Synergy at Normandy Mixed-Use

City of Deltona, Florida

TRAFFIC IMPACT STUDY

Prepared for:
Telesis Services, LLC
97 Hickory Tree Road
Longwood, FL 32750

Prepared by:

PTG
Premier Traffic Group

PremierTrafficGroup@gmail.com
350 E Crown Point Road, Suite 1100
Winter Garden, FL 34787

July 2024

EXECUTIVE SUMMARY

This traffic analysis is being conducted to assess the impact of the proposed 320 apartments, 234.6 KSF of light warehouse and a Gas Station with 14 Fuel positions. The proposed development is located east of Normandy Boulevard in City of Deltona, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

The results of the traffic analysis are summarized as follows:

- The proposed development will generate a total of 3,514 daily trips of which 355 and 280 will occur during the AM and PM peak hour, respectively.
- Access to the site will be provided via two right-in/right-out and one full access driveway onto Normandy Boulevard. In addition, access will be provided via the proposed new roadway, Amelia Avenue/Rhode Island Avenue.
- The analysis indicates that the study roadway segments generally currently operate adequately within their adopted Level of Service (LOS). There are some segments that are projected to fail with or without construction of the proposed project due to committed trips and background traffic growth.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- In summary, an exclusive 235 foot (includes a 50-foot taper) southbound left turn lane is warranted on Normandy Boulevard at Amelia Avenue/Rhode Island Avenue and at the Main Project Access. The turn lane design will be developed and coordinated by the site civil engineers.
- Per City staff, exclusive right turn lanes shall be provided at the driveways, since Normandy Blvd in the study area is a 45 mph roadway.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Premier Traffic Group a dba of Karma Consultancy, LLC. and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: Synergy at Normandy Mixed-Use

LOCATION: City of Deltona, Florida

I acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Vasu T. Persaud, PE

P.E. #: Florida P.E. No. 72790

DATE: July 15th, 2024

SIGNATURE: _____

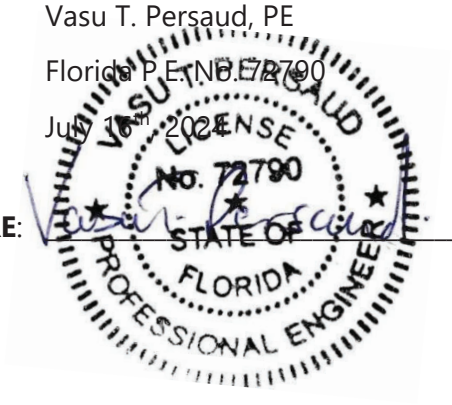


TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

1. 0 INTRODUCTION

The proposed project comprises 320 apartments, 234.6 KSF of light warehouse and a Gas Station with 14 Fuel positions. The proposed development is located east of Normandy Boulevard in City of Deltona, Florida. **Figure 1** depicts the site location and the surrounding transportation network. Access to the site will be provided via two right-in/right-out and one full access driveway onto Normandy Boulevard. In addition, access will be provided via the proposed new roadway, Amelia Avenue/Rhode Island Avenue. A preliminary concept plan is included in **Appendix A.**

1.1 Data and Methodology

Data used in the analysis consisted of site plan/development information provided by the Project Engineers, PM peak hour intersection traffic counts obtained by PTG and roadway segment traffic volumes obtained from Volusia County and the Florida Department of Transportation (FDOT). The analysis was conducted in accordance with the Traffic Impact Analysis (TIA) *Methodology Memorandum* prepared for the project. A copy of the methodology coordination is provided in **Appendix B.**

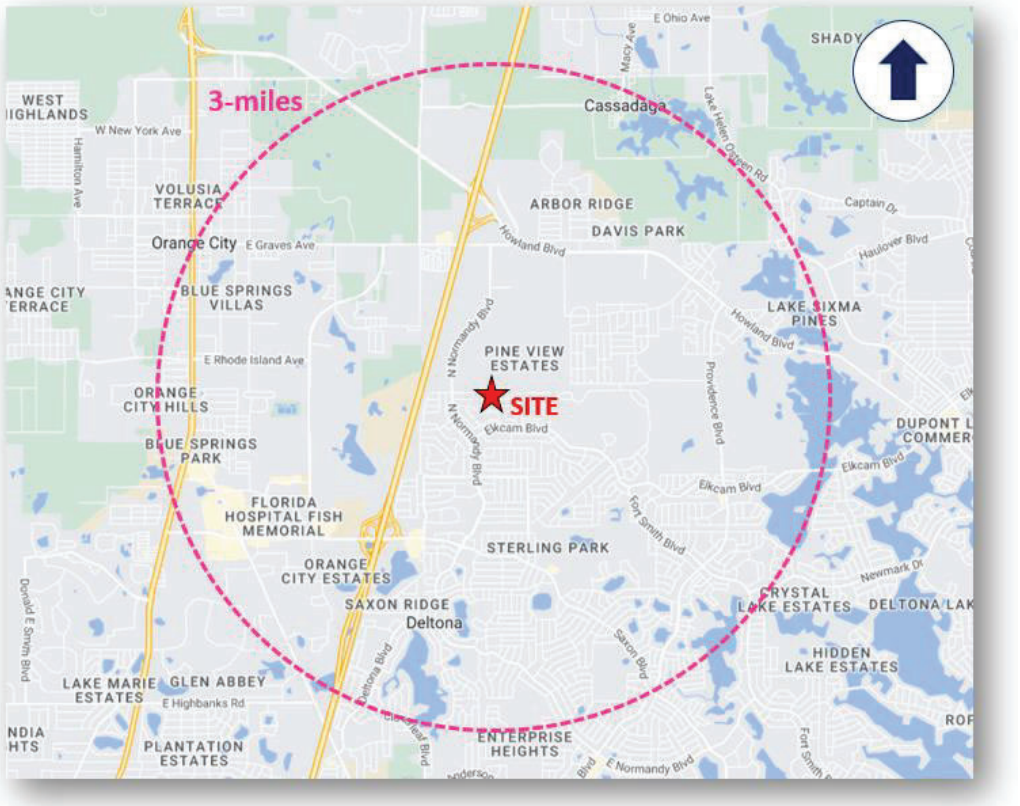


Figure 1: Project Location Map

1.2 Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Normandy Boulevard and Saxon Boulevard
- Normandy Boulevard and Elkcam Boulevard
- Normandy Boulevard and Graves Avenue
- Graves Avenue and Howland Boulevard
- Normandy Boulevard and Amelia Avenue/Rhode Island Avenue (Full- Full)
- Normandy Boulevard and Project Access 1 (North – Right-in/Right-out)
- Normandy Boulevard and Project Access 2 (Main - Full)
- Normandy Boulevard and Project Access 3 (South – Right-in/Right-out)

Study Segments

- Graves Avenue
    - Veteran's Memorial Parkway to Kentucky Avenue
    - Kentucky Avenue to Normandy Boulevard
    - Normandy Boulevard to Howland Boulevard

- Saxon Boulevard
    - Veterans Memorial Parkway to FDOT Park & Ride
    - FDOT Park & Ride to I-4
    - I-4 to Finland Drive
    - Finland Drive to Normandy Boulevard

- Howland Boulevard
    - I-4/SR 472 to Wolf Pack Run
    - Wolf Pack Run to Catalina Boulevard

- Normandy Boulevard
    - Graves Avenue to Rhode Island
    - Rhode Island to Elkcam Boulevard
    - Elkcam Boulevard to Saxon Boulevard
    - Saxon Boulevard to Deltona Boulevard

- US 17/92
    - DeBary Plantation Blvd to Saxon Boulevard
    - Saxon Boulevard to Enterprise Road
    - Enterprise Road to Rhode Island Avenue
    - Rhode Island Avenue to Graves Avenue
    - Graves Avenue to New York Avenue

1.3 Planned and Programmed Improvements

Based on discussions and review of data documented by FDOT, Volusia County and the Volusia Metropolitan Planning Organization, there are no pertinent roadway capacity improvements that were planned and programmed within three (3) years of the project buildout.

It is known that the City is currently adding turn lanes on Normandy Boulevard in front of the site. Therefore, any turn lane designs will be developed and coordinated by the site civil engineers.

2. 0 EXISTING TRAFFIC CONDITIONS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of the existing roadway segment capacities and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Analysis

Table 1 summarizes the existing roadway segment capacity analysis for study segment within a four (4) mile radius of the proposed development. The existing roadway segment conditions were analyzed by comparing the existing traffic volumes observed on the study roadway segments to the service volumes at the adopted Level of Service (LOS) standard for the roadway segments. The LOS data was obtained from the latest Volusia County traffic data and committed trips spreadsheets.

Table 1: Existing Roadway Segment Capacity Analysis

No.	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	PM PK Hr Ext Vol	Ext LOS Met?
99	Graves Ave	VMP to Kentucky Ave	2	E	1,620	1,640	No
100	Graves Ave	Kentucky to Normandy	2	E	1,620	1,420	Yes
101	Graves Ave	Normandy Blvd to Howland Blvd	4	E	2,740	1,590	Yes
102	Saxon Blvd	VMP to FDOT Park n Ride	6	E	5,140	3,360	Yes
103	Saxon Blvd	Park n Ride to I-4	6	E	5,140	2,710	Yes
104	Saxon Blvd	I-4 to Finland Dr	5	E	4,280	3,580	Yes
105	Saxon Blvd	Finland Dr to Normandy Blvd	4	E	3,410	3,170	Yes
121	Howland Blvd	I-4 to Wolf Pack Run	4	E	3,410	2,530	Yes
122	Howland Blvd	Wolf Pack Run to Catalina Blvd	4	E	3,410	2,310	Yes
189	Normandy Blvd	Graves Ave to Rhode Island	2	E	1,150	787	Yes
190	Normandy Blvd	Rhode Island to Elkcam Blvd	4	E	2,630	636	Yes
191	Normandy Blvd	Elkcam Blvd to Saxon Blvd	4	E	2,630	599	Yes
192	Normandy Blvd	Saxon Blvd to Deltona Blvd	2	E	2,630	936	Yes
53	US 17/92	DeBary Plantation Blvd to Saxon Blvd.	4	E	3,580	1,622	Yes
54	US 17/92	Saxon Blvd. to Enterprise Rd.	4	E	3,580	1,223	Yes
55	US 17/92	Enterprise Rd. to Rhode Island Ave.	4	E	3,580	1,649	Yes
56	US 17/92	Rhode Island Ave. to Graves Ave.	4	E	3,580	1,649	Yes
57	US 17/92	Graves Ave. to New York Ave.	4	E	3,580	1,782	Yes

Note: (1) Volusia Vested Trips 2022 table used for segments No. 99 to 192; (2) VolusiaAADTs2021 table used for segments 53 to 57; (3) PM Peak Hour Existing Volume for US 17/92 was obtained by applying the K and D factors to the AADT values found in the VolusiaAADTs2021 spreadsheet

The analysis indicates that the study roadway segments currently operate adequately within their adopted Level of Service (LOS) standard except Graves Avenue from Veteran's Memorial Parkway to Kentucky Avenue.

2.2 Intersection Capacity Analysis

Table 2 summarizes the results of the existing intersection capacity analysis. The existing intersection capacity analysis was conducted for the PM peak hour using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)*. The turning movement count data and the existing PM peak hour Turning Movement Volumes are included in **Appendix C**. It should be noted that the raw turning movement counts were adjusted to peak season volumes using a seasonal adjustment factor (1.02) obtained from the *FDOT Traffic Online* website.

Table 2: Existing Intersection Capacity Analysis

Intersection	Control	Time	EB		WB		NB		SB		Overall	
		Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Normandy Blvd & Saxon Blvd	Signal	AM	23.0	C	38.0	D	39.5	D	62.4	E	39.4	D
		PM	40.0	D	32.5	C	54.5	D	56.2	E	42.0	D
Normandy Blvd & Elkam Blvd	Signal	AM	--	--	9.4	A	10.0	A	5.4	A	8.6	A
		PM	--	--	14.5	B	10.2	B	4.4	A	8.5	A
Normandy Blvd & Graves Ave	Signal	AM	20.4	C	17.7	B	9.9	A	--	--	16.0	B
		PM	19.4	B	16.5	B	14.7	B	--	--	17.8	B
Graves Ave & Howland Blvd	Signal	AM	25.0	C	33.8	C	55.9	E	54.0	D	36.3	D
		PM	33.5	C	21.7	C	16.6	B	31.2	C	21.0	C

The analysis indicates that the study intersections operate adequately during the PM peak hour period. The detailed *Synchro* worksheets are included in **Appendix D**.

3. 0 TRIP GENERATION

To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included a determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways. The estimated project buildout is 2026.

3.1 Trip Generation

Table 3 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition* and the *Trip Generation Handbook, 3rd Edition*. The calculation indicated that the proposed development would generate a total of 3,514 daily trips of which 355 and 280 new net trips will occur during the AM and PM peak hour, respectively. The ITE Trip Generation graphs are included as part of the *Methodology Memorandum* in **Appendix B.**

Table 3: Trip Generation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
110	General Light Industrial	234.6 KSF	4.87	1,143	0.74	153	21	174	0.65	21	131	152
221	Multi-Family (Mid-Rise)	320 DUs	4.62	1,478	0.4	29	99	128	0.39	76	49	125
945	Gas Station with Convenience Market (GFA 2-4ksf)	14 FPs	265.1	3,712	16.06	113	112	225	18.42	129	129	258
	Subtotal		--	6,333	--	295	232	527	--	226	309	535
	Internal Capture (1% AM, 18% PM)		--	63	--	3	2	5	--	41	55	96
	Gas Station with Convenience Market Pass-by (75%)		--	2,756	--	84	83	167	--	79	80	159
	New Net Trips		**--**	**3,514**	**--**	**208**	**147**	**355**	**--**	**106**	**174**	**280**

Note: ITE Trip generation equation used as the R-squared value is greater than 0.7

3.2 Trip Distribution/Assignment

The *Central Florida Regional Planning Model (CFRPM)* was used to determine a trip distribution pattern for this project. A model plot showing the trip distribution pattern is provided as part of the *Methodology Memorandum* in **Appendix B.** The trip distribution pattern was assessed for reasonableness using knowledge of the traffic patterns in the area, review of existing traffic counts and engineering judgement.

Figure 2 provides the finalized trip distribution developed for this project. Using this trip distribution pattern, project trips will be assigned to the surrounding study roadway network.

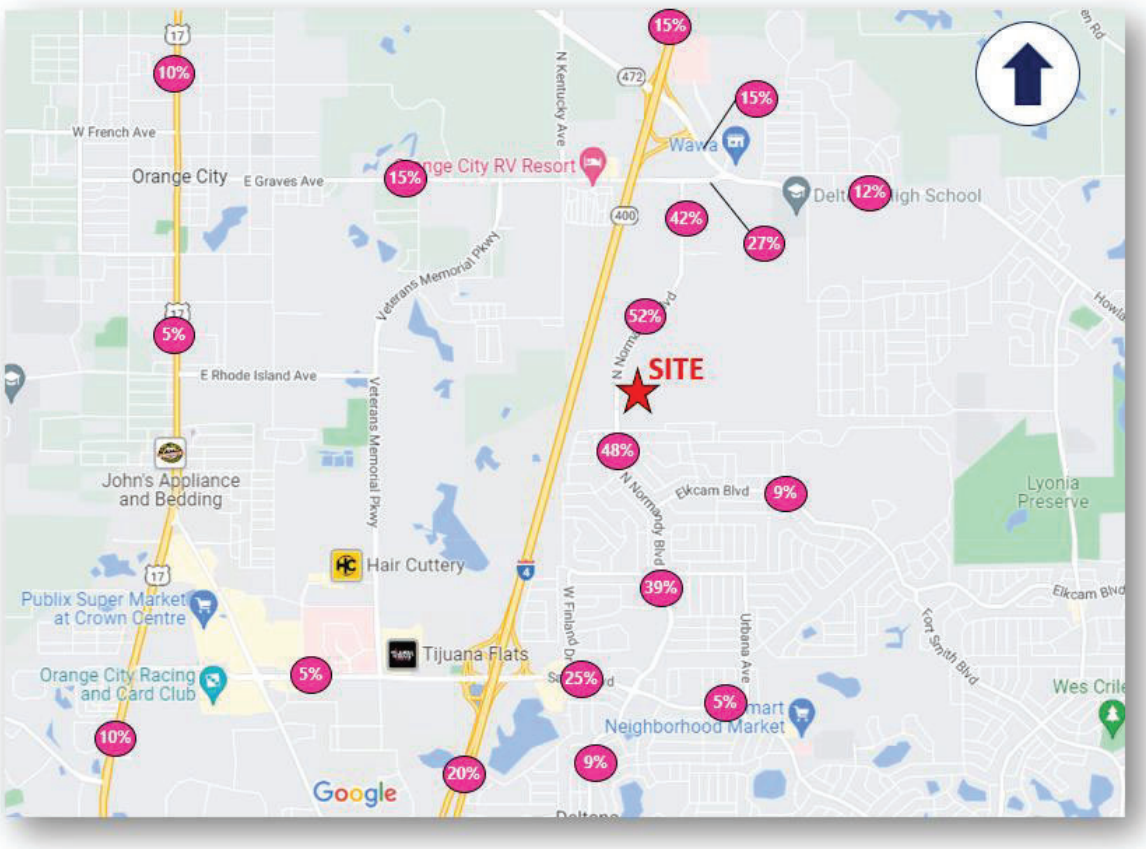


Figure 2: Trip Distribution Map

4. 0 PROJECTED TRAFFIC CONDITIONS

An analysis of projected conditions was conducted to determine the proposed development's impact on the roadway segment capacities and to evaluate the operations of the study intersections. The project buildout year for the analysis is 2026.

4.1 Background Traffic Projection

Projected traffic volumes consist of background traffic combined with site generated traffic. Typically, background traffic volumes are determined by expanding existing peak hour traffic volumes to the buildout year using an annual growth rate. A historical trend analysis was conducted based on the Annual Average Daily Traffic (AADT) data obtained from the *FDOT Traffic Online* website in the vicinity of the project (see **Appendix E**). Based on this historical trend analysis, an annual growth rate of 1.96% was calculated. This growth rate was applied to the existing traffic volumes as appropriate in order to determine the projected background volumes in the project buildout year.

4.2 Roadway Segment Analysis

Table 4 and **Table 5** summarize the results of the background and projected study roadway segment capacity analysis, respectively. The Background and Projected roadway segment conditions were analyzed by comparing the projected traffic volumes on the study segments to their respective service volumes at the adopted Level of Service (LOS) standard. The total projected traffic volume is composed of background traffic and project trips. Projected background traffic was estimated using the annual growth rate discussed in the previous section.

The analysis indicates that the study roadway segments generally currently operate adequately within their adopted Level of Service (LOS). There are some segments that are projected to fail with or without the construction of the proposed project due to committed trips and background traffic growth.

Table 4: Background Roadway Segment Capacity Analysis

No.	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Backg'd Vol	Backg'd Comm	Backg'd Tot Vol	Backd'd LOS Met?
99	Graves Ave	VMP to Kentucky Ave	2	E	1,620	1771	470	2,241	No
100	Graves Ave	Kentucky to Normandy	2	E	1,620	1534	925	2,459	No
101	Graves Ave	Normandy Blvd to Howland Blvd	4	E	2,740	1717	991	2,708	Yes
102	Saxon Blvd	VMP to FDOT Park n Ride	6	E	5,140	3629	316	3,945	Yes
103	Saxon Blvd	Park n Ride to I-4	6	E	5,140	2927	313	3,240	Yes
104	Saxon Blvd	I-4 to Finland Dr	5	E	4,280	3866	262	4,128	Yes
105	Saxon Blvd	Finland Dr to Normandy Blvd	4	E	3,410	3424	262	3,686	No
121	Howland Blvd	I-4 to Wolf Pack Run	4	E	3,410	2732	868	3,600	No
122	Howland Blvd	Wolf Pack Run to Catalina Blvd	4	E	3,410	2495	783	3,278	Yes
189	Normandy Blvd	Graves Ave to Rhode Island	2	E	1,150	850	764	1,614	No
190	Normandy Blvd	Rhode Island to Elkcam Blvd	4	E	2,630	687	507	1,194	Yes
191	Normandy Blvd	Elkcam Blvd to Saxon Blvd	4	E	2,630	647	338	985	Yes
192	Normandy Blvd	Saxon Blvd to Deltona Blvd	2	E	2,630	1011	61	1,072	Yes
53	US 17/92	DeBary Plantation Blvd to Saxon Blvd.	4	E	3,580	1752	0	1,752	Yes
54	US 17/92	Saxon Blvd. to Enterprise Rd.	4	E	3,580	1321	0	1,321	Yes
55	US 17/92	Enterprise Rd. to Rhode Island Ave.	4	E	3,580	1781	0	1,781	Yes
56	US 17/92	Rhode Island Ave. to Graves Ave.	4	E	3,580	1781	0	1,781	Yes
57	US 17/92	Graves Ave. to New York Ave.	4	E	3,580	1925	0	1,925	Yes

Table 5: Projected Roadway Segment Capacity Analysis

No.	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Backg'd Tot Vol	Trip Dist	Project Vol	Total Vol	Projected LOS Met?
99	Graves Ave	VMP to Kentucky Ave	2	E	1,620	2,241	15%	26	2267	No
100	Graves Ave	Kentucky to Normandy	2	E	1,620	2,459	15%	16	2475	No
101	Graves Ave	Normandy Blvd to Howland Blvd	4	E	2,740	2,708	27%	47	2755	No
102	Saxon Blvd	VMP to FDOT Park n Ride	6	E	5,140	3,945	5%	5	3950	Yes
103	Saxon Blvd	Park n Ride to I-4	6	E	5,140	3,240	5%	9	3249	Yes
104	Saxon Blvd	I-4 to Finland Dr	5	E	4,280	4,128	25%	27	4155	Yes
105	Saxon Blvd	Finland Dr to Normandy Blvd	4	E	3,410	3,686	25%	44	3730	No
121	Howland Blvd	I-4 to Wolf Pack Run	4	E	3,410	3,600	15%	16	3616	No
122	Howland Blvd	Wolf Pack Run to Catalina Blvd	4	E	3,410	3,278	12%	21	3299	Yes
189	Normandy Blvd	Graves Ave to Rhode Island	2	E	1,150	1,614	52%	55	1669	No
190	Normandy Blvd	Rhode Island to Elkcam Blvd	4	E	2,630	1,194	48%	84	1278	Yes
191	Normandy Blvd	Elkcam Blvd to Saxon Blvd	4	E	2,630	985	39%	41	1026	Yes
192	Normandy Blvd	Saxon Blvd to Deltona Blvd	2	E	2,630	1,072	9%	16	1088	Yes
53	US 17/92	DeBary Plantation Blvd to Saxon Blvd.	4	E	3,580	1,752	10%	17	1769	Yes
54	US 17/92	Saxon Blvd. to Enterprise Rd.	4	E	3,580	1,321	5%	5	1326	Yes
55	US 17/92	Enterprise Rd. to Rhode Island Ave.	4	E	3,580	1,781	5%	9	1790	Yes
56	US 17/92	Rhode Island Ave. to Graves Ave.	4	E	3,580	1,781	15%	16	1797	Yes
57	US 17/92	Graves Ave. to New York Ave.	4	E	3,580	1,925	10%	17	1942	Yes

Note: Total Vol = 2022 Existing Vol x [1+(2%x 4 years)] + Project Vol

4.3 Intersection Capacity Analysis

Table 6 summarizes the results of the projected intersection capacity analysis. The projected intersection capacity and operational analysis was conducted using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)* and was performed for the PM peak hours. The projected volumes for the intersection capacity and operations analysis were calculated as previously discussed. Projected background traffic was estimated using the annual growth rate as previously discussed. The projected peak hour volumes are also provided **Appendix D.**

The analysis indicates that the study intersections are projected to continue to operate adequately during both the AM and PM peak hour periods. The *Synchro* analysis worksheets are included in **Appendix F**.

Table 6: Projected Intersection Capacity Analysis

Intersection	Control	Time	EBL		WBL		NBL		SBL		Overall	
		Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Normandy Blvd & Saxon Blvd	Signal	AM	36.1	D	53.9	D	59.1	E	78.4	E	55.3	E
		PM	38.5	D	80.5	F	85.7	F	56.3	E	54.3	D
Normandy Blvd & Elkam Blvd	Signal	AM	--	--	10.8	B	10.8	B	5.7	A	9.4	A
		PM	--	--	15.5	B	11.3	B	4.8	A	9.1	A
Normandy Blvd & Graves Ave	Signal	AM	19.7	B	18.0	B	10.6	B	--	--	16.0	B
		PM	20.3	C	16.9	B	16.3	B	--	--	18.5	B
Graves Ave & Howland Blvd	Signal	AM	27.0	C	41.8	D	69.7	E	56.0	E	44.1	D
		PM	34.9	C	22.1	C	18.0	B	33.8	C	22.3	C
Normandy Blvd & Amelia Ave	Stop	AM	--	--	17.5	C	0.0	A	1.9	A	--	--
		PM	--	--	23.0	C	0.0	A	0.6	A	--	--
Normandy Blvd & Project Access	Stop	AM	--	--	11.2	B	0.0	A	0.0	A	--	--
		PM	--	--	10.1	B	0.0	A	0.0	A	--	--
Normandy Blvd & Project Access	Stop	AM	--	--	18.9	C	0.0	A	2.1	A	--	--
		PM	--	--	25.5	D	0.0	A	0.6	A	--	--
Normandy Blvd & Project Access	Stop	AM	--	--	11.9	B	0.0	A	0.0	A	--	--
		PM	--	--	10.4	B	0.0	A	0.0	A	--	--

Note: Planning level signal timings utilize for projected conditions

4.4 Access Turn Lane Analysis

Left Turn Lane

The need for exclusive southbound left turn lanes on Normandy Boulevard at Amelia Avenue/Rhode Island Avenue and at the Main Project Access was assessed using guidance from *the National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide*. The review indicated that the project volumes and posted speed limit at this location do meet the warrant thresholds and

consequently, an exclusive southbound left turn lane is warranted at both Locations. The NCHRP 457 worksheet is provided in **Appendix G.**

The minimum required turn lane dimensions is as follows:

Total Turn Lane Length = Vehicular Deceleration Distance + Queue Storage
Deceleration @ 45 mph = 185' (incl. 50-foot taper), per FDOT Design Standards
Queue = 95th percentile queue from Synchro = 1.6 vehicle, use 2 vehicles minimum = 50'
Total Turn Lane Length = 185 + 50 = 235 feet

In summary, an exclusive 235-foot (includes a 50-foot taper) southbound left turn lane is warranted on Normandy Boulevard at Amelia Avenue/Rhode Island Avenue and at the Main Project Access. The turn lane design will be developed and coordinated by the site civil engineers.

Right Turn Lane

Per City staff, exclusive right turn lanes shall be provided at the driveways, since Normandy Blvd in the study area is a 45 mph roadway. Specifically, the following applies

- According to Volusia County LDC Section 72-619 for turn lane requirements, it states that "A right-turn lane of 12 feet in width, conforming to Table VI shall be provided at each driveway when the speed limit equals or exceeds 35 miles per hour or if the development will generate 100 or more right-turn movements during the peak hour."

- According to Section 96-37 (Access to thoroughfare corridors) from City of Deltona ordinances - A right-turn lane with a minimum of 150 feet of storage and 100 feet of transition shall be required at each driveway when the speed limit equals or exceeds 35 miles per hour or if the development will generate 100 or more right-turn movements during the peak hour.

4.5 Intersection Queuing Analysis

A PM peak hour queue analysis was conducted of the study intersection to determine the adequacy of the exiting left turn lane lengths to accommodate the projected volumes. This analysis is summarized in **Table 7.** As shown, the study intersection storage lane lengths accommodate the projected traffic except for the Normandy Boulevard and Saxon Boulevard intersection, which currently had queue storage deficiencies.

Note: The right turn lanes were not analyzed because of the right turn on red allowance which would inherently reduce queuing at these intersections

Table 7: Intersection Queue Analysis

Approach Movement	Data	Normandy Blvd & Saxon Blvd	Normandy Blvd & Elkam Blvd	Normandy Blvd & Graves Ave	Graves Ave & Howland Blvd
EBL	Queue (ft)	915	N/A	N/A	60
	Speed Limit (mph)	30	N/A	35	35
	Decel Distance (ft)	145	N/A	145	145
	Total Required (ft)	1060	N/A	145	205
	Ext Lane Length (ft)	545	N/A	485	545
	Sufficient (Y/N)	N	N/A	Y	Y
WBL	Queue (ft)	47.5	80	175	169
	Speed Limit (mph)	30	35	35	35
	Decel Distance (ft)	145	145	145	145
	Total Required (ft)	192.5	225	320	314
	Ext Lane Length (ft)	180	619	562	367
	Sufficient (Y/N)	N	Y	Y	Y
NBL	Queue (ft)	237.5	N/A	155	94
	Speed Limit (mph)	30	35	35	35
	Decel Distance (ft)	145	145	145	145
	Total Required (ft)	382.5	145	300	239
	Ext Lane Length (ft)	280	N/A	577	732
	Sufficient (Y/N)	N	Y	Y	Y
SBL	Queue (ft)	140	32.5	N/A	81
	Speed Limit (mph)	30	35	N/A	35
	Decel Distance (ft)	145	145	N/A	145
	Total Required (ft)	285	177.5	N/A	226
	Ext Lane Length (ft)	1000	1000	N/A	N/A
	Sufficient (Y/N)	Y	Y	N/A	Y

4.6 Proportionate Fair Share

The roadway segments that are failing in the projected conditions fail during the background conditions. Therefore, as per F.S. 160.3180 3. (B) the roadways are deficient without the project under review and therefore are removed from the proportionate-share calculation.

5. 0 MULTIMODAL ASSESSMENT

An assessment was done of the immediate project site and proposed project site plans as it relates to multimodal transportation options.

Existing multimodal provisions in the area primarily includes sidewalks with stripped crosswalks on internally in the adjacent subdivisions. The proposed project would further facilitate multimodal connectivity by providing on-site/site related sidewalks connectivity. In general, the site plan is consistent with the City guidelines that will encourage the following:

- Safe, adequately lit and well-maintained pathways (on-site)
- Share Road Bicycle connectivity
- Identifiable crosswalks
- Removal of natural and/or built barriers that discourage walking
- Compliance with American's with Disabilities Act requirements
- Buffering between vehicular areas and sidewalks
- Linkage to existing or future walkway and/or bikeway network and transit route

Further information on multimodal provisions is documented by the site civil engineer on the site plans.

6. 0 STUDY CONCLUSIONS

This traffic analysis is being conducted to assess the impact of the proposed 320 apartments, 234.6 KSF of light warehouse and a Gas Station with 14 Fuel positions. The proposed development is located east of Normandy Boulevard in City of Deltona, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

The results of the traffic analysis are summarized as follows:

- The proposed development will generate a total of 3,514 daily trips of which 355 and 280 will occur during the AM and PM peak hour, respectively.

- Access to the site will be provided via two right-in/right-out and one full-access driveway onto Normandy Boulevard. In addition, access will be provided via the proposed new roadway, Amelia Avenue/Rhode Island Avenue.

- The analysis indicates that the study roadway segments generally currently operate adequately within their adopted Level of Service (LOS). There are some segments that are projected to fail with or without the construction of the proposed project due to committed trips and background traffic growth.

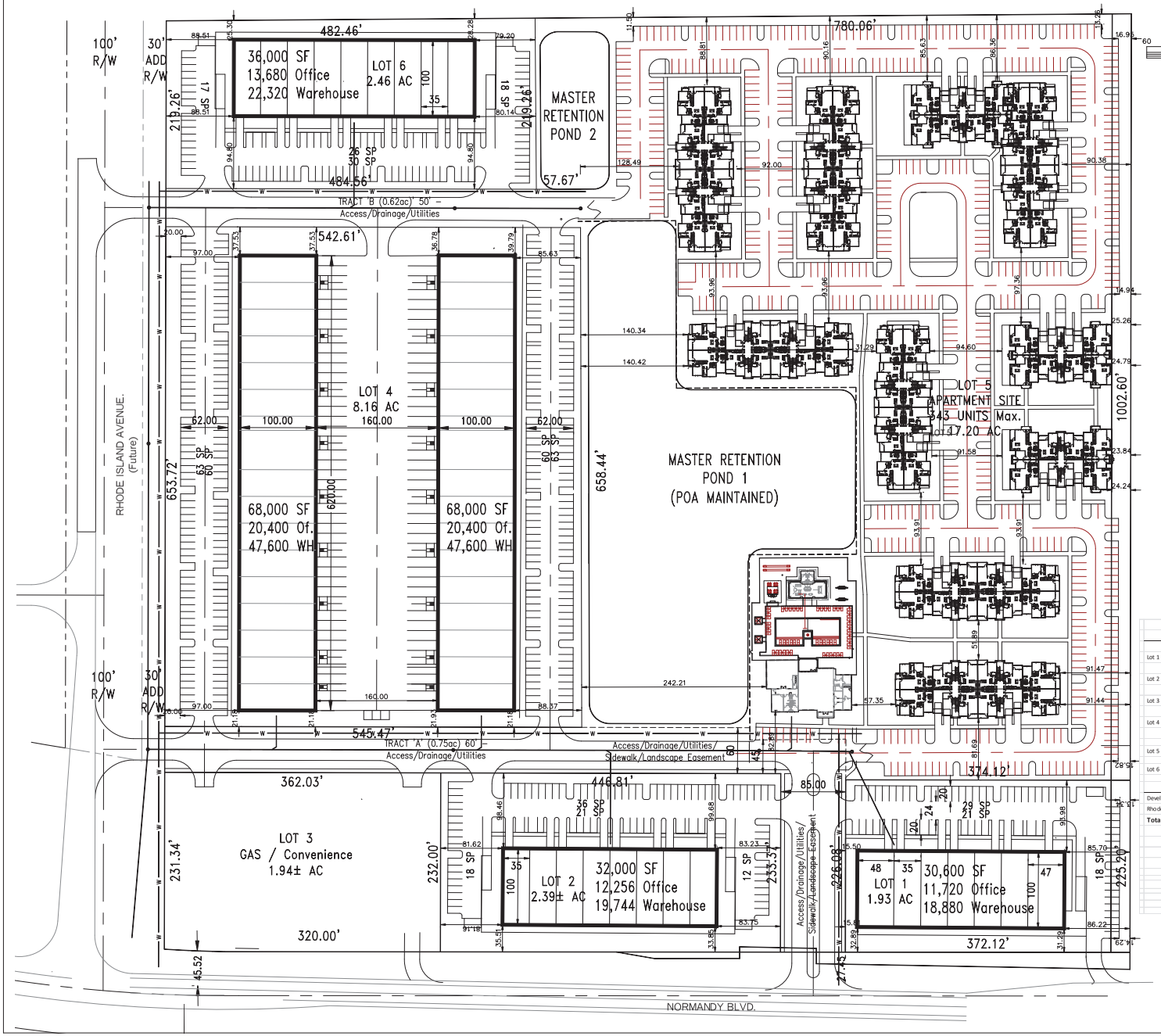
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.

- In summary, an exclusive 235 foot (includes a 50-foot taper) southbound left turn lane is warranted on Normandy Boulevard at Amelia Avenue/Rhode Island Avenue and at the Main Project Access. The turn lane design will be developed and coordinated by the site civil engineers.

- Per City staff, exclusive right turn lanes shall be provided at the driveways, since Normandy Boulevard within the study area is a 45 mph roadway.

APPENDIX

Appendix A: Preliminary Concept Plan



SYNERGY AT NORMANDY

A Multi–Use Development

DEVELOPER:
Telesis Services LLC
Attn: Scott Banta
scott@telesisservices.com
1111 N. Ronald Regan Blvd. STE 101
Longwood, FL 32750

OWNER::
Warranty Parts Solutions, LLC
14537 Whittridge Drive
Winter Garden FL 34787

CIVIL ENGINEER:
Central Florida Engineering Consultants, LLC
1111 N. Ronald Regan Blvd. STE 101
Longwood, FL 32750
407–599–7010
ATTN: Russell Maynard
rmaynard@floridaeng.com

LOT / BUILDING TABLE

		# Acres	Bldg Size	Office	Warehouse	Mezzanine (1)
Lot 1	Industrial Building	1.93	30,600	11,720	18,880	3,500
Lot 2	Industrial Building	2.39	32,000	12,256	19,744	4,000
Lot 3	Gas / Convenience	1.94				
Lot 4	Industrial Building 1	8.16	68,000	20,400	47,600	8,500
	Industrial Building 2		68,000	20,400	47,600	8,500
Lot 5	Apartments - 343 units Max.	17.20				
Lot 6	Industrial Building	2.46	36,000	13,680	22,320	4,500
	Tracts	1.37				
Developed Total (Incl. South St. R/W)		35.45	234,600	78,456	156,144	29,000
Rhode Island and Normandy R/W Dedication		1.01				
Total Land Area		**36.46**				

Apartment Unit Mix - Lot 5

Unit Type	Amount
1 BEDROOM	120
2 BEDROOM	166
3 BEDROOM	34
	320

DRAWING TITLE
PRELIMINARY Site Plan
SYNERGY at NORMANDY
City of Deltona, Florida

CENTRAL FLORIDA ENGINEERING CONSULTANTS, LLC
Civil Engineering - Land Planning
500 North Maitland Avenue, Suite 102
Maitland, Florida 32751
Phone Number: (407) 599-7010
Fax Number: (407) 358-5448
email: information@floridaeng.com
EB No. 29173

Revisions

No.	date	by
1	05/07/2024	DRC Comments 1 Address – Added Unit Count for Apt. and Building Setback

Job Number: 2022.352.01
Drawn by:
Designed by:
Filename:
Scale: 1" = 60'
Date: JAN 2023

FLORIDA BOARD OF PROFESSIONAL REGULATION
Engineering Business No. 29173
Engineer:

Montje S. Plank, P.E.
License No. 36149

SHEET NUMBER
C001 of 1

Appendix B: Methodology Coordination

PTG
Premier Traffic Group

MEMORANDUM

RE: Synergy at Normandy Mixed-Use
City of Deltona, Florida
Traffic Impact Analysis Comments Responses
07/16/2024
Job # 22120

The following responds to comments received on the Traffic Impact Analysis (TIA) for the above referenced project.

1. **Existing Roadway Segment Capacity Analysis (Table 1):**

    a. **Roadway segment numbers 190 and 191 (Normandy Blvd from Rhode Island to Saxon Blvd) – Number of lanes should be 4 instead of 2.**
    b. **It was stated that the PM Peak Hour External Volume for US 17/92 segments are calculated by multiplying the AADTs with K & D factors. Using the AADTs from AADT spreadsheet, K and D factors from Florida Traffic Online website, following are the PM peak hour volumes calculated:**
        I. **1,622 instead of 1,565 on segment number 53,**
        II. **1,223 instead of 1,180 on segment number 54,**
        III. **1,649 instead of 1,590 on segment number 55,**
        IV. **1,649 instead of 1,590 on segment number 56,**
        V. **1,782 instead of 1,719 on segment number 57.**

    For example, the AADT along segment number 53 is 30,500 veh/day with K&D factors of 9.0 and 59.1% respectively. AADT x K x D = 30,500 x 0.09 x 0.591 = 1,622. Please modify the table with accurate values.

    Response: As requested, the TIA was updated per these comments.

2. **Trip Generation (Table 3):**

    a. **It is observed that a total industrial land use size of 234,600 SF was included (75,456 SF of office space and 156,144 SF of warehouse) in the latest site plan, which is higher than the 230,600 SF used in the trip generation table. In the approved methodology and the TIA (September 2023), Lot 6 had 32,000 SF which included 12,256 SF of office space and 19,744 SF of warehouse usage while updated TIA (June 2024) has 36,000 SF which included 13,680 SF of office space and 22,320 SF of warehouse usage. Please update the trip generation table to include the additional 4,000 SF.**

b. **Multi-Family (Mid-Rise) - Based on ITE Trip Generation 11th Edition, the AM peak hour trips for 320 dwelling units using the equation calculates to be 129 (Total), 30 (Enter) and 99 (Exit). Please modify the trip generation values.**

   Note: The values of 138 (Total), 32 (Enter) and 106 (Exit) shown in the table is for 340 dwelling units.

c. **The values shown in the pass-by trips during the AM peak hour are incorrect. For example, reducing the internal capture of 1% (AM peak hour) from the total trips of 225 equals to approximately 223 and 75% pass-by trips will be 167 trips instead of 138 shown. It seems like the internal capture of 18% is inadvertently used instead of 1% to reduce the internal capture trips, please modify the calculations and update the table.**

Response: As requested, the TIA was updated per these comments.

3. **Projected Traffic Conditions (Section 4): The body of the report states the build-out year as 2025 while the TIA methodology submission checklist states it as 2026. Please confirm which is the accurate build-out year.**

Response: The build-out year was updated to 2026.

4. **Background Roadway Segment Capacity Analysis (Table 4):**
   a. **Check comments on Table 1 and update this table accordingly.**
   b. **The background volumes seems to be incorrect. The AADTs used as a baseline to forecast to build-out year (2025) is from year 2021 and not 2023. Hence, the background volume should be equal to PM peak hour volume from 2021 AADT spreadsheet x (1 + 4 x 1.96%). Please update the background volume column.**
   c. **Please confirm with the County the attached July 2022 is the latest vested trip data available.**

Response: As requested, the TIA was updated per these comments. The Vested Trip data July 2022 is the latest.

5. **Projected Roadway Segment Capacity Analysis (Table 5):**
   a. **Check comments on Tables 1 and 4 and update this table accordingly.**
   b. **Trip distribution – Based on the review of trip distribution map (Figure 2), the distribution percentages should be as follows:**

I. **Roadway Number 100 - Project trip percentage should be 15% instead of 52%,**
II. **Roadway Number 101 - Project trip percentage should be 27% instead of 42%,**
III. **Roadway Number 103 - Project trip percentage should be 5% instead of 55%,**
IV. **Roadway Number 105 - Project trip percentage should be 25% instead of 39%,**
V. **Roadway Number 121 - Project trip percentage should be 15% instead of 27%,**
VI. **Roadway Number 189 - Project trip percentage should be 52% instead of 25%,**
VII. **Roadway Number 190 - Project trip percentage should be 48% instead of 39%,**
VIII. **Roadway Number 191 - Project trip percentage should be 39% instead of 52%,**
IX. **Roadway Number 192 - Project trip percentage should be 9% instead of 52%,**
X. **Roadway Number 53 - Project trip percentage should be 10% instead of 5%.**
XI. **1,782 instead of 1,719 on segment number 57.**

Please update Table 5 based on above modifications.

Response: As requested, the TIA was updated per these comments.

6. **Intersection Capacity Analysis (Section 4.3): A queuing analysis has to be performed to confirm the sufficiency of the turn lane storages volumes at the study intersections to accommodate the background and project traffic.**

Response: A queuing analysis was added to the report.

7. **General: A multimodal analysis reviewing bicycle, pedestrian and transit facilities within the project influence area need to be included as part of the TIA.**

Response: As requested, a multimodal discussion was added to the TIA.

END

PTG
Premier Traffic Group

MEMORANDUM

RE: Synergy at Normandy Mixed-Use
City of Deltona, Florida
Traffic Impact Analysis Comments Responses
06/12/2024
Job # 22120

The following responds to comments received on the Traffic Impact Analysis (TIA) for the above referenced project.

City of Deltona Comments

1. **Preliminary Site Plan (Figure 2):**
    a. **Please include the calculation for number of parking spaces required versus the actual parking spaces provided using the rates from the Volusia County/City of Deltona parking guidelines for residential uses, to make sure adequate spaces are provided for documentation purposes.**
    b. **Based on the review of site plan, it is seen that there will be 312 residential units. Please confirm if the number of residential dwelling units will be 320 or 312.**

Response: The parking calculation will be provided by the site civil enginee as it is not part of the Traffic Impact Study. There are 320 residential units.

2. **Existing Roadway Segment Capacity Analysis (Table 1):**
    a. **The number of lanes seems to be incorrect for a lot of roadway segments. For example:**
        i. **Graves Avenue from Kentucky to Normandy is a two-lane roadway based on google street view and Volusia County volume spreadsheet.**
        ii. **Saxon Boulevard from VMP to FDOT Park & Ride is a six-lane roadway based on google street view and Volusia County volume spreadsheet.**
        iii. **Normandy Boulevard from Graves Avenue to Rhode Island is a two-lane roadway based on google street view and Volusia County volume spreadsheet.**
        iv. **iv. The above are just a few examples, please verify all the segments and update the table.**
    b. **Please verify the PM PK Hr Ext Volumes on Saxon Blvd, the values seem different in the 2021 Volume Spreadsheet**
    c. **For the segments on US 17/92:**

i. **Based on 2021 Volusia County AADT spreadsheet, the peak 2-way capacity is seen as 3,580 vehicle/hour while the table shows a value of 2,000 vehicle/hour. Please explain or reconcile as needed.**
ii. **Also, please explain where the peak hour volumes were obtained from. No values were seen in the 2021 Volusia County AADT spreadsheet.**

Response: The table was updated and notes added as requested

3. **Trip Generation (Table 3):**
   a. **General Light Industrial (LUC 110) - It is seen from the preliminary site plan that there will be 77 KSF of office space (33%) and 153.6 KSF of warehouse (67%). Please confirm the office space is related to warehousing and will not be using for other uses. Based on description of land use 110, Light Industrial is defined as "The facility has an emphasis on activities other than manufacturing and typically has minimal office space". If the office space will be used for different purpose, the general light industrial and office uses must be calculated as different land uses.**
   b. **Multi-Family (Mid-Rise) - Based on ITE Trip Generation 11th Edition, the AM peak hour trips calculate to be 129 (Total), 30 (Enter) and 99 (Exit). Please modify as necessary.**
   c. **Internal capture - The 18% internal capture is for PM peak hour and the internal trip capture estimation was not performed for AM peak hour or attached with the methodology. Please calculate the internal capture for AM peak hour. Based on initial analysis, it is observed the internal capture will be less than 1% for the AM peak hour. Please update the trip generation calculations.**

Response: (a) Per the developer, the office space is intended to be incidental to the warehouse space; (b) Per the note at the bottom of Table 3, the ITE trip generation equations were used to derive trip rates; (c) The AM peak hour internal capture was updated as requested.

4. **Projected Roadway Segment Capacity Analysis (Table 4):**
   a. **Were the vested trips added to the background volume? If yes, please include a column showing the vested trips on each corridor.**
   b. **In addition, please verify the number of lanes are correct.**

Response: (a) Vested trips were used originally in the analysis but a column was not shown in the PDF. A column has now been added to Table 4; (b) The number of lanes was updated per comment #2.

5. **Turn Lane Analysis (Section 4.4): This section reviewed the requirements for left-turn lanes but did not evaluate for the right-turn lane requirements.**
    a. **According to Volusia County LDC Section 72-619 for turn lane requirements, it states that "A right-turn lane of 12 feet in width, conforming to Table VI shall be provided at each driveway when the speed limit equals or exceeds 35 miles per hour or if the development will generate 100 or more right-turn movements during the peak hour."**
    b. **According to Section 96-37 (Access to thoroughfare corridors) from City of Deltona ordinances - A right-turn lane with a minimum of 150 feet of storage and 100 feet of transition shall be required at each driveway when the speed limit equals or exceeds 35 miles per hour or if the development will generate 100 or more right-turn movements during the peak hour.**

    Exclusive right turn lanes shall be provided at the driveways, since Normandy Blvd in the study area is a 45 mph roadway.

Response: The turn lane section was updated accordingly.

6. **Study Conclusions: Please calculate the Proportionate Fair Share for the proposed mixed-use development.**

Response: A proportionate fair share section was added to the report

7. **Housekeeping comment: In Section 2.2, it is stated that a seasonal adjustment factor of 1.16 was used, shouldn't it be 1.02**

Response: The seasonal factor used was 1.02, the text was updated to be consistent.

Volusia County Comments

1. **Please make sure to utilize the County's 2022 AADT spreadsheet.**

Response: The County 2022 AADT Spreadsheet was utilized. References are provided in the TIA.

2. **Please state any planned or programmed improvements that will be assumed for future conditions.**

Response: Planned and programmed improvements are discussed in Section 1.3 of the TIA.

3. **Please provide additional justification to ensure the proposed buildout year of 2025 aligns with realistic development timelines in the TIA study.**

Response: This comment will be addressed by the Developer thru discussion with City and County staff.

4. **Confirm if there are any planned phases for the development and full development buildout year.**

Response: This comment will be addressed by the Developer thru discussion with City and County staff.

5. **Please include the following statement (if applicable) Given the staged nature of the development and recognizing the potential evolution of traffic patterns over time, the developer is required to conduct a comprehensive reevaluation of the access control type in conjunction with each stage of development. This process is essential to ensure that access control measures align with the changing transportation needs and conditions associated with the different phases of the project. The developer must collaborate closely with the CTE to assess and adjust the access control type based on the specific requirements and challenges presented by each stage. This reevaluation should consider factors such as the increasing population density, changing land use patterns, and corresponding shifts in traffic volumes. For each stage, the developer is expected to submit a revised access control proposal that reflects the current and anticipated traffic conditions. This proposal should outline any necessary modifications to the initially proposed access control type, taking into account factors such as peak traffic periods, pedestrian movements, and the integration of alternative transportation modes. The CTE will review each stage's access control proposal, ensuring that it complies with established standards and guidelines. The goal is to adapt the access control type to the evolving demands of the development, promoting an efficient and safe transportation network throughout the different phases. This staged approach to access control evaluation aims to create a flexible and responsive framework that accommodates the dynamic nature of the development. It is imperative that the developer remains proactive in reassessing and refining access control measures to uphold the highest standards of transportation planning and engineering throughout the entire staged development process.**

Response: This comment will be addressed by the Developer thru discussion with City and County staff.

6. **Please Use the updated attached PFS spreadsheet dated 2024.**

Response: A Proportionate Fair Share Section has been added to the report.

7. **Refer to the attached traffic growth policy for compliance.**

Response: This section is noted.

8. **Refer to the TIA guideline section 9 (Passer -By Capture) for compliance on, The total passer-by capture shall not exceed 14 percent (14%) of the total background traffic on the adjacent roadway, unless approved by the CTE.**

Response: Typically the pass-by trip vs. adjacent street traffic rate cap is not utilized for gas stations since gas stations are acknowledged to have very high pass-by rates. This can be discussed more with the CTE.

9. Refer to TIA guideline section 7 (though an analysis of safety and access management issues may still need to be completed) and provide documentation that support this requirement. A crash diagram as noted below georeferenced to the specific study location(s) highlighting crash trends based on 5yrs period. The proposed design is to consider this input.

Response: This comment is noted and the site civil engineer will coordinate with staff.

10. TIA shall address the following contents:

Response: The TIA was updated to address the contents as requested.

END

PTG
Premier Traffic Group

METHODOLOGY MEMORANDUM

RE: Synergy at Normandy Mixed-Use
City of Deltona, FL
Traffic Impact Analysis Methodology
08/9/2023
Job # 22120

The following is a methodology outline for the Traffic Impact Analysis (TIA) for the above referenced project. In general, the TIA will conform to the methodology requirements and guidelines documented by City of Deltona, Volusia County and the Florida Department of Transportation (FDOT).

Project Description

The traffic analysis will be conducted to assess the impact of the proposed 320 apartments, 230.6 KSF of light warehouse and a Gas Station with 14 Fuel positions. The proposed development is located east of Normandy Boulevard in City of Deltona, Florida. **Figure 1** depicts the site location and the surrounding transportation network.

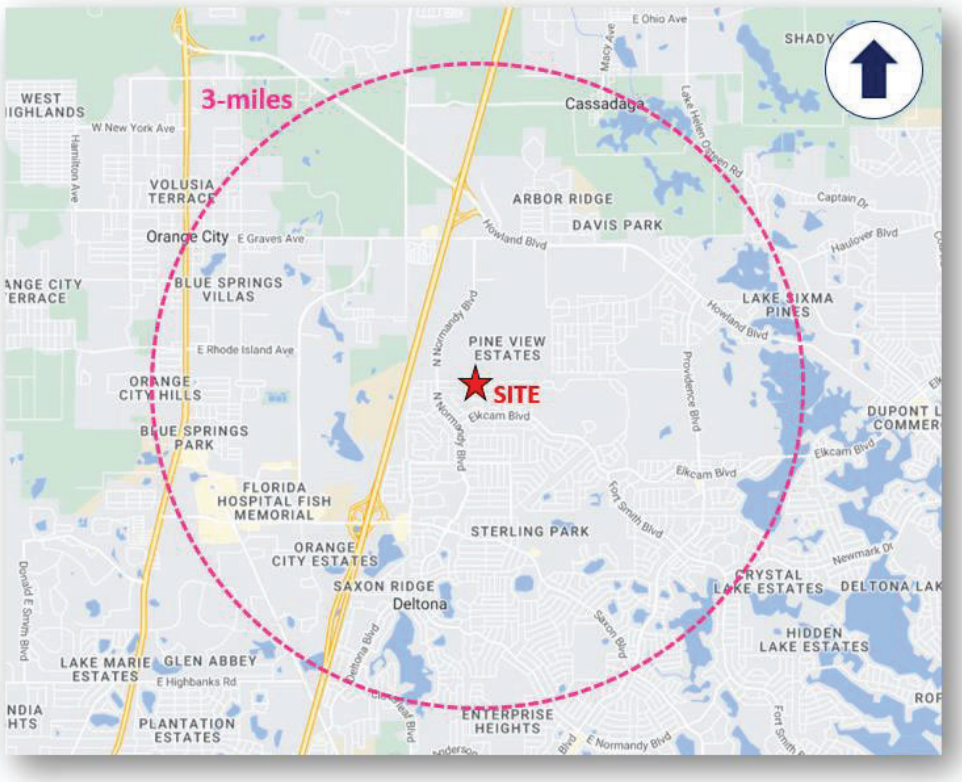


Figure 1: Project Location Map

Mailing: 15155 W Colonial Drive, # 784852, Winter Garden, Florida 34787 | Physical: 350 E Crown Point Road, Suite 1100, Winter Garden, FL 34787
PremierTrafficGroup@gmail.com | C 321-948-9594

Site Access

Access to the site will be provided via two right-in/right-out and one full access driveways onto Normandy Boulevard. **Attachment A** provides the preliminary concept plan.

Trip Generation

Table 1 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition* and the *Trip Generation Handbook, 3rd Edition*. The calculation revealed that the proposed development will generate a total of 2,894 daily trips of which 300 and 278 will occur during the AM and PM peak hour, respectively. The ITE Trip Generation information is included for reference in **Attachment B**.

Table 1: Trip Generation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
110	General Light Industrial	230.6 KSF	4.87	1,123	0.74	150	21	171	0.65	21	129	150
221	Multi-Family (Mid-Rise)	320 DUs	4.62	1,478	0.43	32	106	138	0.39	76	49	125
945	Gas Station with Convenience Market (GFA 2-4ksf)	14 FPs	265.1	3,712	16.06	113	112	225	18.42	129	129	258
	Subtotal		--	6,313	--	295	239	534	--	226	307	533
	Internal Capture (18%)		--	1,136	--	53	43	96	--	41	55	96
	Gas Station with Convenience Market Pass-by (75%)		--	2,283	--	69	69	138	--	79	80	159
	New Net Trips		**--**	**2,894**	**--**	**173**	**127**	**300**	**--**	**106**	**172**	**278**

Trip Distribution

A preliminary distribution of the project trips onto the study area roadways was determined using the Florida Standard Urban Area Transportation Study (FSUTMS) model developed for the adjacent approved Portland Industrial Park (see **Attachment C** for model plots). This preliminary trip distribution was adjusted using knowledge of the study area, development type, prevailing traffic flow patterns and existing traffic counts.

Figure 2 provides the derived trip distribution developed for this project. Using this trip distribution pattern, project trips were assigned to the surrounding study roadway network.

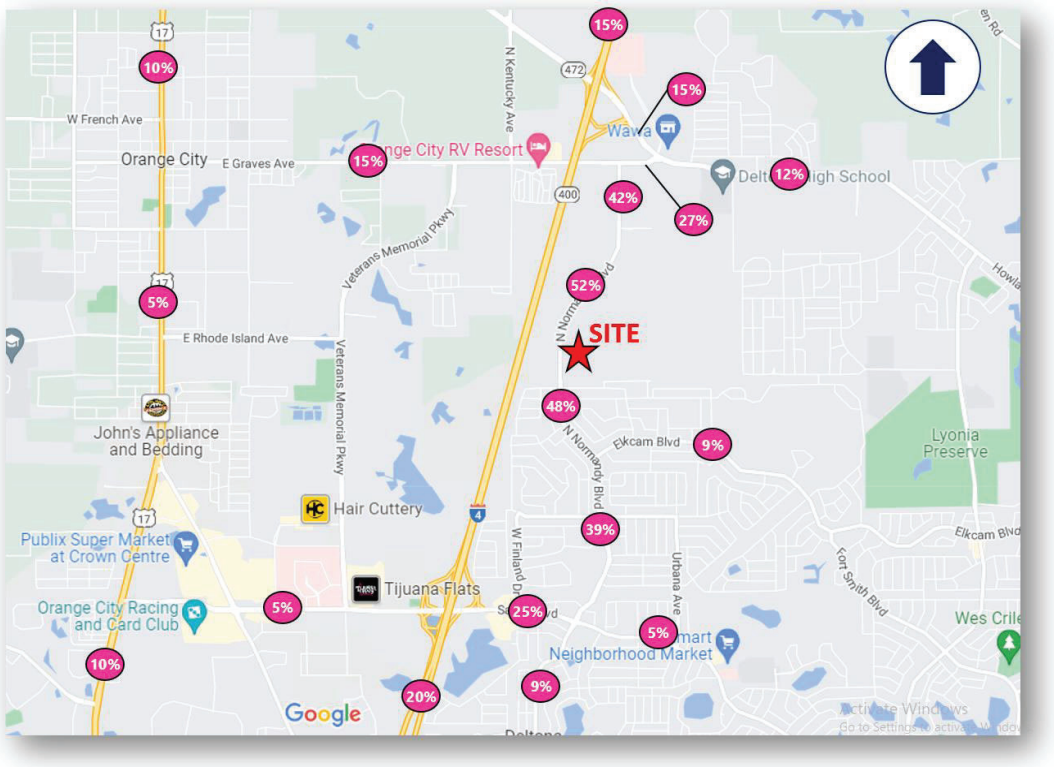


Figure 2: Trip Distribution Map

Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Normandy Boulevard and Saxon Boulevard
- Normandy Boulevard and Elkcam Boulevard
- Normandy Boulevard and Graves Avenue
- Graves Avenue and Howland Boulevard
- Normandy Boulevard and Amelia Avenue/Rhode Island Avenue (Full)
- Normandy Boulevard and Project Access 1 (North – Right-in/Right-out)
- Normandy Boulevard and Project Access 2 (Middle - Full)
- Normandy Boulevard and Project Access 3 (South – Right-in/Right-out)

Study Segments

- Graves Avenue
    - Veteran's Memorial Parkway to Kentucky Avenue
    - Kentucky Avenue to Normandy Boulevard
    - Normandy Boulevard to Howland Boulevard

- Saxon Boulevard
    - Veterans Memorial Parkway to FDOT Park & Ride
    - FDOT Park & Ride to I-4
    - I-4 to Finland Drive
    - Finland Drive to Normandy Boulevard

- Howland Boulevard
    - I-4/SR 472 to Wolf Pack Run
    - Wolf Pack Run to Catalina Boulevard

- Normandy Boulevard
    - Graves Avenue to Rhode Island
    - Rhode Island to Elkcam Boulevard
    - Elkcam Boulevard to Saxon Boulevard
    - Saxon Boulevard to Deltona Boulevard

- US 17/92
    - DeBary Plantation Blvd to Saxon Boulevard
    - Saxon Boulevard to Enterprise Road
    - Enterprise Road to Rhode Island Avenue
    - Rhode Island Avenue to Graves Avenue
    - Graves Avenue to New York Avenue

The significance analysis is provided in Table The critical and near critical segments near the site are provided in **Attachment D.**

Growth Rate

A historical trend analysis was conducted based on the Annual Average Daily Traffic (AADT) data obtained from the *FDOT Traffic Online* website in the vicinity of the project (see **Attachment E**). Based on this historical trend analysis, an average annual growth rate of 1.96% was calculated. Therefore, a minimum annual growth rate of 2% will be utilized in the study.

Table 2: Roadway Segment Significance Analysis

No.	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Trip Dist	Project Vol	% of Capacity	Signif at 3%
99	Graves Ave	VMP to Kentucky Ave	4	E	1,620	15%	26	1.60%	No
100	Graves Ave	Kentucky to Normandy	4	E	1,620	52%	55	3.40%	Yes
101	Graves Ave	Normandy Blvd to Howland Blvd	4	E	2,740	42%	72	2.63%	No
102	Saxon Blvd	VMP to FDOT Park n Ride	4	E	5,140	5%	5	0.10%	No
103	Saxon Blvd	Park n Ride to I-4	4	E	5,140	55%	95	1.85%	No
104	Saxon Blvd	I-4 to Finland Dr	4	E	4,280	25%	27	0.63%	No
105	Saxon Blvd	Finland Dr to Normandy Blvd	4	E	3,410	39%	67	1.96%	No
121	Howland Blvd	I-4 to Wolf Pack Run	4	E	3,410	27%	29	0.85%	No
122	Howland Blvd	Wolf Pack Run to Catalina Blvd	4	E	3,410	12%	21	0.62%	No
189	Normandy Blvd	Graves Ave to Rhode Island	4	E	1,150	25%	27	2.35%	No
190	Normandy Blvd	Rhode Island to Elkcam Blvd	4	E	2,630	39%	67	2.55%	No
191	Normandy Blvd	Elkcam Blvd to Saxon Blvd	4	E	2,630	52%	55	2.09%	No
192	Normandy Blvd	Saxon Blvd to Deltona Blvd	4	E	2,630	52%	89	3.38%	Yes
53	US 17/92	DeBary Plantation Blvd to Saxon Blvd.	4	E	2,000	5%	9	0.45%	No
54	US 17/92	Saxon Blvd. to Enterprise Rd.	4	E	2,000	5%	5	0.25%	No
55	US 17/92	Enterprise Rd. to Rhode Island Ave.	4	E	2,000	5%	9	0.45%	No
56	US 17/92	Rhode Island Ave. to Graves Ave.	4	E	2,000	15%	16	0.80%	No
57	US 17/92	Graves Ave. to New York Ave.	4	E	2,000	10%	17	0.85%	No

Note: (1) Volusia Vested Trips 2022 table used for segments No. 99 to 192; (2) VolusiaAADTs2021 table used for segments 53 to 57

Projected Conditions Analysis

The projected conditions analysis will be conducted within the following framework:

- *Counts:* Roadway and intersection counts will be obtained during the AM and PM peak period, as applicable. These counts will be adjusted using a peak season correction factor as necessary.
- *Growth Factors:* Growth factors, derived from historical traffic volume data, will be applied to existing traffic counts to develop future background traffic volumes.
- *Traffic Volumes:* Project traffic volumes will be added to the future background traffic volumes to obtain total future traffic volumes.
- *Analysis Periods:* Analyses will be performed for existing conditions, future background conditions and future background plus project trips (i.e. total traffic/buildout) conditions.
- *Roadway Analysis:* Roadways segments will be evaluated using the applicable Volusia County and FDOT service volume capacities, as applicable.
- *Intersection Analysis*: Intersection capacity analysis will be performed using the latest operational analysis procedures documented in the *Highway Capacity Manual* as applied using the Synchro software during the AM and PM peak period.

- *Turn Lane Analysis:* Turn Lane analysis (based on queues) will be performed for all the site access driveways and will be done in accordance with Volusia County Land Development Code.
- *Buildout Year:* The buildout year of the project is 2025.
- *Mitigation and Concurrency:* Concurrency strategies/transportation improvement to mitigate transportation deficiencies, if any, will be identified in the traffic study.

Multimodal Assessment

An assessment of multimodal options will be documented for: Transit, Bicycle and Pedestrian.

Traffic Impact Study Report

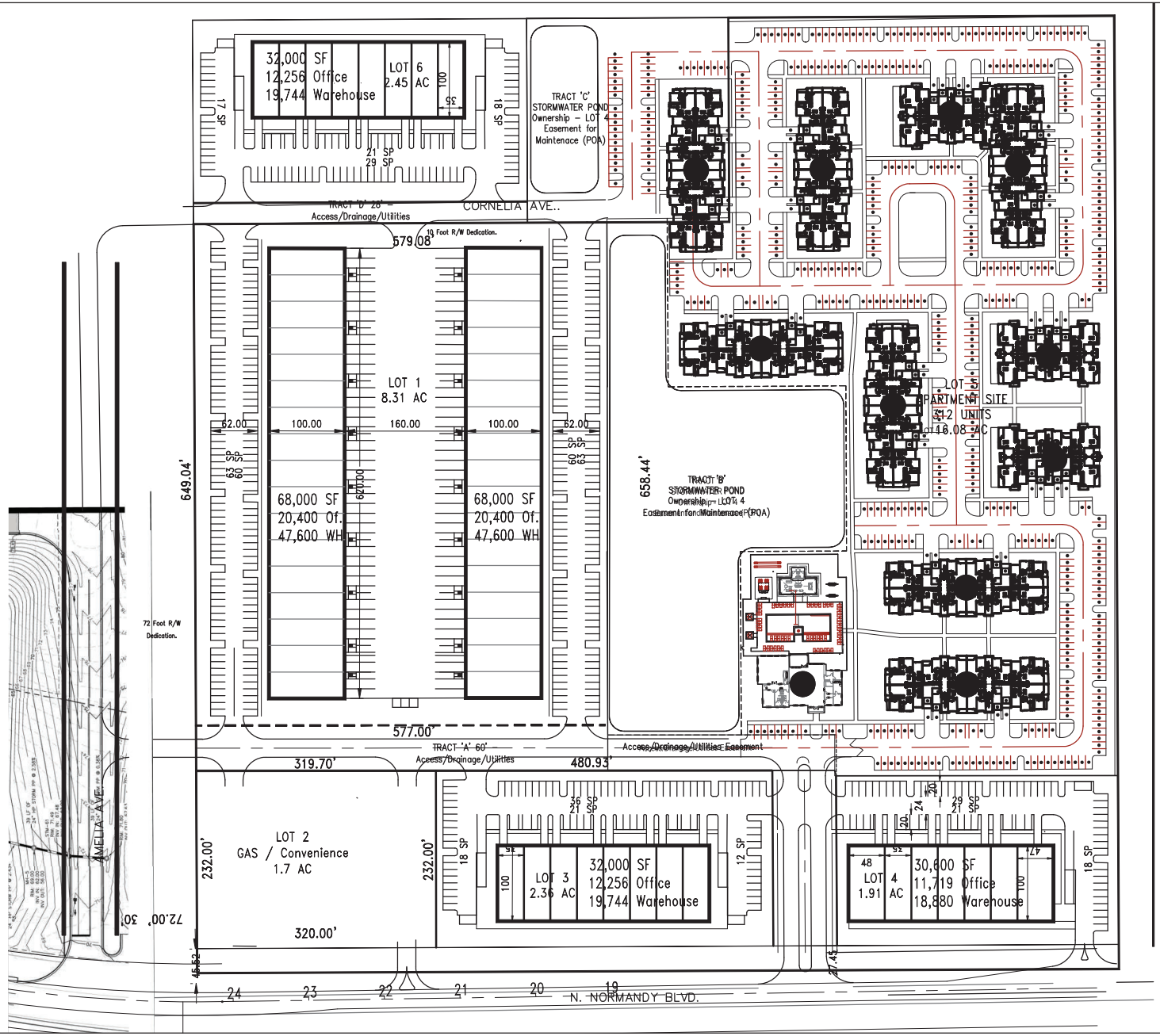
The traffic report prepared will summarize the study procedures, data, analysis, and recommendations.

Volusia County TIA Methodology Checklist

As required by the County this checklist was prepared and is provided in **Attachment F.**

END

Attachment A
Preliminary Concept Plan



SYNERGY AT NORMANDY

A Multi-Use Development

DEVELOPER:
Telesis Services LLC
Attn: Mr. Scott Banta
scott@telesisservices.com
1111 N. Ronald Regan Blvd. STE 101
Longwood, FL 32750

CIVIL ENGINEER:
Central Florida Engineering Consultants, LLC
1111 N. Ronald Regan Blvd. STE 101
Longwood, FL 32750
407-599-7010

60 30 0 60 120 180
SCALE IN FEET

SITE DATA	
Overall Site	3155 ac. +/-
Multi-Family Site	14.49 ac. +/-
MULTI-FAMILY RESIDENTIAL	
BUILDING DEVELOPMENT PROGRAM	
6 - Type I Bldgs 30 Units/ea	120 Units
3 - Type II Bldgs 24 Units/ea	72 Units
1 - CH (Clubhouse) 0 Units/ea	0 Units
10 Bldgs	288 Units
REQUIRED PARKING	
100 1-Bedrooms X 1/UNIT=	110 Spaces
188 2/3-Bedrooms X 2/UNIT=	395 Spaces
Total=	505 Spaces
PROPOSED PARKING	
Standard (9'X19')	413
Handicapped	21
Detached Garage	0
Attached Garage	48
Tandem Driveway	48
TOTAL:	510 Spaces (or 1.77/Unit)

DRAWING TITLE
CONCEPTUAL Site Plan
SYNERGY at NORMANDY
City of Deltona, Florida

CENTRAL FLORIDA ENGINEERING CONSULTANTS, LLC
Civil Engineering - Land Planning
500 North Maitland Avenue, Suite 102
Maitland, Florida 32751
Phone Number: (407) 599-7010
Fax Number: (407) 628-5440
email: information@cflengineering.com
EB No. 29173

Revisions

No.	date	by
-	-	-

Job Number: 2022.352.01
Drawn by:
Designed by:
Filename:
Scale: 1" = 60'
Date: JAN 2023

FLORIDA BOARD OF PROFESSIONAL REGULATION
Engineering Business No. 29173
Engineer:
Montje S. Plank, P.E.
License No. 36149

SHEET NUMBER
C001 of 1

Attachment B
Trip Generation Information

Land Use: 110
General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

General Light Industrial
(110)

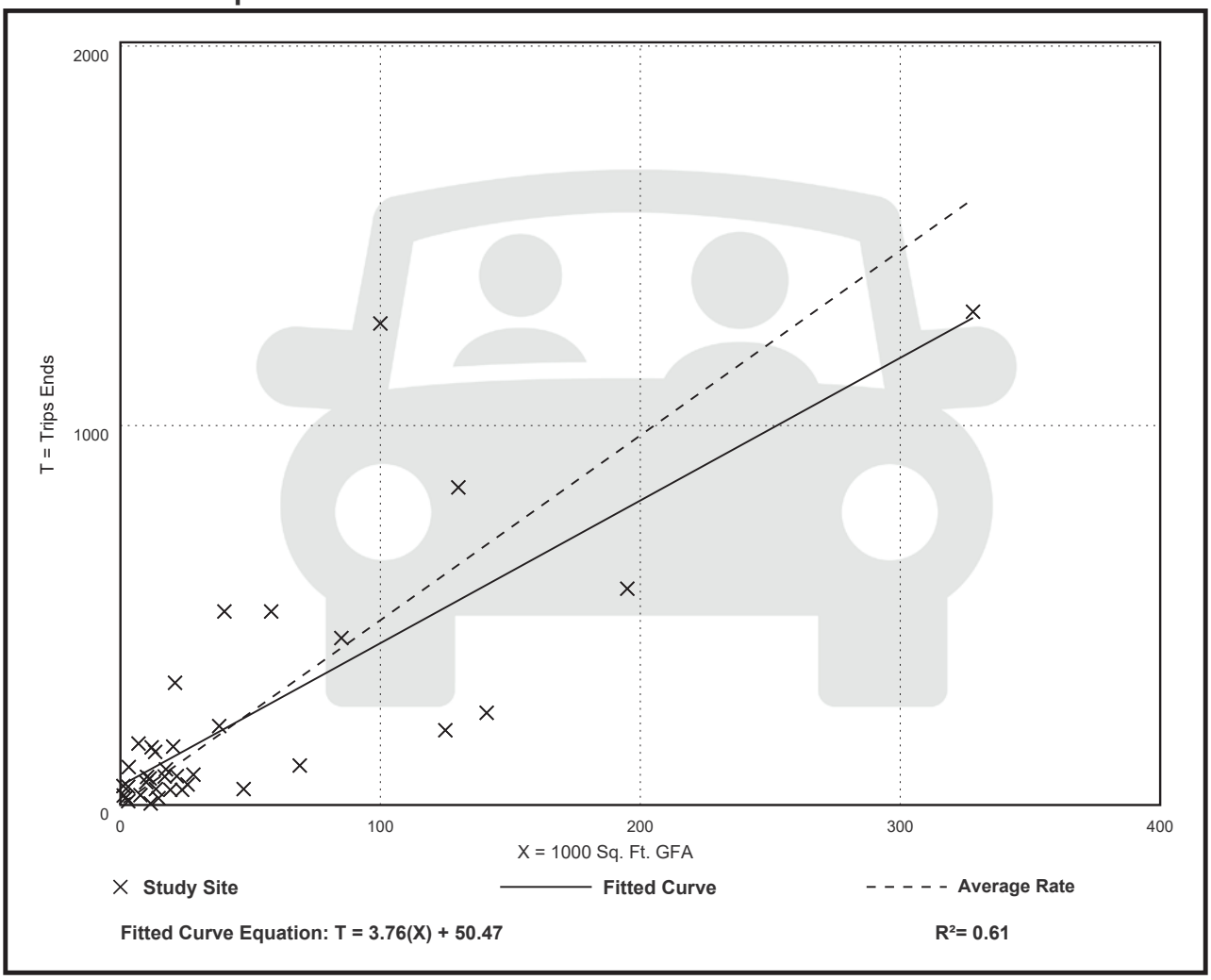
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 45
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

Data Plot and Equation



Fitted Curve Equation: T = 3.76(X) + 50.47

R^2= 0.61

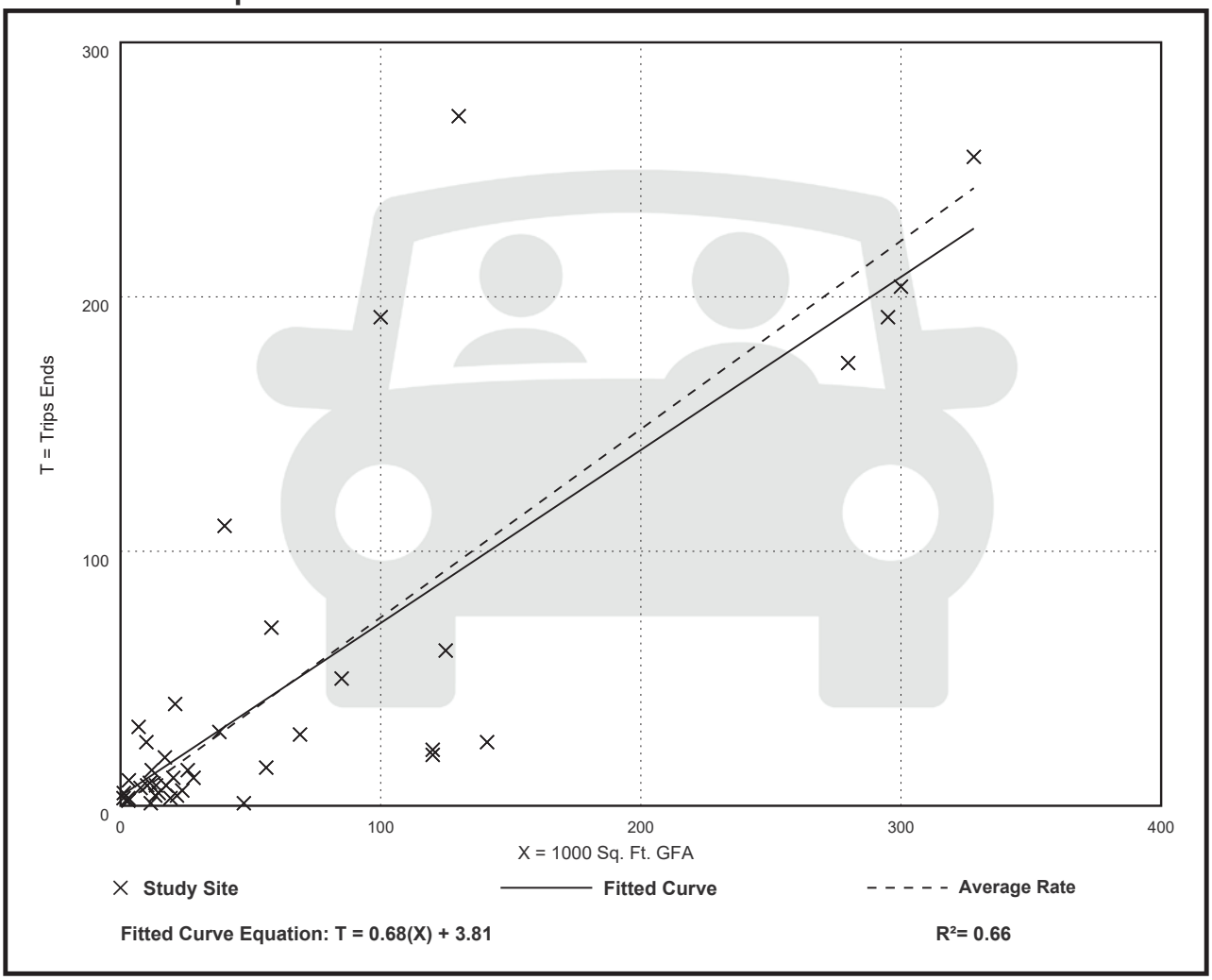
General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 65
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

Data Plot and Equation



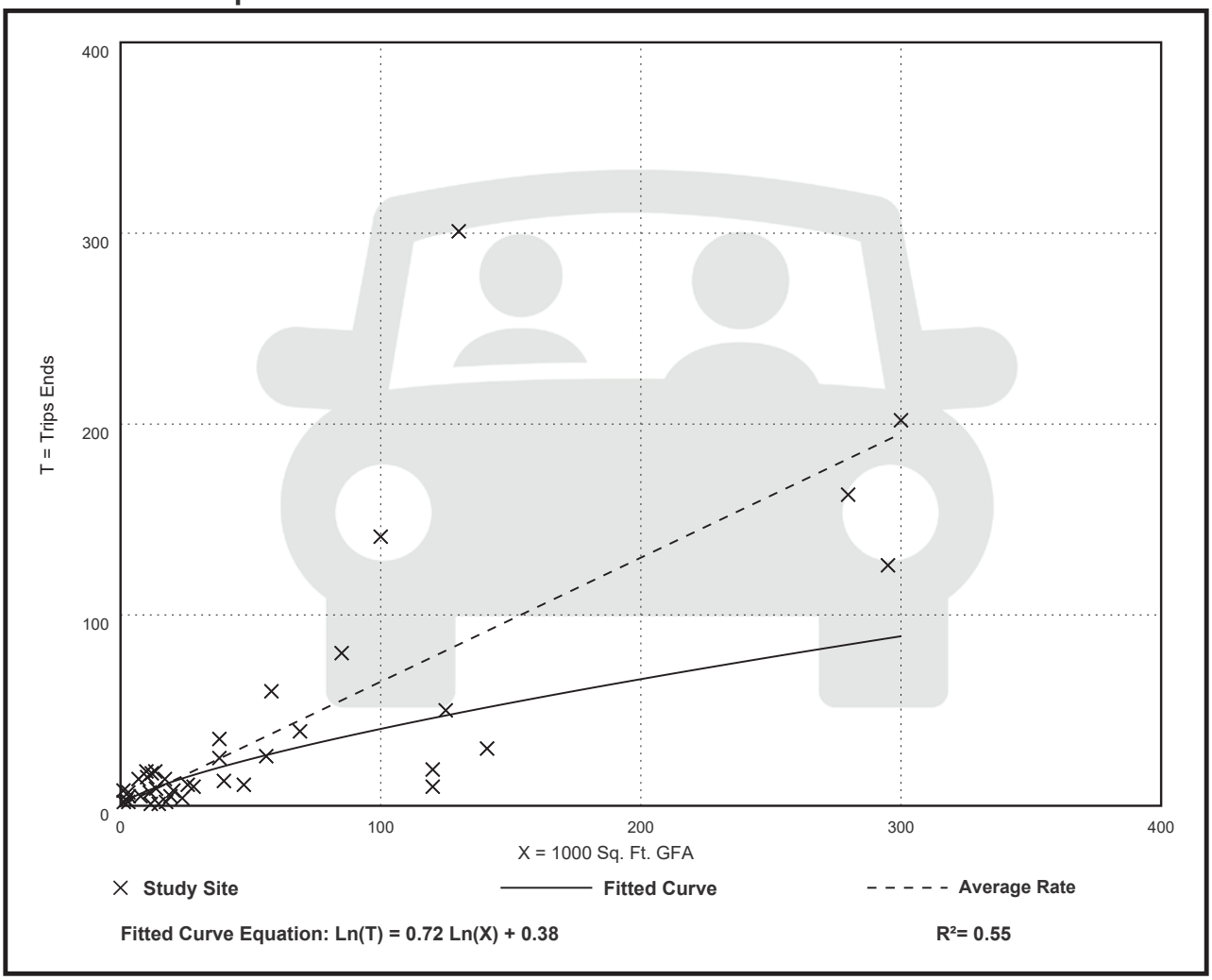
General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 0.38

R^2= 0.55

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

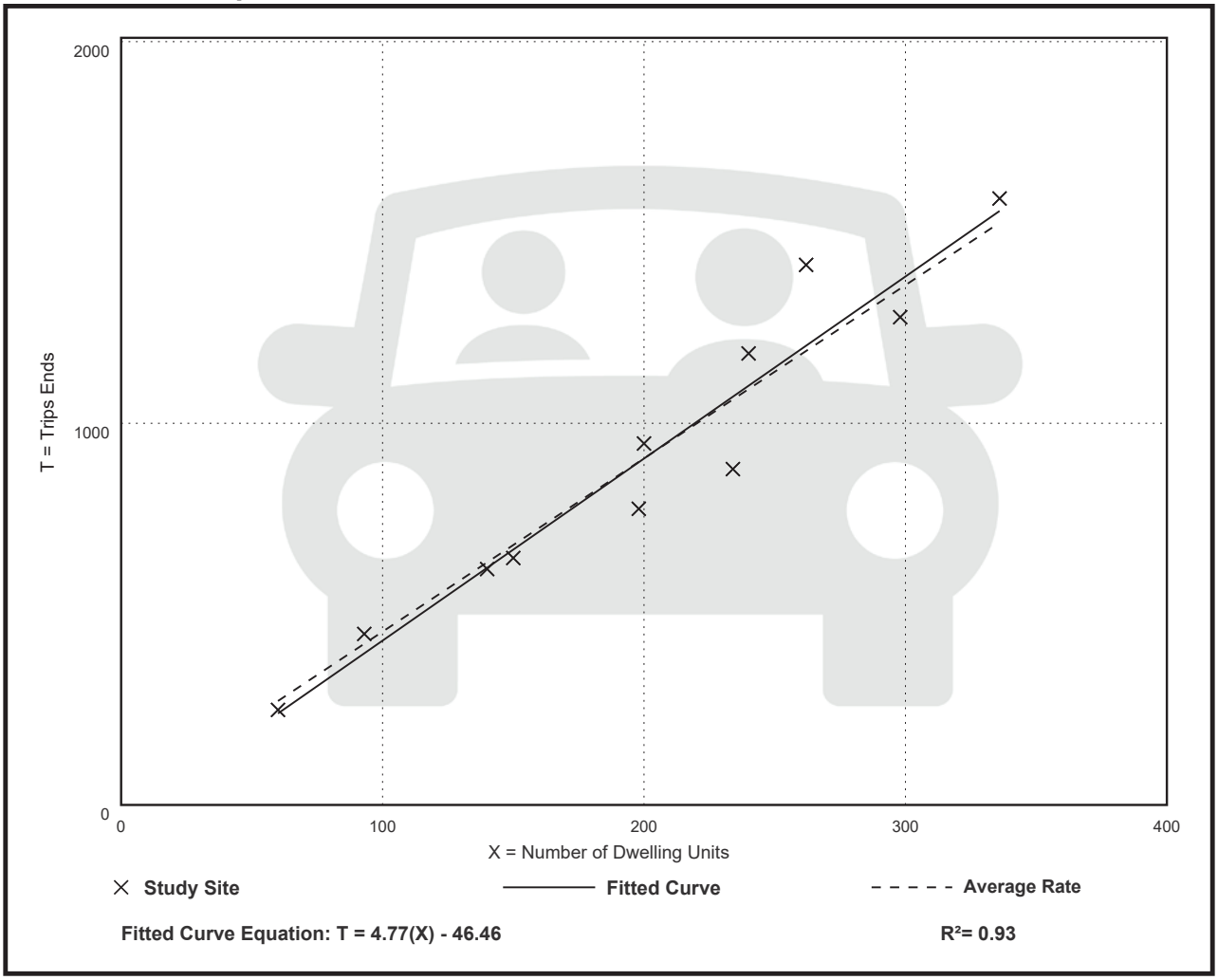
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Fitted Curve Equation: T = 4.77(X) - 46.46

R^2= 0.93

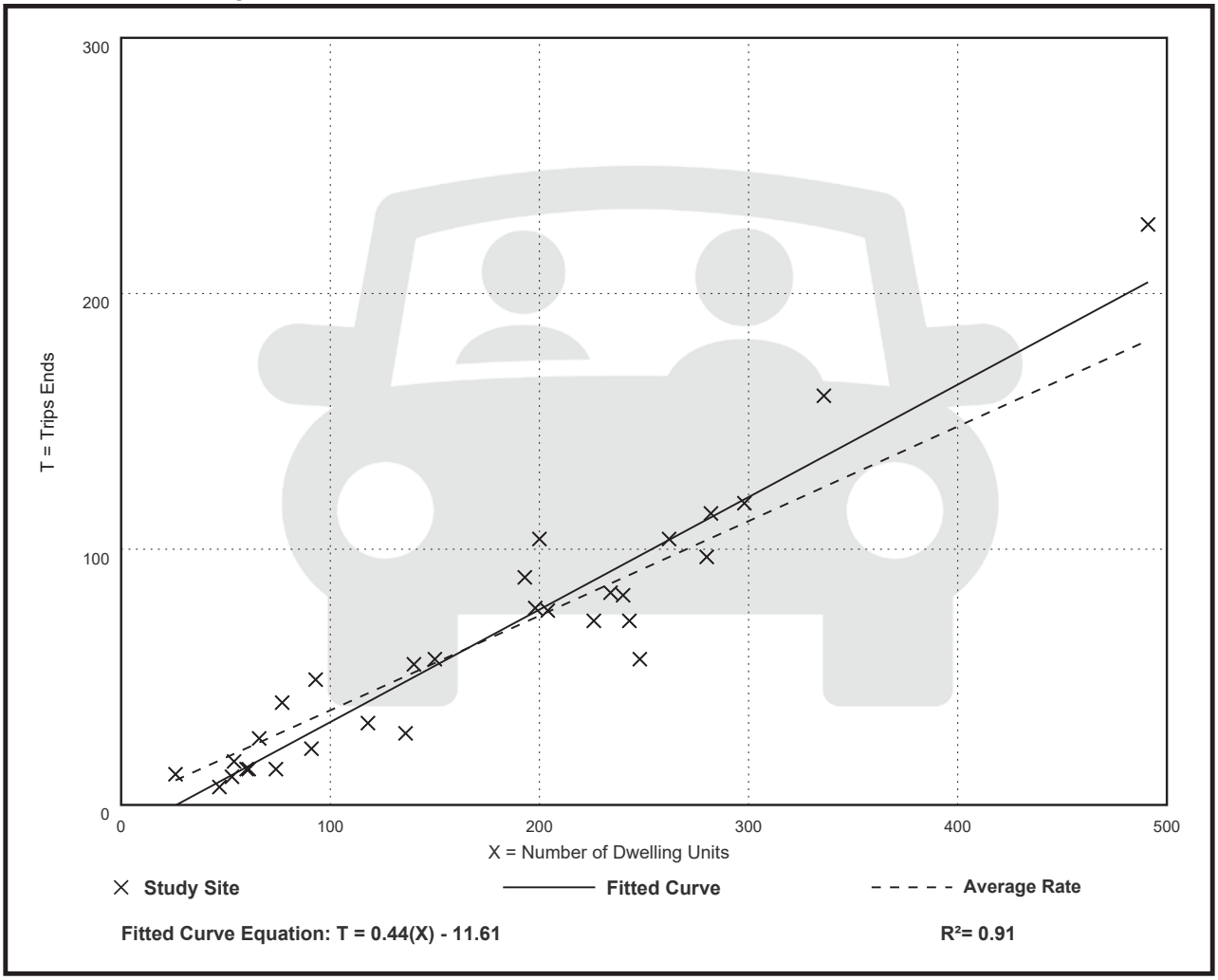
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Fitted Curve Equation: T = 0.44(X) - 11.61

R^2= 0.91

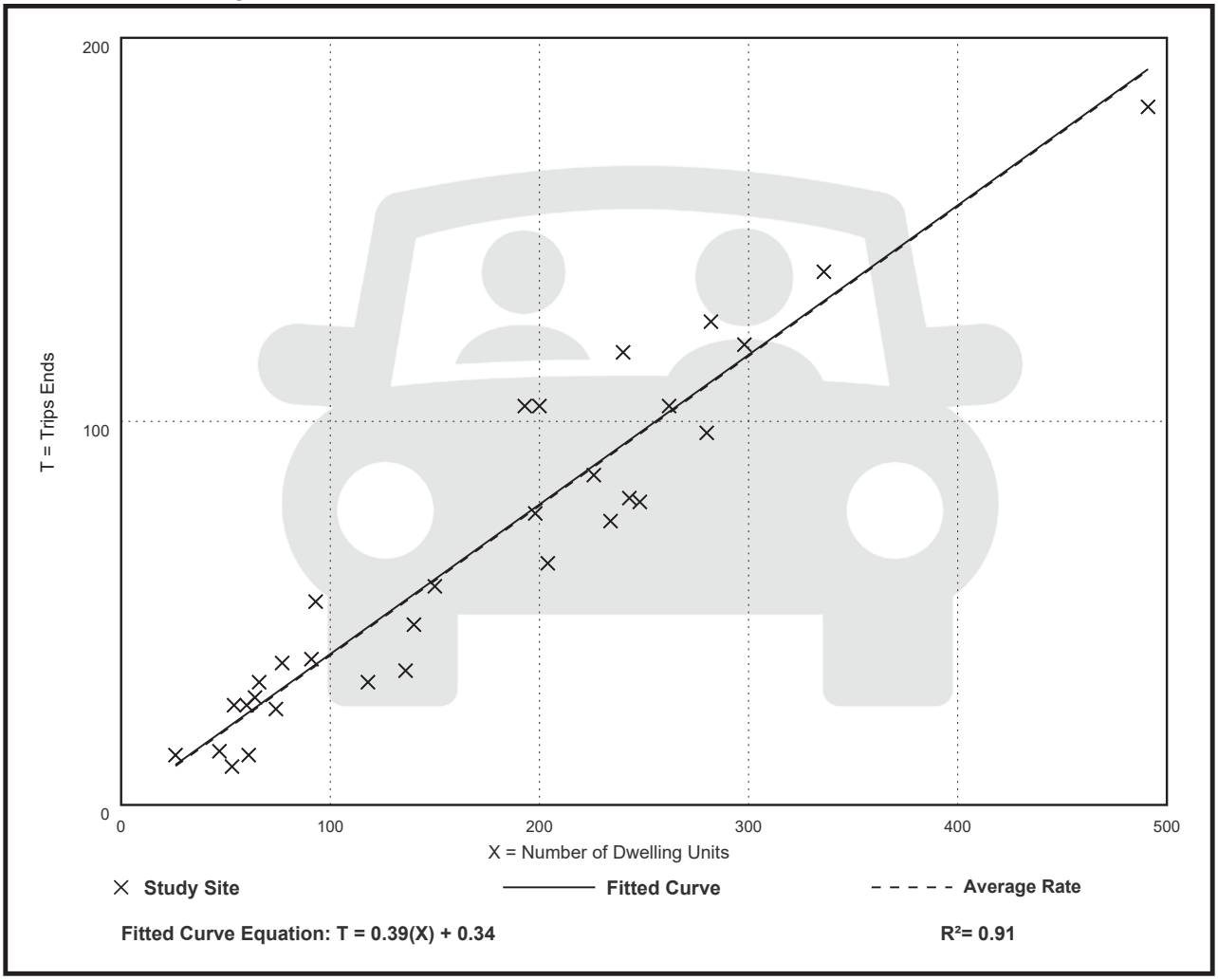
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Land Use: 945
Convenience Store/Gas Station

Description

A convenience store/gas station is a facility with a co-located convenience store and gas station. The convenience store sells grocery and other everyday items that a person may need or want as a matter of convenience. The gas station sells automotive fuels such as gasoline and diesel.

A convenience store/gas station is typically located along a major thoroughfare to optimize motorist convenience. Extended hours of operation (with many open 24 hours, 7 days a week) are common at these facilities.

The convenience store product mix typically includes pre-packaged grocery items, beverages, dairy products, snack foods, confectionary, tobacco products, over-the-counter drugs, and toiletries. A convenience store may sell alcohol, often limited to beer and wine. Coffee and pre-made sandwiches are also commonly sold at a convenience store. Made-to-order food orders are sometimes offered. Some stores offer limited seating.

The sites in this land use include both self-pump and attendant-pumped fueling positions and both pre-pay and post-pay operations.

Convenience store (Land Use 851), gasoline/service station (Land Use 944), and truck stop (Land Use 950) are related uses.

Land Use Subcategory

Multiple subcategories were added to this land use to allow for multi-variable evaluation of sites with single-variable data plots. All study sites are assigned to one of three subcategories, based on the number of vehicle fueling positions (VFP) at the site: between 2 and 8 VFP, between 9 and 15 VFP, and between 16 and 24 VFP. For each VFP range subcategory, data plots are presented with GFA as the independent variable for all time periods and trip types for which data are available. The use of both GFA and VFP (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

Further, the study sites were also assigned to one of three other subcategories, based on the gross floor area (GFA) of the convenience store at the site: between 2,000 and 4,000 square feet, between 4,000 and 5,500 square feet, and between 5,500 and 10,000 square feet. For each GFA subcategory range, data plots are presented with VFP as the independent variable for all time periods and trip types for which data are available. The use of both VFP and GFA (as the independent variable and land use subcategory, respectively) provides a significant improvement in the reliability of a trip generation estimate when compared to the single-variable data plots in prior editions of *Trip Generation Manual*.

When analyzing the convenience store/gas station land use with each combination of GFA and VFP values as described above, the two sets of data plots will produce two estimates of site-generated trips. Both values can be considered when determining a site trip generation estimate.

Data plots are also provided for three additional independent variables: AM peak hour traffic on adjacent street, PM peak hour traffic on adjacent street, and employees. These independent variables are intended to be analyzed as single independent variables and do not have sub-categories associated with them. Within the data plots and within the ITETripGen web app, these plots are found under the land use subcategory "none."

Additional Data

ITE recognizes there are existing convenience store/gas station sites throughout North America that are larger than the sites presented in the data plots. However, the ITE database does not include any site with more than 24 VFP or any site with gross floor area greater than 10,000 square feet. Submission of trip generation data for larger sites is encouraged.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Arkansas, California, Connecticut, Delaware, Florida, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, Pennsylvania, Rhode Island, South Dakota, Texas, Utah, Vermont, Washington, and Wisconsin.

Source Numbers

221, 245, 274, 288, 300, 340, 350, 351, 352, 355, 359, 385, 440, 617, 718, 810, 813, 844, 850, 853, 864, 865, 867, 869, 882, 883, 888, 904, 926, 927, 936, 938, 954, 960, 962, 977, 1004, 1024, 1025, 1027, 1052

Convenience Store/Gas Station - GFA (2-4k) (945)

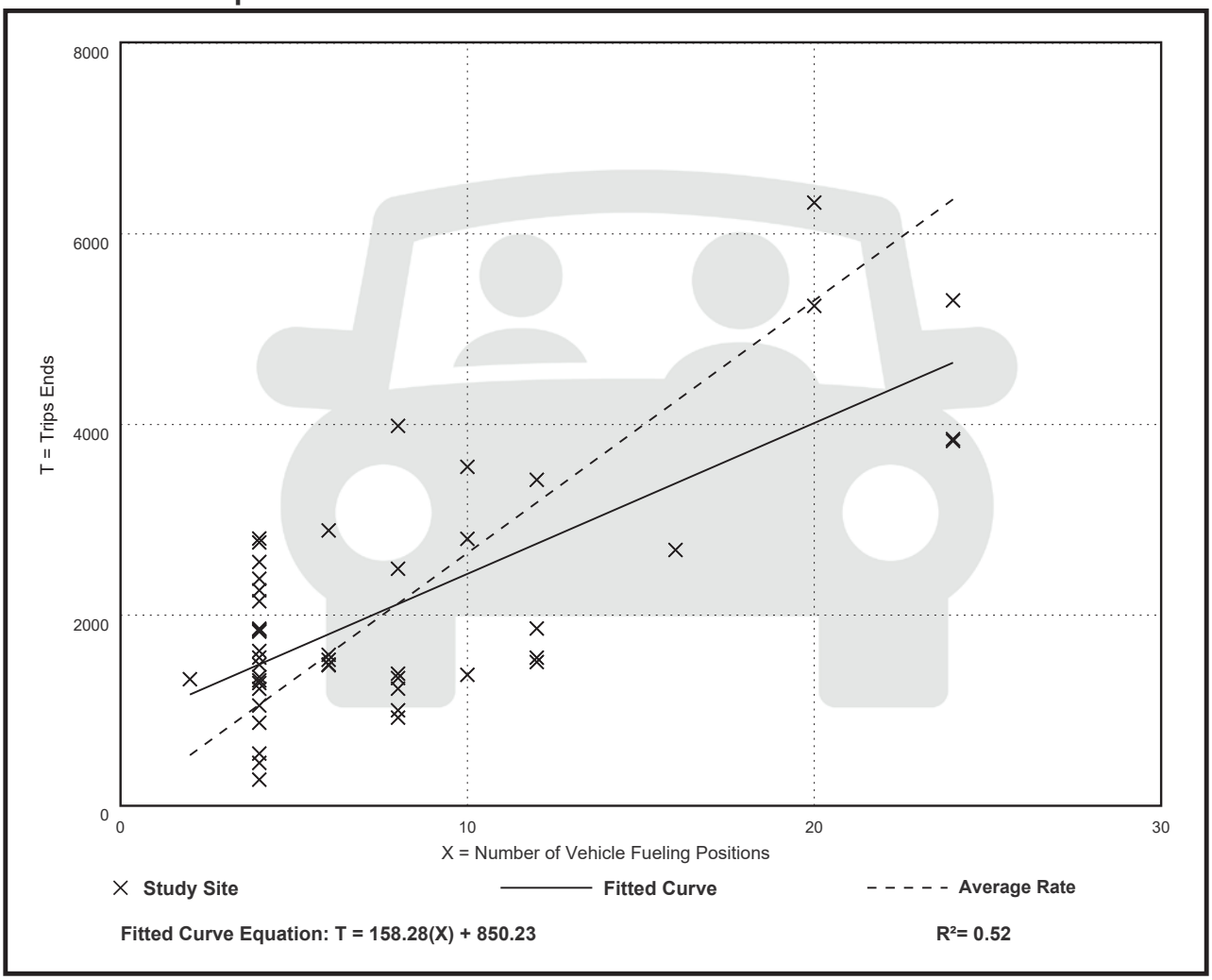
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 48
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
265.12	68.50 - 701.00	142.37

Data Plot and Equation



Fitted Curve Equation: T = 158.28(X) + 850.23

R^2= 0.52

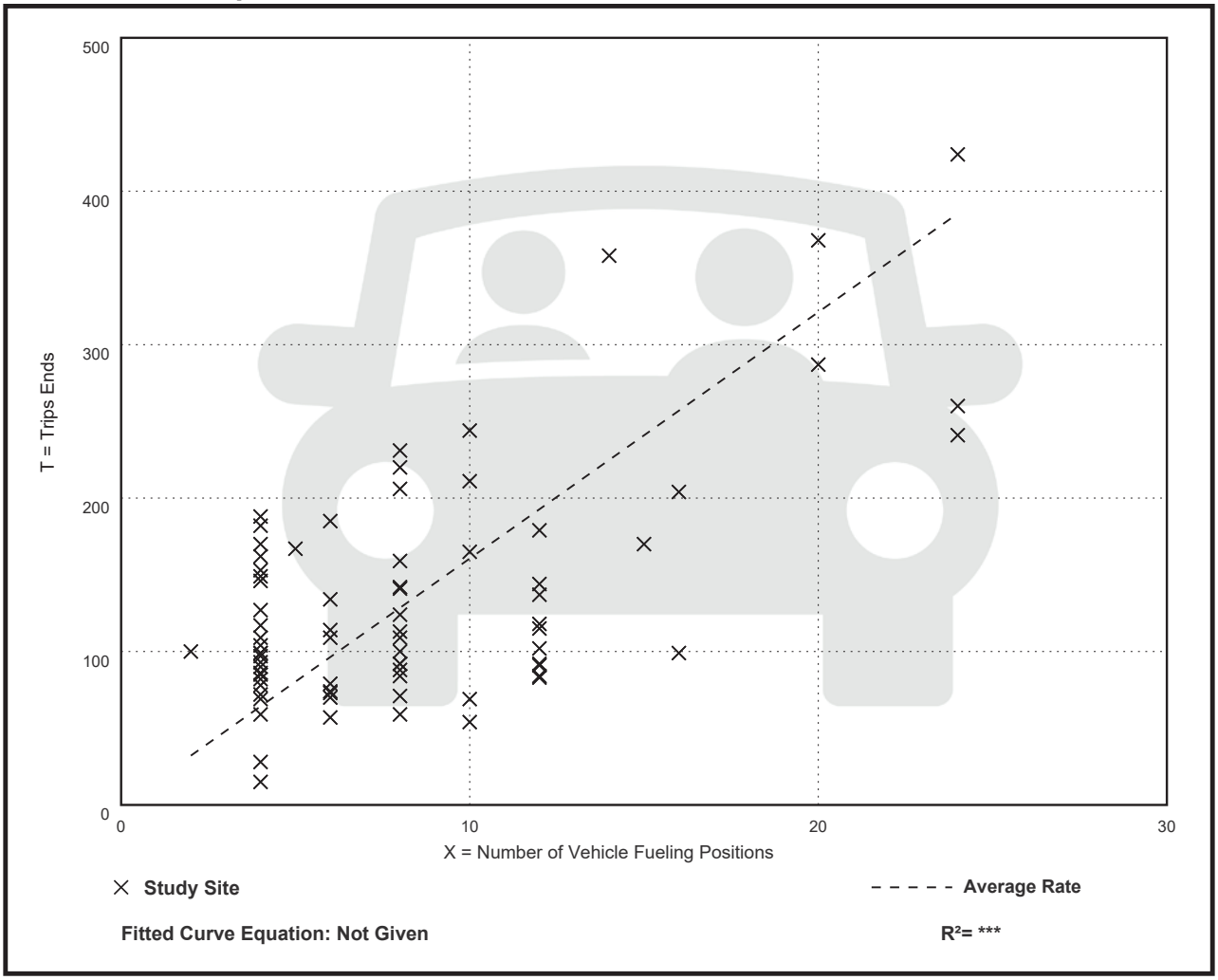
Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 76
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
16.06	3.75 - 50.00	8.79

Data Plot and Equation



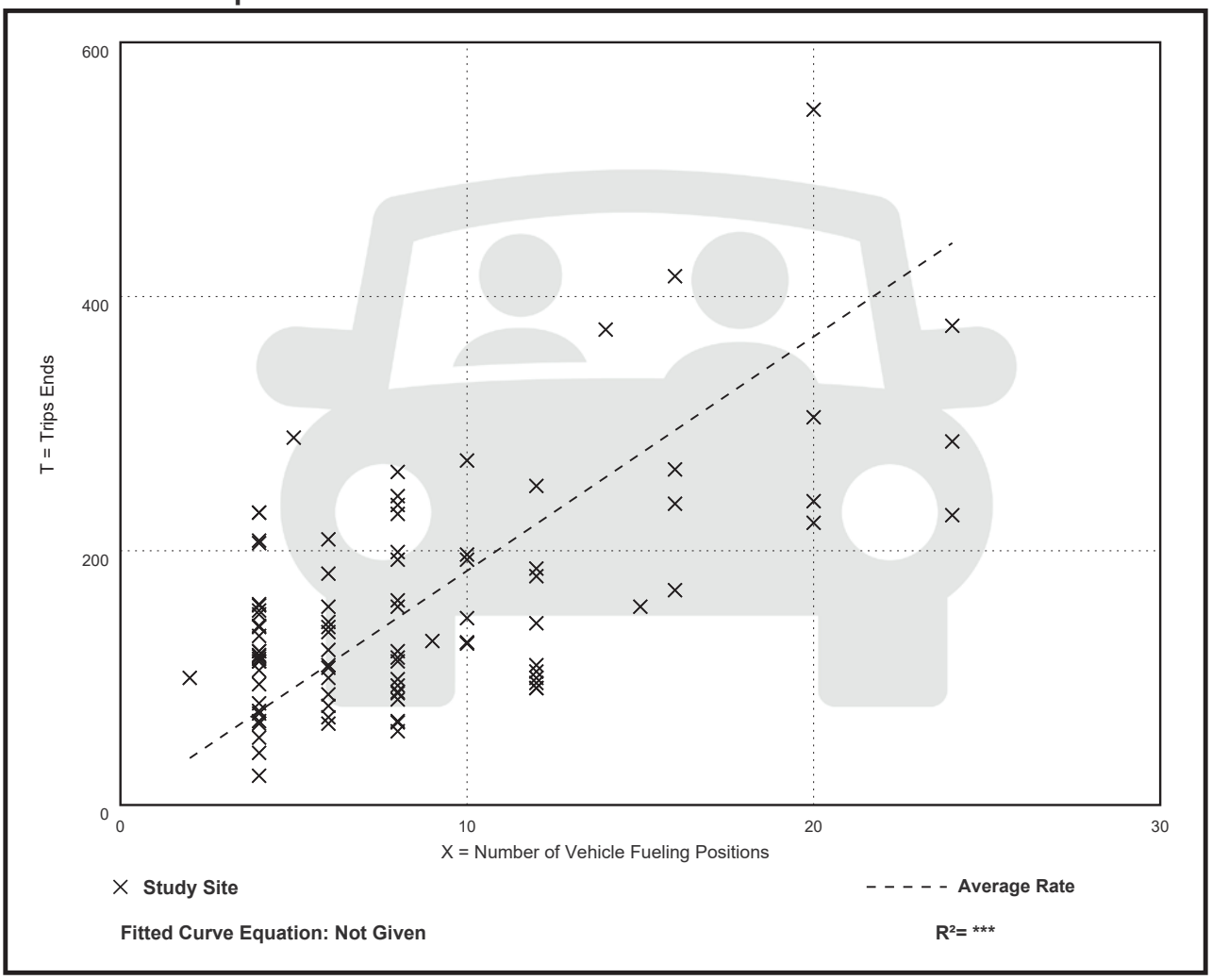
Convenience Store/Gas Station - GFA (2-4k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 93
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
18.42	5.75 - 57.80	10.16

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	945									
Land Use	Convenience Store/Gas Station									
Setting	General Urban/Suburban									
Time Period	Weekday PM Peak Period									
# Data Sites	12 Sites with between 2 and 8 VFP					28 Sites with between 9 and 20 VFP				
Average Pass-By Rate	56% for Sites with between 2 and 8 VFP					75% for Sites with between 9 and 20 VFP				
	Pass-By Characteristics for Individual Sites									
		State or	Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GFA (000)	VFP	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
2.1	8	Maryland	1992	31	52	13	35	48	1785	25
2.1	6	Maryland	1992	30	53	20	27	47	1060	25
2.2	< 8	Indiana	1993	115	48	16	36	52	820	2
2.3	< 8	Kentucky	1993	67	57	16	27	43	1954	2
2.3	6	Maryland	1992	55	40	11	49	60	2760	25
2.4	< 8	Kentucky	1993	—	58	13	29	42	2655	2
2.6	< 8	Kentucky	1993	68	67	15	18	33	950	2
2.8	< 8	Kentucky	1993	—	62	11	27	38	2875	2
3	< 8	Indiana	1993	80	65	15	20	35	1165	2
3.6	< 8	Kentucky	1993	60	56	17	27	44	2505	2
3.7	< 8	Kentucky	1993	70	61	16	23	39	2175	2
4.2	< 8	Kentucky	1993	61	58	26	16	42	2300	2
4.694	12	Maryland	2000	—	78	—	—	22	3549	30
4.694	12	Maryland	2000	—	67	—	—	33	2272	30
4.694	12	Maryland	2000	—	66	—	—	34	3514	30
4.848	12	Virginia	2000	—	71	—	—	29	2350	30
5.06	12	Pennsylvania	2000	—	91	—	—	9	4181	30
5.242	12	Virginia	2000	—	70	—	—	30	2445	30
5.242	12	Virginia	2000	—	56	—	—	44	950	30
5.488	12	Delaware	2000	—	73	—	—	27	—	30
5.5	12	Pennsylvania	2000	—	84	—	—	16	4025	30
4.694	16	Maryland	2000	—	89	—	—	11	2755	30
4.694	16	Delaware	2000	—	73	—	—	27	1858	30
4.694	16	Delaware	2000	—	59	—	—	41	1344	30
4.694	16	Delaware	2000	—	72	—	—	28	3434	30
4.694	16	New Jersey	2000	—	81	—	—	19	1734	30
4.694	20	Delaware	2000	—	76	—	—	24	1616	30
4.848	16	Virginia	2000	—	67	—	—	33	2.954	30
4.848	16	Virginia	2000	—	78	—	—	22	3086	30
4.848	16	Virginia	2000	—	83	—	—	17	4143	30
4.848	16	Virginia	2000	—	73	—	—	27	2534	30
4.993	16	Pennsylvania	2000	—	72	—	—	28	2917	30
5.094	16	New Jersey	2000	—	86	—	—	14	1730	30
5.5	16	Pennsylvania	2000	—	90	—	—	10	2616	30
5.543	16	Pennsylvania	2000	—	87	—	—	13	2363	30
5.565	16	Pennsylvania	2000	—	81	—	—	19	2770	30
5.565	16	Pennsylvania	2000	—	76	—	—	24	3362	30
5.565	16	New Jersey	2000	—	61	—	—	39	1713	30
5.565	16	New Jersey	2000	—	86	—	—	14	1721	30
5.565	16	New Jersey	2000	---	81	---	---	19	2227	30

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Normandy Mixed-Use	**Organization:**	PTG
Project Location:	City of Deltona	**Performed By:**	PTG
Scenario Description:	Full Buildout	**Date:**	3/31/2023
Analysis Year:	n/a	**Checked By:**	PTG
Analysis Period:	**PM Street Peak Hour**	**Date:**	3/31/2023

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	945	14	FPs	258	129	129
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	320	DUs	125	76	49
Hotel				0		
All Other Land Uses[2]	110	231	KSF	150	21	129
				533	226	307

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	34	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	13	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	533	226	307
Internal Capture Percentage	18%	21%	15%
External Vehicle-Trips[5]	439	179	260
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	10%	26%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	45%	27%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

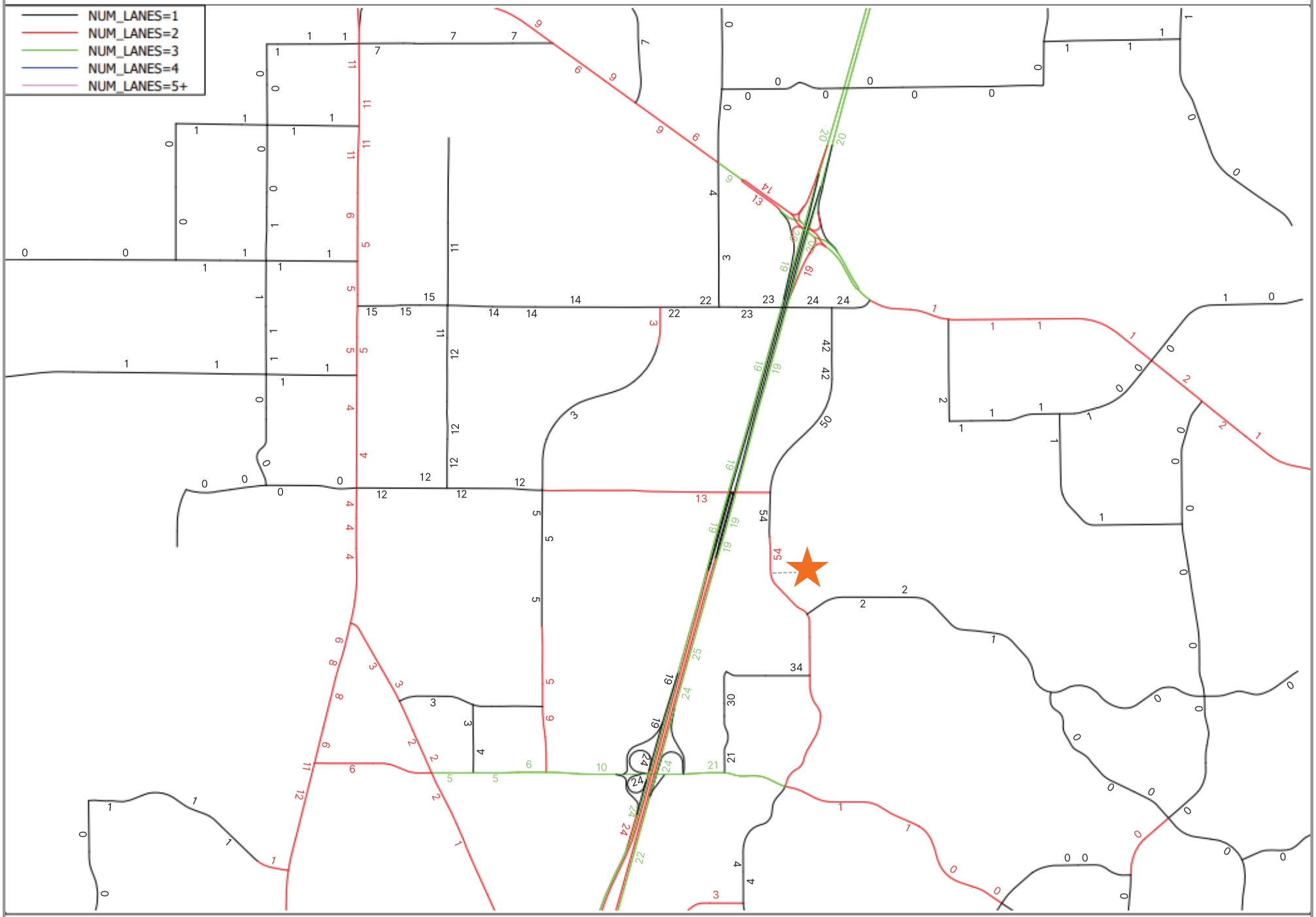
[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

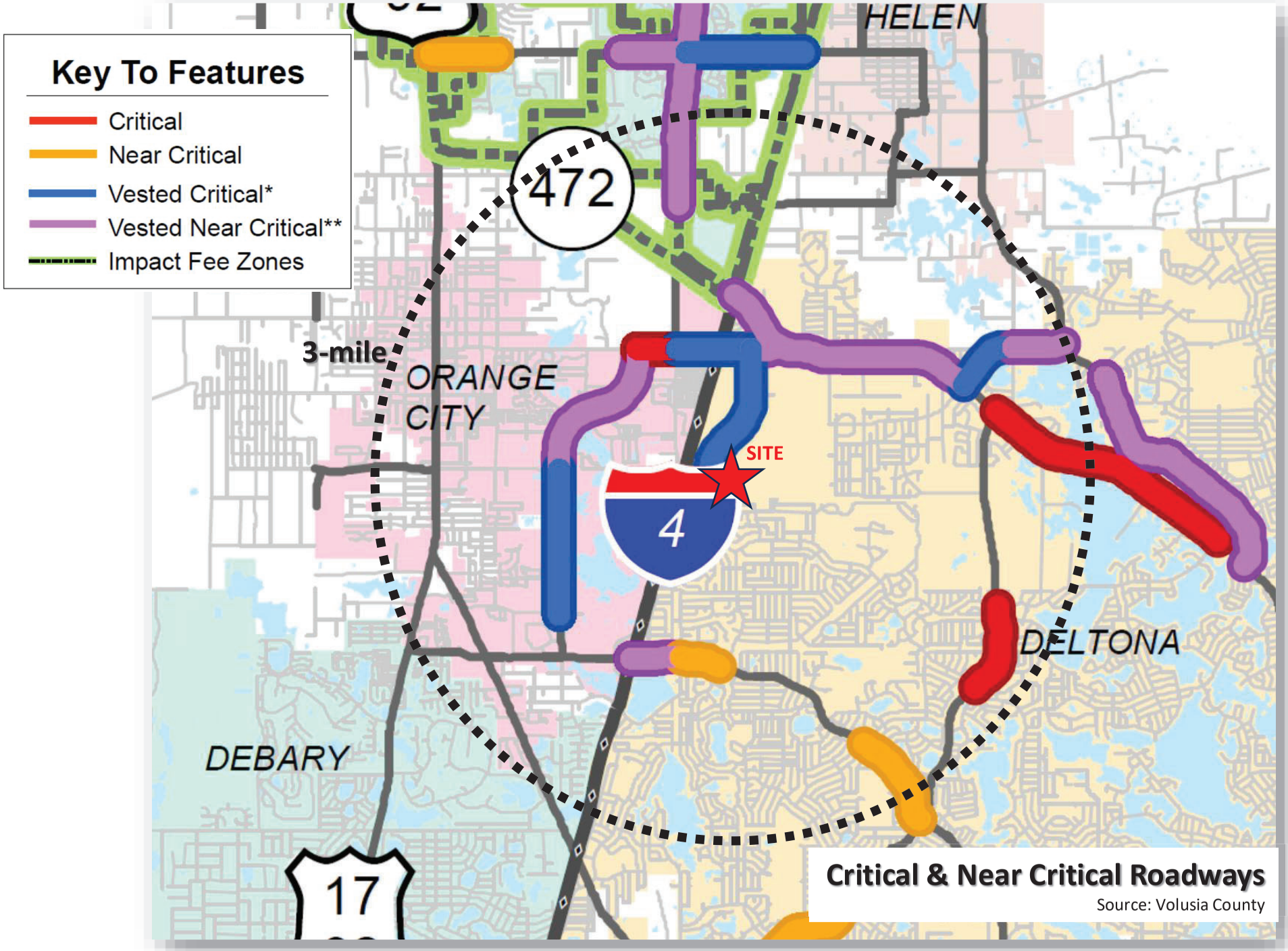
*Indicates computation that has been rounded to the nearest whole number.

Attachment C
Model Plots

Year 2025 - CFRPM 7
Trip Distribution



Attachment D
Critical and Not Critical Segments


Key To Features
Critical
Near Critical
Vested Critical*
Vested Near Critical**
Impact Fee Zones
HELEN
472
3-mile
ORANGE CITY
SITE
4
DELTONA
DEBARY
17
Critical & Near Critical Roadways
Source: Volusia County

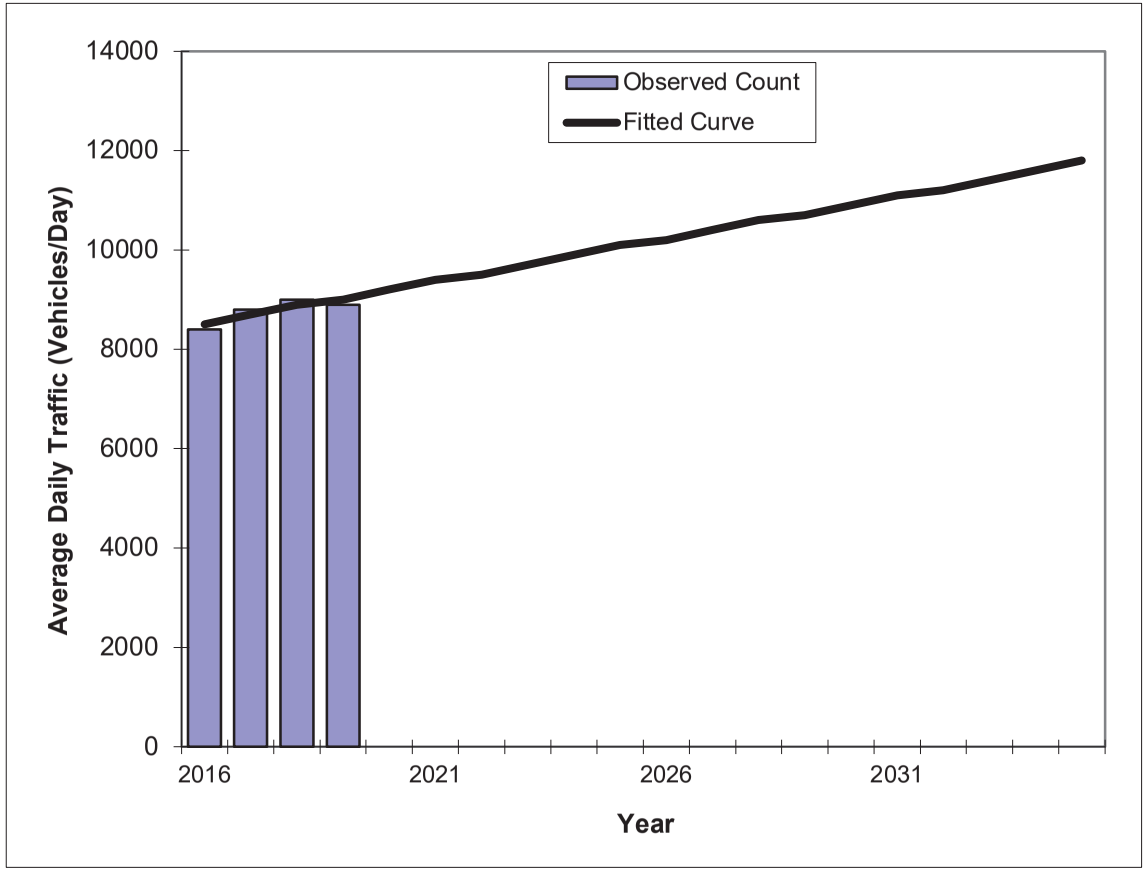
Attachment E
Growth Rate

Traffic Trends - V3.0

NORMANDY BLVD -- N OF ELKCAM BLVD

FIN#	0
Location	1

County:	Orange (75)
Station #:	750592
Highway:	NORMANDY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	8400	8500
2017	8800	8700
2018	9000	8900
2019	8900	9000
2023 Opening Year Trend		
2023	N/A	9700
2024 Mid-Year Trend		
2024	N/A	9900
2026 Design Year Trend		
2026	N/A	10200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	170
Trend R-squared:	69.64%
Trend Annual Historic Growth Rate:	1.96%
Trend Growth Rate (2019 to Design Year):	1.90%
Printed:	04-Apr-23

Straight Line Growth Option

*Axle-Adjusted

Attachment F
TIA Methodology Checklist

TIA METHODOLGY SUBMISSION CHECKLIST

Project Name: Normandy Mixed-Use

Location: City of Deltona

TRANSPORTATION IMPACT ANALYSIS METHODOLOGY	DESCRIPTION	INFORMATION INCLUDED		
		YES	NO	Remarks[1]
	Type of TIA Methodology: ☐COMP PLAN ☒REZONING ☒ SITE PLAN	Y		
	LAND USES being analyzed (# of units, sq. feet, etc.)	Y		320 Apartments; 230.6 ksf warehouse; 14 FP GasStation
	BUILD-OUT SCHEDULE proposed (state year(s))	Y		2026
	Conceptual Site Plan or Proposed Access description	Y		Attachment A
	SITE LOCATION MAP relative to surrounding roadway network	Y		Figure 1
	Analysis Period(s): ☐ AM ☐ Mid-Day ☒ PM ☐ Weekend	Y		
	Traffic Volume Counts (Day & Time)		N	To be provided as part of study
	Vested Trip Information (verify with nearby local government(s))		N	To be provided as part of study
	Proposed Project trip generation (check all that apply): ☒ Daily ☒ 2-Way Peak Hour ☒ Internal Capture ☒ Pass By Capture (<14% Adjacent Road)	Y		
	Proposed project trip distribution and assignment (include map) ☒ CFRPM ☒ by Engineering Judgment	Y		Figure 2 and Attachment C
	ROADWAY SIGNIFICANCE TEST TABLE - (includes all 3-mile radius roadway segments, Number of Lanes, Adopted LOS Capacity (cite source), Project Distribution percentages, Project Trips, Project Trips/adopted capacity ratio, 3% significance test check) ALONG WITH all Critical & Near-Critical map road segments within the appropriate radius (5-mile radius for all uses except Parks/Recreational uses (1.5 mile radius) & Convenience Stores (1-mile radius)	Y		Table 2
	ANALYSIS MAP – 3-mile study area boundary including all Critical & Near-Critical map road segments and intersections within the appropriate radius	Y		Figure 1 and Attachment D.
	Proposed roadway segment to be analyzed (list)	Y		
	Proposed intersections to be analyzed (list)	Y		
	Proposed Critical & Near-Critical segments to be analyzed (list)			
	Background Traffic/Build-Out Traffic: ☐ CFRPM ☒ Historical Growth Rate (state & justify proposed minimum	Y		FDOT data used from 2016 to 2021
	Segment Analysis ☐ Signalized Corridor Analysis Required if Part of Signal System		N	Not applicable
	Intersection Analysis ☐ HCS ☒ Synchro ☐ Other	Y		
	List Programmed Improvements within first three years: ☒ FDOT Work Program ☒ County CIP ☒ City CIP	Y		None identified
	Proposed Alternative Modes Study (commit to studying project's alternative mode needs associated with transit connection, pedestrian & bicycle facilities, school student access needs, etc.) ☐ Study to Include TPO's Transit Development Guidelines	Y		A section of the TIA will discuss opportunities for multi-modal mode connectivity
	Transportation Improvements (commit to identifying roadway & intersection improvements in TIA if deficiencies are identified)	Y		
	Concurrency mitigation strategy (commit to including this in TIA)	Y		

1 – Remarks: Justify "NO"

Submitted By: Vasu T. Persaud, AICP, PE Date: 08/09/2023

Appendix C: Volusia County CMS

#	Road Name	Limits (From - To)	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed		2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	VC 2021 Allowable LOS	DAILY 2021 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2021 LOS	2021 AM Peak	2021 PM Peak	PEAK 2Way 2021 LOS Capacity	2021 DAILY VMT	2021 No. of Lanes
	Rd_Name	Limits	MainRes	Tfare21	Distance	SPD2013	Direction	AADT_11	AADT_12	AADT_13	AADT_14	AADT_15	AADT_16	AADT_17	AADT_18	AADT_19	AADT_20	AADT_21	VCA_LOS_21	Cap_21	VCRatio_21	LOS_21	AMPKHR_21	PMPKHR_21	2W_Cap_21	VMT_20	Lanes_20
1	I-4	Seminole Co. to Dirksen Dr.	FDOT	Yes	3.58	65	E+W	102,500	106,500	108,000	110,000	113,000	110,000	112,000	114,000	111,000	104,000	105,000	D	113,600	0.92	D	-	-	10,510	375,900	6
2	I-4	Dirksen Dr. to Saxon Blvd.	FDOT	Yes	2.79	70	E+W	93,600	93,900	96,400	99,800	106,510	108,000	-	112,700	111,000	104,000	105,000	D	113,600	0.92	D	-	-	10,510	292,950	6
3	I-4	Saxon Blvd. to SR 472	FDOT	Yes	3.15	70	E+W	79,500	88,000	88,500	89,500	92,500	90,000	92,000	94,000	99,000	93,000	103,000	D	113,600	0.91	D	7,570	7,505	10,510	324,450	6
4	I-4	SR 472 to Orange Camp Rd.	FDOT	Yes	2.12	70	E+W	70,500	77,500	77,000	78,000	80,500	71,000	72,500	74,000	82,000	77,000	92,500	D	113,600	0.81	C	5,830	6,640	10,510	196,100	6
5	I-4	Orange Camp Rd. to SR 44	FDOT	Yes	2.56	70	E+W	62,000	55,500	60,500	65,500	71,500	74,500	77,000	79,000	80,000	78,000	78,000	D	113,600	0.69	C	-	-	10,510	199,680	6
6	I-4	SR 44 to US 92 Connector	FDOT	Yes	10.31	70	E+W	54,000	55,000	55,000	56,000	57,000	58,000	65,500	65,500	66,500	59,500	59,500	C	93,900	0.63	B	-	-	8,450	613,445	6
7	I-4	US 92 Connector to I-95	FDOT	Yes	3.52	70	E+W	43,000	40,000	40,000	41,000	41,500	42,000	46,000	47,000	48,000	51,000	51,000	D	113,600	0.45	B	-	-	10,510	179,520	6
8	I-95	Brevard Co. to SR 442/Indian River Bl	FDOT	Yes	11.45	70	N+S	30,500	30,000	26,500	27,500	36,000	29,000	29,000	30,500	33,000	32,000	32,000	C	69,000	0.46	B	-	-	7,250	366,400	6
9	I-95	SR 442/Indian River Blvd. to SR 44	FDOT	Yes	4.84	70	N+S	31,000	31,000	32,500	35,000	36,000	46,500	41,500	42,500	47,000	46,000	46,000	D	113,600	0.40	B	-	-	10,510	222,640	6
10	I-95	SR 44 to SR 421/Dunlawton Ave.	FDOT	Yes	6.99	70	N+S	36,600	36,900	36,600	37,700	37,000	40,700	-	-	24,000	43,000	50,700	D	113,600	0.45	B	-	-	10,510	354,393	6
11	I-95	SR 421/Dunlawton Ave. to I-4/SR 400	FDOT	Yes	4.57	70	N+S	44,500	42,500	45,000	46,500	47,500	49,500	51,500	-	68,000	74,500	81,500	D	113,600	0.72	C	-	-	10,510	372,455	6
12	I-95	I-4/SR 400/Beville Rd. to US 92/ISB	FDOT	Yes	1.26	65	N+S	74,500	71,500	71,500	75,500	77,000	66,500	62,500	66,500	68,000	74,500	81,500	D	113,600	0.72	C	-	-	10,510	102,690	6
13	I-95	US 92/ISB to LPGA Blvd.	FDOT	Yes	3.56	65	N+S	74,500	71,500	71,500	75,500	77,000	66,500	62,500	66,500	68,000	74,500	81,500	D	113,600	0.72	C	-	-	10,510	290,140	6
14	I-95	LPGA Blvd. to SR 40/Granada Blvd	FDOT	Yes	2.64	70	N+S	76,000	69,500	70,000	74,000	77,000	85,000	87,000	78,500	85,500	83,000	83,000	D	133,600	0.62	C	-	-	12,310	219,120	6
15	I-95	SR 40/Granada Blvd to US 1	FDOT	Yes	5.55	70	N+S	62,500	66,500	63,500	64,500	66,000	50,500	47,500	50,500	53,000	58,000	63,500	D	113,600	0.56	B	-	-	10,510	352,425	6
16	I-95	US 1 to Flagler Co. Line/Old Dixie	FDOT	Yes	5.00	70	N+S	60,500	64,500	69,500	70,500	72,500	66,000	62,000	65,500	67,000	73,500	80,500	D	113,600	0.71	C	-	-	10,510	402,500	6
17	US 1	Brevard Co. to Kennedy Pkwy.	FDOT	Yes	3.97	55	N+S	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000	4,000	C	31,200	0.13	B	-	-	4,270	15,880	4
18	US 1	Kennedy Pkwy. to Putnam Grove Rd.	FDOT	Yes	1.63	65	N+S	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000	4,000	C	42,300	0.09	B	-	-	4,020	6,520	4
19	US 1	Putnam Grove Rd. to Halifax Ave.	FDOT	Yes	0.57	65	N+S	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000	4,000	C	42,300	0.09	B	-	-	4,020	2,280	4
20	US 1	Halifax Ave. to H.H. Birch Rd.	FDOT	Yes	2.05	45	N+S	11,000	11,100	11,100	11,400	12,400	13,300	13,600	14,100	14,300	13,400	14,600	C	42,300	0.35	B	-	-	4,020	29,930	4
21	US 1	H.H. Birch Rd. to Volco Rd.	FDOT	Yes	3.70	45	N+S	11,000	11,100	11,100	11,400	12,400	13,300	13,600	14,100	14,300	13,400	14,600	D	39,800	0.37	C	-	-	3,580	54,020	4
22	US 1	Volco Rd. to SR 442/Indian River Blvd	FDOT	Yes	2.26	45	N+S	18,900	19,000	18,800	18,200	20,400	21,500	21,500	22,500	23,500	22,500	22,500	D	39,800	0.57	C	-	-	3,580	50,850	4
23	US 1	SR 442/Indian River Blvd. to Park Ave	FDOT	Yes	1.49	45	N+S	26,500	25,500	25,000	24,500	25,500	27,500	28,500	29,500	25,500	24,500	27,500	D	39,800	0.69	C	1,920	2,200	3,580	40,975	4
24	US 1	Park Ave. to 10th Ave.	FDOT	Yes	1.00	45	N+S	27,000	25,500	25,000	25,000	26,000	26,000	26,000	27,000	26,000	25,000	25,000	D	39,800	0.63	C	-	-	3,580	25,000	4
25	US 1	10th Ave. to Canal St./Bus. SR 44	FDOT	Yes	1.52	35	N+S	22,000	21,500	18,600	18,700	19,500	24,000	22,500	22,000	22,000	22,000	22,000	D	32,400	0.68	D	-	-	2,920	33,440	4
26	US 1	Canal St./Bus. SR 44 to Turnbull Bay	FDOT	Yes	1.34	40	N+S	22,500	24,500	22,000	23,000	24,000	26,500	24,500	25,500	26,500	24,000	24,000	D	39,800	0.60	C	-	-	3,580	32,160	4
27	US 1	Turnbull Bay Rd. to Art Center Ave.	FDOT	Yes	2.24	55	N+S	23,500	22,500	23,500	24,500	25,500	26,500	27,500	26,000	26,000	25,000	25,000	D	39,800	0.63	C	-	-	3,580	56,000	4
28	US 1	Art Center Ave. to SR 5A/Nova Rd.	FDOT	Yes	3.19	45	N+S	19,400	19,600	20,500	21,500	21,500	25,000	26,000	25,500	24,500	23,500	23,500	D	66,200	0.35	B	-	-	5,960	74,965	4
29	US 1	SR 5A/Nova Rd. to Commonwealth	FDOT	Yes	1.23	45	N+S	14,100	13,800	13,900	13,200	13,800	15,400	15,700	15,700	15,900	15,500	15,700	D	39,800	0.39	C	1,170	1,350	3,580	19,311	4
30	US 1	Commonweath to SR 421/Dunlawton	FDOT	Yes	1.37	40	N+S	20,500	19,600	20,300	20,500	21,500	20,500	20,400	21,000	21,000	20,200	17,600	D	39,800	0.44	C	1,340	1,440	3,580	24,112	4
31	US 1	SR 421/Dunlawton Ave. to Reed Cana	FDOT	Yes	1.18	40	N+S	24,500	24,500	24,500	26,500	25,000	28,500	25,500	26,500	25,000	24,000	24,000	D	39,800	0.60	C	-	-	3,580	28,320	4
32	US 1	Reed Canal Rd. to Big Tree Rd.	FDOT	Yes	1.17	45	N+S	27,500	25,000	26,500	27,500	28,500	27,000	28,000	27,500	27,500	23,000	23,000	D	39,800	0.58	C	-	-	3,580	26,910	4
33	US 1	Big Tree Rd. to Bellewood Ave.	FDOT	Yes	0.45	40	N+S	26,500	24,500	27,000	29,000	30,000	-	-	-	24,500	23,500	23,500	D	39,800	0.59	C	-	-	3,580	10,575	4
34	US 1	Bellewood Ave. to SR 400/Beville Rd	FDOT	Yes	0.27	40	N+S	28,000	27,500	26,000	29,000	30,000	26,500	26,000	27,000	24,500	23,500	23,500	D	39,800	0.59	C	-	-	3,580	6,345	4
35	US 1	SR 400/Beville Rd to Bellevue Ave.	FDOT	Yes	1.05	40	N+S	32,500	30,000	29,500	33,000	32,000	34,000	30,500	33,000	33,000	32,000	29,000	D	39,800	0.73	C	2,040	2,350	3,580	30,450	4
36	US 1	Bellevue Ave. to Orange Ave.	FDOT	Yes	0.72	40	N+S	28,000	29,500	28,000	29,500	30,500	28,500	29,000	30,000	30,500	29,500	29,500	D	39,800	0.74	C	-	-	3,580	21,240	4
37	US 1	Orange Ave. to US 92/ISB	FDOT	Yes	0.30	35	N+S	28,000	26,000	29,000	26,500	27,500	31,000	28,500	29,500	31,000	30,000	30,000	D	32,400	0.93	D	-	-	2,920	9,000	4
38	US 1	US 92/ISB to Fairview/Main St.	FDOT	Yes	0.66	35	N+S	24,000	23,500	26,000	30,500	31,500	-	-	-	28,000	27,000	27,000	D	32,400	0.83	D	-	-	2,920	17,820	4
39	US 1	Fairview/Main St. to SR 430/Mason A	FDOT	Yes	0.54	35	N+S	27,000	27,000	27,500	27,000	28,000	27,000	27,000	26,000	28,000	27,000	27,000	D	32,400	0.83	D	-	-	2,920	14,580	4
40	US 1	SR 430/Mason Ave. to LPGA Blvd.	FDOT	Yes	1.47	35	N+S	26,000	21,500	24,000	24,500	23,500	24,500	24,000	25,500	25,500	24,000	24,000	D	32,400	0.74	D	-	-	2,920	35,280	4
41	US 1	LPGA Blvd. to Hand Ave.	FDOT	Yes	2.00	40	N+S	26,000	21,500	24,000	24,500	23,500	24,500	24,000	25,500	25,500	24,000	24,000	D	39,800	0.60	C	-	-	3,580	48,000	4
42	US 1	Hand Ave. to SR 40/Granada Blvd.	FDOT	Yes	0.84	40	N+S	21,500	19,000	20,300	20,800	21,500	22,000	23,000	23,500	24,000	23,000	23,000	D	39,800	0.58	C	-	-	3,580	19,320	4
43	US 1	SR 40/Granada Blvd. to SR 5A/Nova	FDOT	Yes	1.83	55	N+S	16,300	16,400	16,600	17,500	18,100	19,300	20,000	19,100	19,300	19,500	19,500	D	39,800	0.49	C	-	-	3,580	35,685	4
44	US 1	SR 5A/Nova Rd. to Airport Rd.	FDOT	Yes	1.13	55	N+S	26,000	22,500	25,500	26,500	26,000	28,500	29,500	30,500	32,000	31,000	31,000	D	39,800	0.78	C	-	-	3,580	35,030	4
45	US 1	Airport Rd. to I-95	FDOT	Yes	2.81	45	N+S	20,500	19,400	20,200	21,000	22,500	23,000	24,500	23,500	23,500	22,500	24,500	D	39,800	0.62	C	2,040	2,330	3,580	68,845	4
46	US 1	I-95. to Flagler Co Line	FDOT	Yes	1.53	60	N+S	15,100	13,400	14,300	14,200	14,800	16,000	16,800	17,200	18,200	17,600	17,600	D	66,200	0.27	B	-	-	5,960	26,928	4
47	US 17/92	Seminole Co. to Barwick Rd.	FDOT	Yes	0.52	50	N+S	19,800	19,300	22,000	22,500	26,500	27,500	29,500	31,000	33,000	32,000	32,000	D	39,800	0.80	C	-	-	3,580	16,640	4
48	US 17/92	Barwick Rd to Ft. Florida Rd.	FDOT	Yes	0.76	50	N+S	19,800	19,300	22,000	22,500	26,500	27,500	29,500	31,000	33,000	32,000	32,000	D	39,800	0.80	C	-	-	3,580	24,320	4
49	US 17/92	Ft. Florida Rd. to Dirksen Dr.	FDOT	Yes	0.72	50	N+S	19,800	19,300	23,000	24,000	23,000	28,500	28,000	30,000	30,000	29,000	31,500	D	39,800	0.79	C	2,280	2,920	3,580	22,680	4
50	US 17/92	Dirksen Dr. to Valencia Rd.	FDOT	Yes	1.05	50	N+S	21,000	21,500	21,500	21,000	22,500	22,000	24,000	25,000	24,500	23,500	23,500	D	39,800	0.59	C	-	-	3,580	24,675	4
51	US 17/92	Valencia Rd to Highbanks Rd.	FDOT	Yes	0.74	40	N+S	21,000	21,500	21,500	21,500	24,000	24,500	25,500	25,500	25,500	24,500	25,500	D	39,800	0.64	C	1,790	2,410	3,580	18,870	4
52	US 17/92	Highbanks Rd. to DeBary Plantation B	FDOT	Yes	0.92	45	N+S	27,500	26,000	22,000	23,000	24,500	25,500	25,000	25,000	25,000	24,000	24,000	D	39,800	0.60	C	-	-	3,580	22,080	4
53	US 17/92	DeBary Plantation Blvd to Saxon Blvd	FDOT	Yes	0.61	45	N+S	27,500	26,000	26,000	25,500	27,500	30,500	29,500	32,000	31,500	30,500	30,500	D	39,800	0.77	C	-	-	3,580	18,605	4
54	US 17/92	Saxon Blvd. to Enterprise Rd.	FDOT	Yes	0.80	45	N+S	27,500	26,000	17,600	18,600	19,400	21,000	22,000	23,000	24,000	23,000	23,000	D	39,800	0.58	C	-	-	3,580	18,400	4
55	US 17/92	Enterprise Rd. to Rhode Island Ave.	FDOT	Yes	0.75	45	N+S	32,500	29,500	30,500	29,000	32,000	31,500	31,000	33,000	32,000	31,000	31,000	D	39,800	0.78	C	-	-	3,580	23,250	4
56	US 17/92	Rhode Island Ave. to Graves Ave.	FDOT	Yes	1.01	40	N+S	29,000	26,500	29,000	27,500	28,500	31,000	32,000	32,000	32,000	31,000	31,000	D	39,800	0.78	C	-	-	3,580	31,310	4
57	US 17/92	Graves Ave. to New York Ave.	FDOT	Yes	1.00	45	N+S	29,000	27,500	26,500	27,500	28,500	29,500	29,500	30,500	31,000	30,000	33,500	D	39,800	0.84	C	-	-	3,580	33,500	4
58	US 17/92	New York Ave to SR 472	FDOT	Yes	0.75	55	N+S	27,000	26,000	27,000	25,000	28,000	29,000	30,000	30,000	30,000	29,000	33,500	D	39,800	0.84	C	-	-	3,580	25,125	4
59	US 17/92	SR 472 to SR 15A/Taylor Rd.	FDOT	Yes	1.75	45	N+S	44,000	41,000	45,000	42,000	44,000	47,000	47,500	55,500	54,500	52,500	52,500	D	59,900	0.88	C	-	-	5,390	91,875	6
60	US 17/92	SR 15A/Taylor Rd. to Beresford Ave.	FDOT	Yes	1.02	40	N+S	27,500	27,000	27,000	27,500	23,500	33,500	30,000	31,000	32,000	31,000	32,000	E	42,190	0.76	C	1,850	2,660	3,790	32,640	4
61	US 17/92	Beresford Ave. to Euclid Ave.	FDOT	Yes	0.49	35	N+S	18,000	16,800	16,600	16,400	17,000	16,300	18,500	19,300	19,400	18,700	17,900	E	16,380	1.09	F	1,120	1,510	1,480	8,771	2
62	US 17/92	Euclid Ave. to SR 44/New York Ave.	FDOT	Yes	0.49	30	N+S	16,600	15,100	16,300	14,800	15,400	17,200	17,800	13,000	13,200	12,800	12,800	E	15,600	0.82	D	-	-	1,410	6,272	2
63	US 17/92	SR 44/New York Ave. to Plymouth Av	FDOT	Yes	1.01	30	N+S	16,400	16,000	16,300	15,500	16,100	18,200	16,200	19,100	19,300	18,700	19,100	DeLand	19,150	1.00	DeLand	-	-	1,410	19,291	2
64	US 17/92	Plymouth Ave. to US 92/ISB	FDOT	Yes	0.83	45	N+S	21,500	22,500	20,500	21,000	22,000	23,000	21,500	22,500	23,000	22,000	22,000	E	42,190	0.52	C	-	-	3,790	18,260	4
65	US 17	US 92 to Mercers Fernery Rd.	FDOT	Yes	0.68	45	N+S	30,000	27,500	29,000	29,000	30,000	33,500	29,000	37,500	33,000	32,000	32,000	E	42,190	0.76	C	-	-	3,790	21,760	4
66	US 17	Mercers Fernery Rd. to Glenwood Rd.	FDOT	Yes	0.51	55	N+S	21,000	20,500	20,500	19,500	21,000	24,500	25,500	26,000	26,000	25,000	22,000	D	39,800	0.55	C	1,170	1,890	3,580	11,220	4
67	US 17	Glenwood Rd. to SR 15A/CR 15A	FDOT	Yes	1.64	55	N+S	14,500	13,700	13,500	13,500	14,800	14,800	17,300	15,200	15,000	14,600	14,600	D	39,800	0.37	C	-	-	3,580	23,944	4
68	US 17	SR 15A/CR 15A to Reynolds Rd	FDOT	Yes	2.76	45	N+S	16,400	16,000	15,800	16,200	17,200	17,200	18,500	18,100	18,300	17,700	19,600	D	66,200	0.30	B	1,320	1,680	5,960	54,096	4
69	US 17	Reynolds Rd to Spring Garden Ranch	FDOT	Yes	1.09	55	N+S	10,100	10,200	10,100	10,000	10,400	11,400	11,600	12,000	11,600	11,200	11,200	D	24,200	0.46	B	-	-	2,180	12,208	2
70	US 17	Spring Garden Ranch Rd. to Lake Wi	FDOT	Yes	0.56	45	N+S	7,500	7,400	7,300	7,400	8,100	8,400	8,600	9,000	9,600	9,400	9,400	D	24,200	0.39	B	-	-	2,180	5,264	2
71	US 17	Lake Winona Rd. to SR 40	FDOT	Yes	4.93	45	N+S	7,500	7,400	7,300	7,400	8,100	8,400	8,600	9,000	9,600	9,400	9,400	D	18,000	0.52	B	-	-	1,620	46,342	2
72	US 17	SR 40 to Washington Ave.	FDOT	Yes	5.02	45	N+S	6,300	5,700	6,200	5,500	6,100	6,200	6,600	7,400	7,600	7,400	7,900	C	15,700	0.50	B	760	770	1,490	39,658	2
73	US 17	Washington Ave. to CR 305/Lk Georg	FDOT	Yes	5.28	55	N+S	4,600	4,300	4,500	4,400	4,900	5,000	5,400	5,300	6,100	5,900	5,900	C	15,700	0.38	B	-	-	1,490	31,152	2
74	US 17	CR 305/Lk George Rd to Putnam Cou	FDOT	Yes	3.41	60	N+S	4,400	4,400	4,400	4,200	4,800	5,200	5,400	5,900	5,900	5,700	6,000	C	18,000	0.33	B	510	510	1,620	20,460	2
75	US 92	US 17 to Jacobs Rd.	FDOT	Yes	1.41	45	E+W	25,000	24,500	25,500	24,500	25,500	28,000	28,500	28,500	24,500	26,500	26,500	D	39,800	0.67	C	-	-	3,580	37,365	4
76	US 92	Jacobs Rd. to Kepler Rd.	FDOT	Yes	1.23	45	E+W	25,000	22,500	22,500	22,500	26,000	26,000	25,000	25,000	25,000	24,000	24,000	D	39,800	0.60	C	1,580	1,880	3,580	29,520	4
77	US 92	Kepler Rd. to Old Daytona Rd.	FDOT	Yes	1.32	65	E+W	13,400	13,000	13,000	14,100	15,100	16,400	16,200	16,200	16,200	14,200	15,600	D	39,800	0.39	C	-	-	3,580	20,592	4
78	US 92	Old Daytona Rd. to Red John Dr.	FDOT	Yes	7.20	55	E+W	13,400	13,000	13,000	14,100	15,100	16,400	16,200	16,200	16,200	14,200	15,600	C	44,900	0.35	B	-	-	4,270	112,320	4
79	US 92	Red John Dr. to I-4 EB Ramp	FDOT	Yes	2.26	55	E+W	20,000	19,800	19,800	16,400	17,600	18,600	19,100	18,400	19,500	18,900	18,900	D	39,800	0.47	C	-	-	3,580	42,714	4
80	US 92	I-4 EB Ramp to LPGA Blvd.	FDOT	Yes	0.58	55	E+W	20,000	19,800	25,200	16,400	17,600	18,600	19,100	18,400	19,500	18,900	18,900	D	39,800	0.47	C	-	-	3,580	10,962	4
81	US 92	LPGA Blvd. to I-95	FDOT	Yes	2.03	55	E+W	27,000	24,500	25,000	26,500	27,000	32,000	30,000	29,500	31,000	30,000	30,000	D	39,800	0.75	C	-	-	3,580	60,900	4
82	US 92	I-95 to Williamson Blvd.	FDOT	Yes	0.71	50	E+W	40,500	40,500	37,500	43,000	45,000	39,000	39,000	46,500	47,500	46,500	39,500	C	78,800	0.50	C	3,180	3,290	7,090	28,045	8
83	US 92	Williamson Blvd. to Bill France Blvd.	FDOT	Yes	1.13	50	E+W	43,000	41,500	42,000	43,500	41,000	50,500	40,500	41,500	46,000	45,000	45,000	C	78,800	0.57	C	-	-	7,090	50,850	8
84	US 92	Bill France Blvd. to SR 483/Clyde Mor	FDOT	Yes	0.86	50	E+W	39,500	35,500	36,000	35,500	36,500	37,500	38,500	38,000	39,000	38,000	39,500	D	78,800	0.50	C	2,620	3,270	7,210	33,970	8
85	US 92	SR 483/Clyde Morris Blvd. to SR 5A/N	FDOT	Yes	0.93	45	E+W	43,000	39,000	36,000	36,500	37,500	44,500	41,500	40,000	41,000	40,000	36,000	D	59,900	0.60	C	2,570	2,800	5,390	33,480	6
86	US 92	SR 5A/Nova Rd. to Martin Luther King	FDOT	Yes	0.78	40	E+W	25,500	27,500	26,000	28,500	29,500	28,000	27,500	28,500	29,000	28,000	28,000	D	39,800	0.70	C	-	-	3,580	21,840	4
87	US 92	Martin Luther King Blvd. to US 1	FDOT	Yes	0.38	40	E+W	25,500	26,000	22,000	24,500	25,500	26,000	27,000	-	23,500	22,500	22,500	D	39,800	0.57	C	1,410	1,620	3,580	8,550	4
88	US 92	US 1 to Beach St.	FDOT	Yes	0.23	30	E+W	17,500	17,300	15,200	18,100	18,800	23,500	22,500	23,000	23,000	15,000	15,000	D	32,400	0.46	D	-	-	2,920	3,450	4
89	US 92	Beach St. to SR 441/Peninsula Dr.	FDOT	Yes	0.88	40	E+W	13,500	18,100	13,200	14,300	16,100	22,300	27,000	25,000	23,000	22,000	22,000	D	39,800	0.55	C	-	-	3,580	19,360	4
90	US 92	SR 441/Peninsula Dr. to SR A1A/Atla	FDOT	Yes	0.30	30	E+W	8,900	9,900	8,200	7,900	8,200	11,700	12,400	14,300	14,500	14,100	9,200	D	32,400	0.28	C	480	740	2,920	2,760	4
91	SR A1A - Dunlawton Ave.	US 1 to SR A1A/Atlantic Ave.	FDOT	Yes	1.25	35	E+W	27,000	26,000	26,000	28,000	30,000	30,500	22,500	23,500	25,500	24,500	24,500	D	32,400	0.76	D	-	-	2,920	30,625	4
92	SR A1A - Atlantic Ave. South	SRA1A/Dunlawton Ave. to Van Ave.	FDOT	Yes	1.05	35	N+S	13,700	11,200	12,500	11,800	12,200	13,600	12,600	14,800	15,000	14,600	14,200	D	32,400	0.44	D	-	-	2,920	14,910	4
93	SR A1A - Atlantic Ave. South	Van Ave. to Florida Shores	FDOT	Yes	1.29	35	N+S	13,800	11,400	12,800	13,200	13,700	13,900	12,800	15,200	15,400	15,000	13,200	D	32,400	0.41	D	840	1,120	2,920	17,028	4
94	SR A1A - Atlantic Ave. South	Florida Shores to Silver Beach Ave.	FDOT	Yes	2.34	35	N+S	10,700	10,400	12,500	11,900	12,700	12,000	13,500	12,600	13,500	13,100	13,100	D	32,400	0.40	C	-	-	2,920	30,654	4
95	SR A1A - Atlantic Ave. South	Silver Beach Ave. to US 92/ISB	FDOT	Yes	0.69	35	N+S	11,200	12,000	12,700	11,900	12,300	14,200	13,500	15,400	14,200	13,800	13,800	D	32,400	0.43	C	-	-	2,920	9,522	4
96	SR A1A - Atlantic Ave. North	US 92/ISB to SR 430/Oakridge Blvd.	FDOT	Yes	0.90	35	N+S	15,200	16,500	17,300	15,300	16,400	15,800	16,600	18,300	18,500	17,900	19,300	D	32,400	0.60	D	-	-	2,920	17,370	4
97	SR A1A - Atlantic Ave. North	SR430/Oakridge Blvd. to SR 430/Sea	FDOT	Yes	0.12	35	N+S	20,800	17,100	15,200	16,300	16,800	20,000	20,800	17,300	17,500	16,900	15,200	D	32,400	0.47	D	880	1,190	2,920	1,824	4
98	SR A1A - Atlantic Ave. North	SR430/Seabreeze Blvd. to Harvard Dr	FDOT	Yes	2.53	35	N+S	17,100	16,400	17,800	18,200	18,900	18,000	17,800	20,300	18,700	18,100	18,100	D	32,400	0.56	D	-	-	2,920	45,793	4
99	SR A1A - Atlantic Ave. North	Harvard Dr. to SR 40/Granada Blvd.	FDOT	Yes	1.70	35	N+S	16,600	17,600	16,400	15,600	16,200	17,200	17,800	19,400	19,500	18,900	18,100	D	32,400	0.56	D	-	-	2,920	30,770	4
100	SR A1A - Ocean Shore Blvd.	SR 40/Granada Blvd. to Neptune Ave	FDOT	Yes	0.70	35	N+S	15,600	12,300	14,000	16,600	17,200	16,200	17,000	17,400	15,900	15,500	15,500	D	24,200	0.64	C	-	-	2,180	10,850	2
101	SR A1A - Ocean Shore Blvd.	Neptune Ave to Ormond Mall	FDOT	Yes	1.69	40	N+S	18,500	15,100	15,400	15,700	16,000	15,800	16,400	15,000	15,200	14,700	15,500	D	24,200	0.64	C	-	-	2,180	26,195	2
102	SR A1A - Ocean Shore Blvd.	Ormond Mall to High Bridge Rd	FDOT	Yes	6.42	55	N+S	15,500	15,300	15,800	15,500	16,100	15,500	16,200	16,600	16,700	16,300	16,300	D	24,200	0.67	C	-	-	2,180	104,646	2
103	SR A1A - Ocean Shore Blvd.	High Bridge Rd toFlagler Co Line	FDOT	Yes	1.26	55	N+S	15,500	15,300	15,800	15,500	16,100	15,500	16,200	16,600	16,700	16,300	16,300	D	24,200	0.67	C	-	-	2,180	20,538	2

104	SR 5A - Nova Rd.	US 1. to Spruce Creek Rd	FDOT	Yes	1.44	45	N+S	16,800	16,300	16,800	17,900	17,200	17,800	19,100	18,800	21,500	20,500	18,200	D	39,800	0.46	C	1,120	1,450	3,580	26,208	4
105	SR 5A - Nova Rd.	Spruce Creek Rd. to SR 421/Dunlawto	FDOT	Yes	1.08	45	N+S	23,500	25,000	24,500	26,000	27,000	26,000	29,500	25,000	28,000	27,000	27,000	D	39,800	0.68	C	-	-	3,580	29,160	4
106	SR 5A - Nova Rd.	SR 421/Dunlawton Ave. to Madeline A	FDOT	Yes	1.30	45	N+S	26,500	25,500	26,000	27,000	28,000	26,500	27,500	27,000	27,000	18,000	18,000	D	39,800	0.45	C	-	-	3,580	23,400	4
107	SR 5A - Nova Rd.	Madeline Ave. to Big Tree	FDOT	Yes	1.61	50	N+S	27,000	25,500	26,500	26,500	26,500	27,000	26,000	27,000	29,500	28,500	27,000	D	49,850	0.54	C	2,030	2,270	4,490	43,470	5
108	SR 5A - Nova Rd.	Big Tree to SR 400/Beville Rd.	FDOT	Yes	0.70	50	N+S	27,000	25,500	26,500	26,500	26,500	27,000	26,000	27,000	29,500	28,500	27,000	D	59,900	0.45	C	2,030	2,270	5,390	18,900	6
109	SR 5A - Nova Rd.	SR 400/Beville Rd. to Bellevue Ave.	FDOT	Yes	1.00	50	N+S	34,000	33,000	33,000	34,500	35,500	37,000	36,500	37,500	36,000	35,000	35,000	D	59,900	0.58	C	-	-	5,390	35,000	6
110	SR 5A - Nova Rd.	Bellevue Ave. to US 92/ISB	FDOT	Yes	1.07	45	N+S	32,500	32,000	33,000	32,500	34,500	36,000	35,000	36,000	37,000	35,000	35,000	D	59,900	0.58	C	-	-	5,390	37,450	6
111	SR 5A - Nova Rd.	US 92/ISB to SR 430/Mason Ave.	FDOT	Yes	1.22	45	N+S	30,000	30,000	31,000	31,500	31,000	32,000	36,000	31,500	35,500	34,500	34,500	D	59,900	0.58	C	-	-	5,390	42,090	6
112	SR 5A - Nova Rd.	SR 430/Mason Blvd to LPGA Blvd.	FDOT	Yes	1.47	45	N+S	27,500	27,000	25,500	26,500	28,500	29,000	34,500	35,500	32,500	31,500	31,500	D	59,900	0.53	C	-	-	5,390	46,305	6
113	SR 5A - Nova Rd.	LPGA Blvd. to Hand Ave.	FDOT	Yes	2.06	45	N+S	28,000	28,500	26,000	26,500	27,500	29,000	34,000	26,500	29,000	28,000	28,000	D	59,900	0.47	C	-	-	5,390	57,680	6
114	SR 5A - Nova Rd.	Hand Ave. to SR 40/Granada Ave	FDOT	Yes	1.15	45	N+S	24,000	28,500	27,500	25,500	26,500	27,500	28,000	29,000	28,500	27,500	27,500	D	59,900	0.46	C	-	-	5,390	31,625	6
115	SR 5A - Nova Rd.	SR 40/Granada Ave to Wilmette Ave.	FDOT	Yes	0.51	45	N+S	24,000	23,500	23,500	23,500	24,500	24,000	25,500	25,500	25,500	21,500	21,500	D	59,900	0.36	C	-	-	5,390	10,965	6
116	SR 5A - Nova Rd.	Wilmette Ave. to US 1	FDOT	Yes	1.00	45	N+S	12,800	12,300	12,400	13,100	13,600	14,000	13,600	14,300	14,800	14,400	14,400	D	39,800	0.36	C	-	-	3,580	14,400	4
117	SR 11	US 17 to CR 15A	FDOT	Yes	2.45	55	N+S	6,100	6,000	6,300	6,200	6,400	7,700	6,900	7,100	6,700	6,500	6,500	D	24,200	0.27	B	-	-	2,180	15,925	2
118	SR 11	CR 15A to SR 40	FDOT	Yes	9.19	60	N+S	2,700	2,700	2,800	2,900	3,100	3,400	3,700	3,900	3,900	3,900	3,900	C	6,450	0.60	C	-	-	620	35,841	2
119	SR 11	SR 40 to Flagler Co. Line	FDOT	Yes	2.42	60	N+S	2,000	2,200	2,100	2,400	2,400	2,800	2,800	2,700	2,700	3,500	3,500	C	6,450	0.54	C	-	-	620	8,470	2
120	SR 15A	US 17/92/Taylor to New Hampshire A	FDOT	Yes	1.17	45	N+S	19,700	19,000	20,500	21,000	21,900	22,500	25,000	26,000	26,000	25,000	30,500	D	39,800	0.77	C	-	-	3,580	35,685	4
121	SR 15A	New Hampshire Ave. to Beresford Ave	FDOT	Yes	0.59	45	N+S	21,000	20,500	21,000	20,100	23,000	23,500	24,000	26,000	26,000	25,000	28,000	D	39,800	0.70	C	1,760	2,080	3,580	16,520	4
122	SR 15A	Beresford Ave. to SR 44/New York Av	FDOT	Yes	1.00	45	N+S	21,500	21,000	22,000	22,000	24,000	25,000	25,500	26,500	27,000	26,000	26,000	D	39,800	0.65	C	-	-	3,580	26,000	4
123	SR 15A	SR 44/New York Ave. to Plymouth Av	FDOT	Yes	1.01	45	N+S	21,900	23,000	23,000	25,000	25,000	26,000	27,000	28,000	28,000	27,000	24,000	D	39,800	0.60	C	1,830	1,940	3,580	24,240	4
124	SR 15A	Plymouth Ave. to CR 92	FDOT	Yes	0.83	50	N+S	22,500	18,900	21,500	20,800	21,500	21,800	25,500	24,000	25,000	24,000	24,000	D	39,800	0.60	C	-	-	3,580	19,920	4
125	SR 15A	CR 92 to Glenwood Rd.	FDOT	Yes	1.20	50	N+S	13,800	13,100	13,600	13,400	14,000	14,700	15,600	17,400	17,600	13,600	13,600	D	39,800	0.34	C	-	-	3,580	16,320	4
126	SR 15A	Glenwood Rd. to US 17	FDOT	Yes	1.11	50	N+S	10,300	10,200	10,600	10,500	10,900	10,900	12,200	12,600	12,600	12,200	12,200	D	39,800	0.31	C	-	-	3,580	13,542	4
127	SR 40	Lake County to Emporia Rd.	FDOT	Yes	0.86	55	E+W	7,000	6,800	6,300	6,800	7,000	8,700	8,500	9,800	8,700	8,500	8,500	C	15,700	0.54	B	-	-	1,490	7,310	2
128	SR 40	Emporia Rd. to US 17	FDOT	Yes	5.58	55	E+W	6,500	6,600	5,900	6,200	7,600	8,500	8,000	8,200	8,400	8,200	8,600	C	15,700	0.55	B	550	660	1,490	47,988	2
129	SR 40	US 17 to SR 11	FDOT	Yes	6.69	60	E+W	4,800	5,400	5,500	5,600	5,800	6,900	6,800	7,200	6,900	6,700	6,700	C	8,600	0.78	C	-	-	820	44,823	2
130	SR 40	SR 11 to Pinto Lane	FDOT	Yes	6.83	60	E+W	4,800	5,400	5,500	5,600	5,800	6,900	6,800	7,200	6,900	6,700	6,700	C	8,600	0.78	C	-	-	820	45,761	2
131	SR 40	Pinto Lane to Rima Ridge Rd (urban b	FDOT	Yes	1.25	60	E+W	10,600	9,400	9,400	10,000	10,400	11,100	11,800	11,600	13,700	13,300	13,300	C	42,300	0.31	B	-	-	4,020	16,625	4
132	SR 40	Rima Ridge Rd to Tymber Creek Rd.	FDOT	Yes	4.36	60	E+W	27,000	26,500	27,000	27,000	28,000	30,500	35,000	31,500	31,500	26,500	26,500	D	39,800	0.67	C	-	-	3,580	115,540	4
133	SR 40	Tymber Creek Rd. to I-95	FDOT	Yes	0.79	50	E+W	27,000	26,500	27,000	27,000	28,000	30,500	35,000	31,500	31,500	26,500	26,500	D	39,800	0.67	C	-	-	3,580	20,935	4
134	SR 40	I-95 to Clyde Morris Blvd.	FDOT	Yes	1.58	50	E+W	36,000	33,000	33,500	34,500	35,500	35,500	38,000	34,500	35,500	36,000	36,000	D	39,800	0.90	C	-	-	3,580	56,880	4
135	SR 40	Clyde Morris Blvd. to SR 5A/Nova Rd.	FDOT	Yes	1.06	50	E+W	33,000	33,000	32,000	33,000	33,000	32,000	34,000	34,500	36,500	35,500	35,500	D	39,800	0.89	C	-	-	3,580	37,630	4
136	SR 40	SR5A/Nova Rd. to US 1	FDOT	Yes	1.33	45	E+W	30,000	30,000	30,000	30,000	31,000	31,000	32,000	33,500	34,000	31,000	31,000	D	39,800	0.78	C	-	-	3,580	41,230	4
137	SR 40	US 1 to Halifax Ave.	FDOT	Yes	1.11	35	E+W	34,000	33,500	34,000	31,500	31,000	34,500	38,500	39,500	39,500	38,500	35,500	D	32,400	1.10	F	3,030	3,380	2,920	39,405	4
138	SR 40	Halifax Ave. to SR A1A	FDOT	Yes	0.37	35	E+W	20,500	18,000	18,900	19,500	20,400	20,200	21,000	21,000	19,200	18,500	18,500	D	32,400	0.57	D	-	-	2,920	6,845	4
139	SR 44	Lake Co. to Shell Rd.	FDOT	Yes	1.19	55	E+W	9,000	9,400	9,200	9,600	10,000	12,900	11,000	12,200	12,300	11,900	11,900	C	15,700	0.76	C	-	-	1,490	14,161	2
140	SR 44	Shell Rd. to Grand Ave.	FDOT	Yes	1.26	45	E+W	9,000	9,400	9,200	9,600	10,000	12,900	11,000	12,200	12,300	11,900	11,900	D	24,200	0.49	C	-	-	2,180	14,994	2
141	SR 44	Grand Ave. to Old New York/Hazen R	FDOT	Yes	0.70	55	E+W	9,700	9,300	9,700	9,800	10,100	10,800	11,200	12,400	12,600	12,200	11,900	D	24,200	0.49	C	-	-	2,180	8,330	2
142	SR 44	Old New York/Hazen Rd. to SR 15A/S	FDOT	Yes	0.71	40	E+W	11,800	11,500	11,700	11,600	11,900	12,800	13,200	13,900	14,100	13,700	14,600	D	24,200	0.60	C	900	1,180	2,180	10,366	2
143	SR 44	SR 15A/Spring Garden Ave. to Stone	FDOT	Yes	0.50	40	E+W	11,300	11,300	10,600	10,800	11,500	11,700	11,500	11,700	10,500	10,100	10,100	E	18,939	0.53	C	-	-	1,712	5,050	2
144	SR 44	Stone St. to Clara Ave.	FDOT	Yes	0.51	35-40	E+W	11,100	10,900	10,600	10,300	10,700	10,800	11,200	11,000	11,200	10,800	11,300	E	18,939	0.60	C	730	910	1,712	5,763	2
145	SR 44	Clara Ave. to Amelia Ave.	FDOT	Yes	0.50	25-35	E+W	9,200	9,400	8,700	8,600	9,000	9,300	9,700	9,900	7,700	7,500	7,500	E	14,800	0.51	D	-	-	1,410	3,750	2
146	SR 44	Amelia Ave. to Hill Ave.	FDOT	Yes	1.00	35/40/45	E+W	13,300	13,000	14,100	12,200	12,600	13,100	13,500	-	12,300	11,900	11,900	E	18,939	0.63	C	-	-	1,712	11,900	2
147	SR 44	Hill Ave. to Blue Lake Ave.	FDOT	Yes	0.51	45	E+W	13,300	13,000	12,600	11,900	14,000	12,600	12,500	12,900	12,300	11,900	11,900	DeLand	19,800	0.60		-	-	1,712	6,069	2
148	SR 44	Blue Lake Ave. to Kepler Rd.	FDOT	Yes	0.94	45	E+W	16,400	15,600	15,900	14,300	16,900	15,700	17,500	17,300	17,300	16,700	16,700	DeLand	20,800	0.80		-	-	1,712	15,698	2
149	SR 44	Kepler Rd. to Summit Ave.	FDOT	Yes	1.18	45-50	E+W	18,300	17,800	18,000	16,700	17,200	20,200	19,400	21,500	19,800	19,200	19,200	DeLand	19,800	0.97		-	-	1,712	22,656	2
150	SR 44	Summit Ave. to I-4	FDOT	Yes	0.98	45	E+W	16,800	17,500	17,000	15,200	15,800	18,100	21,500	20,500	22,000	21,000	21,000	D	39,800	0.53	C	-	-	3,580	20,580	4
151	SR 44	I-4 to Prevatt Ave.	FDOT	Yes	0.74	55	E+W	16,400	17,200	19,900	18,700	20,500	21,500	21,500	21,500	22,500	21,500	16,500	D	39,800	0.41	C	1,630	1,820	3,580	12,210	4
152	SR 44	Prevatt Ave. to Pioneer Tr.	FDOT	Yes	5.93	65	E+W	13,600	14,900	16,700	16,400	17,600	19,500	13,900	14,300	15,800	15,400	19,000	C	44,900	0.42	B	1,510	1,700	4,270	112,670	4
153	SR 44	Pioneer Tr. to SR 415/CR 415	FDOT	Yes	3.56	65	E+W	10,500	9,900	12,200	12,500	12,900	14,500	15,600	15,700	15,200	14,800	14,800	C	44,900	0.33	B	-	-	4,270	52,688	4
154	SR 44	SR 415/CR 415 to Samsula Dr.	FDOT	Yes	1.14	65	E+W	15,800	13,500	15,700	17,000	17,600	20,500	22,000	21,500	22,000	21,000	21,000	C	42,300	0.50	B	-	-	4,020	23,940	4
155	SR 44	Samsula Dr. to Airport Rd	FDOT	Yes	1.70	65	E+W	16,200	14,400	18,300	17,400	19,200	20,000	22,000	15,600	15,800	15,400	15,400	C	42,300	0.36	B	1,140	1,490	4,020	26,180	4
156	SR 44	Airport Rd. to I-95	FDOT	Yes	2.05	65	E+W	16,200	14,400	18,300	17,400	19,200	20,000	22,000	15,600	15,800	15,400	15,400	D	39,800	0.39	C	1,140	1,490	3,580	31,570	4
157	SR 44	I-95 to Mission Dr	FDOT	Yes	2.83	55	E+W	25,000	27,500	30,000	27,500	28,500	35,000	31,500	35,500	34,500	33,500	33,500	D	39,800	0.84	C	-	-	3,580	94,805	4
158	SR 44	Mission Dr. to Live Oak	FDOT	Yes	1.35	45	E+W	17,800	18,700	19,600	18,300	19,000	19,500	18,000	23,500	20,500	19,700	19,700	D	39,800	0.49	C	-	-	3,580	26,595	4
159	SR 44/SR A1A/S Causeway	Live Oak to Peninsula Ave.	FDOT	Yes	1.30	50	E+W	24,000	26,500	26,500	27,000	29,500	30,000	23,500	32,500	27,500	26,500	26,500	D	39,800	0.67	C	-	-	3,580	34,450	4
160	SR 44/SR A1A/S Causeway	Peninsula Ave. to Saxon Dr.	FDOT	Yes	0.35	40	E+W	21,000	22,500	23,000	22,000	23,000	24,500	25,500	28,000	28,000	22,000	22,000	D	39,800	0.55	C	-	-	3,580	7,700	4
161	SR 44/SR A1A/3rd Ave/Atlantic	Saxon Dr. to 6th Ave	FDOT	Yes	0.50	40	E+W	14,000	15,300	14,200	14,000	14,600	12,700	17,500	17,900	13,300	12,900	12,200	D	39,800	0.31	C	900	1,030	3,580	6,100	4
162	SR 44 (Business) - Canal St.	SR 44/Lytle St to Pioneer Trail	FDOT	Yes	0.17	40	E+W	11,400	10,800	11,300	10,500	10,900	9,500	9,800	10,000	10,200	9,900	12,300	D	17,700	0.69	C	820	950	1,600	2,091	2
163	SR 44 (Business) - Canal St.	Pioneer Tr. to US 1	FDOT	Yes	0.76	40	E+W	11,700	11,100	11,600	11,500	12,500	11,500	11,900	12,600	12,800	12,400	12,900	D	17,700	0.73	C	840	1,030	1,600	9,804	2
164	SR 46	Seminole Co. to Brevard Co.	FDOT	Yes	5.44	55	E+W	5,600	6,000	5,600	5,300	7,100	5,900	7,400	7,600	8,100	7,900	7,900	C	18,000	0.44	B	-	-	1,620	42,976	2
165	SR 400 - Beville Rd.	I-95 to Williamson Blvd.	FDOT	Yes	0.28	55	E+W	24,000	24,000	26,500	28,000	29,000	26,000	28,500	29,000	31,500	30,500	30,500	D	59,900	0.51	C	-	-	5,390	8,540	6
166	SR 400 - Beville Rd.	Williamson Blvd. to SR 483/Clyde Mor	FDOT	Yes	1.91	55	E+W	27,000	26,500	28,500	31,000	32,000	30,500	30,500	31,500	30,500	29,500	29,500	D	39,800	0.74	C	-	-	3,580	56,345	4
167	SR 400 - Beville Rd.	SR 483/Clyde Morris Blvd. to SR 5A/N	FDOT	Yes	0.68	45	E+W	32,000	33,000	33,000	33,000	34,000	32,000	33,000	33,500	35,500	34,500	34,500	D	39,800	0.87	C	-	-	3,580	23,460	4
168	SR 400 - Beville Rd.	SR 5A/Nova Rd. to US 1	FDOT	Yes	1.34	45	E+W	23,000	24,000	24,500	25,500	26,500	27,000	26,500	26,000	24,500	23,500	23,500	D	39,800	0.59	C	-	-	3,580	31,490	4
169	SR 415	Seminole Co. to Enterprise-Osteen Rd	FDOT	Yes	4.39	55	N+S	16,800	16,800	16,800	17,000	17,500	18,300	21,500	23,000	24,000	23,000	23,000	D	66,200	0.35	D	-	-	5,960	100,970	4
170	SR 415	Enterprise-Osteen Rd. to Howland Blv	FDOT	Yes	1.83	45	N+S	15,100	15,200	15,200	15,400	15,500	17,300	17,700	19,800	19,900	19,300	20,500	D	39,800	0.52	C	1,500	1,860	3,580	37,515	4
171	SR 415	Howland Blvd. to Acorn Lake Rd	FDOT	Yes	0.88	45	N+S	5,900	6,500	6,500	6,600	7,300	8,600	7,900	8,100	8,600	8,400	8,400	D	39,800	0.21	C	-	-	3,580	7,392	4
172	SR 415	Acorn Lake Rd to SR 44	FDOT	Yes	10.49	55	N+S	8,300	7,700	9,000	9,000	9,400	11,700	12,700	13,200	12,200	11,400	11,400	C	18,000	0.63	C	-	-	1,620	119,586	2
173	SR 421 - Dunlawton Ave.	Williamson to Clyde Morris Blvd.	FDOT	Yes	1.07	45	E+W	39,500	38,500	45,500	48,000	46,000	47,500	49,000	52,500	53,500	52,000	52,000	D	59,900	0.87	C	-	-	5,390	55,640	6
174	SR 421 - Dunlawton Ave.	Clyde Morris Blvd. to SR 5A/Nova Rd.	FDOT	Yes	1.31	50	E+W	28,500	26,500	28,500	29,000	38,500	41,500	42,500	41,000	40,000	39,000	39,000	D	59,900	0.65	C	-	-	5,390	51,090	6
175	SR 421 - Dunlawton Ave.	SR5A/Nova Rd. to Spruce Creek Rd.	FDOT	Yes	0.91	45	E+W	27,000	28,000	27,500	29,500	30,500	31,500	33,000	32,000	33,000	32,000	32,000	D	39,800	0.80	C	-	-	3,580	29,120	4
176	SR 421 - Dunlawton Ave.	Spruce Creek Rd. to US 1	FDOT	Yes	0.71	45	E+W	25,000	25,500	25,000	26,000	27,000	27,500	28,500	28,500	26,500	25,500	25,500	D	39,800	0.64	C	-	-	3,580	18,105	4
177	SR 430 - Mason Ave.	SR 483/Clyde Morris Blvd. to SR 5A/N	FDOT	Yes	0.99	35	E+W	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700	19,600	D	24,300	0.81	D	1,330	1,480	2,190	19,404	4
178	SR 430 - Mason Ave.	SR 5A/Nova Rd. to US 1	FDOT	Yes	1.08	35	E+W	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700	19,600	D	24,300	0.81	D	1,330	1,480	2,190	21,168	4
179	SR 430 - Mason Ave.	US 1 to Beach St.	FDOT	Yes	0.30	35	E+W	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700	19,600	D	32,400	0.60	D	1,330	1,480	2,920	5,880	4
180	SR 430 - Oakridge Blvd. - EB	Beach St. to Peninsula Dr	FDOT	Yes	0.70	40	E+W	5,500	5,300	5,600	5,900	6,400	7,200	6,500	7,500	11,000	9,200	9,200	D	23,880	0.39	C	-	-	2,150	6,440	2
181	SR 430 - Oakridge Blvd. - EB	Peninsula Dr to SR A1A/Atlantic	FDOT	Yes	0.28	40	E+W	4,700	3,600	4,100	4,200	4,400	4,600	5,400	6,000	4,900	4,800	4,800	D	23,880	0.20	C	-	-	2,150	1,344	2
182	SR 430 - Seabreeze Bridge - WB	Beach St. to Peninsula Dr	FDOT	Yes	1.01	40	E+W	8,100	7,100	7,200	6,400	6,600	-	-	-	11,500	9,900	9,900	D	23,880	0.41	C	-	-	2,150	9,999	2
183	SR 430 - Seabreeze Bridge - WB	Peninsula Dr to SR A1A/Atlantic	FDOT	Yes	0.29	30	E+W	5,300	4,300	4,900	4,900	5,100	5,800	6,400	7,000	6,000	5,800	5,800	D	19,440	0.30	C	-	-	1,750	1,682	2
184	SR 441 - Peninsula Dr.	SR A1A/Dunlawton to Florida Shores	FDOT	Yes	2.42	40	N+S	5,600	5,300	5,400	5,600	5,400	5,600	5,900	5,700	6,000	5,800	5,800	D	17,700	0.33	C	-	-	1,600	14,036	2
185	SR 441 - Peninsula Dr.	Florida Shores to Silver Beach Ave.	FDOT	Yes	2.34	35	N+S	8,700	9,400	9,300	8,300	8,700	9,000	8,800	8,800	9,000	8,400	8,400	D	17,700	0.47	C	-	-	1,600	19,656	2
186	SR 441 - Peninsula Dr.	Silver Beach Ave. to US 92/ISB	FDOT	Yes	0.65	35	N+S	8,700	9,400	9,300	8,300	8,700	9,000	8,800	8,800	9,000	8,400	8,400	D	17,700	0.47	C	-	-	1,600	5,460	2
187	SR 442 - Indian River Blvd.	I-95 to Air Park Rd.	FDOT	Yes	2.09	55	E+W	8,900	9,500	9,920	10,200	10,800	11,400	12,100	12,600	13,200	12,300	13,700	D	39,800	0.34	C	-	-	3,580	28,633	4
188	SR 442 - Indian River Blvd.	Air Park Rd. to US 1	FDOT	Yes	1.69	45	E+W	16,400	16,100	16,800	16,400	17,000	17,600	17,000	16,500	18,000	17,500	17,500	D	39,800	0.44	C	-	-	3,580	29,575	4
189	SR 472	US 17/92 to CR 4101/MLK Blvd	FDOT	Yes	2.31	60	E+W	19,700	20,100	21,000	21,400	23,000	24,000	24,000	29,000	29,000	24,000	24,000	D	66,200	0.36	B	-	-	5,960	55,440	4
190	SR 472	CR 4101/MLK Blvd to I-4 (end of state	FDOT	Yes	1.10	60	E+W	22,000	24,500	24,000	25,500	26,500	29,000	30,000	29,500	29,500	28,500	32,000	D	39,800	0.80	C	2,300	2,710	3,580	35,200	4
191	SR 483 - Clyde Morris Blvd.	SR 400/Beville Rd. to Aviation Ctr Pkw	FDOT	Yes	0.98	45	N+S	30,500	27,000	26,000	32,500	32,000	29,500	32,000	27,000	34,000	33,000	33,000	D	37,800	0.87	C	-	-	3,400	32,340	4
192	SR 483 - Clyde Morris Blvd.	Aviation Ctr Pkwy/Bellevue to US 92/I	FDOT	Yes	1.20	45	N+S	30,500	27,000	26,000	32,500	32,000	29,500	32,000	27,000	34,000	33,000	33,000	D	39,800	0.83	C	-	-	3,580	39,600	4
193	SR 483 - Clyde Morris Blvd.	US 92/ISB to SR 430/Mason Ave.	FDOT	Yes	1.20	45	N+S	20,000	18,100	18,900	20,000	20,000	20,500	21,000	20,300	23,000	22,000	22,000	D	37,800	0.58	C	-	-	3,400	26,400	4
194																											
195	6th St.	Derbyshire Rd. to SR 5A/Nova Rd	County		0.50	30	E+W	2,980	2,780	2,710	2,750	2,900	2,870	2,620	2,790	2,510	1,870	2,530	E	13,640	0.19	C	130	220	1,020		2
196	13th St.	Derbyshire Rd. to SR 5A/Nova Rd	County		0.50	30	E+W	2,090	1,600	1,700	1,760	1,620	1,660	1,570	1,710	1,640	1,410	1,370	E	13,640	0.10	C	110	140	1,020		2
197	Adelle Ave.	SR 15A to New Hampshire Ave	County		0.50	30	N+S	320	320	330	330	-	370	340	350	370	450	120	E	13,640	0.01	C	10	10	1,020		2
198	Adelle Ave.	New Hampshire Ave to Beresford Ave	County		0.50	30	N+S	2,530	2,410	2,650	2,640	-	2,840	3,080	3,170	3,170	2,980	2,890	E	13,640	0.21	C	150	310	1,020		2
199	Air Park Rd.	Ragis Rd. to SR 442	County		0.55	40	N+S	1,470	1,840	2,060	2,100	2,150	2,350	2,630	2,600	2,660	2,300	2,540	E	24,450	0.10	B	190	270	2,200	1,397	2
200	Air Park Rd.	Park Ave. to Ragis Rd	County		0.87	40	N+S	2,030	2,100	2,270	2,420	2,330	2,500	2,470	2,640	2,910	2,490	2,730	E	24,450	0.11	B	230	280	2,200	2,375	2
201	Airport Rd. (OB)	Tymber Creek Rd. to Pineland Tr.	County	Yes	2.05	35	E+W	5,020	5,680	5,230	4,880	5,080	6,400	6,660	6,850	5,810	6,730	7,030	E	24,450	0.29	B	690	650	2,200	14,412	2
202	Airport Rd. (OB)	Pineland Tr. to Sunshine Blvd.	County	Yes	1.40	45	N+S	4,400	5,040	4,670	4,960	4,090	5,530	5,400	6,090	4,820	5,410	5,610	E	24,450	0.23	B	680	520	2,200	7,854	2
203	Airport Rd. (OB)	Sunshine Blvd. to US 1	County	Yes	0.30	35	E+W	6,780	7,640	7,090	7,360	6,460	8,350	6,260	8,960	7,630	8,110	8,330	E	24,450	0.34	B	800	730	2,200	2,499	2
204	Airport Rd. (PO)	Williamson Blvd to Pioneer Tr.	County	Yes	2.50	45	N+S	6,000	6,160	6,040	6,120	7,690	8,430	7,590	7,170	6,600	6,260	7,310	E	32,600	0.22	B	510	620	2,930	18,275	2
205	Airport Rd. (NSB)	Pioneer Tr. to Luna Bella Ln	County	Yes	1.60	45	N+S	3,110	3,300	3,320	3,550	3,930	4,570	7,590	4,180	4,320	4,540	4,970	E	34,230	0.15	B	310	410	3,080	7,952	2
206	Airport Rd. (NSB)	Luna Bella Ln to SR 44	County	Yes	1.80	45	N+S	2,250	2,610	2,770	3,270	3,760	4,780	7,590	5,150	5,470	6,160	6,790	E	34,230	0.20	B	480	530	3,080	12,222	2
207	Amelia Ave.	SR 44 to Ohio Ave.	County	Yes	0.15	30	N+S	10,380	10,580	10,650	10,430	9,410	10,990	11,250	11,780	14,830	8,480	8,320	E	22,820	0.36	C	500	740	2,060	1,248	4
208	Amelia Ave.	Ohio Ave. to Minnesota Ave.	County	Yes	0.15	30	N+S	10,310	10,260	10,380	10,320	9,310	11,630	11,140	12,110	12,230	8,650	9,470	E	13,640	0.69	D	530	730	1,020	1,421	2
209	Amelia Ave.	Minnesota Ave. to Plymouth Ave.	County	Yes	0.50	30	N+S	10,610	10,230	10,590	10,630	9,170	11,890	11,500	12,840	11,030	8,720	9,850	E	14,040	0.70	D	550	800	1,270	4,925	2
210	Amelia Ave.	Plymouth Ave. to US 92	County	Yes	0.85	35	N+S	6,610	6,080	6,700	6,980	6,050	7,430	7,050	6,870	6,360	5,040	5,590	E	14,040	0.40	C	290	510	1,270	4,752	2
211	Ariel Rd.	Beacon Light Rd. to US 1	County		1.20	35	E+W	560	540	540	540	640	670	550	690	590	590	650	C	6,450	0.10	B	50	60	620		2

212	Arredondo Grant Rd.	Spring Garden Ranch Rd. to James S	County	Yes	0.60	30	E+W	1,100	1,140	1,020	1,000	-	1,030	1,150	1,230	1,240	1,120	1,280	C	6,450	0.20	B	120	130	620	768	2
213	Arredondo Grant Rd.	James St. to SR 11	County	Yes	2.00	35	E+W	510	580	600	610	-	700	780	810	860	850	890	C	6,450	0.14	B	70	100	620	1,780	2
214	Atlantic Ave. (PI)	Beach St. to Major St	County	Yes	2.80	35	N+S	1,760	2,930	2,910	2,630	8,840	3,310	3,420	3,000	2,740	2,390	3,950	E	13,640	0.29	C	210	360	1,020	11,060	2
215	Atlantic Ave. (DBS)	Major St to Marcelle Ave.	County	Yes	1.30	35	N+S	6,780	9,420	9,420	9,260	9,600	9,670	9,720	7,680	11,050	9,940	10,920	E	13,640	0.80	D	660	880	1,020	14,196	2
216	Atlantic Ave. (DBS)	Marcelle Ave. to Phillis Ave.	County	Yes	0.75	35	N+S	8,250	11,990	11,760	11,450	11,850	12,920	12,330	9,970	12,090	11,040	12,760	E	14,740	0.87	D	700	1,030	1,330	9,570	2
217	Atlantic Ave. (DBS)	Phillis Ave. to SR A1A/Dunlawton Ave	County	Yes	0.40	35	N+S	9,170	13,680	13,050	12,920	14,770	15,190	13,540	12,970	15,730	11,290	11,730	E	14,740	0.80	D	730	950	1,330	4,692	4
218	Atlantic Ave/Turtle Mound Rd.	Canaveral Nat'l Park to Turtle Mound	County	Yes	7.65	45	N+S	2,230	2,610	2,450	2,180	2,960	3,050	1,770	2,170	3,140	3,440	3,230	E	13,640	0.24	C	180	300	1,020	24,710	2
219	Atlantic Ave/Turtle Mound Rd.	Turtle Mound Rd. to Saxon Dr.	County	Yes	1.60	45	N+S	5,580	6,560	6,390	5,520	4,190	6,690	4,850	5,000	7,370	7,030	6,720	E	17,050	0.39	C	420	560	1,540	10,752	2
220	Atlantic Ave/Turtle Mound Rd.	Saxon Dr to Hiles Blvd.	County	Yes	0.45	45	N+S	5,650	6,530	6,370	5,450	7,470	7,300	5,380	5,000	7,310	7,560	7,030	E	17,050	0.41	C	450	560	1,540	3,164	2
221	Atlantic Ave/Turtle Mound Rd.	Hiles Blvd. to 27th Ave.	County	Yes	1.55	45	N+S	9,900	11,900	11,400	9,650	8,370	11,630	9,600	9,600	13,370	12,250	13,180	E	17,050	0.77	C	720	1,010	1,540	20,429	2
222	Atlantic Ave/Turtle Mound Rd.	27th Ave. to 6th Ave.	County	Yes	1.45	45	N+S	13,430	16,510	14,560	12,960	14,450	12,070	15,900	12,720	11,630	18,120	14,720	E	37,970	0.39	C	1,100	1,120	3,410	21,344	4
223	Beach/Riverside/Beach (OB)	Division Ave. to SR 40	County	Yes	0.60	35	N+S	6,860	6,800	6,620	7,280	6,700	8,530	6,940	8,090	7,480	6,610	7,410	E	13,640	0.54	D	520	640	1,020	4,446	2
224	Beach/Riverside/Beach (OB)	SR 40 to Wilmette Ave.	County	Yes	0.70	35	N+S	8,780	8,780	8,070	8,950	8,610	9,310	7,800	9,700	8,870	9,580	9,280	E	16,000	0.58	D	710	800	1,440	6,496	2
225	Beach/Riverside/Beach (OB)	Wilmette Ave. to Inglesa Ave.	County	Yes	2.55	35	N+S	5,660	5,740	5,300	5,410	7,390	6,250	5,410	6,930	6,330	7,250	6,550	E	16,000	0.41	D	480	640	1,440	16,703	2
226	Beach/Riverside/Beach (OB)	Inglesa Ave to Pine Tree Dr.	County	Yes	1.10	35	N+S	2,000	1,950	1,830	1,840	2,010	2,160	2,140	2,650	2,500	3,570	2,890	E	16,000	0.18	C	180	290	1,440	3,179	2
227	Beacon Light Rd.	Halifax Ave. to Ariel Rd.	County	Yes	2.75	35	N+S	190	210	170	180	190	240	250	240	280	290	300	C	6,450	0.05	B	20	30	620	825	2
228	Beacon Light Rd.	Ariel Rd. to Volco Rd.	County	Yes	1.25	35	N+S	430	370	380	410	390	500	520	460	400	470	610	C	6,450	0.09	B	40	60	620	763	2
229	Bellevue Ave. Extension	CR 415/Tomoka Farms Rd to William	County	Yes	0.50	35	E+W	4,970	5,010	5,290	5,290	6,210	5,520	6,100	7,310	6,940	5,880	6,100	E	13,640	0.45	D	430	540	1,020	3,050	2
230	Bellevue Ave. Extension	Williamson Blvd to SR 483/Clyde Mor	County	Yes	2.50	45	E+W	2,760	2,410	2,570	2,880	2,540	3,250	3,160	4,350	4,060	3,430	3,050	E	13,640	0.22	C	220	300	1,230	7,625	2
231	Beresford Ave.	Beresford Rd. to Fatio Rd	County	Yes	0.70	35	E+W	1,280	1,340	1,340	820	1,320	1,560	2,110	1,810	2,100	2,180	2,330	E	13,640	0.17	C	190	220	1,020	1,631	2
232	Beresford Ave.	Fatio Rd. to SR 15A	County	Yes	1.30	30	E+W	3,590	3,720	3,540	3,750	3,240	3,440	4,160	4,320	4,650	4,100	4,320	E	13,640	0.32	C	360	380	1,020	5,616	2
233	Beresford Ave.	SR 15A to US 17/92	County	Yes	1.75	30	E+W	4,810	4,760	4,740	4,130	-	4,780	5,210	5,070	5,010	5,050	5,220	E	13,640	0.38	C	270	430	1,020	9,135	2
234	Beresford Ave.	US 17/92 to Amelia Ave	County	Yes	0.25	35	E+W	9,700	9,520	9,750	9,520	9,490	10,410	10,480	12,250	11,380	10,310	10,640	E	14,740	0.72	D	610	920	1,330	2,660	2
235	Beresford Ave.	Amelia Ave. to Hill Ave.	County	Yes	1.00	40	E+W	5,600	5,970	6,070	5,710	5,280	5,710	7,090	7,930	6,570	6,610	7,040	E	17,900	0.39	C	530	660	1,620	7,040	2
236	Beresford Ave.	Hill Ave. to Blue Lake Ave.	County	Yes	1.35	40	E+W	2,980	3,300	3,460	3,240	-	3,780	4,440	5,170	4,380	4,300	4,000	E	13,640	0.29	C	300	380	1,230	5,400	2
237	Beresford Ave.	Blue Lake Ave. to MLK (Kepler Rd.)	County	Yes	0.80	40	E+W	-	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	-	-	1,230		0
238	Beresford Ave.	MLK (Kepler Rd.) to SR 44	County	Yes	0.75	40	E+W	-	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	-	-	1,230		0
239	Beresford Rd.	SR 15A to Spring Garden Ave.	County		0.40	30	E+W	470	940	890	860	-	3,520	1,000	5,270	620	480	530	E	13,640	0.04	C	40	50	1,020	212	2
240	Beresford Rd.	Spring Garden Ave. to Fatio Rd.	County		0.75	30	E+W	670	710	630	670	-	850	780	690	850	550	840	E	13,640	0.06	C	60	90	1,020	630	2
241	Beresford Rd.	Fatio Rd.. to Beresford Ave	County		1.30	30	E+W	1,050	1,060	950	1,120	1,150	1,370	1,370	1,630	1,700	1,740	1,910	E	13,640	0.14	C	160	200	1,020	2,483	2
242	Beresford Rd.	Beresford Ave. to Old New York Ave.	County	Yes	0.30	35	N+S	1,990	2,050	1,890	2,100	2,130	2,640	2,620	2,980	2,970	3,420	3,660	E	13,640	0.27	C	280	360	1,020	1,098	2
243	Big Tree Rd.	Clyde Morris Blvd. to Nova Rd.	County	Yes	1.10	35	E+W	7,700	8,080	7,200	7,670	5,680	8,750	5,850	6,520	6,920	6,040	6,480	E	13,640	0.48	D	420	570	1,020	7,128	2
244	Big Tree Rd.	Nova Rd. to Magnolia Ave.	County	Yes	0.40	35	E+W	12,230	11,460	11,040	11,350	11,820	13,740	13,190	13,990	12,950	11,220	12,250	E	14,740	0.83	D	820	1,020	1,330	4,900	2
245	Big Tree Rd.	Magnolia Ave. to Kenilworth Ave.	County	Yes	0.45	35	E+W	10,850	10,160	9,290	10,010	9,970	12,190	11,380	11,860	10,810	9,690	10,560	E	14,740	0.72	D	750	710	1,330	4,752	3
246	Big Tree Rd.	Kenilworth Ave. to US 1	County	Yes	0.55	35	E+W	7,270	6,790	6,570	6,970	8,930	8,880	8,110	8,640	8,180	7,200	7,580	E	14,740	0.51	D	460	610	1,330	4,169	3
247	Blackburn Rd.	CR 3 to Emporia Rd	County		1.25	35	N+S	550	550	550	560	640	650	580	590	610	640	740	C	6,450	0.11	B	70	70	620		2
248	Blackwelder Rd.	Lake Winona Rd. to SR 11	County		3.25	35	E+W	180	180	170	170	220	210	150	210	200	210	220	C	6,450	0.03	B	20	20	620		2
249	Blue Lake Ave.	SR 472 to Orange Camp Rd	County	Yes	1.05	45	N+S					-	-	-	-	-	-	-	E	17,050	-	-	-	-	1,540	#VALUE!	2
250	Blue Lake Ave.	Orange Camp Rd. to Taylor Rd.	County	Yes	1.05	45	N+S	4,110	4,250	3,980	4,180	-	4,660	5,140	4,750	6,480	5,470	5,540	E	17,050	0.32	C	630	530	1,540	5,817	2
251	Blue Lake Ave.	Taylor Rd. to Beresford Ave.	County	Yes	1.05	45	N+S	5,200	5,730	5,440	5,820	5,080	5,770	6,910	8,240	8,800	7,460	7,670	E	13,640	0.56	C	600	730	1,230	8,054	2
252	Blue Lake Ave.	Beresford Ave. to Voorhis Ave.	County	Yes	0.75	30	N+S	4,180	4,310	4,010	3,750	4,480	4,420	4,610	5,290	4,950	4,970	5,320	E	13,640	0.39	C	410	540	1,020	3,990	2
253	Blue Lake Ave.	Voorhis Ave. to SR 44	County	Yes	0.25	30	N+S	3,480	3,520	3,370	3,520	3,550	3,570	3,900	4,560	3,640	3,890	4,180	E	13,640	0.31	C	330	410	1,020	1,045	2
254	Blue Lake Ave.	SR 44 to Minnesota Ave.	County	Yes	0.55	30	N+S	4,330	4,190	4,060	4,500	3,880	4,200	5,380	4,920	6,290	5,390	5,780	E	13,640	0.42	D	440	530	1,020	3,179	2
255	Blue Lake Ave.	Minnesota Ave. to Plymouth Ave.	County	Yes	1.00	40	N+S	5,780	5,380	5,200	5,670	5,680	5,790	6,750	7,750	7,950	7,040	7,320	E	13,640	0.54	C	560	670	1,230	7,320	2
256	Blue Springs Av (West)	Sparkman Dr to Lawton Dr	County		0.60	35	E+W	5,830	5,410	5,080	5,460	4,020	4,200	5,920	5,600	5,920	5,140	5,140	E	13,640	0.38	C	460	460	1,020	3,084	2
257	Brownlee Rd.	Raulerson Rd. #1 to Raulerson Rd.	County		1.70	35	N+S	140	180	180	190	160	180	170	190	160	140	200	C	6,450	0.03	B	20	20	620		2
258	Cardinal Blvd.	SR 421/Dunlawton Ave. to Demotte A	County		0.15	30	N+S					1,280	1,690	1,110	1,110	1,080	1,450	1,420	E	13,640	0.10	C	70	120	1,020	213	2
259	Cardinal Blvd.	Demotte Ave. to Marcelle Ave	County		0.90	30	N+S	5,090	5,160	4,740	4,740	5,230	7,190	5,030	5,190	5,780	5,380	5,590	E	13,640	0.41	D	340	460	1,020	5,031	2
260	Cardinal Blvd.	Marcelle Ave to Major St.	County		1.00	30	N+S	790	870	730	820	880	1,330	810	690	780	810	900	E	13,640	0.07	C	50	80	1,020		2
261	Carter Rd.	SR 11 to Marsh Rd.	County		1.75	40	E+W	1,400	1,460	1,420	1,520	-	1,700	1,700	1,800	1,860	1,750	1,860	E	13,640	0.14	C	130	160	1,230		2
262	Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	County	Yes	1.80	30	N+S	1,970	2,190	2,010	1,900	2,260	2,200	2,500	2,400	2,220	2,380	2,750	E	13,640	0.20	C	360	260	1,020	4,950	2
263	Clara Ave.	SR 15A to New Hampshire Ave.	County		0.50	30	N+S	1,640	1,640	1,850	1,870	-	1,820	2,100	2,050	2,080	1,780	1,840	E	13,640	0.13	C	120	160	1,020	920	2
264	Clara Ave.	New Hampshire Ave. to Beresford Ave	County		0.50	30	N+S	2,070	2,040	2,270	2,200	-	2,350	3,050	2,860	2,710	2,660	2,800	E	13,640	0.21	C	170	260	1,020	1,400	2
265	Clifton Rd.	Lake Winona Rd. to SR 11	County		1.70	30	E+W	190	160	170	160	170	230	170	210	180	210	200	C	6,450	0.03	B	20	20	620		2
266	Clyde Morris Blvd.	Taylor Rd. to SR 421/Dunlawton Ave	County	Yes	0.95	40	N+S	10,060	9,900	9,190	9,390	8,810	11,220	10,440	10,520	9,910	8,210	9,150	E	17,050	0.54	C	970	890	1,540	8,693	2
267	Clyde Morris Blvd.	SR 421/Dunlawton Ave. to Willow Rur	County	Yes	0.65	45	N+S	21,310	19,060	18,420	19,280	21,080	21,990	20,230	21,070	18,660	16,850	19,360	E	37,970	0.51	C	1,180	1,520	3,410	12,584	4
268	Clyde Morris Blvd.	Willow Run Blvd. to Madeline Ave.	County	Yes	1.30	45	N+S	22,750	21,460	20,000	21,710	20,770	22,480	23,240	24,390	21,430	18,820	23,390	E	37,970	0.62	C	1,400	1,910	3,410	30,407	4
269	Clyde Morris Blvd.	Madeline Ave. to Big Tree Rd.	County	Yes	1.00	45	N+S	24,200	22,260	20,800	22,910	25,110	20,770	24,230	21,490	20,350	21,160	21,520	E	37,970	0.57	C	1,250	1,820	3,410	21,520	4
270	Clyde Morris Blvd.	Big Tree Rd. to SR 400/Beville Rd.	County	Yes	0.90	45	N+S	24,600	22,880	21,790	23,460	21,760	23,500	24,140	24,280	23,720	19,700	20,220	E	36,070	0.56	C	1,220	1,670	3,240	18,198	4
271	Clyde Morris Blvd.	SR 430/Mason Ave. to Bill France Blv	County	Yes	0.60	45	N+S	13,140	12,310	11,990	12,960	13,930	14,960	14,750	17,520	15,440	13,530	14,490	E	37,970	0.38	C	940	1,140	3,410	8,694	4
272	Clyde Morris Blvd.	Bill France Blvd. to LPGA Blvd.	County	Yes	1.25	50	N+S	13,450	12,880	12,290	13,370	14,540	13,480	15,910	16,280	15,950	13,940	15,510	E	37,970	0.41	C	1,060	1,300	3,410	19,388	4
273	Clyde Morris Blvd.	LPGA Blvd. to Hand Ave.	County	Yes	1.50	50	N+S	14,070	13,560	12,280	13,520	13,440	15,250	15,620	15,440	14,640	13,350	17,180	E	37,970	0.45	C	1,230	1,460	3,410	25,770	4
274	Clyde Morris Blvd.	Hand Ave to SR 40/Granada Blvd.	County	Yes	0.80	35	N+S	12,340	11,940	11,230	11,670	12,230	12,130	12,460	14,400	12,900	11,980	12,570	E	30,420	0.41	C	880	1,020	2,740	10,056	4
275	Commonwealth Blvd.	Spruce Creek Rd. to Orange Ave.	County		0.55	30	E+W	5,250	5,450	5,220	5,180	5,460	5,450	5,530	5,430	5,540	5,260	5,510	E	13,640	0.40	C	350	470	1,020	3,031	2
276	Commonwealth Blvd.	Orange Ave. to US 1	County		0.35	30	E+W	3,670	3,540	3,530	3,620	3,890	3,920	3,840	3,680	3,870	3,850	3,830	E	13,640	0.28	C	230	330	1,020	1,341	2
277	CR 3	Ponce DeLeon Blvd. to Lake Winona	County	Yes	0.45	45	N+S	670	610	690	680	-	870	850	910	940	960	1,200	E	13,640	0.09	C	70	110	1,230		2
278	CR 3	Lake Winona Rd. to SR 40	County	Yes	5.04	35	N+S	670	610	680	680	-	870	850	910	940	960	1,200	C	11,775	0.10	B	70	110	1,230		2
279	CR 3	SR 40 to Emporia Rd	County	Yes	3.40	45	N+S	700	680	720	690	-	890	1,030	1,060	910	1,310	1,460	C	11,775	0.12	B	100	120	1,230	4,964	2
280	CR 3	Emporia Rd to Washington Ave.	County	Yes	1.20	30	N+S	1,650	1,680	1,660	1,580	1,750	2,190	2,300	2,130	2,130	1,780	1,920	C	11,775	0.16	B	130	200	1,230	2,304	2
281	CR 3	Washington Ave. to 'US 17	County	Yes	2.20	35	N+S	1,040	1,100	1,060	1,250	1,160	1,330	1,100	1,140	1,140	1,240	1,200	C	11,775	0.10	B	70	100	1,230	2,640	2
282	CR 15A	US 17 to Airport Rd.	County	Yes	0.90	50	N+S	4,220	4,160	3,980	4,120	-	4,770	4,810	4,720	4,390	5,420	5,310	E	24,450	0.22	B	340	490	2,200	4,779	2
283	CR 15A	Airport Rd. to SR 11	County	Yes	1.25	40	E+W	2,190	2,060	2,070	2,130	-	2,680	2,610	2,480	2,780	3,070	2,980	E	24,450	0.12	B	200	280	2,200	3,725	2
284	CR 92 (Intn'l Spdwy Blvd.)	SR 15A to Stone St.	County	Yes	0.25	45	E+W	11,970	11,770	12,070	11,940	13,310	14,620	14,060	13,620	15,300	14,360	14,000	E	37,970	0.37	C	790	1,120	3,410	3,500	4
285	CR 92 (Intn'l Spdwy Blvd.)	Stone St. to US 17/92	County	Yes	0.75	45	E+W	14,370	14,000	14,510	13,800	15,230	16,440	15,250	13,230	14,530	13,960	14,960	E	37,970	0.39	C	800	1,240	3,410	11,220	4
286	CR 305 (Bunnell Rd.)	US 17 to Cowart Rd.	County	Yes	1.50	50	E+W	1,490	1,420	1,360	1,460	1,560	1,790	1,750	1,850	1,900	1,780	2,140	C	6,450	0.33	B	200	210	620	3,210	2
287	CR 305 (Bunnell Rd.)	Cowart Rd. to Flagler Co.	County	Yes	3.00	50	E+W	990	890	910	990	-	1,370	1,270	1,360	1,390	1,330	1,630	C	6,450	0.25	B	160	170	620	4,890	2
288	Cow Creek Rd.	SR 442 to Volco Rd.	County	Yes	3.50	50	N+S	750	740	760	850	840	860	800	900	1,050	750	1,000	C	6,450	0.16	B	70	90	620		2
289	Cowart Rd.	Bunnell Rd to Little Brown Church Rd.	County		2.05	40	N+S	260	230	220	250	230	250	290	320	230	240	290	C	6,450	0.04	B	20	20	620		2
290	Daugharty Rd. (S. End)	Marsh Rd. to SR 11	County	Yes	0.80	35	N+S	510	510	490	520	-	560	500	520	530	520	530	C	6,450	0.08	B	40	50	620		2
291	Daugharty Rd.	SR 11 to Marsh Rd.	County		0.95	35	N+S	550	550	510	580	-	760	720	700	800	830	870	C	6,450	0.13	B	70	80	620	827	2
292	Demotte Ave.	Peninsula Dr. to Cardinal Blvd	County		0.20	25	E+W	3,940	4,480	4,050	4,120	4,690	6,270	4,610	4,740	5,190	5,060	5,040	E	13,640	0.37	C	340	490	1,020	1,008	2
293	Derbyshire Rd.	SR 430/Mason Ave. to LPGA Blvd.	County		1.45	30	N+S	5,950	5,980	5,870	6,130	6,330	6,590	6,410	8,230	7,940	7,310	7,920	E	13,640	0.58	D	470	650	1,020	11,484	2
294	Derbyshire Rd.	LPGA Blvd. to Flomich St.	County	Yes	0.75	30	N+S	7,930	7,470	7,320	7,280	6,040	8,020	7,300	8,790	8,890	8,010	7,710	E	13,640	0.57	D	450	640	1,020	5,783	2
295	Dirksen/DeBary/Doyle	US 17/92 to Sunrise Blvd.	County	Yes	1.75	45	E+W	6,910	6,230	6,190	6,680	7,780	10,270	8,050	8,290	8,360	7,400	8,390	E	13,640	0.62	C	580	920	1,230	14,683	2
296	Dirksen/DeBary/Doyle	Sunrise Blvd to WB I-4 Ramps	County	Yes	0.20	45	E+W	11,180	10,690	9,980	10,660	10,750		14,220	13,400	12,810	10,150	11,950	E	37,970	0.31	C	800	1,220	3,410	2,390	4
297	Dirksen/DeBary/Doyle	WB I-4 Ramps to EB I-4 Ramps	County	Yes	0.20	35	E+W	18,660	17,850	17,380	17,850	19,720	22,090	22,200	22,150	21,030	19,250	20,570	E	30,420	0.68	D	1,770	1,670	2,740	4,114	4
298	Dirksen/DeBary/Doyle	I-4 to Deltona Blvd.	County	Yes	0.10	35	E+W	26,830	26,260	25,480	24,950	31,470	27,550		29,000	20,020	19,470	20,890		30,420	0.69	D	1,700	1,780	2,740	2,089	4
299	Dirksen/DeBary/Doyle	Deltona Blvd. to Enterprise St.	County	Yes	0.65	45	E+W	17,190	17,630	17,240	17,240	19,190	20,870	23,000	29,000	17,450	17,680	20,190	E	37,970	0.53	C	1,470	1,710	3,410	13,124	4
300	Dirksen/DeBary/Doyle	Enterprise St. to Main St.	County	Yes	0.15	45	E+W	23,180	23,030	22,400	24,130	25,060	27,050	29,020	29,000	25,460	23,300	27,710	E	37,970	0.73	C	2,080	2,410	3,410	4,157	4
301	Dirksen/DeBary/Doyle	Main St. to Providence Blvd.	County	Yes	0.80	45	E+W	20,230	21,260	20,460	20,600	23,820	24,850	26,230	29,000	24,600	22,790	23,430	E	37,970	0.62	C	1,590	1,930	3,410	18,744	4
302	Dirksen/DeBary/Doyle	Providence Blvd. to Garfield Rd.	County	Yes	1.20	40	E+W	11,700	12,400	11,890	11,950	13,120	13,670	14,140	15,000	13,350	12,900	13,110	E	28,200	0.46		790	1,090	1,540	15,732	2
303	Dirksen/DeBary/Doyle	Garfield Rd. to Saxon Blvd.	County	Yes	1.50	40	E+W	9,420	9,580	9,220	9,240	9,660	10,300	10,970	10,520	11,350	9,800	10,340	E	28,200	0.37	C	760	920	1,230	15,510	2
304	Dirksen/DeBary/Doyle	Saxon Blvd. to Courtland Blvd.	County	Yes	2.55	45	E+W	7,880	8,020	7,800	7,670	8,860	8,910	9,940	9,080	9,040	9,290	9,200	E	28,200	0.33	C	590	790	1,230	23,460	2
305	Dirksen/DeBary/Doyle	Courtland Blvd. to SR 415	County	Yes	1.50	40	E+W	6,020	5,950	5,680	5,450	5,330	6,770	7,040	6,590	7,210	6,280	7,020	E	28,200	0.25	C	500	650	1,230	10,530	2
306	Dunn/George Engram/Fairview/Mai	LPGA Blvd to Tomoka Farms Rd	County	Yes	2.60	45		1,220	1,660	1,800	2,350	-	-	-	-	-	-	-	E	17,050	-	-	-	-	1,540		0
307	Dunn/George Engram/Fairview/Mai	Tomoka Farms Rd. to Williamson Blvd	County	Yes	0.75	40	E+W	5,910	6,530	6,760	6,940	3,020	3,720	3,540	4,780	4,700	4,760	5,230	E	17,050	0.31	C	310	480	1,540	3,923	2
308	Dunn/George Engram/Fairview/Mai	Williamson Blvd. to Bill France Blvd.	County	Yes	1.00	40	E+W	11,350	11,530	11,350	12,080	5,870	8,380	9,160	8,290	6,930	6,010	6,690	E	17,050	0.39	C	350	600	1,540	6,690	2
309	Dunn/George Engram/Fairview/Mai	Bill France Blvd. to Clyde Morris Blvd.	County	Yes	0.85	35	E+W	10,550	10,400	10,150	10,730		12,880	10,510	14,510	14,390	11,550	11,380	E	14,740	0.77	D	710	940	1,330	9,673	2
310	Dunn/George Engram/Fairview/Mai	Clyde Morris Blvd. to SR 5A/Nova Rd.	County	Yes	1.00	40	E+W	10,430	10,310	10,230	10,830	10,640	10,870	10,800	11,500	11,760	8,360	9,140	E	37,970	0.24	C	590	760	3,410	9,140	4
311	Dunn/George Engram/Fairview/Mai	SR 5A/Nova Rd. to US 1	County	Yes	1.20	35	E+W	5,570	5,060	5,380	4,990	9,640	10,550	10,750	11,790	11,040	8,950	9,080	E	30,420	0.30	C	540	760	2,740	10,896	4
312	Dunn/George Engram/Fairview/Mai	US 1 to Beach St	County	Yes	0.40	30	E+W	6,980	6,330	6,560	6,190	5,880	5,350	5,620	6,080	6,290	4,870	5,600	E	14,040	0.40	C	290	480	1,270	2,240	2
313	Dunn/George Engram/Fairview/Mai	Beach St. to Peninsula Dr.	County	Yes	0.60	30	E+W	6,010	5,700	5,540	5,210	8,020	7,190	7,440	8,410	8,470	5,280	6,210	E	14,040	0.44	C	320	530	1,270	3,726	2
314	Emporia Rd.	SR 40 to Peterson/Blackburn	County	Yes	3.00	40	N+S	690	720	690	660	-	910	860	850	920	920	1,110	C	6,450	0.17	B	70	110	620	3,330	2
315	Emporia Rd.	Peterson/Blackburn to US 17	County	Yes	1.45	40	E+W	1,280	1,230	1,320	1,060	-	1,250	1,220	1,110	1,100	1,290	1,720	C	6,450	0.27	B	150	130	620	2,494	2
316	Enterprise Ave. (NSB)	Pioneer Tr. to Halleck St.	County		0.10	35	E+W	7,460	7,000	7,740	7,900	8,210	8,550	9,760	9,230	9,530	9,080	9,700	E	13,640	0.71	D	630	820	1,020	970	2
317	Enterprise Rd.	DeBary Ave. to Deltona Blvd.	County	Yes	1.10	35	N+S	7,800	7,150	7,270	7,390	7,050	8,300	8,660	9,320	7,630	7,680	8,610	E	14,040	0.61	D	650	730	1,270	9,471	2
318	Enterprise Rd.	Deltona Blvd. to Highbanks Rd.	County	Yes	0.50	35	N+S	15,330	14,620	14,110	15,010	15,820	14,130	16,650	16,720	17,920	15,730	16,870	E	30,420	0.55	D	1,020	1,380	2,740	8,435	4

319	Enterprise Rd.	Highbanks Rd. to Saxon Blvd.	County	Yes	1.55	45	N+S	23,460	23,750	21,590	23,790	20,550	20,510	25,710	19,820	25,290	19,830	21,120	E	37,970	0.56	C	1,280	1,760	3,410	32,736	4
320	Enterprise Rd.	Saxon Blvd. to Harley Strickland Blvd.	County	Yes	0.50	45	N+S	23,670	22,790	20,710	22,110	23,120	23,900	23,240	19,220	23,680	22,540	23,620	E	37,970	0.62	C	1,390	1,960	3,410	11,810	4
321	Enterprise Rd.	Harley Strickland Blvd. to US 17/92	County	Yes	0.50	35	N+S	22,090	20,900	19,330	20,650	20,860	21,370	21,970	23,760	20,970	24,510	25,680	E	30,420	0.84	D	1,500	2,070	2,740	12,840	4
322	Enterprise-Osteen Rd.	Providence to Garfield Rd	County	Yes	1.50	30	E+W	2,690	2,470	2,470	2,490	2,630	3,110	3,360	3,350	3,920	3,490	3,560	E	13,640	0.26	C	250	380	1,020	5,340	2
323	Enterprise-Osteen Rd.	Garfield Rd to Reed Ellis Rd.	County	Yes	1.70	35	E+W	1,850	1,690	1,690	1,760	1,960	2,400	2,930	2,860	3,100	2,900	3,020	E	13,640	0.22	C	220	330	1,020	5,134	2
324	Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415	County	Yes	2.50	35	E+W	1,160	1,080	1,160	1,140	1,250	1,480	1,360	1,250	1,250	1,310	1,300	E	13,640	0.10	C	80	120	1,020	3,250	2
325	Euclid Ave.	Grand to Fatio Rd.	County		0.25	35	E+W	1,190	1,080	1,150	1,030	1,130	1,190	1,310	1,300	1,420	1,220	1,380	E	13,640	0.10	C	90	120	1,020	345	2
326	Euclid Ave.	Fatio Rd. to Woodward Ave.	County		0.25	30	E+W	1,360	1,270	1,330	1,220	1,360	1,390	1,460	1,570	1,590	1,490	1,610	E	13,640	0.12	C	110	140	1,020	403	2
327	Euclid Ave.	Woodward Ave. to SR 15A	County		0.50	30	E+W	2,310	2,300	2,290	2,140	2,280	2,320	2,440	2,640	2,570	2,530	2,620	E	13,640	0.19	C	200	240	1,020	1,310	2
328	Euclid Ave.	SR 15A to Adelle Ave.	County		0.75	30	E+W	2,440	2,510	2,430	2,380	2,450	2,830	2,790	3,130	2,970	2,880	2,930	E	13,640	0.21	C	200	260	1,020	2,198	2
329	Euclid Ave.	Adelle Ave. to US 17/92	County		0.50	30	E+W	2,150	2,200	2,150	2,210	-	2,260	2,190	2,330	2,060	2,100	2,260	E	13,640	0.17	C	130	200	1,020	1,130	2
330	Flomich St.	Derbyshire Rd. to SR 5A/Nova Rd.	County	Yes	0.30	30	E+W	5,450	5,570	5,430	5,140	4,900	5,300	5,470	5,540	5,510	4,820	4,970	E	13,640	0.36	C	270	430	1,020	1,491	2
331	French Ave.	Beginning of road to Blue Springs Par	County		1.00	30	E+W	140	180	130	270	-	200	-	160	150	150	230	E	13,640	0.02	C	10	30	1,020		2
332	French Ave.	Blue Springs Park to Lawton Ave./Har	County		1.25	35	E+W	520	670	480	1,260	-	710	-	1,000	1,040	1,100	1,100	E	13,640	0.08	C	50	130	1,020		2
333	Garfield Ave.	SR 44 to Plymouth Ave.	County		1.00	30	N+S	2,350	2,280	1,980	1,910	-	2,430	2,270	2,400	2,070	1,920	2,130	E	13,640	0.16	C	140	180	1,020		2
334	Garfield Ave.	Plymouth Ave. to US 92	County		0.85	30	N+S	2,310	2,220	2,100	2,280	-	2,390	2,760	3,100	2,830	2,370	2,550	E	13,640	0.19	C	160	220	1,020		2
335	Garfield Rd.	Doyle Rd. to Enterprise-Osteen Rd	County		0.90	40	N+S	1,860	1,680	1,530	1,550	1,670	1,900	2,130	1,850	2,220	1,920	2,040	E	13,640	0.15	C	140	210	1,230	1,836	2
336	Glencoe Rd.	Taylor Rd. to Paige Ave.	County		1.50	40	N+S	1,310	1,300	1,410	1,510	1,660	1,740	1,810	2,040	2,110	2,260	2,580	E	13,640	0.19	C	190	260	1,230	3,870	2
337	Glencoe Rd.	Paige Ave. to SR 44	County		1.10	35	N+S	3,710	3,780	3,820	3,720	4,030	4,280	-	-		4,500	5,150	E	13,640	0.38	C	360	440	1,020	5,665	2
338	Glencoe Rd.	SR 44 to Pioneer Tr.	County		0.85	35	N+S	1,670	1,820	1,930	1,870	1,570	1,500	1,590	1,770	1,800	1,850	2,060	E	13,640	0.15	C	140	190	1,020	1,751	2
339	Glenwood Rd.	Grand Ave. to SR 15A	County		1.60	35	E+W	4,210	4,170	4,030	4,040	-	4,360	4,120	4,380	4,500	4,360	4,280	E	13,640	0.31	C	260	380	1,020	6,848	2
340	Glenwood Rd.	SR 15A to US 17	County		1.25	35	E+W	2,140	2,140	2,050	2,000	-	2,400	2,260	2,340	2,390	2,110	1,780	E	13,640	0.13	C	120	200	1,020	2,225	2
341	Grand Av/CR 4053	Old New York Ave. to SR 44	County	Yes	0.60	30	N+S	810	860	830	940	970	-	1,230	1,550	1,870	1,980	2,250	E	13,640	0.16	C	170	240	1,020	1,350	2
342	Grand Av/CR 4053	SR 44 to Minnesota Ave.	County	Yes	0.90	35	N+S	2,250	1,820	2,190	2,280	2,570	3,090	3,010	3,630	4,090	3,890	4,400	E	13,640	0.32	C	310	470	1,020	3,960	2
343	Grand Av/CR 4053	Minnesota Ave. to Plymouth Ave.	County	Yes	0.50	40	N+S	1,240	1,270	1,260	1,240	1,410	1,760	1,530	1,680	1,900	1,780	1,910	E	13,640	0.14	C	140	180	1,230	955	2
344	Grand Av/CR 4053	Plymouth Ave. to Glenwood Rd.	County	Yes	2.10	40	N+S	1,910	2,010	2,080	1,990	2,330	2,680	2,310	2,570	2,650	2,570	2,840	E	13,640	0.21	C	210	260	1,230	5,964	2
345	Grand Av/CR 4053	Glenwood Rd. to Lemon St.	County	Yes	1.30	35	N+S	3,700	3,630	3,550	3,550	3,860	4,010	4,020	4,200	4,270	3,950	4,130	E	14,740	0.28	C	280	380	1,330	5,369	2
346	Grand Av/CR 4053	Lemon St. to Retta St.	County	Yes	1.80	40	N+S	1,740	1,720	1,700	1,740	1,990	2,100	1,860	2,190	2,200	2,280	2,340	E	13,640	0.17	C	160	220	1,230	4,212	2
347	Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentucky	County	Yes	0.30	45	E+W	17,570	17,140	16,750	17,160	18,780	19,180	19,190	19,590	21,760	19,090	19,750	E	17,900	1.10	F	1,180	1,640	1,620	5,925	2
348	Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	County	Yes	0.60	45	E+W	13,790	11,840	12,970	13,640	14,510	15,310	14,060	15,520	16,040	15,580	16,370	E	17,900	0.91	C	1,000	1,420	1,620	9,822	2
349	Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	County	Yes	0.25	35	E+W	13,790	11,840	12,970	13,640	14,510	15,310	14,060	15,520	16,040	16,310	18,540	E	30,420	0.61	D	1,240	1,590	2,740	4,635	4
350	Greens Dairy Rd.	SR 15A to Stone St.	County		0.50	30	E+W	120	90	100	120	-	150	200	210	230	200	160	E	13,640	0.01	C	10	20	1,020		2
351	Halleck St. (NSB)	Wayne Ave. to Enterprise Ave.	County	Yes	0.20	30	N+S	6,170	5,780	5,890	6,450	6,530	6,410	6,940	7,200	6,940	6,830	7,320	E	13,640	0.54	D	450	630	1,020	1,464	2
352	Hand Ave.	Williamson Blvd. to Clyde Morris Blvd.	County	Yes	1.25	50	E+W	7,660	7,900	6,750	8,330	9,520	8,720	6,880	9,860	9,590		9,300	E	17,050	0.55	A	620	750	1,540	11,625	2
353	Hand Ave.	Clyde Morris Blvd. to Shangri La Dr.	County	Yes	0.75	50	E+W	13,220	13,090	10,230	13,950	14,870	15,370	16,690	17,010	16,350	14,340	14,880	E	17,050	0.87	C	1,030	1,200	1,540	11,160	2
354	Hand Ave.	Shangri La Dr. to SR 5A/Nova Rd.	County	Yes	0.25	45	E+W	14,880	14,320	13,350	14,950	16,320	15,820	17,270	18,250	17,000	13,370	16,250	E	37,970	0.43	C	1,070	1,350	3,410	4,063	4
355	Hazen Rd.	SR 44 to Plymouth Ave.	County	Yes	1.00	40	N+S	1,050	1,240	1,250	1,400	1,480	1,680	1,680	1,980	1,650	1,440	1,800	E	13,640	0.13	C	140	180	1,230	1,800	2
356	Hazen Rd.	Plymouth Ave. to Mercers Fernery Rd	County		1.50	35	N+S	720	700	800	820	680	850	910	1,020	1,380	840	920	E	13,640	0.07	C	130	80	1,020	1,380	2
357	Highbridge Rd.	Walter Boardman Ln. to John Anderso	County	Yes	1.60	30	E+W	1,830	2,100	1,750	2,020	2,480	2,770	2,210	2,570	3,160		3,430	C	11,775	0.29	A	200	300	1,120	5,488	2
358	Highbridge Rd.	John Anderson Dr. to SR A1A	County	Yes	0.20	30	E+W	1,520	1,780	1,490	1,660	2,170	2,380	2,120	2,110	2,680	2,490	2,970	E	13,640	0.22	C	160	260	1,020	594	2
359	Hill Ave.	Taylor Rd. to Beresford Ave.	County		1.00	30	N+S	430	480	550	820	-	1,070	1,030	1,260	1,140	1,060	1,090	E	13,640	0.08	C	80	110	1,020		2
360	Hill Ave.	Beresford Ave. to Voorhis Ave.	County		0.75	30	N+S	2,310	2,370	2,200	2,510	-	2,680	2,780	2,840	2,980	2,430	2,480	E	13,640	0.18	C	230	240	1,020	1,860	2
361	Hill Ave.	Voorhis Ave. to SR 44	County		0.25	30	N+S	2,530	2,780	2,540	2,760	-	3,220	3,150	3,710	3,590	3,060	3,160	E	13,640	0.23	C	270	290	1,020	790	2
362	Hill Ave./Jacobs Rd.	Plymouth Ave. to US 92	County	Yes	0.85	40	N+S	5,870	5,190	5,820	5,900	6,170	7,590	7,510	8,420	8,270	7,230	7,470	E	13,640	0.55	C	570	680	1,230	6,350	2
363	Hontoon Rd.	end of road to Botts Landing Rd.	County		2.00	35	N+S	870	790	840	880	1,000	1,090	1,040	930	970	970	1,130	C	5,260	0.21	C	80	100	1,020	2,260	2
364	Hontoon Rd.	Botts Landing Rd. to Old New York Av	County		1.15	40	N+S	3,050	2,840	2,820	2,990	3,180	3,450	3,240	3,020	3,190	2,950	3,560	C	12,100	0.29	C	240	290	1,230	4,094	2
365	Howland Blvd.	I-4/SR 472 to Wolf Pack Run	FDOT	Yes	0.40	45	E+W	30,490	29,890	27,480	30,590	36,570	32,320	38,300	36,990	34,320	30,660	31,040	E	37,970	0.82	C	2,060	2,500	3,410	12,416	4
366	Howland Blvd.	Wolf Pack Run to Catalina Blvd.	County	Yes	1.15	45	N+S	28,010	27,440	25,280	27,770	31,520	30,270	30,040	31,480	30,520	26,130	28,510	E	37,970	0.75	C	1,860	2,310	3,410	32,787	4
367	Howland Blvd.	Catalina Blvd. to Providence Blvd.	County	Yes	0.35	45	N+S	22,110	21,930	20,070	22,700	23,710	23,950	25,520	23,110	23,670	19,360	20,570	E	37,970	0.54	C	1,360	1,670	3,410	7,200	4
368	Howland Blvd.	Providence Blvd. to Elkcam Blvd.	County	Yes	2.10	45	N+S		14,140							17,430	13,580	13,980	E	13,640	1.02	E	960	1,100	1,230	29,358	2
369	Howland Blvd.	Elkcam Blvd. to Lake Helen-Osteen R	County	Yes	0.30	45/40	N+S	15,300	15,620	14,220	15,090	16,530	15,940	18,760	18,190	17,500	13,670	16,110	E	37,970	0.42	C	950	1,260	3,410	4,833	4
370	Howland Blvd.	Lake Helen-Osteen Rd. to Newmark D	County	Yes	0.70	40	N+S	20,350	20,990	19,330	19,900	19,690	21,360	25,290	23,160	21,860	19,970	22,640	E	37,970	0.60	C	1,470	1,890	3,410	15,848	4
371	Howland Blvd.	Newmark Dr. to Courtland Blvd.	County	Yes	1.15	45	N+S	16,640	16,990	15,600	15,490	16,060	17,440	20,200	18,130	20,630	16,480	19,260	E	37,970	0.51	C	1,310	1,640	3,410	22,149	4
372	Howland Blvd.	Courtland Blvd. to Ft Smith Blvd.	County	Yes	1.80	45	N+S	13,280	12,920	11,770	11,240	10,990	12,000	16,230	14,620	14,080	12,970	15,700	E	37,970	0.41	C	1,280	1,360	3,410	28,260	4
373	Howland Blvd.	Ft Smith Blvd. to SR 415	County	Yes	0.65	45	N+S	12,650	12,180	12,530	12,960	14,030	13,600	18,230	16,400	17,200	15,690	17,850	E	37,970	0.47	C	1,230	1,590	3,410	11,603	4
374	I-4 Frontage Rd.	Summit Ave. to Orange Camp Rd.	County	Yes	2.00	45	N+S									-	-	-	E	13,640	-	-	-	-	1,230		0
375	I-4 Frontage Rd.	Orange Campe Rd. to Cassadaga Rd.	County	Yes	1.35	45	N+S									-	-	-	E	37,970	-	-	-	-	3,410		0
376	I-4 Frontage Rd.	Cassadaga Rd. to SR 472	County	Yes	0.70	45	N+S									-	-	-	E	37,970	-	-	-	-	3,410		0
377	Indian Lake Rd.	Tiger Bay Rd. to US 92	County		0.80	40	N+S	6,090	5,550	5,180	5,150	5,870	6,660	6,590	6,370	6,470	4,710	5,150	E	13,640	0.38	C	480	480	1,230		2
378	John Anderson Dr.	Halifax Dr to Lynnhurst	County	Yes	0.85	30	N+S	5,390	5,520	6,730	4,370	5,180	5,790	5,520	5,200	5,570	5,060	3,630	E	13,640	0.27	C	290	300	1,020	3,086	2
379	John Anderson Dr.	Lynnhurst to Highbridge Rd.	County	Yes	7.40	35	N+S	3,590	3,960	4,570	3,240	3,700	4,190	4,080	3,870	3,940	3,670	3,930	E	13,640	0.29	C	290	340	1,020	29,082	2
380	John Anderson Hwy.	Walter Boardman Lane to Flagler Co.	County	Yes	1.00	45 NB / 30 S	N+S	1,000	1,140	900	950	1,150	1,190	1,170	1,200	1,180	1,230	1,440	C	11,775	0.12	B	90	140	1,120	1,440	2
381	Josephine St./10th St.	Old Mission Rd. to Tatum Blvd.	County	Yes	0.30	30	E+W	5,810	5,860	5,910	5,820	4,830	6,650	6,230	5,590	7,020	5,840	6,100	E	13,640	0.45	D	620	540	1,020	1,830	2
382	Josephine St./10th St. (NSB)	Tatum Blvd. to US 1	County	Yes	1.80	35	E+W	7,350	7,140	-	-	4,940	6,990	-	-	-	-	-	E	14,040		F	-	-	1,270	#VALUE!	2
383	Kathy Dr. (N. Penin.)	John Anderson Dr. to SR A1A	County		0.44	30	E+W	420	460	470	460	410	500	410	440	430	430	470	E	13,640	0.03	C	30	50	1,020		2
384	Kennedy Pkwy (Old SR 3)	US 1 to Park Entrance	Federal		4.00	55	E+W	700	660	900	900	950	1,000	850	850	850	650	650	C	6,450	0.10	B	-	-	620	2,600	2
385	Kicklighter Rd.	Macy Ave. to Lake Helen-Osteen/Prev	County	Yes	0.75	30	E+W	2,080	1,810	1,690	1,680	1,820	2,020	2,100	2,190	2,110	1,880	1,970	E	13,640	0.14	C	410	200	1,020	1,478	2
386	Lake George Rd.	Bream Dr. to US 17	County		3.90	30	E+W	860	820	740	780	810	810	850	880	790	710	750	C	6,450	0.12	B	50	60	620		2
387	Lake Helen-Osteen Rd.	Howland Blvd. to Elkcam Blvd.	County	Yes	0.40	35	E+W	6,140	6,050	6,060	5,920	6,140	6,360	7,430	7,800	6,910	6,710	7,970	E	13,640	0.58	D	570	730	1,020	3,188	2
388	Lake Helen-Osteen Rd.	Elkcam Blvd. to Haulover Blvd.	County	Yes	1.75	45	N+S	7,690	7,540	7,220	6,920	5,440	5,680	5,490	9,500	8,270	8,160	9,470	E	13,640	0.69	C	690	820	1,230	16,573	2
389	Lake Helen-Osteen Rd.	Haulover Blvd. to Catalina Blvd.	County	Yes	0.50	45	N+S	10,320	9,740	9,570	9,850	10,510	11,000	11,260	12,610	11,300	11,210	12,740	E	13,640	0.93	D	1,040	1,090	1,230	6,370	2
390	Lake Helen-Osteen Rd.	Catalina Blvd. to Captain Dr	County	Yes	0.40	45	N+S	7,410	7,090	6,840	7,110	7,420	7,700	7,830	8,560	7,580	7,650	8,480	E	13,640	0.62	C	700	750	1,230	3,392	2
391	Lake Helen-Osteen Rd.	Captain Dr. to Kicklighter Rd.	County	Yes	1.40	40	N+S	7,030	6,570	6,750	6,760	6,990	7,280	7,910	7,590	8,260	7,750	8,940	E	13,640	0.66	C	1,050	840	1,230	12,516	2
392	Prevatt Ave.	Kicklighter Rd to Lake Pearl Dr.	County	Yes	1.50	40	N+S	4,800	4,390	4,570	3,910	-	4,640	5,070	5,220	4,600	4,540	6,150	C	15,120	0.41	C	590	530	1,540	9,225	2
393	Prevatt Ave.	Lake Pearl Dr. to SR 44	County	Yes	1.80	55	N+S	4,630	4,230	4,470	4,200	4,570	5,680	5,510	4,800	4,700	5,710	7,210	E	17,050	0.42	C	650	560	1,540	12,978	2
394	Lake Winona Rd.	CR 3 to US 17	County	Yes	0.15	35	N+S	160	170	170	220	-	350	290	260	200	220	280	C	6,450	0.04	B	20	30	620		2
395	Lake Winona Rd.	US 17 to Blackwelder Rd.	County	Yes	2.25	35	N+S	880	800	800	980	-	1,030	980	1,110	1,130	1,070	1,070	C	6,450	0.17	B	80	90	620	2,408	2
396	Lake Winona Rd.	Blackwelder Rd. to SR 40	County	Yes	3.70	35	N+S	150	120	140	160	-	200	170	190	200	130	190	C	6,450	0.03	B	20	20	620	703	2
397	Children's Way/Lakeshore Dr.	Main St. to Providence Blvd.	County	Yes	0.70	30	E+W	1,000	960	900	870	940	1,000	1,000	840	830	1,500	960	E	13,640	0.07	C	60	110	1,020		2
398	Lakeshore Dr.	Providence Blvd. to Garfield Rd	County	Yes	0.45	30	E+W	2,590	2,610	2,520	2,570	2,820	3,170	3,180	2,970	3,120	1,770	3,180	E	13,640	0.23	C	180	300	1,020	1,431	2
399	Lakeview Dr. (LH)	Ohio Ave. to Main St.	County	Yes	0.50	30	N+S	2,600	2,790	2,740	3,280	3,690	3,280	4,330	4,390	3,890	3,420	3,870	C	5,260	0.74	C	440	400	1,020	1,935	2
400	Lakeview Dr. (LH)	Main St. to New York Ave.	County		0.25	30	N+S	1,130	1,190	1,110	1,140	1,250	1,150	1,420	1,170	1,120	1,230	1,340	C	5,260	0.25	C	130	130	1,020	335	2
401	Lemon Bluff Rd.	SR 415 to end of road	County		4.60	45	E+W	1,000	980	880	820	1,010	1,140	1,030	1,100	1,060	1,100	990	C	6,450	0.15	B	70	90	620		2
402	Little Brown Church Rd.	US 17 to Cowart Rd.	County		0.65	40	E+W	510	460	450	560	520	490	600	630	450	90	480	C	6,450	0.07	B	40	40	620		2
403	LPGA Blvd. (DB)	Tomoka Farms Rd. to US 92	County	Yes	3.67	55	N+S	-	-	-	-	-	-	-	-	-	-	-	-	15,700	-	-	-	-	1,120	-	0
404	LPGA Blvd. (DB)	US 92 to International Golf Dr	County	Yes	2.90	55	N+S	5,830	6,440	6,250	6,840	6,680	8,990	9,280	10,210	8,940	7,250	7,240	E	26,900	0.27	C	460	670	1,540	20,996	2
405	LPGA Blvd. (DB)	International Golf Dr to Tymber Creek	County	Yes	1.50	55	E+W	8,390	8,620	8,270	9,290	9,540	11,170	11,910	13,730	14,190	9,180	10,950	E	26,900	0.41	C	730	900	1,540	16,425	2
406	LPGA Blvd. (DB)	Tymber Creek Rd to Tomoka Farms R	County	Yes	0.75	55	E+W	8,390	8,620	8,270	9,290	9,540	11,170	11,910	13,730	14,190	13,030	13,940	E	17,050	0.82	C	890	1,130	1,540	10,455	2
407	LPGA Blvd. (DB)	Tomoka Farms Rd to I-95	County	Yes	0.25	45	E+W	23,210	24,500	24,420	24,130	27,030	27,390	31,150	30,500	30,030	20,450	22,340	E	37,970	0.59	C	1,400	1,800	3,410	5,585	4
408	LPGA Blvd. (DB)	I-95 to Technology/Outlet	County	Yes	0.45	45	E+W								38,400	38,400	38,400	38,150	E	57,140	0.67	C	2,580	2,960	5,140	17,168	6
409	LPGA Blvd. (DB)	Technology/Outlet to Williamson Blvd.	County	Yes	0.25	45	E+W								38,400	38,400	38,400	35,470	E	57,140	0.62	C	2,260	2,730	5,140	8,868	6
410	LPGA Blvd. (DB)	Williamson Blvd. to Clyde Morris Blvd.	County	Yes	0.50	50	E+W	19,240	20,640	21,180	20,790	24,300	23,320	25,810	26,740	32,360	26,870	32,290	E	37,970	0.85	C	2,090	2,530	3,410	16,145	4
411	LPGA Blvd. (DB)	Clyde Morris Blvd. to Jimmy Ann Dr.	County	Yes	1.10	45	E+W	14,080	15,410	15,650	15,740	17,110	18,490	18,700	21,400	22,050	19,710	22,110	E	37,970	0.58	C	1,350	1,810	3,410	24,321	4
412	LPGA Blvd. (DB)	Jimmy Ann Dr. to Derbyshire Rd.	County	Yes	0.25	45	E+W	15,960	17,300	18,010	17,870	19,580	20,370	19,570	17,820	23,890	22,410	25,260	E	37,970	0.67	C	1,610	2,020	3,410	6,315	4
413	LPGA Blvd. (CO)	Derbyshire Rd. to SR5A/Nova Rd.	County	Yes	0.55	45	E+W	11,140	13,160	14,000	14,000	16,000	16,300	13,090	10,670	18,070	17,410	19,650	E	37,970	0.52	C	1,240	1,580	3,410	10,808	4
414	LPGA Blvd. (HH)	SR5A/Nova Rd. to US 1	County	Yes	1.10	30	E+W	9,350	9,570	9,830	9,730	9,060	10,990	9,210	10,670	10,790	9,360	10,400	E	14,040	0.74	D	670	840	1,270	11,440	2
415	Macy Ave.	Ohio St. to Cassadaga Rd.	County	Yes	0.75	30	N+S	1,210	1,230	1,170	1,130	1,350	1,400	1,500	1,640	1,310	1,670	1,680	C	5,260	0.32	C	300	170	1,020	1,260	2
416	Madeline Ave. (PO)	Williamson Blvd. to Clyde Morris Blvd	County	Yes	1.30	35	E+W	9,930	-	11,549		-	-		-	-	-	-	E	13,640	-	-	-	-	1,020	#VALUE!	2
417	Main St. (Enterprise)	Jacob Brock Ave to DeBary Ave.	County	Yes	0.35	30	N+S	2,920	2,660	2,370	2,370	1,830	2,340	2,750	2,430	2,550	2,090	2,130	E	13,640	0.16	C	230	250	1,020		2
418	Main St. (Enterprise)	DeBary Ave. to Lakeshore Dr.	County	Yes	0.20	30	N+S	-	-	-					-	-	-	-	E	13,640	-	-	-	-	1,020	#VALUE!	2
419	Main St. (Lake Helen)	I-4 to Lakeview Dr.	County	Yes	0.95	35	E+W	5,500	5,550	5,310	6,190	6,210	7,500	8,420	8,720	8,410	7,130	7,770	D	10,660	0.73	D	860	680	1,020	7,382	2
420	Marsh Rd.	US 92 to Carter Rd.	County	Yes	2.05	35	N+S	2,330	2,340	2,390	2,230	2,840	2,780	2,700	3,130	2,890	3,170	3,320	E	13,640	0.24	C	210	340	1,020	6,806	2
421	Marsh Rd.	Carter Rd. to Daugharty Rd.	County	Yes	3.00	40	N+S	5,500	680	670	720	-	910	920	1,030	1,030	1,120	1,070	C	11,775	0.09	B	80	100	1,120	3,210	2
422	Mason Ave.	Williamson Blvd. to Fentress Blvd.	County	Yes	0.60	45	E+W	8,300	8,450	8,650	8,380	10,670	10,250	11,210	11,720	12,210	12,310	13,370	E	17,900	0.75	C	720	1,070	1,620	8,022	2
423	Mason Ave.	Fentress Blvd. to Bill France Blvd.	County	Yes	0.50	40	E+W	9,320	9,760	8,460	9,870	12,340	10,320	12,300	14,040	14,920	13,390	15,890	E	17,900	0.89	D	860	1,330	1,620	7,945	2
424	Mason Ave.	Bill France Blvd. to Jimmy Ann Dr.	County	Yes	0.30	40	E+W	11,750	12,520	11,660	11,550	13,030	13,480	13,800	14,180	13,160	14,390	15,080	E	37,970	0.40	C	810	1,220	3,410	4,524	4

425	Mason Ave.	Jimmy Ann Dr. to SR 483/Clyde Morri	County	Yes	0.50	40	E+W	12,120	12,330	11,940	11,820	13,340	13,030	13,710	13,770	14,430	14,270	15,540	E	37,970	0.41	C	800	1,290	3,410	7,770	4
426	Maytown Rd.	SR 415/New Smyrna Blvd. to Pell Rd.	County	Yes - Future	5.60	50	E+W	3,350	3,270	3,120	2,730	3,400	3,640	3,540	3,590	3,910	3,730	3,970	C	11,775	0.34	B	260	360	1,120	22,232	2
427	Maytown Rd.	Pell Rd. to Beacon Light Rd.	County	Yes - Future	12.90	45	E+W	730	600	700	690	780	840	730	770	840	870	960	C	6,450	0.15	B	50	90	620	12,384	2
428	Maytown Rd./Halifax Ave. (OH)	Beacon Light Rd. to US 1	County	Yes	1.10	35	E+W	1,770	1,680	1,620	1,720	1,730	2,060	1,780	1,960	1,930	2,040	2,030	C	11,775	0.17	B	110	180	1,120	2,233	2
429	McBride Rd.	US 17 to Lake George Rd.	County		3.00	35	N+S	300	220	220	250	250	280	220	260	300	280	260	C	6,450	0.04	B	20	30	620		2
430	McGregor Rd.	Westside Con./Fatio to Spring Garden	County	Yes	0.70	40	E+W	1,600	1,600	1,570	1,610	-	2,010	2,040	2,390	2,460	2,230	2,760	E	13,640	0.20	C	190	280	1,230	1,932	2
431	McGregor Rd.	Spring Garden Ave. to US17/92	County	Yes	1.40	40	E+W	8,110	8,850	6,250	7,630	3,900	4,110	4,650	4,730	4,740	4,370	5,180	E	13,640	0.38	C	330	510	1,230	7,252	2
432	Mercers Fernery Rd.	Glenwood Rd. to SR 15A	County		1.45	35	E+W	980	950	1,010	920	-	1,100	980	1,240	1,150	1,020	990	E	13,640	0.07	C	60	90	1,020		2
433	Mercers Fernery Rd.	SR 15A to US 17	County		1.25	35	E+W	1,580	1,520	1,470	1,420	-	1,940	1,570	1,800	1,740	1,490	1,560	E	13,640	0.11	C	90	140	1,020		2
434	Midway Ave.	Williamson Blvd. to US 92	County		2.00	40	E+W	2,380	2,440	2,630	2,450	3,280	2,880	3,220	4,240	3,690	2,740	2,600	E	37,970	0.07	C	150	240	3,410	5,200	4
435	Minnesota Ave. (Orange City)	Sparkman Ave. to US 17/92	County		0.50	30	E+W	1,930	1,950	2,090	2,150	-	2,010	2,450	2,680	3,080	2,110	2,150	E	13,640	0.16	C	140	220	1,020		2
436	Minnesota Ave. (Orange City)	US 17/92 to Leavitt Ave.	County		0.50	25	E+W	1,360	1,390	1,410	1,380	-	1,750	1,700	1,730	1,670	1,280	1,500	E	13,640	0.11	C	90	140	1,020	750	2
437	Minnesota Ave. (Orange City)	Leavitt Ave. to SR 472	County		0.50	30	E+W	1,170	1,180	1,230	1,240	-	1,420	1,650	1,470	1,590	1,290	1,470	E	13,640	0.11	C	90	150	1,020	735	2
438	Minnesota Ave. (DeLand)	Grand Ave. to SR 15A	County		1.35	35	E+W	2,650	2,850	2,800	3,440	3,340	3,610	3,500	4,100	3,500	3,900	4,580	E	13,640	0.34	C	460	380	1,020	6,183	2
439	Minnesota Ave. (DeLand)	SR 15A to US 17/92	County		1.25	30	E+W	1,100	900	970	1,220	-	1,610	1,290	1,430	1,580	990	1,030	E	13,640	0.08	C	70	90	1,020	1,288	2
440	Minnesota Ave. (DeLand)	Amelia Ave. to Hill Ave	County	Yes	0.75	30	E+W	2,300	2,110	2,060	2,080	-	2,350	2,280	2,110	2,080	2,180	2,370	E	13,640	0.17	C	230	210	1,020	1,778	2
441	Minnesota Ave. (DeLand)	Hill Ave. to Blue Lake Ave.	County	Yes	0.50	30	E+W	2,770	2,650	2,520	2,680	-	2,310	2,630	3,230	2,610	2,200	2,260	E	13,640	0.17	C	190	230	1,020	1,130	2
442	Minnesota Ave. (DeLand)	Blue Lake Ave. to Kepler Rd.	County	Yes	0.85	40	E+W	4,530	4,170	4,000	3,390	4,420	4,940	4,890	5,650	4,440	4,310	4,280	E	13,640	0.31	C	390	410	1,230	3,638	2
443	New Hampshire Ave.	SR 15A to Adelle Ave	County		0.15	30	E+W	2,280	2,260	2,470	2,720	-	3,040	2,490	3,220	2,970	1,990	2,420	E	13,640	0.18	C	290	270	1,020	363	2
444	New Hampshire Ave.	Adelle Ave to Clara Ave.	County		0.50	30	E+W	2,630	2,780	2,760	3,070	-	3,260	3,560	3,770	4,040	3,350	4,040	E	13,640	0.30	C	330	400	1,020	2,020	2
445	New Hampshire Ave.	Clara Ave. to US 17/92	County		0.25	30	E+W	2,790	2,850	2,830	3,180	-	3,250	3,600	4,040	4,760	3,360	3,910	E	13,640	0.29	C	290	370	1,020	978	2
446	New York Ave. (Orange City)	Westside Pkwy/Hamilton Ave. to Spar	County		0.50	30	E+W	4,230	3,880	3,990	4,190	-	5,060	4,700	4,880	5,180	4,970	5,310	E	13,640	0.39	C	380	500	1,020	2,655	2
447	New York Ave. (Orange City)	Sparkman Ave. to Carpenter Ave	County		0.30	30	E+W	5,230	4,990	4,850	4,860	-	5,960	5,510	6,320	5,840	5,720	5,910	E	13,640	0.43	D	430	550	1,020	1,773	2
448	New York Ave. (Orange City)	Carpenter Ave. to US 17/92	County		0.25	30	E+W	6,090	5,640	5,770	6,010	6,270	6,820	6,330	6,690	6,710	6,400	6,880	E	13,640	0.50	D	530	580	1,020	1,720	2
449	New York Ave. (Lake Helen)	Summit Ave. to Lakeview Dr.	County		0.50	30	E+W	900	970	890	900	1,010	1,020	980	1,040	1,020	840	850	C	5,260	0.16	C	100	80	1,020	425	2
450	Ohio Ave. (LH)	Macy Ave. to Lakeview Dr.	County	Yes	0.20	30	E+W	640	730	680	650	770	760	900	800	1,150	830	870	C	5,260	0.17	C	90	80	1,020	174	2
451	Old Dixie Hwy.	Ingelsia to Pine Tree Dr.	County	Yes	0.50	35	N+S	1,710	1,890	1,710	2,240	1,950	2,390	2,040	2,470	2,340	2,210	2,370	E	13,640	0.17	C	150	220	1,020	1,185	2
452	Old Dixie Hwy.	Pine Tree Dr. to Walter Boardman Ln.	County	Yes	5.10	45	N+S	1,890	2,060	1,810	2,220	-	2,750	2,490	2,180	2,710	3,020	3,410	E	20,700	0.16	C	220	290	1,860	17,391	2
453	Old Dixie Hwy.	Walter Boardman Ln. to Old Kings Rd	County	Yes	0.55	45	E+W	3,080	3,390	2,990	3,410	3,840	4,340	4,230	4,160	4,500	4,440	5,280	E	20,700	0.26	C	320	470	1,860	2,904	2
454	Old Dixie Hwy.	Old Kings Rd. to I-95	County	Yes	0.60	45	E+W	7,480	7,430	7,260	7,190	8,710	9,200	8,890	9,950	9,320	9,080	10,090	E	20,700	0.49	C	650	840	1,860	6,054	2
455	Old Kings Rd.	Old Dixie Hwy. to Flagler Co.	County	Yes	0.60	50	N+S	3,050	3,150	2,960	3,160	3,200	3,680	3,880	3,990	3,880	3,840	4,170	E	22,800	0.18	C	250	360	2,050	2,502	2
456	Old Mission Rd.	SR 44/Mission Dr. to Old Mission Rd	County	Yes	0.60	40	E+W	1,100	1,080	1,120	1,160	1,040	1,330	1,330	1,300	810	740	1,260	E	13,640	0.09	C	80	150	1,230		2
457	Old New York Ave.	SR 44 to Hontoon Rd.	County	Yes	1.40	40	E+W	940	810	820	850	840	1,030	1,130	1,090	1,050	1,090	1,310	C	11,775	0.11	B	70	120	1,120		2
458	Old New York Ave.	Hontoon Rd. to Lakeview Dr.	County	Yes	0.40	40	E+W	3,540	3,190	3,170	3,420	3,550	3,970	3,870	4,140	3,810	3,920	4,460	C	12,100	0.37	C	290	380	1,230	1,784	2
459	Old New York Ave.	Lakeview Dr. to Grand Ave.	County	Yes	0.50	40	E+W	4,210	3,990	4,010	4,390	4,650	5,140	4,630	4,600	4,430	4,150	4,950	E	13,640	0.36	C	310	420	1,230	2,475	2
460	Old New York Ave.	Grand Ave. to SR 44	County	Yes	0.91	40	E+W	2,800	2,440	2,560	2,600	3,140	3,160	3,100	2,980	2,660	2,780	2,860	E	13,640	0.21	C	180	240	1,230	2,603	2
461	Orange/Silver Beach Ave.	US 1 to Beach St.	County	Yes	0.20	30	E+W	9,870	9,370	9,330	8,950	-	-		-	-	-	-	E	30,420	-	-	-	-	2,740	#VALUE!	4
462	Orange/Silver Beach Ave.	Beach St. to City Island Pkwy.	County	Yes	0.20	30	E+W	11,130	11,440	11,740	11,470	11,060	-		-	-	7,260	9,690	E	30,420	0.32	C	630	780	2,740	1,938	4
463	Orange/Silver Beach Ave.	City Island Pkwy. to Peninsula Dr.	County	Yes	0.60	30	E+W	10,550	10,850	10,710	10,640	10,960	-		-	-	7,210	9,240	E	14,040	0.66	D	600	740	1,270	5,544	2
464	Orange/Silver Beach Ave.	Peninsula Dr. to SR A1A	County	Yes	0.30	30	E+W	4,590	5,070	5,220	5,000	6,000	-		-	-	3,570	4,820	E	14,040	0.34	C	290	390	1,270	1,446	2
465	Orange Camp Rd.	US 17/92 to Princeton	County	Yes	0.75	35	E+W	9,020	9,640	9,080	9,320	11,480	11,800	12,370	13,170	14,220	13,570	13,600	E	14,040	0.97	E	820	1,160	1,270	10,200	2
466	Orange Camp Rd.	Princeton. to Blue Lake Ave.	County	Yes	0.90	50	E+W	8,860	9,280	8,800	9,220	10,520	11,300	12,270	12,170	12,520	12,150	13,560	E	17,050	0.80	C	860	1,170	1,540	12,204	2
467	Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (D	County	Yes	0.55	50	E+W	8,880	9,600	9,330	9,980	11,700	12,110	12,650	13,910	14,220	13,660	14,510	E	17,050	0.85	C	960	1,220	1,540	7,981	2
468	Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	County	Yes	1.00	50	E+W	10,910	11,300	10,870	10,700	12,020	12,050	13,080	15,040	14,430	13,230	14,200	E	17,050	0.83	C	1,300	1,190	1,540	14,200	2
469	Palm Dr.	John Anderson Dr. to SR A1A	County		0.44	30	E+W	1,410	1,440	1,190	1,270	1,240	1,510	1,170	1,240	1,200	1,300	1,690	E	13,640	0.12	C	110	130	1,020		2
470	Park Ave.	Old Mission Rd. to Air Park Rd.	County	Yes	0.90	45	E+W	3,670	3,800	3,930	3,810	4,490	4,420	4,280	5,140	5,780	5,110	4,790	E	17,900	0.27	C	300	470	1,620	4,311	2
471	Park Ave.	Air Park Rd. to US 1	County	Yes	1.40	30	E+W	7,490	7,070	7,040	7,120	5,460	7,460	7,640	9,030	7,880	7,120	7,460	E	14,740	0.51	D	560	670	1,330	10,444	2
472	Peninsula Dr. - South (PI)	Inlet Harbor Rd to Major St.	County		0.55	30	E+W	2,520	2,780	2,600	2,740	3,040	6,030	3,140	2,830	3,340	2,500	3,160	E	13,640	0.23	C	190	270	1,020	1,738	2
473	Peninsula Dr. - South	Major St. to Marcelle Ave.	County		0.45	30	E+W	2,700	2,960	2,770	2,830	3,170	5,370	3,040	2,970	3,520	3,220	3,390	E	13,640	0.25	C	180	290	1,020	1,526	2
474	Peninsula Dr. - South	Marcelle Ave to SR 421/Dunlawton Av	County		0.15	30	E+W	4,660	5,280	4,870	4,800	-	-	5,560	5,370	6,250	5,710	5,860	E	13,640	0.43	D	340	490	1,020	879	2
475	Peterson Rd.	Riley Pridgeon Rd. to Emporia/Blackb	County		2.80	35	E+W	330	310	350	290	330	400	360	370	340	360	400	C	6,450	0.06	B	30	30	620		2
476	Pineland Tr.	Harmony Ave. to US 1	County		2.00	50	E+W	220	370	210	220	-	-		-	-	-	-	E	13,640	-	-	-	-	1,230		2
477	Pine Tree Dr.	US 1 to Addison Dr	County		1.00	35	E+W	2,480	2,620	2,540	2,650	2,690	2,870	2,710	3,110	2,720	2,410	2,570	E	13,640	0.19	C	180	240	1,020		2
478	Pine Tree Dr.	Addison Dr. to Old Dixie Hwy	County		1.00	35	E+W	1,250	1,300	1,750	1,540	1,750	1,880	1,760	1,870	1,520	1,180	1,410	E	13,640	0.10	C	100	130	1,020		2
479	Pioneer Tr.	SR 44 to Tomoka Farms Rd.	County	Yes	4.00	50	E+W	3,340	3,480	4,020	4,420	5,220	5,750	4,780	5,090	5,050	4,360	4,730	C	11,775	0.40	B	420	430	1,120	18,920	2
480	Pioneer Tr.	Tomoka Farms Rd. Airport Rd.	County	Yes	1.40	45	E+W	3,700	3,510	3,670	3,960	4,360	4,660	4,830	5,180	4,730	4,930	5,700	E	13,640	0.42	C	540	500	1,230	7,980	2
481	Pioneer Tr.	Airport Rd. to Turnbull Bay Rd.	County	Yes	2.50	45	E+W	2,720	2,610	2,830	3,040	3,730	3,960	5,020	4,960	6,020	6,320	7,380	E	13,640	0.54	C	490	670	1,230	18,450	2
482	Pioneer Tr.	Turnbull Bay Rd. to Sugar Mill Dr	County	Yes	1.75	35	E+W	2,800	2,780	3,040	3,200	3,380	3,580	4,470	5,020	4,810	5,790	6,680	E	13,640	0.49	D	450	580	1,020	11,690	2
483	Pioneer Tr.	Sugar Mill Dr. to Williams Rd.	County	Yes	1.45	40	E+W	4,230	4,280	4,710	4,960	4,970	6,880	8,130	8,300	6,940	8,490	10,090	E	13,640	0.74	C	710	830	1,230	14,631	2
484	Pioneer Tr.	Williams Rd. to Enterprise Ave	County	Yes	1.05	40	E+W	5,240	4,910	5,150	5,570	6,010	7,040	7,810	9,390	8,800	8,800	9,860	E	13,640	0.72	C	710	840	1,230	10,353	2
485	Pioneer Tr.	Enterprise Ave. to Jungle Rd	County	Yes	0.50	35	N+S	8,220	7,300	7,280	8,100	8,320	7,520	8,190	8,660	7,680	7,800	8,320	E	13,640	0.61	D	560	730	1,020	4,160	2
486	Pioneer Tr.	Jungle Rd to Canal St.	County	Yes	0.25	35	N+S	1,940	2,120	2,420	2,130	2,610	2,500	2,300	2,700	2,480	2,250	2,900	E	13,640	0.21	C	190	270	1,020	725	2
487	Wallace Rd.	Canal St to SR 44	County	Yes	0.25	35	N+S	7,550	7,540	7,600	7,660	7,350	7,710	7,230	8,180	7,320	7,330	7,680	E	14,740	0.52	D	500	640	1,330	1,920	3
488	Mission Dr.	SR 44 to Old Mission Rd.	County	Yes	0.75	40	N+S	14,180	11,730	11,780	11,910	10,510	13,230	13,300	14,090	12,580	13,050	13,960	E	37,970	0.37	C	1,170	1,260	3,410	10,470	4
489	Old Mission Rd./Mission Rd.	Old Mission Rd. to Josephine St.	County	Yes	0.75	40	N+S	11,920	11,390	11,580	11,730	11,020	12,580	13,280	12,790	13,170	13,760	13,080	E	37,970	0.34	C	1,100	1,100	3,410	9,810	4
490	Old Mission Rd.	Josephine St. to Park Ave	County	Yes	1.70	35	N+S	7,230	6,280	6,360	6,420	6,820	6,970	7,070	8,420	8,160	7,660	8,340	E	14,040	0.59	D	510	710	1,270	14,178	2
491	Old Mission Rd.	Park Ave. to SR 442	County	Yes	2.00	45	N+S	4,250	3,920	4,030	3,780	3,850	3,970	4,210	5,050	6,220	5,230	6,000	E	13,640	0.44	C	390	540	1,230	12,000	2
492	Plaza Dr. (N. Penin.)	John Anderson Dr. to SR A1A	County		1.00	30	E+W	370	230	370	290	250	220	190	190	210	170	180	E	13,640	0.01	C	10	20	1,020		2
493	Plymouth Ave.	Grand Ave. to Hazen Rd.	County	Yes	1.00	40	E+W	1,080	1,030	1,020	1,010	-	1,290	1,120	1,180	1,100	1,180	1,180	E	13,640	0.09	C	100	100	1,230	1,180	2
494	Plymouth Ave.	Hazen Rd. to SR 15A	County	Yes	0.75	40	E+W	5,760	5,120	5,560	5,990	4,640	5,600	5,380	6,140	6,160	2,830	5,840	E	13,640	0.43	C	540	520	1,230	4,380	2
495	Plymouth Ave.	SR 15A to Stone St.	County	Yes	0.50	35	E+W	10,050	9,380	9,070	9,200	8,060	9,620	9,160	10,330	8,480	7,810	8,370	E	13,640	0.61	D	600	680	1,020	4,185	2
496	Plymouth Ave.	Stone St. to Clara Ave	County	Yes	0.50	35	E+W	10,490	10,040	9,560	9,820	9,510	10,500	10,020	11,310	9,330	8,320	9,250	E	13,640	0.68	D	600	770	1,020	4,625	2
497	Plymouth Ave.	Clara Ave. to US 17/92	County	Yes	0.20	35	E+W	12,110	11,460	10,910	11,250	11,910	13,940	12,020	14,240	11,160	9,510	10,990	E	14,040	0.78	D	700	940	1,270	2,198	2
498	Plymouth Ave.	US 17/92 to Amelia Ave	County	Yes	0.20	30	E+W	-	-	-	-	10,260	8,730	8,820	9,340	8,220	6,610	7,580	E	14,040	0.54	D	500	650	1,270	1,516	2
499	Plymouth Ave.	Amelia Ave. to Garfield Ave.	County	Yes	0.20	30	E+W	6,440	5,850	5,850	5,750	5,070	6,730	6,540	7,910	6,890	5,640	6,290	E	13,640	0.46	D	450	540	1,020	1,258	2
500	Plymouth Ave.	Garfield Ave. to Blue Lake Rd./Jacobs	County	Yes	0.75	30	E+W	5,900	5,270	5,410	5,610	4,200	6,080	5,910	7,300	6,340	5,280	5,880	E	13,640	0.43	D	450	530	1,020	4,410	2
501	Ponce DeLeon Blvd.	CR 3 to US 17	County	Yes	0.85	35	N+S	2,500	2,260	2,350	1,510	-	2,630	1,670	2,110	2,200	1,980	2,650	E	13,640	0.19	C	180	220	1,020		2
502	Providence Blvd.	Doyle Rd. to Anderson Dr.	County	Yes	0.55	35	N+S	12,270	12,020	11,780	11,720	12,240	13,730	13,130	13,870	14,120	12,110	12,140	E	13,640	0.89	E	830	960	1,020	6,677	2
503	Providence Blvd.	Anderson Dr. to Normandy Blvd.	County	Yes	0.80	35	N+S	14,410	13,510	13,150	12,900	11,650	12,860	13,670	13,000	12,570	10,930	11,360	E	13,640	0.83	E	760	920	1,020	9,088	2
504	Providence Blvd.	Normandy Blvd to Saxon Blvd.	County	Yes	0.70	35	N+S	9,860	9,310	8,900	8,990	8,050	8,510	8,270	7,880	8,350	7,290	7,180	E	13,640	0.53	D	410	590	1,020	5,026	2
505	Providence Blvd.	Saxon Blvd. to Tivoli Dr.	County	Yes	0.80	35	N+S	9,600	9,000	8,510	8,340	7,170	8,740	7,630	7,430	8,560	7,630	7,750	E	14,740	0.53	D	410	680	1,330	6,200	2
506	Providence Blvd.	Tivoli Dr. to Ft Smith Blvd.	County	Yes	0.05	35	N+S	19,250	17,390	17,020	17,370	17,470	19,140	18,450	16,630	14,120	16,620	16,960	E	30,420	0.56	D	940	1,380	2,740	848	4
507	Providence Blvd.	Ft Smith Blvd. to Elkcam Blvd.	County	Yes	0.80	35	N+S	14,680	13,460	13,070	-	13,420	14,750	13,590	13,540	13,550	12,540	13,360	E	13,640	0.98	E	910	1,130	1,020	10,688	2
508	Providence Blvd.	Elkcam Blvd. to Howland Blvd.	County	Yes	1.70	35	N+S	11,990	10,790	11,290	11,040	9,110	10,990	10,230	10,160	10,170	9,800	9,500	E	14,040	0.68	D	720	800	1,270	16,150	2
509	Raulerson Rd. # 1	US 17 to Brownlee Rd.	County		1.20	35	E+W	250	250	280	330	290	270	310	290	300	410	290	C	6,450	0.04	B	20	30	620		2
510	Raulerson Rd.	US 17 to Bunnell Rd./CR 305	County		1.70	30	E+W	250	300	300	400	330	390	370	340	440	440	500	C	6,450	0.08	B	40	40	620		2
511	Reed Canal Rd.	Clyde Morris Blvd. to SR5A/Nova Rd.	County		0.80	35	E+W	5,810	6,040	5,870	6,050	5,400	6,570	7,050	6,450	6,260	6,350	6,460	E	13,640	0.47	D	680	600	1,020	5,168	2
512	Reed Canal Rd.	SR5A/Nova Rd. to Sauls St.	County		0.65	35	E+W	9,490	9,600	8,960	9,100	8,680	8,180	9,920	9,530	9,360	8,630	8,890	E	13,640	0.65	D	510	730	1,020	5,779	2
513	Reed Canal Rd.	Sauls St. to US 1	County		0.90	35	E+W	8,570	8,080	8,000	8,130	7,570	7,060	8,530	8,830	8,590	8,010	8,250	E	13,640	0.60	D	500	660	1,020	7,425	2
514	Reed Ellis Rd.	Enterprise-Osteen Rd. to SR 415	County		2.10	45	E+W	1,510	1,510	1,640	1,630	1,860	2,120	2,380	2,600	2,970	2,670	2,780	E	13,640	0.20	C	230	330	1,230	5,838	2
515	Retta St.	Grand Ave. to US 17	County	Yes	0.15	30	E+W	750	730	770	740	-	1,020	820	880	950	760	770	E	13,640	0.06	C	60	70	1,020	116	2
516	Reynolds Rd.	US 17 to SR 11	County	Yes	4.40	35	E+W	1,160	1,250	1,240	1,360	-	1,100	1,110	1,160	1,070	1,180	1,070	C	6,450	0.17	B	80	110	620	4,708	2
517	Rhode Island Ave.	Westside Connector to Sparkman Ave	County	Yes	0.45	35	E+W	5,360	5,140	5,780	6,630	2,810	6,810	7,160	8,030	7,930	5,940	6,440	E	14,740	0.44	C	1,250	810	1,330	2,898	2
518	Rhode Island Ave.	Sparkman Ave to Carpenter Ave	County	Yes	0.25	35	E+W	7,000	6,480	6,890	6,720	3,630	3,260	8,510	9,800	9,300	7,360	8,210	E	14,740	0.56	D	1,200	910	1,330	2,053	2
519	Rhode Island Ave.	Carpenter Ave to US 17/92	County	Yes	0.25	35	E+W	7,080	6,280	6,350	7,240	3,870	7,340	7,970	9,390	8,930	7,360	8,030	E	14,740	0.54	D	1,020	850	1,330	2,008	2
520	Rhode Island Ave.	Veteran's Memorial Pkwy. to Normand	County	Yes	1.80		E+W	-	-	-	-	-	-	-	-	-	-	-	E	14,740	-	F	-	-	1,330	#VALUE!	0
521	Riley Pridgeon Rd.	Peterson Rd. to SR 40	County		2.55	35	N+S	480	450	450	430	410	520	490	410	400	420	650	C	6,450	0.10	B	50	70	620		2
522	River Dr.	John Anderson Dr. to SR A1A	County		0.50	30	E+W	310	290	340	290	270	340	250	350	310	310	310	E	13,640	0.02	C	20	30	1,020		2
523	Samsula Dr.	Pioneer Tr. to SR 44	County	Yes	2.60	45	N+S	1,430	1,160	1,160	1,290	1,280	1,280	1,550	1,540	1,470	1,260	1,200	C	11,775	0.10	B	100	100	1,120	3,120	2
524	Sandra Dr.	John Anderson Dr. to SR A1A	County		1.00	30	E+W	270	270	250	240	260	330	270	250	330	310	240	E	13,640	0.02	C	10	20	1,020		2
525	Saxon Blvd.	Rail Station to Westside Connector	County	Yes	0.62	40	E+W	-	-	-	-	-	-	-	-	-	-	-	E	37,970	-	F	-	-	3,410	#VALUE!	0
526	Saxon Blvd.	Westside Connector to US 17/92	County	Yes	1.30	40	E+W	-	-	-	-	-	-	-	-	-	-	-	E	37,970	-	F	-	-	3,410	#VALUE!	0
527	Saxon Blvd.	US 17/92 to Enterprise Rd	County	Yes	0.65	35	E+W	14,450	15,490	13,960	12,680	15,480	14,580	14,620	15,890	17,290	15,020	16,280	E	30,420	0.54	D	990	1,330	2,740	10,582	4
528	Saxon Blvd.	Enterprise Rd. to Veterans Memorial F	County	Yes	0.60	45	E+W	30,370	30,950	27,870	26,560	28,970	31,620	31,840	35,000	33,400	26,260	31,050	E	57,140	0.54	C	1,730	2,480	5,140	18,630	6
529	Saxon Blvd.	VMP to FDOT Park & Ride	County	Yes	0.30	45	E+W	40,060	40,700	36,330	33,290	34,640	40,360	43,680	37,000	43,850	39,660	43,880	E	57,140	0.77	C	2,420	3,360	5,140	13,164	6
530	Saxon Blvd.	FDOT Park & Ride to I-4	County	Yes	0.30	45	E+W	42,380	43,180	36,440	37,850	40,100	39,570	44,320	43,280	45,690	33,940	35,530	E	57,140	0.62	C	1,940	2,710	5,140	10,659	6

531	Saxon Blvd.	I-4 to Finland Dr.	County	Yes	0.35	40	E+W	41,210	41,200	34,420	36,480	40,540	39,790	45,090	38,020	36,050	36,930	45,100	E	47,560	0.95	E	2,630	3,580	4,280	15,785	5
532	Saxon Blvd.	Finland Dr. to Normandy Blvd.	County	Yes	0.35	40	E+W	35,940	35,990	32,490	30,760	39,620	37,870	37,630	37,200	40,230	38,890	38,720	E	37,970	1.02	F	2,160	3,170	3,410	13,552	4
533	Saxon Blvd.	Normandy Blvd. to Tivoli Dr.	County	Yes	1.25	40	E+W	24,160	24,000	22,010	20,320	23,960	26,030	26,320	24,650	26,040	24,560	26,190	E	37,970	0.69	C	1,450	2,150	3,410	32,738	4
534	Saxon Blvd.	Tivoli Dr. to Providence Blvd.	County	Yes	0.90	35	N+S	9,720	9,610	9,980	9,430	9,580	10,910	10,220	10,470	12,890	10,620	11,690	E	13,640	0.86	D	720	970	1,020	10,521	2
535	Saxon Blvd.	Providence Blvd. to Normandy Blvd.	County	Yes	0.70	35	N+S	7,590	8,270	8,150	7,370	6,330	7,610	7,810	7,290	7,720	7,500	8050	E	13,640	0.59	D	490	680	1,020	5,635	2
536	Saxon Blvd.	Normandy Blvd. to Doyle Rd.	County	Yes	1.00	40	N+S	5,420	5,460	5,540	5,100	4,700	5,230	5,980	5,370	5,490	5,150	5350	E	13,640	0.39	C	460	520	1,230	5,350	2
537	Saxon Dr. (NSB)	CR 415 to Hiles Blvd.	County		0.55	35	N+S	770	870	910	900	890	960	840	930	980	840		E	13,640	0.06	C	70	80	1,020	462	2
538	Saxon Dr. (NSB)	Hiles Blvd. to 27th Ave.	County		1.55	35	N+S	2,480	2,460	2,610	2,860	3,090	3,250	2,920	3,030	3,090	3,120	2,750	E	13,640	0.20	C	180	240	1,020	4,263	2
539	Saxon Dr. (NSB)	27th Ave. to 3rd Ave/SR A1A	County		1.75	35	N+S	5,390	5,480	5,570	5,850	5,990	6,300	6,020	6,790	6,700	5,940	5,930	E	13,640	0.43	D	410	500	1,020	10,378	2
540	Sparkman Ave.	Rhode Island Ave. to Blue Springs Av	County		0.60	30	N+S	1,620	1,370	1,820	2,090	-	2,420	2,360	3,020	2,560	2,200	2,300	E	13,640	0.17	C	290	220	1,020	1,380	2
541	Sparkman Ave.	Blue Springs Ave. to French Ave.	County		0.65	30	N+S	2,880	2,600	2,520	2,880	-	3,340	4,940	4,510	3,100	2,520	2,900	E	13,640	0.21	C	280	270	1,020	1,885	2
542	Sparkman Ave.	French Ave. to New York Ave. W.	County		0.75	30	N+S	1,670	1,540	1,530	1,400	-	2,160	2,090	2,490	1,890	1,590	1,780	E	13,640	0.13	C	150	190	1,020	1,335	2
543	Sparkman Ave.	New York Ave. W. to Minnesota Ave.	County		0.45	30	N+S	1,150	1,120	1,100	1,060	-	1,730	1,610	1,910	1,530	1,540	1,490	E	13,640	0.11	C	130	190	1,020		2
544	Spring Garden Ave.	McGregor Rd. to Beresford Rd. West	County	Yes	0.90	30	N+S	2,320	2,420	2,190	2,190	-	2,300	2,620	2,770	2,870	2,180	2,530	E	13,640	0.19	C	200	250	1,020	2,277	2
545	Spring Garden Ave.	Beresford Rd. West to Beresford Ave.	County	Yes	0.60	30	N+S	2,030	2,060	1,950	1,980	-	2,080	2,120	2,250	2,320	1,930	2,080	E	13,640	0.15	C	120	200	1,020	1,248	2
546	Spring Garden Ranch Rd.	US 17 to Aragon Ave	County	Yes	0.20	35	E+W	2,910	3,020	2,670	2,550	-	2,540	3,180	3,120	2,960	2,850	3,330	E	13,640	0.24	C	190	360	1,020	666	2
547	Spring Garden Ranch Rd.	Aragon Ave to Arrendondo Grant/East	County		1.20	35	E+W	390	420	380	430	-	520	520	570	520	580	580	C	6,450	0.09	B	40	60	620	696	2
548	Spruce Creek Rd.	Taylor Rd. to SR5A/Nova Rd.	County		0.75	45	N+S	16,350	15,330	14,670	15,090	13,420	16,000	15,910	15,310	15,100	13,180	14,740	E	37,970	0.39	C	990	1,310	3,410	11,055	4
549	Spruce Creek Rd.	SR5A/Nova Rd. to Commonwealth Bl	County		0.50	35	N+S	9,960	9,360	8,930	9,830	9,210	9,280	9,180	9,420	8,990	7,780	8,500	E	13,640	0.62	D	560	760	1,020	4,250	2
550	Stone St.	Plymouth Ave to CR 92/ISB	County		0.80	35	N+S	5,540	5,270	5,240	5,200	4,210	4,520	5,160	5,160	4,500	4,540	4,810	E	13,640	0.35	C	340	410	1,020	3,848	2
551	Stone St.	CR 92/ISB to Mercers Fernery Rd	County		0.70	35	N+S	540	530	500	490	-	680	640	770	670	580	590	E	13,640	0.04	C	40	60	1,020		2
552	Sugar Mill Dr.	Pioneer Tr. to SR 44	County	Yes	1.30	45	N+S	2,370	2,450	2,760	2,980	2,830	3,020	3,320	2,930	2,950	3,370	3,240	E	13,640	0.24	C	210	250	1,230	4,212	2
553	Summit Ave.	SR 44 to Main St.	County	Yes	2.20	50	N+S	5,280	4,780	4,430	4,090	4,180	4,130	2,710	4,040	3,760	2,260	2,250	E	13,640	0.16	C	230	200	1,230	4,950	2
554	Surfside Dr.	John Anderson Dr. to SR A1A	County		0.35	30	E+W	350	340	300	370	350	400	330	420	470	430	420	E	13,640	0.03	C	30	40	1,020		2
555	Taylor Rd. (CO)	Tomoka Farms Rd. to Spruce Creek B	County	Yes	0.70	45	E+W	7,170	6,890	7,110	7,400	8,910	9,200	8,220	9,060	8,730	7,040	7,790	E	17,050	0.46	C	500	650	1,540	5,453	2
556	Taylor Rd. (CO)	Spruce Creek Blvd. to Crane Lake Blv	County	Yes	1.10	50	E+W	9,790	9,660	9,570	10,400	11,440	11,610	10,880	11,700	9,320	9,420	10,150	E	17,050	0.60	C	680	820	1,540	11,165	2
557	Taylor Rd. (CO)	Crane Lake Blvd. to Summertree Rd.	County	Yes	0.75	50	E+W	14,570	14,300	14,010	14,200	15,370	15,910	16,120	17,350	16,190	15,000	14,840	E	17,050	0.87	C	990	1,280	1,540	11,130	2
558	Taylor Rd. (CO)	Summertree Rd. to Williamson Blvd.	County	Yes	0.20	45	E+W	15,190	14,600	13,700	14,530	15,560	16,380	15,530	16,030	16,390	17,200	18,120	E	37,970	0.48	C	1,120	1,450	3,410	3,624	4
559	Taylor Rd. (CO)	Williamson Blvd. to I-95 (at Dunlawton	County	Yes	0.15	45	E+W	37,000	38,000	35,490	38,160	40,210	41,100	41,380	40,770	40,620	48,950	44,340	E	47,560	0.93	D	2,610	3,580	4,280	6,651	5
560	Taylor Rd. (PO)	SR 421/Dunlawton Ave. to Clyde Mor	County	Yes	0.55	35	E+W	12,980	12,840	12,270	12,110	12,170	13,110	14,100	14,710	14,710	14,710	12,780	E	14,040	0.91	D	960	1,160	1,270	7,029	2
561	Taylor Rd. (PO)	Clyde Morris Blvd. to Hensel Rd	County		0.50	45	E+W	19,530	19,350	18,280	18,470	18,220	19,650	20,250	19,440	-	16,970	16,970	E	37,970	0.45	C	1,240	1,570	3,410	8,485	4
562	Taylor Rd. (PO)	Hensel Rd. Spruce Creek Rd.	County		1.00	45	E+W	15,600	15,050	14,330	14,610	12,610	15,810	15,930	15,520	15,840	14,760	14,800	E	37,970	0.39	C	1,030	1,400	3,410	14,800	4
563	Taylor Rd. (DL)	US 17/92 to Stratford Dr.	County	Yes	0.80	35	E+W	5,740	6,090	5,690	5,610	4,950	6,410	7,020	8,810	8,850	7,640	8,200	E	13,640	0.60	D	570	760	1,020	6,560	2
564	Taylor Rd. (DL)	Stratford Dr. to Blue Lake Ave.	County	Yes	0.95	50	E+W	4,750	5,070	4,780	4,900	4,730	5,430	5,740	7,040	6,250	5,510	7,980	E	17,050	0.47	C	500	770	1,540	7,581	2
565	Taylor Rd. (DL)	Blue Lake Ave. to Martin Luther King	County	Yes	0.80	50	E+W	4,730	4,960	4,810	5,090	5,080	5,600	5,980	7,370	6,890	6,500	7,120	E	13,640	0.52	C	580	610	1,230	5,696	2
566	Taylor Rd. (NSB)	Glencoe Rd. to Mission Rd	County		0.75	30	E+W	1,550	1,500	1,590	1,680	1,870	1,910	2,050	2,330	2,560	2,410	2,910	E	13,640	0.21	C	230	310	1,020	2,183	2
567	Tomoka Farms Rd.	SR 40 to Pioneer Tr	County	Yes	2.20	50	N+S	4,510	5,110	5,260	5,420	6,260	6,520	6,190	7,580	6,780	6,280	6,690	C	11,775	0.57	B	510	610	1,120	14,718	2
568	Tomoka Farms Rd.	Pioneer Tr to Taylor Rd.	County	Yes	2.80	50	N+S	9,330	8,810	9,790	9,950	10,310	12,360	10,670	11,030	10,170	9,190	11,070	E	24,450	0.45	C	750	940	2,200	30,996	2
569	Tomoka Farms Rd.	Taylor Rd. to Townwest Blvd	County	Yes	1.45	50	N+S	5,780	5,720	6,150	6,190	7,280	7,760	7,560	7,850	7,650	6,300	7,520	E	24,450	0.31	B	530	660	2,200	10,904	2
570	Tomoka Farms Rd.	Townwest Blvd to Shunz Rd.	County	Yes	1.50	50	N+S	5,870	5,780	6,210	6,270	7,040	7,870	7,840	8,660	8,130	6,640	8,220	E	24,450	0.34	B	610	700	2,200	12,330	2
571	Tomoka Farms Rd.	Shunz Rd. to US 92/ISB	County	Yes	3.02	40	N+S	5,300	5,780	6,030	5,810	7,300	7,360	7,040	9,250	8,640	7,660	8,670	E	24,450	0.35	B	690	770	2,200	26,183	2
572	Tomoka Farms Rd.	US 92/ISB to Dunn Ave.	County	Yes	1.90	40	N+S	3,550	4,380	5,070	5,800	5,510	6,810	7,870	9,060	8,810	8,290	8,710	E	24,450	0.36	B	540	800	2,200	16,549	2
573	Tomoka Farms Rd.	Dunn Ave. to LPGA Blvd.	County	Yes	1.90	40	N+S	3,770	4,000	-	4,660	4,970	4,810	5,430	5,610	5,860	5,090	5,710	E	24,450	0.23	B	390	500	2,200	10,849	2
574	Turnbull Bay Rd.	Pioneer Tr. to Williams Rd.	County	Yes	2.90	45	N+S	2,950	2,900	2,860	3,080	3,140	2,560	3,840	3,850	3,590	4,020	4,240	E	13,640	0.31	C	300	370	1,230	12,296	2
575	Turnbull Bay Rd.	Williams Rd. to Industrial Park Ave.	County	Yes	1.20	45	N+S	3,080	3,100	3,140	3,050	3,140	3,540	4,140	4,270	3,480	3,440	3,790	E	13,640	0.28	C	250	330	1,230	4,548	2
576	Turnbull Bay Rd.	Industrial Park Ave. to US 1	County	Yes	0.85	30	E+W	4,090	3,890	3,910	3,890	3,970	4,300	4,930	4,900	4,250	4,390	4,870	E	13,640	0.36	C	350	390	1,020	4,140	2
577	Tymber Creek Rd.	LPGA Blvd to Terminus	County	Yes	1.20	35													E	75,300	-	-	-	-	-	6,780	#VALUE!	4
578	Tymber Creek Rd.	Terminus to Riverbend Rd/Future Cor	County	Yes - Future	1.70	45													E	34,230	-	-	-	-	-	3,080	#VALUE!	2
579	Tymber Creek Rd.	Riverbend Rd. to SR 40	County	Yes - Future	0.45	30	N+S	770	680	740	750	760	610	550	850	910	700	770	E	13,640	0.06	C	60	70	1,020	347	2
580	Tymber Creek Rd.	SR 40 to Tymber Run	County	Yes	0.50	40	N+S	12,880	13,400	12,670	11,610	13,150	13,280	14,720	11,520	10,760	9,740	10,940	E	37,970	0.29	C	1,060	940	3,410	5,470	4
581	Tymber Creek Rd.	Tymber Run to Airport Rd.	County	Yes	0.90	40	N+S	8,000	8,280	7,870	6,920	8,390	9,900	10,810	10,290	9,520	9,900	11,220	E	17,050	0.66	C	1,120	960	1,540	10,098	2
582	Tymber Creek Rd.	Airport Rd to Broadway Ave./US 1	County	Yes	4.20	40	N+S	1,750	1,780	1,850	1,860	1,950	2,230	2,730	2,220	2,100	2,220	2,380	E	13,640	0.17	C	230	210	1,230		2
583	Van Ave. (DBS)	Peninsula Dr. to SR A1A	County		0.20	25	E+W	630	630	550	600	-	-	-	-	-	-	-	E	13,640	-	-	-	-	1,020		2
584	Volco Rd.	Cow Creek Rd. to Beacon Light Rd.	County	Yes	2.50	30	N+S	270	220	230	240	280	310	290	300	330	170	300	C	6,450	0.05	B	20	30	620		2
585	Volco Rd.	Beacon Light Rd. to 35th St.	County	Yes	1.40	45	N+S	460	420	480	660	530	560	530	530	620	560	710	E	13,640	0.05	C	50	70	1,230	994	2
586	Volco Rd.	35th St. to US 1	County	Yes	0.50	35	E+W	1,860	1,840	1,930	1,800	1,920	1,790	1,730	2,130	2,040	2,030	2,220	E	13,640	0.16	C	170	190	1,020	1,110	2
587	Voorhis Ave.	US 17/92 to Amelia Ave.	County		0.20	30	E+W	3,940	3,670	3,560	3,730	-	6,160	4,270	3,850	3,770	3,230	3,700	E	13,640	0.27	C	220	320	1,020	740	2
588	Voorhis Ave.	Amelia Ave. to Hill Ave.	County		1.00	30	E+W	3,060	3,000	2,780	3,270	-	3,260	3,310	4,280	3,900	3,150	3,580	E	13,640	0.26	C	280	320	1,020	3,580	2
589	Voorhis Ave.	Hill Ave. to Blue Lake Ave.	County		0.50	35	E+W	3,030	3,070	2,790	3,370	-	3,190	3,280	3,350	3,390	2,950	3,550	E	13,640	0.26	C	240	320	1,020	1,775	2
590	Voorhis Ave.	Blue Lake Ave. to SR 44	County		0.50	35	E+W	3,340	3,280	3,110	3,190	3,600	3,580	3,610	4,560	4,260	3,830	4,160	E	13,640	0.30	C	280	350	1,020	2,080	2
591	Walter Boardman Ln.	Old Dixie Hwy. to Highbridge Rd.	County	Yes	1.20	30	E+W	2,390	2,730	2,270	2,650	2,910	3,380	2,890	3,350	3,710	3,380	4,290	C	11,775	0.36	B	250	390	1,120	5,148	2
592	Wayne Ave. (NSB)	Halleck St. to US 1	County		1.00	30	E+W	6,390	5,970	6,010	6,660	4,670	7290	7,030	6,720	6,810	6,680	7,250	E	13,640	0.53	D	460	620	1,020	7,250	2
593	Westside Parkway (new)	DeBary Plantation Blvd. to Rhode Isla	County	Yes - Future	1.48	35	N+S	-	-	-	-	-	-	-	-	-	-	-	-	5,260	-	-	-	-	1,020	#VALUE!	2
594	Westside Parkway (Lawton Ave.)	Rhode Island Ave. to French Ave.	County	Yes - Future	1.25	25	N+S	-	-	-	-	-	-	-	-	-	-	-	-	5,260	-	-	-	-	1,020	#VALUE!	0
595	Westside Parkway (Hamilton Ave.)	French Ave. to Hamilton Ave. (north e	County	Yes	1.20	35	N+S	2,430	2,560	2,410	2,150	-	2,400	2,590	2,690	2,590	2,620	2,810	E	13,640	0.21	C	170	240	1,020	3,372	2
596	Westside Parkway (new)	Hamilton/Fatio. to McGregor Rd	County	Yes - Future	2.00	40	N+S	-	-	-	-	-	-	-	-	-	-	-	-	12,100	-	-	-	-	1,230	#VALUE!	0
597	Westside Parkway (Fatio Rd.)	McGregor Rd. to Beresford Ave.	County	Yes	2.00	40	N+S	1,450	1,470	1,460	1,520	-	1,860	1,960	2,160	2,460	2,330	2,790	E	13,640	0.20	C	200	290	1,230	5,580	2
598	Westside Parkway (new/Fatio)	Beresford Ave. to ex. termini south of	County	Yes	1.00	40	N+S	80	120	80	90	90	-	-	90	110	130	100	E	13,640	0.01	C	10	10	1,230		2
599	W. Volusia Bltwy (Veteran's Memor	Saxon Blvd. to Harley Strickland Blvd.	County	Yes	0.38	40	N+S	18,720	19,260	18,450	18,050	14,440	13,150	14,020	14,650	15,030	16,050	15,790	E	37,970	0.42	C	880	1,280	3,410	6,000	4
600	W. Volusia Bltwy (Veteran's Memor	Harley Strickland Blvd. to Rhode Islan	County	Yes	1.22	55	N+S	13,810	15,170	18,000	17,750	19,830	20,170	19,990	19,490	21,190	19,030	19,440	E	17,050	1.14	F	980	1,490	1,540	23,717	2
601	W. Volusia Bltwy (Veteran's Memor	Rhode Island Ave. to Graves Ave.	County	Yes	1.50	45	N+S	14,100	14,830	15,510	15,510	18,510	16,430	14,420	13,400	16,420	13,800	14,870	E	17,900	0.83	C	820	1,200	1,620	22,305	2
602	W. Volusia Bltwy (Veteran's Memor	Graves Ave to SR 472	County	Yes	0.80	45	N+S	7,970	9,010	9,050	9,320	10,380	10,670	10,350	10,570	10,900	9,420	10,830	E	17,050	0.64	C	690	910	1,540	8,664	2
603	W. Volusia Bltwy (Dr MLK Jr)	SR 472 to Cassadaga Rd.	County	Yes	0.20	55	N+S	10,610	11,290	10,840	10,930	12,890	12,920	12,570	13,330	13,620	12,320	12,780	E	17,050	0.75	C	910	1,050	1,540	2,556	2
604	W. Volusia Bltwy (Dr MLK Jr)	Cassadaga Rd. to Orange Camp Rd.	County	Yes	1.40	55	N+S	9,940	10,280	10,320	10,840	11,860	12,050	11,130	12,540	12,370	10,760	11,570	E	17,050	0.68	C	740	1,000	1,540	16,198	2
605	W. Volusia Bltwy (Dr MLK Jr)	Orange Camp Rd. to Taylor Rd.	County	Yes	1.00	55	N+S	11,240	11,850	11,440	12,050	14,330	13,800	12,670	14,480	12,240	11,210	12,840	E	17,050	0.75	C	1,010	1,050	1,540	12,840	2
606	W. Volusia Bltwy (Dr MLK Jr)	Taylor Rd. to Beresford Ave. Ext.	County	Yes	1.10	55	N+S	9,940	10,220	9,890	10,410	11,690	11,360	10,360	11,240	9,650	9,320	9,600	E	17,050	0.56	C	660	770	1,540	10,560	2
607	W. Volusia Bltwy (Kepler Rd)	Beresford Ave. Ext. to SR 44	County	Yes	0.75	50	N+S	10,260	10,390	10,040	10,580	12,080	11,280	10,990	12,060	10,740	9,360	10,080	E	17,050	0.59	C	690	810	1,540	7,560	2
608	W. Volusia Bltwy (Kepler Rd)	SR 44 to Minnesota Ave.	County	Yes	0.75	50	N+S	14,310	14,480	14,110	14,000	16,270	17,240	16,250	17,150	17,500	14,990	15,640	E	17,050	0.92	D	1,270	1,250	1,540	11,730	2
609	W. Volusia Bltwy (Kepler Rd)	Minnesota Ave. to US 92/ISB	County	Yes	1.85	50	N+S	12,130	12,290	12,110	12,850	15,370	15,740	14,760	14,920	14,180	12,540	13,780	E	17,050	0.81	C	1,040	1,160	1,540	25,493	2
610	Kepler Rd	US 92/ISB to Northern terminus	County		0.60	50	N+S	1,560	1,460	1,430	1,400	1,550	1,530	1,500	1,560	1,570	1,450	1,550	E	13,640	0.11	C	120	140	1,230		2
611	Williams Rd.	Pioneer Tr. to Mooneyham Dr.	County		1.50	40	N+S	1,770	1,640	1,790	1,740	1,860	2,160	2,200	2,290	2,380	2,330	2,410	E	13,640	0.18	C	180	210	1,230		2
612	Williams Rd.	Mooneyham Dr. to Turnbull Bay Rd.	County		0.50	35	N+S	1,430	1,430	1,490	1,590	1,610	1,870	2,020	2,040	2,070	2,060	2,160	E	13,640	0.16	C	160	190	1,020		2
613	Williamson Blvd.	Pioneer Trail to Oakwater Ln	County	Yes	3.00	35	N+S	1,710	1,760	1,570	1,650	1,770	2,080	4,110	4,870	5,430	3,750	3,550	E	37,970	0.09	C	220	300	3,410	10,650	4
614	Williamson Blvd.	Oakwater Ln to Airport Rd	County	Yes	3.00	35	N+S	1,710	1,760	1,570	1,650	1,770	2,080	4,110	4,870	5430	5,940	6,110	E	37,970	0.16	C	450	540	3,410	18,300	4
615	Williamson Blvd.	Airport Rd to Spruce Creek Bridge	County	Yes	1.00	45	N+S	16,410	17,070	16,200	16,190	17,430	19,250	19,650	21,300	20,720	20,130	22,550	E	37,970	0.59	C	1,670	1,940	3,410	22,550	4
616	Williamson Blvd.	Spruce Creek Bridge. to Taylor Rd	County	Yes	0.80	45	N+S	20,180	20,780	19,220	19,690	20,550	23,310	22,830	24,910	24,210	20,920	25,040	E	37,970	0.66	C	1,660	2,180	3,410	20,032	4
617	Williamson Blvd.	Taylor Rd. to Townwest Blvd	County	Yes	2.75	55	N+S	14,340	17,250	16,480	16,450	18,450	20,650	18,620	21,610	20,840	18,330	19,440	E	37,970	0.51	C	1,000	1,630	3,410	53,460	4
618	Williamson Blvd.	Townwest Blvd to Willow Run Blvd.	County	Yes	0.25	55	N+S	13,790	14,130	14,250	15,280	16,650	18,260	16,950	18,990	19,150	15,880	17,140	E	17,050	1.01	F	1,070	1,570	1,540	4,285	2
619	Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	County	Yes	1.10	55	N+S	13,220	14,100	14,220	14,560	15,770	17,520	17,200	17,400	18,590	15,200	14,840	E	17,050	0.87	D	870	1,360	1,540	16,324	2
620	Williamson Blvd.	Madeline Ave. to SR400/Beville Rd.	County	Yes	1.50	45	N+S	14,280	14,410	14,430	14,410	15,940	17,440	16,850	20,660	19,740	15,200	14,430	E	17,050	0.85	D	910	1,280	1,540	21,645	2
621	Williamson Blvd.	SR400/Beville Rd. to Bellevue Ave. E.	County	Yes	1.00	50	N+S	14,820	15,070	15,310	14,840	16,380	19,250	19,120	23,460	22,060	16,060	15,430	E	37,970	0.41	C	860	1,340	3,410	15,430	4
622	Williamson Blvd.	Bellevue Ave. Ext. to Midway Ave.	County	Yes	0.50	50	N+S	13,580	13,330	13,690	13,300	14,750	13,520	17,220	19,240	18,990	12,470	13,940	E	37,970	0.37	C	760	1,160	3,410	6,970	4
623	Williamson Blvd.	Midway Ave. to US 92/ISB	County	Yes	0.50	45	N+S	10,170	10,490	9,900	10,280	10,710	10,060	12,150	13,710	14,040	12,780	11,440	E	37,970	0.30	C	590	1,000	3,410	5,720	4
624	Williamson Blvd.	US 92/ISB to Dunn Ave.	County	Yes	2.35	45	N+S	13,560	14,200	13,110	13,920	15,070	17,070	17,570	18,230	20,380	18,260	18,480	E	37,970	0.49	C	960	1,550	3,410	43,428	4
625	Williamson Blvd.	Dunn Ave. to Mason Ave.	County	Yes	0.35	45	N+S	12,750	13,390	13,770	13,810	13,220	14,040	16,010	15,570	20,330	14,220	17,920	E	37,970	0.47	C	910	1,490	3,410	6,272	4
626	Williamson Blvd.	Mason Ave. to LPGA Blvd.	County	Yes	0.35	45	N+S	13,570	14,430	14,610	14,400	16,300	17,300	16,880	18,700	23,500	16,260	19,310	E	37,970	0.51	C	1,160	1,540	3,410	6,759	4
627	Williamson Blvd.	LPGA Blvd. to Hand Ave.	County	Yes	2.05	50	N+S	14,090	12,500	12,860	12,550	13,300	15,100	14,290	18,020	18,640	15,880	17,520	E	17,050	1.03	F	1,000	1,420	1,540	35,916	2
628	Williamson Blvd.	Hand Ave. to SR 40	County	Yes	0.60	40	N+S	18,470	20,240	19,750	19,820	17,460	21,850	20,280	20,950	21,870	21,330	21,370	E	37,970	0.56	C	1,330	1,650	3,410	12,822	4
629	Woodward Ave.	Beresford Ave. to Euclid Ave.	County		0.50	30	N+S	830	800	740	830	630	640	910	870	960	780	940	E	13,640	0.07	C	130	80	1,020	470	2
630	Woodward Ave.	Euclid Ave. to SR 44	County		0.50	30	N+S	770	750	740	810	780	780	780	660	720	720	690	E	13,640	0.05	C	50	60	1,020	345	2
1	4	6	8	9	10	11	12	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

Area Types

UA	= Urbanized Areas	**Florida DOT**
RDA	= Rural Developed Areas	Interstate Rds
RUA	= Rural Undeveloped Areas	Non-Interstate Rds

All State Rds =

County

TFare Rds =

Total

VC Arterial

VC Collector

Local-Future Rds

Facility Types - Urban/Transitioning

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

Facility Types - Rural Developed

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

Facility Types - Rural Undeveloped

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

One-Way/Two-Way

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

Number of Lanes

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

Divided/Undivided

D	= Divided
U	= Undivided

Left Turn Bays

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

Volusia County Vested Trip Database on Critical/Non-Critical Roads - By Critical Area, PM Peak

Approved Devts and Devts under Review

Developments not considered vested

Parent Tract trips - should not be included in overall, only for informational purposes

ALWAYS REFER TO THE VC AADT SPREADSHEET FOR COUNT AND CAPACITY INFO. (Not this spreadsheet)

Update #####

ALWAYS REFER TO THE VC AADT SPREADSHEET FOR COUNT AND CAPACITY INFO. (Not this spreadsheet)

North Daytona/Ormond Beach Area

Updated 6-14-22 & 7-25-22

	Roadway	Segment	2021PM Pk Hr (VCTE) (VCTE Staff note: RED font = FDOT pk volumes based on daily V/C proportion.)	Capacity	Fully Vested Minto Buildout	Ph IA & IB only child (25%)	ead 2021 (10% removed of 548 PM	LPGA Residential Devt thru Ph 4	The Preserve (0%)	n Crossings 2019 (Removed	Crossings 2010 Vested (REMOV	Granada Pointe REMOVED 20%	Pineland PRD REMOVED 50%	Ormond Central	Multifamily Emerson 2019	Edison Apartments 2019	Tomoka Village Apartments 2021	Cloar 2025	Reserve at Strickland 2024	Veterans Administration Bldg 2023	Tymber Creek Village 2022	Plantation* Remaining Trips	Plantation Unbuilt (of the 1730	Bay* Flagler County Remainin	Oaks (National Gardens DRI)	Oaks Major Amendment Feb or	Reserve 2021 Traffic memo	Lakes PUD (2014) Flagler	Project Tarpon 2023	Watermark 2024	Cornerstone Exchange 2025	KFC Parent Tract	LPGA Dunn Residential	Morris Apartments additional	Waypoint MF Project Epsilon	Walkers Green	Capstone 2023 (removed 10%)	Total Vested Trips	AADT plus Vested trips	V/C with Vested trips	V/C without Vested Trips		Critical	Near Critical	Vested Critical	Vested Near Critical	Evac Route?	
1	Bellevue Ave Ext	Tomoka Farms to Williamson	550	1020																									297				33			8		338	888	0.87	0.54	Near	no	no	no	no		Added by Mgmt du
2	Bellevue Ave	Williamson to Clyde Morris	310	1230																									99							1		100	410	0.33	0.25		no	no	no	no		
3	Dunn Ave	TFR to Willliamson Blvd	490	1540	22																36																	58	548	0.36	0.32		no	no	no	no		
4	Dunn Ave	Williamson to Bill France	620	1540	7																21																	28	648	0.42	0.40		no	no	no	no		
5	Dunn Ave	Bill France to Clyde Morris	960	1330	2			9	0									5			5								12		3							36	996	0.75	0.72		no	no	no	no		
6	Hand Ave	Shangri La Dr to Clyde Morris	1230	1540		2	29			4		3		2	1	3	8	2	12	12										9	9						9	105	1335	0.87	0.80	Vested N	no	no	no	no		Added by mgmt
7	Hand Ave	Williamson to Clyde Morris	770	1540																																			770	0.50	0.50		no	no	no	no		
8	LPGA Blvd	US 92 to International Golf Dr	690	1540		28	48	73	97												69												224					539	1229	0.80	0.45		no	no	no	no		
9	LPGA Blvd	International Golf Dr to TCR	930	1540		93	48	73	61	10					6						144												78					513	1443	0.94	0.60	Vested N	no	no	no	no		
10	LPGA Blvd	TCR to TFR	1,160	1540	566	71	48	73	53	10					8	7	7	132	9	9	215									8	22	5	69		3		5	1320	2480	1.61	0.75	Vested C	no	no	Vested C	no	yes	
11	LPGA Blvd	TFR to I-95 NB ramp	1,830	3410	488	53	48	56	45	26					15	12	14	82	17	19	167									10	36	10	61		5		14	1178	3008	0.88	0.54	Vested N	no	no	no	no	yes	Added by Mgmt
12	LPGA Blvd	I-95 NB Ramp to Outlet Blvd	3,050	5140	488	38	48	43	24	40					22	15	22	61	25	45	94									20	81	10			13		21	1110	4160	0.81	0.59		no	no	no	no	yes	
13	LPGA Blvd	Outlet Blvd to Williamson	2780	5140	488	26	48	34	19	40					26	23	27	46	28	50	56									28	0	25			16		26	1006	3786	0.74	0.54		no	no	no	no	yes	
14	LPGA Blvd	Williamson to Clyde Morris	2580	3410	198	14	68	30	14	82					47	25	30	36	41	52	18									11	50	32			46		29	823	3403	1.00	0.76	Vested C	no	no	no	no	yes	
15	LPGA Blvd	Clyde Morris Blvd to Jimmy Ann	1850	3410											72			29													25				80			206	2056	0.60	0.54		no	no	no	no	yes	
16	LPGA Blvd	Jimmy Ann to Derbyshire	2,040	3410																																		0	2040	0.60	0.60		no	no		no		
17	Mason Ave	Williamson to Fentress Ave	1,100	1620											5			2			4										60							71	1171	0.72	0.68		no	no	no	no	y	
18	Mason Ave	Fentress Ave to Bill France	1,360	1620						12					1		4	4			3										55						5	84	1444	0.89	0.84	Vested N	no	no	no	no	y	Added by mgmt
19	Mason Ave	Bill France to Jimmy Ann	1,250	3410											1						1																	2	1252	0.37	0.37		no	no	no	no	y	
20	Mason Ave	Jimmy Ann to Clyde Morris	1330	3410						14					2	5	3				1																	25	1355	0.40	0.39		no	no	no	no		
21	Mason Ave	Clyde Morris to Nova Rd	1550	2190						12					3	5	3		10																		3	36	1586	0.72	0.71		no	no	no	no	y	
22	Mason Ave	Nova Rd to US 1	1480	2190											3	5	3																					11	1491	0.68	0.68		no	no	no	no	y	
23	SR 40	Breakaway Trail to Tymber Creek Rd	2384	3580							0																											0	2384	0.67	0.67		no	no	no	no	y	
24	SR 40	Tymber Creek Rd to I-95	2384	3580							270		55																									325	2709	0.76	0.67		no	no	no	no	y	
25	SR 40	I-95 to Clyde Morris Blvd	3238	3580							46					3	13																					62	3300	0.92	0.90	Near Crit	no	Near Crit	no	Vested N	y	
26	SR 40	Clyde Morris Blvd to Nova Rd	3,193	3580							46									24										19								89	3282	0.92	0.89	Near Crit	no	no	no	no	y	
27	SR 40	Nova Rd to US 1	2,788	3580							46																											46	2834	0.79	0.78		no	no	no	no	y	
28	SR 40	Halifax Dr to US 1	3,380	2920			27				216	108	7	77																								435	3815	1.31	1.16	Critical	Critical	Near Crit	Vested C	Vested N	y	
29	Tomoka Farms Rd	LPGA to Dunn Ave	500	2240	6																																	6	506	0.23	0.22		no	no	no	no		
30	Tomoka Farms Rd	Dunn Ave to US 92	520	2200	31																																	31	551	0.25	0.24		no	no	no	no		
31	Tomoka Farms Rd	US 92 to Shunz Rd	810	2200																																		0	810	0.37	0.37		no	no	no	no		
32	Tymber Creek Rd	Airport Road to Tymber Run	790	1540							119		62																									181	971	0.63	0.51		no	no	no	no		
33	Tymber Creek Rd	Tymber Run to SR 40	950	3410							104		60																									164	1114	0.33	0.28		no	no	no	no		
34	Tymber Creek Rd	LPGA Blvd to Minto Parcel A access	970	1540	406													160																				566	1536	1.00	0.63	Vested N	no	no	no	no		
35	Williamson	Hand Ave to Strickland Range	1450	1540	19	12	6	4	5	26					11	6	89	4	32	142	26									124	29	20					86	641	2091	1.36	0.94	Vested C	no	Near Crit	Vested C	Vested Near Critical		
36	Williamson	Strickland Range to LPGA Blvd	1450	3410	19	12	6	4	5	26					11	6	89	4	32	142	26										32	35			8		86	543	1993	0.58	0.43		no	no	no	no		
37	Williamson	LPGA Blvd to Mason Ave	1580	3410	122		14			26																					92							254	1834	0.54	0.46		no	no	no	no		
38	US 1	Orange Ave to US 92	2704	2920																																		0	2704	0.93	0.93	Near Critic	no	Critical	Near Crit	no	yes	
39	US 1	I-95 to Airport Road	2330	3580																	63	5	4		155	186												413	2743	0.77	0.65		no	no	no	no	y	
40	US 92	LPGA to I-95	2698	3580	6																								198									204	2902	0.81	0.75		no	no	no	no	y	
41	US 92	I-4 Ramp to LPGA	1700	3580	41																																	41	1741	0.49	0.47		no	no	no	no	yes	y
42	I-95	US 1 to Flagler County line	7448	10510																	63	50	41		311	372												837	8285	0.79	0.71		no	no	no	no	y	
43	Old Kings Road	Flagler County line north	350	2050																		9	7		38	45	40											139	489	0.24	0.17							
44	Old Kings Road	Flagler County to Old Dixie Hwy	350	2050																		9	7		38	45	119	289										507	857	0.42	0.17		no	no	no	no		
45	Old Dixie Hwy	Inglesia to Pine Tree Dr	220	1020																		9	7		13	15	21											65	285	0.28	0.22		no	no	no	no	yes	Vested Near Critica
46	Old Dixie Hwy	Pine Tree Dr to Walter Boardman	220	1860																		18	15		63	74	21											191	411	0.22	0.12		no	no	no	no	yes	Vested Near Critica
47	Old Dixie Hwy	Walter Boardman to Old Kings Rd	450	1860																		55	45		50	60	25											235	685	0.37	0.24		no	no	no	no	yes	Vested Near Critica
48	Old Dixie Hwy	Old Kings Rd to I-95	830	1860																		50	41	149	38	45	84	221										628	1458	0.78	0.45		no	no	no	no	yes	Vested Near Critica
49	Old Dixie Hwy	West of I-95		1230																		10	8	298	2	3	13	22										356	356	0.29	0.00		no	no	no	no	yes	Vested Near Critica

50 *NE Volusia DRI projects - Halifax Plantation, Plantation Bay, & Plantation Oaks used a Plantation Bay Biennial Traffic Monitoring Report, Aug 2021, Daily trip rate of 4.31. VCTE staff converted to 0.41 trips in the PM Peak hour.

51 **When segment data is not available. Source is derived from TIA that shows "vested trips" in LOS column. Only to be used when other previous data is unknown.

52 ***TCR count was not taken in 2019. Used Cloar Property TIA 2019 to get count.

53

54 Developments not considered vested

55 **South Daytona Beach Area/West Port Orange Area/West NSB** — Developments not considered to be officially vested since no Parent Tract TIA was provided.

56	Roadway	Segment	(VCTE Staff note: RED font = FDOT	Capacity	Woodhave	Pointe	Days	SR 44 &	Lakes	LPGA	Glencoe	Pump	Property	Inn 2022	DRI I	Place	Hills PUD	Parent	Gate 2025	Lakes	Waterford	REMOVE	Condos	ILF,Subaru	Creek 73	Crossings	Canal Apts	Apartment	Ashton	Parc at	Health,	Woods	Hills PUD	Point	n	Borrow Pit	Lakes	g Suites	Orange	Dunn	Green	Tarpon	Vested	AADT	Vested	without		Critical	Critical
57	Williamson Blvd	ISB to Midway Ave	1030	3410																																						161	161	1191	0.35	0.30		no	no
58	Williamson Blvd	Midway Ave to Bellevue Ave Ext	1190	3410																																						173	173	1363	0.40	0.35		no	no
59	Williamson Blvd	Bellevue Ave Ext to Beville	1370	3410																																					92	396	488	1858	0.54	0.40		no	no
60	Williamson Blvd	Beville to Madeline Ave	1870	1540	33					22		56			31									14							5			22			0	1	3	9	184	149	529	2399	1.56	1.21	Critical	Critical	Near Criti
61	Williamson Blvd	Madeline Ave to Willow Run	1760	1540	33					9		75		1	42													4			6			10			0	3	4		120	136	443	2203	1.43	1.14	Critical	Critical	Near Criti
62	Williamson Blvd	Willow Run to Town West	1830	1540	38					4		75		2	56												11	4	3	0	8			10			0	3	0		87	99	400	2230	1.45	1.19	Critical	Critical	Near Criti
63	Williamson Blvd	Town West to North of Pavilion	1760	1540	3							75		2	87												8	3	3		11			7			2	5	4		69	87	366	2126	1.38	1.14	Critical	Critical	Near Criti
64	Williamson Blvd	Taylor to Spruce Ck Bridge	2210	3410	177							10			11			70								15			25		82	90					5	3	2				490	2700	0.79	0.65		no	no
65	Williamson Blvd	Spruce Ck Bridge to Airport Rd	1840	3410	177							6			9			70								15			27	73		90					5	3	2				477	2317	0.68	0.54		no	no
66	Madeline Ave	Williamson to Clyde Morris		1020																														34							136		170	170	0.17	0.00			
67	Town West Blvd	TFR to Williamson Blvd		1620								14			17																						0	1	0				32	32	0.02	0.00		no	no
68	Taylor Rd	Crane Lakes to Summer Tree	1290	1540	3							7			29													1	0	12	6			3			43	5	1		5		115	1405	0.91	0.84	Vested N	no	no
69	Taylor Branch Rd	Dunlawton to Clyde Morris	1260	1020	1							29	1	20	56														3	0	8			0			2	39	0		5		164	1424	1.40	1.24	Critical	Critical	Near Criti
70	Taylor Road	Clyde Morris to Hensel Road	3060	3410																														0			43	5	1		5		54	3114	0.91	0.90	Vested N	no	no
71	Dunlawton	Williamson to Yorktowne	3800	5390	65							57	9	26	164														20		52						50	59	6				508	4308	0.80	0.71		no	no
72	Dunlawton	Yorktowne to Clyde Morris	3800	5390								29	4	5	74																11						50	59	6				238	4038	0.75	0.71		no	no
73	Dunlawton	Clyde Morris to Nova Rd	3050	5390	47							29	2	4	64																						9	8	2				165	3215	0.60	0.57		no	no
74	Sugar Mill Drive	Pioneer Trail to Gibralter Blvd	250	1230	6				16								100	3	355		5		4		10							880	100										1479	1729	1.41	0.20	Vested C	no	no
75	Sugar Mill Drive	Gibralter Blvd to SR 44	250	1230					89								100	3	355		25		9		5	2						880	100										1568	1818	1.48	0.20	Vested C	no	no
76	SR 44	Airport Rd to I-95	1490	3580				30	12		82							132	797		25		11									341				8							1438	2928	0.82	0.42		no	no
77	SR 44	I-95 to Sugar Mill Rd	3013	3580	4			36	53		82					30		54	531		25		13		3							964				2							1797	4810	1.34	0.84	Vested C	no	no
78	SR 44	Sugar Mill to Glencoe Rd	3013	3580				42	36		82					40		54	531		27		15		2							964											1793	4806	1.34	0.84	Vested C	no	no
79	SR 44	Glencoe Rd to Colony Park Dr	3013	3580				40	25		66					50		54	531						0							964											1730	4743	1.32	0.84	Vested C	no	no
80	SR 44	Colony Park to Mission Dr	3013	3580				20	20		66					60		54	531						0							964											1715	4728	1.32	0.84	Vested C	no	no
81	Pioneer Trail	Airport Rd to Turnbull Bay	540	1230			37		16									8	213	50					50	19						218											611	1151	0.94	0.44	Vested N	no	no
82	Pioneer Trail	Turnbull Bay to Sugar Mill	380	1020	21		3		5										177	5					10	4						244											469	849	0.83	0.37		no	no
83	Pioneer Trail	Sugar Mill to Williams Rd	600	1230	9		2		11								47		177	4					5							145	47										447	1047	0.85	0.49		no	no
84	Pioneer Trail	Williams Rd to Enterprise Ave	730	1230	8				5											2												64											79	809	0.66	0.59		no	no
85	Enterprise Ave	Pioneer Tr to Halleck Ave	780	1020																																							0	780	0.76	0.76		no	no
86	Airport Rd	Williamson to Pioneer Trail	580	2930														70												109													179	759	0.26	0.20		no	no
87	Airport Rd	Pioneer Trail to Luna Bella Ln	340	3080														94	619																								713	1053	0.34	0.11		no	no
88	Airport Rd	Luna Bella Ln to SR 44	410	3080														175	619																								794	1204	0.39	0.13		no	no
89	SR 46	Seminole County to Brevard County	711	1620																						Near Critical on AADT Spreadsheet																	0	711	0.44	0.44			no

90

91

92 **Orange City Area/Deltona/DeBary/Deland/Lake Helen**

93	Roadway	Segment	(VCTE Staff note: RED font = FDOT	Capacity	Hill (50%	Phase IA	Park Ph 2	Park Ph 3	Crossing s	Landing	Bella East	Commons	2008	Unit 8	d ALF	Reserve	Place	Osteen	Osteen	Oaks 2019	Courtland	Road Tract	Victoria	Estates	s 2020	Woods	Town	Kepler at	Walk 2019	Pelham	Critical	Station,	Crossings,	Estates	Village	Village	Industrial	City	Terrace/Ki	Gardens	Island	Pelham	Hammock	River	SR 40/US	Vested	AADT	Vested	without
94	*I-4 Segments based on AADT V/C*																																																
95	I-4	Dirksen to Saxon	9714	10510	60	60	7	45	47					2												84					10	95														410	10124	0.96	0.92
96	I-4	Saxon to SR 472	7505	10510	25	50	13	80	76																							115														359	7864	0.75	0.71
97	I-4	SR 472 to Orange Camp	6640	10510	25	40	13	90	58																							115														341	6981	0.66	0.63
98	I-4	Orange Camp to SR 44	7216	10510	0		8	45																								65														118	7334	0.70	0.69
99	**Graves Ave**	**VMP to Kentucky Ave**	**1640**	**1620**	**38**	**40**	**1**	**9**	**111**																						**33**	**141**	**44**		**53**											*470*	**2110**	**1.30**	**1.01**
100	**Graves Ave**	**Kentucky to Normandy**	**1420**	**1620**		**80**	**1**	**9**	**352**																							**311**	**44**	**19**	**109**											*925*	**2345**	**1.45**	**0.88**
101	**Graves Ave**	**Normandy Blvd to Howland Blvd**	**1590**	**2740**		**80**	**1**	**9**	**352**																							**311**	**44**	**19**	**175**											*991*	**2581**	**0.94**	**0.58**
102	**Saxon Blvd**	**VMP to FDOT Park n Ride**	**3320**	**5140**	**121**	**50**	**3**	**23**	**29**																						**9**	**81**														*316*	**3636**	**0.71**	**0.65**
103	**Saxon Blvd**	**Park n Ride to I-4**	**2680**	**5140**	**119**	**50**	**3**	**23**	**28**																						**9**	**81**														*313*	**2993**	**0.58**	**0.52**
104	**Saxon Blvd**	**I-4 to Finland Dr**	**3550**	**4280**	**34**	**60**	**2**	**14**	**38**																						**2**	**112**														*262*	**3812**	**0.89**	**0.83**
105	**Saxon Blvd**	**Finland Dr to Normandy Blvd**	**3140**	**3410**	**34**	**60**	**2**	**14**	**38**																						**2**	**112**														*262*	**3402**	**1.00**	**0.92**
106	Saxon Blvd	Tivoli Drive to Providence	970	1020																																										*0*	970	0.95	0.95
107	Highbanks Rd	Westside Connector to US 17-92		2740						56	27		3													31																				*117*	117	0.04	0.00
108	Dirksen Drive	US 17/92 to Sunrise Blvd	930	1230							159	43														255																				*457*	1387	1.13	0.76
109	Dirksen Drive	Sunrise Blvd to WB I-4 Ramps	1200	3410	1	60					159	43														233																				*496*	1696	0.50	0.35
110	DeBary Ave	WB I-4 Ramps to EB I-4 ramps	1650	2740							159	43														189																				*391*	2041	0.74	0.60
111	DeBary Ave	I-4 to Deltona Blvd	1850	2740										9												132																				*141*	1991	0.73	0.68
112	DeBary Ave	Deltona Blvd to Enterprise St	1780	3410																																										*0*	1780	0.52	0.52
113	DeBary Ave	Enterprise St to Main St	2500	3410							159	43																																		*202*	2702	0.79	0.73
114	DeBary Ave	Main St to Providence Blvd	1910	3410	1	60					159	43			78					50	39					71																				*501*	2411	0.71	0.56
115	Doyle Road	Providence Blvd to Garfield	1110	1540							159	43			85	9				54	46					39																				*435*	1545	1.00	0.72
116	Doyle Road	Garfield to Saxon Blvd	910	1230											85		8		46	58	54																									*251*	1161	0.94	0.74
117	Doyle Road	Saxon Blvd to Courtland	810	1230											119		18		69	83	81																									*370*	1180	0.96	0.66
118	Doyle Road	Courtland Blvd to SR 415	640	1230											220		12		81	135	145																									*593*	1233	1.00	0.52
119	Grand Ave	Minnesota Ave to SR 44	470	1020																																			47	80						*127*	597	0.59	0.46
120	Hontoon Road	Botts Landing Rd. to Old New York Ave	290	1230																																								0		*0*	290	0.24	0.24
121	**Howland Blvd**	**I-4 to Wolf Pack Run**	**2530**	**3410**		**130**	**15**		**254**							**9**															**10**	**187**	**82**	**57**	**116**						**8**					*868*	**3398**	**1.00**	**0.74**
122	**Howland Blvd**	**Wolf Pack Run to Catalina Blvd**	**2310**	**3410**		**119**			**238**							**10**																**152**	**133**	**25**	**98**						**8**					*783*	**3093**	**0.91**	**0.68**
123	Howland Blvd	Catalina Blvd to Providence Blvd	1670	3410		119			142							11																71	43		80											*466*	2136	0.63	0.49
124	Howland Blvd	Providence Blvd to Elkcam	1110	1230			0		85							16																61	82		39						6					*289*	1399	1.14	0.90
125	Providence Blvd.	Doyle Rd. to Anderson Dr.	950	1020											7											35																				*42*	992	0.97	0.93
126	Providence Blvd.	Anderson Dr. to Normandy Blvd.	910	1020																						26																				*26*	936	0.92	0.89
127	Providence Blvd.	Normandy Blvd to Saxon Blvd.	580	1020																																										*0*	580	0.57	0.57
128	Providence Blvd.	Saxon Blvd. to Tivoli Dr.	680	1330																																										*0*	680	0.51	0.51
129	Providence Blvd.	Tivoli Dr. to Ft Smith Blvd.	1370	2740																												10														*10*	1380	0.50	0.50
130	Providence Blvd.	Ft Smith Blvd. to Elkcam Blvd.	1130	1020			0		50							0																10														*60*	1190	1.17	1.11

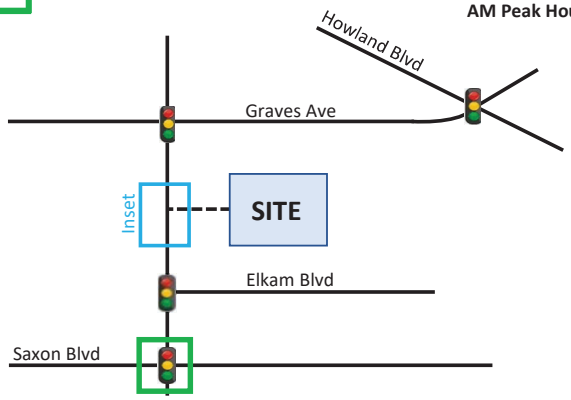
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48		
131	Providence Blvd.	Elkcam Blvd. to Howland Blvd.	830	1270					54							0																0														54	884	0.70	0.65
132	Main Street	I-4 to Lakeview Drive	670	1020	0		1	7														14	12	13							2	10	2													61	731	0.72	0.66
133	Old NY Ave	Hontoon Rd to Lakeview	380	1230																																								144		144	524	0.43	0.31
134	Old NY Ave	Lakeview to Grand Ave	420	1230																																								144		144	564	0.46	0.34
135	Old NY Ave	Grand Ave to SR 44	240	1230																																								22		22	262	0.21	0.20
136	Orange Camp Rd+B140:AT140	17-92 to Princeton	1,150	1270	0	20	8	57														19	16		11						3	20				14										168	1318	1.04	0.91
137	Orange Camp Rd	Princeton to Blue Lake Ave	1,160	1540	0	20	8	57														20	16	3	11						3	20				14							2			174	1334	0.87	0.75
138	Orange Camp Rd	Blue Lake Ave to MLK	1,210	1540	0	20	11	80														20	16	4							3	20	2			21										197	1407	0.91	0.79
139	Orange Camp Rd	MLK to I-4	1,170	1540		40	17	111														59	49	9							3	10	3			54										355	1525	0.99	0.76
140	Kepler Road	US 92 to Minnesota Ave	1150	1540	0																	35	26	5			5			2						54										127	1277	0.83	0.75
141	Kepler Road	Minnesota Ave to SR 44	1250	1540	0		1	9														31	210	12			11			5						14										293	1543	1.00	0.81
142	MLK	SR 44 to Beresford Rd ext	800	1540			2	12														254		4																						272	1072	0.70	0.52
143	MLK	Beresford to Taylor Rd	760	1540			3	18														228	188	4												54										495	1255	0.81	0.49
144	MLK	Taylor to Orange Camp	1030	1540			8	59														123	101	0												54										345	1375	0.89	0.67
145	MLK	Orange Camp to Cassadaga Rd	990	1540	0	90	12	83														54	44	3							14	51	10			21										382	1372	0.89	0.64
146	MLK	Cassadaga to SR 472	1040	1540	0	110	7	44																							16	61	13		20											271	1311	0.85	0.68
147	Kentucky	SR 472 to Graves	910	1540																											67	162	10		31											270	1180	0.77	0.59
148	VMP	Graves Ave to Rhode Island	1200	1620	49	90	1	10																							48	91	8		35											332	1532	0.95	0.74
149	VMP	Rhode Island to Harley Strickland	1490	1620	235	80	1	3																							35	20			23											397	1887	1.16	0.92
150	SR 44	Shell Rd to Grand Ave	1072	2180																									1										10	50				44		105	1177	0.54	0.49
151	SR 44	Grand Ave to Old New York Ave	1072	2180																									2										33	215				44		294	1366	0.63	0.49
152	SR 44	Old New York Ave to SR 15A	1180	2180																									65										70	190				55		380	1560	0.72	0.54
153	SR 44	Blue Lake Ave to Kepler Rd	1375	1712			3	16																			33	2		1						21										76	1451	0.85	0.80
154	SR 44	Kepler Rd to Summit Ave	1660	1712			2	13														80	67				5	2		2						41										212	1872	1.09	0.97
155	SR 472	MLK to I-4	2710	3580																															46											46	2756	0.77	0.76
156	US 17-92	Valencia to Dirksen	2114	3580									6													152																				158	2272	0.63	0.59
157	US 17-92	Dirksen to Ft Florida	2920	3580																						279																				279	3199	0.89	0.82
158	US 17-92	Ft Florida to Barwick	2878	3580						55		131														385																				571	3449	0.96	0.80
159	US 17-92	Barwick Rd to Seminole County	2878	3580						55	270	131														373																				829	3707	1.04	0.80
160	US 17-92	Beresford Ave to Euclid Ave	1510	1480			1	11														3	2		3			1	2							7										30	1540	1.04	1.02
161	US 17-92	Euclid Ave to SR 44	1157	1410			1	8																				1	2																	12	1169	0.83	0.82
162	US 17-92	SR 44 to Plymouth Ave	1406	1410			1	13																	3			1	2							62										82	1488	1.06	1.00
163	US 17-92	Taylor Rd to SR 472	4721	5390																															53	48							33			134	4855	0.90	0.88
164	US 17	Lake Winona Rd. to SR 40	846	1620																																						12				12	858	0.53	0.52
165	Ft Florida Rd	Highbanks to Ft Florida	150	1020						68		90																																		158	308	0.30	0.15
166	Ft Florida Rd	Ft Florida to Barwick	150	1020						68		90																																		158	308	0.30	0.15
167	Ft Florida Rd	Barwick Rd to US 17-92	150	1020						68		90														40																				198	348	0.34	0.15
168	Beresford Rd	Spring Garden to SR 15A	50	1020																					34																		33			67	117	0.11	0.05
169	Beresford Ave	SR 15A to US 17-92	440	1020																					28																					28	468	0.46	0.43
170	Beresford Ave	US 17-92 to Amelia Ave	900	1330																																102										102	1002	0.75	0.68
171	Beresford Ave	Amelia Ave to Hill Ave	690	1620																																143										143	833	0.51	0.43
172	Beresford Ave	Hill Ave to Blue Lake Ave	370	1230																																136										136	506	0.41	0.30
173	Beresford Ave	Blue Lake Ave to Kepler Rd	0	1230																																75										75	75	0.06	0.00
174	Blue Lake Ave	Orange Camp to Taylor	530	1540			9	59																																						68	598	0.39	0.34
175	Blue Lake Ave	Taylor to Beresford	730	1230			9	79														42	35													51										216	946	0.77	0.59
176	Blue Lake Ave	Beresford to Voorhis	530	1020			6	42																																						48	578	0.57	0.52
177	Blue Lake Ave	Voorhis to SR 44	400	1020			5	40																																						45	445	0.44	0.39
178	Spring Garden Ave	Beresford Ave to Beresford Rd W	200	1020																					76																					76	276	0.27	0.20
179	Spring Garden Ave	Beresford Rd to McGreggor Rd	240	1020																					39																					39	279	0.27	0.24
180	Taylor Rd	Stratford to Blue Lake	790	1540			7	49																																						56	846	0.55	0.51
181	Taylor Rd	Blue Lake to MLK	610	1230			10	69														47	35	3		145																				309	919	0.75	0.50
182	SR 15A	SR 44 to Beresford Ave	2339	3580																					118																					118	2457	0.69	0.65
183	Plymouth Ave	Stone Street to Clara Ave	760	1,020																																										0	760	0.75	0.75
184	Plymouth Ave	Clara Ave to US 17-92	930	1,270																					3											7										10	940	0.74	0.73
185	Lake Helen Osteen	Catalina Blvd to Haulover Blvd	1090	1230																												40	5								16					61	1151	0.94	0.89
186	Lake Helen Osteen	Haulover Blvd to Elkcam Blvd	820	1230																												0									47					47	867	0.70	0.67
187	Catalina Blvd	Howland Blvd to Sixma Road	1002	960																												123									3					126	1128	1.18	1.04
188	Catalina Blvd	Sixma Rd to Lake Helen Osteen	856	960																												110														110	966	1.01	0.89
189	**Normandy Blvd**	**Graves Ave to Rhode Island**	**787**	**1150**																												**570**		**13**	**181**											*764*	**1551**	**1.35**	**0.68**
190	**Normandy Blvd**	**Rhode Island to Elkcam Blvd**	**636**	**2630**																												**447**			**60**											*507*	**1143**	**0.43**	**0.24**
191	**Normandy Blvd**	**Elkcam Blvd to Saxon Blvd**	**599**	**2630**																												**305**			**33**											*338*	**937**	**0.36**	**0.23**
192	**Normandy Blvd**	**Saxon Blvd to Deltona Blvd**	**936**	**2630**																												**61**														*61*	**997**	**0.38**	**0.36**
193	US 17	Lake Winona to SR 40	846	1620																												61														61	907	0.56	0.52
194	Amelia Ave	Ohio to Minnesota Ave	730	1020																																0										0	730	0.72	0.72
	**Catalina and Normandy 2019 counts not available. Above based on 2018 counts.																																																

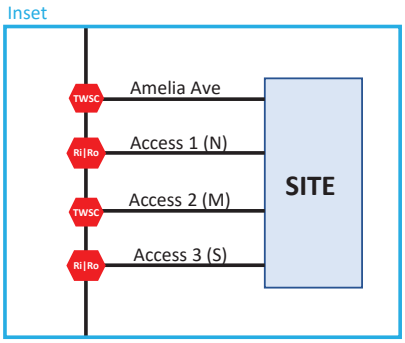
Appendix D: Traffic Volumes

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

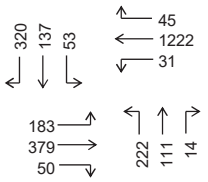
Intx 1: Normandy Blvd & Saxon Blvd
AM Peak Hour





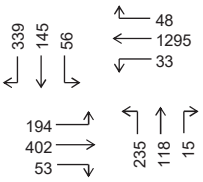
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



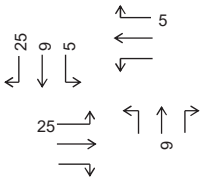
*SF applied = 1.02

2026 VOLUMES

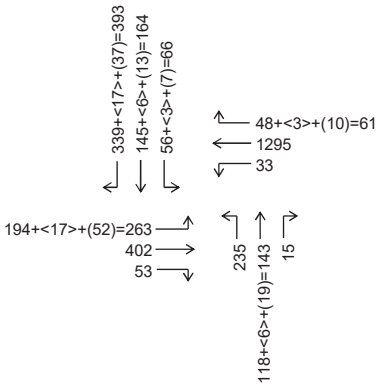


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



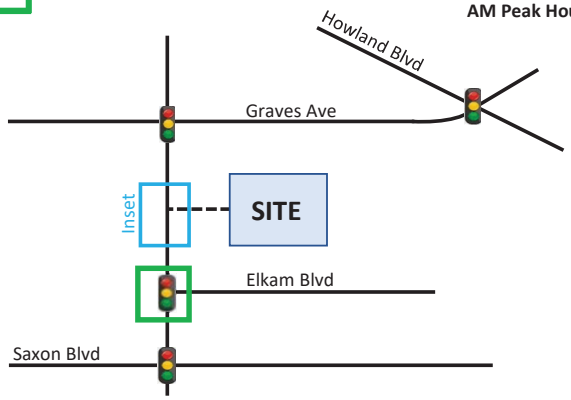
Note: +/- errors due to rounding

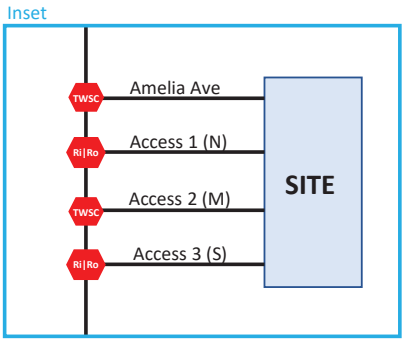
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

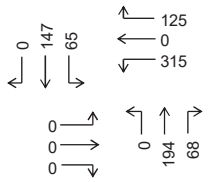
Intx 2: Normandy Blvd & Elkcam Blvd
AM Peak Hour





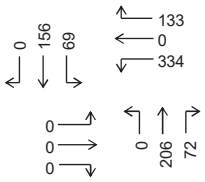
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



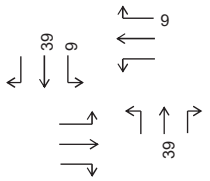
*SF applied = 1.02

2026 VOLUMES

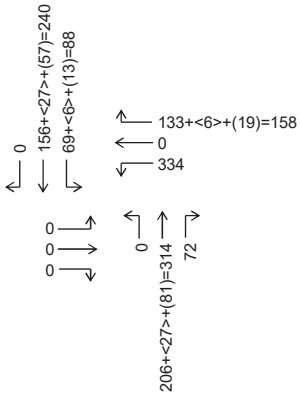


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



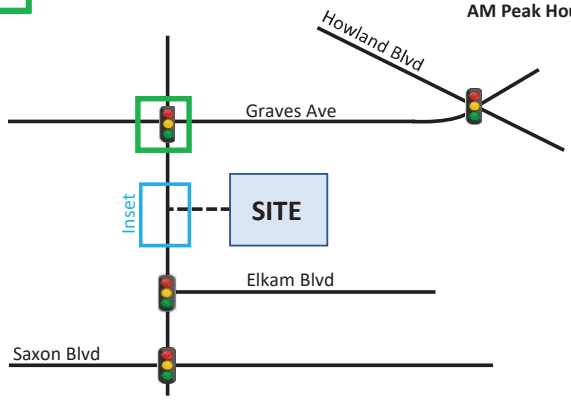
Note: +/- errors due to rounding

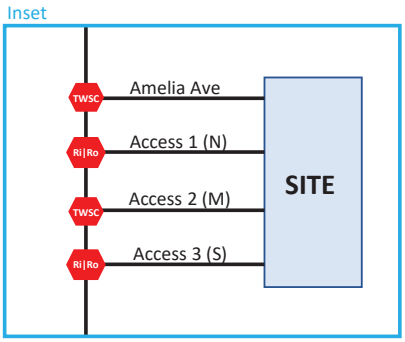
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

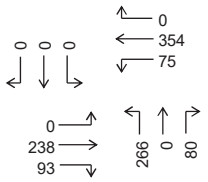
Intx 3: Normandy Blvd & Graves Ave
AM Peak Hour





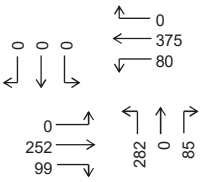
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



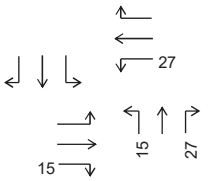
*SF applied = 1.02

2026 VOLUMES

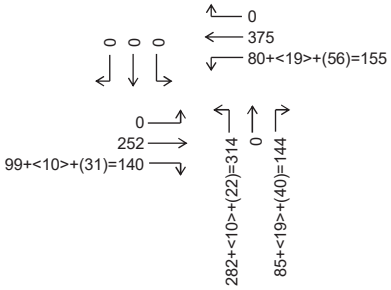


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



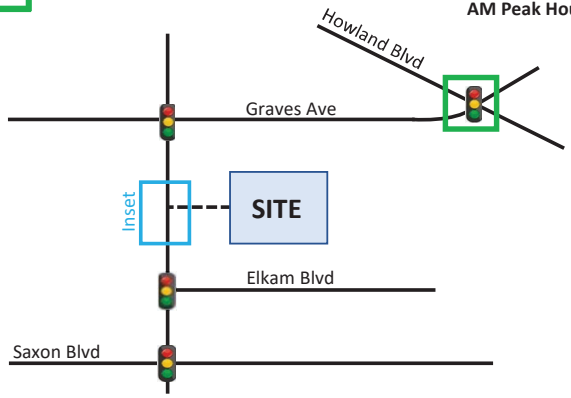
Note: +/- errors due to rounding

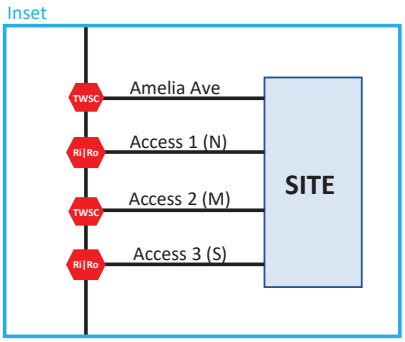
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

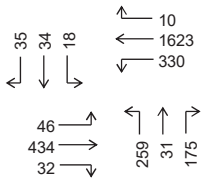
Intx 4: Graves Ave & Howland Blvd
AM Peak Hour





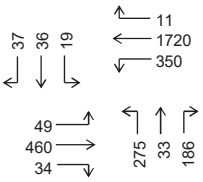
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



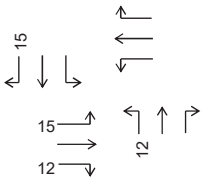
*SF applied = 1.02

2026 VOLUMES

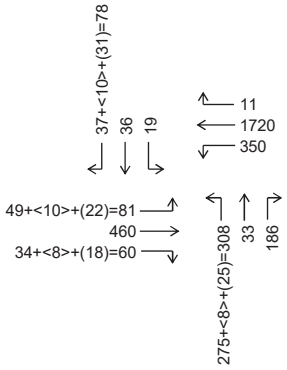


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



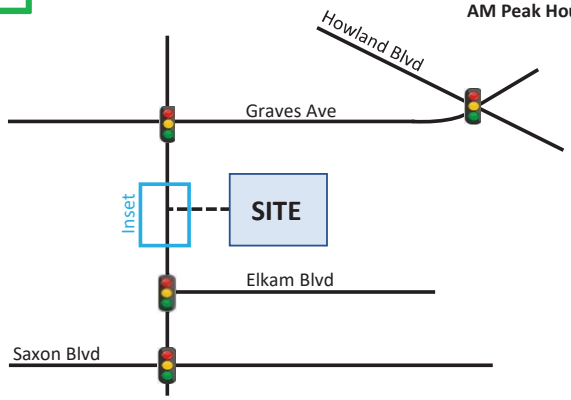
Note: +/- errors due to rounding

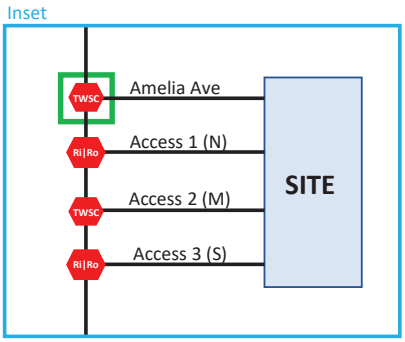
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

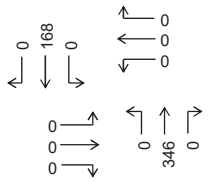
Intx 5: Normandy Blvd & Amelia Ave
AM Peak Hour





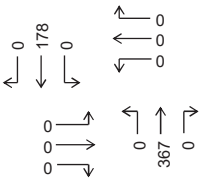
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



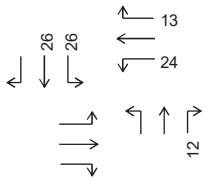
*SF applied = 1.02

2026 VOLUMES

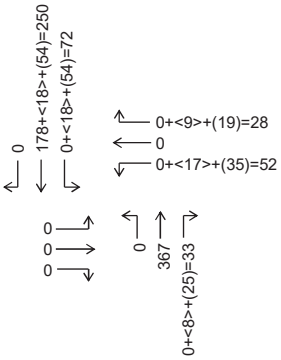


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



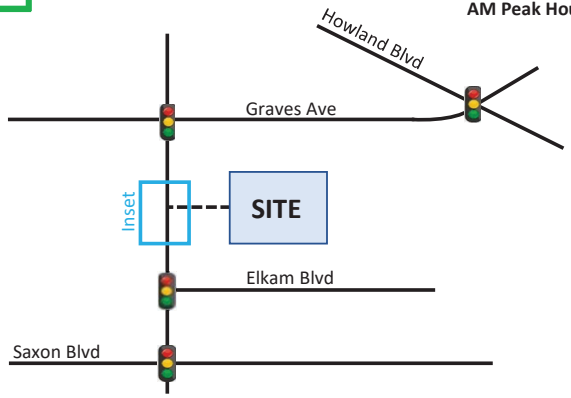
Note: +/- errors due to rounding

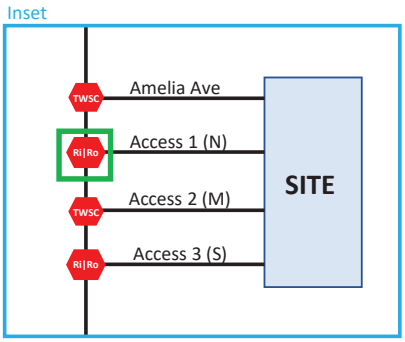
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

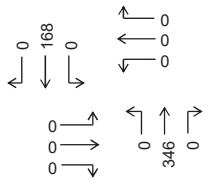
Intx 6: Normandy Blvd & Access 1 (N)
AM Peak Hour





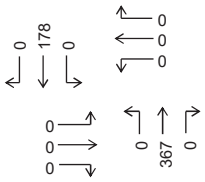
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



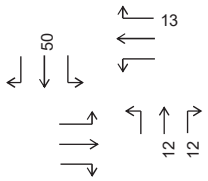
*SF applied = 1.02

2026 VOLUMES

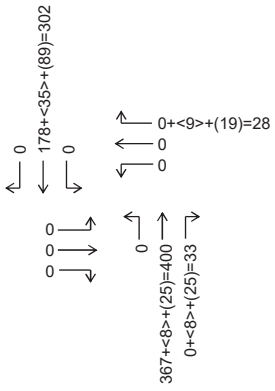


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



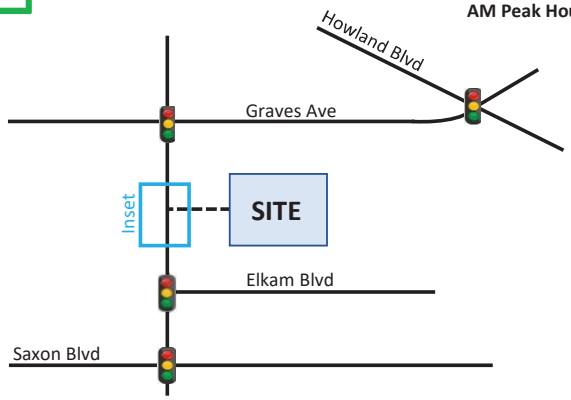
Note: +/- errors due to rounding

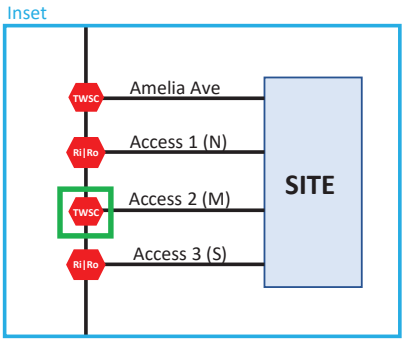
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

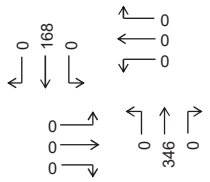
Intx 7: Normandy Blvd & Access 2 (M)
AM Peak Hour





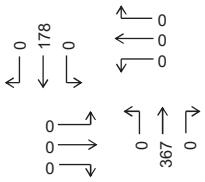
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



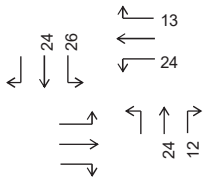
*SF applied = 1.02

2026 VOLUMES

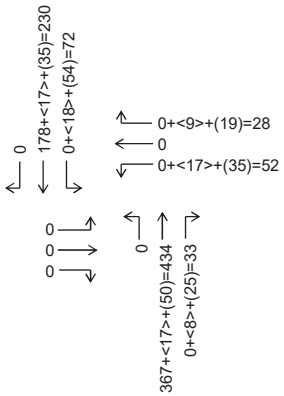


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



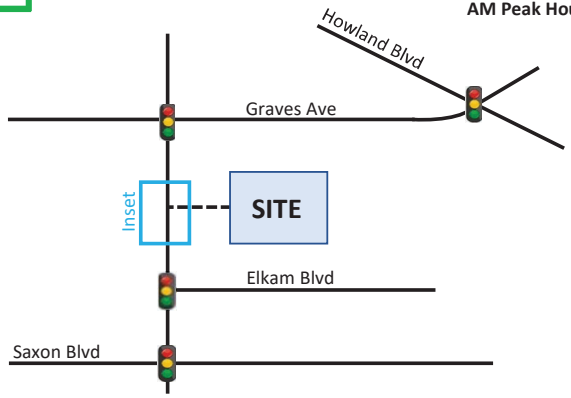
Note: +/- errors due to rounding

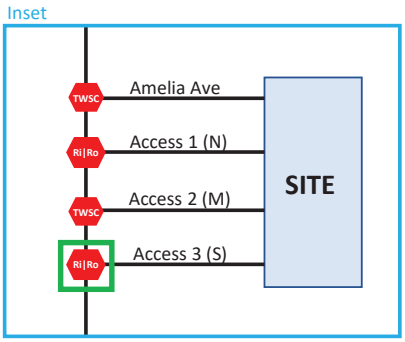
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

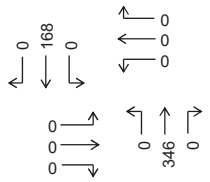
Intx 8: Normandy Blvd & Access 3 (S)
AM Peak Hour





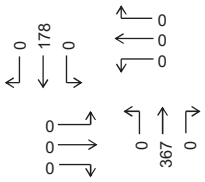
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



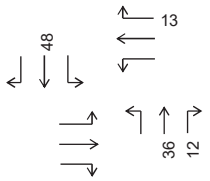
*SF applied = 1.02

2026 VOLUMES

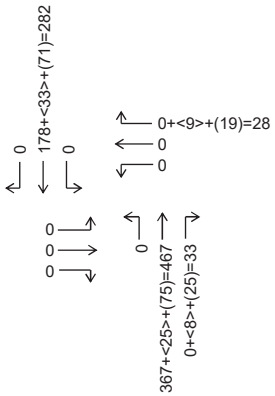


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



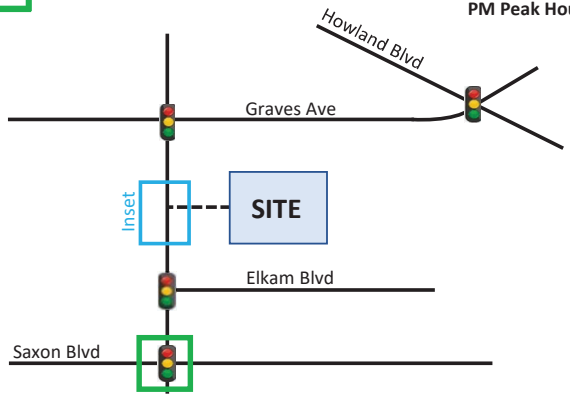
Note: +/- errors due to rounding

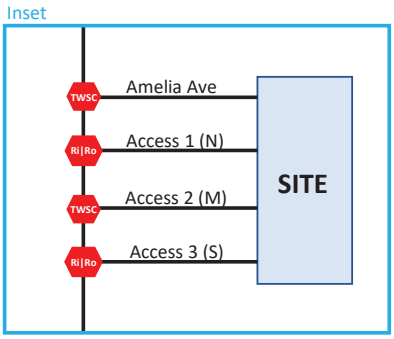
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

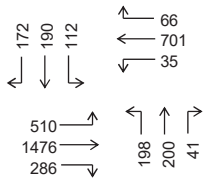
Intx 1: Normandy Blvd & Saxon Blvd
PM Peak Hour





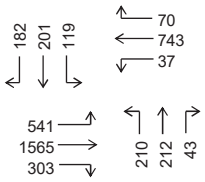
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



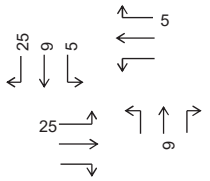
*SF applied = 1.02

2026 VOLUMES

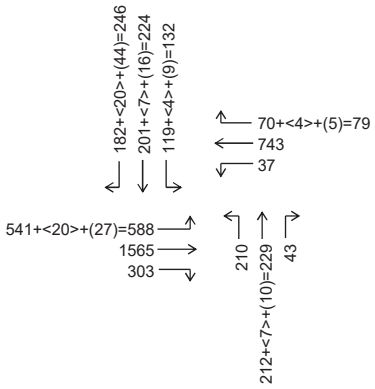


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



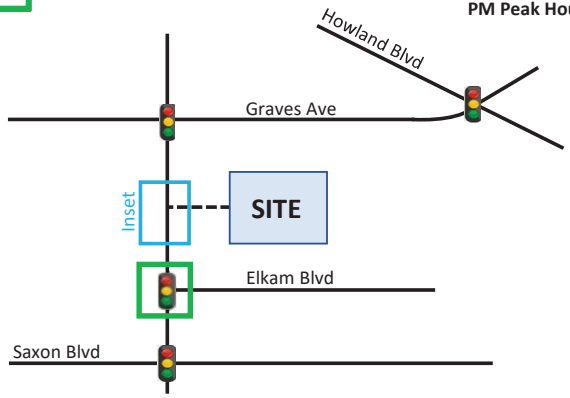
Note: +/- errors due to rounding

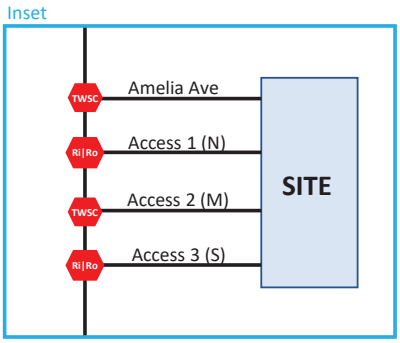
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

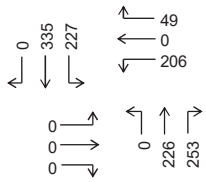
Intx 2: Normandy Blvd & Elkcam Blvd
PM Peak Hour





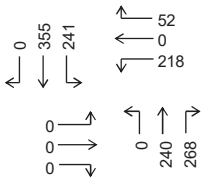
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



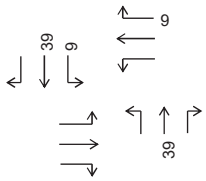
*SF applied = 1.02

2026 VOLUMES

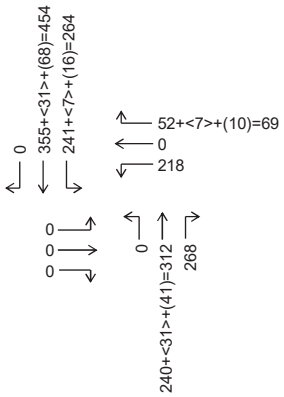


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



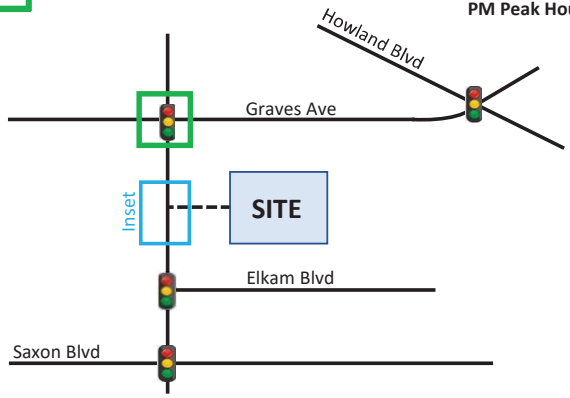
Note: +/- errors due to rounding

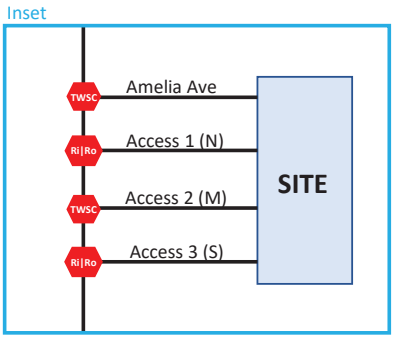
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

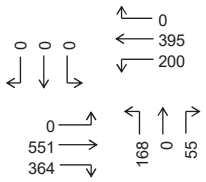
Intx 3: Normandy Blvd & Graves Ave
PM Peak Hour





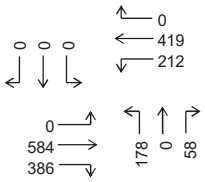
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



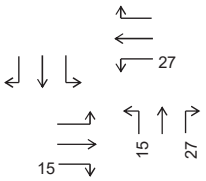
*SF applied = 1.02

2026 VOLUMES

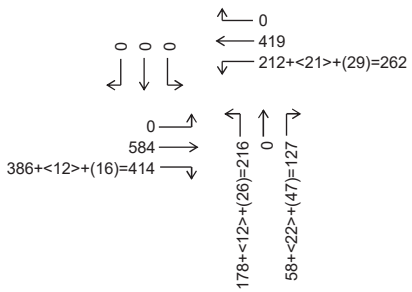


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



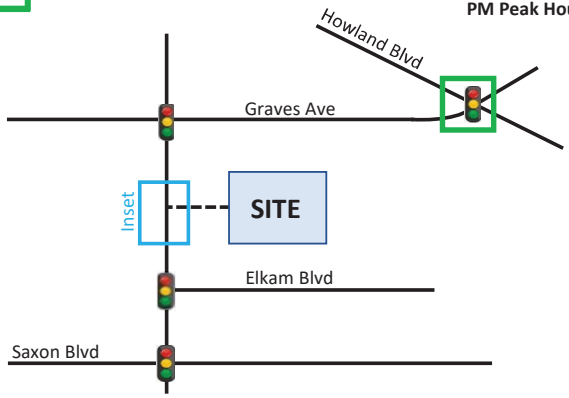
Note: +/- errors due to rounding

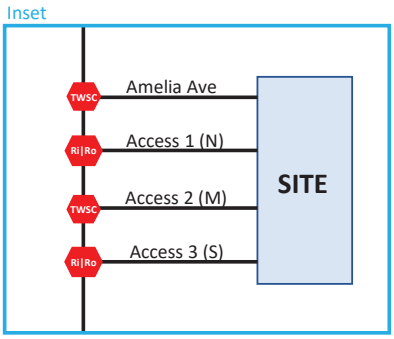
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

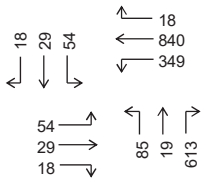
Intx 4: Graves Ave & Howland Blvd
PM Peak Hour





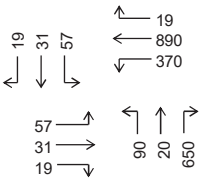
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



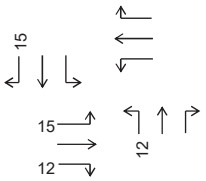
*SF applied = 1.02

2026 VOLUMES

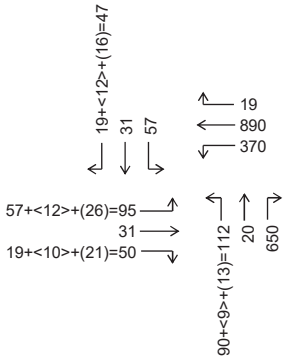


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



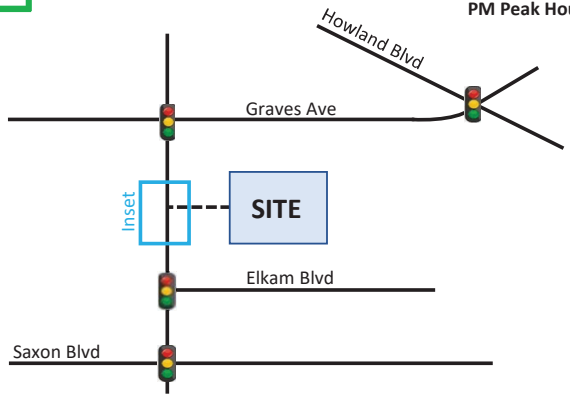
Note: +/- errors due to rounding

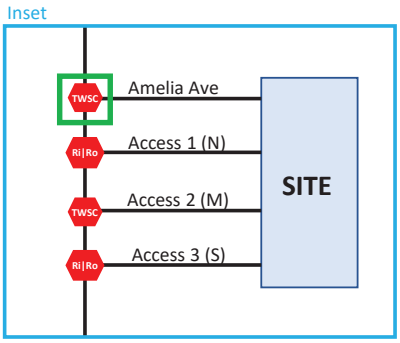
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

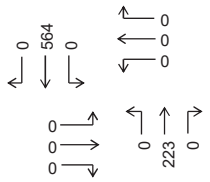
Intx 5: Normandy Blvd & Amelia Ave
PM Peak Hour





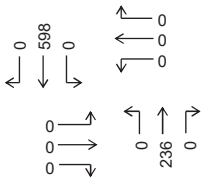
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



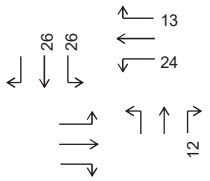
*SF applied = 1.02

2026 VOLUMES

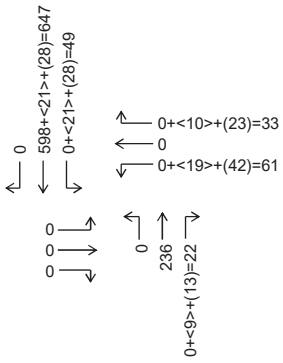


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



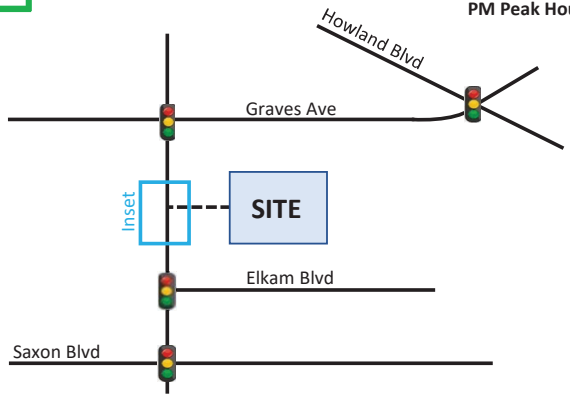
Note: +/- errors due to rounding

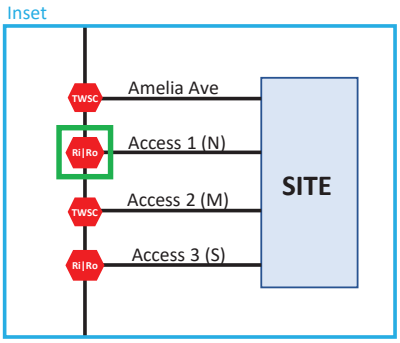
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

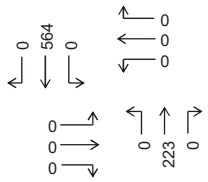
Intx 6: Normandy Blvd & Access 1 (N)
PM Peak Hour





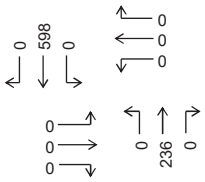
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



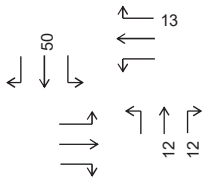
*SF applied = 1.02

2026 VOLUMES

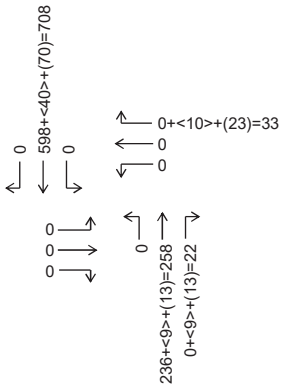


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



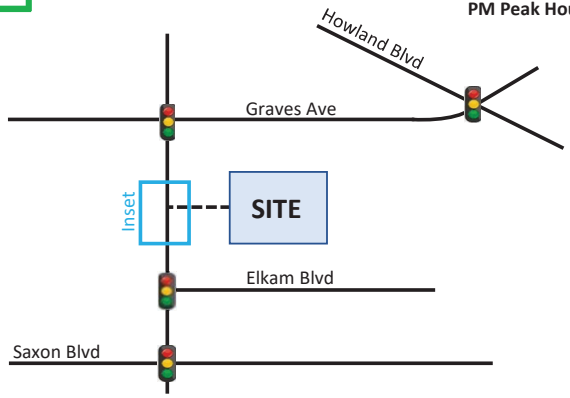
Note: +/- errors due to rounding

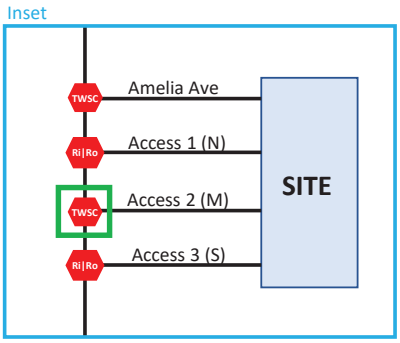
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

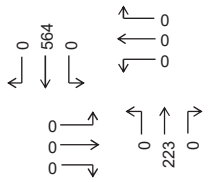
Intx 7: Normandy Blvd & Access 2 (M)
PM Peak Hour





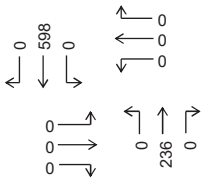
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



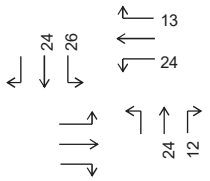
*SF applied = 1.02

2026 VOLUMES

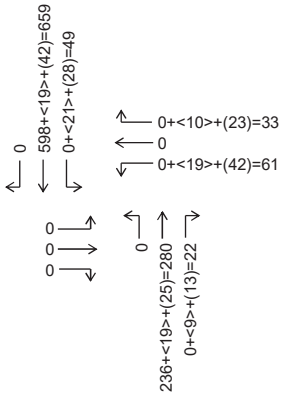


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



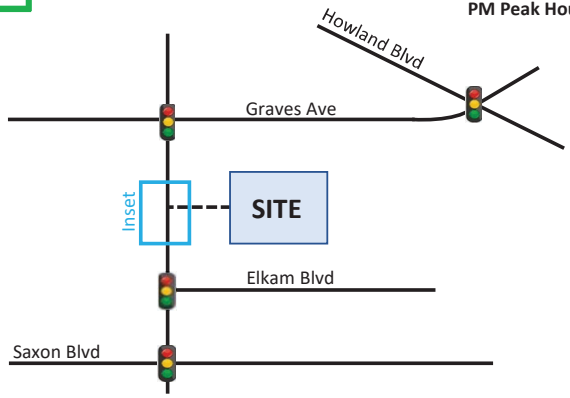
Note: +/- errors due to rounding

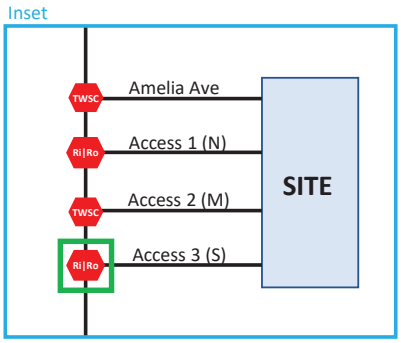
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

- Subject Intersection

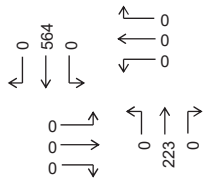
Intx 7: Normandy Blvd & Access 3 (S)
PM Peak Hour





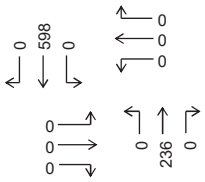
*Background + <Pass-By Vol> + (Project Vol) = Total Volume

2023 VOLUMES



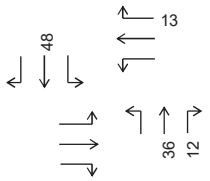
*SF applied = 1.02

2026 VOLUMES

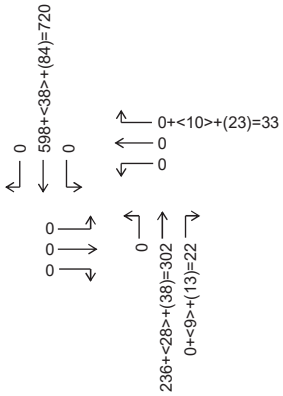


*Growth rate applied = 1.06

TRIP DISTRIBUTION %



PROJECTED VOLUMES



Note: +/- errors due to rounding

Source: Premier Traffic Group

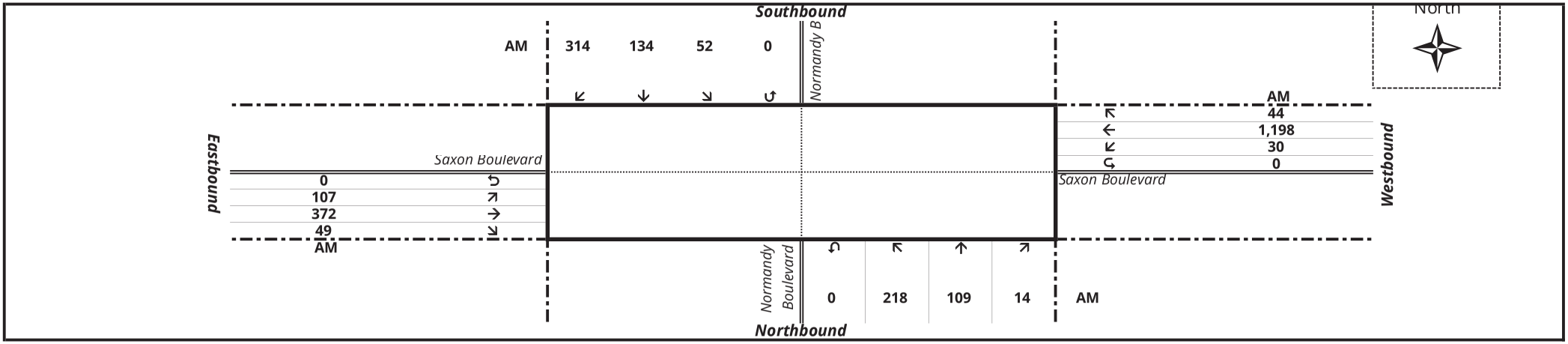
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: June 1, 2023 (Thursday) **CITY:** Deltona **LATITUDE:** 0

LOCATION: Normandy Boulevard and Saxon Boulevard **COUNTY:** Volusia **LONGITUDE:** 0

	Normandy Boulevard					Normandy Boulevard						Saxon Boulevard					Saxon Boulevard						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	52	23	2	0	**77**	3	22	79	0	**104**	**181**	27	76	9	0	**112**	8	273	8	0	**289**	**401**	**582**
07:15 AM	70	27	4	0	**101**	11	36	90	0	**137**	**238**	33	69	10	0	**112**	6	278	2	0	**286**	**398**	**636**
07:30 AM	58	25	3	0	**86**	18	34	87	0	**139**	**225**	25	92	16	0	**133**	8	387	18	0	**413**	**546**	**771**
07:45 AM	45	31	5	0	**81**	11	34	74	0	**119**	**200**	19	108	11	0	**138**	11	267	10	0	**288**	**426**	**626**
TOTAL	225	106	14	0	**345**	43	126	330	0	**499**	**844**	104	345	46	0	**495**	33	1,205	38	0	**1,276**	**1,771**	**2,615**
08:00 AM	45	26	2	0	**73**	12	30	63	0	**105**	**178**	30	103	12	0	**145**	5	266	14	0	**285**	**430**	**608**
08:15 AM	49	27	3	0	**79**	9	28	67	0	**104**	**183**	39	84	22	0	**145**	11	269	4	0	**284**	**429**	**612**
08:30 AM	55	31	3	0	**89**	10	35	67	0	**112**	**201**	36	96	26	0	**158**	5	240	14	0	**259**	**417**	**618**
08:45 AM	43	27	6	0	**76**	9	35	45	0	**89**	**165**	33	112	19	0	**164**	9	243	14	0	**266**	**430**	**595**
TOTAL	192	111	14	0	**317**	40	128	242	0	**410**	**727**	138	395	79	0	**612**	30	1,018	46	0	**1,094**	**1,706**	**2,433**
AM Peak																					**Peak Hour Factor:**		**0.856**
07:15 AM to 08:15 AM	**218**	**109**	**14**	**0**	**341**	**52**	**134**	**314**	**0**	**500**	**841**	**107**	**372**	**49**	**0**	**528**	**30**	**1,198**	**44**	**0**	**1,272**	**1,800**	**2,641**



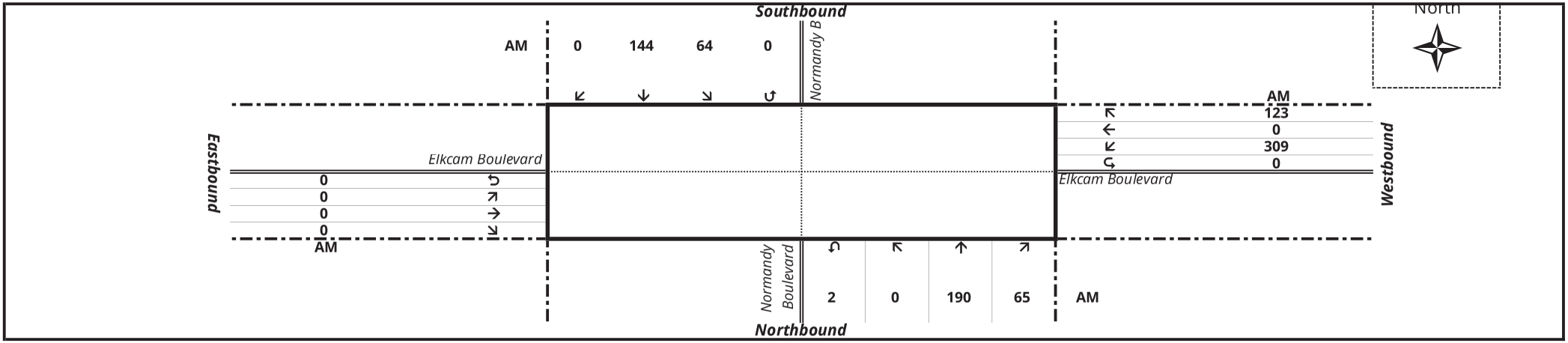
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: June 1, 2023 (Thursday) **CITY:** Deltona **LATITUDE:** 0

LOCATION: Normandy Boulevard and Elkcam Boulevard **COUNTY:** Volusia **LONGITUDE:** 0

	Normandy Boulevard					Normandy Boulevard						Elkcam Boulevard					Elkcam Boulevard						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	0	49	9	0	**58**	12	22	0	0	**34**	**92**	0	0	0	0	**0**	67	0	18	0	**85**	**85**	**177**
07:15 AM	0	44	16	0	**60**	18	41	0	0	**59**	**119**	0	0	0	0	**0**	74	0	37	0	**111**	**111**	**230**
07:30 AM	0	68	14	0	**82**	14	26	0	0	**40**	**122**	0	0	0	0	**0**	89	0	39	0	**128**	**128**	**250**
07:45 AM	0	44	17	1	**62**	19	51	0	0	**70**	**132**	0	0	0	0	**0**	74	0	23	0	**97**	**97**	**229**
TOTAL	0	205	56	1	**262**	63	140	0	0	**203**	**465**	0	0	0	0	**0**	304	0	117	0	**421**	**421**	**886**
08:00 AM	0	34	18	1	**53**	13	26	0	0	**39**	**92**	0	0	0	0	**0**	72	0	24	0	**96**	**96**	**188**
08:15 AM	0	39	12	0	**51**	10	35	0	0	**45**	**96**	0	0	0	0	**0**	78	0	18	0	**96**	**96**	**192**
08:30 AM	0	45	15	0	**60**	11	27	0	0	**38**	**98**	0	0	0	0	**0**	77	0	12	0	**89**	**89**	**187**
08:45 AM	0	50	24	0	**74**	12	47	0	0	**59**	**133**	0	0	0	0	**0**	76	0	11	0	**87**	**87**	**220**
TOTAL	0	168	69	1	**238**	46	135	0	0	**181**	**419**	0	0	0	0	**0**	303	0	65	0	**368**	**368**	**787**
AM Peak																						**Peak Hour Factor:**	**0.897**
07:15 AM to 08:15 AM	**0**	**190**	**65**	**2**	**257**	**64**	**144**	**0**	**0**	**208**	**465**	**0**	**0**	**0**	**0**	**0**	**309**	**0**	**123**	**0**	**432**	**432**	**897**



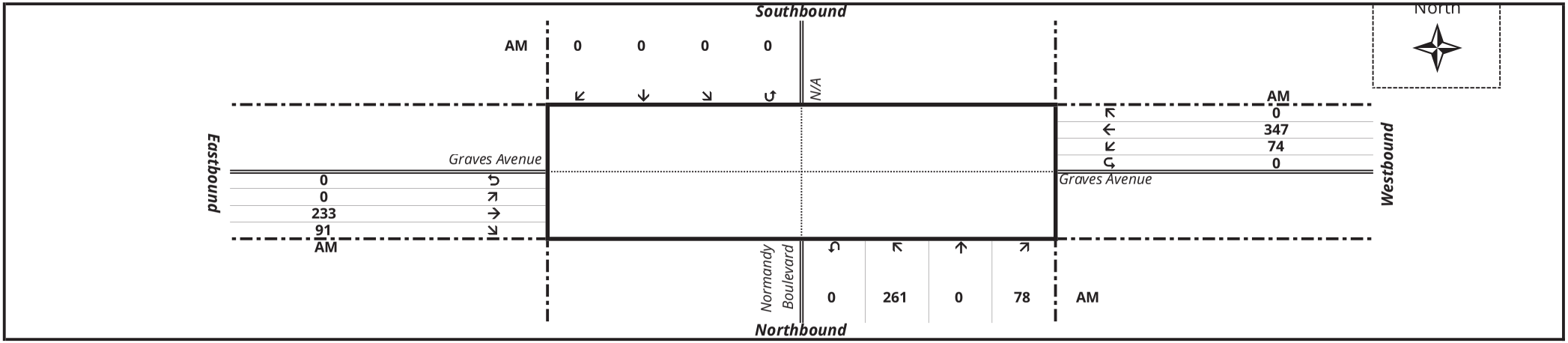
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: June 1, 2023 (Thursday) **CITY:** Deltona **LATITUDE:** 0

LOCATION: Normandy Boulevard and Graves Avenue **COUNTY:** Volusia **LONGITUDE:** 0

	Normandy Boulevard					N/A						Graves Avenue					Graves Avenue						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	58	0	18	0	**76**	0	0	0	0	**0**	**76**	0	56	13	0	**69**	11	68	0	0	**79**	**148**	**224**
07:15 AM	69	0	26	0	**95**	0	0	0	0	**0**	**95**	0	66	25	0	**91**	17	75	0	0	**92**	**183**	**278**
07:30 AM	71	0	30	0	**101**	0	0	0	0	**0**	**101**	0	55	14	0	**69**	15	92	0	0	**107**	**176**	**277**
07:45 AM	77	0	18	0	**95**	0	0	0	0	**0**	**95**	0	54	29	0	**83**	24	96	0	0	**120**	**203**	**298**
TOTAL	275	0	92	0	**367**	0	0	0	0	**0**	**367**	0	231	81	0	**312**	67	331	0	0	**398**	**710**	**1,077**
08:00 AM	44	0	4	0	**48**	0	0	0	0	**0**	**48**	0	58	23	0	**81**	18	84	0	0	**102**	**183**	**231**
08:15 AM	53	0	10	0	**63**	0	0	0	0	**0**	**63**	0	43	9	0	**52**	22	103	0	0	**125**	**177**	**240**
08:30 AM	54	0	11	0	**65**	0	0	0	0	**0**	**65**	0	72	25	0	**97**	19	77	0	0	**96**	**193**	**258**
08:45 AM	60	0	14	0	**74**	0	0	0	0	**0**	**74**	0	56	21	0	**77**	27	89	0	0	**116**	**193**	**267**
TOTAL	211	0	39	0	**250**	0	0	0	0	**0**	**250**	0	229	78	0	**307**	86	353	0	0	**439**	**746**	**996**
AM Peak																						**Peak Hour Factor:**	**0.909**
07:15 AM to 08:15 AM	**261**	**0**	**78**	**0**	**339**	**0**	**0**	**0**	**0**	**0**	**339**	**0**	**233**	**91**	**0**	**324**	**74**	**347**	**0**	**0**	**421**	**745**	**1,084**



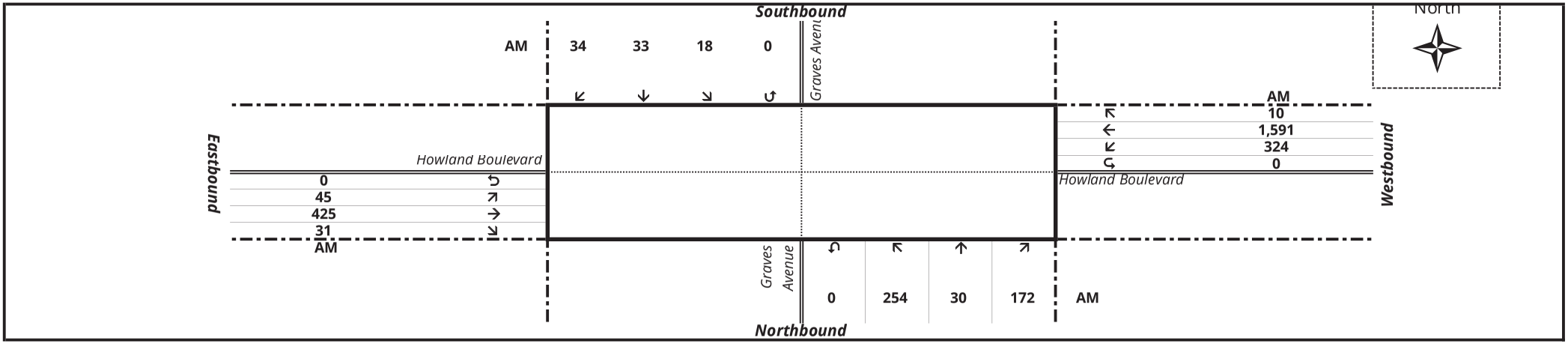
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: June 1, 2023 (Thursday) **CITY:** Deltona **LATITUDE:** 0

LOCATION: Graves Avenue and Howland Boulevard **COUNTY:** Volusia **LONGITUDE:** 0

	Graves Avenue					Graves Avenue						Howland Boulevard					Howland Boulevard						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
07:00 AM	57	9	31	0	**97**	4	8	11	0	**23**	**120**	14	96	4	0	**114**	67	359	2	0	**428**	**542**	**662**
07:15 AM	83	9	40	0	**132**	6	11	10	0	**27**	**159**	10	107	6	0	**123**	74	456	2	0	**532**	**655**	**814**
07:30 AM	64	9	46	0	**119**	6	10	8	0	**24**	**143**	12	106	6	0	**124**	90	424	2	0	**516**	**640**	**783**
07:45 AM	50	3	55	0	**108**	2	4	5	0	**11**	**119**	9	116	15	0	**140**	93	352	4	0	**449**	**589**	**708**
TOTAL	254	30	172	0	**456**	18	33	34	0	**85**	**541**	45	425	31	0	**501**	324	1,591	10	0	**1,925**	**2,426**	**2,967**
08:00 AM	37	11	42	0	**90**	6	9	4	0	**19**	**109**	11	129	9	0	**149**	78	313	3	0	**394**	**543**	**652**
08:15 AM	32	13	42	0	**87**	9	6	4	0	**19**	**106**	9	109	10	0	**128**	115	359	2	0	**476**	**604**	**710**
08:30 AM	41	5	59	0	**105**	6	8	10	0	**24**	**129**	13	112	12	0	**137**	67	319	4	0	**390**	**527**	**656**
08:45 AM	15	2	72	0	**89**	11	3	0	0	**14**	**103**	10	120	11	0	**141**	102	254	2	0	**358**	**499**	**602**
TOTAL	125	31	215	0	**371**	32	26	18	0	**76**	**447**	43	470	42	0	**555**	362	1,245	11	0	**1,618**	**2,173**	**2,620**
AM Peak																					**Peak Hour Factor:**		**0.911**
07:00 AM to 08:00 AM	**254**	**30**	**172**	**0**	**456**	**18**	**33**	**34**	**0**	**85**	**541**	**45**	**425**	**31**	**0**	**501**	**324**	**1,591**	**10**	**0**	**1,925**	**2,426**	**2,967**



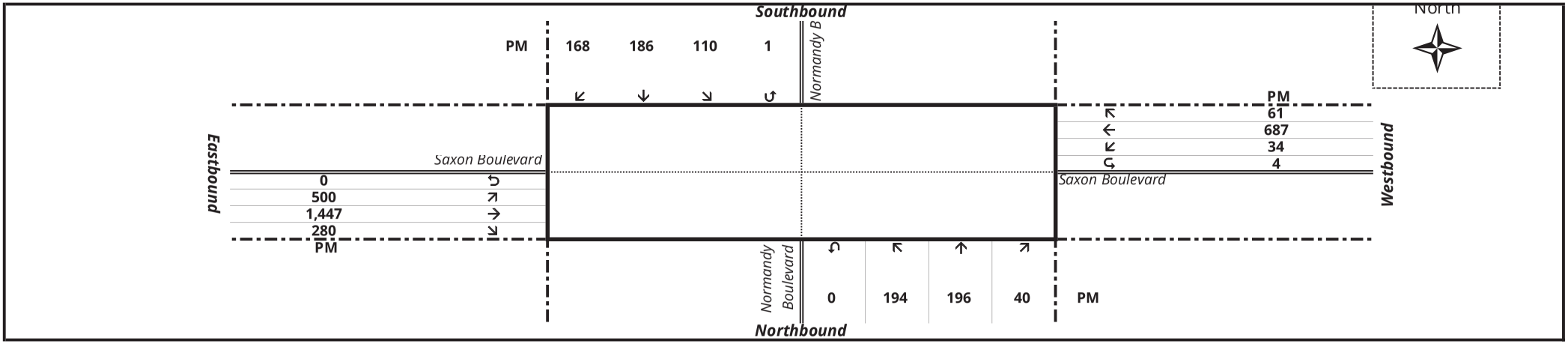
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: June 1, 2023 (Thursday) **CITY:** Deltona **LATITUDE:** 0

LOCATION: Normandy Boulevard and Saxon Boulevard **COUNTY:** Volusia **LONGITUDE:** 0

	Normandy Boulevard					Normandy Boulevard						Saxon Boulevard					Saxon Boulevard						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
04:00 PM	38	32	9	0	**79**	16	28	24	0	**68**	**147**	91	274	58	0	**423**	4	187	17	0	**208**	**631**	**778**
04:15 PM	49	42	6	0	**97**	18	37	36	0	**91**	**188**	111	300	57	0	**468**	9	192	9	0	**210**	**678**	**866**
04:30 PM	45	31	9	0	**85**	19	40	54	0	**113**	**198**	130	310	52	0	**492**	8	171	18	0	**197**	**689**	**887**
04:45 PM	59	34	9	0	**102**	23	50	25	0	**98**	**200**	102	345	62	0	**509**	5	184	13	0	**202**	**711**	**911**
TOTAL	191	139	33	0	**363**	76	155	139	0	**370**	**733**	434	1,229	229	0	**1,892**	26	734	57	0	**817**	**2,709**	**3,442**
05:00 PM	50	51	12	0	**113**	24	44	40	1	**109**	**222**	124	375	76	0	**575**	10	196	11	0	**217**	**792**	**1,014**
05:15 PM	45	54	9	0	**108**	25	53	57	0	**135**	**243**	122	355	76	0	**553**	9	185	11	0	**205**	**758**	**1,001**
05:30 PM	52	39	11	0	**102**	34	44	34	0	**112**	**214**	119	377	69	0	**565**	6	156	23	1	**186**	**751**	**965**
05:45 PM	47	52	8	0	**107**	27	45	37	0	**109**	**216**	135	340	59	0	**534**	9	150	16	3	**178**	**712**	**928**
TOTAL	194	196	40	0	**430**	110	186	168	1	**465**	**895**	500	1,447	280	0	**2,227**	34	687	61	4	**786**	**3,013**	**3,908**
PM Peak																						**Peak Hour Factor:**	**0.964**
05:00 PM to 06:00 PM	**194**	**196**	**40**	**0**	**430**	**110**	**186**	**168**	**1**	**465**	**895**	**500**	**1,447**	**280**	**0**	**2,227**	**34**	**687**	**61**	**4**	**786**	**3,013**	**3,908**



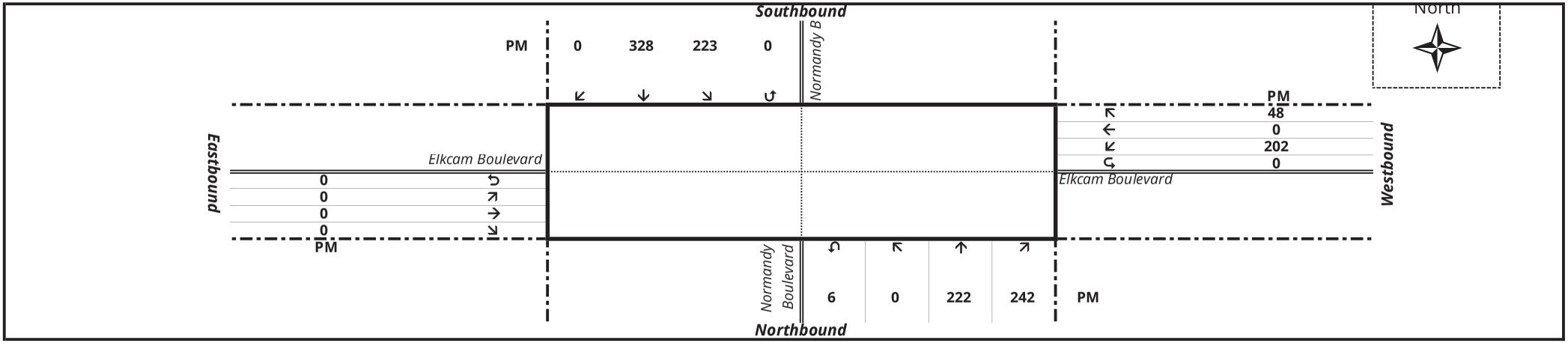
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: June 1, 2023 (Thursday) **CITY:** Deltona **LATITUDE:** 0

LOCATION: Normandy Boulevard and Elkcam Boulevard **COUNTY:** Volusia **LONGITUDE:** 0

	Normandy Boulevard					Normandy Boulevard						Elkcam Boulevard					Elkcam Boulevard						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
04:00 PM	0	56	57	0	**113**	34	67	0	1	**102**	**215**	0	0	0	0	**0**	28	0	10	0	**38**	**38**	**253**
04:15 PM	0	44	60	0	**104**	42	56	0	0	**98**	**202**	0	0	0	0	**0**	45	0	3	0	**48**	**48**	**250**
04:30 PM	0	50	50	0	**100**	43	67	0	0	**110**	**210**	0	0	0	0	**0**	48	0	6	0	**54**	**54**	**264**
04:45 PM	0	44	46	0	**90**	43	71	0	0	**114**	**204**	0	0	0	0	**0**	39	0	16	0	**55**	**55**	**259**
TOTAL	0	194	213	0	**407**	162	261	0	1	**424**	**831**	0	0	0	0	**0**	160	0	35	0	**195**	**195**	**1,026**
05:00 PM	0	51	57	0	**108**	50	44	0	0	**94**	**202**	0	0	0	0	**0**	54	0	17	0	**71**	**71**	**273**
05:15 PM	0	44	64	1	**109**	60	91	0	0	**151**	**260**	0	0	0	0	**0**	61	0	11	0	**72**	**72**	**332**
05:30 PM	0	66	66	3	**135**	65	98	0	0	**163**	**298**	0	0	0	0	**0**	38	0	6	0	**44**	**44**	**342**
05:45 PM	0	61	55	2	**118**	48	95	0	0	**143**	**261**	0	0	0	0	**0**	49	0	14	0	**63**	**63**	**324**
TOTAL	0	222	242	6	**470**	223	328	0	0	**551**	**1,021**	0	0	0	0	**0**	202	0	48	0	**250**	**250**	**1,271**
PM Peak																						**Peak Hour Factor:**	**0.929**
05:00 PM to 06:00 PM	**0**	**222**	**242**	**6**	**470**	**223**	**328**	**0**	**0**	**551**	**1,021**	**0**	**0**	**0**	**0**	**0**	**202**	**0**	**48**	**0**	**250**	**250**	**1,271**



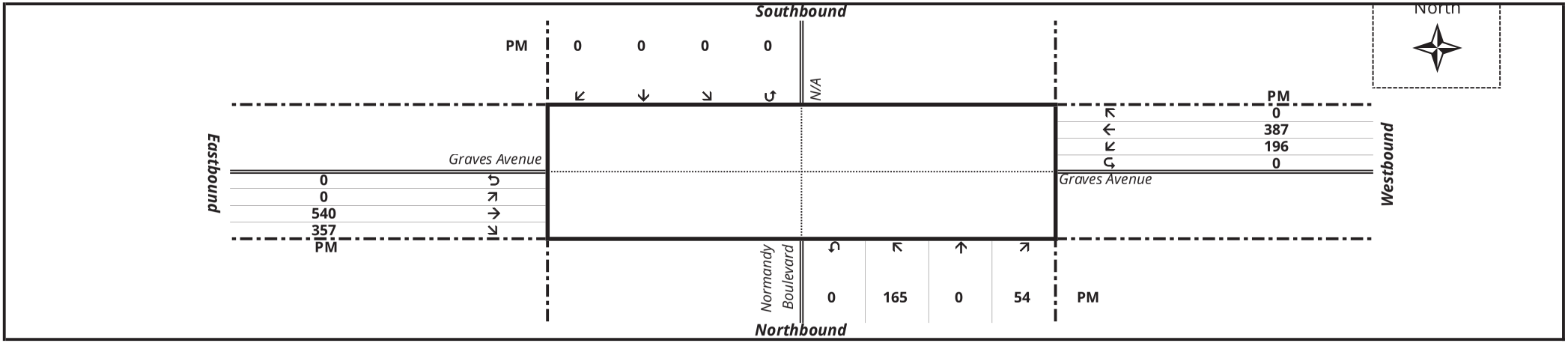
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: June 1, 2023 (Thursday) **CITY:** Deltona **LATITUDE:** 0

LOCATION: Normandy Boulevard and Graves Avenue **COUNTY:** Volusia **LONGITUDE:** 0

	Normandy Boulevard					N/A						Graves Avenue					Graves Avenue						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
04:00 PM	51	0	8	0	**59**	0	0	0	0	**0**	**59**	0	140	55	0	**195**	47	78	0	0	**125**	**320**	**379**
04:15 PM	36	0	8	0	**44**	0	0	0	0	**0**	**44**	0	137	60	0	**197**	42	111	0	0	**153**	**350**	**394**
04:30 PM	36	0	9	0	**45**	0	0	0	0	**0**	**45**	0	136	56	0	**192**	52	69	0	0	**121**	**313**	**358**
04:45 PM	42	0	5	0	**47**	0	0	0	0	**0**	**47**	0	120	67	0	**187**	49	87	0	0	**136**	**323**	**370**
TOTAL	165	0	30	0	**195**	0	0	0	0	**0**	**195**	0	533	238	0	**771**	190	345	0	0	**535**	**1,306**	**1,501**
05:00 PM	33	0	11	0	**44**	0	0	0	0	**0**	**44**	0	162	58	0	**220**	32	106	0	0	**138**	**358**	**402**
05:15 PM	40	0	14	0	**54**	0	0	0	0	**0**	**54**	0	130	110	0	**240**	62	96	0	0	**158**	**398**	**452**
05:30 PM	33	0	10	0	**43**	0	0	0	0	**0**	**43**	0	138	95	0	**233**	54	89	0	0	**143**	**376**	**419**
05:45 PM	59	0	19	0	**78**	0	0	0	0	**0**	**78**	0	110	94	0	**204**	48	96	0	0	**144**	**348**	**426**
TOTAL	165	0	54	0	**219**	0	0	0	0	**0**	**219**	0	540	357	0	**897**	196	387	0	0	**583**	**1,480**	**1,699**
PM Peak																						**Peak Hour Factor:**	**0.940**
05:00 PM to 06:00 PM	**165**	**0**	**54**	**0**	**219**	**0**	**0**	**0**	**0**	**0**	**219**	**0**	**540**	**357**	**0**	**897**	**196**	**387**	**0**	**0**	**583**	**1,480**	**1,699**



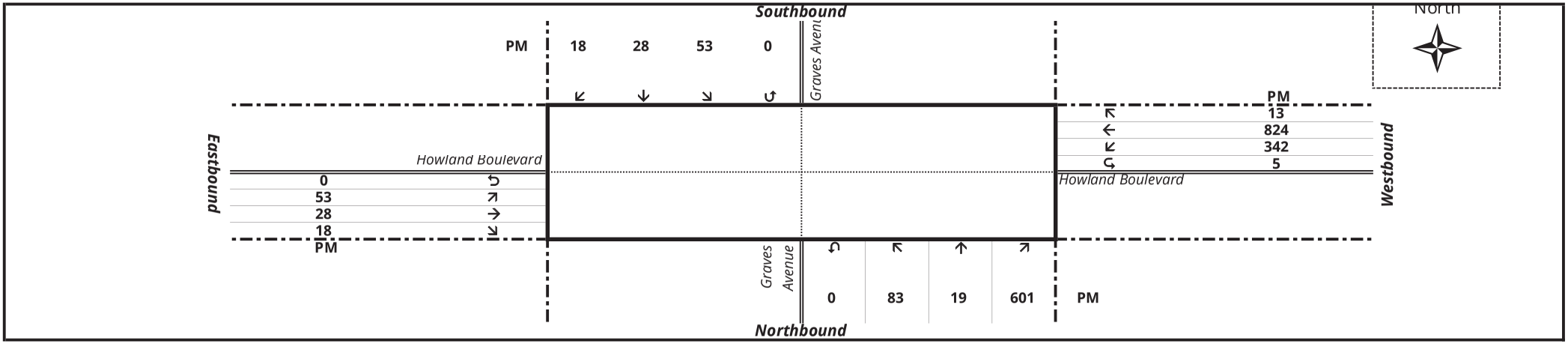
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: June 1, 2023 (Thursday) **CITY:** Deltona **LATITUDE:** 0

LOCATION: Graves Avenue and Howland Boulevard **COUNTY:** Volusia **LONGITUDE:** 0

	Graves Avenue					Graves Avenue						Howland Boulevard					Howland Boulevard						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
04:00 PM	31	6	139	0	**176**	4	3	1	0	**8**	**184**	4	3	1	0	**8**	98	182	5	0	**285**	**293**	**477**
04:15 PM	22	8	135	0	**165**	13	12	3	0	**28**	**193**	13	12	3	0	**28**	81	173	4	0	**258**	**286**	**479**
04:30 PM	28	4	129	0	**161**	10	4	5	0	**19**	**180**	10	4	5	0	**19**	75	176	1	2	**254**	**273**	**453**
04:45 PM	17	2	139	0	**158**	9	3	5	0	**17**	**175**	9	3	5	0	**17**	91	154	0	0	**245**	**262**	**437**
TOTAL	98	20	542	0	**660**	36	22	14	0	**72**	**732**	36	22	14	0	**72**	345	685	10	2	**1,042**	**1,114**	**1,846**
05:00 PM	19	8	166	0	**193**	17	4	2	0	**23**	**216**	17	4	2	0	**23**	85	198	4	0	**287**	**310**	**526**
05:15 PM	20	2	144	0	**166**	10	9	11	0	**30**	**196**	10	9	11	0	**30**	79	198	3	2	**282**	**312**	**508**
05:30 PM	19	4	153	0	**176**	12	5	4	0	**21**	**197**	12	5	4	0	**21**	88	232	3	3	**326**	**347**	**544**
05:45 PM	25	5	138	0	**168**	14	10	1	0	**25**	**193**	14	10	1	0	**25**	90	196	3	0	**289**	**314**	**507**
TOTAL	83	19	601	0	**703**	53	28	18	0	**99**	**802**	53	28	18	0	**99**	342	824	13	5	**1,184**	**1,283**	**2,085**
PM Peak																						**Peak Hour Factor:**	**0.958**
05:00 PM to 06:00 PM	**83**	**19**	**601**	**0**	**703**	**53**	**28**	**18**	**0**	**99**	**802**	**53**	**28**	**18**	**0**	**99**	**342**	**824**	**13**	**5**	**1,184**	**1,283**	**2,085**



2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7900 VOLUSIA COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.02	1.09
2	01/02/2022 - 01/08/2022	1.03	1.10
3	01/09/2022 - 01/15/2022	1.04	1.11
4	01/16/2022 - 01/22/2022	1.02	1.09
5	01/23/2022 - 01/29/2022	1.01	1.07
6	01/30/2022 - 02/05/2022	0.99	1.05
* 7	02/06/2022 - 02/12/2022	0.97	1.03
* 8	02/13/2022 - 02/19/2022	0.95	1.01
* 9	02/20/2022 - 02/26/2022	0.94	1.00
*10	02/27/2022 - 03/05/2022	0.93	0.99
*11	03/06/2022 - 03/12/2022	0.92	0.98
*12	03/13/2022 - 03/19/2022	0.91	0.97
*13	03/20/2022 - 03/26/2022	0.92	0.98
*14	03/27/2022 - 04/02/2022	0.93	0.99
*15	04/03/2022 - 04/09/2022	0.94	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.02
*17	04/17/2022 - 04/23/2022	0.96	1.02
*18	04/24/2022 - 04/30/2022	0.97	1.03
*19	05/01/2022 - 05/07/2022	0.98	1.04
20	05/08/2022 - 05/14/2022	0.98	1.04
21	05/15/2022 - 05/21/2022	0.99	1.05
22	05/22/2022 - 05/28/2022	1.00	1.06
23	05/29/2022 - 06/04/2022	1.02	1.09
24	06/05/2022 - 06/11/2022	1.03	1.10
25	06/12/2022 - 06/18/2022	1.04	1.11
26	06/19/2022 - 06/25/2022	1.05	1.12
27	06/26/2022 - 07/02/2022	1.06	1.13
28	07/03/2022 - 07/09/2022	1.06	1.13
29	07/10/2022 - 07/16/2022	1.07	1.14
30	07/17/2022 - 07/23/2022	1.06	1.13
31	07/24/2022 - 07/30/2022	1.05	1.12
32	07/31/2022 - 08/06/2022	1.04	1.11
33	08/07/2022 - 08/13/2022	1.03	1.10
34	08/14/2022 - 08/20/2022	1.02	1.09
35	08/21/2022 - 08/27/2022	1.04	1.11
36	08/28/2022 - 09/03/2022	1.05	1.12
37	09/04/2022 - 09/10/2022	1.06	1.13
38	09/11/2022 - 09/17/2022	1.07	1.14
39	09/18/2022 - 09/24/2022	1.05	1.12
40	09/25/2022 - 10/01/2022	1.02	1.09
41	10/02/2022 - 10/08/2022	0.99	1.05
42	10/09/2022 - 10/15/2022	0.97	1.03
43	10/16/2022 - 10/22/2022	0.98	1.04
44	10/23/2022 - 10/29/2022	0.99	1.05
45	10/30/2022 - 11/05/2022	1.01	1.07
46	11/06/2022 - 11/12/2022	1.02	1.09
47	11/13/2022 - 11/19/2022	1.04	1.11
48	11/20/2022 - 11/26/2022	1.03	1.10
49	11/27/2022 - 12/03/2022	1.03	1.10
50	12/04/2022 - 12/10/2022	1.02	1.09
51	12/11/2022 - 12/17/2022	1.02	1.09
52	12/18/2022 - 12/24/2022	1.03	1.10
53	12/25/2022 - 12/31/2022	1.04	1.11

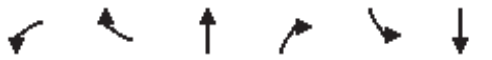
* PEAK SEASON

Appendix E: Existing Intersection Analysis Output

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	379	50	31	1222	45	222	111	14	53	137	320
Future Volume (veh/h)	183	379	50	31	1222	45	222	111	14	53	137	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	412	54	34	1328	49	241	121	15	58	149	348
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1709	962	510	1540	57	362	389	48	347	301	381
Arrive On Green	0.08	0.48	0.48	0.04	0.44	0.44	0.13	0.24	0.24	0.05	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3495	129	1781	1632	202	1781	1870	1585
Grp Volume(v), veh/h	199	412	54	34	674	703	241	0	136	58	149	348
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1847	1781	0	1834	1781	1870	1585
Q Serve(g_s), s	7.4	8.5	1.7	1.3	42.5	42.6	13.5	0.0	7.6	3.3	9.0	20.0
Cycle Q Clear(g_c), s	7.4	8.5	1.7	1.3	42.5	42.6	13.5	0.0	7.6	3.3	9.0	20.0
Prop In Lane	1.00		1.00	1.00		0.07	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	237	1709	962	510	783	814	362	0	437	347	301	381
V/C Ratio(X)	0.84	0.24	0.06	0.07	0.86	0.86	0.67	0.00	0.31	0.17	0.49	0.91
Avail Cap(c_a), veh/h	441	2347	1246	541	930	967	381	0	443	360	301	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	18.9	9.9	17.2	31.3	31.4	35.5	0.0	38.9	40.1	47.5	45.9
Incr Delay (d2), s/veh	7.7	0.1	0.0	0.1	7.3	7.2	4.1	0.0	0.4	0.2	1.3	26.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.5	0.6	0.5	19.4	20.2	6.3	0.0	3.5	1.5	4.3	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	19.0	10.0	17.3	38.6	38.5	39.6	0.0	39.3	40.3	48.7	71.9
LnGrp LOS	C	B	A	B	D	D	D	A	D	D	D	E
Approach Vol, veh/h		665			1411			377			555	
Approach Delay, s/veh		23.0			38.0			39.5			62.4	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	35.6	10.8	65.7	21.6	26.0	15.8	60.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	30.0	7.0	82.0	17.0	20.0	24.0	65.0
Max Q Clear Time (g_c+I1), s	5.3	9.6	3.3	10.5	15.5	22.0	9.4	44.6
Green Ext Time (p_c), s	0.0	0.6	0.0	3.3	0.1	0.0	0.5	10.1

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	315	125	194	68	65	147
Future Volume (veh/h)	315	125	194	68	65	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	342	136	211	74	71	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	518	461	551	188	524	1487
Arrive On Green	0.29	0.29	0.21	0.21	0.06	0.42
Sat Flow, veh/h	1781	1585	2695	886	1781	3647
Grp Volume(v), veh/h	342	136	142	143	71	160
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1711	1781	1777
Q Serve(g_s), s	4.6	1.8	1.9	2.0	0.7	0.8
Cycle Q Clear(g_c), s	4.6	1.8	1.9	2.0	0.7	0.8
Prop In Lane	1.00	1.00		0.52	1.00	
Lane Grp Cap(c), veh/h	518	461	376	362	524	1487
V/C Ratio(X)	0.66	0.30	0.38	0.39	0.14	0.11
Avail Cap(c_a), veh/h	2917	2596	3427	3300	3008	12546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.6	7.6	9.3	9.3	6.4	4.9
Incr Delay (d2), s/veh	1.5	0.4	0.6	0.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.4	0.5	0.6	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	7.9	9.9	10.0	6.6	4.9
LnGrp LOS	B	A	A	B	A	A
Approach Vol, veh/h	478		285			231
Approach Delay, s/veh	9.4		10.0			5.4
Approach LOS	A		A			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	5.7	9.8			15.5	12.0
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	40.0	53.0			97.0	45.0
Max Q Clear Time (g_c+I1), s	2.7	4.0			2.8	6.6
Green Ext Time (p_c), s	0.2	1.8			1.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	238	93	75	354	266	80
Future Volume (veh/h)	238	93	75	354	266	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	259	101	82	385	289	87
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	535	1026	340	1147	884	1614
Arrive On Green	0.15	0.15	0.08	0.32	0.50	0.50
Sat Flow, veh/h	3647	1585	1781	3647	1781	2790
Grp Volume(v), veh/h	259	101	82	385	289	87
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1395
Q Serve(g_s), s	4.4	1.6	2.4	5.5	6.5	0.9
Cycle Q Clear(g_c), s	4.4	1.6	2.4	5.5	6.5	0.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	535	1026	340	1147	884	1614
V/C Ratio(X)	0.48	0.10	0.24	0.34	0.33	0.05
Avail Cap(c_a), veh/h	2192	1765	944	4010	884	1614
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	4.4	19.3	17.1	10.1	6.1
Incr Delay (d2), s/veh	0.7	0.0	0.4	0.2	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.4	1.0	2.1	2.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.5	4.5	19.6	17.3	11.0	6.2
LnGrp LOS	C	A	B	B	B	A
Approach Vol, veh/h	360			467	376	
Approach Delay, s/veh	20.4			17.7	9.9	
Approach LOS	C			B	A	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	11.5	16.0				27.5	39.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	28.0	41.0				75.0	33.0
Max Q Clear Time (g_c+I1), s	4.4	6.4				7.5	8.5
Green Ext Time (p_c), s	0.2	2.1				2.9	1.2

Intersection Summary							
HCM 6th Ctrl Delay			16.0				
HCM 6th LOS			B				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	434	32	330	1623	10	259	31	175	18	34	35
Future Volume (vph)	46	434	32	330	1623	10	259	31	175	18	34	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1681	1703	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1681	1703	1583	1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	472	35	359	1764	11	282	34	190	20	37	38
RTOR Reduction (vph)	0	0	15	0	0	4	0	0	137	0	0	33
Lane Group Flow (vph)	50	472	20	359	1764	7	158	158	53	20	37	5
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	1	4	4	5
Permitted Phases			2			6			8			4
Actuated Green, G (s)	5.9	59.5	75.8	19.9	73.5	83.9	16.3	16.3	36.2	10.4	10.4	16.3
Effective Green, g (s)	5.9	59.5	75.8	19.9	73.5	83.9	16.3	16.3	36.2	10.4	10.4	16.3
Actuated g/C Ratio	0.05	0.46	0.58	0.15	0.56	0.64	0.13	0.13	0.28	0.08	0.08	0.13
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	155	1618	922	525	1999	1093	210	213	513	141	148	198
v/s Ratio Prot	0.01	0.13	0.00	c0.10	c0.50	0.00	c0.09	0.09	0.02	0.01	c0.02	0.00
v/s Ratio Perm			0.01			0.00			0.02			0.00
v/c Ratio	0.32	0.29	0.02	0.68	0.88	0.01	0.75	0.74	0.10	0.14	0.25	0.02
Uniform Delay, d1	60.2	22.1	11.5	52.1	24.6	8.2	55.0	54.9	34.9	55.7	56.2	49.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.1	0.0	3.7	5.0	0.0	14.1	13.0	0.1	0.5	0.9	0.0
Delay (s)	61.4	22.2	11.5	55.8	29.5	8.2	69.1	67.9	35.0	56.2	57.1	50.0
Level of Service	E	C	B	E	C	A	E	E	C	E	E	D
Approach Delay (s)		25.0			33.8			55.9			54.0	
Approach LOS		C			C			E			D	

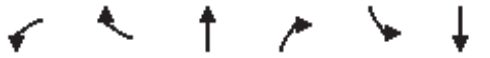
Intersection Summary			
HCM 2000 Control Delay	36.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.1	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	510	1476	286	35	701	66	198	200	41	112	190	172
Future Volume (veh/h)	510	1476	286	35	701	66	198	200	41	112	190	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	554	1604	311	38	762	72	215	217	45	122	207	187
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	1892	1030	160	1281	121	283	290	60	212	240	492
Arrive On Green	0.18	0.53	0.53	0.04	0.39	0.39	0.12	0.19	0.19	0.05	0.13	0.13
Sat Flow, veh/h	1781	3554	1585	1781	3281	310	1781	1503	312	1781	1870	1585
Grp Volume(v), veh/h	554	1604	311	38	412	422	215	0	262	122	207	187
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1815	1781	0	1814	1781	1870	1585
Q Serve(g_s), s	24.0	50.8	11.3	1.6	24.3	24.3	13.4	0.0	18.0	7.0	14.3	12.2
Cycle Q Clear(g_c), s	24.0	50.8	11.3	1.6	24.3	24.3	13.4	0.0	18.0	7.0	14.3	12.2
Prop In Lane	1.00		1.00	1.00		0.17	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	514	1892	1030	160	693	708	283	0	350	212	240	492
V/C Ratio(X)	1.08	0.85	0.30	0.24	0.59	0.60	0.76	0.00	0.75	0.57	0.86	0.38
Avail Cap(c_a), veh/h	514	2209	1171	184	875	894	304	0	413	212	284	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	26.3	10.1	26.5	31.9	31.9	42.2	0.0	50.2	48.9	56.3	35.6
Incr Delay (d2), s/veh	62.2	2.9	0.2	0.8	0.8	0.8	9.9	0.0	6.2	3.7	20.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	21.6	3.9	0.7	10.6	10.8	6.7	0.0	8.8	0.7	8.1	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.0	29.2	10.2	27.3	32.8	32.7	52.1	0.0	56.5	52.6	76.5	36.0
LnGrp LOS	F	C	B	C	C	C	D	A	E	D	E	D
Approach Vol, veh/h		2469			872			477			516	
Approach Delay, s/veh		40.0			32.5			54.5			56.2	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	31.4	11.3	76.2	21.5	23.0	30.0	57.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	30.0	7.0	82.0	17.0	20.0	24.0	65.0
Max Q Clear Time (g_c+I1), s	9.0	20.0	3.6	52.8	15.4	16.3	26.0	26.3
Green Ext Time (p_c), s	0.0	1.0	0.0	17.5	0.1	0.7	0.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	206	49	226	253	227	335
Future Volume (veh/h)	206	49	226	253	227	335
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	53	246	275	247	364
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	332	296	559	499	619	2049
Arrive On Green	0.19	0.19	0.31	0.31	0.14	0.58
Sat Flow, veh/h	1781	1585	1870	1585	1781	3647
Grp Volume(v), veh/h	224	53	246	275	247	364
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1585	1781	1777
Q Serve(g_s), s	3.9	0.9	3.7	4.9	2.6	1.6
Cycle Q Clear(g_c), s	3.9	0.9	3.7	4.9	2.6	1.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	332	296	559	499	619	2049
V/C Ratio(X)	0.67	0.18	0.44	0.55	0.40	0.18
Avail Cap(c_a), veh/h	2375	2113	2790	2489	2475	10212
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	11.6	9.2	9.6	5.5	3.4
Incr Delay (d2), s/veh	2.4	0.3	0.5	1.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	1.1	1.3	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.2	11.8	9.7	10.5	6.0	3.4
LnGrp LOS	B	B	A	B	A	A
Approach Vol, veh/h	277		521			611
Approach Delay, s/veh	14.5		10.2			4.4
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	8.8	14.6			23.5	10.3
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	40.0	53.0			97.0	45.0
Max Q Clear Time (g_c+I1), s	4.6	6.9			3.6	5.9
Green Ext Time (p_c), s	0.7	3.8			2.7	0.9

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	551	364	200	395	168	55
Future Volume (veh/h)	551	364	200	395	168	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	599	396	217	429	183	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	895	1048	352	1570	729	1464
Arrive On Green	0.25	0.25	0.12	0.44	0.41	0.41
Sat Flow, veh/h	3647	1585	1781	3647	1781	2790
Grp Volume(v), veh/h	599	396	217	429	183	60
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1395
Q Serve(g_s), s	12.2	9.1	6.8	6.2	5.5	0.8
Cycle Q Clear(g_c), s	12.2	9.1	6.8	6.2	5.5	0.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	895	1048	352	1570	729	1464
V/C Ratio(X)	0.67	0.38	0.62	0.27	0.25	0.04
Avail Cap(c_a), veh/h	1808	1455	765	3307	729	1464
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	6.2	19.0	14.3	15.7	9.3
Incr Delay (d2), s/veh	0.9	0.2	1.8	0.1	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	7.4	2.8	2.4	2.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.0	6.4	20.8	14.4	16.5	9.4
LnGrp LOS	C	A	C	B	B	A
Approach Vol, veh/h	995			646	243	
Approach Delay, s/veh	19.4			16.5	14.7	
Approach LOS	B			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.3	26.3				41.6	39.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	28.0	41.0				75.0	33.0
Max Q Clear Time (g_c+I1), s	8.8	14.2				8.2	7.5
Green Ext Time (p_c), s	0.6	6.1				3.2	0.7

Intersection Summary			
HCM 6th Ctrl Delay		17.8	
HCM 6th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	29	18	349	840	18	85	19	613	54	29	18
Future Volume (vph)	54	29	18	349	840	18	85	19	613	54	29	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1681	1715	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1681	1715	1583	1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	32	20	379	913	20	92	21	666	59	32	20
RTOR Reduction (vph)	0	0	15	0	0	10	0	0	349	0	0	16
Lane Group Flow (vph)	59	32	5	379	913	10	56	57	317	59	32	4
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	1	4	4	5
Permitted Phases			2			6			8			4
Actuated Green, G (s)	5.6	8.2	18.8	28.3	30.9	41.5	10.6	10.6	38.9	10.6	10.6	16.2
Effective Green, g (s)	5.6	8.2	18.8	28.3	30.9	41.5	10.6	10.6	38.9	10.6	10.6	16.2
Actuated g/C Ratio	0.07	0.10	0.23	0.35	0.38	0.51	0.13	0.13	0.48	0.13	0.13	0.20
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	235	355	364	1189	1338	920	218	222	869	229	241	313
v/s Ratio Prot	0.02	0.01	0.00	0.11	c0.26	0.00	0.03	0.03	c0.13	c0.03	0.02	0.00
v/s Ratio Perm			0.00			0.00			0.07			0.00
v/c Ratio	0.25	0.09	0.01	0.32	0.68	0.01	0.26	0.26	0.36	0.26	0.13	0.01
Uniform Delay, d1	36.1	33.4	24.3	19.6	21.3	9.9	32.0	32.0	13.6	32.0	31.5	26.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.1	0.0	0.2	1.5	0.0	0.6	0.6	0.3	0.6	0.3	0.0
Delay (s)	36.6	33.5	24.3	19.8	22.7	10.0	32.6	32.6	13.8	32.6	31.7	26.3
Level of Service	D	C	C	B	C	A	C	C	B	C	C	C
Approach Delay (s)		33.5			21.7			16.6			31.2	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	24.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

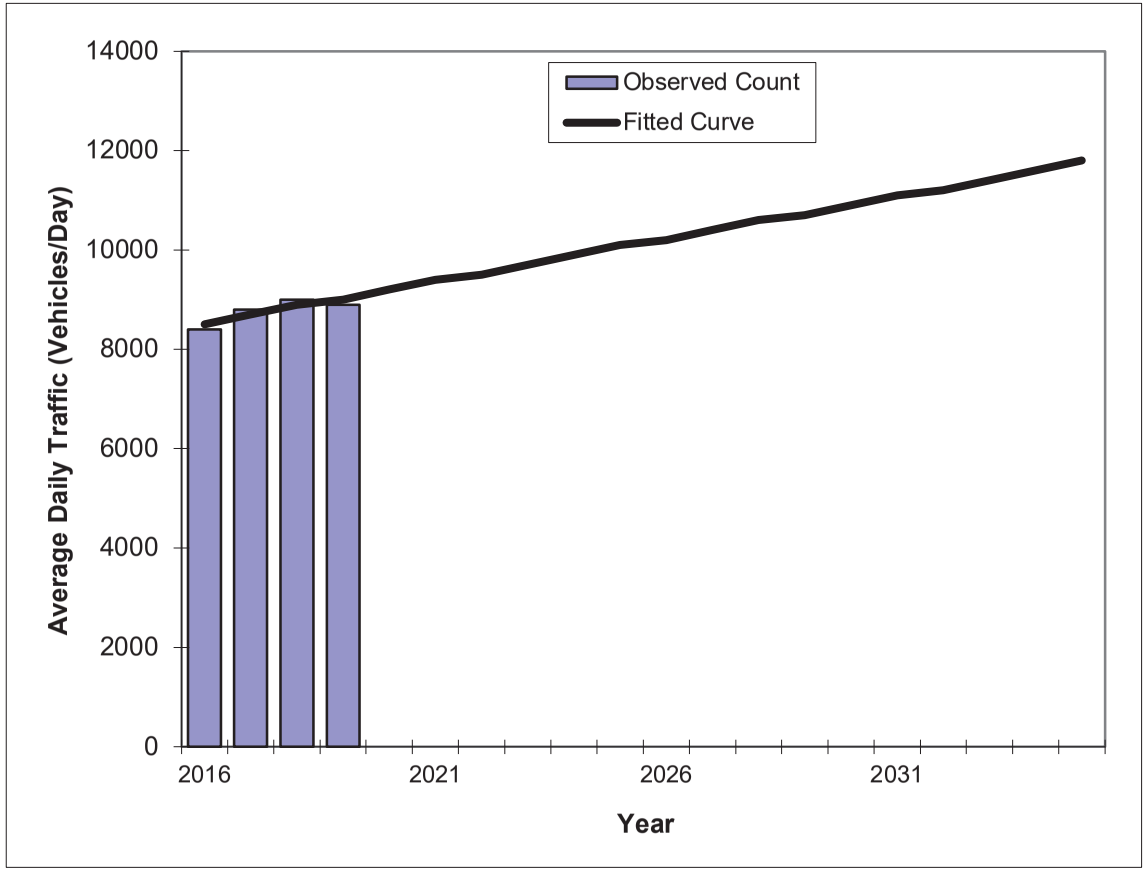
Appendix F: Historical Trends Analysis

Traffic Trends - V3.0

NORMANDY BLVD -- N OF ELKCAM BLVD

FIN#	0
Location	1

County:	Orange (75)
Station #:	750592
Highway:	NORMANDY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2016	8400	8500
2017	8800	8700
2018	9000	8900
2019	8900	9000
2023 Opening Year Trend		
2023	N/A	9700
2024 Mid-Year Trend		
2024	N/A	9900
2026 Design Year Trend		
2026	N/A	10200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	170
Trend R-squared:	69.64%
Trend Annual Historic Growth Rate:	1.96%
Trend Growth Rate (2019 to Design Year):	1.90%
Printed:	04-Apr-23

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 79 - VOLUSIA

SITE: 7060 - NORMANDY BLVD, 0.3 MI N OF ELKCAM BLVD, (HPMS)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	8700 S	N	4400	S	4300	9.00	58.20	1.70
2020	8700 F	N	4400	S	4300	9.00	58.70	1.70
2019	8900 C	N	4500	S	4400	9.00	59.00	1.70
2018	9000 S	N	4500	S	4500	9.00	60.00	1.80
2017	8800 F	N	4400	S	4400	9.00	60.90	1.80
2016	8400 C	N	4200	S	4200	9.00	61.40	1.80
2015	5750 E					9.00	60.20	3.60
2014	5700 S	N	2800	S	2900	9.00	59.20	3.00
2013	5700 F	N	2800	S	2900	9.00	61.00	3.00
2012	5700 C	N	2800	S	2900	9.00	61.90	3.00
2010	6800 C	N	2900	S	3900	10.39	62.46	3.10
2009	5400 C	N	2600	S	2800	10.54	62.19	3.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix G: Projected Intersection Analysis Output

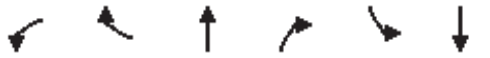
HCM 6th Signalized Intersection Summary
1: Normandy Blvd & Saxon Blvd

07/09/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	402	53	33	1295	61	235	143	15	66	164	393
Future Volume (veh/h)	263	402	53	33	1295	61	235	143	15	66	164	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	437	58	36	1408	66	255	155	16	72	178	427
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	311	1909	1039	512	1515	71	301	354	37	292	261	437
Arrive On Green	0.14	0.54	0.54	0.04	0.44	0.44	0.12	0.21	0.21	0.05	0.14	0.14
Sat Flow, veh/h	1781	3554	1585	1781	3456	162	1781	1667	172	1781	1870	1585
Grp Volume(v), veh/h	286	437	58	36	722	752	255	0	171	72	178	427
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1841	1781	0	1839	1781	1870	1585
Q Serve(g_s), s	17.1	9.3	1.9	1.6	55.1	55.5	17.0	0.0	11.6	4.9	13.0	20.0
Cycle Q Clear(g_c), s	17.1	9.3	1.9	1.6	55.1	55.5	17.0	0.0	11.6	4.9	13.0	20.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	311	1909	1039	512	779	807	301	0	390	292	261	437
V/C Ratio(X)	0.92	0.23	0.06	0.07	0.93	0.93	0.85	0.00	0.44	0.25	0.68	0.98
Avail Cap(c_a), veh/h	367	2033	1095	533	806	835	301	0	390	297	261	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	17.5	8.8	20.1	38.1	38.2	45.8	0.0	49.0	49.5	58.6	51.5
Incr Delay (d2), s/veh	25.5	0.1	0.0	0.1	16.5	16.6	19.4	0.0	0.8	0.4	7.1	37.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	3.9	0.7	0.7	27.3	28.5	9.4	0.0	5.5	2.2	6.7	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	17.6	8.8	20.2	54.6	54.8	65.2	0.0	49.8	50.0	65.7	88.5
LnGrp LOS	E	B	A	C	D	D	E	A	D	D	E	F
Approach Vol, veh/h		781			1510			426			677	
Approach Delay, s/veh		36.1			53.9			59.1			78.4	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.6	36.4	11.3	83.0	23.0	26.0	25.5	68.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	30.0	7.0	82.0	17.0	20.0	24.0	65.0
Max Q Clear Time (g_c+I1), s	6.9	13.6	3.6	11.3	19.0	22.0	19.1	57.5
Green Ext Time (p_c), s	0.0	0.8	0.0	3.5	0.0	0.0	0.4	5.3

Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	334	158	314	72	88	240
Future Volume (veh/h)	334	158	314	72	88	240
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	363	172	341	78	96	261
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	528	470	728	165	502	1603
Arrive On Green	0.30	0.30	0.25	0.25	0.07	0.45
Sat Flow, veh/h	1781	1585	2973	650	1781	3647
Grp Volume(v), veh/h	363	172	209	210	96	261
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1753	1781	1777
Q Serve(g_s), s	5.7	2.7	3.2	3.2	1.1	1.4
Cycle Q Clear(g_c), s	5.7	2.7	3.2	3.2	1.1	1.4
Prop In Lane	1.00	1.00		0.37	1.00	
Lane Grp Cap(c), veh/h	528	470	449	443	502	1603
V/C Ratio(X)	0.69	0.37	0.46	0.47	0.19	0.16
Avail Cap(c_a), veh/h	2529	2250	2971	2931	2621	10874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9	8.8	10.0	10.1	6.8	5.2
Incr Delay (d2), s/veh	1.6	0.5	0.7	0.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.7	1.0	1.0	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.5	9.3	10.8	10.8	6.9	5.2
LnGrp LOS	B	A	B	B	A	A
Approach Vol, veh/h	535		419			357
Approach Delay, s/veh	10.8		10.8			5.7
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	6.3	12.0			18.3	13.4
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	40.0	53.0			97.0	45.0
Max Q Clear Time (g_c+I1), s	3.1	5.2			3.4	7.7
Green Ext Time (p_c), s	0.3	2.8			1.9	1.8

Intersection Summary	
HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	252	140	155	375	314	144
Future Volume (veh/h)	252	140	155	375	314	144
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	152	168	408	341	157
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	521	999	366	1210	862	1645
Arrive On Green	0.15	0.15	0.11	0.34	0.48	0.48
Sat Flow, veh/h	3647	1585	1781	3647	1781	2790
Grp Volume(v), veh/h	274	152	168	408	341	157
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1395
Q Serve(g_s), s	4.9	2.7	5.1	5.8	8.3	1.7
Cycle Q Clear(g_c), s	4.9	2.7	5.1	5.8	8.3	1.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	521	999	366	1210	862	1645
V/C Ratio(X)	0.53	0.15	0.46	0.34	0.40	0.10
Avail Cap(c_a), veh/h	2136	1719	909	3907	862	1645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	5.2	19.8	16.8	11.2	6.1
Incr Delay (d2), s/veh	0.8	0.1	0.9	0.2	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.3	2.1	2.2	3.2	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.7	5.2	20.7	16.9	12.6	6.2
LnGrp LOS	C	A	C	B	B	A
Approach Vol, veh/h	426			576	498	
Approach Delay, s/veh	19.7			18.0	10.6	
Approach LOS	B			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.2	16.0				29.2	39.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	28.0	41.0				75.0	33.0
Max Q Clear Time (g_c+I1), s	7.1	6.9				7.8	10.3
Green Ext Time (p_c), s	0.4	2.4				3.1	1.7

Intersection Summary		
HCM 6th Ctrl Delay		16.0
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	460	60	350	1720	11	308	33	186	19	36	78
Future Volume (vph)	81	460	60	350	1720	11	308	33	186	19	36	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1681	1701	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1681	1701	1583	1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	88	500	65	380	1870	12	335	36	202	21	39	85
RTOR Reduction (vph)	0	0	26	0	0	4	0	0	145	0	0	73
Lane Group Flow (vph)	88	500	39	380	1870	8	184	187	57	21	39	12
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	1	4	4	5
Permitted Phases			2			6			8			4
Actuated Green, G (s)	9.0	65.7	83.4	21.3	78.0	88.3	17.7	17.7	39.0	10.3	10.3	19.3
Effective Green, g (s)	9.0	65.7	83.4	21.3	78.0	88.3	17.7	17.7	39.0	10.3	10.3	19.3
Actuated g/C Ratio	0.06	0.47	0.60	0.15	0.56	0.64	0.13	0.13	0.28	0.07	0.07	0.14
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	222	1672	949	526	1985	1073	214	216	512	131	138	219
v/s Ratio Prot	0.03	0.14	0.01	c0.11	c0.53	0.00	0.11	c0.11	0.02	0.01	c0.02	0.00
v/s Ratio Perm			0.02			0.00			0.02			0.00
v/c Ratio	0.40	0.30	0.04	0.72	0.94	0.01	0.86	0.87	0.11	0.16	0.28	0.05
Uniform Delay, d1	62.4	22.5	11.4	56.0	28.4	9.3	59.4	59.5	37.1	60.3	60.9	51.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.1	0.0	4.9	9.7	0.0	27.3	28.4	0.1	0.6	1.1	0.1
Delay (s)	63.6	22.6	11.4	60.9	38.1	9.3	86.8	87.9	37.2	60.9	62.0	52.0
Level of Service	E	C	B	E	D	A	F	F	D	E	E	D
Approach Delay (s)		27.0			41.8			69.7			56.0	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	139.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	28	367	33	72	250
Future Vol, veh/h	52	28	367	33	72	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	30	399	36	78	272

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	845	417	0	0	435	0
Stage 1	417	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	333	636	-	-	1125	-
Stage 1	665	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	636	-	-	1125	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	1.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	374	1125	-
HCM Lane V/C Ratio	-	-	0.233	0.07	-
HCM Control Delay (s)	-	-	17.5	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	400	33	0	302
Future Vol, veh/h	0	28	400	33	0	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	435	36	0	328

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	453	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	607	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	607	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	607	-
HCM Lane V/C Ratio	-	-	0.05	-
HCM Control Delay (s)	-	-	11.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	28	434	33	72	230
Future Vol, veh/h	52	28	434	33	72	230
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	30	472	36	78	250

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	896	490	0	0	508	0
Stage 1	490	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	311	578	-	-	1057	-
Stage 1	616	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	284	578	-	-	1057	-
Mov Cap-2 Maneuver	284	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	615	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	2.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	346	1057	-
HCM Lane V/C Ratio	-	-	0.251	0.074	-
HCM Control Delay (s)	-	-	18.9	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	28	467	33	0	282
Future Vol, veh/h	0	28	467	33	0	282
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	508	36	0	307

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	526	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	552	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	552	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	552	-
HCM Lane V/C Ratio	-	-	0.055	-
HCM Control Delay (s)	-	-	11.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

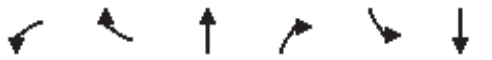
HCM 6th Signalized Intersection Summary
1: Normandy Blvd & Saxon Blvd

07/09/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	588	1565	303	37	743	79	210	229	43	132	224	246
Future Volume (veh/h)	588	1565	303	37	743	79	210	229	43	132	224	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	639	1701	329	40	808	86	228	249	47	143	243	267
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	652	1972	1022	149	847	90	231	293	55	174	281	765
Arrive On Green	0.33	0.56	0.56	0.04	0.26	0.26	0.09	0.19	0.19	0.05	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3240	345	1781	1530	289	1781	1870	1585
Grp Volume(v), veh/h	639	1701	329	40	443	451	228	0	296	143	243	267
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1808	1781	0	1818	1781	1870	1585
Q Serve(g_s), s	46.4	59.0	13.4	2.3	35.4	35.4	13.0	0.0	22.7	7.0	18.3	15.1
Cycle Q Clear(g_c), s	46.4	59.0	13.4	2.3	35.4	35.4	13.0	0.0	22.7	7.0	18.3	15.1
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	652	1972	1022	149	465	473	231	0	349	174	281	765
V/C Ratio(X)	0.98	0.86	0.32	0.27	0.95	0.95	0.99	0.00	0.85	0.82	0.87	0.35
Avail Cap(c_a), veh/h	652	1972	1022	179	467	476	231	0	415	174	350	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	27.4	11.5	37.4	52.5	52.5	50.9	0.0	56.4	56.4	60.0	23.3
Incr Delay (d2), s/veh	30.3	4.2	0.2	0.9	30.0	29.7	55.6	0.0	13.4	26.4	16.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.0	25.6	4.8	1.1	19.6	20.0	5.6	0.0	11.7	3.1	10.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	31.6	11.7	38.3	82.5	82.2	106.5	0.0	69.7	82.8	76.8	23.5
LnGrp LOS	E	C	B	D	F	F	F	A	E	F	E	C
Approach Vol, veh/h		2669			934			524			653	
Approach Delay, s/veh		38.5			80.5			85.7			56.3	
Approach LOS		D			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	33.7	11.6	86.2	19.0	27.7	54.0	43.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	33.0	8.0	78.0	13.0	27.0	48.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	24.7	4.3	61.0	15.0	20.3	48.4	37.4
Green Ext Time (p_c), s	0.0	1.1	0.0	12.6	0.0	1.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	218	69	312	268	264	454
Future Volume (veh/h)	218	69	312	268	264	454
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	75	339	291	287	493
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	347	308	607	512	609	2111
Arrive On Green	0.19	0.19	0.33	0.33	0.16	0.59
Sat Flow, veh/h	1781	1585	1922	1541	1781	3647
Grp Volume(v), veh/h	237	75	329	301	287	493
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1593	1781	1777
Q Serve(g_s), s	4.7	1.5	5.7	5.9	3.3	2.5
Cycle Q Clear(g_c), s	4.7	1.5	5.7	5.9	3.3	2.5
Prop In Lane	1.00	1.00		0.97	1.00	
Lane Grp Cap(c), veh/h	347	308	590	529	609	2111
V/C Ratio(X)	0.68	0.24	0.56	0.57	0.47	0.23
Avail Cap(c_a), veh/h	2119	1885	2489	2231	2214	9110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	12.9	10.4	10.4	6.0	3.6
Incr Delay (d2), s/veh	2.4	0.4	0.8	1.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.5	1.8	1.7	0.7	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	13.3	11.2	11.4	6.6	3.7
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h	312		630			780
Approach Delay, s/veh	15.8		11.3			4.8
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.9	16.6			26.5	11.4
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	40.0	53.0			97.0	45.0
Max Q Clear Time (g_c+I1), s	5.3	7.9			4.5	6.7
Green Ext Time (p_c), s	0.9	4.7			3.8	1.0

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	584	414	262	419	216	127
Future Volume (veh/h)	584	414	262	419	216	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	635	450	285	455	235	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	930	1027	389	1682	688	1472
Arrive On Green	0.26	0.26	0.14	0.47	0.39	0.39
Sat Flow, veh/h	3647	1585	1781	3647	1781	2790
Grp Volume(v), veh/h	635	450	285	455	235	138
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1395
Q Serve(g_s), s	13.7	11.9	9.3	6.6	8.0	2.1
Cycle Q Clear(g_c), s	13.7	11.9	9.3	6.6	8.0	2.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	930	1027	389	1682	688	1472
V/C Ratio(X)	0.68	0.44	0.73	0.27	0.34	0.09
Avail Cap(c_a), veh/h	1706	1373	721	3120	688	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	7.4	19.4	13.6	18.5	10.0
Incr Delay (d2), s/veh	0.9	0.3	2.7	0.1	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	9.3	3.9	2.5	3.4	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.3	7.7	22.1	13.7	19.9	10.1
LnGrp LOS	C	A	C	B	B	B
Approach Vol, veh/h	1085			740	373	
Approach Delay, s/veh	20.3			16.9	16.3	
Approach LOS	C			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.1	28.3				46.4	39.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	28.0	41.0				75.0	33.0
Max Q Clear Time (g_c+I1), s	11.3	15.7				8.6	10.0
Green Ext Time (p_c), s	0.8	6.6				3.5	1.2

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	31	50	370	890	19	112	20	650	57	31	47
Future Volume (vph)	95	31	50	370	890	19	112	20	650	57	31	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	1681	1710	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	1681	1710	1583	1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	34	54	402	967	21	122	22	707	62	34	51
RTOR Reduction (vph)	0	0	42	0	0	10	0	0	335	0	0	40
Lane Group Flow (vph)	103	34	12	402	967	11	72	72	372	62	34	11
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	5	2	8	1	6	4	8	8	1	4	4	5
Permitted Phases			2			6			8			4
Actuated Green, G (s)	8.4	9.7	20.6	34.8	36.1	46.6	10.9	10.9	45.7	10.5	10.5	18.9
Effective Green, g (s)	8.4	9.7	20.6	34.8	36.1	46.6	10.9	10.9	45.7	10.5	10.5	18.9
Actuated g/C Ratio	0.09	0.11	0.23	0.39	0.40	0.52	0.12	0.12	0.51	0.12	0.12	0.21
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	320	381	362	1328	1421	926	203	207	910	206	217	332
v/s Ratio Prot	0.03	0.01	0.00	0.12	c0.27	0.00	0.04	0.04	c0.16	c0.04	0.02	0.00
v/s Ratio Perm			0.00			0.01			0.08			0.00
v/c Ratio	0.32	0.09	0.03	0.30	0.68	0.01	0.35	0.35	0.41	0.30	0.16	0.03
Uniform Delay, d1	38.1	36.1	26.9	19.1	22.2	10.5	36.3	36.2	13.7	36.3	35.7	28.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.1	0.0	0.1	1.4	0.0	1.1	1.0	0.3	0.8	0.3	0.0
Delay (s)	38.7	36.2	27.0	19.3	23.5	10.5	37.3	37.3	14.0	37.2	36.1	28.3
Level of Service	D	D	C	B	C	B	D	D	B	D	D	C
Approach Delay (s)		34.9			22.1			18.0			33.8	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	89.9	Sum of lost time (s)	24.0
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	33	236	22	49	647
Future Vol, veh/h	61	33	236	22	49	647
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	36	257	24	53	703

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1078	269	0	0	281	0
Stage 1	269	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	242	770	-	-	1282	-
Stage 1	776	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	226	770	-	-	1282	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	301	1282	-
HCM Lane V/C Ratio	-	-	0.339	0.042	-
HCM Control Delay (s)	-	-	23	7.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	258	22	0	708
Future Vol, veh/h	0	33	258	22	0	708
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	280	24	0	770

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	292	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	747	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	747	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	747	-
HCM Lane V/C Ratio	-	-	0.048	-
HCM Control Delay (s)	-	-	10.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	33	280	22	49	659
Future Vol, veh/h	61	33	280	22	49	659
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	36	304	24	53	716

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1138	316	0	0	328	0
Stage 1	316	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	223	724	-	-	1232	-
Stage 1	739	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	207	724	-	-	1232	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	739	-	-	-	-	-
Stage 2	401	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.5	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	276	1232	-
HCM Lane V/C Ratio	-	-	0.37	0.043	-
HCM Control Delay (s)	-	-	25.5	8.1	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.6	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	33	302	22	0	720
Future Vol, veh/h	0	33	302	22	0	720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	36	328	24	0	783

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	340	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	702	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	702	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	702	-
HCM Lane V/C Ratio	-	-	0.051	-
HCM Control Delay (s)	-	-	10.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Appendix H: Turn Lane Analysis

Normandy Blvd Amelia Ave
Southbound Left

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

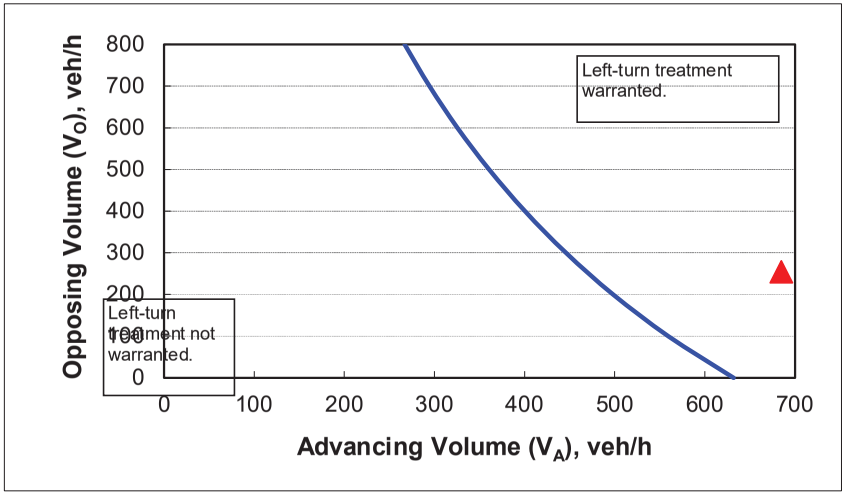
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	685
Opposing volume (V_O), veh/h:	254

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	469
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

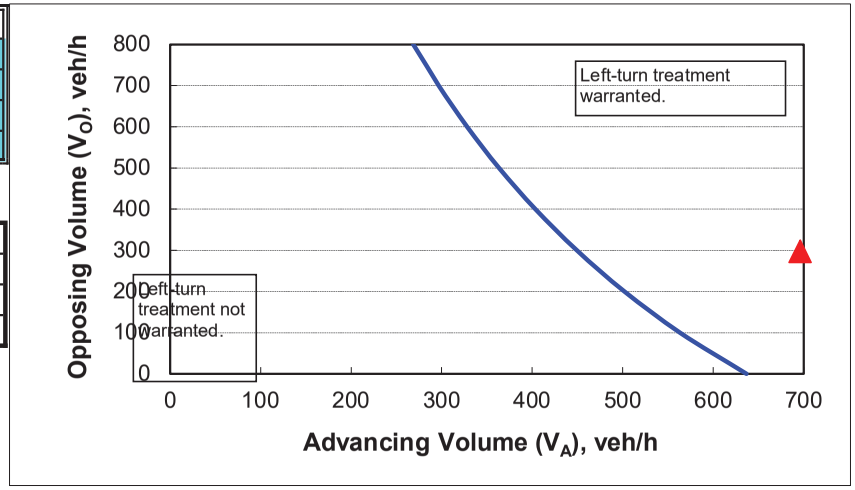
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	7%
Advancing volume (V_A), veh/h:	696
Opposing volume (V_O), veh/h:	298

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	450
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

Appendix I: Intersection Queue Analysis

HCM 6th Signalized Intersection Summary
1: Normandy Blvd & Saxon Blvd

07/10/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	588	1565	303	37	743	79	210	229	43	132	224	246
Future Volume (veh/h)	588	1565	303	37	743	79	210	229	43	132	224	246
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	639	1701	329	40	808	86	228	249	47	143	243	267
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	652	1972	1022	149	847	90	231	293	55	174	281	765
Arrive On Green	0.33	0.56	0.56	0.04	0.26	0.26	0.09	0.19	0.19	0.05	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	3240	345	1781	1530	289	1781	1870	1585
Grp Volume(v), veh/h	639	1701	329	40	443	451	228	0	296	143	243	267
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1808	1781	0	1818	1781	1870	1585
Q Serve(g_s), s	46.4	59.0	13.4	2.3	35.4	35.4	13.0	0.0	22.7	7.0	18.3	15.1
Cycle Q Clear(g_c), s	46.4	59.0	13.4	2.3	35.4	35.4	13.0	0.0	22.7	7.0	18.3	15.1
Prop In Lane	1.00		1.00	1.00		0.19	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	652	1972	1022	149	465	473	231	0	349	174	281	765
V/C Ratio(X)	0.98	0.86	0.32	0.27	0.95	0.95	0.99	0.00	0.85	0.82	0.87	0.35
Avail Cap(c_a), veh/h	652	1972	1022	179	467	476	231	0	415	174	350	823
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	27.4	11.5	37.4	52.5	52.5	50.9	0.0	56.4	56.4	60.0	23.3
Incr Delay (d2), s/veh	30.3	4.2	0.2	0.9	30.0	29.7	55.6	0.0	13.4	26.4	16.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	36.6	33.8	8.3	1.9	26.9	27.3	9.5	0.0	17.4	5.6	15.2	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.4	31.6	11.7	38.3	82.5	82.2	106.5	0.0	69.7	82.8	76.8	23.5
LnGrp LOS	E	C	B	D	F	F	F	A	E	F	E	C
Approach Vol, veh/h		2669			934			524			653	
Approach Delay, s/veh		38.5			80.5			85.7			56.3	
Approach LOS		D			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	33.7	11.6	86.2	19.0	27.7	54.0	43.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	33.0	8.0	78.0	13.0	27.0	48.0	38.0
Max Q Clear Time (g_c+I1), s	9.0	24.7	4.3	61.0	15.0	20.3	48.4	37.4
Green Ext Time (p_c), s	0.0	1.1	0.0	12.6	0.0	1.4	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	218	69	312	268	264	454
Future Volume (veh/h)	218	69	312	268	264	454
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	75	339	291	287	493
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	347	308	607	512	609	2111
Arrive On Green	0.19	0.19	0.33	0.33	0.16	0.59
Sat Flow, veh/h	1781	1585	1922	1541	1781	3647
Grp Volume(v), veh/h	237	75	329	301	287	493
Grp Sat Flow(s),veh/h/ln	1781	1585	1777	1593	1781	1777
Q Serve(g_s), s	4.7	1.5	5.7	5.9	3.3	2.5
Cycle Q Clear(g_c), s	4.7	1.5	5.7	5.9	3.3	2.5
Prop In Lane	1.00	1.00		0.97	1.00	
Lane Grp Cap(c), veh/h	347	308	590	529	609	2111
V/C Ratio(X)	0.68	0.24	0.56	0.57	0.47	0.23
Avail Cap(c_a), veh/h	2119	1885	2489	2231	2214	9110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	12.9	10.4	10.4	6.0	3.6
Incr Delay (d2), s/veh	2.4	0.4	0.8	1.0	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.8	3.2	3.0	1.3	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	13.3	11.2	11.4	6.6	3.7
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h	312		630			780
Approach Delay, s/veh	15.8		11.3			4.8
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.9	16.6			26.5	11.4
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	40.0	53.0			97.0	45.0
Max Q Clear Time (g_c+I1), s	5.3	7.9			4.5	6.7
Green Ext Time (p_c), s	0.9	4.7			3.8	1.0

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	584	414	262	419	216	127
Future Volume (veh/h)	584	414	262	419	216	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	635	450	285	455	235	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	930	1027	389	1682	688	1472
Arrive On Green	0.26	0.26	0.14	0.47	0.39	0.39
Sat Flow, veh/h	3647	1585	1781	3647	1781	2790
Grp Volume(v), veh/h	635	450	285	455	235	138
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1395
Q Serve(g_s), s	13.7	11.9	9.3	6.6	8.0	2.1
Cycle Q Clear(g_c), s	13.7	11.9	9.3	6.6	8.0	2.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	930	1027	389	1682	688	1472
V/C Ratio(X)	0.68	0.44	0.73	0.27	0.34	0.09
Avail Cap(c_a), veh/h	1706	1373	721	3120	688	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	7.4	19.4	13.6	18.5	10.0
Incr Delay (d2), s/veh	0.9	0.3	2.7	0.1	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.7	14.3	7.0	4.6	6.2	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.3	7.7	22.1	13.7	19.9	10.1
LnGrp LOS	C	A	C	B	B	B
Approach Vol, veh/h	1085			740	373	
Approach Delay, s/veh	20.3			16.9	16.3	
Approach LOS	C			B	B	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.1	28.3				46.4	39.0
Change Period (Y+Rc), s	6.0	6.0				6.0	6.0
Max Green Setting (Gmax), s	28.0	41.0				75.0	33.0
Max Q Clear Time (g_c+I1), s	11.3	15.7				8.6	10.0
Green Ext Time (p_c), s	0.8	6.6				3.5	1.2

Intersection Summary			
HCM 6th Ctrl Delay		18.5	
HCM 6th LOS		B	

Queues
4: Graves Rd & Howland Blvd

07/10/2024

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	34	54	402	967	21	72	72	707	62	34	51
v/c Ratio	0.31	0.05	0.12	0.29	0.74	0.02	0.34	0.33	0.58	0.29	0.15	0.12
Control Delay	41.5	27.8	0.5	22.9	27.1	0.1	42.6	42.4	4.1	42.0	39.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	27.8	0.5	22.9	27.1	0.1	42.6	42.4	4.1	42.0	39.8	0.6
Queue Length 50th (ft)	26	8	0	52	224	0	36	36	3	30	16	0
Queue Length 95th (ft)	60	21	1	169	335	0	94	94	94	81	52	0
Internal Link Dist (ft)		555			745			579			524	
Turn Bay Length (ft)	340		340	545		750	285			155		
Base Capacity (vph)	484	940	586	2828	3205	1057	356	362	1539	375	394	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.04	0.09	0.14	0.30	0.02	0.20	0.20	0.46	0.17	0.09	0.10

Intersection Summary