rd. | Old New York Ave. to Beresford Ave. | 183 | | | No | 0.30 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 600 | 2,230 | 2,290 | 1,920 | 2,350 | 2,370 | 2,100 | 1,690 | 1,850 | 1,990 | E | 12,710 | 0.157 | B | 7.0% |
| Beresford Rd. | Beresford Ave. to Fatio Rd. | 182 | | | No | 1.30 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_OL | 320 | 1,020 | 1,020 | 1,130 | 1,200 | 1,240 | 1,170 | 1,050 | 920 | 1,050 | E | 9,160 | 0.114 | B | 14.1% |
| Beresford Rd. | Fatio Rd. to Spring Garden Ave. | 181 | | | No | 0.75 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_OL | 300 | 700 | 680 | 720 | 620 | 670 | 670 | 680 | 720 | 670 | E | 9,160 | 0.073 | B | -6.9% |
| Beresford Rd. | Spring Garden Ave. to SR 15A | 180 | | | No | 0.40 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_OL | 270 | 560 | 560 | 710 | 810 | 840 | 730 | 680 | 500 | 470 | E | 9,160 | 0.051 | B | -6.0% |
| Big Tree Rd. | Clyde Morris Blvd. to Nova Rd. | 182 | | | Yes | 1.10 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 4,920 | 7,400 | 7,160 | 9,400 | 8,350 | 9,180 | 8,370 | 8,630 | 7,940 | 7,700 | E | 12,710 | 0.606 | C | -3.0% |
| Big Tree Rd. | Nova Rd. to Magnolia Ave. | 183 | | | Yes | 0.40 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_WL | under CST | 10,070 | 10,130 | 15,230 | 13,110 | 14,800 | 13,840 | 13,150 | 12,830 | 12,230 | E | 16,680 | 0.733 | C | -4.7% |
| Big Tree Rd. | Magnolia Ave. to Kenilworth Ave. | 185 | | | Yes | 0.45 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_WL | 4,430 | 10,280 | 9,850 | 13,710 | 12,120 | 13,530 | 11,840 | 11,180 | 11,310 | 10,850 | E | 16,680 | 0.650 | C | -4.1% |
| Big Tree Rd. | Kenilworth Ave. to US 1 | 190 | | | Yes | 0.55 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_WL | 6,470 | 10,500 | 10,070 | 9,180 | 8,400 | 9,450 | 9,260 | 8,190 | 7,010 | 7,270 | E | 16,680 | 0.436 | B | 3.7% |
| Bill France Blvd. | Clyde Morris Blvd. to Mason Ave. | 202 | | | No | 0.38 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | - | 5,740 | 5,550 | 7,330 | 6,830 | 7,850 | 7,050 | 5,750 | 5,890 | 5,230 | E | 35,010 | 0.149 | B | -10.6% |
| Bill France Blvd. | Mason Ave. to Dunn Ave. | 201 | | | No | 0.63 | 4 | 40 | N+S | UA_MCCRAC1_2W_4L_D_WL | - | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 8,930 | 8,830 | 7,950 | E | 35,010 | 0.227 | B | -10.9% |
| Bill France Blvd. | Dunn Ave. to US 92 | 200 | | | No | 0.60 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_U_WL | - | 12,700 | 12,450 | 16,110 | 13,740 | 15,020 | 13,920 | 10,250 | 11,410 | 10,250 | E | 33,250 | 0.308 | B | -10.2% |
| Blackburn Rd. | CR 3 to Emporia Rd | 211 | | | No | 1.25 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_OL | 660 | 640 | 590 | 630 | 680 | 750 | 680 | 730 | 560 | 550 | C | 6,480 | 0.085 | A | -1.8% |
| Blackwelder Rd. | Lake Winona Rd. to SR 11 | 221 | | | No | 3.25 | 2 | 35 | E+W | RUA_UFH_2W_2L_U_OL | 200 | 240 | 210 | 270 | 490 | 420 | 200 | 240 | 180 | 180 | C | 6,480 | 0.028 | A | -3.3% |
| Blue Lake Ave. | Plymouth Ave. to Minnesota Ave. | 237 | | | Yes | 1.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_OL | 3,440 | 4,400 | 4,270 | 4,900 | 3,960 | 7,690 | 6,460 | 5,090 | 5,100 | 5,780 | E | 12,710 | 0.455 | B | 13.3% |
| Blue Lake Ave. | Minnesota Ave. to SR 44 | 236 | | | Yes | 0.55 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 2,100 | 2,850 | 2,760 | 3,430 | 3,650 | 5,320 | 4,230 | 3,020 | 3,760 | 4,330 | E | 12,710 | 0.341 | B | 15.2% |
| Blue Lake Ave. | SR 44 to Voorhis Ave. | 235 | | | Yes | 0.25 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 2,690 | 2,740 | 2,650 | 3,290 | 2,980 | 3,760 | 3,000 | 3,250 | 3,280 | 3,480 | E | 12,710 | 0.274 | B | 0.8% |
| Blue Lake Ave. | Voorhis Ave. to Beresford Ave. | 234 | | | Yes | 0.75 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 3,160 | 3,710 | 3,690 | 4,160 | 3,710 | 4,680 | 4,140 | 3,950 | 3,040 | 4,100 | E | 12,710 | 0.329 | B | 0.1% |
| Blue Lake Ave. | Beresford Ave., to Taylor Rd. | 232 | | | Yes | 1.05 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_OL | 3,780 | 4,110 | 4,090 | 4,660 | 4,840 | 6,250 | 5,230 | 4,970 | 4,690 | 5,200 | E | 12,710 | 0.409 | B | 0.3% |
| Blue Lake Ave. | Taylor Rd. to Orange Camp Rd. | 231 | | | Yes | 1.05 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 3,720 | 4,150 | 4,040 | 4,550 | 3,440 | 5,440 | 4,290 | 4,180 | 4,130 | 4,110 | E | 15,690 | 0.259 | B | -0.5% |
| Blue Springs Av (West) | Sparkman Dr to Lawton Dr | 239 | | | No | 0.60 | 2 | 35 | E+W | UA_OCCRAC1_2W_2L_U_OL | - | - | - | - | - | 7,250 | 6,940 | 7,710 | 6,120 | 5,830 | E | 9,180 | 0.635 | C | -4.7% |
| Brownlee Rd. | Raulerson Rd. #1 to Raulerson Rd. | 240 | | | No | 1.70 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_OL | 160 | 100 | 100 | 210 | 210 | 250 | 140 | 160 | 250 | 140 | C | 6,480 | 0.022 | A | -48.2% |
| Captain Dr. | Lake Helen-Osteen Rd. to Snow Dr | DLT-15.000 | | | No | 0.50 | 2 | 35 | E+W | UA_OCCRAC1_2W_2L_U_OL | 4,160 | 4,320 | 4,370 | 4,630 | 4,700 | 6,113 | 4,012 | | - | - | E | 9,160 | - | - | - |
| Captain Dr. | Snow Dr to Courtland Blvd. | DLT-15.010 | | | No | 1.00 | 2 | 35 | E+W | UA_OCCRAC1_2W_2L_U_OL | 2,580 | 2,570 | 2,620 | 2,190 | 2,240 | 3,562 | 3,340 | | - | - | E | 9,160 | - | - | - |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cardinal Blvd | SR 421/Dunlawton Ave. to Marcelle Ave | 260 | | | No | 0.15 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_OL | - | 4,650 | 4,770 | 2,530 | 2,760 | 3,570 | 4,630 | 4,630 | 4,630 | 6,080 | E | 9,160 | 0.664 | C | 6.4% |
| Cardinal Blvd. | Marcelle Ave to Major St. | 261 | | | No | 2.00 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_OL | - | 1,560 | 1,530 | | 430 | 1,120 | 1,100 | 840 | 840 | 790 | E | 9,160 | 0.086 | B | -16.0% |
| Carter Rd. | SR 11 to Marsh Rd. | 270 | | | No | 1.75 | 2 | 40 | E+W | UA_OCCRAC1_2W_2L_U_OL | 1,530 | 1,410 | 1,440 | 1,530 | 1,540 | 1,340 | 1,400 | 1,470 | 1,540 | 1,400 | E | 9,160 | 0.153 | B | -9.1% |
| Cassadaga Rd. | W. Volusia Bkwy. to Macy Ave. | 280 | | | Yes | 1.60 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 2,660 | 2,460 | 2,340 | 2,460 | 2,410 | 2,350 | 1,670 | 2,170 | 2,100 | 1,970 | E | 12,710 | 0.155 | B | -6.2% |
| Catalina Blvd. | Wolfpack Run to Howland Blvd | DLT-20.010 | | | No | 1.00 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_OL | 2,910 | 2,940 | 3,210 | 3,250 | 4,000 | 4,110 | 3,101 | | - | - | E | 9,160 | - | - | - |
| Catalina Blvd. | Howland Blvd. to Sierra Rd. | DLT-20.020 | | | No | 0.50 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 9,370 | 9,610 | 9,560 | 11,640 | 12,750 | 15,760 | 12,860 | | - | - | E | 12,710 | - | - | - |
| Catalina Blvd. | Sierra Rd. to Lake Helen-Osteen Rd. | DLT-20.030 | | | No | 0.40 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 8,460 | 8,740 | 8,440 | 8,700 | 10,120 | 9,401 | 10,733 | | - | - | E | 12,710 | - | - | - |
| Clara Ave. | Beresford Ave. to New Hampshire Ave | 303 | | | No | 0.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_OL | 3,100 | 2,650 | 2,870 | 2,680 | 2,400 | 2,640 | 2,300 | 1,350 | 1,010 | 2,070 | E | 9,160 | 0.223 | B | 0.4% |
| Clara Ave. | New Hampshire Ave. to SR 15A | 301 | | | No | 0.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_OL | 1,630 | 1,660 | 1,630 | 1,710 | 1,570 | 1,600 | 1,760 | 1,410 | 1,540 | 1,640 | E | 9,160 | 0.179 | B | 0.5% |
| Clifton Rd. | Lake Winona Rd. to SR 11 | 311 | | | No | 1.70 | 2 | 30 | E+W | RUA_UFH_2W_2L_U_OL | 160 | 140 | 150 | 140 | 160 | 250 | 160 | 200 | 160 | 100 | C | 6,480 | 0.020 | A | 5.6% |
| Cleveland Blvd./Anderson Dr. | Deltona Blvd. to Anderson Dr. | DLT-25.000 | | | No | 1.00 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_OL | 3,640 | 4,150 | 4,340 | 4,410 | - | 5,431 | 4,148 | | - | - | E | 9,160 | - | - | - |
| Clyde Morris Blvd. | SR 40 to Hand Ave | 345 | | | Yes | 0.60 | 4 | 35 | N+S | UA_MCCRAC2_2W_4L_D_WL | 14,760 | 15,000 | 15,160 | 16,050 | 16,390 | 16,450 | 12,060 | 12,220 | 13,030 | 12,340 | E | 31,590 | 0.391 | C | -5.3% |
| Clyde Morris Blvd. | Hand Ave. to LPGA Blvd. | 343 | | | Yes | 1.50 | 4 | 50 | N+S | UA_MCCRAC1_2W_4L_D_WL | 12,380 | 13,660 | 13,660 | 15,090 | 15,640 | 17,500 | 11,790 | 11,970 | 13,000 | 14,070 | E | 35,010 | 0.402 | B | 8.2% |
| Clyde Morris Blvd. | LPGA Blvd. to Bill France Blvd. | 341 | | | Yes | 1.25 | 4 | 50 | N+S | UA_MCCRAC1_2W_4L_D_WL | 14,720 | 17,800 | 18,110 | 16,430 | 15,820 | 17,890 | 12,790 | 12,660 | 13,690 | 13,450 | E | 35,010 | 0.384 | B | -1.6% |
| Clyde Morris Blvd. | Bill France Blvd. to Mason Ave. | 339 | | | Yes | 0.60 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 13,540 | 13,230 | 13,330 | 14,470 | 14,390 | 16,700 | 12,420 | 12,610 | 13,630 | 13,140 | E | 35,010 | 0.375 | B | -3.6% |
| Clyde Morris Blvd./SR 483 | SR 430/Mason Ave. to US 92 | 5182 | | | Yes | 1.20 | 4 | 45 | N+S | UA_SZWIAC1_2W_4L_U_WL | 19,700 | 20,500 | 21,500 | 22,000 | 20,500 | 20,500 | 18,400 | 17,700 | 18,300 | 20,000 | D | 34,865 | 0.574 | B | 9.3% |
| Clyde Morris Blvd./SR 483 | US 92 to Bevills Rd | 5183 | | | Yes | 1.70 | 4 | 45 | N+S | UA_SZWIAC1_2W_4L_D_WL | 28,500 | 32,000 | 34,000 | 34,000 | 34,000 | 32,000 | 31,500 | 26,500 | 31,000 | 30,500 | D | 34,865 | 0.875 | C | -1.6% |
| Clyde Morris Blvd. | Bevills Rd. to Big Tree Rd | 337 | | | Yes | 2.00 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 28,270 | 28,210 | 20,000 | 25,670 | 25,470 | 29,340 | 24,640 | 23,350 | 23,290 | 24,600 | E | 35,010 | 0.703 | B | 5.6% |
| Clyde Morris Blvd. | Big Tree Rd. to Madeline Ave | 335 | | | Yes | 0.90 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 24,410 | 24,000 | 23,870 | 25,290 | 25,040 | 27,880 | 22,640 | 21,070 | 23,010 | 24,200 | E | 35,010 | 0.691 | B | 5.2% |
| Clyde Morris Blvd. | Madeline Ave. to Willow Run Blvd. | 333 | | | Yes | 1.00 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 25,070 | 25,010 | 24,820 | 24,600 | 24,690 | 27,290 | 25,280 | 21,200 | 22,130 | 22,760 | E | 35,010 | 0.650 | B | 2.8% |
| Clyde Morris Blvd. | Willow Run Blvd. to SR 421/Dunlawton | 332 | | | Yes | 1.30 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 21,000 | 23,180 | 23,150 | 22,000 | 22,780 | 24,710 | 19,550 | 18,610 | 19,890 | 21,310 | E | 35,010 | 0.609 | B | 7.1% |
| Clyde Morris Blvd. | SR 421/Dunlawton Ave to Taylor Rd. | 330 | | | Yes | 0.65 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | 9,060 | 11,880 | 11,880 | 11,440 | 11,390 | 12,670 | 9,730 | 10,300 | 10,530 | 10,060 | E | 15,890 | 0.633 | C | -4.5% |
| Commonwealth Blvd. | Spruce Creek Rd. to Orange Ave. | 300 | | | No | 0.65 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_OL | 5,460 | 4,670 | 4,610 | 6,010 | 5,600 | 6,410 | 6,620 | 5,210 | 5,380 | 5,250 | E | 9,160 | 0.572 | C | -2.4% |
| Commonwealth Blvd. | Orange Ave. to US 1 | 301 | | | No | 0.35 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_OL | 3,930 | 3,900 | 3,420 | 4,130 | 3,730 | 4,120 | 3,970 | 3,460 | 3,590 | 3,670 | E | 9,160 | 0.400 | B | 2.7% |
| CR 3 | US 17 to Washington Ave. | 388 | | | Yes | 2.20 | 2 | 35 | N+S | RDA_UFH_2W_2L_U_OL | 1,050 | 1,120 | 1,120 | 1,130 | 1,200 | 1,320 | 1,250 | 1,220 | 1,200 | 1,040 | C | 11,360 | 0.092 | A | -13.3% |
| CR 3 | Washington Ave. to Emporia Rd | 384 | | | Yes | 1.20 | 2 | 35 | N+S | RDA_UFH_2W_2L_U_OL | 1,760 | 2,040 | 2,020 | 1,890 | 2,070 | 2,320 | 1,740 | 1,880 | 1,870 | 1,660 | C | 11,360 | 0.145 | A | -11.6% |
| CR 3 | Emporia Rd to SR 40 | 382 | | | Yes | 3.40 | 2 | 45 | N+S | RDA_UFH_2W_2L_U_OL | 890 | 960 | 950 | 880 | 880 | 1,100 | 760 | 880 | 760 | 700 | C | 11,360 | 0.062 | A | -7.9% |
| CR 3 | SR 40 to Lake Winona Rd | 380 | | | Yes | 5.04 | 2 | 35 | N+S | RDA_UFH_2W_2L_U_OL | 870 | 940 | 940 | 910 | 1,050 | 1,150 | 770 | 690 | 690 | 670 | C | 11,360 | 0.059 | A | -2.9% |
| CR 3 | Lake Winona Rd. to Ponce DeLeon Blvd | 380 | | | Yes | 0.45 | 2 | 45 | N+S | TA_MCCRAC1_2W_2L_U_OL | 870 | 940 | 940 | 910 | 1,050 | 1,150 | 770 | 680 | 690 | 670 | E | 12,710 | 0.053 | B | -2.9% |
| CR 15A | US 17 to Airport Rd. | 440 | | | Yes | 0.60 | 2 | 50 | N+S | UA_UFH_2W_2L_U_OL | 4,630 | 4,240 | 4,250 | 4,970 | 4,100 | 4,320 | 4,700 | 4,380 | 4,300 | 4,220 | E | 22,320 | 0.189 | B | -1.9% |
| CR 15A | Airport Rd. to SR 11 | 441 | | | Yes | 1.25 | 2 | 40 | E+W | UA_UFH_2W_2L_U_OL | 2,290 | 2,170 | 2,200 | 2,770 | 2,430 | 2,530 | 2,530 | 2,230 | 2,150 | 2,180 | E | 22,320 | 0.098 | B | 1.9% |
| CR 92 (Int'l Spdwy Blvd.) | SR 15A to Stone St. | 450 | | Yes | Yes | 0.25 | 4 | 45 | E+W | UA_MCCRAC2_2W_4L_D_WL | 13,520 | 10,910 | 11,790 | 12,600 | 14,030 | 14,800 | 13,810 | 12,350 | 12,040 | 11,870 | E | 31,590 | 0.379 | C | -0.6% |
| CR 92 (Int'l Spdwy Blvd.) | Stone St. to US 17/92 | 452 | | Yes | Yes | 0.75 | 4 | 35 | E+W | UA_MCCRAC2_2W_4L_D_WL | 16,680 | 14,000 | 15,090 | 14,690 | 16,710 | 17,690 | 16,590 | 15,630 | 14,670 | 14,370 | E | 31,590 | 0.455 | C | -3.4% |
| CR 305 (Bunnell Rd.) | US 17 to Cowart Rd. | 460 | | | Yes | 1.50 | 2 | 50 | E+W | RUA_UFH_2W_2L_U_OL | 1,690 | 1,660 | 1,690 | 2,060 | 2,050 | 2,120 | 2,200 | 1,660 | 1,220 | 1,490 | C | 6,480 | 0.230 | A | 22.1% |
| CR 305 (Bunnell Rd.) | Cowart Rd. to Flagler Co. | 461 | | | Yes | 3.00 | 2 | 50 | E+W | RUA_UFH_2W_2L_U_OL | 1,120 | 1,300 | 1,240 | 1,410 | 1,520 | 1,530 | 1,710 | 1,140 | 710 | 990 | C | 6,480 | 0.153 | A | 39.4% |
| Courtland Blvd. | Beckwith St. to Captain Dr. | DLT-30.010 | | | No | 1.00 | 2 | 40 | N+S | UA_OCCRAC1_2W_2L_U_OL | 3,660 | 3,510 | 3,820 | 3,690 | 4,040 | 7,975 | 3,601 | | - | - | E | 9,160 | - | - | - |
| Courtland Blvd. | Captain Dr. to Elkcam Blvd | DLT-30.030 | | | No | 1.50 | 2 | 40 | N+S | UA_OCCRAC1_2W_2L_U_OL | 4,070 | 6,070 | 5,690 | 5,870 | 5,870 | 9,875 | 6,058 | | - | - | E | 9,160 | - | - | - |
| Courtland Blvd. | Elkcam Blvd. to end of road (Puerto Rico) | DLT-30.040 | | | No | 0.75 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_OL | 1,650 | 1,340 | 1,040 | 2,120 | 2,110 | 4,331 | 1,699 | | - | - | E | 9,160 | - | - | - |
| Courtland Blvd. | Tallwood Dr. to Newmark Dr. | DLT-30.050 | | | No | 0.25 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 1,610 | 1,390 | 1,640 | 1,720 | 1,690 | 1,907 | 1,876 | | - | - | E | 12,710 | - | - | - |
| Courtland Blvd. | Newmark Dr. to Howland Blvd | DLT-30.070 | | | No | 1.00 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 3,270 | 3,050 | 3,150 | 3,170 | 3,160 | 5,973 | 3,679 | | - | - | E | 12,710 | - | - | - |
| Courtland Blvd. | Howland Blvd. to India Blvd | DLT-30.080 | | | No | 1.20 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 7,000 | 5,390 | 5,310 | 6,370 | 6,400 | 12,050 | 7,704 | | - | - | E | 12,710 | - | - | - |
| Courtland Blvd. | India Blvd. to Ft Smith Blvd | DLT-30.100 | | | No | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 7,250 | 5,490 | 6,070 | 6,290 | 6,230 | 6,972 | 6,307 | | - | - | E | 12,710 | - | - | - |
| Courtland Blvd. | Ft Smith Blvd. to Doyle Rd | DLT-30.130 | | | No | 1.60 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_OL | 6,810 | 6,630 | 6,040 | 6,040 | 6,040 | 6,377 | 6,241 | | - | - | E | 12,710 | - | - | - |
| Courtland Blvd. | Doyle Rd. to Enterprise-Osteen Rd. | DLT-30.140 | | | No | 0.90 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 2,060 | 2,080 | 2,110 | 2,050 | 2,060 | 3,100 | 1,699 | | - | - | E | 12,710 | - | - | - |
| Cowart Rd. | Bunnell Rd to Little Brown Church Rd. | 430 | | | No | 2.05 | 2 | 40 | N+S | RUA_UFH_2W_2L_U_OL | 260 | 230 | 240 | 370 | 390 | 440 | 390 | 280 | 310 | 260 | C | 6,480 | 0.040 | A | -16.1% |
| Cow Creek Rd. | SR 442 to Volco Rd | 420 | | | Yes | 3.50 | 2 | 50 | N+S | RUA_UFH_2W_2L_U_OL | 750 | 600 | 820 | 840 | 970 | 1,020 | 780 | [illegible] | [illegible] | [illegible] | C | [illegible] | [illegible] | A | [illegible] |
| Daugherty Rd. | SR 11 to Marsh Rd. | 472 | | | No | 0.05 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_OL | 600 | 550 | 570 | 670 | 600 | 530 | 540 | 540 | 610 | 550 | C | 6,480 | 0.085 | A | -9.8% |
| Daugherty Rd. (S. End) | Marsh Rd. to SR 11 | 470 | | | Yes | 0.80 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_OL | 530 | 540 | 570 | 650 | 620 | 560 | 590 | 520 | 500 | 510 | C | 6,480 | 0.079 | A | 2.0% |
| Deltona Blvd. | Normandy Blvd. to Cloverleaf Blvd./Anderson | DLT-35.000 | | | No | 1.25 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 14,440 | 14,110 | 14,420 | 16,130 | - | 14,802 | 14,856 | | - | - | E | 35,010 | - | - | - |
| Deltona Blvd. | Cloverleaf Blvd./Anderson Dr. to Enterprise | DLT-35.030 | | | No | 0.50 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 15,540 | 18,400 | 17,620 | 18,080 | - | 18,390 | 15,540 | | - | - | E | 35,010 | - | - | - |
| Deltona Blvd. | Enterprise Rd. to DeBary Ave | DLT-35.040 | | | No | 0.65 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 10,540 | 11,610 | 12,040 | 13,550 | - | 15,300 | 13,780 | | - | - | E | 12,710 | - | - | - |
| Damella Ave. | Peninsula Dr. to Atlantic Ave. | 500 | | | No | 0.20 | 2 | 25 | E+W | UA_OCCRAC1_2W_2L_U_OL | 4,404 | 4,450 | 4,420 | 2,820 | 2,270 | 2,480 | 2,450 | 3,900 | 4,250 | 3,940 | E | 9,160 | 0.429 | B | -7.3% |
| Derbyshire Rd. | Flomich St. to LPGA Blvd. | 512 | | | Yes | 0.75 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 7,070 | 7,310 | 7,080 | 8,420 | 8,320 | 9,010 | 7,870 | 7,420 | 7,680 | 7,930 | E | 12,710 | 0.624 | C | 3.3% |
| Derbyshire Rd. | LPGA Blvd. to SR 430/Mason Ave. | 511 | | | No | 1.45 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_OL | 6,690 | 6,710 | 6,710 | 7,230 | 6,810 | 7,400 | 6,830 | 6,400 | 6,160 | 5,930 | E | 9,160 | 0.648 | C | -3.4% |
| Dirksen/DeBary/Doyle | US 17/92 to Sunrise Blvd. | 520 | | | Yes | 1.75 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_OL | 10,270 | 9,580 | 10,180 | 7,750 | 8,110 | 8,850 | 7,110 | 8,330 | 8,270 | 8,910 | E | 12,710 | 0.544 | B | 10.2% |
| Dirksen/DeBary/Doyle | Sunrise Blvd to WB I-4 Ramps | 521 | | | Yes | 0.20 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_OL | 11,530 | 13,740 | 14,630 | 13,370 | 13,170 | 16,300 | 11,510 | 10,680 | 10,720 | 11,180 | E | 12,710 | 0.880 | D | 4.3% |
| Dirksen/DeBary/Doyle | WB I-4 Ramps to EB I-4 Ramps | 522 | | | Yes | 0.20 | 4 | 35 | E+W | UA_MCCRAC3_2W_4L_D_WL | - | 22,740 | 24,220 | 21,200 | 21,670 | 22,930 | 18,940 | 18,470 | 17,940 | 18,680 | E | 20,710 | 0.880 | D | 4.0% |
| Dirksen/DeBary/Doyle | I-4 to Deltona Blvd. | 480 | | | Yes | 0.10 | 4 | 35 | E+W | UA_MCCRAC3_2W_4L_D_WL | 30,670 | 29,860 | 31,400 | 20,600 | 31,030 | 31,210 | 27,400 | 26,450 | 25,730 | 26,830 | E | 20,710 | 0.935 | E | 4.3% |
| Dirksen/DeBary/Doyle | Deltona Blvd. to Enterprise St. | 481 | | | Yes | 0.05 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 17,830 | 19,560 | 20,530 | 20,040 | 20,900 | 20,810 | 17,820 | 17,680 | 17,220 | 17,190 | D | 33,030 | 0.520 | B | -0.2% |
| Dirksen/DeBary/Doyle | Enterprise St. to Main St. | 482 | | | Yes | 0.15 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 17,040 | 19,270 | 20,230 | 19,680 | 20,070 | 19,980 | 17,150 | 16,070 | 22,080 | 23,180 | D | 33,030 | 0.702 | B | 4.9% |
| Dirksen/DeBary/Doyle | Main St. to Providence Blvd. | 484 | | | Yes | 0.80 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 19,600 | 21,110 | 22,300 | 21,040 | 22,160 | 21,930 | 19,300 | 16,560 | 19,300 | 20,230 | D | 33,030 | 0.612 | B | 4.9% |
| Dirksen/DeBary/Doyle | Providence Blvd. to Garfield Rd. | 465 | | | Yes | 1.20 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_OL | 12,520 | 13,600 | 14,300 | 13,910 | 12,340 | 13,250 | 11,600 | 11,570 | 10,670 | 11,700 | E | 12,710 | 0.921 | D | 0.7% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dirksen/Dalbery/Doyle | Garfield Rd. to Saxon Blvd. | 530 | | | Yes | 1.50 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_GL | 11,320 | 10,340 | 9,890 | 10,250 | 10,030 | 10,760 | 9,120 | 8,070 | 7,890 | 9,420 | E | 12,710 | 0.741 | C | 24.1% |
| Dirksen/Dalbery/Doyle | Saxon Blvd. to Courtland Blvd. | 531 | | | Yes | 2.35 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_GL | 9,200 | 8,920 | 9,190 | 9,380 | 9,170 | 9,020 | 8,160 | 8,070 | 8,720 | 7,890 | E | 12,710 | 0.620 | C | -9.6% |
| Dirksen/Dalbery/Doyle | Courtland Blvd. to SR 415 | 533 | | | Yes | 1.50 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_GL | 6,810 | 6,820 | 6,150 | 5,770 | 5,750 | 5,760 | 5,030 | 5,370 | 5,690 | 5,820 | E | 12,710 | 0.474 | B | 3.8% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dunn/George Engram/Fairview/Ma | Tomoka Farms Rd. to Williamson Blvd. | 716 - NEW | | | Yes | 0.75 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_WL | - | - | - | - | - | - | - | - | - | 1,220 | E | 15,800 | 0.077 | B | Opn |
| Dunn/George Engram/Fairview/Ma | Williamson Blvd. to Bill France Blvd. | 717 | | | Yes | 1.00 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_WL | - | - | - | - | - | - | - | 9,140 | 9,150 | 8,810 | E | 15,800 | 0.572 | B | -3.9% |
| Dunn/George Engram/Fairview/Ma | Bill France Blvd. to Clyde Morris Blvd. | 718(DI-54) | | | Yes | 0.65 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 11,882 | 13,290 | 13,770 | 13,842 | 16,010 | 19,027 | 13,294 | 12,439 | 12,740 | 11,350 | E | 15,800 | 0.714 | C | -10.9% |
| Dunn/George Engram/Fairview/Ma | Clyde Morris Blvd. to Nova Rd. | 719(DI-49) | | | Yes | 1.00 | 4 | 40 | E+W | UA_MCCRAC1_2W_4L_D_WL | 12,710 | 13,260 | 14,000 | 13,440 | 13,180 | 13,700 | 13,710 | 11,410 | 11,800 | 10,530 | E | 35,010 | 0.301 | B | -8.0% |
| Dunn/George Engram/Fairview/Ma | Nova Rd. to US 1 | 720 | | | Yes | 1.20 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 12,700 | 12,570 | 12,130 | 12,210 | 11,760 | 12,630 | 11,330 | 11,700 | 12,000 | 10,450 | E | 35,010 | 0.298 | B | -13.7% |
| Dunn/George Engram/Fairview/Ma | US 1 to Beach St | 631 | | | Yes | 0.40 | 2 | 30 | E+W | UA_MCCRAC2_2W_2L_U_WL | 5,040 | 5,360 | 5,270 | 5,850 | 5,840 | 5,290 | 5,180 | 5,500 | 5,670 | 5,570 | E | 14,500 | 0.392 | C | -1.9% |
| Dunn/George Engram/Fairview/Ma | Beach St. to Peninsula Dr. | 1170 | | | Yes | 0.60 | 2 | 30 | E+W | UA_MCCRAC2_2W_2L_U_WL | 9,320 | 10,700 | 10,700 | 7,530 | 7,860 | 7,600 | 7,860 | 6,220 | 6,710 | 6,890 | E | 14,500 | 0.479 | C | 4.0% |
| Dunn/George Engram/Fairview/Ma | Peninsula Dr. to SR A1A | 1171 | | | Yes | 0.35 | 2 | 30 | E+W | UA_MCCRAC2_2W_2L_U_GL | 7,850 | 10,470 | 10,420 | 8,790 | 8,210 | 6,770 | 6,640 | 5,320 | 5,870 | 6,010 | E | 12,710 | 0.473 | B | 2.4% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elkcam Blvd. | Normandy Blvd. to Ft. Smith Blvd. | DLT-49.000 | | | No | 1.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_GL | 9,960 | 10,260 | 11,070 | 12,570 | - | 10,153 | 9,142 | - | - | - | E | 12,710 | - | - | - |
| Elkcam Blvd. | Ft. Smith Blvd. to Providence Blvd. | DLT-49.010 | | | No | 1.00 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_GL | 7,270 | 7,360 | 8,530 | 8,690 | - | 7,158 | 4,695 | - | - | - | E | 12,710 | - | - | - |
| Elkcam Blvd. | Providence Blvd. to Montecito Ave. | DLT-49.020 | | | No | 1.05 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_GL | 11,170 | 11,530 | 12,890 | 13,360 | - | 11,751 | 11,772 | - | - | - | E | 12,710 | - | - | - |
| Elkcam Blvd. | Montecito Ave. to Howland Blvd. | DLT-49.040 | | | No | 1.00 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_GL | 10,820 | 10,840 | 12,140 | 12,590 | - | 9,591 | 10,554 | - | - | - | E | 12,710 | - | - | - |
| Elkcam Blvd. | Howland Blvd. to Lake Helen-Osteen R | DLT-49.050 | | | No | 0.15 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_D_WL | 10,920 | 11,400 | 13,250 | 13,080 | - | 8,066 | 13,766 | - | - | - | E | 12,710 | - | - | - |
| Elkcam Blvd. | Lake Helen-Osteen Rd to Courtland Bl | DLT-49.060 | | | No | 0.70 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_GL | 7,550 | 9,000 | 11,160 | 11,992 | - | 4,735 | 5,971 | - | - | - | E | 12,710 | - | - | - |
| Elkcam Blvd. | Courtland Blvd. to Riverhead Dr. | DLT-49.080 | | | No | 0.50 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_GL | 560 | 610 | 620 | 650 | - | 592 | 643 | - | - | - | E | 12,710 | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Emporia Rd. | SR 40 to Petersen/Blackburn | 500 | | | Yes | 3.00 | 2 | 40 | N+S | RUA_UFH_2W_2L_U_GL | 890 | 850 | 840 | 790 | 920 | 1,690 | 800 | 850 | 860 | 690 | C | 8,460 | 0.108 | A | -19.8% |
| Emporia Rd. | Petersen/Blackburn to US 17 | 504 | | | Yes | 1.40 | 2 | 40 | E+W | RUA_UFH_2W_2L_U_GL | 2,050 | 1,380 | 1,330 | 1,330 | 1,340 | 1,640 | 1,210 | 1,420 | 1,860 | 1,230 | C | 8,460 | 0.108 | A | -31.9% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Enterprise Ave. (NSB) | Pioneer Tr. to Halleck St. | 570 | | | Yes | 0.10 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_GL | 7,380 | 7,600 | 7,410 | 7,480 | 7,400 | 7,110 | 7,580 | 7,310 | 7,040 | 7,400 | E | 12,710 | 0.587 | C | -2.4% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Enterprise Rd. | US 17/92 to Harley Strickland Blvd. | 560 | | | Yes | 0.50 | 4 | 35 | N+S | UA_MCCRAC2_2W_4L_D_WL | 22,650 | 23,300 | 23,070 | 22,530 | 24,230 | 23,270 | 23,090 | 23,210 | 22,160 | 22,090 | E | 31,590 | 0.699 | C | -0.3% |
| Enterprise Rd. | Harley Strickland Blvd. to Saxon Blvd. | 563 | | | Yes | 0.50 | 4 | 45 | N+S | UA_MCCRAC2_2W_4L_D_WL | 24,330 | 25,030 | 23,530 | 23,030 | 24,690 | 25,370 | 24,100 | 23,340 | 23,250 | 23,870 | E | 31,590 | 0.749 | D | 1.8% |
| Enterprise Rd. | Saxon Blvd. to Highbanks Rd. | 564 | | | Yes | 1.50 | 4 | 40 | N+S | UA_MCCRAC1_2W_4L_D_WL | 21,940 | 21,810 | 21,340 | 21,140 | 20,510 | 23,770 | 23,190 | 24,480 | 23,470 | 23,460 | E | 35,010 | 0.670 | B | 0.0% |
| Enterprise Rd. | Highbanks Rd. to Deltona Blvd. | 562 | | | Yes | 0.50 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 14,090 | 14,050 | 14,560 | 14,380 | 14,090 | 16,750 | 14,720 | 14,090 | 12,530 | 15,350 | E | 35,010 | 0.438 | B | 22.3% |
| Enterprise Rd. | Deltona Blvd. to Main St. | 561 | | | Yes | 1.10 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_WL | 6,420 | 7,370 | 6,270 | 6,290 | 6,310 | 6,850 | 5,820 | 6,100 | 7,030 | 7,800 | E | 15,690 | 0.491 | B | 11.0% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Enterprise-Osteen Rd. | Providence to Garfield Rd | 650 | | | Yes | 1.50 | 2 | 30 | E+W | TA_MCCRAC1_2W_2L_U_GL | 3,030 | 2,850 | 2,830 | 2,840 | 2,870 | 2,790 | 2,860 | 2,450 | 2,570 | 2,690 | E | 12,710 | 0.212 | B | 4.7% |
| Enterprise-Osteen Rd. | Garfield Rd to Reed Ellis Rd. | 651 | | | Yes | 1.70 | 2 | 35 | E+W | TA_MCCRAC1_2W_2L_U_GL | 2,240 | 2,000 | 1,930 | 1,910 | 1,860 | 2,020 | 1,870 | 1,840 | 1,760 | 1,850 | E | 12,710 | 0.146 | B | 5.7% |
| Enterprise-Osteen Rd. | Reed Ellis Rd. to SR 415 | 652 | | | Yes | 2.50 | 2 | 35 | E+W | TA_MCCRAC1_2W_2L_U_GL | 1,710 | 1,400 | 1,320 | 1,330 | 1,270 | 1,350 | 1,150 | 1,210 | 1,260 | 1,160 | E | 12,710 | 0.091 | B | 10.5% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Euclid Ave. | Grand to Fatio Rd. | 610 | | | No | 0.25 | 2 | 35 | E+W | UA_OCCRAC1_2W_2L_U_GL | 1,610 | 1,600 | 1,660 | 1,670 | 1,870 | 1,850 | 1,200 | 1,220 | 1,190 | 1,190 | E | 9,160 | 0.130 | B | 0.0% |
| Euclid Ave. | Fatio Rd. to Woodward Ave. | 611 | | | No | 0.25 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_GL | 1,900 | 1,350 | 1,820 | 1,770 | 1,840 | 1,850 | 1,370 | 1,350 | 1,340 | 1,360 | E | 9,160 | 0.148 | B | 1.5% |
| Euclid Ave. | Woodward Ave. to SR 15A | 612 | | | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_GL | 2,920 | 2,860 | 3,130 | 2,990 | 2,860 | 3,400 | 2,300 | 2,390 | 2,270 | 2,310 | E | 9,160 | 0.252 | B | 1.8% |
| Euclid Ave. | SR 15A to Adelia Ave. | 613 | | | No | 0.75 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_GL | 2,640 | 3,040 | 3,210 | 3,000 | 2,790 | 3,310 | 2,600 | 2,740 | 2,520 | 2,440 | E | 9,160 | 0.266 | B | -3.2% |
| Euclid Ave. | Adelia Ave. to US 17/92 | 614 | | | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_GL | 3,040 | 2,230 | 2,350 | 2,090 | 1,850 | 2,140 | 2,050 | 1,940 | 2,160 | 2,150 | E | 9,160 | 0.234 | B | -1.4% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eustace Ave. | Catalina Blvd. to Providence Blvd | DLT-55.010 | | | No | 0.85 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_GL | - | 6,530 | 4,310 | 4,610 | - | 3,830 | 4,180 | - | - | - | E | 9,160 | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Flagler Ave. (NSB) | N. Causeway to Peninsula Ave. | 640 | | | Yes | 0.40 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_GL | 5,900 | 7,000 | 6,830 | 5,610 | 8,310 | 7,950 | 8,270 | 8,820 | 9,100 | 8,560 | E | 12,710 | 0.673 | C | -6.0% |
| Flagler Ave. (NSB) | Peninsula Ave. to Atlantic Ave. | 641 | | | Yes | 0.40 | 2 | 20 | E+W | UA_MCCRAC1_2W_2L_U_GL | 11,160 | 10,240 | 8,790 | 8,420 | 4,740 | 4,500 | 4,740 | 5,120 | 5,420 | 5,050 | E | 12,710 | 0.397 | B | -6.8% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Flomich St. | Derbyshire Rd. to SR 5A/Nova Rd. | 650 | | | Yes | 0.30 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_GL | 4,650 | 5,430 | 5,420 | 5,820 | 5,600 | 6,210 | 5,890 | 4,690 | 5,030 | 5,450 | E | 12,710 | 0.429 | B | -1.3% |
| Flomich St. | SR 5A/Nova Rd. to US 1 | | | | No | 1.40 | 2 | 25 | E+W | UA_OCCRAC1_2W_2L_U_GL | - | - | - | - | - | - | - | - | - | - | E | 9,160 | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fort Florida Rd. | Highbanks Rd. to Ft. Florida Point Rd. | 691 | | | No | 1.75 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_GL | 940 | 770 | 790 | 1,060 | 1,190 | 1,130 | 950 | 1,150 | 970 | 1,090 | E | 9,160 | 0.119 | B | 12.4% |
| Fort Florida Rd. | Ft. Florida Point Rd. to Berwick Rd. | 692 | | | No | 2.25 | 2 | 35 | N+S & E+W | TA_OCCRAC1_2W_2L_U_GL | 440 | 770 | 760 | 410 | 400 | 360 | 270 | 230 | 260 | 640 | E | 9,160 | 0.070 | B | 146.2% |
| Fort Florida Rd. | Berwick Rd. to US 17/92 | 690 | | | No | 0.60 | 2 | 35 | E+W | TA_OCCRAC1_2W_2L_U_GL | 1,460 | 1,110 | 1,140 | 1,140 | 1,130 | 1,130 | 1,040 | 960 | 860 | 1,340 | E | 9,160 | 0.149 | B | 33.0% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fort Smith Blvd. | Elkcam Blvd. to Providence Blvd | DLT-60.000 | | | No | 1.00 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_GL | 2,700 | 2,560 | 3,220 | 2,910 | - | 3,160 | 3,220 | - | - | - | E | 12,710 | - | - | - |
| Fort Smith Blvd. | Providence Blvd. to Naremark Dr. | DLT-60.020 | | | No | 0.50 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_GL | 10,150 | 10,660 | 12,690 | 12,290 | - | 11,091 | 13,676 | - | - | - | E | 12,710 | - | - | - |
| Fort Smith Blvd. | Naremark Dr. to Normandy Blvd | DLT-60.030 | | | No | 0.65 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | 7,940 | 8,850 | 8,140 | 7,470 | - | 7,576 | 7,910 | - | - | - | E | 10,080 | - | - | - |
| Fort Smith Blvd. | Normandy Blvd. to India Blvd | DLT-60.050 | | | No | 0.85 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | 13,000 | 13,940 | 14,410 | 13,530 | - | 14,202 | 13,700 | - | - | - | E | 10,080 | - | - | - |
| Fort Smith Blvd. | India Blvd. to Courtland Blvd | DLT-60.070 | | | No | 2.25 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | 6,570 | 6,720 | 7,400 | 6,830 | - | 7,104 | 7,800 | - | - | - | E | 10,080 | - | - | - |
| Fort Smith Blvd. | Courtland Blvd. to Howland Blvd | DLT-60.100 | | | No | 0.70 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_WL | 6,660 | 4,270 | 5,670 | 4,700 | - | 7,380 | 8,447 | - | - | - | E | 10,080 | - | - | - |
| Fort Smith Blvd. | Howland Blvd. to SR 415 | DLT-60.110 | | | No | 0.65 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_GL | 3,240 | 3,150 | 4,010 | 3,010 | - | 3,040 | 3,160 | - | - | - | E | 12,710 | - | - | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| French Ave. | Beginning of road to Blue Springs Park | 630 | | | No | 1.00 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_GL | 160 | 150 | 170 | 170 | 160 | 160 | 130 | 160 | 130 | 140 | E | 9,160 | 0.015 | B | 7.7% |
| French Ave. | Blue Springs Park to Lenton Ave./Ham | 691 | | | No | 1.25 | 2 | 35 | E+W | UA_OCCRAC1_2W_2L_U_GL | 1,020 | 850 | 700 | 940 | 910 | 680 | 550 | 1,340 | 800 | 520 | E | 9,160 | 0.057 | B | -35.0% |
| French Ave. | Lenton Ave./Hamilton to US 17/92 | 694 | | | Yes | 1.00 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_GL | 5,350 | 5,350 | 5,840 | 6,100 | 6,810 | 7,740 | 5,470 | 5,070 | 5,320 | 5,660 | E | 12,710 | 0.445 | B | 6.4% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garfield Ave. | US 92 to Plymouth Ave. | 702 | | | Yes | 0.65 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_GL | 1,890 | 2,020 | 1,770 | 1,930 | 2,150 | 2,700 | 2,300 | 2,230 | 2,240 | 2,310 | E | 12,710 | 0.182 | B | 3.1% |
| Garfield Ave. | Plymouth Ave. to SR 44 | 700 | | | Yes | 1.00 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_GL | 2,340 | 1,790 | 1,460 | 2,270 | 2,420 | 2,700 | 2,400 | 2,240 | 2,280 | 2,350 | E | 12,710 | 0.185 | B | 5.4% |
| Garfield Ave. | SR 44 to Beresford Ave. | 698 - NEW | | | No | 1.00 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_GL | - | - | - | - | - | - | - | - | - | 2,330 | E | 9,160 | 0.254 | B | - |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Garfield Rd. | Doyle Rd. to Enterprise-Osteen Rd | 711 | | | Yes | 0.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_GL | 1,420 | 1,410 | 1,630 | 1,680 | 1,680 | 1,480 | 1,440 | 1,590 | 1,530 | 1,860 | E | 12,710 | 0.146 | B | 21.6% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Glencoe Rd. | Pioneer Tr. to SR 44 | 732 | | | No | 0.65 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_GL | 1,340 | 1,260 | 1,260 | 1,050 | 1,730 | 1,690 | 1,650 | 1,390 | 1,370 | 1,670 | E | 9,160 | 0.182 | B | 21.9% |
| Glencoe Rd. | SR 44 to Paige Ave. | 731 | | | No | 1.10 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_GL | 2,370 | 2,540 | 2,470 | 3,710 | 3,590 | 3,830 | 3,760 | 3,300 | 3,350 | 3,710 | E | 9,160 | 0.404 | B | 9.6% |
| Glencoe Rd. | Paige Ave. to Taylor Rd. | 730 | | | No | 1.50 | 2 | 40 | N+S | UA_OCCRAC1_2W_2L_U_GL | 1,280 | 1,310 | 1,290 | 1,470 | 1,110 | 1,400 | 1,230 | 1,070 | 1,120 | 1,310 | E | 9,160 | 0.143 | B | 17.0% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Glenwood Rd. | Grand Ave. to SR 15A | 741 | | | Yes | 1.60 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_GL | 4,390 | 4,280 | 4,090 | 4,420 | 2,270 | 1,600 | 4,430 | 3,900 | 3,600 | 4,210 | E | 12,710 | 0.331 | B | 5.8% |
| Glenwood Rd. | SR 15A to US 17 | 743 | | | Yes | 1.25 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_GL | 2,290 | 2,450 | 2,870 | 2,400 | 2,230 | 1,330 | 2,060 | 2,300 | 2,190 | 2,140 | E | 12,710 | 0.168 | B | -2.3% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Av/CR 4053 | Ratts St. to Lemon St. | 756 | | | Yes | 1.60 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_GL | 2,090 | 2,150 | 2,250 | 2,250 | 1,890 | 2,130 | 1,850 | 1,770 | 1,760 | 1,740 | E | 12,710 | 0.137 | B | -0.6% |
| Grand Av/CR 4053 | Lemon St. to Glenwood Rd. | 754 | | | Yes | 1.30 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | 4,420 | 4,620 | 4,800 | 4,300 | 4,180 | 4,330 | 4,000 | 3,700 | 3,720 | 3,700 | E | 16,080 | 0.222 | B | -0.5% |
| Grand Av/CR 4053 | Glenwood Rd. to Plymouth Ave. | 753 | | | Yes | 2.10 | 2 | 40 | N+S | RUA_UFH_2W_2L_U_GL | 2,790 | 2,600 | 2,840 | 2,770 | 2,760 | 2,960 | 2,810 | 2,250 | 2,270 | 1,910 | C | 11,350 | 0.168 | A | -15.0% |
| Grand Av/CR 4053 | Plymouth Ave. to Minnesota Ave. | 751 | | | Yes | 0.10 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_GL | 1,560 | 1,760 | 1,590 | 1,570 | 1,000 | 1,540 | 1,370 | 1,200 | 1,290 | 1,240 | E | 12,710 | 0.098 | B | -3.9% |
| Grand Av/CR 4053 | Minnesota Ave. to SR 44 | 750 | | | Yes | 0.80 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_GL | 1,960 | 2,120 | 2,170 | 2,080 | 2,000 | 2,080 | 2,570 | 2,000 | 2,070 | 2,250 | E | 12,710 | 0.177 | B | -12.5% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Grand Av/CR 4053 | SR 44 to Old New York Ave. | 748 - NEW | | | Yes | 0.60 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | - | - | - | - | - | - | - | - | - | 810 | E | 12,710 | 0.064 | D | - |
| Graves Av/CR 4145 | US 17/92 to Leavitt Ave. | 770 | | | Yes | 0.50 | 2 | 30 | E+W | UA MCCRAC1 2W 2L D WL | 7,510 | 7,600 | 7,010 | 7,760 | 7,910 | 7,000 | 7,570 | 6,810 | 6,110 | 6,680 | E | 16,660 | 0.400 | B | 9.3% |
| Graves Av/CR 4145 | Leavitt Ave. to Veteran's Memorial Pkw | 772 | | | Yes | 1.20 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 7,760 | 8,190 | 7,550 | 8,250 | 8,320 | 7,590 | 7,650 | 6,450 | 6,770 | 6,780 | E | 12,710 | 0.533 | B | 0.1% |
| Graves Av/CR 4145 | Veteran's Memorial Pkwy. to Kentucky | 775 | | | Yes | 0.30 | 2 | 45 | E+W | UA MCCRAC2 2W 2L D WL | 16,160 | 15,070 | 14,740 | 16,040 | 15,640 | 16,660 | 17,290 | 16,500 | 16,840 | [illegible] | E | 15,300 | [illegible] | F | 4.3% |
| Graves Av/CR 4145 | Kentucky Ave. to Howland Blvd. | 800 | | | Yes | 0.80 | 2 | 45 | E+W | UA MCCRAC1 2W 2L D WL | 12,910 | 13,010 | 12,010 | 12,970 | 11,560 | 13,740 | 13,290 | 12,660 | 11,530 | 13,760 | E | 16,660 | 0.827 | C | 19.3% |
| Greens Dairy Rd. | SR 15A to Stone St. | 760 | | | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 170 | 210 | 180 | 140 | 180 | 180 | 60 | 120 | 100 | 120 | E | 9,160 | 0.013 | B | 20.0% |
| Halifax Dr. (OB) | John Anderson Dr. to Neptune Ave. | 801 | | | Yes | 1.35 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 5,250 | 4,730 | 4,870 | 3,830 | 3,030 | 4,460 | 3,770 | 3,330 | 3,770 | 3,620 | E | 9,160 | 0.394 | B | -4.0% |
| Halifax Dr. (OB) | Neptune Ave. to SR 40 | 800 | | | Yes | 0.70 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 7,250 | 6,750 | 7,120 | 6,760 | 7,310 | 7,720 | 6,610 | 6,220 | 5,800 | 6,080 | E | 9,160 | 0.662 | C | 3.1% |
| Halleck St. (NSB) | Wayne Ave. to Enterprise Ave. | 810 | | | Yes | 0.20 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 7,630 | 8,200 | 7,920 | 8,160 | 8,210 | 5,840 | 6,230 | 6,110 | 6,210 | 6,170 | E | 12,710 | 0.485 | B | -0.6% |
| Hand Ave. | Williamson Blvd. to Clyde Morris Blvd. | 830 | | | Yes | 1.25 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | 6,700 | 6,640 | 7,700 | 8,680 | 8,780 | 8,440 | 7,670 | 7,110 | 8,340 | 7,660 | E | 15,600 | 0.492 | B | -8.2% |
| Hand Ave | Clyde Morris Blvd. to Shangri La Dr. | 832 | | | Yes | 0.75 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U 0L | 12,310 | 12,400 | 13,760 | 15,600 | 15,000 | 14,600 | 13,150 | 11,680 | 13,510 | 13,220 | E | 12,710 | 1.040 | F | -2.1% |
| Hand Ave. | Shangri La Dr. to Nova Rd. | 833 | | | Yes | 0.25 | 4 | 45 | E+W | UA MCCRAC1 2W 4L D WL | 13,500 | 13,050 | 14,860 | 17,210 | 17,010 | 15,640 | 14,200 | 13,760 | 15,150 | 14,880 | E | 35,010 | 0.425 | B | -1.8% |
| Hand Ave. | Nova Rd. to US 1 | 834 | | | Yes | 1.80 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 10,550 | 10,140 | 10,000 | 12,160 | 11,730 | 8,480 | 7,860 | 7,270 | 7,670 | 8,050 | E | 12,710 | 0.633 | C | 5.3% |
| Harley Strickland Blvd. | Enterprise Rd. to Veteran's Memorial P | 841 | | | No | 1.30 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | 9,140 | 9,680 | 10,290 | 11,420 | 11,400 | 13,760 | 12,190 | 12,110 | 12,770 | 12,300 | E | 15,600 | 0.789 | C | -3.0% |
| Hazen Rd. | Mercers Fernery Rd. to Plymouth Ave. | 852 | | | Yes | 1.50 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 690 | 800 | 700 | 680 | 650 | 680 | 620 | 630 | 590 | 720 | E | 12,710 | 0.057 | B | 22.0% |
| Hazen Rd. | Plymouth Ave. to SR 44 | 850 | | | Yes | 1.00 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | 1,350 | 1,140 | 1,120 | 1,100 | 1,370 | 1,480 | 1,180 | 1,130 | 1,130 | 1,050 | E | 12,710 | 0.083 | B | -7.1% |
| Highbanks Rd | Fort Florida Rd. to Westside Connector | 860 | | | No | 1.75 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 1,440 | 2,040 | 2,200 | 1,930 | 1,850 | 1,880 | 2,100 | 2,200 | 1,880 | 1,810 | E | 12,710 | 0.142 | B | -3.7% |
| Highbanks Rd | Westside Connector to US 17/92 | 861 | | | No | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 8,130 | 9,680 | 10,550 | 10,810 | 10,650 | 10,550 | 9,700 | 10,380 | 9,600 | 10,010 | E | 12,710 | 0.788 | C | 4.3% |
| Highbanks Rd | US 17/92 to Enterprise Rd. | 863 | | | No | 1.45 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 9,160 | 7,570 | 8,050 | 7,360 | 7,420 | 7,890 | 7,420 | 7,070 | 6,800 | 7,360 | E | 12,710 | 0.579 | C | 8.2% |
| Highbridge Rd. | Walter Boardman Ln. to John Anderson | 871 | | | Yes | 1.60 | 2 | 30 | E+W | TA MCCRAC1 2W 2L U 0L | 2,030 | 2,260 | 2,490 | 2,340 | 2,010 | 2,010 | 1,850 | 2,370 | 2,130 | 1,830 | E | 12,710 | 0.144 | B | -14.1% |
| Highbridge Rd. | John Anderson Dr. to SR A1A | 872 | | | Yes | 0.20 | 2 | 30 | E+W | TA MCCRAC1 2W 2L U 0L | 1,470 | 1,720 | 1,910 | 1,850 | 1,580 | 1,610 | 1,560 | 1,820 | 1,730 | 1,520 | E | 12,710 | 0.120 | B | -12.1% |
| Hill Ave./Jacobs Rd. | US 92 to Plymouth Ave. | 850 | | | Yes | 0.65 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | 4,190 | 4,610 | 4,160 | 4,340 | 4,010 | 5,770 | 5,580 | 5,100 | 6,190 | 5,870 | E | 12,710 | 0.462 | B | -5.2% |
| Hill Ave. | Plymouth Ave. to Minnesota Ave. | 885 | | | Yes | 0.50 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 4,770 | 4,760 | 4,520 | 4,730 | 4,680 | 5,580 | 4,410 | 4,700 | 4,340 | 5,240 | E | 12,710 | 0.412 | B | 20.7% |
| Hill Ave. | Minnesota Ave. to SR 44 | 883 | | | Yes | 0.80 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 4,390 | 4,110 | 3,910 | 4,020 | 4,380 | 4,680 | 3,690 | 3,600 | 3,610 | 4,000 | E | 12,710 | 0.316 | B | 8.0% |
| Hill Ave. | SR 44 to Voorhis Ave. | 882 | | | Yes | 0.25 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 2,730 | 2,370 | 2,290 | 2,540 | 2,700 | 2,070 | 2,230 | 2,290 | 2,400 | 2,530 | E | 12,710 | 0.199 | B | 5.4% |
| Hill Ave. | Voorhis Ave. to Beresford Ave. | 881 | | | Yes | 0.75 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 2,320 | 2,050 | 1,980 | 2,150 | 2,310 | 2,450 | 2,050 | 2,090 | 2,130 | 2,310 | E | 12,710 | 0.182 | B | 8.5% |
| Hill Ave. | Beresford Ave. to Taylor Rd | 878 - NEW | | | Yes | 1.00 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | - | - | - | - | - | - | - | - | - | 430 | E | 12,710 | 0.034 | B | - |
| Hontoon Rd | Old New York Ave. to Bells Landing Rd | 891 | | | No | 1.15 | 2 | 40 | N+S | UA OCCRAC1 2W 2L U 0L | 3,420 | 3,130 | 3,140 | 3,520 | 3,330 | 3,670 | 2,000 | 2,030 | 2,030 | 3,650 | C | 9,010 | 0.381 | B | 4.1% |
| Hontoon Rd. | Bells Landing Rd. to end of road | 890 | | | No | 2.00 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 1,900 | 790 | 760 | 1,060 | 980 | 1,060 | 650 | 760 | 920 | 870 | C | 9,010 | 0.100 | B | -5.4% |
| Howland Blvd. | I-4/SR 472 to Wolf Pack Run | 901 | | | Yes | 0.40 | 4 | 45 | E+W | UA MCCRAC1 2W 4L D WL | 20,650 | 25,160 | 28,180 | 29,420 | 34,200 | 31,910 | 29,050 | 28,290 | 30,330 | 30,430 | E | 35,010 | 0.871 | C | 0.5% |
| Howland Blvd. | Wolf Pack Run to Catalina Blvd. | 903 | | | Yes | 1.15 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | 21,960 | 22,100 | 21,920 | 25,100 | 30,200 | 28,610 | 28,660 | 25,200 | 27,640 | 28,010 | E | 35,010 | 0.800 | C | 1.3% |
| Howland Blvd. | Catalina Blvd. to Providence Blvd. | 905 | | | Yes | 0.35 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | 18,700 | 17,410 | 17,100 | 19,650 | 23,670 | 22,660 | 20,700 | 19,640 | 21,390 | 22,110 | E | 35,010 | 0.632 | B | 3.4% |
| Howland Blvd. | Providence Blvd. to Elkcam Blvd. | 906 | | | Yes | 2.10 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | 13,020 | 13,860 | 12,670 | 14,380 | 14,610 | 16,590 | 14,620 | 13,300 | 15,330 | [illegible] | E | 12,710 | [illegible] | F | 0.7% |
| Howland Blvd. | Elkcam Blvd. to Lake Helen-Osteen Rd | 908 | | | Yes | 0.30 | 4 | 45/40 | N+S | UA MCCRAC1 2W 4L D WL | 14,620 | 14,100 | 15,520 | 16,610 | 16,200 | 17,450 | 15,020 | 15,230 | 15,030 | 15,300 | E | 35,010 | 0.437 | B | 1.6% |
| Howland Blvd. | Lake Helen-Osteen Rd. to Newmark Dr | 909 | | | Yes | 0.70 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | 17,520 | 13,880 | 18,690 | 19,200 | 21,180 | 20,690 | 17,810 | 16,390 | 19,340 | 20,350 | E | 35,010 | 0.581 | B | 5.2% |
| Howland Blvd. | Newmark Dr. to Courtland Blvd. | 911 | | | Yes | 1.15 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | 13,930 | 13,500 | 14,650 | 14,860 | 16,500 | 16,820 | 14,850 | 13,640 | 16,250 | 16,640 | E | 35,010 | 0.475 | B | 2.4% |
| Howland Blvd. | Courtland Blvd. to Ft Smith Blvd. | 913 | | | Yes | 1.60 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | 10,570 | 8,200 | 9,160 | 9,300 | 11,200 | 12,690 | 11,160 | 11,970 | 12,620 | 13,200 | E | 15,600 | 0.830 | C | 3.6% |
| Howland Blvd. | Ft Smith Blvd. to SR 415 | 915 | | | Yes | 0.65 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | 7,970 | 7,100 | 7,750 | 7,770 | 8,220 | 11,730 | 11,070 | 11,500 | 12,770 | 12,600 | E | 15,600 | 0.790 | C | -0.9% |
| Humphrey Blvd | Newmark Dr. to India Blvd | DLT-75.000 | | | No | 1.50 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | 3,040 | 3,210 | 3,590 | 3,620 | - | 3,381 | 3,303 | | - | - | E | 9,160 | - | - | - |
| India Blvd | Fort Smith Blvd. to Humphrey Blvd. | DLT-60.000 | | | No | 2.00 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | 6,650 | 6,200 | 6,550 | 6,120 | - | 6,100 | 3,750 | | - | - | E | 9,160 | - | - | - |
| India Blvd | Humphrey Blvd. to Courtland Blvd. | DLT-60.010 | | | No | 0.00 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | 3,690 | 3,690 | 4,490 | 3,460 | - | 4,450 | 3,001 | | - | - | E | 9,160 | - | - | - |
| Indian Lake Rd. | Tiger Bay Rd. to US 92 | 935 | | | No | 0.80 | 2 | 40 | N+S | TA OCCRAC1 2W 2L U 0L | - | - | - | 5,650 | 5,880 | 7,250 | 6,340 | 6,300 | 5,020 | 6,090 | E | 9,160 | 0.663 | C | 21.3% |
| Jimmy Ann Dr. | LPGA Blvd. to Clyde Morris Blvd. | 962 | | | No | 0.30 | 2 | 45 | N+S | UA OCCRAC1 2W 2L U 0L | 7,650 | 8,160 | 8,120 | 7,170 | 7,430 | 8,330 | 8,660 | 7,690 | 8,470 | 7,520 | E | 9,160 | 0.819 | C | -11.2% |
| Jimmy Ann Dr. | Clyde Morris Blvd. to Mason Ave. | 960 | | | No | 0.15 | 2 | 45 | N+S | UA OCCRAC1 2W 2L U 0L | 5,150 | 7,710 | 7,680 | 5,650 | 5,730 | 4,760 | 4,700 | 4,460 | 4,900 | 4,300 | E | 9,160 | 0.477 | B | -10.6% |
| John Anderson Dr | Highbridge Rd. to Lynnhurst | 974 | | | Yes | 7.40 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 5,110 | 5,210 | 4,060 | 5,300 | 4,420 | 5,160 | 3,430 | 4,000 | 3,880 | 3,590 | E | 12,710 | 0.282 | B | -7.5% |
| John Anderson Dr | Lynnhurst to Halifax Dr | 972 | | | Yes | 0.85 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 6,910 | 6,100 | 6,710 | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | 5,390 | E | 12,710 | 0.424 | B | 3.3% |
| John Anderson Dr | Halifax Dr to Neptune | 971 | | | Yes | 1.44 | 2 | 25 | N+S | UA MCCRAC1 2W 2L U 0L | 4,760 | 5,010 | 5,020 | 5,360 | 4,510 | 5,070 | 3,680 | 3,560 | 3,620 | 3,610 | E | 12,710 | 0.284 | B | -0.3% |
| John Anderson Dr. | Neptune to SR 40 | 970 | | | Yes | 1.00 | 2 | 25 | N+S | UA MCCRAC1 2W 2L U 0L | - | 8,200 | 8,340 | 8,700 | 8,400 | 7,120 | 5,430 | 5,560 | 5,110 | 5,060 | E | 12,710 | 0.398 | B | -1.0% |
| John Anderson Hwy. | Walter Boardman Lane to Flagler Co. | 990 | | | Yes | 1.00 | 2 | 5 NB / 30 S | N+S | TA MCCRAC1 2W 2L U 0L | 1,270 | 1,170 | 1,440 | 1,400 | 1,000 | 1,000 | 1,110 | 1,040 | 960 | 1,000 | E | 12,710 | 0.079 | B | 4.2% |
| Josephine St./10th St. | Old Mission Rd. to Tatum Blvd. | 1000 | | | Yes | 0.30 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | 4,910 | 4,850 | 4,400 | 6,050 | 6,310 | 6,370 | 5,610 | 6,370 | 6,000 | 5,810 | E | 12,710 | 0.457 | B | -3.2% |
| Josephine St./10th St. | Tatum Blvd. to US 1 | 1002 | | | Yes | 1.80 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | - | 3,320 | 3,250 | 7,460 | 6,030 | 6,920 | 6,070 | 7,400 | 7,310 | 7,350 | E | 15,600 | 0.463 | B | 0.5% |
| Kathy Dr. (N. Penin.) | John Anderson Dr. to SR A1A | 1011 | | | No | 0.44 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 200 | 370 | 250 | 550 | 400 | 390 | 430 | 420 | 470 | 420 | E | 9,160 | 0.046 | B | -10.6% |
| Kennedy Pkwy (Old SR 3) | US 1 to Park Entrance | 1020 | | | No | 4.00 | 2 | 55 | E+W | RUA UFH 2W 2L U 0L | 1,200 | 1,120 | 1,140 | 1,000 | 950 | 830 | 1,000 | 900 | 1,040 | 700 | C | 6,480 | 0.108 | A | -32.7% |
| Kicklighter Rd. | Macy Ave. to Lake Helen-Osteen/Prov | 1051 | | | Yes | 0.75 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | 1,700 | 1,610 | 1,270 | 1,500 | 1,520 | 1,640 | 1,760 | 1,770 | 1,930 | 2,080 | E | 12,710 | 0.164 | B | 7.8% |
| Lake George Rd. | Bream Dr. to US 17 | 1062 | | | No | 3.80 | 2 | 30 | E+W | RUA UFH 2W 2L U 0L | 1,080 | 1,400 | 1,430 | 1,220 | 940 | 1,080 | 800 | 1,010 | 780 | 860 | C | 6,480 | 0.133 | A | 10.3% |
| Lake Helen-Osteen Rd. | Kicklighter Rd. to Captain Dr. | 1076 | | | Yes | 1.40 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | 6,400 | 5,330 | 7,820 | 7,700 | 7,010 | 8,200 | 8,200 | 7,310 | 7,020 | 7,030 | E | 12,710 | 0.553 | C | 0.1% |
| Lake Helen-Osteen Rd. | Captain Dr. to Catalina Blvd. | 1073 | | | Yes | 0.40 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | 7,350 | 6,620 | 7,020 | 8,050 | 8,030 | 8,010 | 6,700 | 6,090 | 7,330 | 7,410 | E | 12,710 | 0.583 | C | 0.3% |
| Lake Helen-Osteen Rd. | Catalina Blvd. to Haulover Blvd. | 1072 | | | Yes | 0.50 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | 8,630 | 8,500 | 8,640 | 9,430 | 9,400 | 10,130 | 9,640 | 9,430 | 10,200 | 10,320 | E | 12,710 | 0.812 | C | 1.2% |
| Lake Helen-Osteen Rd. | Haulover Blvd. to Elkcam Blvd. | 1071 | | | Yes | 1.75 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | 7,710 | 8,040 | 7,700 | 7,000 | 7,920 | 8,230 | 8,720 | 7,600 | 7,470 | 7,690 | E | 12,710 | 0.605 | C | 2.9% |
| Lake Helen-Osteen Rd. | Elkcam Blvd. to Howland Blvd. | 1070 | | | Yes | 0.40 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 3,510 | 2,320 | 3,470 | 3,420 | 3,400 | 3,060 | 2,920 | 3,440 | 5,490 | 6,140 | E | 12,710 | 0.483 | B | 11.8% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Children's Way/Lakeshore Dr. | Main St. to Providence Blvd. | 1020 | | | Yes | 0.70 | 2 | 30 | E-W | UA_MCCUAC1_2W_2L_U_UL | 3,140 | 2,330 | 2,430 | 2,340 | 2,330 | 2,270 | 2,000 | 2,050 | 1,270 | 1,000 | E | 12,710 | 0.079 | B | -10.0% |
| Lakeshore Dr. | Providence Blvd. to Garfield Rd. | 1022 | | | Yes | 0.45 | 2 | 30 | E-W | UA_MCCUAC1_2W_2L_U_UL | 2,170 | 2,680 | 2,650 | 3,200 | 3,330 | 3,100 | 3,070 | 2,840 | 2,600 | 2,590 | E | 12,710 | 0.204 | B | -3.4% |
| Lakeview Dr. | New York Ave. to Main St. | 1101 | | | No | 0.20 | 2 | 30 | N-S | UA_OCCUAC1_2W_2L_U_UL | 1,280 | 1,410 | 1,100 | 1,270 | 1,250 | 1,400 | 1,320 | 1,090 | 1,100 | 1,130 | C | 7,330 | 0.154 | B | 2.7% |
| Lakeview Dr. | Main St. to Ohio Ave. | 1100 | | | Yes | 0.50 | 2 | 30 | N-S | UA_MCCUAC1_2W_2L_U_UL | 2,450 | 2,700 | 2,340 | 2,650 | 2,040 | 2,630 | 2,760 | 2,300 | 2,900 | 2,600 | C | 11,080 | 0.234 | B | -10.3% |
| Lake Winona Rd. | SR 40 to Blackwelder Rd. | 1082 | | | Yes | 3.76 | 2 | 35 | N-S | RUA_UFH_2W_2L_U_UL | 280 | 210 | 230 | 280 | 250 | 380 | 160 | 160 | 180 | 150 | C | 6,480 | 0.023 | A | -16.7% |
| Lake Winona Rd. | Blackwelder Rd. to US 17 | 1081 | | | Yes | 2.27 | 2 | 35 | N-S | RUA_UFH_2W_2L_U_UL | 1,150 | 1,040 | 1,070 | 1,120 | 1,100 | 1,230 | 860 | 810 | 860 | 880 | C | 6,480 | 0.136 | A | 2.3% |
| Lake Winona Rd. | US 17 to CR 3 | 1080 | | | Yes | 0.16 | 2 | 35 | N-S | RUA_UFH_2W_2L_U_UL | 290 | 160 | 300 | 340 | 300 | 300 | 160 | 160 | 160 | 160 | C | 6,480 | 0.025 | A | 0.0% |
| Lemon Bluff Rd. | SR 415 to end of road | 1111 | | | No | 4.00 | 2 | 45 | E-W | RUA_UFH_2W_2L_U_UL | 890 | 800 | 1,100 | 1,200 | 1,000 | 800 | 800 | 890 | 990 | 1,000 | C | 6,480 | 0.154 | A | 1.0% |
| Little Brown Church Rd. | US 17 to Covert Rd. | 1120 | | | No | 0.65 | 2 | 40 | E-W | RUA_UFH_2W_2L_U_UL | 720 | 450 | 470 | 680 | 720 | 720 | 630 | 630 | 640 | 510 | C | 6,480 | 0.079 | A | -20.3% |
| LPGA Blvd. (DB) | Tomoka Farms Rd. to US 92 | 1130 | | | Yes | 3.67 | 0 | 55 | N-S | RDA_UFH_2W_2L_U_WL | - | - | - | - | - | - | - | - | - | - | C | 15,680 | - | - | - |
| LPGA Blvd. (DB) | US 92 to Weatherington-Butler Circle | 1131 | | | Yes | 2.75 | 2 | 55 | N-S | UA_MCCUAC1_2W_2L_U_WL | 6,210 | 6,590 | 6,870 | 7,000 | 7,040 | 6,690 | 7,060 | 6,160 | 6,860 | 6,070 | E | 15,680 | 0.387 | B | -11.5% |
| LPGA Blvd. (DB) | Weatherington-Butler Circle to Tomoka F | 1131 | | | Yes | 2.00 | 2 | 55 | E-W | UA_MCCUAC1_2W_2L_U_WL | 5,600 | 7,430 | 7,740 | 7,600 | 7,600 | 8,740 | 8,570 | 7,740 | 7,800 | 8,390 | E | 15,680 | 0.535 | B | 7.6% |
| LPGA Blvd. (DB) | Tomoka Farms Rd to Williamson Blvd | 1133 | | Yes | Yes | 0.65 | 4 | 50 | E-W | UA_MCCUAC1_4W_4L_D_WL | 20,760 | 21,080 | 22,300 | 24,740 | 25,210 | 25,290 | 27,130 | 23,300 | 24,100 | 23,210 | E | 35,010 | 0.663 | B | -4.0% |
| LPGA Blvd. (DB) | Williamson Blvd. to Clyde Morris Blvd | 1134 | | Yes | Yes | 0.50 | 4 | 45 | E-W | UA_MCCUAC1_4W_4L_D_WL | 19,200 | 19,080 | 20,100 | 21,700 | 21,000 | 21,750 | 22,550 | 19,400 | 21,000 | 19,240 | E | 35,010 | 0.550 | B | -4.5% |
| LPGA Blvd. (DB) | Clyde Morris Blvd. to Jimmy Ann Dr. | 1136 | | Yes | Yes | 1.10 | 4 | 45 | E-W | UA_MCCUAC1_4W_4L_D_WL | 14,560 | 14,170 | 14,400 | 16,530 | 16,000 | 19,400 | 16,050 | 14,400 | 13,600 | 14,080 | E | 35,010 | 0.402 | B | 1.7% |
| LPGA Blvd. (DB) | Jimmy Ann Dr. to Derbyshire Rd. | 1137 | | Yes | Yes | 0.26 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_WL | 17,260 | 16,000 | 16,500 | 19,310 | 19,730 | 18,600 | 19,000 | 16,430 | 15,700 | 15,970 | E | 16,080 | [illegible] | [illegible] | 1.7% |
| LPGA Blvd. (CO) | Derbyshire Rd. to SR5A/Nova Rd. | 1139 | | Yes | Yes | 0.55 | 4 | 35 | E-W | UA_MCCUAC1_4W_4L_D_WL | 14,150 | 13,620 | 14,080 | 15,020 | 14,060 | 14,640 | 16,000 | 12,000 | 13,000 | 11,140 | E | 35,010 | 0.310 | B | -14.0% |
| LPGA Blvd. (HH) | SR5A/Nova Rd. to US 1 | 1141 | | Yes | Yes | 1.10 | 2 | 30 | E-W | UA_MCCUAC1_2W_2L_U_WL | 12,410 | 11,080 | 12,180 | 11,720 | 11,600 | 10,020 | 11,000 | 9,650 | 10,200 | 9,330 | E | 15,680 | 0.589 | C | -8.9% |
| Mary Ave. | Ohio St. to Cassadaga Rd. | 1150 | | | Yes | 0.75 | 2 | 30 | N-S | UA_MCCUAC1_2W_2L_U_UL | - | 1,550 | 1,220 | 1,400 | 1,390 | 1,530 | 1,390 | 1,250 | 1,350 | 1,210 | C | 11,080 | 0.109 | B | -10.4% |
| Madeline Ave. | Williamson Blvd. to Clyde Morris Blvd | 1161 | | | Yes | 1.30 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_WL | 7,550 | 8,710 | 8,570 | 8,650 | 8,570 | 9,090 | 10,030 | 8,810 | 9,030 | 9,650 | E | 15,680 | 0.615 | C | 3.4% |
| Madeline Ave. | Clyde Morris Blvd. to SR5A/Nova Rd. | 1163 | | | Yes | 1.30 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_WL | 7,110 | 7,050 | 7,530 | 7,800 | 9,040 | 7,600 | 9,400 | 9,400 | 9,600 | 6,370 | E | 15,680 | 0.401 | B | -2.8% |
| Madeline Ave. | SR5A/Nova Rd. to Seals St. | 1164 | | | Yes | 1.00 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_WL | 5,000 | 6,350 | 6,310 | 6,050 | 6,100 | 6,090 | 4,270 | 4,210 | 4,700 | 4,510 | E | 15,680 | 0.294 | B | -4.3% |
| Madeline Ave. | Seals St. to US 1 | | | | Yes | 0.50 | 0 | 35 | E-W | UA_MCCUAC1_2W_2L_U_WL | - | - | - | - | - | - | - | - | - | - | E | 15,680 | - | - | - |
| Main St. (Enterprise) | Enterprise Rd. to DeBary Ave. | 1174 | | | Yes | 0.31 | 2 | 30 | N-S | UA_MCCUAC1_2W_2L_U_UL | 5,500 | 5,270 | 5,600 | 4,610 | 4,070 | 4,440 | 4,400 | 4,600 | 2,830 | 2,920 | E | 12,710 | 0.230 | B | 3.2% |
| Main St. (Enterprise) | DeBary Ave. to Lakeshore Dr. | 1173 | | | Yes | 0.20 | 2 | 30 | N-S | UA_MCCUAC1_2W_2L_U_UL | 2,040 | 2,410 | 2,500 | 2,580 | 2,710 | 2,380 | 2,300 | 2,340 | - | - | E | 12,710 | - | - | - |
| Main St. (Harbor Oaks) | Riverside Dr. to US 1 | 1175 | | | No | 0.20 | 2 | 25 | E-W | UA_OCCUAC1_2W_2L_U_UL | - | 400 | 400 | 500 | 570 | 630 | 620 | 480 | 490 | 470 | E | 8,160 | 0.057 | B | -4.1% |
| Main St. (Lake Helen) | I-4 to Lakeview Dr. | 1176 | | | Yes | 0.05 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_UL | 6,100 | 6,050 | 5,430 | 6,330 | 6,050 | 6,370 | 6,320 | 5,300 | 5,600 | 5,000 | C | 11,080 | 0.480 | B | -1.6% |
| Marsh Rd. | Daugharty Rd. to Center Rd. | 1183 | | | Yes | 3.00 | 2 | 40 | N-S | RDA_UFH_2W_2L_U_UL | 760 | 720 | 720 | 740 | 610 | 740 | 680 | 710 | 720 | 5,500 | C | 11,360 | 0.484 | B | 663.9% |
| Marsh Rd. | Center Rd. to US 92 | 1180 | | | Yes | 2.05 | 2 | 35 | N-S | UA_MCCUAC1_2W_2L_U_UL | 2,430 | 3,010 | 3,020 | 2,730 | 2,020 | 2,730 | 2,140 | 2,140 | 2,430 | 2,330 | E | 12,710 | 0.183 | B | -4.1% |
| Mason Ave. | Williamson Blvd. to Fentress Blvd. | 1180 | | | Yes | 0.60 | 2 | 45 | E-W | UA_MCCUAC1_2W_2L_D_WL | 8,000 | 10,740 | 10,330 | 10,000 | 9,400 | 10,600 | 9,090 | 8,400 | 8,300 | 8,300 | E | 16,680 | 0.498 | B | -4.7% |
| Mason Ave. | Fentress Blvd. to Bill France Blvd. | 1181 | | | Yes | 0.50 | 4 | 40 | E-W | UA_MCCUAC1_4W_4L_D_WL | 11,880 | 12,000 | 12,000 | 12,470 | 11,600 | 11,550 | 10,700 | 10,600 | 10,500 | 9,320 | E | 16,680 | 0.559 | C | -11.0% |
| Mason Ave. | Bill France Blvd. to Jimmy Ann Dr. | 1183 | | | Yes | 0.30 | 4 | 40 | E-W | UA_MCCUAC1_4W_4L_D_WL | - | 14,420 | 14,530 | 14,240 | 13,750 | 13,830 | 13,720 | 12,140 | 12,000 | 11,750 | E | 31,500 | 0.372 | C | -4.0% |
| Mason Ave. | Jimmy Ann Dr. to SR 483/Clyde Morris | 1104 | | | Yes | 0.50 | 4 | 40 | E-W | UA_MCCUAC2_2W_4L_D_WL | 15,000 | 15,330 | 15,590 | 15,140 | 14,050 | 16,230 | 13,510 | 13,160 | 13,530 | 12,120 | E | 31,500 | 0.384 | C | -10.4% |
| Maytown Rd. | New Smyrna Blvd. to Pell Rd. | 1160 | | | No | 3.00 | 2 | 60 | E-W | RDA_UFH_2W_2L_U_UL | - | - | - | 3,720 | 3,450 | 3,370 | 3,120 | 3,550 | 3,120 | 3,350 | C | 11,360 | 0.295 | B | 7.4% |
| Maytown Rd. | Pell Rd. to Beacon Light Rd. | 1160 | | | No | 12.00 | 2 | 45 | E-W | RUA_UFH_2W_2L_U_UL | - | - | - | 1,200 | 1,110 | 720 | 690 | 670 | 650 | 730 | C | 6,480 | 0.113 | A | 12.3% |
| Maytown Rd./Halifax Ave. (OH) | Beacon Light Rd. to US 1 | 790 | | | Yes | 1.10 | 2 | 35 | E-W | RDA_UFH_2W_2L_U_UL | 1,660 | 1,880 | 1,600 | 1,660 | 1,770 | 1,600 | 1,560 | 1,650 | 1,650 | 1,770 | C | 11,360 | 0.155 | A | 7.3% |
| McBride Rd. | US 17 to Lake George Rd. | 1200 | | | No | 3.00 | 2 | 35 | N-S | RUA_UFH_2W_2L_U_UL | 390 | 320 | 310 | 350 | 390 | 380 | 270 | 290 | 310 | 300 | C | 6,480 | 0.046 | A | -3.2% |
| McGregor Rd. | Westside Con./Fells to Spring Garden | 1210 - NEW | | | Yes | 0.70 | 2 | 40 | E-W | UA_MCCUAC1_2W_2L_U_UL | - | - | - | - | - | - | - | - | - | 1,600 | E | 12,710 | 0.126 | B | - |
| McGregor Rd. | Spring Garden Ave. to US17/92 | 1211 | | | Yes | 1.40 | 2 | 40 | E-W | UA_MCCUAC1_2W_2L_U_UL | 4,120 | 4,600 | 4,030 | 5,000 | 5,440 | 5,500 | 4,600 | 4,730 | 4,600 | 8,110 | E | 12,710 | 0.638 | C | 76.3% |
| Mercers Fernery Rd. | Glenwood Rd. to SR 15A | 1221 | | | Yes | 1.40 | 2 | 40 | E-W | UA_MCCUAC1_2W_2L_U_UL | 1,020 | 1,020 | 900 | 1,010 | 2,340 | 2,350 | 650 | 610 | 850 | 690 | E | 12,710 | 0.077 | B | 14.0% |
| Mercers Fernery Rd. | SR 15A to US 17 | 1223 | | | Yes | 1.25 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_UL | - | 1,170 | 1,100 | 1,300 | 1,470 | 1,530 | 1,170 | 1,350 | 1,370 | 1,580 | E | 12,710 | 0.124 | B | 15.3% |
| Mickey Ave. | Williamson Blvd. to US 92 | 1230 | | | Yes | 2.00 | 4 | 40 | E-W | UA_MCCUAC1_2W_4L_D_WL | - | 2,960 | 3,020 | 3,110 | 2,840 | 3,210 | 3,310 | 2,420 | 2,530 | 2,380 | E | 33,010 | 0.069 | B | -5.9% |
| Minnesota Ave. (DeLand) | Grand Ave. to SR 15A | 1245 | | | Yes | 1.35 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_UL | 2,280 | 1,610 | 1,700 | 1,740 | 1,860 | 1,860 | 2,230 | 2,670 | 2,670 | 2,650 | E | 12,710 | 0.209 | B | -0.7% |
| Minnesota Ave. (DeLand) | SR 15A to US 17/92 | 1247 | | | Yes | 1.25 | 2 | 30 | E-W | UA_MCCUAC1_2W_2L_U_UL | 1,700 | 1,790 | 1,750 | 1,790 | 1,840 | 1,850 | 1,110 | 1,340 | 1,100 | 1,100 | E | 12,710 | 0.087 | B | 0.0% |
| Minnesota Ave. (DeLand) | Amelia Ave. to Hill Ave. | 1248 | | | Yes | 0.75 | 2 | 30 | E-W | UA_MCCUAC1_2W_2L_U_UL | 2,370 | 2,400 | 2,500 | 2,370 | 1,600 | 1,820 | 1,970 | 2,200 | 2,170 | 2,300 | E | 12,710 | 0.181 | B | 5.5% |
| Minnesota Ave. (DeLand) | Hill Ave. to Blue Lake Ave. | 1250 | | | Yes | 0.50 | 2 | 30 | E-W | UA_MCCUAC1_2W_2L_U_UL | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | E | 12,710 | 0.218 | B | 3.4% |
| [illegible] | Blue Lake Ave. to Kepler Rd. | 1251 | | | Yes | 0.65 | 2 | 40 | E-W | UA_MCCUAC1_2W_4L_D_WL | 3,850 | 4,350 | 4,340 | 3,800 | 3,370 | 3,520 | 4,270 | 4,500 | 3,530 | 4,530 | E | 15,600 | 0.285 | B | 28.3% |
| Minnesota Ave. (Orange City) | Courtmen Ave. to US 17/92 | 1241 | | | No | 0.50 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 1,850 | 1,600 | 1,760 | 1,800 | 2,040 | 2,260 | 2,000 | 1,830 | 1,810 | 1,800 | E | 8,160 | 0.210 | B | 0.0% |
| Minnesota Ave. (Orange City) | US 17/92 to Leavitt Ave. | 1242 | | | No | 0.50 | 2 | 35 | E-W | UA_OCCUAC1_2W_2L_U_UL | 1,440 | 1,110 | 1,160 | 1,510 | 1,520 | 1,700 | 1,500 | 1,400 | 1,470 | 1,320 | E | 8,160 | 0.140 | B | -7.5% |
| Minnesota Ave. (Orange City) | Leavitt Ave. to SR 472 | 1243 | | | No | 0.50 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 1,520 | 1,350 | 1,350 | 950 | 1,520 | 1,430 | 1,430 | 1,340 | 1,430 | 1,170 | E | 8,160 | 0.127 | B | -10.7% |
| New Hampshire Ave. | SR 15A to Adelle Ave. | 1270 | | | No | 0.15 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 3,000 | 2,710 | 2,650 | 2,750 | 2,650 | 2,610 | 2,060 | 2,110 | 2,210 | 2,290 | E | 9,160 | 0.240 | B | 3.2% |
| New Hampshire Ave. | Adelle Ave. to Clara Ave. | 1271 | | | No | 0.50 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 3,600 | 3,260 | 3,220 | 3,370 | 3,050 | 3,200 | 2,560 | 2,540 | 2,400 | 2,630 | E | 9,160 | 0.288 | B | 6.0% |
| New Hampshire Ave. | Clara Ave. to US 17/92 | 1272 | | | No | 0.25 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 3,130 | 3,040 | 3,500 | 3,600 | 3,200 | 3,330 | 2,800 | 2,640 | 2,640 | 2,790 | E | 9,160 | 0.304 | B | 5.7% |
| Newmark Dr. | Ft Smith Blvd. to Humphrey Blvd. | DLT-100,000 | | | No | 1.00 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_UL | 7,300 | 7,740 | 8,770 | 8,700 | - | 8,060 | 7,001 | - | - | - | E | 12,710 | - | - | - |
| Newmark Dr. | Humphrey Blvd. to Howland Blvd | DLT-100,072 | | | No | 0.90 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_UL | 6,050 | 6,400 | 7,440 | 7,010 | - | 7,040 | 6,462 | - | - | - | E | 12,710 | - | - | - |
| Newmark Dr. | Howland Blvd. to Courtland Blvd | DLT-100,040 | | | No | 0.76 | 2 | 35 | E-W | UA_MCCUAC1_2W_2L_U_UL | 1,990 | 2,720 | 2,480 | 2,940 | - | 6,075 | 1,434 | - | - | - | E | 12,710 | - | - | - |
| New York Ave. (Orange City) | Westside Pkwy/Hamilton Ave. to Sparkman Ave. | 1281 | | | No | 0.60 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 2,750 | 3,300 | 3,580 | 4,030 | 4,340 | 4,730 | 4,400 | 3,760 | 3,850 | 4,230 | E | 9,160 | 0.461 | B | 0.9% |
| New York Ave. (Orange City) | Sparkman Ave. to Carpenter Ave. | 1283 | | | No | 0.30 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 4,420 | 4,500 | 4,600 | 5,300 | 5,100 | 5,700 | 5,350 | 4,600 | 4,770 | 5,230 | E | 9,160 | 0.570 | C | 0.6% |
| New York Ave. (Orange City) | Carpenter Ave. to US 17/92 | 1284 | | | No | 0.25 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 4,820 | 6,530 | 5,070 | 6,400 | 6,320 | 6,500 | 6,000 | 5,300 | 5,850 | 6,080 | E | 9,160 | 0.663 | C | 0.1% |
| New York Ave. (Lake Helen) | Summit Ave. to Lakeview Dr. | 1285 | | | No | 0.50 | 2 | 30 | E-W | UA_OCCUAC1_2W_2L_U_UL | 1,160 | 1,120 | 1,080 | 1,110 | 1,100 | 1,160 | 910 | 850 | 820 | 800 | C | 8,010 | 0.112 | B | -2.2% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Normandy Blvd. | Graves (old Howland) to Rhode Island | DLT-105.000 | | | No | 1.25 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | 8,020 | 5,720 | 8,360 | 8,710 | - | 8,780 | 4,411 | | - | - | E | 12,710 | - | - | - |
| Normandy Blvd. | Rhode Island Ave. to Elkcam Blvd | DLT-105.000 | | | No | 0.50 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 5,690 | 5,640 | 8,700 | 7,550 | - | 8,430 | 4,890 | | - | - | E | 12,710 | - | - | - |
| Normandy Blvd. | Elkcam Blvd. to Saxon Blvd | DLT-105.030 | | | No | 1.00 | 4 | 35 | N+S | UA NSOGRS 2W 4L D WL | 13,140 | 13,400 | 13,840 | 14,650 | - | 13,100 | 10,604 | | - | - | E | 35,010 | - | - | - |
| Normandy Blvd. | Saxon Blvd. to Deltona Blvd | DLT-105.050 | | | No | 0.70 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 13,670 | 12,080 | 13,630 | 14,370 | - | 12,770 | 10,800 | | - | - | E | 12,710 | - | - | - |
| Normandy Blvd. | Deltona Blvd. to Tivoli Dr. | DLT-105.070 | | | No | 1.10 | 3 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 13,420 | 12,700 | 13,740 | 14,360 | - | 12,843 | 11,829 | | - | - | E | 12,710 | - | - | - |
| Normandy Blvd. | Tivoli Dr. to Providence Blvd | DLT-105.090 | | | No | 0.80 | 3 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 8,600 | 8,810 | 9,560 | 10,360 | - | 12,060 | 8,360 | | - | - | E | 12,710 | - | - | - |
| Normandy Blvd. | Providence Blvd. to Saxon Blvd | DLT-105.120 | | | No | 1.00 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | 8,020 | 8,880 | 9,240 | 10,040 | - | 8,882 | 8,140 | | - | - | E | 16,600 | - | - | - |
| Normandy Blvd. | Saxon Blvd. to Ft Smith Blvd | DLT-105.140 | | | No | 0.75 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 11,960 | 11,970 | 12,400 | 13,310 | - | 7,640 | 11,232 | | - | - | E | 12,710 | - | - | - |
| Ohio Ave. (LH) | Macy Ave. to Lakeview Dr. | 1320 | | | Yes | 0.20 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | 660 | 660 | 640 | 720 | 710 | 760 | 690 | 610 | 710 | 640 | C | 12,710 | 0.050 | B | -9.9% |
| Old Dixie Hwy. | I-95 to Old Kings Rd. | 1334 | | | Yes | 0.60 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | 7,350 | 8,700 | 8,500 | 8,360 | 8,380 | 8,230 | 7,720 | 7,250 | 7,760 | 7,480 | E | 12,710 | 0.589 | C | -3.5% |
| Old Dixie Hwy. | Old Kings Rd. to Walter Boardman Ln. | 1333 | | | Yes | 0.60 | 2 | 45 | E+W | TA MCCRAC1 2W 2L U 0L | 3,630 | 3,610 | 4,450 | 4,420 | 3,750 | 3,070 | 3,300 | 3,490 | 3,210 | 3,080 | E | 12,710 | 0.242 | B | -4.0% |
| Old Dixie Hwy. | Walter Boardman Ln. to Pine Tree Dr. | 1332 | | | Yes | 5.10 | 2 | 45 | N+S | TA MCCRAC1 2W 2L U 0L | 2,130 | 2,460 | 3,160 | 3,170 | 2,480 | 2,020 | 2,090 | 2,340 | 2,240 | 1,890 | E | 12,710 | 0.149 | B | -15.6% |
| Old Dixie Hwy. | Pine Tree Dr. to Ingelsia | 1330 | | | Yes | 0.60 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 1,800 | 2,150 | 2,230 | 2,270 | 2,240 | 2,280 | 2,040 | 1,970 | 2,170 | 1,710 | E | 12,710 | 0.135 | B | -21.2% |
| Old Kings Rd. | Flagler Co. to Old Dixie Hwy. | 1340 | | | Yes | 0.60 | 2 | 50 | N+S | UA MCCRAC1 2W 2L U 0L | 3,600 | 4,300 | 3,910 | 3,900 | 4,180 | 4,120 | 3,290 | 3,110 | 2,980 | 3,050 | E | 12,710 | 0.240 | B | 2.3% |
| Old Mission Rd. | SR 44/Mission Dr. to Old Mission Rd | 1356 | | | Yes | 0.60 | 2 | 40 | E+W | UA OCCRAC1 2W 2L U 0L | - | - | - | 1,160 | 870 | 800 | 1,220 | | 1,120 | 1,100 | E | 9,180 | 0.120 | B | -1.8% |
| Old New York Ave. | SR 44 to Hontoon Rd. | 1360 | | | Yes | 1.40 | 2 | 40 | E+W | RDA UFH 2W 2L U 0L | 1,060 | 1,070 | 1,200 | 1,200 | 1,110 | 1,190 | 870 | 720 | 870 | 940 | C | 11,360 | 0.083 | A | 8.0% |
| Old New York Ave. | Hontoon Rd. to Lakeview Dr | 1361 | | | Yes | 0.40 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 4,270 | 3,630 | 4,190 | 4,120 | 3,650 | 4,190 | 3,570 | 2,620 | 3,250 | 3,540 | C | 11,090 | 0.319 | B | 8.9% |
| Old New York Ave. | Lakeview Dr. to Grand Ave. | 1362 | | | Yes | 0.50 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 4,880 | 4,820 | 5,210 | 5,080 | 5,050 | 5,330 | 3,870 | 3,860 | 4,130 | 4,210 | E | 12,710 | 0.331 | B | 1.9% |
| Old New York Ave. | Grand Ave. to SR 44 | 1364 | | | Yes | 0.91 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 3,600 | 3,350 | 3,630 | 3,200 | 3,100 | 3,500 | 2,800 | 2,700 | 2,730 | 2,800 | E | 12,710 | 0.220 | B | 2.6% |
| Orange/Silver Beach Ave. | Nova Rd. to Dr Martin Luther King Jr B | 1370 | | | Yes | 0.75 | 2 | 30 | E+W | UA MCCRAC1 2W 2L D WL | 11,300 | 12,410 | 12,280 | 10,760 | 10,870 | 11,500 | 9,290 | 9,860 | 10,930 | 8,500 | E | 16,600 | 0.510 | B | -22.2% |
| Orange/Silver Beach Ave. | Martin Luther King Jr Blvd to Marion S | 1372 | | | Yes | 0.70 | 2 | 30 | E+W | UA MCCRAC1 2W 2L D WL | 9,000 | 9,140 | 9,030 | 8,350 | 7,770 | 8,390 | 6,530 | 7,110 | 7,270 | 6,190 | E | 16,600 | 0.371 | B | -14.6% |
| Orange/Silver Beach Ave. | Marion St. to US 1 | 1373 | | | Yes | 0.10 | 4 | 30 | E+W | UA MCCRAC1 2W 4L D WL | 9,530 | 9,630 | 9,510 | 8,150 | 7,540 | 8,390 | 6,300 | 6,690 | 7,530 | 6,280 | E | 35,010 | 0.179 | B | -16.6% |
| Orange/Silver Beach Ave. | US 1 to Beach St. | 1374 | | Yes | Yes | 0.20 | 4 | 30 | E+W | UA MCCRAC1 2W 4L D WL | 13,000 | 13,800 | 13,630 | 10,660 | 10,080 | 10,856 | 8,300 | 8,760 | 10,660 | 9,870 | E | 35,010 | 0.282 | B | -7.4% |
| Orange/Silver Beach Ave. | Beach St. to City Island Pkwy. | 1375 | | Yes | Yes | 0.20 | 4 | 30 | E+W | UA MCCRAC1 2W 4L D WL | 14,070 | 15,530 | 15,340 | 20,210 | 12,420 | 13,680 | 11,510 | 12,460 | 11,430 | 11,130 | E | 35,010 | 0.318 | B | -2.6% |
| Orange/Silver Beach Ave. | City Island Pkwy. to Peninsula Dr. | 1710 | | Yes | Yes | 0.60 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U WL | 15,280 | 13,500 | 13,200 | 12,730 | 11,130 | 11,820 | 10,210 | 10,870 | 10,340 | 10,550 | E | 15,600 | 0.654 | C | 2.0% |
| Orange/Silver Beach Ave. | Peninsula Dr. to SR A1A | 1711 | | Yes | Yes | 0.30 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U WL | 8,230 | 9,160 | 9,330 | 5,020 | 4,270 | 4,740 | 4,160 | 5,120 | 4,500 | 4,590 | E | 15,600 | 0.280 | B | 2.0% |
| Orange Camp Rd. | US 17/92 to Princeton | 1380 | | | Yes | 0.75 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | 8,560 | 9,160 | 9,010 | 10,030 | 10,460 | 10,960 | 8,620 | 8,730 | 8,850 | 9,020 | E | 15,600 | 0.568 | C | 1.9% |
| Orange Camp Rd. | Princeton. to Blue Lake Ave. | 1382 | | | Yes | 0.80 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | 7,610 | 8,250 | 8,170 | 8,300 | 7,710 | 8,170 | 8,540 | 8,430 | 8,070 | 8,850 | E | 15,600 | 0.559 | C | 9.6% |
| Orange Camp Rd. | Blue Lake Ave. to W Volusia Bltwy. (Dr | 1384 | | | Yes | 0.55 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | 8,530 | 9,250 | 9,130 | 8,920 | 10,210 | 10,700 | 9,590 | 9,180 | 8,040 | 8,800 | E | 15,600 | 0.559 | C | -0.7% |
| Orange Camp Rd. | W Volusia Bltwy. (Dr MLK Jr) to I-4 | 1385 | | | Yes | 1.00 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | 8,830 | 10,300 | 10,210 | 12,170 | 12,080 | 12,700 | 11,510 | 10,280 | 10,730 | 10,910 | E | 15,600 | 0.697 | C | 1.7% |
| Palm Dr. | John Anderson Dr. to SR A1A | 1391 | | | No | 0.44 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 2,550 | 2,160 | 2,250 | 1,680 | 1,500 | 1,420 | 1,360 | 1,450 | 1,600 | 1,410 | E | 9,180 | 0.154 | B | -11.9% |
| Park Ave. | Old Mission Rd. to Air Park Rd. | 1409 | | | Yes | 0.80 | 2 | 45 | E+W | TA MCCRAC1 2W 2L U 0L | - | - | - | 4,220 | 3,060 | 4,320 | 4,180 | 3,060 | 3,770 | 3,670 | E | 12,710 | 0.289 | B | -2.7% |
| Park Ave. | Air Park Rd. to US 1 | 1413 | | | Yes | 1.40 | 2 | 30 | E+W | UA MCCRAC1 2W 2L D WL | 8,160 | 8,350 | 8,100 | 8,460 | 7,000 | 8,070 | 7,850 | 7,400 | 6,880 | 7,400 | E | 16,600 | 0.446 | B | 7.6% |
| Peninsula Dr. - South | Dunlawton Ave. to Marcelle Ave | 1420 | | | No | 0.15 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 4,700 | 4,620 | 4,600 | 3,600 | 2,760 | 3,110 | 4,370 | 4,620 | 5,160 | 4,660 | E | 9,180 | 0.508 | B | -9.7% |
| Peninsula Dr. - South | Marcelle Ave. to Major St. | 1423 | | | No | 0.45 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | - | 2,660 | 1,500 | - | 1,200 | 1,730 | 2,150 | 2,730 | 2,870 | 2,700 | E | 9,180 | 0.294 | B | -6.1% |
| Peninsula Dr. - South | Major St. to Inlet Harbor Rd | 1419 | | | No | 0.55 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | - | - | - | - | - | - | - | 6,630 | 2,630 | 2,520 | E | 9,180 | 0.275 | B | -6.3% |
| Peninsula Dr. - South | Inlet Harbor Rd to Beach Street | 1422 | | | No | 3.00 | 2 | 25 | E+W | UA OCCRAC1 2W 2L U 0L | - | 1,580 | 1,570 | 1,500 | 600 | 1,220 | 1,270 | 1,220 | 1,510 | 980 | E | 9,180 | 0.107 | B | -35.1% |
| Peterson Rd. | Riley Pridgeon Rd. to Emporia/Bischoff | 1433 | | | No | 2.80 | 2 | 35 | E+W | RUA UFH 2W 2L U 0L | 480 | 330 | 370 | 400 | 390 | 390 | 290 | 220 | 320 | 330 | C | 6,480 | 0.051 | A | 3.1% |
| Pineland Tr. | Airport Rd. to Harmony Ave. | 1450 | | | No | 2.50 | 2 | 50 | N+S | TA OCCRAC1 2W 2L U 0L | 210 | 240 | 720 | 750 | 390 | 480 | 440 | 700 | 610 | 570 | E | 9,180 | 0.062 | B | -6.6% |
| Pineland Tr. | Harmony Ave. to US 1 | 1451 | | | No | 2.00 | 2 | 50 | E+W | TA OCCRAC1 2W 2L U 0L | 410 | 440 | 480 | 650 | 280 | 360 | 300 | 260 | 230 | 220 | E | 9,180 | 0.024 | B | -4.3% |
| Pine Tree Dr. | US 1 to Addison Dr | 1440 | | | No | 1.00 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | 2,820 | 2,440 | 2,870 | 3,040 | 2,870 | 3,020 | 2,460 | 2,530 | 2,600 | 2,480 | E | 9,180 | 0.270 | B | -4.6% |
| Pine Tree Dr. | Addison Dr. to Old Dixie Hwy | 1441 | | | No | 1.00 | 2 | 35 | E+W | TA OCCRAC1 2W 2L U 0L | - | 1,760 | 1,510 | 1,870 | 1,650 | 1,880 | 1,660 | 1,740 | 1,420 | 1,250 | E | 9,180 | 0.136 | B | -12.0% |
| Pioneer Tr. | SR 44 to Tomoka Farms Rd | 1461 | | | Yes | 4.00 | 2 | 50 | E+W | RDA UFH 2W 2L U 0L | 2,380 | 2,540 | 2,520 | 2,530 | 2,600 | 2,580 | 2,730 | 3,300 | 3,070 | 3,340 | C | 11,380 | 0.294 | B | 8.8% |
| Pioneer Tr. | Tomoka Farms Rd. Airport Rd | 1464 | | | Yes | 1.40 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | 2,030 | 3,210 | 3,160 | 4,080 | 4,210 | 3,620 | 3,370 | 3,310 | 3,660 | 3,700 | E | 12,710 | 0.291 | B | 1.1% |
| Pioneer Tr. | Airport Rd. to Turnbull Bay Rd. | 1465 | | | Yes | 2.50 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | 1,780 | 3,000 | 3,040 | 3,380 | 3,500 | 2,700 | 2,620 | 2,660 | 2,710 | 2,720 | E | 12,710 | 0.214 | B | 0.4% |
| Pioneer Tr. | Turnbull Bay Rd. to Sugar Mill Dr | 1467 | | | Yes | 1.75 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 2,350 | 3,140 | 3,100 | 3,480 | 3,650 | 2,650 | 2,790 | 2,670 | 2,840 | 2,800 | E | 12,710 | 0.220 | B | -1.4% |
| Pioneer Tr. | Sugar Mill Dr. to Williams Rd. | 1471 | | | Yes | 1.45 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 2,050 | 3,150 | 3,100 | 3,740 | 4,200 | 3,630 | 3,560 | 4,360 | 3,920 | 4,230 | E | 12,710 | 0.333 | B | 7.9% |
| Pioneer Tr. | Williams Rd. to Enterprise Ave | 1473 | | | Yes | 1.05 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 4,520 | 4,700 | 4,020 | 5,590 | 5,460 | 6,430 | 5,920 | 5,830 | 5,300 | 5,340 | E | 12,710 | [illegible] | B | [illegible] |
| Pioneer Tr. | Enterprise Ave. to Jungle Rd | 1474 | | | Yes | 0.60 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 7,540 | 7,330 | 7,270 | 8,810 | 8,850 | 8,410 | 8,680 | 8,870 | 8,300 | 8,220 | E | 12,710 | 0.647 | C | -1.0% |
| Pioneer Tr. | Jungle Rd to Canal St. | 1475 | | | Yes | 0.25 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 8,260 | 2,660 | 2,630 | 2,310 | 2,120 | 2,080 | 2,330 | 2,030 | 1,910 | 1,940 | E | 12,710 | 0.153 | B | 1.6% |
| Wallace Rd. | Canal St to SR 44 | 1655 | | | Yes | 0.25 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | - | - | - | 8,300 | 7,610 | 8,750 | 8,020 | 8,260 | 7,700 | 7,550 | E | 16,680 | 0.453 | B | -1.9% |
| Mission Dr. | SR 44 to Old Mission Rd | 1261 | | | Yes | 0.25 | 3 | 35 | N+S | UA MCCRAC1 2W 2L D WL | 11,210 | 10,230 | 13,380 | 14,040 | 14,620 | 15,700 | 14,310 | 14,100 | 12,420 | 14,190 | E | 35,010 | 0.405 | B | 14.2% |
| Old Mission Rd./Mission Rd. | Old Mission Rd. to Josephine St. | 1354 | | | Yes | 0.75 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | 11,500 | 10,210 | 9,850 | 12,570 | 12,470 | 13,630 | 12,290 | 12,570 | 12,270 | 11,920 | E | 35,010 | 0.340 | B | -2.9% |
| Old Mission Rd. | Josephine St. to Park Ave | 1353 | | | Yes | 0.75 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | 6,760 | 7,240 | 7,040 | 7,530 | 7,430 | 8,040 | 7,530 | 7,350 | 6,920 | 7,230 | E | 12,710 | 0.569 | C | 4.5% |
| Old Mission Rd. | Park Ave. to SR 442 | 1351 | | | Yes | 2.00 | 2 | 45 | N+S | TA MCCRAC1 2W 2L U 0L | 4,160 | 4,500 | 4,380 | 4,660 | 4,640 | 5,400 | 4,400 | 4,380 | 4,190 | 4,250 | E | 12,710 | 0.334 | B | 1.4% |
| Plantation Oaks Blvd. | Old Dixie Highway | | | | No | 1.92 | 0 | | E+W | UA OCCRAC1 2W 2L U WL | - | - | - | - | - | - | - | - | - | - | E | 11,480 | Built NOT Open | | - |
| Plaza Dr. (N. Penin.) | John Anderson Dr. to SR A1A | 1481 | | | No | 1.00 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | - | 170 | 200 | 240 | 240 | 200 | 200 | 190 | 280 | 370 | E | 9,180 | 0.040 | B | 32.1% |
| Plymouth Ave. | Grand Ave. to Hazen Rd. | 1490 | | | Yes | 1.00 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 1,350 | 1,330 | 1,200 | 1,200 | 1,440 | 1,710 | 1,360 | 1,280 | 1,150 | 1,080 | E | 12,710 | 0.085 | B | -6.1% |
| Plymouth Ave. | Hazen Rd. to SR 15A | 1491 | | | Yes | 0.75 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 4,520 | 4,200 | 4,370 | 4,550 | 4,860 | 5,490 | 5,520 | 5,790 | 5,830 | 5,760 | E | 12,710 | 0.453 | B | -1.2% |
| Plymouth Ave. | SR 15A to Stone St. | 1493 | | | Yes | 0.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 10,220 | 10,070 | 10,020 | 9,460 | 10,010 | 10,840 | 10,160 | 9,870 | 10,320 | 10,050 | E | 12,710 | 0.791 | C | -2.6% |
| Plymouth Ave. | Stone St. to Clara Ave | 1495 | | | Yes | 0.55 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 10,820 | 10,760 | 11,090 | 9,020 | 10,530 | 11,050 | 10,250 | 10,700 | 10,460 | 10,490 | E | 12,710 | 0.825 | C | 0.3% |
| Plymouth Ave. | Clara Ave. to US 17/92 | 1497 | | | Yes | 0.20 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U WL | 12,300 | 12,910 | 13,320 | 11,830 | 12,210 | 12,600 | 12,200 | 12,340 | 11,990 | 12,110 | E | 15,890 | 0.762 | C | 1.0% |
| Plymouth Ave. | US 17/92 to Amelia Ave | 1498 | | | Yes | 0.20 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U WL | 9,350 | 9,650 | 9,600 | 8,650 | 9,150 | 9,760 | - | - | - | - | E | 15,890 | - | - | - |
| Plymouth Ave. | Amelia Ave. to Garfield Ave. | 1500 | | | Yes | 0.20 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | 8,060 | 7,160 | 7,350 | 6,450 | 7,040 | 7,400 | 7,100 | 6,960 | 7,000 | 6,440 | E | 12,710 | 0.507 | B | -8.2% |
| Plymouth Ave. | Garfield Ave. to Blue Lake Rd./Jacobs | 1502 | | | Yes | 0.75 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | 5,850 | 6,480 | 6,650 | 5,600 | 5,000 | 6,650 | 6,250 | 6,170 | 6,370 | 5,900 | E | 12,710 | 0.464 | B | -7.4% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ponce DeLeon Blvd. | CR 3 to US 17 | 1511 | | | Yes | 0.65 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 3,160 | 2,840 | 2,550 | 3,000 | 3,440 | 3,080 | 2,590 | 2,680 | 2,400 | 2,500 | E | 12,710 | 0.197 | B | 4.2% |
| Prevatt Ave. | SR 44 to Lake Pearl Dr. | 1523 | | | Yes | 1.80 | 2 | 55 | N+S | TA_MCCRAC1_2W_2L_U_WL | 3,570 | 3,600 | 3,600 | 4,000 | 3,930 | 4,310 | 3,610 | 4,600 | 4,130 | 4,630 | E | 14,640 | 0.316 | B | 12.1% |
| Prevatt Ave. | Lake Pearl Dr. to Kicklighter Rd | 1520 | | | Yes | 1.50 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | 3,680 | 4,350 | 4,140 | 4,420 | 4,300 | 4,670 | 3,840 | 5,020 | 4,600 | 4,630 | C | 15,600 | 0.302 | B | 0.7% |
| Providence Blvd. | Howland Blvd. to Elkcam Blvd. | 1542 | | | Yes | 1.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,430 | 9,500 | 9,820 | 9,440 | 12,830 | 14,270 | 12,670 | 12,300 | 10,040 | 11,960 | E | 15,630 | 0.765 | C | 0.6% |
| Providence Blvd. | Elkcam Blvd. to Ft Smith Blvd. | 1541 | | | Yes | 0.80 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 13,300 | 13,400 | 14,100 | 14,010 | 16,210 | 17,630 | 15,830 | 15,160 | 13,630 | [illegible] | E | 12,710 | [illegible] | F | 7.7% |
| Providence Blvd. | Ft Smith Blvd. to Tivoli Dr. | 1539 | | | Yes | 0.05 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 19,340 | 18,770 | 21,070 | 22,350 | 21,400 | 24,150 | 20,380 | 20,830 | 17,650 | 18,250 | E | 35,010 | 0.559 | B | 7.0% |
| Providence Blvd. | Tivoli Dr. to Saxon Blvd. | 1538 | | | Yes | 0.80 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | 10,040 | 9,620 | 10,270 | 10,550 | 11,080 | 12,210 | 9,400 | 9,650 | 9,070 | 9,600 | E | 16,680 | 0.570 | C | 10.7% |
| Providence Blvd. | Saxon Blvd. to Normandy Blvd | 1535 | | | Yes | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 11,510 | 11,470 | 11,600 | 12,110 | 11,060 | 12,320 | 9,400 | 9,080 | 8,930 | 9,860 | E | 12,710 | 0.776 | C | 10.4% |
| Providence Blvd. | Normandy Blvd. to Anderson Dr. | 1534 | | | Yes | 0.80 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 14,910 | 15,530 | 15,090 | 16,600 | 15,310 | 17,090 | 13,440 | 14,400 | 12,050 | [illegible] | E | 12,710 | [illegible] | F | 11.3% |
| Providence Blvd. | Anderson Dr. to Doyle Rd. | 1530 | | | Yes | 0.55 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 11,770 | 13,370 | 13,530 | 13,700 | 13,250 | 14,690 | 11,660 | 11,670 | 10,900 | 12,270 | E | 12,710 | 0.965 | E | 12.6% |
| Raulerson Rd. # 1 | US 17 to Browning Rd. | 1550 | | | No | 1.20 | 2 | 35 | E+W | RUA_UFH_2W_2L_U_0L | 310 | 250 | 240 | 310 | 310 | 330 | 300 | 310 | 310 | 250 | C | 8,450 | 0.030 | A | -19.4% |
| Raulerson Rd. | US 17 to Bunnell Rd./CR 305 | 1552 | | | No | 1.70 | 2 | 30 | E+W | RUA_UFH_2W_2L_U_0L | 370 | 500 | 540 | 440 | 470 | 500 | 350 | 320 | 380 | 250 | C | 8,450 | 0.030 | A | -34.2% |
| Reed Canal Rd. | Clyde Morris Blvd. to SR5A/Nova Rd. | 1561 | | | Yes | 0.80 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 6,350 | 8,500 | 8,400 | 7,430 | 7,040 | 8,070 | 6,160 | 5,650 | 5,890 | 5,810 | E | 12,710 | 0.457 | B | -1.4% |
| Reed Canal Rd. | SR5A/Nova Rd. to Saula St. | 1562 | | | Yes | 0.65 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 11,040 | 14,240 | 14,040 | 11,160 | 11,230 | 11,690 | 11,110 | 10,200 | 9,960 | 9,490 | E | 12,710 | 0.747 | C | -4.7% |
| Reed Canal Rd. | Saula St. to US 1 | 1564 | | | Yes | 0.90 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 10,310 | 11,160 | 11,010 | 10,390 | 10,460 | 10,850 | 8,780 | 9,380 | 8,850 | 8,570 | E | 12,710 | 0.674 | C | -3.2% |
| Reed Ellis Rd. | Enterprise-Osteen Rd. to SR 415 | 1571 | | | Yes | 2.10 | 2 | 45 | E+W | TA_MCCRAC1_2W_2L_U_0L | 1,610 | 1,760 | 1,700 | 1,650 | 1,650 | 1,450 | 1,470 | 1,510 | 1,470 | 1,510 | E | 12,710 | 0.119 | B | 2.7% |
| Relia St. | Grand Ave. to US 17 | 1580 | | | Yes | 0.15 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,040 | 900 | 850 | 910 | 800 | 880 | 860 | 830 | 840 | 750 | E | 12,710 | 0.059 | B | -10.7% |
| Reynolds Rd | US 17 to SR 11 | 1590 | | | Yes | 4.40 | 2 | 35 | E+W | RUA_UFH_2W_2L_U_0L | 1,690 | 1,680 | 1,630 | 1,570 | 1,420 | 1,320 | 1,360 | 1,450 | 1,410 | 1,160 | E | 6,450 | 0.170 | A | -17.7% |
| Rhode Island Ave. | Westside Connector to Sparkman Ave | 1598 | | | Yes | 1.00 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | 4,570 | 5,300 | E | 10,680 | 0.321 | B | - |
| Rhode Island Ave. | Sparkman Ave to Carpenter Ave | 1599 | | | Yes | 1.00 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | 6,360 | 7,000 | E | 10,680 | 0.420 | B | - |
| Rhode Island Ave. | Carpenter Ave to US 17/92 | 1600 | | | Yes | 1.00 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | 6,540 | 7,060 | E | 10,680 | 0.424 | B | - |
| Rhode Island Ave. | US 17/92 to Veteran's Memorial Pkwy. | 1601 | | | No | 2.60 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 6,650 | 7,060 | 6,710 | 6,110 | 6,240 | 6,010 | 6,040 | 7,090 | 7,280 | 8,990 | E | 12,710 | 0.707 | C | 23.5% |
| Rhode Island Ave. | Veteran's Memorial Pkwy. to Normandy | | | | Yes | 1.80 | 0 | | E+W | UA_MCCRAC1_2W_2L_U_0L | - | - | - | - | - | - | - | - | - | - | E | 12,710 | - | - | - |
| Riley Pridgeon Rd. | Peterson Rd. to SR 40 | 1610 | | | No | 2.55 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_0L | 470 | 320 | 320 | 870 | 910 | 1,080 | 410 | 430 | 460 | 450 | C | 6,480 | 0.074 | A | -2.0% |
| River Dr. | John Anderson Dr. to SR A1A | 1621 | | | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 350 | 330 | 400 | 330 | 360 | 420 | 230 | 270 | 270 | 310 | E | 9,180 | 0.034 | B | 14.8% |
| Riverside Dr. (NSB) | SR 44 (N. Causeway) to SR A1A (S. C | 1635 | | | No | 0.20 | 2 | 25 | N+S | UA_OCCRAC1_2W_2L_U_0L | 5,810 | 3,200 | 3,060 | 4,200 | 4,040 | 3,070 | 4,160 | 3,850 | 2,600 | 3,640 | E | 9,180 | 0.397 | B | 40.0% |
| Halifax/Riverside Dr. (PO) | Dunlawton Ave. to Commonwealth Ave | 604 | | | No | 1.50 | 2 | 25 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,340 | 1,310 | 1,320 | 1,230 | 1,400 | 1,560 | 1,110 | 1,350 | 1,850 | 1,650 | E | 9,180 | 0.180 | B | -10.8% |
| Riverside Dr. (PO) | Commonwealth Ave. to Main St | 1630 | | | No | 1.20 | 2 | 25 | N+S | UA_OCCRAC1_2W_2L_U_0L | under CST | 750 | 750 | 1,030 | 840 | 960 | 700 | 640 | 720 | 590 | E | 9,180 | 0.064 | B | -18.1% |
| Samsula Dr. | Pioneer Tr. to SR 44 | 1651 | | | Yes | 2.60 | 2 | 45 | N+S | TA_MCCRAC1_2W_2L_U_0L | 1,370 | 1,350 | 1,310 | 1,740 | 1,500 | 1,570 | 1,270 | 1,250 | 1,330 | 1,430 | E | 12,710 | 0.113 | B | 7.5% |
| Sandra Dr. | John Anderson Dr. to SR A1A | 1661 | | | No | 1.00 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 250 | 280 | 220 | 230 | 220 | 270 | 260 | 250 | 270 | 270 | E | 9,180 | 0.029 | B | 0.0% |
| Saxon Blvd. | Rail Station to Westside Connector | | | | Yes | 0.62 | 0 | 40 | E+W | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | - | - | E | 16,680 | - | - | - |
| Saxon Blvd. | Westside Connector to US 17/92 | | | | Yes | 1.30 | 0 | 40 | E+W | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | - | - | E | 16,680 | - | - | - |
| Saxon Blvd. | US 17/92 to Enterprise Rd | 1671 | | | Yes | 0.65 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 16,630 | 16,940 | 16,650 | 17,070 | 14,720 | 16,160 | 15,170 | 16,730 | 16,730 | 14,450 | E | 35,010 | 0.413 | B | -13.6% |
| Saxon Blvd. | Enterprise Rd. to Veterans Memorial P | 1673 | | | Yes | 0.60 | 6 | 45 | E+W | UA_MCCRAC2_2W_6L_D_WL | 31,000 | 35,900 | 35,540 | 35,700 | 32,650 | 32,130 | 30,170 | 34,710 | 32,160 | 30,370 | E | 39,690 | 0.765 | D | -5.6% |
| Saxon Blvd. | VMP to FDOT Park & Ride | 1674 | | | Yes | 0.30 | 6 | 45 | E+W | UA_MCCRAC2_2W_6L_D_WL | 41,710 | 45,220 | 47,320 | 49,000 | 45,170 | 44,450 | 41,750 | 43,000 | 41,820 | 40,000 | E | 39,690 | 1.009 | F | -4.4% |
| Saxon Blvd. | FDOT Park & Ride to I-4 | 1665 | | | Yes | 0.30 | 4 | 45 | E+W | UA_MCCRAC2_2W_4L_D_WL | 41,710 | 45,220 | 47,320 | 49,000 | 45,170 | 39,700 | 37,300 | 40,600 | 44,600 | [illegible] | E | 31,580 | [illegible] | F | -5.0% |
| Saxon Blvd. | I-4 to Finland Dr. | 1675 | | | Yes | 0.35 | 4 | 40 | E+W | UA_MCCRAC2_2W_4L_D_WL | 41,160 | 48,800 | 49,640 | 50,330 | 45,250 | 48,800 | 44,040 | 45,600 | 40,640 | [illegible] | E | 31,580 | [illegible] | F | 1.4% |
| Saxon Blvd. | Finland Dr. to Normandy Blvd. | 1676 | | | Yes | 0.35 | 4 | 40 | E+W | UA_MCCRAC2_2W_4L_D_WL | 37,200 | 40,710 | 43,410 | 44,400 | 40,010 | 33,600 | 35,330 | 35,600 | 37,600 | [illegible] | E | 31,580 | [illegible] | F | -4.9% |
| Saxon Blvd. | Normandy Blvd. to Tivoli Dr. | 1677 | | | Yes | 1.25 | 4 | 40 | E+W | UA_MCCRAC1_2W_4L_D_WL | 27,720 | 24,330 | 26,410 | 28,350 | 25,440 | 24,600 | 23,470 | 23,600 | 25,550 | 24,160 | E | 35,010 | 0.690 | B | -5.4% |
| Saxon Blvd. | Tivoli Dr. to Providence Blvd. | 1679 | | | Yes | 0.90 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 9,340 | 10,510 | 11,430 | 12,560 | 11,020 | 10,620 | 9,600 | 10,560 | 10,200 | 9,720 | E | 12,710 | 0.765 | C | -4.7% |
| Saxon Blvd. | Providence Blvd. to Normandy Blvd. | 1681 | | | Yes | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 7,600 | 8,740 | 9,020 | 9,600 | 10,040 | 10,700 | 8,130 | 8,540 | 8,210 | 7,530 | E | 12,710 | 0.597 | C | -7.0% |
| Saxon Blvd. | Normandy Blvd. to Doyle Rd. | 1684 | | | Yes | 1.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_0L | 6,250 | 6,210 | 6,120 | 6,700 | 6,700 | 7,300 | 5,650 | 5,690 | 5,580 | 5,420 | E | 12,710 | 0.426 | B | -2.6% |
| Saxon Dr. (NSB) | 3rd Ave/SR A1A to 27th Ave. | 1695 | | | No | 1.75 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_0L | 5,700 | 4,650 | 4,640 | 5,600 | 5,570 | 5,750 | 5,340 | 5,600 | 5,700 | 5,300 | E | 9,180 | 0.587 | C | -6.4% |
| Saxon Dr. (NSB) | 27th Ave. to Hiles Blvd. | 1693 | | | No | 1.55 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_0L | 2,700 | 2,440 | 2,400 | 2,650 | 2,600 | 2,600 | 2,400 | 2,040 | 2,680 | 2,460 | E | 9,180 | 0.270 | B | -13.9% |
| Saxon Dr. (NSB) | Hiles Blvd. to SR A1A | 1691 | | | No | 0.55 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_0L | 780 | 630 | 630 | 700 | 680 | 800 | 700 | 810 | 900 | 770 | E | 9,180 | 0.084 | B | -14.4% |
| Shell Rd. | Highbanks Rd. to Sanford Ave. | 1701 | | | No | 1.10 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 2,040 | 2,000 | 2,130 | 2,210 | 2,180 | 2,100 | 2,150 | 2,090 | 1,870 | 2,150 | E | 9,180 | 0.234 | B | 15.0% |
| Shell Rd. | Sanford Ave. to Benson Junction Rd. | 1700 | | | No | 0.70 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 510 | 800 | 650 | 1,300 | 1,770 | [illegible] | [illegible] | [illegible] | [illegible] | 1,510 | E | 9,180 | 0.164 | B | 3.4% |
| Sparkman Ave. | Minnesota Ave. to New York Ave. W. | 1723 | | | No | 0.45 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 840 | 910 | 990 | 1,120 | 1,250 | 1,420 | 1,020 | 1,140 | 1,160 | 1,150 | E | 9,180 | 0.125 | B | -0.9% |
| Sparkman Ave. | New York Ave. W. to French Ave. | 1722 | | | No | 0.75 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,620 | 1,640 | 1,600 | 1,720 | 1,650 | 2,060 | 1,500 | 1,600 | 1,650 | 1,670 | E | 9,180 | 0.182 | B | 1.2% |
| Sparkman Ave. | French Ave. to Blue Springs Ave. | 1721 | | | No | 0.65 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,640 | 1,800 | 2,140 | 2,080 | 2,240 | 2,600 | 2,080 | 2,220 | 2,330 | 2,880 | E | 9,180 | 0.314 | B | 23.6% |
| Sparkman Ave. | Blue Springs Ave. to Rhode Island Ave | 1720 | | | No | 0.60 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 400 | 350 | 360 | 530 | 510 | 600 | 600 | 770 | 980 | 1,620 | E | 9,180 | 0.176 | B | 65.3% |
| Spring Garden Ave. | Beresford Ave. to Beresford Rd. West | 1732 | | | Yes | 0.60 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | - | 2,350 | 2,390 | 2,270 | 2,550 | 2,490 | 2,390 | 2,250 | 1,940 | 2,030 | E | 12,710 | 0.160 | B | 4.6% |
| Spring Garden Ave. | Beresford Rd. West to McGregor Rd. | 1731 | | | Yes | 0.80 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 2,500 | 2,610 | 2,650 | 2,350 | 2,040 | 2,700 | 2,530 | 2,450 | 2,260 | 2,320 | E | 12,710 | 0.183 | B | 2.7% |
| Spring Garden Ranch Rd. | US 17 to Arrendonda Grant Rd. | 1740 | | | Yes | 1.85 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 3,100 | 2,600 | 2,480 | 3,240 | 3,040 | 2,700 | 2,930 | 3,220 | 2,860 | 2,910 | E | 12,710 | 0.229 | B | 1.7% |
| Spring Garden Ranch Rd. | Arrendonda Grant Rd. to Reynolds Rd. | 1742 | | | No | 1.80 | 2 | 35 | E+W | RUA_UFH_2W_2L_U_0L | 420 | 520 | 480 | 540 | 470 | 450 | 350 | 470 | 370 | 390 | C | 8,400 | 0.050 | A | 5.4% |
| Spruce Creek Rd. | Dunlawton Ave. to Commonwealth Blvd | 1756 | | | Yes | 1.05 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 8,040 | 11,230 | 10,660 | 9,280 | 9,470 | 9,210 | 7,500 | 7,230 | 7,260 | 6,950 | E | 12,710 | 0.547 | C | -4.7% |
| Spruce Creek Rd. | Commonwealth Blvd. to SR5A/Nova R | 1752 | | | Yes | 0.60 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 13,070 | 13,030 | 12,650 | 12,130 | 12,230 | 12,170 | 10,650 | 10,460 | 9,310 | 9,960 | E | 12,710 | 0.784 | C | 7.0% |
| Spruce Creek Rd. | SR5A/Nova Rd. to Taylor Rd. | 1751 | | | Yes | 0.75 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 15,620 | 16,050 | 18,500 | 19,920 | 20,470 | 20,140 | 15,770 | 17,650 | 16,700 | 16,350 | E | 35,010 | 0.467 | B | -2.4% |
| Stone St. | Mercers Fernery Rd. to CR 92/15B | 1773 | | | Yes | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 640 | 650 | 650 | 610 | 730 | 760 | 560 | 610 | 610 | 540 | E | 12,710 | 0.042 | B | -11.5% |
| Stone St. | CR 92 to Plymouth Ave. | 1776 | | | Yes | 0.60 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 5,610 | 5,240 | 5,170 | 5,430 | 6,370 | 6,650 | 6,100 | 5,600 | 6,210 | 5,540 | E | 12,710 | 0.436 | B | -10.8% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sugar Mill Dr. | Pioneer Tr. to SR 44 | 1781 | | | Yes | 1.30 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_OL | 2,680 | 2,630 | 2,560 | 3,240 | 3,130 | 2,760 | 2,370 | 2,520 | 2,450 | 2,370 | E | 12,710 | 0.186 | B | -3.3% |
| Summit Ave. | SR 44 to Main St. | 1791 | | | Yes | 2.20 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_OL | 4,210 | 4,840 | 4,640 | 3,600 | 2,880 | 3,160 | 4,680 | 4,680 | 5,630 | 5,280 | E | 12,710 | 0.415 | B | -6.2% |
| Surfside Dr. | John Anderson Dr. to SR A1A | 1801 | | | No | 0.35 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_OL | 380 | 450 | 410 | 430 | 340 | 370 | 370 | 330 | 450 | 350 | E | 9,180 | 0.038 | B | -22.2% |
| Taylor Rd. (CO) | Tomoka Farms Rd. to Spruce Creek B | 1810 | | Yes | Yes | 0.70 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_WL | 8,210 | 7,080 | 7,620 | 8,330 | 8,670 | 8,520 | 7,480 | 5,600 | 7,510 | 7,170 | E | 15,890 | 0.451 | B | -4.5% |
| Taylor Rd. (CO) | Spruce Creek Blvd. to Crane Lake Blvd | 1811 | | Yes | Yes | 1.10 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_WL | 12,230 | 11,140 | 11,140 | 12,400 | 12,770 | 12,480 | 10,680 | 10,700 | 10,610 | 9,790 | E | 15,890 | 0.616 | C | -7.7% |
| Taylor Rd. (CO) | Crane Lake Blvd. to Summertree Rd. | 1812 | | Yes | Yes | 0.75 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_WL | 16,310 | 15,670 | 15,560 | 18,680 | 19,390 | 18,650 | 16,670 | 13,600 | 14,290 | 14,570 | E | 15,890 | 0.917 | D | 2.0% |
| Taylor Rd. (CO) | Summertree Rd. to Williamson Blvd. | 1813 | | Yes | Yes | 0.20 | 4 | 45 | E+W | UA_MCCRAC1_2W_4L_D_WL | 18,580 | 17,160 | 16,080 | 20,560 | 20,960 | 20,330 | - | 16,340 | 14,630 | 15,100 | E | 35,010 | 0.434 | B | 3.0% |
| Taylor Rd. (CO) | Williamson Blvd. to I-95 (at Dunlawton | 1814 | | Yes | Yes | 0.15 | 5 | 45 | E+W | UA_MCCRAC3_2W_5L_D_WL | 34,680 | 30,940 | 30,510 | 37,380 | 30,740 | 37,180 | 33,230 | 33,600 | 36,860 | 36,170 | E | 36,045 | 1.003 | F | -2.1% |
| Taylor Rd. (PO) | Dunlawton Ave. to Clyde Morris Blvd. | 1823 | | | Yes | 0.55 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 11,010 | 11,600 | 11,590 | 14,160 | 14,380 | 12,910 | 13,400 | 12,800 | 12,660 | 12,980 | E | 12,710 | 1.021 | F | 0.6% |
| Taylor Rd. (PO) | Clyde Morris Blvd. to Hensel Rd | 1824 | | | Yes | 0.50 | 4 | 45 | E+W | UA_MCCRAC1_2W_4L_D_WL | 19,260 | 19,080 | 18,650 | 21,300 | 21,810 | 19,460 | 19,670 | 19,620 | 18,500 | 19,530 | E | 35,010 | 0.558 | B | 5.1% |
| Taylor Rd. (PO) | Hensel Rd. Spruce Creek Rd. | 1826 | | | Yes | 1.00 | 4 | 45 | E+W | UA_MCCRAC1_2W_4L_D_WL | 13,720 | 16,380 | 15,180 | 17,420 | 16,110 | 14,880 | 16,620 | 15,720 | 15,270 | 15,600 | E | 35,010 | 0.446 | B | 2.2% |
| Taylor Rd. (DL) | US 17/92 to Stratford Dr. | 1816 | | | Yes | 0.80 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 4,880 | 5,360 | 5,660 | 5,770 | 5,600 | 5,650 | 6,590 | 6,240 | 5,820 | 5,740 | E | 12,710 | 0.452 | B | -1.4% |
| Taylor Rd. (DL) | Stratford Dr. to Blue Lake Ave. | 1818 | | | Yes | 0.85 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_WL | 4,000 | 4,340 | 4,290 | 4,520 | 4,130 | 4,280 | 5,490 | 5,180 | 4,710 | 4,750 | E | 15,890 | 0.289 | B | 0.8% |
| Taylor Rd. (DL) | Blue Lake Ave. to Martin Luther King B | 1819 | | | Yes | 0.80 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,340 | 3,640 | 3,800 | 4,250 | 3,950 | 4,120 | 5,160 | 4,790 | 4,590 | 4,730 | E | 12,710 | 0.372 | B | 3.1% |
| Taylor Rd. (NSB) | Glencoe Rd. to Mission Rd | 1821 | | | No | 0.75 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_OL | 1,220 | 1,570 | 1,550 | 1,770 | 1,450 | 1,590 | 1,550 | 1,340 | 1,480 | 1,550 | E | 9,180 | 0.169 | B | 4.7% |
| Tivoli Dr. | Normandy Blvd. to Saxon Blvd. | DLT-125,000 | | | No | 0.60 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 3,810 | 3,700 | 4,010 | 4,200 | - | 4,086 | 3,614 | | - | - | E | 12,710 | - | - | - |
| Tivoli Dr. | Saxon Blvd. to Providence Blvd | DLT-125,020 | | | No | 0.65 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 10,180 | 11,590 | 12,590 | 12,690 | - | 12,272 | 13,735 | | - | - | E | 12,710 | - | - | - |
| Tomoka Farms Rd. | LPGA Blvd. (north end) to Dunn Ave. | 1849 | | | Yes | 1.90 | 2 | 40 | N+S | UA_UFH_2W_2L_U_OL | - | 3,670 | 3,730 | 4,040 | 4,090 | 3,630 | 3,700 | 3,330 | 3,810 | 3,770 | E | 22,320 | 0.169 | B | -1.0% |
| Tomoka Farms Rd. | Dunn Ave. to US 92 | 1848 | | | Yes | 1.90 | 2 | 40 | N+S | UA_UFH_2W_2L_U_OL | - | 1,760 | 1,640 | 1,830 | 1,890 | 2,470 | 2,600 | 3,080 | 3,350 | 3,550 | E | 22,320 | 0.159 | B | 6.0% |
| Tomoka Farms Rd. | US 92 to Shunz Rd. | 1847 | | | Yes | 3.02 | 2 | 40 | N+S | UA_UFH_2W_2L_U_OL | 5,040 | 6,370 | 6,170 | 6,410 | 6,740 | 6,580 | 7,200 | 6,110 | 5,920 | 5,300 | E | 22,320 | 0.237 | B | -10.5% |
| Tomoka Farms Rd. | Shunz Rd. to Townwest Blvd | 1845 | | | Yes | 1.50 | 2 | 50 | N+S | UA_UFH_2W_2L_U_OL | 4,070 | 5,110 | 4,650 | 5,040 | 6,160 | 4,690 | 5,470 | 4,010 | 5,470 | 5,870 | E | 22,320 | 0.263 | B | 7.3% |
| Tomoka Farms Rd. | Townwest Blvd to Taylor Rd. | 1844 | | | Yes | 1.45 | 2 | 50 | N+S | UA_UFH_2W_2L_U_OL | 7,120 | 5,980 | 5,770 | 6,480 | 6,800 | 5,030 | 6,550 | 5,500 | 5,970 | 5,780 | E | 22,320 | 0.259 | B | -3.2% |
| Tomoka Farms Rd. | Taylor Rd. to Pioneer Tr | 1843 | | Yes | Yes | 2.60 | 2 | 50 | N+S | UA_UFH_2W_2L_U_OL | 9,410 | 8,420 | 8,140 | 8,520 | 8,630 | 9,060 | 9,590 | 7,910 | 9,180 | 9,330 | E | 22,320 | 0.418 | C | 1.6% |
| Tomoka Farms Rd. | Pioneer Tr to SR 44 | 1840 | | Yes | Yes | 2.20 | 2 | 50 | N+S | RDA_UFH_2W_2L_U_OL | 4,930 | 6,020 | 5,840 | 5,310 | 5,550 | 5,290 | 6,740 | 5,000 | 4,700 | 4,510 | C | 11,390 | 0.397 | B | -4.0% |
| Town West Blvd. | Tomoka Farms Rd. to Williamson Blvd | 1850 | | | No | 1.50 | 2 | 40 | E+W | UA_OCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | 14,200 | 3,240 | 3,570 | E | 12,050 | 0.296 | B | |
| Turnbull Bay Rd. | Pioneer Tr. to Williams Rd. | 1863 | | | Yes | 2.80 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_OL | 2,800 | 2,980 | 2,870 | 3,120 | 3,130 | 3,290 | 3,020 | 3,210 | 3,340 | 2,950 | E | 12,710 | 0.232 | B | -11.7% |
| Turnbull Bay Rd. | Williams Rd. to Industrial Park Ave. | 1865 | | | Yes | 1.20 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_OL | 3,560 | 3,710 | 3,560 | 4,130 | 3,640 | 4,030 | 3,810 | 3,140 | 3,350 | 3,080 | E | 12,710 | 0.242 | B | -8.1% |
| Turnbull Bay Rd. | Industrial Park Ave. to US 1 | 1867 | | | Yes | 0.85 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 4,130 | 5,110 | 4,940 | 4,810 | 4,550 | 4,700 | 4,560 | 4,510 | 4,720 | 4,090 | E | 12,710 | 0.322 | B | -13.3% |
| Tymber Creek Rd. | Broadway Ave./US 1 to Airport Rd | 1883 | | | Yes | 4.20 | 2 | 40 | N+S | TA_MCCRAC1_2W_2L_U_OL | 1,050 | 1,250 | 1,380 | 1,440 | 2,000 | 2,350 | 1,450 | 1,580 | 1,820 | 1,760 | E | 12,710 | 0.138 | B | -3.0% |
| Tymber Creek Rd. | Airport Rd. to Tymber Run | 1882 | | | Yes | 0.80 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | 7,320 | 7,580 | 8,960 | 8,980 | 8,880 | 8,830 | 7,290 | 8,440 | 8,240 | 8,000 | E | 15,890 | 0.503 | B | -2.9% |
| Tymber Creek Rd. | Tymber Run to SR 40 | 1881 | | | Yes | 0.50 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,970 | 10,880 | 13,010 | 13,910 | 13,690 | 15,080 | 13,020 | 13,470 | 12,320 | 12,880 | E | 15,890 | 0.811 | C | 4.5% |
| Tymber Creek Rd. | SR 40 to Riverbend Rd. | 1880 | | | Yes | 0.45 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 840 | 900 | 1,020 | 1,030 | 840 | 830 | 820 | 670 | 740 | 770 | E | 12,710 | 0.061 | B | 4.1% |
| Van Ave. | Peninsula Dr. to SR A1A | 1890 | | | No | 0.20 | 2 | 25 | E+W | UA_OCCRAC1_2W_2L_U_OL | 620 | 490 | 520 | 620 | 580 | 700 | 660 | 500 | 420 | 630 | E | 9,180 | 0.069 | B | 50.0% |
| Volco Rd. | Cow Creek Rd. to Beacon Light Rd. | 1920 | | | Yes | 2.50 | 2 | 30 | N+S | RUA_UFH_2W_2L_U_OL | 430 | 350 | 320 | 290 | 280 | 230 | 240 | 150 | 220 | 270 | C | 6,460 | 0.042 | A | 22.7% |
| Volco Rd. | Beacon Light Rd. to 35th St | 1921 | | | Yes | 1.40 | 2 | 45 | N+S | TA_MCCRAC1_2W_2L_U_OL | 290 | 390 | 360 | 420 | 370 | 330 | 390 | 410 | 400 | 460 | E | 12,710 | 0.036 | B | 15.0% |
| Volco Rd. | 35th St. to US 1 | 1922 | | | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 1,160 | 1,760 | 1,690 | 1,780 | 1,840 | 1,470 | 1,410 | 1,020 | 1,420 | 1,860 | E | 12,710 | 0.146 | B | 31.0% |
| Voorhis Ave. | US 17/92 to Amelia Ave. | 1931 | | | Yes | 0.20 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 5,170 | 5,360 | 5,090 | 5,230 | 5,000 | 5,300 | 4,130 | 4,030 | 3,760 | 3,940 | E | 12,710 | 0.310 | B | 4.2% |
| Voorhis Ave. | Amelia Ave. to Hill Ave. | 1933 | | | Yes | 1.00 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,110 | 3,370 | 3,190 | 3,440 | 3,430 | 3,800 | 3,240 | 3,260 | 3,000 | 3,060 | E | 12,710 | 0.241 | B | 2.0% |
| Voorhis Ave. | Hill Ave. to Blue Lake Ave. | 1934 | | | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,000 | 3,320 | 3,150 | 3,390 | 3,200 | 3,760 | 3,100 | 3,130 | 2,950 | 3,030 | E | 12,710 | 0.239 | B | 2.4% |
| Voorhis Ave. | Blue Lake Ave. to SR 44 | 1935 | | | Yes | 0.60 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 2,850 | 3,530 | 3,330 | 3,390 | 3,420 | 3,770 | 3,200 | 3,600 | 3,130 | 3,340 | E | 12,710 | 0.263 | B | 6.7% |
| Walter Boardman Ln. | Old Dixie Hwy. to Highbridge Rd. | 1900 | | | Yes | 1.20 | 2 | 30 | E+W | TA_UFH_2W_2L_U_OL | 2,390 | 3,000 | 3,100 | 3,330 | 2,740 | 2,830 | 2,590 | 2,020 | 2,620 | 2,390 | E | 21,440 | 0.111 | B | -8.1% |
| Wayne Ave. (NSB) | Halleck St. to US 1 | 1970 | | | Yes | 1.00 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 4,630 | 6,160 | 6,030 | 6,030 | 6,300 | 6,200 | 6,400 | 6,400 | 6,430 | 6,390 | E | 12,710 | 0.503 | B | -0.6% |
| Westside Parkway (new/Fatio) | SR 44 to Beresford Ave. | 1979 | | | Yes | 1.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_OL | 120 | 140 | 160 | 130 | 100 | 100 | - | 80 | 110 | 80 | E | 12,710 | 0.006 | B | -27.3% |
| Westside Parkway (Fatio Rd.) | Beresford Ave. to McGregor Rd. | 1978 | | | Yes | 2.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_OL | 620 | 1,380 | 1,430 | 1,570 | 1,070 | 1,050 | 1,040 | 1,500 | 1,370 | 1,450 | E | 12,710 | 0.114 | B | 5.8% |
| Westside Parkway (new) | McGregor Rd. to existing Hamilton/Fa | 1977 | | | Yes | 2.00 | 0 | 40 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | - | - | - | - | - | - | E | 12,710 | - | - | - |
| Westside Parkway (Hamilton Ave.) | Hamilton Ave. (north end) to French Av | 1976 | | | Yes | 1.20 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | [illegible] | E | 12,710 | 0.101 | B | 5.7% |
| Westside Parkway (Lawton Ave.) | French Ave. to Rhode Island Ave. | 1975 | | | Yes | 1.25 | 0 | 25 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | - | - | - | - | - | - | E | 12,710 | - | - | - |
| Westside Parkway (new) | Rhode Island Ave. to Debary Plantation | 1974 | | | Yes | 1.40 | 0 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | - | - | - | - | - | - | E | 12,710 | - | - | - |
| Westside Parkway (Don Smith Blvd) | DeBary Plantation Blvd. to Highbanks | 1972 | | | Yes | 1.2 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | - | - | 5,600 | 6,060 | 1,120 | 1,490 | 1,760 | 1,710 | 1,870 | E | 12,710 | 0.147 | B | 9.4% |
| W. Volusia Bltwy (Kepler Rd) | Northern terminus to US 92 | 1040 | | | No | 0.60 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | 1,650 | 1,740 | 1,840 | 1,930 | 1,930 | 1,660 | 1,510 | 1,360 | 1,560 | E | 12,710 | 0.123 | B | 14.7% |
| W. Volusia Bltwy (Kepler Rd) | US 92 to Minnesota Ave. | 1651 | | | Yes | 1.60 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_WL | 13,710 | 13,470 | 13,140 | 14,840 | 15,350 | 15,220 | 13,640 | 12,400 | 12,820 | 12,130 | E | 15,890 | 0.763 | C | -5.4% |
| W. Volusia Bltwy (Kepler Rd) | Minnesota Ave. to SR 44 | 1649 | | | Yes | 0.75 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_WL | 14,170 | 14,280 | 13,060 | 16,690 | 17,400 | 17,310 | 17,000 | 14,160 | 13,830 | 14,310 | E | 15,890 | 0.901 | D | 3.0% |
| W. Volusia Bltwy (Kepler Rd) | SR 44 to Beresford Ave. Ext. | 1646 | | | Yes | 0.75 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,630 | 11,260 | 10,680 | 12,600 | 12,650 | 12,870 | 12,090 | 8,720 | 10,690 | 10,260 | E | 15,890 | 0.646 | C | -3.2% |
| W. Volusia Bltwy (Dr MLK Jr) | Beresford Ave. Ext. to Taylor Rd. | 1645 | | | Yes | 1.10 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,260 | 11,210 | 10,040 | 11,700 | 11,650 | 11,710 | 10,070 | 9,650 | 10,370 | 9,940 | E | 15,890 | 0.626 | C | -4.1% |
| W. Volusia Bltwy (Dr MLK Jr) | Taylor Rd. to Orange Camp Rd. | 1643 | | | Yes | 1.00 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 12,000 | 11,330 | 11,040 | 14,060 | 14,560 | 14,410 | 15,020 | 12,700 | 11,910 | 11,240 | E | 15,890 | 0.707 | C | -5.6% |
| W. Volusia Bltwy (Dr MLK Jr) | Orange Camp Rd. to Cassadaga Rd. | 1642 | | | Yes | 1.40 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,670 | 11,200 | 10,630 | 12,760 | 13,030 | 12,730 | 13,180 | 10,500 | 11,040 | 9,940 | E | 15,890 | 0.626 | C | -10.0% |
| W. Volusia Bltwy (Dr MLK Jr) | Cassadaga Rd. to SR 472 | 1640 | | | Yes | 0.20 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 12,070 | 12,340 | 12,090 | 14,000 | 14,270 | 14,220 | 13,210 | 11,660 | 11,630 | 10,010 | E | 15,890 | 0.630 | C | -10.3% |
| W. Volusia Bltwy (Kentucky Ave) | SR 472 to Graves Ave | 1030 | | | Yes | 0.60 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 8,610 | 8,810 | 8,270 | 11,160 | 12,440 | 10,440 | 9,060 | 8,740 | 9,110 | 7,970 | E | 15,890 | 0.502 | B | -12.5% |
| W. Volusia Bltwy (Veteran's Memo | Graves Ave. to Rhode Island Ave. | 1802 | | | Yes | 1.50 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_D_WL | 12,720 | 11,740 | 11,760 | 13,400 | 13,600 | 13,610 | 13,570 | 13,860 | 13,050 | 14,100 | E | 16,680 | 0.845 | C | 8.0% |
| W. Volusia Bltwy (Veteran's Memo | Rhode Island Ave. to Harley Strickland | 1801 | | | Yes | 1.22 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 15,020 | 13,760 | 13,760 | 17,100 | 17,570 | 18,100 | 18,910 | 14,740 | 15,530 | 13,810 | E | 15,890 | 0.869 | C | -11.1% |
| W. Volusia Bltwy (Veteran's Memo | Harley Strickland Blvd. to Saxon Blvd. | 1800 | | | Yes | 0.30 | 4 | 40 | N+S | UA_MCCRAC1_2W_4L_D_WL | 21,740 | 19,970 | 19,330 | 22,100 | 22,970 | 22,330 | 23,130 | 18,450 | 18,650 | 18,720 | E | 35,010 | 0.535 | B | 0.3% |
| Williams Rd. | Turnbull Bay Rd. to Mooneyham Dr. | 1881 | | | No | 0.50 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_OL | 1,270 | 1,310 | 1,290 | 1,350 | 1,290 | 1,270 | 1,440 | 1,520 | 1,520 | 1,430 | E | 9,180 | 0.156 | B | -5.9% |
| Williams Rd. | Mooneyham Dr. to Pioneer Tr. | 1880 | | | No | 1.50 | 2 | 40 | N+S | UA_OCCRAC1_2W_2L_U_OL | 1,460 | 1,530 | 1,510 | 1,550 | 1,480 | 1,430 | 1,580 | 1,700 | 1,640 | 1,770 | E | 9,180 | 0.193 | B | 7.9% |
| Williamson Blvd. | SR 40 to Hand Ave. | 2004 | | | Yes | 0.60 | 4 | 40 | N+S | UA_MCCRAC1_2W_4L_D_WL | 16,170 | 18,830 | 19,040 | 21,200 | 20,880 | 22,070 | 19,590 | 21,040 | 19,130 | 18,470 | E | 35,010 | 0.528 | B | -3.5% |
| Williamson Blvd. | Hand Ave. to LPGA Blvd. | 2001 | | | Yes | 2.06 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,890 | 13,270 | 13,390 | 15,480 | 15,090 | 16,040 | 13,530 | 12,700 | 13,010 | 14,090 | E | 15,890 | 0.887 | D | 8.3% |

# Volusia County 2011 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2011 SIS Facility | 2011 Evacuation Route | 2011 Roadway on County's Thoroughfare | Distance (in miles) | 2011 No. of Lanes | Posted Speed | Direction | 2011 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2011 Vol. Co. Allowable LOS | 2011 LOS Capacity | 2011 V/C Ratio | 2011 LOS | 1-Year % Trend |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Williamson Blvd. | LPGA Blvd. to Mason Ave. | 2000 | | Yes | Yes | 0.30 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 12,740 | 14,630 | 14,640 | 16,000 | 16,710 | 17,500 | 14,910 | 14,340 | 14,650 | 13,570 | E | 35,010 | 0.388 | B | -7.4% |
| Williamson Blvd. | Mason Ave. to Dunn Ave. | 1999 | | | Yes | 0.30 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 11,870 | 13,600 | 13,890 | 15,630 | 15,570 | 16,450 | 13,450 | 13,760 | 13,210 | 12,750 | E | 35,010 | 0.364 | B | -3.5% |
| Williamson Blvd. | Dunn Ave. to US 92 | 1998 | | | Yes | 2.30 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 13,400 | 15,500 | 15,400 | 16,270 | 16,720 | 17,510 | 15,190 | 15,070 | 15,530 | 13,600 | E | 35,010 | 0.387 | B | -12.7% |
| Williamson Blvd. | US 92 to Midway Ave. | 1997 | | | Yes | 0.50 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 9,350 | 10,070 | 10,770 | 10,420 | 10,730 | 11,530 | 9,340 | 9,170 | 10,300 | 10,170 | E | 35,010 | 0.290 | B | -2.1% |
| Williamson Blvd. | Midway Ave. to Bellevue Ave. Ext. | 1996 | | | Yes | 0.50 | 4 | 50 | N+S | UA_MCCRAC1_2W_4L_D_WL | 12,100 | 15,520 | 15,650 | 15,740 | 15,800 | 17,130 | 13,640 | 13,870 | 13,560 | 13,580 | E | 35,010 | 0.388 | B | 0.1% |
| Williamson Blvd. | Bellevue Ave. Ext. to SR400/Beville Rd | 1994 | | | Yes | 1.00 | 4 | 50 | N+S | UA_MCCRAC1_2W_4L_D_WL | 15,200 | 16,400 | 16,500 | 17,590 | 17,570 | 18,010 | 15,990 | 14,690 | 15,200 | 14,820 | E | 35,010 | 0.423 | B | -2.8% |
| Williamson Blvd. | SR400/Beville Rd. to Madeline Ave. | 1993 | | | Yes | 1.50 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 11,820 | 14,050 | 14,160 | 14,920 | 14,910 | 14,600 | 12,710 | 12,100 | 14,350 | 14,260 | E | 15,600 | 0.920 | D | -0.5% |
| Williamson Blvd. | Madeline Ave. to Willow Run Blvd. | 1992 | | | Yes | 1.10 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,650 | 12,800 | 13,000 | 13,640 | 13,810 | 14,690 | 13,310 | 12,340 | 14,340 | 13,220 | E | 15,600 | 0.832 | C | -7.8% |
| Williamson Blvd. | Willow Run Blvd. Townwest Blvd | 1991 | | | Yes | 0.25 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 9,140 | 11,770 | 11,880 | 11,330 | 11,360 | 12,350 | 11,110 | 11,940 | 12,890 | 13,790 | E | 15,600 | 0.880 | C | 7.7% |
| Williamson Blvd. | Townwest Blvd to Taylor Rd. | 1990 | | | Yes | 2.75 | 4 | 55 | N+S | UA_MCCRAC1_2W_4L_D_WL | 9,450 | 11,190 | 11,290 | 13,160 | 13,070 | 14,270 | 10,990 | 10,770 | 14,360 | 14,340 | E | 35,010 | 0.410 | B | -0.3% |
| Williamson Blvd. | Taylor Rd. to Spruce Creek Bridge | 00 | | | Yes | 0.60 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 15,600 | 17,600 | 17,250 | 19,610 | 19,760 | 19,900 | 19,530 | 18,760 | 19,390 | 20,180 | E | 35,010 | 0.576 | B | 4.1% |
| Williamson Blvd. | Spruce Creek Bridge to Airport Rd | 45 | | | Yes | 1.00 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 13,770 | 14,510 | 14,250 | 15,450 | 15,080 | 15,640 | 17,100 | 15,760 | 15,180 | 16,410 | D | 35,010 | 0.469 | B | 8.1% |
| Williamson Blvd. | Airport Rd to Pioneer Trail | 1989 | | | Yes | 3.00 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_WL | - | - | - | - | - | - | - | 740 | 1,730 | 1,710 | E | 15,600 | 0.109 | B | -1.2% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Willow Run Blvd. (PO) | Williamson Blvd. to Hidden Lake Dr. | 2010 | | | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 4,100 | 4,300 | 4,230 | 4,470 | 4,510 | 4,600 | 5,290 | 4,610 | 5,160 | 5,110 | E | 15,600 | 0.327 | B | -1.0% |
| Willow Run Blvd. (PO) | Hidden Lake Dr. to Clyde Morris Blvd. | 2013 | | | Yes | 0.65 | 2 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 7,760 | 8,290 | 8,230 | 8,400 | 8,580 | 8,630 | - | 8,290 | 8,140 | 8,230 | E | 15,600 | 0.493 | B | 1.1% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wilmette Ave. | SR 5A/Nova Rd to US 1 | 2021 | | | No | 1.00 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 8,530 | 8,870 | 8,800 | 8,520 | 8,660 | 8,160 | 8,000 | 6,730 | 8,330 | 8,010 | E | 15,600 | 0.504 | B | -3.6% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Woodward Ave. | SR 44 to Euclid Ave. | 2030 | | | No | 0.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_GL | 680 | 920 | 1,000 | 950 | 1,050 | 1,140 | 710 | 670 | 720 | 770 | E | 9,100 | 0.094 | B | 6.9% |
| Woodward Ave. | Euclid Ave. to Beresford Ave. | 2031 | | | No | 0.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_GL | 650 | 890 | 910 | 940 | 990 | 1,100 | 720 | 740 | 790 | 690 | E | 9,100 | 0.089 | B | 10.7% |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Yorktown Blvd. | Willow Run to Hidden Lake Dr. | | | | Yes | 0.50 | 0 | 25 | N+S | UA_MCCRAC1_2W_2L_U_WL | - | - | - | - | - | - | - | - | - | - | E | 15,600 | - | - | - |
| Yorktown Blvd. | Hidden Lake Dr. to SR 421/Dunlawton | 2000 | | | Yes | 1.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | - | - | - | 6,910 | 7,100 | 7,970 | 7,360 | 7,040 | 7,250 | 6,920 | E | 15,600 | 0.436 | B | -4.6% |

**Area Types**

| | |
|---|---|
| UA | = Urbanized Areas |
| TA | = Transitioning Urbanized Areas |
| RDA | = Rural Developed Areas |
| RUA | = Rural Undeveloped Areas |

**Facility Types - Urban/Transitioning**

| | |
|---|---|
| FWIS | = Freeways - Interchange Spacing Group 1 (spacing >= 2 miles apart) |
| FW | = Freeways - Transitioning & Rural |
| UFH | = Uninterrupted Flow Highways |
| 32WAC1 | = State Two-Way Arterial Class 1 |
| 32WAC2 | = State Two-Way Arterial Class 2 |
| 32WAC3 | = State Two-Way Arterial Class 3 |
| MCCRAC1 | = Major County/City Road Two-Way Arterial Class 1 |
| MCCRAC2 | = Major County/City Road Two-Way Arterial Class 2 |
| MCCRAC3 | = Major County/City Road Two-Way Arterial Class 3 |
| OCCRAC1 | = Other County/City Road Two-Way Arterial Class 1 |
| OCCRAC2 | = Other County/City Road Two-Way Arterial Class 2 |
| OCCRAC3 | = Other County/City Road Two-Way Arterial Class 3 |

**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 |
| OL | = No Left Turn Bays |

| Daily VMT | | | | | |
|---|---|---|---|---|---|
| Florida DOT | | | | | |
| SIS Rds = | 5,335,606 | 5,185,047 | 5,000,460 | 5,253,191 | 5,117,244 |
| non-SIS Rds = | 3,034,562 | 3,605,215 | 3,683,209 | 3,689,525 | 3,526,859 |
| All State Rds = | 8,370,168 | 8,860,262 | 8,781,669 | 8,801,716 | 8,644,103 |
| County | | | | | |
| TFare Rds = | 2,585,440 | 2,499,657 | 2,313,351 | 2,317,178 | 2,293,413 |
| TOTAL = | 11,955,608 | 11,359,919 | 11,095,040 | 11,178,894 | 10,937,516 |
| % of Daily VMT | | | | | |
| Florida DOT | | | | | |
| SIS Rds = | 45% | 45% | 45% | 47% | 47% |
| non-SIS Rds = | 33% | 33% | 33% | 32% | 32% |
| All State Rds = | 78% | 79% | 79% | 79% | 79% |
| County | | | | | |
| TFare Rds = | 22% | 21% | 21% | 21% | 21% |

| 1-Year Change in Daily VMT | | |
|---|---|---|
| Florida DOT | | |
| 1-Yr SIS % Chg = | 3.03% | -2.59% |
| 1-Yr non-SIS % Chg = | -2.03% | -2.26% |
| 1 Yr All SR % Chg = | 0.01% | -2.40% |
| County | | |
| 1-Yr TFare % Chg = | 0.17% | -1.03% |
| 1-Yr All Significant Roads % Chg = | 0.70% | -2.16% |

| 3-Year Change in Daily VMT | | |
|---|---|---|
| Florida DOT | | |
| 3-Yr SIS % Chg = | -1.54% | -0.73% |
| 3-Yr non-SIS % Chg = | -0.20% | -7.32% |
| 3-Yr All SR % Chg = | -4.41% | -3.53% |
| County | | |
| 3-Yr TFare % Chg = | -13.71% | -4.02% |
| 3-Yr All Significant Roads % Chg = | -6.60% | -3.80% |

Selected Dollar General Locations near New Smyrna Beach

| Address | Property Sale | Taxable Value | Est. Cons. Cost | Size |
|---|---|---|---|---|
| 1. 2112 S. Atlantic, Daytona Beach Shores | 289,000 | 162,774 | $419,500 | 36x105-450 |
| 2. 145 N Yonge, Ormond Beach 130X70 | 1,150,000 | 715,861 | $969,058 | 130x70 |
| 3. 5420 S. Ridgewood, Port Orange | 1,470,000+ | 843,715 | | 130x72 |
| 4. 676 N Volusia, Orange City | 1,316,800 | 681,364 | | 131X72 |
| 5. 601 Ridgewood, Holly Hill | 1,550,000 | 603,311 | | 130x70 |
| Subject<br>1050 N Dixie Freeway, NSB | 1998: 340,000 | 250,495 | | |

Volusia County FLORIDA

# Volusia County Property Appraiser

Morgan B. Gilreath Jr.
M.A., C.F.A.

Home | Search | Downloads | Exemptions | Agriculture | Maps | Tangible | Links | Contact

Home | Search Choices | Search By Location Address | Property Information

Parcel Information: 4215-04-01-0270 2016 Working Tax Roll Last Updated: 05-08-2016

## Owner Name and Address

| | | | |
|---|---|---|---|
| Alternate Key | 3051351 | Parcel Status | Active Parcel (Real Estate) |
| Short Parcel ID | 4215-04-01-0270 | Mill Group | 201 Ormond Beach |
| Full Parcel ID | 15-14-32-04-01-0270 | 2015 Final Mill Rate | 20.59510 |
| Created Date | 23 DEC 1981 | | |
| Property Class | 11 Stores, One Story | | |
| Ownership Type | | | Ownership Percent 100 |
| Owner Name | CST HOLDINGS LLC | | |
| Owner Name/Address 1 | | | |
| Owner Address 2 | 1325 OAK FOREST DR | | |
| Owner Address 3 | ORMOND BEACH FL | | |
| Owner Zip/Postal Code | 32174 | | |
| Situs Address | 145 N YONGE ST ORMOND BEACH 32174 | | |

## Legal Description

IRREG PARCEL PER OR 6365 PG 0488 IN LOTS 26 & 27 EMMONS SUB RIVER LOTS 9 & 9 1/2 ORMOND MB 6 PG 100 & IN W 840 FT OF LOT D RIVER LOT 9 & IN LOT D FIVER LOT 9 1/2 S OF & ADJ EMMONS SUB ASSESSORS SUB OF RIVER LOTS ORMOND MB 3 PG 124 MEAS 189.50 FT ON E/L & MEAS 270.66 FT ON S/L PER OR 1972 PG 835 PER PRO 76-3518-01 PER OR 5199 PG 4436 & PER OR 6374 PG 2118 PER OR 6450 PG 4134

## Sales History

| Book | Page | Sale Date | Sale Instrument | Qualified Unqualified | Improved | Sale Price |
|---|---|---|---|---|---|---|
| 6450 | 4134 | 02/2010 | Warranty Deed | Unqualified Sale | Yes | 1,150,000 |
| 6374 | 2118 | 07/2009 | Warranty Deed | Addition after Sale | No | 400,000 |
| 5499 | 2434 | 02/2005 | Warranty Deed | Multi parcel sale | No | 996,000 |
| 5199 | 4436 | 10/2003 | Warranty Deed | Unqualified Sale | No | 895,000 |
| 2812 | 1699 | 04/1986 | Warranty Deed | Qualified Sale | No | 43,000 |

## History of Values

| Year | Land | Bldg(s) | Misc. Impr. | Just Value | School Assessed | Non-School Assessed | School Exemption | School Taxable | Non-School Exemption | Non-School Taxable |
|---|---|---|---|---|---|---|---|---|---|---|
| 2015 | 259,835 | 411,069 | 27,927 | 698,831 | 698,831 | 698,831 | 0 | 698,831 | 0 | 698,831 |
| 2014 | 259,835 | 390,511 | 30,729 | 681,075 | 681,075 | 681,075 | 0 | 681,075 | 0 | 681,075 |

Display Value History

## Land Data

| Code | Land Use Type | Frontage | Depth | No. Units | Unit Type | Rate | Depth | Loc | Shp | Phy | Just Value |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1100 | STORE 1FLR | 0.0 | 0.0 | 51967.00 | SQUARE_FEET | 5.00 | 100 | 100 | 100 | 100 | 259,835 |

Neighborhood C3059 ORMOND- HWY 1 N OF GRANADA

Total Land Classified 0

Total Land Just 259,835

## Building Characteristics

Building Number: 229308 (Building 1 of 1)

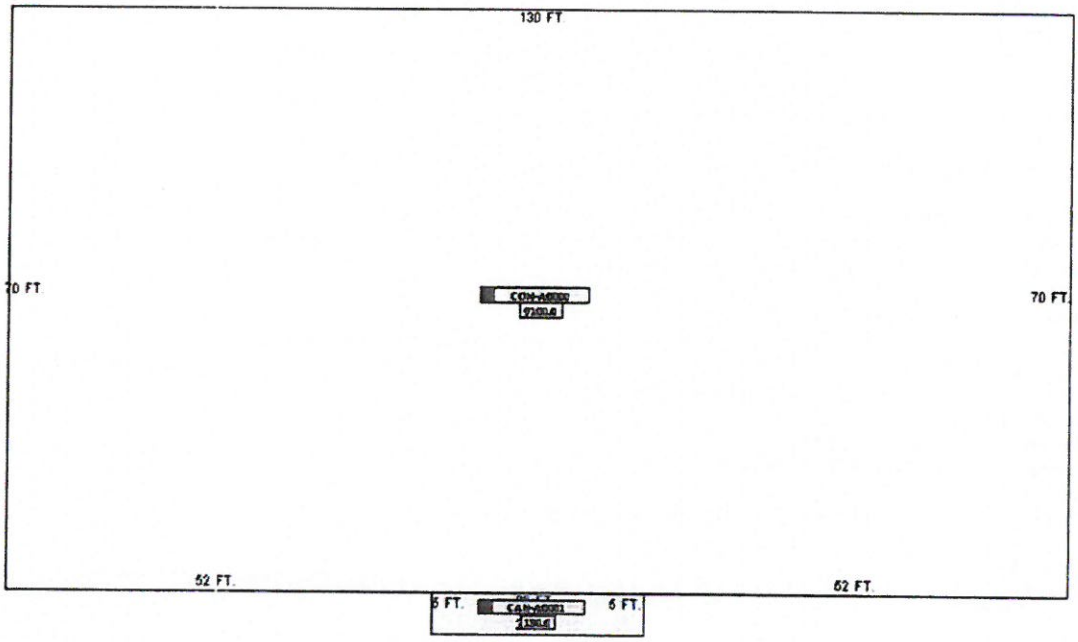
| Bldg. No. | Property Type | Structure Type | Perimeter | Year Built | Quality Grade | Phys. Depr. | Func. Obs. | Loc. Obs. | Next Review |
|---|---|---|---|---|---|---|---|---|---|
| 229308 | Commercial | Wood, Open Steel | 862 | 2009 | 325 | 2% | 0% | 0% | 2999 |

| Section Number | Avg. Wall Height | Number Stories | Year Built | Bsmnt% | Ground Floor Area | Interior Finish | Sect% | Sprinkler | A/C |
|---|---|---|---|---|---|---|---|---|---|
| 000 | 20.00 | 1 | 2009 | 0.00 | 9100 | Retail Store (11C ) | 100.00 | Yes | Yes |
| 001 | 12.00 | 1 | 2009 | 0.00 | 13Q | Canopy (CAN) | 0.00 | No | No |

| Exterior Wall Type | Area% |
|---|---|
| 19 Wd Frame/Plac,Hdbd,Ply Siding | 80% |
| 44 Concrete Block, Stucco | 20% |

## Building Refinements

| Description | Number of Units | Unit Type |
|---|---|---|
| Baths, 2-Fixture | 2 | UB |
| Extra Fixture | 3 | UB |




**Miscellaneous Improvements**

| Improvement Type | Number of Units | Unit Type | Life | Year In | Grade | Length | Width | Depr. Value |
|---|---|---|---|---|---|---|---|---|
| PVA PAVING ASPHALT | 31,989 | SF | 6 | 2009 | 2 | 0 | 0 | 9,149 |
| PVC PAVING CONCRET | 2,307 | SF | 15 | 2009 | 5 | 0 | 0 | 5,544 |
| PFL LIGHT PK LOT | 4 | UT | 20 | 2009 | 3 | 0 | 0 | 1,409 |
| FNV FENCE, VINYL | 22 | LF | 15 | 2009 | 3 | 0 | 0 | 165 |
| RTN RETAINING WALL | 992 | SF | 45 | 2009 | 4 | 0 | 0 | 10,818 |

**Parcel Notes (Click button below to display Parcel Notes)**

Display Notes

**Planning and Building**

| Permit Number | Permit Amount | Date Issued | Date Complete | Construction Description | Occupancy Number | Occupancy Bldg |
|---|---|---|---|---|---|---|

Display Permits

**Total Values**

| | | | |
|---|---|---|---|
| **Land Value** | 259,835 | **New Construction Value** | 0 |
| **Building Value** | 428,941 | **City Econ Dev/Historic** | 0 |
| **Miscellaneous** | 27,085 | | |
| **Just Value** | 715,861 | **Previous Just Value** | 698,831 |
| **School Assessed** | 715,861 | **Previous School Assessed** | 698,831 |
| **Non-School Assessed** | 715,861 | **Previous Non-School Assessed** | 698,831 |
| **Exemption Value** | 0 | **Previous Exemption Value** | 0 |
| **Additional Exemption Value** | 0 | **Previous Additional Exemption Value** | 0 |
| **School Taxable** | 715,861 | **Previous School Taxable** | 698,831 |
| **Non-School Taxable** | 715,861 | **Previous Non-School Taxable** | 698,831 |

MapIT PALMS Map Kiosk

**MapIT:** Your basic parcel record search including lot dimensions

**PALMS:** Basic parcel record searches with enhanced features

**Map Kiosk:** More advanced tools for custom searches on several layers including parcels

Volusia County FLORIDA

# Volusia County Property Appraiser

Morgan B. Gilreath Jr. M.A., C.F.A.

Home | Search | Downloads | Exemptions | Agriculture | Maps | Tangible | Links | Contact

Home | Search Choices | Search By Alternate Key | Property Information

Parcel Information: 5315-02-03-0011 2016 Working Tax Roll Last Updated: 05-08-2016

## Owner Name and Address

| | | | |
|---|---|---|---|
| **Alternate Key** | 3409744 | **Parcel Status** | Active Parcel (Real Estate) |
| **Short Parcel ID** | 5315-02-03-0011 | **Mill Group** | 403 D.B. Shores |
| **Full Parcel ID** | 15-15-33-02-03-0011 | **2015 Final Mill Rate** | 23.69110 |
| **Created Date** | 29 DEC 1981 | | |
| **Property Class** | 12 Mixed Use - Store & Office or Store & Residential or Residential Combination | | |
| **Ownership Type** | | **Ownership Percent** | 100 |
| **Owner Name** | CENTURY NATIONWIDE PROPERTIES | | |
| **Owner Name/Address 1** | LLC | | |
| **Owner Address 2** | 315 N ATLANTIC AVE | | |
| **Owner Address 3** | DAYTONA BEACH FL | | |
| **Owner Zip/Postal Code** | 32118 | | |
| **Situs Address** | 2122 S ATLANTIC AV DAYTONA BEACH SHORES 32118 | | |

## Legal Description

15 15 33 N 45 FT OF N 200 FT OF S 1190 FT BLK 3 COOK SUB MB 1 PG 93 PER OR 4864 PG 0806 & OR 6718 PG 1492

## Sales History

| Book Page | Sale Date | Sale Instrument | Qualified Unqualified | Improved | Sale Price |
|---|---|---|---|---|---|
| 6718 1492 | 06/2012 | Warranty Deed | Unqualified Sale | Yes | 289,000 |
| 4864 0806 | 04/2002 | Quit Claim Deed | Unqualified Sale | Yes | 10 |
| 4525 0030 | 02/2000 | Warranty Deed | Unqualified Sale | Yes | 1 |
| 4489 4099 | 09/1999 | Warranty Deed | Qualified Sale | Yes | 141,339 |
| 3092 0020 | 01/1988 | Warranty Deed | Creative financing | Yes | 300,000 |
| 1717 1245 | 04/1974 | Warranty Deed | Qualified Sale | Yes | 46,400 |

## History of Values

| Year | Land | Bldg(s) | Misc. Impr. | Just Value | School Assessed | Non-School Assessed | School Exemption | School Taxable | Non-School Exemption | Non-School Taxable |
|---|---|---|---|---|---|---|---|---|---|---|
| 2015 | 50,400 | 99,876 | 1,285 | 151,561 | 151,561 | 151,561 | 0 | 151,561 | 0 | 151,561 |
| 2014 | 50,400 | 90,253 | 1,575 | 142,228 | 142,228 | 142,228 | 0 | 142,228 | 0 | 142,228 |

Display Value History

## Land Data

| Code | Land Use Type | Frontage | Depth | No. Units | Unit Type | Rate | Depth | Loc | Shp | Phy | Just Value |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1200 | MIXED, STORE and OFFIC | 45.0 | 140.0 | 6300.00 | SQUARE_FEET | 8.00 | 100 | 100 | 100 | 100 | 50,400 |

**Neighborhood** C5514 W/S ATL AVE DAYTONA BCH SHORE

**Total Land Classified** 0

**Total Land Just** 50,400

## Building Characteristics

**Building Number: 96787 (Building 1 of 1)**

| Bldg. No. | Property Type | Structure Type | Perimeter | Year Built | Quality Grade | Phys. Depr. | Func. Obs. | Loc. Obs. | Next Review |
|---|---|---|---|---|---|---|---|---|---|
| 96787 | Commercial | Concrete or Masonry | 672 | 1950 | 300 | 65% | 0% | 0% | 2999 |

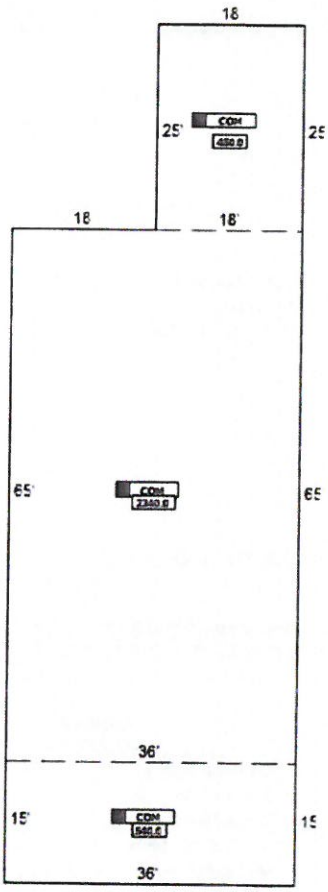
| Section Number | Avg. Wall Height | Number Stories | Year Built | Bsmnt% | Ground Floor Area | Interior Finish | Sect% | Sprinkler | A/C |
|---|---|---|---|---|---|---|---|---|---|
| 001 | 10.00 | 1 | 1950 | 0.00 | 450 | Light Manuf. Pre Engin Bldg (41C ) | 100.00 | No | No |
| 002 | 10.00 | 2 | 1950 | 0.00 | 2340 | Resid. Part Comm Bldg - Avg (12C ) | 50.00 | No | Yes |
| | | | | | | 11C Retail Store | 36.00 | No | Yes |
| | | | | | | 41C Light Manuf. Pre Engin Bldg | 14.00 | No | No |
| 003 | 10.00 | 1 | 1950 | 0.00 | 540 | Retail Store (11C ) | 100.00 | No | Yes |

| Exterior Wall Type | Area% |
|---|---|
| 40 Concrete Block, Painted | 87% |
| 44 Concrete Block, Stucco | 13% |

## Building Refinements

| Description | Number of Units | Unit Type |
|---|---|---|

| | |
|---|---|
| Baths, 2-Fixture | 1 UB |
| Baths, 3-Fixture | 2 UB |
| Extra Fixture | 1 UB |




## Miscellaneous Improvements

| Improvement Type | Number of Units | Unit Type | Life | Year In | Grade | Length | Width | Depr. Value |
|---|---|---|---|---|---|---|---|---|
| FEN FENCE CHAIN LK | 229 | LF | 15 | 1998 | 1 | 0 | 0 | 300 |
| PVA PAVING ASPHALT | 3,039 | SF | 6 | 1980 | 4 | 0 | 0 | 985 |

## Parcel Notes (Click button below to display Parcel Notes)

Display Notes

## Planning and Building

| Permit Number | Permit Amount | Date Issued | Date Complete | Construction Description | Occupancy Number | Occupancy Bldg |
|---|---|---|---|---|---|---|
| 02123 | 8,000 | 04-01-1989 | 12-01-1989 | NEW STAIRWAY EGD/MCG | | 0 |
| 1807 | 800 | 02-01-1988 | 12-01-1988 | MOVE PARTITIONS 0414 | | 0 |

Display Permits

## Total Values

| | | | |
|---|---|---|---|
| **Land Value** | 50,400 | **New Construction Value** | 0 |
| **Building Value** | 111,089 | **City Econ Dev/Historic** | 0 |
| **Miscellaneous** | 1,285 | | |
| **Just Value** | 162,774 | **Previous Just Value** | 151,561 |
| **School Assessed** | 162,774 | **Previous School Assessed** | 151,561 |
| **Non-School Assessed** | 162,774 | **Previous Non-School Assessed** | 151,561 |
| **Exemption Value** | 0 | **Previous Exemption Value** | 0 |
| **Additional Exemption Value** | 0 | **Previous Additional Exemption Value** | 0 |
| **School Taxable** | 162,774 | **Previous School Taxable** | 151,561 |
| **Non-School Taxable** | 162,774 | **Previous Non-School Taxable** | 151,561 |

MapIT | PALMS | Map Kiosk

MapIT: Your basic parcel record search including lot dimensions

Volusia County FLORIDA

# Volusia County Property Appraiser

Morgan B. Gilreath Jr. M.A., C.F.A.

Home | Search | Downloads | Exemptions | Agriculture | Maps | Tangible | Links | Contact

Home | Search Choices | Search By Alternate Key | Property Information

Parcel Information: 6314-02-00-0010 2016 Working Tax Roll Last Updated: 05-08-2016

## Owner Name and Address

| | | | |
|---|---|---|---|
| Alternate Key | 3629728 | Parcel Status | Active Parcel (Real Estate) |
| Short Parcel ID | 6314-02-00-0010 | Mill Group | 402 Port Orange |
| Full Parcel ID | 14-16-33-02-00-0010 | 2015 Final Mill Rate | 20.86510 |
| Created Date | 31 DEC 1981 | | |
| Property Class | 11 Stores, One Story | | |
| Ownership Type | | | Ownership Percent 100 |
| Owner Name | 5420 RIDGEWOOD DG LLC | | |
| Owner Name/Address 1 | | | |
| Owner Address 2 | 1611 E 53RD STREET | | |
| Owner Address 3 | CHICAGO IL | | |
| Owner Zip/Postal Code | 60615 | | |
| Situs Address | 5420 RIDGEWOOD AV PORT ORANGE 32127 | | |

## Legal Description

IRREG PARCEL IN LOTS 1 TO 3 INC HARBORDALE MB 19 PG 24 MEAS MEAS 173.26 FT ON S/L NIVER ST & MEAS 414.80 FT ON E/L DUBOIS AVE PER OR 4421 PG 2116 PER OR 5724 PG 1232 PER OR 6408 PG 0001 PER OR 6501 PG 0448

## Sales History

| Book Page | Sale Date | Sale Instrument | Qualified Unqualified | Improved | Sale Price |
|---|---|---|---|---|---|
| 6501 0448 | 07/2010 | Warranty Deed | Qualified Sale | Yes | 1,470,000 |
| 6408 0001 | 10/2009 | Warranty Deed | Addition after Sale | Yes | 352,000 |
| 5724 1232 | 12/2005 | Quit Claim Deed | Unqualified Sale | Yes | 100 |
| 4421 2116 | 03/1999 | Warranty Deed | Institutional / bank | Yes | 300,000 |
| 4272 0504 | 01/1998 | Certificate of Title | Unqualified Sale | Yes | 100 |
| 4031 4791 | 08/1995 | Warranty Deed | Distress sale | Yes | 430,000 |
| 3761 2458 | 07/1992 | Warranty Deed | Unqualified Sale | Yes | 227,500 |
| 3751 2104 | 05/1992 | Certificate of Title | Unqualified Sale | Yes | 100 |

## History of Values

| Year | Land | Bldg(s) | Misc. Impr. | Just Value | School Assessed | Non-School Assessed | School Exemption | School Taxable | Non-School Exemption | Non-School Taxable |
|---|---|---|---|---|---|---|---|---|---|---|
| 2015 | 293,368 | 522,186 | 24,973 | 840,527 | 840,527 | 840,527 | 0 | 840,527 | 0 | 840,527 |
| 2014 | 293,368 | 495,832 | 40,033 | 829,233 | 829,233 | 829,233 | 0 | 829,233 | 0 | 829,233 |

Display Value History

## Land Data

| Code | Land Use Type | Frontage | Depth | No. Units | Unit Type | Rate | Depth | Loc | Shp | Phy | Just Value |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1100 | STORE 1FLR | 0.0 | 0.0 | 60178.00 | SQUARE_FEET | 3.25 | 100 | 150 | 100 | 100 | 293,368 |

Neighborhood C5508 PORT ORANGE- US HWY 1

Total Land Classified 0

Total Land Just 293,368

## Building Characteristics

Building Number: 237148 (Building 1 of 1)

| Bldg. No. | Property Type | Structure Type | Perimeter | Year Built | Quality Grade | Phys. Depr. | Func. Obs. | Loc. Obs. | Next Review |
|---|---|---|---|---|---|---|---|---|---|
| 237148 | Commercial | Wood, Open Steel | 872 | 2010 | 450 | 1% | 0% | 0% | 2999 |

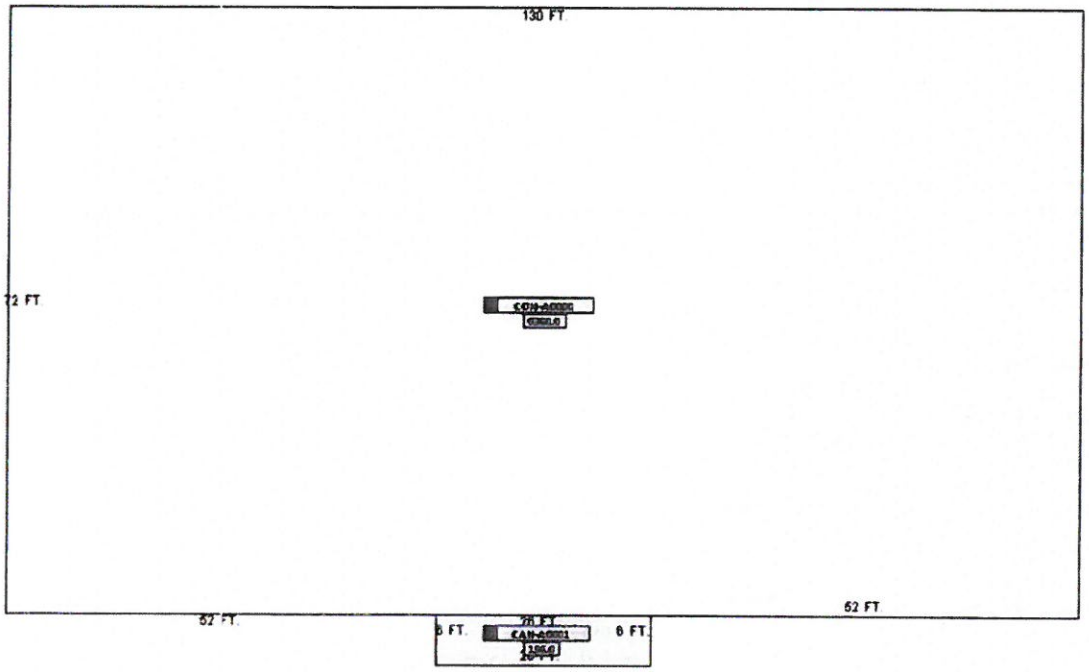
| Section Number | Avg. Wall Height | Number Stories | Year Built | Bsmnt% | Ground Floor Area | Interior Finish | Sect% | Sprinkler | A/C |
|---|---|---|---|---|---|---|---|---|---|
| 000 | 20.00 | 1 | 2010 | 0.00 | 9360 | Retail Store (11C ) | 100.00 | Yes | Yes |
| 001 | 12.00 | 1 | 2010 | 0.00 | 156 | Canopy (CAN) | 0.00 | No | No |

| Exterior Wall Type | Area% |
|---|---|
| 19 Wd Frame/Plac,Hdbd,Ply Siding | 90% |
| 12 Wood Frame, Brick Veneer | 10% |

## Building Refinements

| Description | Number of Units | Unit Type |
|---|---|---|
| Baths, 2-Fixture | 2 | UB |

Extra Fixture 3 UB




**Miscellaneous Improvements**

| Improvement Type | Number of Units | Unit Type | Life | Year In | Grade | Length | Width | Depr. Value |
|---|---|---|---|---|---|---|---|---|
| PVA PAVING ASPHALT | 28,000 | SF | 6 | 2010 | 3 | 0 | 0 | 8,624 |
| PVC PAVING CONCRET | 3,202 | SF | 15 | 2010 | 4 | 0 | 0 | 7,838 |
| FNV FENCE, VINYL | 60 | LF | 15 | 2010 | 2 | 0 | 0 | 375 |
| RTN RETAINING WALL | 416 | SF | 45 | 2010 | 3 | 0 | 0 | 4,216 |
| PFL LIGHT PK LOT | 3 | UT | 20 | 2010 | 3 | 0 | 0 | 1,138 |
| FNV FENCE, VINYL | 112 | LF | 15 | 2010 | 4 | 0 | 0 | 1,522 |

**Parcel Notes (Click button below to display Parcel Notes)**

Display Notes

**Planning and Building**

| Permit Number | Permit Amount | Date Issued | Date Complete | Construction Description | Occupancy Number | Occupancy Bldg |
|---|---|---|---|---|---|---|
| 3062 | 1,950 | 11-02-1999 | 08-03-2000 | MISCELLANEOUS | | 0 |
| 991593 | 8,540 | 06-14-1999 | | MISCELLANEOUS | | 0 |

Display Permits

**Total Values**

| | | | |
|---|---|---|---|
| **Land Value** | 293,368 | **New Construction Value** | 0 |
| **Building Value** | 526,634 | **City Econ Dev/Historic** | 0 |
| **Miscellaneous** | 23,713 | | |
| **Just Value** | 843,715 | **Previous Just Value** | 840,527 |
| **School Assessed** | 843,715 | **Previous School Assessed** | 840,527 |
| **Non-School Assessed** | 843,715 | **Previous Non-School Assessed** | 840,527 |
| **Exemption Value** | 0 | **Previous Exemption Value** | 0 |
| **Additional Exemption Value** | 0 | **Previous Additional Exemption Value** | 0 |
| **School Taxable** | 843,715 | **Previous School Taxable** | 840,527 |
| **Non-School Taxable** | 843,715 | **Previous Non-School Taxable** | 840,527 |

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Volusia County FLORIDA

# Volusia County Property Appraiser

Morgan B. Gilreath Jr.
M.A., C.F.A.

Home Search Downloads Exemptions Agriculture Maps Tangible Links Contact

Home Search Choices Search By Alternate Key **Property Information**

Parcel Information: 6314-02-00-0010C420 2016 Working Tax Roll Last Updated: 05-08-2016

## Owner Name and Address

| | | | |
|---|---|---|---|
| **Alternate Key** | 7199351 | **Parcel Status** | Active Parcel (Tangible Personal Property) |
| **Short Parcel ID** | 6314-02-00-0010C420 | **Mill Group** | 402 Port Orange |
| **Full Parcel ID** | 14-16-33-02-00-0010C420 | **2015 Final Mill Rate** | 20.86510 |
| **Created Date** | 08 MAY 2015 | | |
| **NAICS** | 452990 ALL OTHER GENERAL MERCHANDISE STORES | | |
| **DBA** | DOLLAR GENERAL STORE 11493 | | |
| **Ownership Type** | | | **Ownership Percent** |
| **Owner Name** | DOLGENCORP LLC | | |
| **Owner Name/Address 1** | C/O TAX DEPT | | |
| **Owner Address 2** | 100 MISSION RIDGE | | |
| **Owner Address 3** | GOODLETTSVILLE TN | | |
| **Owner Zip/Postal Code** | 37072 | | |
| **Situs Address** | 5420 RIDGEWOOD AV PORT ORANGE 32127 | | |

## History of Values

| Year | Just Value | Assessed | Exemptions | Taxable |
|---|---|---|---|---|
| 2015 | 83,691 | 83,691 | 0 | 58,691 |
| 2014 | 98,800 | 98,800 | 0 | 73,800 |

Display Value History

## Parcel Notes (Click button below to display Parcel Notes)

Display Notes

## Total Values

| | | | |
|---|---|---|---|
| **City Econ Dev/Historic** | 0 | | |
| **Just Value** | 76,735 | **Previous Just Value** | 83,691 |
| **Assessed** | 76,735 | **Previous Assessed** | 83,691 |
| **Exemption Value** | 0 | **Previous Exemption Value** | 0 |
| **Taxable Value** | 51,735 | **Previous Taxable Value** | 58,691 |

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**PALMS:** Basic parcel record searches with enhanced features.

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Volusia County FLORIDA

# Volusia County Property Appraiser

Morgan B. Gilreath Jr.
M.A., C.F.A.

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Home Search Choices Search By Alternate Key Property Information

Parcel Information: 7440-03-14-0090 2016 Working Tax Roll Last Updated: 05-08-2016

## Owner Name and Address

| | | | |
|---|---|---|---|
| **Alternate Key** | 3867548 | **Parcel Status** | Active Parcel (Real Estate) |
| **Short Parcel ID** | 7440-03-14-0090 | **Mill Group** | 601 New Smyrna |
| **Full Parcel ID** | 40-17-34-03-14-0090 | **2015 Final Mill Rate** | 21.71700 |
| **Created Date** | 06 JAN 1982 | | |
| **Property Class** | 39 Hotels, Motels | | |
| **Ownership Type** | | **Ownership Percent** | 100 |
| **Owner Name** | EDDY CINDY SUE | | |
| **Owner Name/Address 1** | | | |
| **Owner Address 2** | 1050 N DIXIE FREEWAY | | |
| **Owner Address 3** | NEW SMYRNA BEACH FL | | |
| **Owner Zip/Postal Code** | 32168-6222 | | |
| **Situs Address** | 1050 N DIXIE FREEWAY NEW SMYRNA BEACH 32168 | | |

## Legal Description

LOTS 9 TO 12 INC EXC RD RWY REVISED MAP BLK 14 RIVERSIDE PARKNEW SMYRNA PER OR 4314 PG 4552-4553

## Sales History

| Book | Page | Sale Date | Sale Instrument | Qualified Unqualified | Improved | Sale Price |
|---|---|---|---|---|---|---|
| 4314 | 4552 | 06/1998 | Warranty Deed | Qualified Sale | Yes | 340,000 |
| 3745 | 4256 | 05/1992 | Warranty Deed | Qualified Sale | Yes | 332,500 |
| 3101 | 1589 | 02/1988 | Warranty Deed | Personal property /business | Yes | 280,000 |

## History of Values

| Year | Land | Bldg(s) | Misc. Impr. | Just Value | School Assessed | Non-School Assessed | School Exemption | School Taxable | Non-School Exemption | Non-School Taxable |
|---|---|---|---|---|---|---|---|---|---|---|
| 2015 | 196,660 | 100,440 | 5,195 | 302,295 | 298,406 | 298,406 | 25,000 | 273,406 | 25,000 | 248,406 |
| 2014 | 196,660 | 97,438 | 7,301 | 301,399 | 296,038 | 296,038 | 25,000 | 271,038 | 25,000 | 246,038 |

Display Value History

## Land Data

| Code | Land Use Type | Frontage | Depth | No. Units | Unit Type | Rate | Depth | Loc | Shp | Phy | Just Value |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1210 | MIXED-COM LAND W/SFR | 0.0 | 0.0 | 1375.00 | SQUARE_FEET | 5.25 | 100 | 100 | 100 | 100 | 7,219 |
| 3900 | HOTELMOTEL | 200.0 | 242.0 | 45105.00 | SQUARE_FEET | 5.25 | 100 | 100 | 80 | 100 | 189,441 |

**Neighborhood** C7828 NSB- US HWY 1 (S INDUST PK)

**Total Land Classified** 0

**Total Land Just** 196,660

## Building Characteristics

**Building Number: 131165 (Building 1 of 1)**

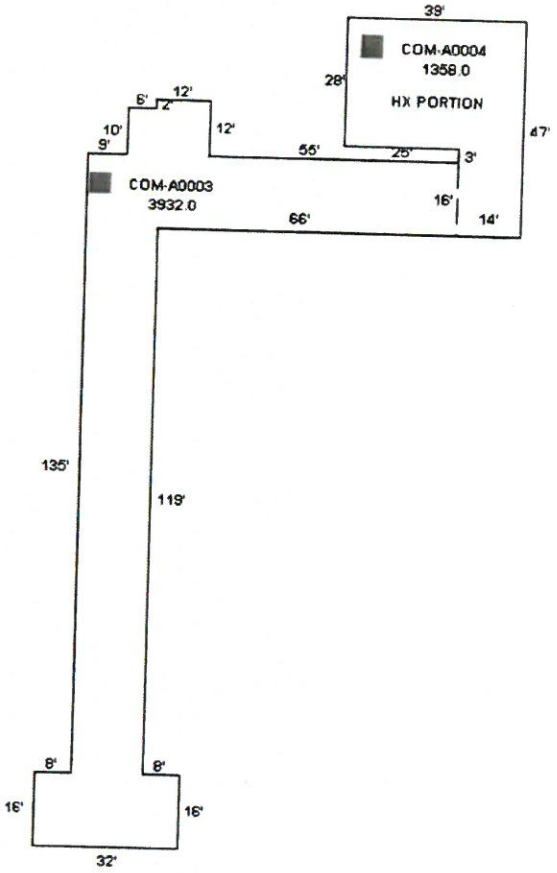
| Bldg. No. | Property Type | Structure Type | Perimeter | Year Built | Quality Grade | Phys. Depr. | Func. Obs. | Loc. Obs. | Next Review |
|---|---|---|---|---|---|---|---|---|---|
| 131165 | Commercial | Concrete or Masonry | 1356 | 1953 | 300 | 70% | 0% | 0% | 2999 |

| Section Number | Avg. Wall Height | Number Stories | Year Built | Bsmnt% | Ground Floor Area | Interior Finish | Sect% | Sprinkler | A/C |
|---|---|---|---|---|---|---|---|---|---|
| 003 | 8.00 | [illegible] | 1953 | 0.00 | 3932 | Light Manufacturing, Min Fin (41D ) | 5.00 | No | No |
| | | | | | | 39D Motel | 95.00 | No | No |
| 004 | 8.00 | [illegible] | 1953 | 0.00 | 1358 | Motel (39D ) | 100.00 | No | Yes |

| Exterior Wall Type | Area% |
|---|---|
| 40 Concrete Block, Painted | 100% |

## Building Refinements

| Description | Number of Units | Unit Type |
|---|---|---|
| RES. UNIT | 10 | UB |
| Baths, 3-Fixture | 10 | UB |
| Extra Fixture | 2 | UB |
| Baths, 3-Fixture | 3 | UB |




## Miscellaneous Improvements

| Improvement Type | Number of Units | Unit Type | Life | Year In | Grade | Length | Width | Depr. Value |
|---|---|---|---|---|---|---|---|---|
| USW STORAGE BLDG | 80 | SF | 20 | 2005 | 2 | 10 | 8 | 442 |
| PVA PAVING ASPHALT | 9,930 | SF | 6 | 1986 | 4 | 0 | 0 | 3,217 |
| PFL LIGHT PK LOT | 1 | UT | 20 | 1975 | 2 | 0 | 0 | 66 |
| PVC PAVING CONCRET | 798 | SF | 15 | 1953 | 5 | 0 | 0 | 1,420 |

## Parcel Notes (Click button below to display Parcel Notes)

Display Notes

## Planning and Building

| Permit Number | Permit Amount | Date Issued | Date Complete | Construction Description | Occupancy Number | Occupancy Bldg |
|---|---|---|---|---|---|---|
| 50973 | 19,500 | 02-17-2005 | | | | 0 |
| 2009-3426 | 30,000 | 11-05-2009 | | INSTALL ROOF MOPUNTE | | 0 |

Display Permits

## Total Values

| | | | |
|---|---|---|---|
| Land Value | 196,660 | New Construction Value | 0 |
| Building Value | 106,944 | City Econ Dev/Historic | 0 |
| Miscellaneous | 5,145 | | |
| Just Value | 308,749 | Previous Just Value | 302,295 |
| School Assessed | 300,495 | Previous School Assessed | 298,406 |
| Non-School Assessed | 300,495 | Previous Non-School Assessed | 298,406 |
| Exemption Value | 25,000 | Previous Exemption Value | 25,000 |
| Additional Exemption Value | 25,000 | Previous Additional Exemption Value | 25,000 |
| School Taxable | 275,495 | Previous School Taxable | 273,406 |
| Non-School Taxable | 250,495 | Previous Non-School Taxable | 248,406 |

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**MapIT:** Your basic parcel record search including lot dimensions

**PALMS:** Basic parcel record searches with enhanced features

## Kosorok, Tammy

**From:** Brangaccio, Pam
**Sent:** Thursday, May 12, 2016 5:08 PM
**To:** Kosorok, Tammy
**Subject:** FW: GEORGE MUSSON BRIDGE
**Attachments:** 2016-10919.pdf

Add to CM report for May 24th.

-----Original Message-----
From: Lieberum, Michael B CIV [mailto:Michael.B.Lieberum@uscg.mil]
Sent: Wednesday, May 11, 2016 6:59 AM
To: ed.kestory@dot.state.fl.us
Cc: Elkins, Rodney J CIV <Rodney.J.Elkins@uscg.mil>; Lawrence, Eddie H CIV <Eddie.H.Lawrence@uscg.mil>; Kosorok, Tammy <TKosorok@cityofnsb.com>; Hathaway, Jim <jhathaway@cityofnsb.com>; Brangaccio, Pam <pbrangaccio@cityofnsb.com>; Fosdick, Timothy P MST1 <Timothy.P.Fosdick@uscg.mil>; Mills, Nathon T MST2 <Nathon.T.Mills@uscg.mil>; Storm, Allan H LT <Allan.H.Storm@uscg.mil>
Subject: GEORGE MUSSON BRIDGE

Good Morning Mr. Kestory,

The Notice of Proposed Rulemaking for the George Musson Bridge has been published in the Federal Register (attached). This information will also be published in the Local Notice to Mariners. You may wish to have your public affairs office advise the local community as well.

Sincerely,

Michael Lieberum
Seventh Coast Guard District
Bridge Branch
Operations Section
305-415-6744

deck if the vessel has no mast; at night a red light shall be displayed in the positions specified for the red flag.

(8) Nothing in this paragraph shall be construed as relieving the owner or person in charge of any vessel from penalties for obstructing navigation, or for obstructing or interfering with range lights, or for not complying with navigation laws in regard to lights, fog signals, or other aids to navigation, or for otherwise violating the law.

(9) All vessels desiring to use an Anchorage must notify the Coast Guard Captain of the Port, via the Biscayne Bay Pilots on VHF–FM Channel 12 or 16.

(10) All vessels anchored within the anchorage grounds shall maintain a 24–hour bridge watch by an English speaking licensed or credentialed deck officer monitoring VHF–FM Channel 16. This individual shall perform frequent checks of the vessel's position to ensure the vessel is not dragging anchor.

(11) Vessels experiencing casualties such as a main propulsion, main steering, or anchoring equipment malfunction or which are planning to perform main propulsion engine repairs or maintenance, shall immediately notify the Coast Guard Captain of the Port via the Coast Guard Sector Miami on VHF–FM Channel 16.

(12) The Coast Guard Captain of the Port may close the anchorage grounds and direct vessels to depart an anchorage during periods of adverse weather or at other times as deemed necessary in the interest of port safety.

Dated: May 4, 2016.

**S.A. Buschman,**

*Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.*

[FR Doc. 2016–10850 Filed 5–9–16; 8:45 am]

BILLING CODE 9110–04–P

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## DEPARTMENT OF HOMELAND SECURITY

## Coast Guard

## 33 CFR Part 117

**[Docket No. USCG–2016–0205]**

**RIN 1625–AA09**

## Drawbridge Operation Regulation; Atlantic Intracoastal Waterway, New Smyrna Beach, FL

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to modify the operating schedule that governs the Coronado Beach (George Musson) Bridge across the Atlantic Intracoastal Waterway, mile 845, at New Smyrna Beach, FL. This proposed rule would change the existing 20 minute opening schedule to a 30 minute opening schedule between 7 a.m. and 7 p.m. This modification would provide some relief to vehicle traffic congestion and would have little to no effect on navigation. The proposed rule will also add the local bridge name to the regulation published in the Code of Federal Regulations, George Musson/Coronado Beach (SR44). We invite your comments on this proposed rulemaking.

**DATES:** Comments and related material must reach the Coast Guard on or before July 11, 2016.

**ADDRESSES:** You may submit comments identified by docket number USCG–2016–0205 using Federal eRulemaking Portal at *http://www.regulations.gov.* See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this proposed rule, call or email LT Allan Storm with the Coast Guard; telephone 904–714–7616, email *allan.h.storm@uscg.mil.*

**SUPPLEMENTARY INFORMATION:**

### I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
FR Federal Register
NPRM Notice of proposed rulemaking
§ Section
U.S.C. United States Code

### II. Background, Purpose and Legal Basis

On April 25, 2015, the City of New Smyrna Beach requested that the Coast Guard review the current operating schedule for the Coronado Beach (George Musson) Bridge (SR 44) to determine whether a change could be made to improve vehicle traffic flow in the area. The bridge owner, Florida Department of Transportation, was also consulted on this issue and it concurred with the recommendation to change the current schedule requiring an opening every 20 minutes to a schedule requiring an opening every 30 minutes all days of the week.

The George Musson Bridge across the Atlantic Intracoastal Waterway, mile 845, at New Smyrna Beach, FL is a double leaf bascule bridge. It has a vertical clearance of 24 feet in the closed position at mean high water and a horizontal clearance of 90 feet.

Presently, in accordance with 33 CFR 117.261(h), the Coronado Beach bridge (SR 44), also known as the George Musson Bridge, at mile 845 at New Smyrna Beach, FL shall open on signal, except that from 7 a.m. until 7 p.m., each day of the week, the draw need only open on the hour, twenty minutes past the hour and forty minutes past the hour. The Coast Guard proposes this rulemaking under authority in 33 U.S.C. 499.

### III. Discussion of Proposed Rule

The Coast Guard proposes to amend 33 CFR 117.261, paragraph h, regarding the operation of the George Musson/Coronado Beach (SR 44) Bridge, Atlantic Intracoastal Waterway, mile 845, at New Smyrna Beach, FL. The proposed regulation would allow the bridge to open twice an hour rather than three times an hour to reduce vehicle traffic backups. In addition to changing the operating schedule, this regulation would add the local name of this bridge, George Musson, to the CFR. This regulation change will not have a significant impact on navigation in this area.

As per, 33 CFR 117.261(a) *General:* Public vessels of the United States and tugs with tows must be passed through the drawspan of each drawbridge listed in this section at anytime. These proposed changes will meet the reasonable needs of vessel traffic passing through the Bridge while taking into account the reasonable needs of other modes of transportation. Vessels not requiring an opening may pass at any time.

### IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and Executive Orders related to rulemaking. Below we summarize our analyses based on these statutes and Executive Orders and we also discuss First Amendment rights of protestors.

#### *A. Regulatory Planning and Review*

Executive Orders 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. Executive Order 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. This NPRM has not been designated a "significant regulatory action," under Executive Order 12866. Accordingly, the NPRM has not been reviewed by the Office of Management and Budget.

This regulatory action determination is based on the limited impact that it is anticipated to have on vessel traffic on the Atlantic Intracoastal Waterway. This

proposed rule will change the opening schedule from three times an hour to two times an hour. Currently, bridge logs show that the Bridge generally opens twice an hour because vessel traffic volumes do not require three openings per hour. Therefore, there should be no actual change to the number of bridge openings per hour. Also, vessels that can transit under the bridge without an opening may do so. Emergency vessels and tugs with tows can still request openings at any time.

*B. Impact on Small Entities*

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this proposed rule would not have a significant economic impact on a substantial number of small entities.

While some owners or operators of vessels intending to transit the bridge may be small entities, for the reasons stated in section IV.A above this proposed rule would not have a significant economic impact on any vessel owner or operator.

If you think that your business, organization, or governmental jurisdiction qualifies as a small entity and that this rule would have a significant economic impact on it, please submit a comment (see **ADDRESSES**) explaining why you think it qualifies and how and to what degree this rule would economically affect it.

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104–121), we want to assist small entities in understanding this proposed rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. The Coast Guard will not retaliate against small entities that question or complain about this proposed rule or any policy or action of the Coast Guard.

*C. Collection of Information*

This proposed rule would call for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520.).

*D. Federalism and Indian Tribal Government*

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this proposed rule under that Order and have determined that it is consistent with the fundamental federalism principles and preemption requirements described in E.O. 13132.

Also, this proposed rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes. If you believe this proposed rule has implications for federalism or Indian tribes, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

*E. Unfunded Mandates Reform Act*

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of $100,000,000 (adjusted for inflation) or more in any one year. Though this proposed rule will not result in such an expenditure, we do discuss the effects of this proposed rule elsewhere in this preamble.

*F. Environment*

We have analyzed this proposed rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.lD, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have made a preliminary determination that this action is one of a category of actions which do not individually or cumulatively have a significant effect on the human environment. This proposed rule involves the operating regulations or procedures for drawbridges. Normally such actions are categorically excluded from further review, under figure 2–1, paragraph (32)(e), of the Instruction.

Under figure 2–1, paragraph (32)(e), of the Instruction, an environmental analysis checklist and a categorical exclusion determination are not required for this rule. We seek any comments or information that may lead to the discovery of a significant environmental impact from this proposed rule.

*G. Protest Activities*

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

## V. Public Participation and Request for Comments

We view public participation as essential to effective rulemaking, and will consider all comments and material received during the comment period. Your comment can help shape the outcome of this rulemaking. If you submit a comment, please include the docket number for this rulemaking, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

We encourage you to submit comments through the Federal eRulemaking Portal at *http://www.regulations.gov*. If your material cannot be submitted using *http://www.regulations.gov*, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

We accept anonymous comments. All comments received will be posted without change to *http://www.regulations.gov* and will include any personal information you have provided. For more about privacy and the docket, you may review a Privacy Act notice regarding the Federal Docket Management System in the March 24, 2005, issue of the **Federal Register** (70 FR 15086).

Documents mentioned in this NPRM as being available in the docket, and all public comments, will be in our online docket at *http://www.regulations.gov* and can be viewed by following that Web site's instructions. Additionally, if you go to the online docket and sign up for email alerts, you will be notified when comments are posted or a final rule is published.

## List of Subjects in 33 CFR Part 117

Bridges.

For the reasons discussed in the preamble, the Coast Guard proposes to amend 33 CFR part 117 as follows:

## PART 117—DRAWBRIDGE OPERATION REGULATIONS

■ 1. The authority citation for part 117 continues to read as follows:

**Authority:** 33 U.S.C. 499; 33 CFR 1.05–1; and Department of Homeland Security Delegation No. 0170.1.

■ 2. Revise § 117.261(h) to read as follows:

**§ 117.261 Atlantic Intracoastal Waterway from St. Marys River to Key Largo.**

* * * * *

(h) *George Musson/Coronado Beach (SR 44) bridge, mile 845 at New Smyrna Beach.* The George Musson/Coronado Beach (SR 44) bridge, mile 845, shall open on signal, except that from 7 a.m. to 7 p.m., the draw shall open on the hour and half-hour, seven days a week.

* * * * *

Dated: May 4, 2016.

**S.A. Buschman,**

*Rear Admiral, U.S. Coast Guard, Commander, Seventh Coast Guard District.*

[FR Doc. 2016–10919 Filed 5–9–16; 8:45 am]

BILLING CODE 9110–04–P

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## DEPARTMENT OF HOMELAND SECURITY

### Coast Guard

### 33 CFR Part 117

**[Docket No. USCG–2015–0343]**

**RIN 1625–AA09**

## Drawbridge Operation Regulation; Atlantic Intracoastal Waterway, Little River to Savannah River

**AGENCY:** Coast Guard, DHS.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to modify the operating schedule that governs the Lady's Island Bridge, across the Beaufort River, Mile 536.0 at Beaufort, SC. This modification would allow Lady's Island Bridge to remain closed during peak vehicular traffic times. The bridge owner, South Carolina Department of Transportation, requested this action to assist in reducing traffic caused by bridge openings.

**DATES:** Comments and related material must reach the Coast Guard on or before July 11, 2016.

**ADDRESSES:** You may submit comments identified by docket number USCG–2015–0343 using Federal eRulemaking Portal at *http://www.regulations.gov.* See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section below for instructions on submitting comments.

**FOR FURTHER INFORMATION CONTACT:** If you have questions on this proposed rule, call or email Lieutenant John Z. Downing at telephone 843–740–3184, email *John.Z.Downing@uscg.mil.*

**SUPPLEMENTARY INFORMATION:**

### I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
E.O. Executive order
FR Federal Register
NPRM Notice of proposed rulemaking
SNPRM Supplemental notice of proposed rulemaking
Pub. L. Public Law
§ Section
U.S.C. United States Code

### II. Background, Purpose and Legal Basis

The City of Beaufort, South Carolina requested that the bridge owner and the U.S. Coast Guard modify the operating schedule for Lady's Island Bridge to reduce vehicular traffic in the City of Beaufort and surrounding communities. On February 17th, 2015, Coast Guard Sector Charleston Waterways Management (WWM) staff observed the Lady's Island Bridge operations between the hours of 6 a.m. and 10 a.m. During the observation period, the staff discussed potential changes with the Bridge owner, South Carolina Department of Transportation. Additionally, WWM met with the Beaufort County South Carolina traffic manager to discuss bridge opening impacts.

On August 5th, 2015, a Temporary Deviation, entitled, "Drawbridge Operation Regulations: Atlantic Intracoastal Waterway, Little River to Savannah River," was published in the **Federal Register** [USCG–2015–0343] [80 FR 46492] to evaluate whether changing the bridge opening schedule would assist in reducing traffic congestion. This deviation was in effect through November 3rd, 2015.

During the deviation period the Coast Guard received six comments, five of which recommended retaining the operating schedule currently found at 33 CFR 117.911(f). One comment proposed a bridge opening during the morning and afternoon vehicular traffic rush hours. Based on the Coast Guard's observation of bridge use during peak traffic hours, the existing schedule would continue to create an unreasonable amount of vehicle traffic during morning and afternoon commutes and generally during daylight hours. One comment further suggested not changing the existing schedule during certain times of the year when increased vessel traffic is expected. The Coast Guard adopted this proposal because would meet the reasonable needs of navigation.

The Lady's Island Bridge in Beaufort, South Carolina has a vertical clearance of 30 feet at Mean High Water in the closed position. The existing drawbridge schedule can be found in 33 CFR 117.911(f).

### III. Discussion of Proposed Rule

The Coast Guard proposes to amend 33 CFR 117.911(f). This proposed regulation would modify timeframes the bridge may remain closed. It would extend the morning closure period, when the bridge is authorized to remain closed, by an additional half hour and the afternoon closure period by an additional hour. It would also set an hourly opening schedule between 9 a.m. and 3 p.m. when the Bridge will open on the hour, thereby reducing hourly openings from twice an hour to once an hour during daytime hours, Monday through Friday, except Federal holidays. This proposed regulation would reduce vehicle backups without unreasonably restricting vessel traffic, thereby balancing the needs of both modes of transportation. No changes to the existing regulation will be implemented during the months of April, May, October and November because higher vessel traffic volumes exist during these time periods. At all other times, this bridge will open on signal.

The South Carolina Department of Transportation, the bridge owner, has no objections to this proposed schedule.

### IV. Regulatory Analyses

We developed this proposed rule after considering numerous statutes and executive orders (E.O.s) related to rulemaking. Below we summarize our analyses based on these statutes and E.O.s and we discuss First Amendment rights of protestors.

#### *A. Regulatory Planning and Review*

E.O.s 12866 and 13563 direct agencies to assess the costs and benefits of available regulatory alternatives and, if regulation is necessary, to select regulatory approaches that maximize net benefits. E.O. 13563 emphasizes the importance of quantifying both costs and benefits, of reducing costs, of harmonizing rules, and of promoting flexibility. This NPRM has not been designated a "significant regulatory action," under E.O. 12866. Accordingly,

THE CITY OF NEW SMYRNA BEACH – PLANNING AND ZONING

# NEIGHBORHOOD COUNCIL REPORT TO THE CITY COMMISSION ON SHORT TERM RENTALS

**MAY 24, 2016**

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## Background

The Neighborhood Council received a city staff information briefing on Land Development Regulations related to short term rentals in the City. Staff also provided an overview on areas short term rentals are permitted.

## Findings

The Neighborhood Council from several Central Beach residents, during public participation on the matter. The residents brought forth the fact that properties outside of the permitted short term rental areas were marketed as such by realtors and private residents. These rentals outside of the permitted areas had a direct impact on the quality of life for the residents due to excess noise and traffic. The residents applauded the efforts of City Code Enforcement, but wished there were more officers to deal with the violations. The residents also stated they wish to keep our current regulations and make no changes to them.

## Recommendation

The Neighborhood Council has received comments from the public on the abuse of Short Term Rentals; and recommends the City Commission address the issue. Further, the Neighborhood Council supports the existing Land Development Regulations on Short Term Rentals.

# City of New Smyrna Beach

MEMO TO: Mayor and City Commissioners
City Manager Pam Brangaccio
City Attorney
Members of the Neighborhood Council

FROM: Peggy Gautreaux Rivers, Ed. D.
Chairperson, Neighborhood Council

DATE: May 13, 2016

SUBJECT: Recommendations from the Neighborhood Council of New Smyrna Beach meeting held March 23, 2016

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A. Short Term Rentals

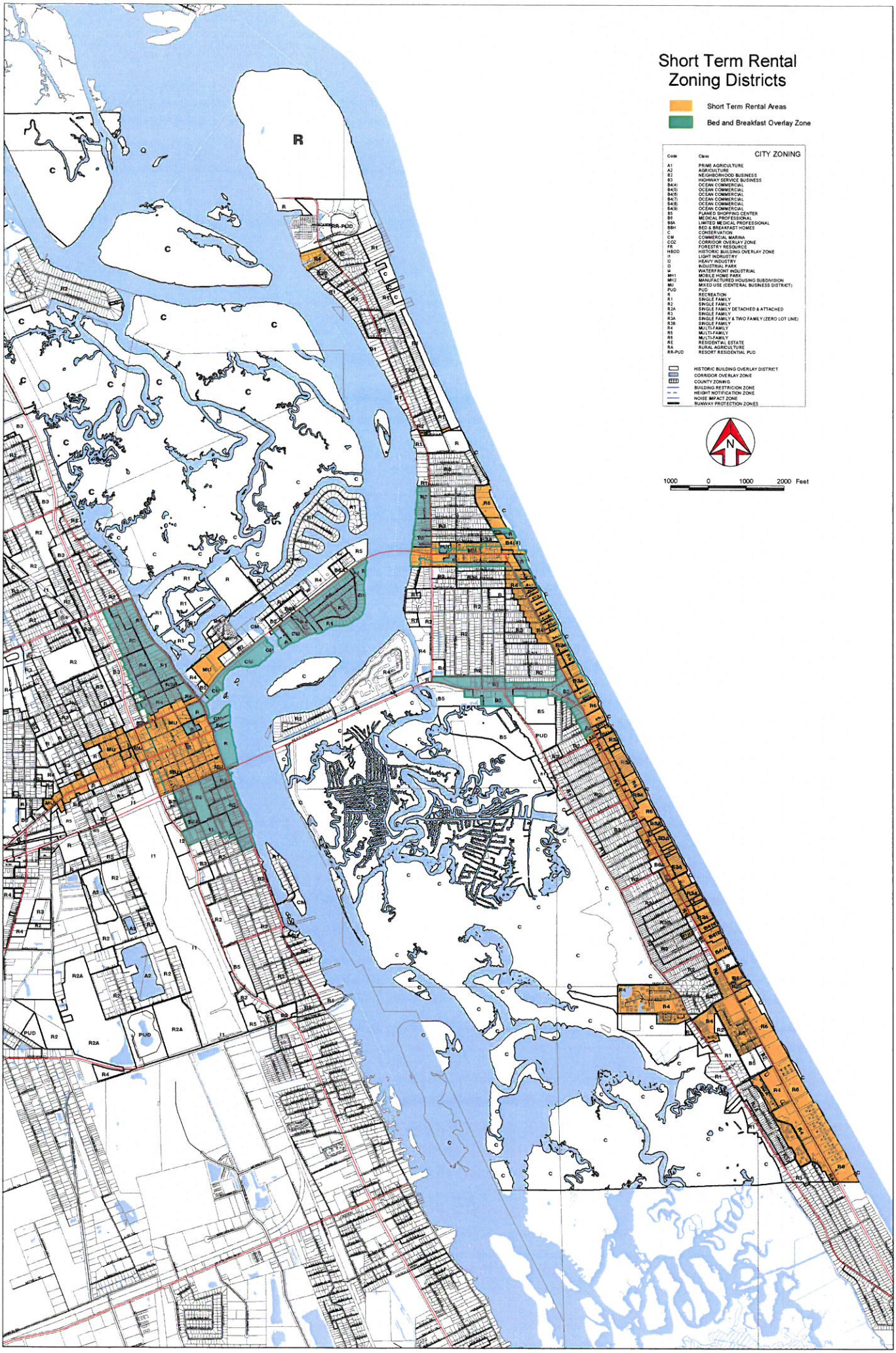
The Neighborhood Council received a city staff information briefing on Land Development Regulations related to short term rentals in the City. Staff also provided an overview on areas short term rentals are permitted.

The Neighborhood Council from several Central Beach residents, during public participation on the matter. The residents brought forth the fact that properties outside of the permitted short term rental areas were marketed as such by realtors and private residents. These rentals outside of the permitted areas had a direct impact on the quality of life for the residents due to excess noise and traffic. The residents applauded the efforts of City Code Enforcement, but wished there were more officers to deal with the violations. The residents also stated they wish to keep our current regulations and make no changes to them.

The Neighborhood Council unanimously voted to make the following statement to the City Commission:

The Neighborhood Council has received comments from the public on the abuse of Short Term Rentals; and recommends the City Commission address the issue. Further, the Neighborhood Council supports the existing Land Development Regulations on Short Term Rentals.

Enclosures: City Short Term Rental Map


Short Term Rental Zoning Districts
Short Term Rental Areas
Bed and Breakfast Overlay Zone
CITY ZONING
Code
Class
A1 PRIME AGRICULTURE
A2 AGRICULTURE
B2 NEIGHBORHOOD BUSINESS
B3 HIGHWAY SERVICE BUSINESS
B4(4) OCEAN COMMERCIAL
B4(5) OCEAN COMMERCIAL
B4(6) OCEAN COMMERCIAL
B4(7) OCEAN COMMERCIAL
B4(8) OCEAN COMMERCIAL
B4(9) OCEAN COMMERCIAL
B5 PLANED SHOPPING CENTER
B6 MEDICAL PROFESSIONAL
B6A LIMITED MEDICAL PROFESSIONAL
B&H BED & BREAKFAST HOMES
C CONSERVATION
CM COMMERCIAL MARINA
CCZ CORRIDOR OVERLAY ZONE
FR FORESTRY RESOURCE
HBOD HISTORIC BUILDING OVERLAY ZONE
I1 LIGHT INDRUSTRY
I2 HEAVY INDUSTRY
I3 INDUSTRIAL PARK
IW WATERFRONT INDUSTRIAL
MH1 MOBILE HOME PARK
MH3 MANUFACTURED HOUSING SUBDIVISION
MU MIXED USE (CENTERAL BUSINESS DISTRICT)
PUD PUD
R RECREATION
R1 SINGLE FAMILY
R2 SINGLE FAMILY
R2A SINGLE FAMILY DETACHED & ATTACHED
R3 SINGLE FAMILY
R3A SINGLE FAMILY & TWO FAMILY (ZERO LOT LINE)
R3B SINGLE FAMILY
R4 MULTI-FAMILY
R5 MULTI-FAMILY
R6 MULTI-FAMILY
RE RESIDENTIAL ESTATE
RA RURAL AGRICULTURE
RR-PUD RESORT RESIDENTIAL PUD
HISTORIC BUILDING OVERLAY DISTRICT
CORRIDOR OVERLAY ZONE
COUNTY ZONING
BUILDING RESTRICION ZONE
HEIGHT NOTIFICATION ZONE
NOISE IMPACT ZONE
RUNWAY PROTECTION ZONES
N
1000 0 1000 2000 Feet

# City of New Smyrna Beach

May 5, 2016

The House on Crawford
Richard and Anne Kemp
223 Crawford Road
New Smyrna Beach, FL 32169
rskrenovations@yahoo.com

Re: Short Term Rental/Code Enforcement Issues

Dear Mr. and Mrs. Kemp:

I am writing in response to your recent letter regarding the short term rental code enforcement issues. Please see below for the response provided by the Assistant City Attorney Greg McDole concerning the regulation vacation rentals by municipalities.

The regulation of vacation rentals by municipalities is limited by s. 509.032(7), F.S. Cities may not prohibit vacation rentals or regulate duration or frequency of vacation rentals. Any local law (ordinance) in effect prior to June 1, 2011 may continue to be enforced. The Attorney General in AGO 2014-09 , stated " To the extent a municipal ordinance addresses vacation rentals in an attempt to prohibit them in a particular area where residences are otherwise allowed, it would appear that a local government would have exceeded the regulatory authority granted in s. 509.032(7)(b), Florida Statutes."

Recently, a bill was introduced in the Florida Senate (2016 session) to allow cities to "amend" a vacation rental regulation which was adopted prior to June 1, 2011, regardless of the state preemption. The bill died a quick death.

Section 509.032(7)(a), FS, however, specifically allows cities to conduct inspections of vacation rentals for compliance with the Florida Building Code and Florida Fire Prevention Code. Our Code Enforcement Division will be monitoring airnb.com to ensure that a local business license and inspection of the premises has occurred.

Sincerely,

Pam Brangaccio

Pam Brangaccio,
City Manager

cc: City Commission
Assistant City Attorney, Greg McDole
Director of Planning, Amye King
Chief Building Official, Mike Knotek
Code Enforcement Officer, Barbara Bobelak

210 Sams Avenue • New Smyrna Beach, Florida 32168-9985 • 386-424-2100 • Fax 386-424-2109
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Business / Real Estate News

# Vacation rentals: Good business opportunity or neighborhood nuisance?

The logos of Airbnb Inc. sit on banners displayed outside a media event in Johannesburg. South Africa in July 2015; on Glassdoor's list of best companies to work for. Airbnb was at the top. ** Usable by BS. CT. DP. FL. HC. MC. OS. SD. CGT and CCT ** (Waldo Swiegers / Waldo Sweeney)

By **Paul Owers · Contact Reporter**

MAY 16. 2016. 12:52 AM

An explosion of short-term rentals by South Florida homeowners has left neighbors complaining and cities scrambling to regulate the practice.

Websites such as Airbnb.com and VRBO.com have soared in popularity, offering travelers the opportunity to rent rooms or homes that are more quaint, spacious and cheaper than chain hotels.

A yearlong study released in January by the Penn State School of Hospitality Management showed a

nearly 60 percent annual increase in host revenue on Airbnb in 12 major metros nationwide, including South Florida.

From September 2014 through September 2015, more than 5,400 operators in South Florida pulled in $127 million of the $1.3 billion in revenue generated by Airbnb, the study found. Only New York, Los Angeles and San Francisco accounted for more.

HomeAway, a company in Austin, Texas, that owns VRBO and other sites, says it has roughly 7,700 South Florida property listings, more than double the number from five years ago.

HomeAway has about 1.2 million listings worldwide, the majority of which are second homes not occupied by the owners, spokesman Jordan Hoefar said.

Most of the guests are "families in groups looking for calm, peaceful getaways," he said. "It's a much more affordable way to travel than three hotel rooms for a weeklong stay."

Homeowners say that renting out a spare bedroom or an entire residence to vacationers is a great way to meet new people and earn extra cash. But municipalities, residents and homeowner groups see vacation rentals as nuisances and potential safety risks that should be banned or at least regulated.

Melinda Morgan, 49, of Fort Lauderdale said vacation renters in her neighborhood routinely blast loud music and party in the street. They also speed through the area, she said, prompting her to put up a sign to remind drivers that children are playing.

"These people are on vacation, so they have different hours and attitudes than the rest of us," Morgan said.

Bob Jasinski, who lives near a vacation rental in Fort Lauderdale's Riverside Park, says he has constant traffic on his dead-end street from renters, taxis and cleaning crews. He isn't opposed to the rentals but does want them regulated.

Susan Thomas, a resident of the Colee Hammock neighborhood in Fort Lauderdale, said she had to call police last year to deal with disorderly tenants occupying the vacation rental across the street.

That was before a Fort Lauderdale ordinance regulating the rentals went into effect. Since then, things have improved, she said, though she's still not a fan of vacation rentals because she said they change the face of the neighborhood.

Thomas recently noticed about a dozen young women at the house across the street carrying what appeared to be formal gowns. She suspects they're in town for a wedding, which isn't horrible, all things

appeared to be formal gowns. She suspects they're in town for a wedding, which isn't horrible, all things considered.

"I just hope it's not a bachelorette party because those are the worst," she said.

Despite the improved economy, some homeowners still are struggling financially and are turning entrepreneurial to find new sources of income, said Donna DiMaggio Berger, a South Florida real estate lawyer.

"They're looking to monetize things they own," Berger said. "They're using their cars for Uber and their homes for lodging."

Cindy Levine, a mortgage broker and real estate agent, said she placed an ad on Airbnb last year to rent out a room in her Coral Springs home. At the time, she said, she was unemployed and could not work.

Within two days of placing the ad, Levine said, she received an email from the city of Coral Springs telling her to stop the rental. As a result, she had to cancel five reservations.

Levine said she resents the restriction, saying homeowners should be able to rent rooms if they want.

"It was such a shock," Levine said of the email from the city. "I was really desperate for income. I was flat broke."

Under state law, cities can't ban vacation rentals, but some municipalities have adopted measures to regulate the practice.

Nick Noto, a municipal prosecutor in the Coral Springs city attorney's office, said he didn't have details on Levine's case. Coral Springs doesn't have ordinances addressing the issue, he said, but rooms rented beyond 30 days aren't considered vacation rentals and can be shut down, he said.

Other cities are grappling with the problem as well.

Fort Lauderdale last year approved an ordinance that requires people renting their properties to register with the city. Commissioners will be asked June 7 to amend the ordinance to improve compliance.

In a May 3 memo to commissioners, City Manager Lee Feldman wrote that Fort Lauderdale has received 126 applications for vacation rentals and more than $84,000 in revenue generated from registration and business tax fees.

The city's enforcement efforts led to five property owners ending the vacation rental and 23 properties submitting the required application, according to the memo.

"There are 80 properties with code enforcement action in progress and potentially several other properties that remain unidentified," Feldman wrote.

Matt Little, a Fort Lauderdale spokesman, said in an email that the city is pleased with the success of the program so far. Coordinated training with code enforcement officials, police officers and neighborhood volunteers will help in flagging unregistered properties, he said.

"If there is a property that is disrupting a neighborhood's quality of life, we want our neighbors to let us know so that we can thoroughly investigate," Little said.

In Delray Beach, owners who want to rent out their homes must get a landlord permit through the city. But owners can't rent more than three times in a year.

Michael Coleman, Delray's community improvement director, said the city does its best to keep tabs on violators, even monitoring vacation rental websites.

"But it's very labor-intensive," he said. "It's a full-time job because [the industry] has grown so much."

Boca Raton Mayor Susan Haynie said the city prohibits vacation rentals in single-family areas, a restriction that was on the books before the state said cities couldn't ban the properties.

Like Delray, Boca employees monitor rental websites, though some illegal operators avoid detection by omitting a photo of the front of the house, Haynie said.

"The neighbors are very upset," she said. "They expect quiet enjoyment and not a transient use next door."

Andrea O'Rourke, past chairwoman of the Federation of Boca Raton Homeowner Associations, said she hasn't been inundated with complaints in recent years. But she said some residents in single-family waterfront communities, where vacation rentals are big business, have expressed concerns about constant turnover among neighbors.

Unless city officials can find a website listing or other proof of short-term-rental occupancy, enforcement is difficult because owners and tenants simply can claim that friends or family members are visiting, O'Rourke said.

"It's like nailing Jell-O to the wall," she said.

State law doesn't prevent community and homeowner associations from banning the practice, and many boards include language in their governing documents that outlaws or severely restricts short-term rentals.

Community associations have found that vacation renters and full-time residents just don't mix, said Steven Weil, president of Royale Management Services, a company in Fort Lauderdale that oversees 28 condo associations in the tri-county region.

Neighbors have no way of knowing whether the vacationers are vandals or just there to have a good time, Weil said.

Hotels and motels are set up for the safety and comfort of visitors. An innkeepers' license allows for problem guests to be easily removed, but those staying in an owner's condo may have squatters' rights and could require evictions, Weil said.

What's more, vacation rentals could void condo insurance policies and result in zoning violations.

"It's kind of like finding a date on Craigslist," Weil said of allowing vacation renters. "It's probably not real smart."

Palm Aire Country Club Condo Association 4 in Pompano Beach requires guests to have parking permits as a way to keep track of illegal vacation renters. Still, even that isn't a fail-safe method because the complex includes 768 units in 14 buildings, said Darlene Smith, president of Palm Aire.

Officials recently discovered two legal renters trying to rent out rooms on Airbnb in violation of board rules.

"We just ran across them by accident," Smith said.

Hoefar, the spokesman for HomeAway, said the company supports regulations on vacation rentals. But ordinances often are written in legal language, making it difficult for people to understand, he said.

Hoefar added that the bans, however well-intended, effectively drive the practice underground and make the rentals less safe for everyone.

"People are just going to find sneakier ways to rent them out," he said.

*Peowers@Tribpub.com, 561-243-6529 or Twitter @paulowers*

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**This article is related to:** Boca Raton