CITY OF DELAND
REGULAR MEETING OF THE CITY COMMISSION
NOVEMBER 17, 2025 AT 7:00 PM
CITY HALL, COMMISSION CHAMBERS
120 SOUTH FLORIDA AVENUE

AGENDA

CALL TO ORDER

INVOCATION-Pastor Mike Carroll (Retired Pastor) Senior Chaplain Volusia Sheriff's Office

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENTATIONS

1. Resolution No. 2025-86, Honoring the Retirement Roger Olson.

2. Introduction of Three (3) New Police Officers: Regina Lopez, Stephen Simonton, Benji Adame.

CONSENT AGENDA

1. Resolution Approving Final Budget Amendment FY 2024-2025.

   Presentation of the final budget amendment for FY 2024/2025.

2. Consideration re Task Order for, 2026 FY Water Distribution Services.

   Staff recommends that the City Commission approve the subject task order with McKim & Creed to provide services for the 2026 FY Water Distribution Services to continue work on the reduction of service lines of unknown materials within the distribution system for the Lead Service Line Inventory.

3. Consideration re Lease Agreement with Representative Webster Barnaby for Office Space.

   It is recommended that the City Commission approve the Lease Agreement with Representative Webster Barnaby for Office Space.

PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT

BOARD APPOINTMENT

1. Consideration re Appointments to the Historic Preservation Board.

   It is recommended that the City Commission take the following actions regarding appointments to the Historic Preservation Board:

   1. **Appoint a new applicant** to fill **Seat 2 (vacant)**.

2. **Appoint a new member** to fill **either Seat 3, Seat 4, or Seat 6**, with a **term expiration of October 1, 2028**, as all three seats are currently expired and ineligible for reappointment pursuant to the Code. **Retain two expired seats** at this time, and once additional applications are received from eligible candidates, the remaining expired seat(s) may be filled at a later date.

2. Consideration re Beresford Reserve Brownfield Advisory Committee Appointments.

   It is recommended that the City Commission appoint three (3) applicants to fill Seats 2, 3, and 5.

OLD BUSINESS

1. Second Reading of Ordinance No. 2025-19, Annexing Approximately 20.13 Acres of Property Located at 210 North Ridgewood Avenue (DeLand Reserve). First Reading held on October 6, 2025.

   This request is for approval to annex ±20.13 acres of property into the City of DeLand to develop a residential project with a subsequent land use amendment to Medium Density Residential and a rezone request to the DeLand Reserve Planned Development.

2. Second Reading of Ordinance No. 2025-20, Changing the Land Use for ±20.13 Acres of Property, Located at 210 North Ridgewood Avenue, from Volusia County Rural to City of DeLand Medium-Density Residential (MDR). First Reading held on October 6, 2025.

   This request is for approval to change the land use of the subject property from Volusia County Rural to City of DeLand Medium-Density Residential (MDR), on second reading.

3. Second Reading of Ordinance No.2025-21, Changing the Zoning for ±20.13 Acres of Property, Located at 210 North Ridgewood Avenue, from Volusia County A-3C (Transitional Agricultural with Thoroughfare Overlay Zone) to DeLand Reserve PD (Planned Development). First Reading held on October 6, 2025.

   Second Reading of Ordinance Changing the Zoning for ±20.13 Acres of Property, Located at 210 North Ridgewood Avenue, from Volusia County A-3C (Transitional Agricultural with Thoroughfare Overlay Zone) to DeLand Reserve PD (Planned Development).

4. Second Reading of Ordinance No. 2025-22, Annexing ±41.41 Acres of Property, Located North of SR 472 and East of South Blue Lake Avenue. First Reading held on October 6, 2025.

   This is a request for annexation of ± 41.41 acres of property into the City limits of DeLand.

5. Second Reading of Ordinance No. 2025-23, Changing the Land Use for ±39.24 Acres of Property, Located North of SR 472 and East of South Blue Lake Avenue, from Volusia County Southwest Activity Center Community (SWAC Community) and Southwest Activity Center Commerce (SWAC Commerce) to City Of Deland Low Density Residential (LDR). First Reading held on October 6, 2025.

   This is a request for changing the future land use for ±39.24 Acres of property.

6. Second Reading of Ordinance No. 2025-24, Changing the Zoning for ±39.24 Acres of Property, Located North of SR 472 and East of South Blue Lake Avenue, from Volusia County Southwest

Activity Center Community (SWR) and Volusia County Southwest Activity Center Commerce (SWC) to Canopy Preserve PD (Planned Development). First Reading held on October 6, 2025.

This is a request for changing the zoning for ±39.24 Acres of property.

7. Second Reading of Ordinance No. 2025-25, Changing the Land Use for ±1.3 Acres of Property, Located at 955 West New York Avenue, from Mixed Office/Residential To Mixed Commercial (With Historic Core Overlay). First Reading held on October 6, 2025.

   This request is to amend the Land Use designation for approximately ±1.3 acres of property, located at 955 West New York Avenue from Mixed Office/ Residential to Mixed Commercial (with Historic Core overlay).

8. Second Reading of Ordinance No. 2025-26, Changing the Zoning for ±1.3 Acres of Property Located at 955 West New York Ave, from P-1 (Professional-Residential) to C-1 (Neighborhood Commercial). First Reading held on October 6, 2025.

   The City Commission is requested to approve the rezoning of this parcel from P-1 (Professional Residential) to C-1 (Neighborhood Commercial).

9. First Reading of Ordinance Changing the Zoning for Approximately 7.35 Acres of Property, Located on South Woodland Boulevard from Mainstreet Townhomes PD to C-2 (General Commercial). First Reading Continued on October 6, 2025.

   This is a request to rezone 7.35 acres of property from Mainstreet Townhomes PD, to C-2 (General Commercial).

NEW BUSINESS

1. Consideration re Addition of Solar to the City Hall Roof Project.

   Consideration of adding a rooftop solar component to the roof replacement at City Hall.

CITY MANAGER REPORT

CITY ATTORNEY REPORT

CITY CLERK REPORT

CITY COMMISSION

ADJOURNMENT

The DeLand City Commission holds its regular meetings on the first and third Mondays of each month at 7:00 p.m. in the DeLand City Commission Chambers, 120 South Florida Avenue, DeLand. Notice of special meetings, workshops, changes in dates, times or locations are provided by separate Public Notices, which are posted at City Hall and on the City's web site.

The City of DeLand may take action on any matter during this meeting, including items that are not set forth within this agenda.

Public participation is encouraged on any matter on the agenda. If you desire to be recognized by the Mayor, please fill out a Speaker's Card and present it to the City Clerk.

Minutes of the DeLand City Commission meetings are not transcribed verbatim. If any person decides to appeal a decision made by the City Commission with respect to any matter considered at a public meeting or hearing, he/she will need a record of the proceedings including all testimony and evidence upon which the appeal is to be based. To that end, such person will want to ensure that a verbatim record of the proceedings is made by a court reporter, at the person's own expense.

In accordance with the American Disabilities Act, persons needing a special accommodation in order to participate in the proceedings should notify the City Clerk's Office at least 48 hours in advance of the meeting: 626-7132.

Assisted Listening System receivers are available for the hearing impaired, and can be obtained from the City Clerk.

If you wish to obtain information regarding the City Commission's Agenda, please call the City Clerk's Office: 626-7132.

We respectfully request that all pagers and cell phones be turned OFF during City Commission meetings.

Electronic Information! City Commission agendas and short form minutes are now available on the City's web page: www.deland.org.

The CITY OF DELAND

Volusia County, Florida

RESOLUTION NO. 2025 - 86

A RESOLUTION OF APPRECIATION AND RECOGNITION BY THE CITY COMMISSION OF THE CITY OF DELAND, FLORIDA, TO ROGER OLSON UPON HIS RETIREMENT AFTER 36 YEARS OF SERVICE TO THE CITY OF DELAND; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Roger Olson began his employment with the City of DeLand in 1988 as a part-time summer employee with the Parks and Recreation Department and was subsequently hired full-time in August of that same year as a Maintenance I employee; and

WHEREAS, after 12 years of dedicated service, Roger courageously followed his dream of becoming a singer and moved to Nashville, Tennessee; and

WHEREAS, in 2000, Roger returned to DeLand, and Parks and Recreation Director Tom Sperling, recognizing Roger's exceptional character and work ethic, welcomed him back to the department without hesitation; and

WHEREAS, upon his return, Roger took on the responsibility of maintaining the grounds and facilities at Bill Dreggors Park, where he handled landscaping, pavilion and playground cleaning, event setup and takedown, and the meticulous upkeep of park buildings with pride and professionalism; and

WHEREAS, Roger's dedication, punctuality—being late perhaps only once in 36 years by mere minutes—and his unshakable commitment to excellence earned the admiration of his peers and the appreciation of the community he served; and

WHEREAS, Roger embodied the spirit of Parks and Recreation, always eager to go above and beyond his duties, including volunteering to play colorful characters in city events such as the Leprechaun for Shamrocks and Shenanigans, "The Bacon" in Bacon and Brew, Buddy the Elf in A Walk-Through Christmas, Pig Pen in another holiday event, and even Marilyn Monroe to sing “Happy Birthday” to coworkers; and

WHEREAS, Roger’s infectious positivity, warm greetings, and constant willingness to lend a helping hand created a welcoming and uplifting environment for coworkers and park visitors alike; and

WHEREAS, over his remarkable 36-year career, culminating in his promotion to Lead Worker, Roger became more than just a colleague—he became family to the entire Parks and Recreation Department.

WHEREAS, NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. That the City Commission of the City of DeLand does hereby honor Roger Olson for his 36 years of service to the City and for the faithful, diligent and responsible manner in which he performed his duties.

Section 2. This resolution shall be spread upon the minutes of the City Commission of the City of DeLand as part of the permanent memento of the City’s thanks and appreciation to Roger Olson.

Section 3. This Resolution shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 3rd day of November 2025.

_____
Christopher M. Cloudman
Mayor - Commissioner

Attest:

_____
Julie A. Hennessy, City Clerk - Auditor

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Resolution Approving Final Budget Amendment FY 2024-2025.

DEPARTMENT: Finance

PREPARED BY: Daniel Stauffer, Finance Director

ATTACHMENTS: Resolution, FY 24-25 Budget Amendment Details

APPROVED BY: Michael Pleus, City Manager, November 13, 2025

SUMMARY/HIGHLIGHT:

The final budget amendments proposed are detailed in the attached summary and recommended after review of actual expenditures to date. The amendments proposed are primarily revisions to reflect final anticipated actual revenues and expenditures.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

N/A

SUSTAINABILITY:

N/A

FISCAL IMPACT:
The Resolution amends the budget to reflect recommended changes with the impact on each fund itemized in the attached summary.

Operating Contingency balances after these amendments are as follows:

General Fund	$248,932
Water & Sewer Fund	$262,234
Airport Fund	$102,036
Stormwater Fund	$0
Permits & Inspections Fund	$0

RECOMMENDATION:

Staff recommends the City Commission adopt the Resolution amending the FY24/25 budget as presented.

BACKGROUND/DISCUSSION:

Presentation of the final budget amendment for FY 2024-2025, recognizing anticipated actual revenues and expenditures.

RESOLUTION NO. 2025 -

A RESOLUTION OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING THE BUDGET FOR THE GENERAL FUND, HOMELESS SHELTER FUND, GOVERNMENT IMPACT FEES TRUST FUND, GRANTS AND SPECIAL REVENUE FUND, CAPITAL FUND, WATER AND SEWER FUND, WATER TRUST FUND, WASTEWATER TRUST FUND, AIRPORT FUND, REFUSE COLLECTION FUND, STORMWATER FUND, PERMITS AND INSPECTIONS FUND AND WORKERS' COMPENSATION FUND FOR THE FISCAL YEAR 2024-2025; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, it is necessary to amend the budget for the City of DeLand for fiscal year 2024-2025; and

WHEREAS, the City Commission is vested by the Charter of the City of DeLand with the authority to amend the budget.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The budget of the City of DeLand for fiscal year 2024-2025 is amended in the following manner:

GENERAL FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**56,926,952**	**628,070**	**171,208**	**57,383,814**
	Intergovernmental				
001-0000-339-100	WATER & SEWER SYSTEM	3,013,714	269,364	0	3,283,078
	Other Sources				
001-0000-380-000	USE OF RESERVES	5,029,538	0	171,208	4,858,330
001-0000-384-000	DEBT PROCEEDS	0	309,032	0	309,032
001-9999-381-401	TRANSFER FROM W&S FUND	0	44,304	0	44,304
001-9999-381-430	TRANSFER FROM AIRPORT FUND	225,162	671	0	225,833
001-9999-381-450	TRANSFER FROM STORMWATER FUND	55,250	671	0	55,921
001-9999-381-480	TRANSFER FROM P&I FUND	0	4,028	0	4,028
EXPENDITURES		**56,926,952**	**1,353,755**	**896,893**	**57,383,814**
	City Clerk				
001-0102-412-100	REGULAR SALARIES & WAGES	172,370	15,000	0	187,370
	Information Technology				
001-0110-411-100	EXECUTIVE SALARIES	136,614	0	15,000	121,614
001-0110-546-400	EQUIPMENT MAINTENANCE	1,153,618	0	28,637	1,124,981
001-0110-665-000-IT2507	UKG TIMEKEEPING SOFTWARE	0	210,713	0	210,713
	Fire				
001-1222-412-100	REGULAR SALARIES & WAGES	3,295,395	90,000	0	3,385,395
001-1222-414-100	OVERTIME	597,167	90,000	0	687,167
001-1222-422-100	RETIREMENT CONTRIBUTIONS	2,527,793	110,000	0	2,637,793
001-1222-544-100	RENTALS & LEASES	58,200	0	47,700	10,500
001-1222-546-400	EQUIPMENT MAINTENANCE	131,346	29,190	0	160,536
001-1222-552-000	HARDWARE/SOFTWARE	48,000	0	27,402	20,598
001-1222-771-100	PRINCIPAL	0	22,910	0	22,910
001-1222-772-200	INTEREST EXPENSE	0	4,492	0	4,492

GENERAL FUND (Continued)

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
EXPENDITURES		**56,926,952**	**1,353,755**	**896,893**	**57,383,814**
	Police				
001-1226-552-000	HARDWARE/SOFTWARE	431,184	0	227,496	203,688
001-1226-771-100	PRINCIPAL	0	194,949	0	194,949
001-1226-772-200	INTEREST EXPENSE	0	31,859	0	31,859
001-1226-665-000-PD2522	AXON IN CAR CAMERAS (YEAR 2)	0	98,197	0	98,197
001-1226-552-200	OPERATING CAPITAL	14,126	3,875	18,001	0
	Parks and Rec Admin				
001-1401-413-100	OTHER SALARIES & WAGES	65,000	30,000	0	95,000
001-1401-414-100	OVERTIME	653	6,697	0	7,350
001-1401-552-000	HARDWARE/SOFTWARE	56,450	0	26,851	29,599
001-1401-665-000-PR2524	WEATHER SAFETY SYSTEM	0	50,552	0	50,552
001-1401-665-000-PR2525	GPS PAINT ROBOT	0	46,236	0	46,236
001-1401-771-100	PRINCIPAL	0	15,866	0	15,866
001-1401-772-200	INTEREST EXPENSE	0	135	0	135
	Recreation				
001-1402-412-100	REGULAR SALARIES & WAGES	287,894	0	36,697	251,197
	Parks				
001-1403-546-400	EQUIPMENT MAINTENANCE	82,208	0	27,829	54,379
001-1403-552-200	OPERATING CAPITAL	69,161	27,829	0	96,990
	Stadium				
001-1408-534-100	CONTRACTUAL SERVICES	10,369	2,600	0	12,969
001-1408-552-100	OPERATING SUPPLIES	33,025	7,650	0	40,675
	Special Events				
001-1409-534-100	CONTRACTUAL SERVICES	29,000	0	10,250	18,750
	Chisholm Center				
001-1410-552-100	OPERATING SUPPLIES	39,790	0	5,600	34,190
	Conrad/Melching				
001-1412-552-100	OPERATING SUPPLIES	62,375	5,600	0	67,975
	Contingency				
001-9990-999-100	CONTINGENCY	248,932	0	0	248,932
001-9990-999-200	RESERVE CONTINGENCY	400,977	0	400,977	0
	Transfers				
001-9999-991-120	TRANSFER TO HOMELESSNESS FUND	695,395	20,000	0	715,395
001-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	5,918,856	239,405	24,453	6,133,808

HOMELESS SHELTER FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**804,580**	**20,000**	**20,000**	**804,580**
120-0000-366-000	DONATIONS FROM PRIVATE SOURCES	109,185	0	20,000	89,185
120-9999-381-001	TRANSFER FROM GENERAL FUND	695,395	20,000	0	715,395
EXPENDITURES		**804,580**	**0**	**0**	**804,580**

GOVERNMENT IMPACT FEES TRUST FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**3,271,758**	**196,510**	**0**	**3,468,268**
	Impact Fees				
170-0000-324-110	IMPACT FEES - POLICE RESIDENTIAL	71,265	16,566	0	87,831
170-0000-380-130	USE OF RESERVES - GEN GOV"T	838,326	179,944	0	1,018,270
EXPENDITURES		**3,271,758**	**196,510**	**0**	**3,468,268**
	Police				
170-1226-664-000-PD2515	VEHICLE FOR NEW OFFICER (1 OF 6)	75,160	2,761	0	77,921
170-1226-664-000-PD2516	VEHICLE FOR NEW OFFICER (2 OF 6)	75,160	2,761	0	77,921
170-1226-664-000-PD2517	VEHICLE FOR NEW OFFICER (3 OF 6)	75,160	2,761	0	77,921
170-1226-664-000-PD2518	VEHICLE FOR NEW OFFICER (4 OF 6)	75,160	2,761	0	77,921
170-1226-664-000-PD2519	VEHICLE FOR NEW OFFICER (5 OF 6)	75,160	2,761	0	77,921
170-1226-664-000-PD2520	VEHICLE FOR NEW OFFICER (6 OF 6)	75,160	2,761	0	77,921
	Public Works				
170-1301-663-000-PW2519	DELAND COMMONS INFRASTRUCTURE IMPROVE	0	179,944	0	179,944

GRANT AND SPECIAL REVENUE FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**3,135,273**	**7,439**	**0**	**3,142,712**
	Other Sources				
190-0000-361-100	INTEREST EARNINGS	0	7,439	0	7,439
EXPENDITURES		**3,135,273**	**7,439**	**0**	**3,142,712**
	Admin Services				
190-0106-549-100	OTHER OBLIGATIONS	0	7,439	0	7,439

CAPITAL FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**15,992,972**	**246,405**	**77,805**	**16,161,572**
	Other Sources				
300-9999-381-001	TRANSFER FROM GENERAL FUND	5,918,856	239,405	24,453	6,133,808
300-9999-381-401	TRANSFER FROM W&S FUND	148,537	2,800	47,545	103,792
300-9999-381-430	TRANSFER FROM AIRPORT FUND	14,052	1,400	748	14,704
300-9999-381-450	TRANSFER FROM STORMWATER FUND	22,986	1,400	748	23,638
300-9999-381-480	TRANSFER FROM P&I FUND	130,723	1,400	4,311	127,812
EXPENDITURES		**15,992,972**	**1,128,686**	**960,086**	**16,161,572**
	Information Technology				
300-0110-663-000-IT1902	UKG TIME AND ATTENDANCE MIGRATION	76,513	0	67,127	9,386
300-0110-664-000-IT2508	FORTIGATE 200G HARDWARE (2)	0	28,637	0	28,637
	Fire				
300-1222-552-200-FR2301	FIRE STATION 82/83 IMPROVEMENTS	0	10,666	0	10,666
300-1222-552-200-FR2401	FIRE STATION 83 ADDITION	0	50,529	0	50,529
300-1222-662-000-FR2301	FIRE STATION 82/83 IMPROVEMENTS	10,666	0	10,666	0
300-1222-662-000-FR2401	FIRE STATION 83 ADDITION	1,244,432	0	2,829	1,241,603
300-1222-664-000-FR2512	HEARING ACCOMODATION UNIT FS 82	0	6,170	0	6,170

CAPITAL FUND (continued)

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
EXPENDITURES		**15,992,972**	**1,128,686**	**960,086**	**16,161,572**
	Parks and Recreation				
300-1403-663-000-PR2312	RECREATION FIELDS AT VICTORIA PARK	3,879,464	0	879,464	3,000,000
300-1403-663-000-PR2503	PICKLEBALL/TENNIS COURTS - EARL BROWN	3,189,000	879,464	0	4,068,464
300-1403-664-000-PR2523	APGAR SPORTS COMPLEX SIGNS	0	153,220	0	153,220

WATER AND SEWER FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**117,133,348**	**879,551**	**0**	**118,012,899**
401-0000-343-310	WATER OPERATING INCOME	12,829,950	257,106	0	13,087,056
401-0000-384-000	DEBT PROCEEDS	0	79,745	0	79,745
401-0000-384-000-UT2309	WMN CAPACITY EXPAN & AWT IMPR CONSTRUCT	39,965,223	520,887	0	40,486,110
401-0000-384-000-UT2455	SRF LEAD SERVICE LINE REPLACEMENT	1,788,398	10,015	0	1,798,413
401-9998-382-440	CONTRIBUTION FROM REFUSE FUND	149,735	11,798	0	161,533
EXPENDITURES		**117,133,348**	**1,107,633**	**228,082**	**118,012,899**
	Utilities Administration				
401-4201-534-100	CONTRACTUAL SERVICES	1,090,279	0	104,252	986,027
401-4201-549-300	PILOT	3,013,714	269,346	0	3,283,060
401-4201-552-000	HARDWARE/SOFTWARE	229,245	0	43,260	185,985
401-4201-665-000-UT2554	ESRI - ENVIRON SYS RESEARCH INSTITUTE	0	121,946	0	121,946
401-4201-772-201	INTEREST EXP - SUBSCRIPTION ASSETS	0	1,059	0	1,059
	Water Production				
401-4203-546-400	EQUIPMENT MAINTENANCE	116,740	22,531	0	139,271
	Water Distribution				
401-4204-664-000-UT2510	NEW PICKUP FLAT DUMP TRUCK	56,808	12,867	0	69,675
401-4204-664-000-UT2552	REPLACE VEHICLE 278 WITH CHEVY 3500	109,721	166	0	109,887
	Wastewater Treatment				
401-4205-534-400	SLUDGE HAULING	395,000	40,000	0	435,000
401-4205-546-400	EQUIPMENT MAINTENANCE	438,775	28,339	0	467,114
401-4205-663-000-UT2310	RECLAIM WATER EXPANSION PHASE 6 DESIGN	118,071	180	0	118,251
401-4205-664-000-UT2456	DUMP TRUCK REPLACEMENT	206,400	168	0	206,568
401-4205-664-000-UT2518	AQUA DIAMOND FILTER CLOTH REPLACMENT	32,832	8,216	0	41,048
401-4205-664-110-UT2530	930 COMPACT IC FLEX	105,300	0	8,216	97,084
	Utilities Maintenance				
401-4206-546-400	EQUIPMENT MAINTENANCE	104,393	0	14,357	90,036
401-4206-664-000-UT2537	PICKUP TRUCK REPLACE #280	90,000	0	10,452	79,548
401-4206-664-000-UT2553	L/S #63 PUMP REPLACEMENT	14,357	14,357	0	28,714
401-4206-664-000-UT2555	LAWN MOWER REPLACEMENT	0	10,452	0	10,452
	Utilities Debt Service				
401-4207-773-100	OTHER DEBT COSTS	0	530,902	0	530,902
	Transfers				
401-9999-991-001	TRANSFER TO GENERAL FUND	0	44,304	0	44,304
401-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	148,537	2,800	47,545	103,792

WATER TRUST FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**7,137,759**	**29,600**	**0**	**7,167,359**
403-0000-361-100	INTEREST EARNINGS	0	29,600	0	29,600
EXPENDITURES		**7,137,759**	**29,600**	**0**	**7,167,359**
403-4230-549-100	OTHER OBLIGATIONS	90,907	29,600	0	120,507

WASTEWATER TRUST FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**9,524,085**	**85,624**	**0**	**9,609,709**
404-0000-361-100	INTEREST EARNINGS	0	85,624	0	85,624
EXPENDITURES		**9,524,085**	**85,624**	**0**	**9,609,709**
404-4240-549-100	OTHER OBLIGATIONS	230,898	75,100	0	305,998
404-4240-663-000-WW2301	SJRWMD/FDEP - RECLAIM EXP CONST PH 5	1,624,017	10,524	0	1,634,541

AIRPORT FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**10,023,093**	**0**	**0**	**10,023,093**
EXPENDITURES		**10,023,093**	**11,399**	**11,399**	**10,023,093**
430-4300-663-000-AP2302	FAA/FDOT - AIRFIELD MARKINGS	98,444	9,328	0	107,772
430-9990-999-100	CONTINGENCY	112,687	0	10,651	102,036
430-9999-991-001	TRANSFER TO GENERAL FUND	225,162	671	0	225,833
430-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	14,052	1,400	748	14,704

REFUSE COLLECTION FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**5,640,000**	**462,708**	**0**	**6,102,708**
440-0000-343-400	GARBAGE/SOLID WASTES	5,640,000	462,708	0	6,102,708
EXPENDITURES		**5,640,000**	**462,708**	**0**	**6,102,708**
440-4400-534-100	CONTRACTUAL SERVICES	5,490,265	450,910	0	5,941,175
440-9998-992-401	CONTRIBUTION TO W&S FUND	149,735	11,798	0	161,533

STORMWATER FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**3,839,651**	**17,823**	**0**	**3,857,474**
450-0000-380-000	USE OF RESERVES	980,587	17,823	0	998,410
EXPENDITURES		**3,839,651**	**87,614**	**69,791**	**3,857,474**
450-4500-531-100	PROFESSIONAL SERVICES	96,150	66,400	0	162,550
450-4500-546-400	EQUIPMENT MAINTENANCE	101,700	19,143	0	120,843
450-4500-663-000-SW2505	MISC SW IMPROVEMENTS - NEIGHBORHOOD	106,374	0	67,293	39,081
450-4500-663-000-SW2507	MISC SW POND FENCE MAINTENANCE	30,000	0	1,750	28,250
450-9999-991-001	TRANSFER TO GENERAL FUND	55,250	671	0	55,921
450-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	22,986	1,400	748	23,638

PERMITS AND INSPECTIONS FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**4,925,842**	**730,494**	**0**	**5,656,336**
	Other Sources				
480-0000-380-000	USE OF RESERVES	1,986,891	53,477	0	2,040,368
480-0000-384-000	DEBT PROCEEDS	0	677,017	0	677,017
EXPENDITURES		**4,925,842**	**932,448**	**201,954**	**5,656,336**
480-4800-531-100	PROFESSIONAL SERVICES	513,775	52,360	0	566,135
480-4800-552-000	HARDWARE/SOFTWARE	544,250	0	177,643	366,607
480-4800-552-200	OPERATING CAPITAL	12,465	20,000	0	32,465
480-4800-663-000-PI2103	P&I OFFICE RENOVATIONS	20,000	0	20,000	0
480-4800-665-000-PI2502	ACCELA CIVIC PLATFORM RENEWAL 2025	0	840,906	0	840,906
480-4800-772-201	INTEREST EXP - SUBSCRIPTION ASSETS	0	13,754	0	13,754
480-9999-991-001	TRANSFER TO GENERAL FUND	0	4,028	0	4,028
480-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	130,723	1,400	4,311	127,812

WORKERS' COMPENSATION FUND

Account Number	Account Description	Current Budget	Increase	Decrease	Revised Budget
REVENUES		**913,300**	**285,400**	**0**	**1,198,700**
	Miscellaneous Revenue				
510-0000-361-100	INTEREST EARNINGS	0	108,000	0	108,000
510-0000-369-900	MISCELLANEOUS REVENUE	0	79,000	0	79,000
510-0000-380-000	USE OF RESERVES	0	98,400	0	98,400
EXPENDITURES		**913,300**	**350,400**	**65,000**	**1,198,700**
510-5100-424-240	RESERVES EST BY ACTUARIAN	100,000	81,000	0	181,000
510-5100-424-220	PAYMENT OF CLAIMS	365,000	266,220	0	631,220
510-5100-531-100	PROFESSIONAL SERVICES	106,505	0	65,000	41,505
510-5100-540-100	TRAVEL & TRAINING	5,075	1,000	0	6,075
510-5100-545-100	INSURANCE	0	2,180	0	2,180

Section 2. In all other respects the Budget of the City of DeLand, Florida for fiscal year 2024-2025 is hereby ratified and confirmed as adopted by Resolutions 2024-85, 2024-113, 2025-05, 2025-13, 2025-31, 2025-39 and 2025-67.

Section 3. This Resolution shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 17th day of November, 2025.

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Christopher M. Cloudman
Mayor-Commissioner

ATTEST:

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Julie A. Hennessy
City Clerk-Auditor

APPROVED AS TO FORM AND LEGALITY:

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Darren J. Elkind
City Attorney

FY 24-25 Budget Amendment Details

	Account Description	Increase	Decrease	Description
GENERAL FUND				
REVENUES		***628,070***	***171,208***	
001-0000-339-100	WATER & SEWER SYSTEM	269,364		increase funding for PILOT
001-0000-380-000	USE OF RESERVES		171,208	decrease funding to decrease funding of reserve contingency
001-0000-384-000	DEBT PROCEEDS	143,586		increase funding for UKG Timekeeping Software
001-0000-384-000	DEBT PROCEEDS	79,508		increase funding for Axon In Car Cameras
001-0000-384-000	DEBT PROCEEDS	39,702		increase funding for Weather Safety System
001-0000-384-000	DEBT PROCEEDS	46,236		increase funding for GPS Paint Robot
001-9999-381-401	TRANSFER FROM W&S FUND	44,304		increase funding for migration from Novatime to UKG Timekeeping
001-9999-381-430	TRANSFER FROM AIRPORT FUND	671		increase funding for migration from Novatime to UKG Timekeeping
001-9999-381-450	TRANSFER FROM STORMWATER FUND	671		increase funding for migration from Novatime to UKG Timekeeping
001-9999-381-480	TRANSFER FROM P&I FUND	4,028		increase funding for migration from Novatime to UKG Timekeeping
EXPENDITURES		***1,353,755***	***896,893***	
001-0102-412-100	REGULAR SALARIES & WAGES	15,000		increase appropriation for City Clerk salaries
001-0110-411-100	EXECUTIVE SALARIES		15,000	decrease appropriation for salaries
001-0110-546-400	EQUIPMENT MAINTENANCE		28,637	decrease appropriation for FortiGate 200G Hardware (moved to capital)
001-0110-665-000-IT2507	UKG TIMEKEEPING SOFTWARE	210,713		increase appropriation for UKG Timekeeping Software
001-1222-412-100	REGULAR SALARIES & WAGES	90,000		increase appropriation for Regular FD Salaries
001-1222-414-100	OVERTIME	90,000		increase appropriation for FD Overtime
001-1222-422-100	RETIREMENT CONTRIBUTIONS	110,000		increase appropriation for Retirement Contributions
001-1222-544-100	RENTALS & LEASES		47,700	decrease appropriation for Rental for Modular Bldg Fire Station 83
001-1222-546-400	EQUIPMENT MAINTENANCE	26,559		increase appropriation for Mid-Life Rebuild for SE81
001-1222-546-400	EQUIPMENT MAINTENANCE	2,631		increase appropriation for Hearing Accomodation Unit FS 82 maintenance and warranty
001-1222-552-000	HARDWARE/SOFTWARE		27,402	decrease appropriation for Darkhorse
001-1222-771-100	PRINCIPAL	22,910		increase appropriation for Darkhorse
001-1222-772-200	INTEREST EXPENSE	4,492		increase appropriation for Darkhorse
001-1226-552-000	HARDWARE/SOFTWARE		18,689	decrease appropriation for Axon In Car Cameras
001-1226-552-000	HARDWARE/SOFTWARE		29,778	decrease appropriation for Axon In Car Cameras Part 1
001-1226-552-000	HARDWARE/SOFTWARE		167,428	decrease appropriation for Axon PD Tasers
001-1226-552-000	HARDWARE/SOFTWARE		11,601	decrease appropriation for LEFTA
001-1226-552-200	OPERATING CAPITAL		18,001	decrease appropriation for License Plate Readers
001-1226-552-200	OPERATING CAPITAL	3,875		increase appropriation for Operating Capital
001-1226-665-000-PD2522	AXON IN CAR CAMERAS (YEAR 2)	98,197		increase appropriation for Axon In Car Cameras
001-1226-771-100	PRINCIPAL	20,327		increase appropriation for Axon In Car Cameras Part 1
001-1226-771-100	PRINCIPAL	146,321		increase appropriation for Axon PD Tasers
001-1226-771-100	PRINCIPAL	17,210		increase appropriation for License Plate Readers
001-1226-771-100	PRINCIPAL	11,091		increase appropriation for LEFTA
001-1226-772-200	INTEREST EXPENSE	9,451		increase appropriation for Axon In Car Cameras Part 1
001-1226-772-200	INTEREST EXPENSE	21,107		increase appropriation for Axon PD Tasers
001-1226-772-200	INTEREST EXPENSE	791		increase appropriation for License Plate Readers
001-1226-772-200	INTEREST EXPENSE	510		increase appropriation for LEFTA
001-1401-413-100	OTHER SALARIES & WAGES	30,000		increase appropriation for Other Salaries
001-1401-414-100	OVERTIME	6,697		increase appropriation for Overtime
001-1401-552-000	HARDWARE/SOFTWARE		10,850	decrease appropriation for Weather Safety System
001-1401-552-000	HARDWARE/SOFTWARE		16,001	decrease appropriation for GPS Paint Robot
001-1401-665-000-PR2524	WEATHER SAFETY SYSTEM	50,552		increase appropriation for Weather Safety System
001-1401-665-000-PR2525	GPS PAINT ROBOT	46,236		increase appropriation for GPS Paint Robot
001-1401-771-100	PRINCIPAL	15,866		increase appropriation for GPS Paint Robot
001-1401-772-200	INTEREST EXPENSE	135		increase appropriation for GPS Paint Robot
001-1402-412-100	REGULAR SALARIES & WAGES		36,697	decrease appropriation for Regular Salaries
001-1403-546-400	EQUIPMENT MAINTENANCE		27,829	decrease appropriation for Earl Brown Park basketball court resurfacing
001-1403-552-200	OPERATING CAPITAL	27,829		increase appropriation for Earl Brown Park basketball court resurfacing
001-1408-534-100	CONTRACTUAL SERVICES	2,600		increase appropriation for Fire Alarm Calls
001-1408-552-100	OPERATING SUPPLIES	7,650		increase appropriation for Operating Supplies
001-1409-534-100	CONTRACTUAL SERVICES		10,250	decrease appropriation for Contractual Services
001-1410-552-100	OPERATING SUPPLIES		5,600	decrease appropriation for Office Supplies
001-1412-552-100	OPERATING SUPPLIES	5,600		increase appropriation for Office Supplies
001-9990-999-200	RESERVE CONTINGENCY		400,977	decrease appropriation for Mid-Life Rebuild for SE81 ($26,559), Hearing Accomodation Unit FS 82 ($8,801), Police perating Capital ($3,875), Apgar Sports Complex Signs ($153,220), Transfer to Homelessness Fund ($20,000), and other expenses ($188,522)
001-9999-991-120	TRANSFER TO HOMELESSNESS FUND	20,000		increase appropriation for Transfer to Homelessness Fund
001-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND		24,453	decrease appropriation for migration from Novatime to UKG Timekeeping ($17,453) and new Windows Server ($7,000)
001-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	239,405		increase appropriation for Microsoft Office ($3,678), FortiGate 200G Hardware ($28,637), Modular Bldg FS 83 ($47,700), Hearing Accomodation Unit FS 82 ($6,170), Apgar Sports Complex Signs ($153,220),

	Account Description	Increase	Decrease	Description
HOMELESS SHELTER FUND				
REVENUES		***20,000***	***20,000***	
120-0000-366-000	DONATIONS FROM PRIVATE SOURCES		20,000	decrease funding for Donations from Private Sources
120-9999-381-001	TRANSFER FROM GENERAL FUND	20,000		increase funding for Transfer from General Fund
EXPENDITURES		***0***	***0***	
GOVERNMENTAL IMPACT FEES TRUST FUND				
REVENUES		***196,510***	***0***	
170-0000-324-110	IMPACT FEES - POLICE RESIDENTIAL	16,566		increase funding for Police Residential Impact Fees
170-0000-380-130	USE OF RESERVES - GEN GOV"T	179,944		increase funding for new Police Vehicles and Cameras
EXPENDITURES		***196,510***	***0***	
170-1226-664-000-PD2515	VEHICLE FOR NEW OFFICER (1 OF 6)	2,761		increase appropriation for new Police Vehicle and Camera
170-1226-664-000-PD2516	VEHICLE FOR NEW OFFICER (2 OF 6)	2,761		increase appropriation for new Police Vehicle and Camera
170-1226-664-000-PD2517	VEHICLE FOR NEW OFFICER (3 OF 6)	2,761		increase appropriation for new Police Vehicle and Camera
170-1226-664-000-PD2518	VEHICLE FOR NEW OFFICER (4 OF 6)	2,761		increase appropriation for new Police Vehicle and Camera
170-1226-664-000-PD2519	VEHICLE FOR NEW OFFICER (5 OF 6)	2,761		increase appropriation for new Police Vehicle and Camera
170-1226-664-000-PD2520	VEHICLE FOR NEW OFFICER (6 OF 6)	2,761		increase appropriation for new Police Vehicle and Camera
170-1301-663-000-PW2519	DELAND COMMONS INFRASTRUCTURE IMPROVE	179,944		increase appropriation for DeLand Commons
GRANTS & SPECIAL REVENUE FUND				
REVENUES		***7,439***	***0***	
190-0000-361-100	INTEREST EARNINGS	7,439		increase funding for interest earnings
EXPENDITURES		***7,439***	***0***	
190-0106-549-100	OTHER OBLIGATIONS	7,439		increase appropriation for Opioid Funds
CAPITAL PROJECT FUND				
REVENUES		***246,405***	***77,805***	
300-9999-381-001	TRANSFER FROM GENERAL FUND	235,727		increase funding for FortiGate 200G Hardware ($28,637), Modular Bldg FS 83 ($47,700), Hearing Accomodation Unit FS 82 ($6,170), Apgar Sports Complex Signs ($153,220)
300-9999-381-001	TRANSFER FROM GENERAL FUND	3,678		increase funding for Microsoft Office
300-9999-381-401	TRANSFER FROM W&S FUND		3,241	decrease funding for Microsoft Office
300-9999-381-430	TRANSFER FROM AIRPORT FUND		77	decrease funding for Microsoft Office
300-9999-381-450	TRANSFER FROM STORMWATER FUND		77	decrease funding for Microsoft Office
300-9999-381-480	TRANSFER FROM P&I FUND		283	decrease funding for Microsoft Office
300-9999-381-001	TRANSFER FROM GENERAL FUND		7,000	decrease funding for new Windows Server
300-9999-381-401	TRANSFER FROM W&S FUND	2,800		increase funding for new Windows Server
300-9999-381-430	TRANSFER FROM AIRPORT FUND	1,400		increase funding for new Windows Server
300-9999-381-450	TRANSFER FROM STORMWATER FUND	1,400		increase funding for new Windows Server
300-9999-381-480	TRANSFER FROM P&I FUND	1,400		increase funding for new Windows Server
300-9999-381-001	TRANSFER FROM GENERAL FUND		17,453	decrease funding for migration from Novatime to UKG Timekeeping
300-9999-381-401	TRANSFER FROM W&S FUND		44,304	decrease funding for migration from Novatime to UKG Timekeeping
300-9999-381-430	TRANSFER FROM AIRPORT FUND		671	decrease funding for migration from Novatime to UKG Timekeeping
300-9999-381-450	TRANSFER FROM STORMWATER FUND		671	decrease funding for migration from Novatime to UKG Timekeeping
300-9999-381-480	TRANSFER FROM P&I FUND		4,028	decrease funding for migration from Novatime to UKG Timekeeping
EXPENDITURES		***1,128,686***	***960,086***	
300-0110-663-000-IT1902	UKG TIME AND ATTENDANCE MIGRATION		67,127	decrease appropriation for migration from Novatime to UKG Timekeeping
300-0110-664-000-IT2508	FORTIGATE 200G HARDWARE (2)	28,637		increase appropriation for FortiGate 200G Hardware (moved from Operating)
300-1222-552-200-FR2301	FIRE STATION 82/83 IMPROVEMENTS	10,666		increase appropriation for Fire Station 83 improvements (moved from Capital to Operating)
300-1222-552-200-FR2401	FIRE STATION 83 ADDITION	50,529		increase appropriation for Fire Station 83 addition (moved from Capital to Operating)
300-1222-662-000-FR2301	FIRE STATION 82/83 IMPROVEMENTS		10,666	decrease appropriation for Fire Station 83 improvements (moved from Capital to Operating)
300-1222-662-000-FR2401	FIRE STATION 83 ADDITION		2,829	decrease appropriation for Fire Station 83 addition (moved from Capital to Operating)
300-1222-664-000-FR2512	HEARING ACCOMODATION UNIT FS 82	6,170		increase appropriation for Hearing Accomodation Unit FS 82
300-1403-663-000-PR2312	RECREATION FIELDS AT VICTORIA PARK		879,464	decrease appropriation for Recreation Fields at Victoria Park
300-1403-663-000-PR2503	PICKLEBALL/TENNIS COURTS - EARL BROWN	879,464		increase appropriation for Pickleball/Tennis Courts - Earl Brown Park
300-1403-664-000-PR2523	APGAR SPORTS COMPLEX SIGNS	153,220		increase appropriation for Apgar Sports Complex Signs

	Account Description	Increase	Decrease	Description
WATER & SEWER FUND				
REVENUES		***879,551***	***0***	
401-0000-343-310	WATER OPERATING INCOME	257,106		increase funding for Water Operating Income
401-0000-384-000	DEBT PROCEEDS	79,745		increase funding for Debt Proceeds
401-0000-384-000-UT2309	WMN CAPACITY EXPAN & AWT IMPR CONSTRUCT	520,887		increase funding for SRF WMN Expansion
401-0000-384-000-UT2455	SRF LEAD SERVICE LINE REPLACEMENT	10,015		increase funding for SRF Lead Service
401-9998-382-440	CONTRIBUTION FROM REFUSE FUND	11,798		increase funding for Contribution to Water & Sewer Fund
EXPENDITURES		***1,107,633***	***228,082***	
401-4201-534-100	CONTRACTUAL SERVICES		104,252	decrease appropriation for Utility Wholesale Purchase Billing
401-4201-549-300	PILOT	269,346		increase appropriation for PILOT
401-4201-552-000	HARDWARE/SOFTWARE		43,260	decrease appropriation for ESRI Enrivon Sys Research (SBITA)
401-4201-665-000-UT2554	ESRI - ENVIRON SYS RESEARCH INSTITUTE	121,946		increase appropriation for ESRI Enrivon Sys Research (SBITA)
401-4201-772-201	INTEREST EXP - SUBSCRIPTION ASSETS	1,059		increase appropriation for ESRI Enrivon Sys Research (SBITA)
401-4203-546-400	EQUIPMENT MAINTENANCE	22,531		increase appropriation for Rotating Assembly
401-4204-664-000-UT2510	NEW PICKUP FLAT DUMP TRUCK	12,867		increase appropriation for Pickup Truck
401-4204-664-000-UT2552	REPLACE VEHICLE 278 WITH CHEVY 3500	166		increase appropriation for Chevy 3500
401-4205-534-400	SLUDGE HAULING	40,000		increase appropriation for Sludge Hauling
401-4205-546-400	EQUIPMENT MAINTENANCE	28,339		increase appropriation for Cameras for WW Treatment Facility
401-4205-663-000-UT2310	RECLAIM WATER EXPANSION PHASE 6 DESIGN	180		increase appropriation for Reclaim Water Expansion Phase 6 Design
401-4205-664-000-UT2456	DUMP TRUCK REPLACEMENT	168		increase appropriation for Dump Truck Replacement
401-4205-664-000-UT2518	AQUA DIAMOND FILTER CLOTH REPLACMENT	8,216		increase appropriation for additional Aqua Diamond Filter Cloths
401-4205-664-110-UT2530	930 COMPACT IC FLEX		8,216	decrease appropriation for 930 Compact IC Flex
401-4206-546-400	EQUIPMENT MAINTENANCE		14,357	decrease appropriation for L/S #63 Pump Replacement (moved from Capital)
401-4206-664-000-UT2537	PICKUP TRUCK REPLACE #280		10,452	decrease appropriation for Pickup Truck
401-4206-664-000-UT2553	L/S #63 PUMP REPLACEMENT	14,357		increase appropriation for L/S #63 Pump Replacement (moved from Operating)
401-4206-664-000-UT2555	LAWN MOWER REPLACEMENT	10,452		increase appropriation for Replacement SCAG Lawn Mower
401-4207-773-100	OTHER DEBT COSTS	530,902		increase appropriation for SRF Loan Costs
401-9999-991-001	TRANSFER TO GENERAL FUND	44,304		increase appropriation for migration from Novatime to UKG Timekeeping
401-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	2,800		increase appropriation for new Windows Server
401-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND		47,545	decrease appropriation for migration from Novatime to UKG Timekeeping ($44,304) and Microsoft Office ($3,241)
WATER TRUST FUND				
REVENUES		***29,600***	***0***	
403-0000-361-100	INTEREST EARNINGS	29,600		increase funding for Utility Connections
EXPENDITURES		***29,600***	***0***	
403-4230-549-100	OTHER OBLIGATIONS	29,600		increase appropriation for Utility Connections
WASTEWATER TRUST FUND		***85,624***	***0***	
REVENUES				
404-0000-361-100	INTEREST EARNINGS	85,624		increase funding for interest earnings
EXPENDITURES		***85,624***	***0***	
404-4240-549-100	OTHER OBLIGATIONS	75,100		increase appropriation for Utility Connections
404-4240-663-000-WW2301	SJRWMD/FDEP - RECLAIM EXP CONST PH 5	10,524		increase appropriation for Reclaim Expansion Construction Phase 5
AIRPORT FUND				
REVENUES		***0***	***0***	
EXPENDITURES		***11,399***	***11,399***	
430-4300-663-000-AP2302	FAA/FDOT - AIRFIELD MARKINGS	9,328		increase appropriation for Airfield Markings
430-9990-999-100	CONTINGENCY		10,651	decrease appropriation for Airfield Markings ($9,328) and Windows Server ($1,323)
430-9999-991-001	TRANSFER TO GENERAL FUND	671		increase appropriation for migration from Novatime to UKG Timekeeping
430-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	1,400		increase appropriation for new Windows server
430-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND		748	decrease appropriation for migration from Novatime to UKG Timekeeping ($671) and Microsoft Office ($77)

Account	Account Description	Increase	Decrease	Description
REFUSE COLLECTION FUND				
REVENUES		***462,708***	***0***	
440-0000-343-400	GARBAGE/SOLID WASTES	462,708		increase funding for Garbage revenue
EXPENDITURES		***462,708***	***0***	
440-4400-534-100	CONTRACTUAL SERVICES	450,910		increase appropriation for Contractual Services
440-9998-992-401	CONTRIBUTION TO W&S FUND	11,798		increase appropriation for Contribution to Water & Sewer Fund
STORMWATER FUND				
REVENUES		***17,823***	***0***	
450-0000-380-000	USE OF RESERVES	17,823		increase funding for Property Acquisition Consultant ($16,500) and Transfer to Capital Project Fund ($1,323)
EXPENDITURES		***87,614***	***69,791***	
450-4500-531-100	PROFESSIONAL SERVICES	1,750		increase appropriation for fence repair
450-4500-531-100	PROFESSIONAL SERVICES	20,244		increase appropriation for Stormwater Inspections
450-4500-531-100	PROFESSIONAL SERVICES	16,500		increase appropriation for Property Acquisition Consultant
450-4500-531-100	PROFESSIONAL SERVICES	27,906		increase appropriation for Stormwater Repairs
450-4500-546-400	EQUIPMENT MAINTENANCE	19,143		increase appropriation for Painters Pond Pump Repairs
450-4500-663-000-SW2505	MISC SW IMPROVEMENTS - NEIGHBORHOOD		67,293	decrease appropriation for Stormwater Improvements
450-4500-663-000-SW2507	MISC SW POND FENCE MAINTENANCE		1,750	decrease appropriation for fence maintenance
450-9999-991-001	TRANSFER TO GENERAL FUND	671		increase appropriation for migration from Novatime to UKG Timekeeping
450-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	1,400		increase appropriation for new Windows server
450-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND		748	decrease appropriation for migration from Novatime to UKG Timekeeping ($671) and Microsoft Office ($77)
PERMITS AND INSPECTIONS FUND				
REVENUES		***730,494***	***0***	
480-0000-380-000	USE OF RESERVES	53,477		increase funding for Utility Network Planning (Phase 1) ($52,360) and Transfer to Capital Project Fund ($1,117)
480-0000-384-000	DEBT PROCEEDS	677,017		increase funding for Debt Proceeds
EXPENDITURES		***932,448***	***201,954***	
480-4800-531-100	PROFESSIONAL SERVICES	52,360		increase appropriation for Utility Network Planning (Phase 1)
480-4800-552-000	HARDWARE/SOFTWARE		163,889	decrease appropriation for Accela Civic Platform Renewal (SBITA)
480-4800-552-000	HARDWARE/SOFTWARE		13,754	decrease appropriation for Hardware/Software (SBITAs)
480-4800-552-200	OPERATING CAPITAL	20,000		increase appropriation for Equipment Maintenance
480-4800-663-000-PI2103	P&I OFFICE RENOVATIONS		20,000	decrease appropriation for Office Renovations (moved to operating)
480-4800-665-000-PI2502	ACCELA CIVIC PLATFORM RENEWAL 2025	840,906		increase appropriation for Accela Civic Platform Renewal (SBITA)
480-4800-772-201	INTEREST EXP - SUBSCRIPTION ASSETS	13,754		increase appropriation for Interest Expense (SBITAs)
480-9999-991-001	TRANSFER TO GENERAL FUND	4,028		increase appropriation for migration from Novatime to UKG Timekeeping
480-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND	1,400		increase appropriation for new Windows Server
480-9999-991-300	TRANSFER TO CAPITAL PROJECT FUND		4,311	decrease appropriation for migration from Novatime to UKG Timekeeping ($4,028) and Microsoft Office ($283)
WORKERS' COMPENSATION FUND				
REVENUES		***285,400***	***0***	
510-0000-361-100	INTEREST EARNINGS	108,000		increase funding for interest earnings
510-0000-369-900	MISCELLANEOUS REVENUE	79,000		increase funding for miscellaneous revenue
510-0000-380-000	USE OF RESERVES	98,400		increase funding for Use of Reserves
EXPENDITURES		***350,400***	***65,000***	
510-5100-424-240	RESERVES EST BY ACTUARIAN	81,000		increase appropriation for Reserves Est by Actuarian
510-5100-424-220	PAYMENT OF CLAIMS	266,220		increase appropriation for Payment of Claims
510-5100-531-100	PROFESSIONAL SERVICES		65,000	decrease appropriation for Professional Services
510-5100-540-100	TRAVEL & TRAINING	1,000		increase appropriation for Training Supplies
510-5100-545-100	INSURANCE	2,180		increase appropriation for Insurance

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Consideration re Task Order for, 2026 FY Water Distribution Services.

DEPARTMENT: Utilities

PREPARED BY: Jim Ailes, Deputy Public Serv. Director/Utilities Director

ATTACHMENTS: City of DeLand FY 2026 Water Distribtution Services Proposal

APPROVED BY: Michael Pleus, City Manager, November 13, 2025

SUMMARY/HIGHLIGHT:

The Utilities Department, with the help of McKim & Creed, Inc. has continued to address the Lead Service Line Inventory reporting requirement. This task order assignment will continue that collaborative effort to keep the local Volusia County Health Department informed, the public hub site on the city web page updated under the utilities tab for information about the program, the GIS Mapping by address, and the ability of the homeowner to complete a survey to assist the city has gone live. In addition, they will help compile an environmental compliance defense package and develop strategic capital improvements aimed at replacing outdated or potentially harmful water infrastructure components.

The primary focus will be to continue to address the remaining list of At-Risk Population priorities in the investigation plan. This area should be completed in 2026 and to date has found no lead-based piping to deal with replacing. McKim & Creed, Inc. will help conduct and oversee further field inspections and documentation required, with city staff being onsite providing assistance, as needed. The subject task order, if approved, will provide these services. Through this field investigation, we have been able to lower the number of unknowns from 11,444 to 6,463 to date.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

High Value Government

SUSTAINABILITY:

Facilities & Infrastructure

FISCAL IMPACT:

This proposed task order, if approved, will result in an obligation of $430,425.29 per the attached scope. Funds in the amount of $1,980,000.00 were set aside for this project with the approval of the loan document where the city will receive a 49% loan forgiveness in the amount of $970,200. The amount proposed in the task order above would be eligible for that split to occur. Funds are currently available in the Utility Enterprise Account to cover this expense.

RECOMMENDATION:

Staff recommends that the City Commission approve the subject task order with McKim & Creed to provide services for the 2026 FY Water Distribution Services to continue work on the reduction of service lines of unknown materials within the distribution system for the Lead Service Line Inventory.

BACKGROUND/DISCUSSION:

This task assignment will continue to bring the City Utility Department into compliance with the EPA required inventory and replacement plan.

City of DeLand, Florida
Scope of Services
FY 2026 Water Distribution Services
McKim & Creed, Inc.
October 30, 2025

As part of its broader water quality and infrastructure initiative, the City of DeLand, Florida (CITY) has engaged McKim & Creed (CONSULTANT) to develop a targeted scope of services for assistance with compiling an environmental compliance defense package. This includes a formal memorandum outlining methodologies, statistical analyses, resolution of unknown water distribution materials, and a detailed catalog of underground water conveyance components. CONSULTANT will assist the CITY in developing a strategic capital improvement plan aimed at replacing outdated or potentially harmful water infrastructure components.

TASK 1 - PROJECT MANAGEMENT AND COORDINATION

CONSULTANT will execute this project in collaboration and coordination with CITY staff. The itemized scope below provides a detailed list of tasks required to complete this project.

1. Maintain project communication with the CITY through emails and meetings, either virtually or in-person.
2. Coordinate fleet operations and mobilization with CITY staff and utility operations.
3. Prepare and submit monthly invoices for work accomplished during the previous period. Invoices will include a cover letter with a summary of the completed work. Major tasks will be invoiced monthly.

TASK 2 – UNKNOWN PIPE MATERIAL RESOLUTIONS

CONSULTANT will perform excavations at unknown service lines remaining in the system, excluding those requiring excavation of pavement.

1. CONSULTANT will complete the following tasks at the water meter for each address identified: assess pipe material on the public or utility side of the water meter, assess pipe material on the private side of the water meter, collect a photograph of the pipe on the public or utility side of the water meter, collect a photograph of the pipe on the private side of the water meter, collect a photograph showing the meter number and/or service address. CONSULTANT will backfill all test holes with original spoils material.

2. CONSULTANT will calculate the Non-Lead Validation Pool and validate all non-lead classifications within the pool.

TASK 3 - DOCUMENTATION & REPORTING

CONSULTANT will document, record, and notify the CITY of legacy materials discovered during verification of service line materials. A recorded lead connector status will be reported within one working day, including pdf exports depicting location, asset images, and other helpful information for locating and identifying the connector.

DELIVERABLES

1. Spreadsheet and Records of Legacy Materials

TASK 4 – DATA REVIEW & PUBLICATION

CONSULTANT will review field data collected, update material within the ESRI database, and compile data sources into the existing data format/hosted location. This process will include:

1. Review of individual field survey forms
2. PDF report of individual field survey records
3. Database merge of QA/QC'd surveys with existing GIS inventory
4. EPA Standard update
5. A system-wide mapping of infrastructure material composition

TASK 5 - REPLACEMENT EQUATION PLANNING

The CONSULTANT will support the development of a strategic replacement plan tailored to the City's infrastructure goals. While this scope does not include physical replacement activities, the plan will outline key elements necessary for future implementation efforts.

1. Updated Equation and Plan for VCHD Submissions

DELIVERABLES

1. Replacement Strategy, Equation, and Plan Updates

TASK 6 – PUBLIC TRANSPARENCY DASHBOARD ASSISTANCE

1. The CONSULTANT will coordinate with the CITY to provide publicly accessible distribution materials, in accordance with EPA requirements. This task also includes assistance with informing customers that have distribution components containing legacy or unknown materials.

2. CONSULTANT will attend two commission meetings to assist CITY with making Public aware of Program progress.

DELIVERABLES

1. Commission Meeting Posters and Attendance
2. ArcGIS Online Dashboard Population

TASK 7 – COMPLIANCE DEFENSE PREPARATION

CONSULTANT shall prepare a comprehensive defense package addressing compliance with applicable drinking water regulations for the CITY. The goal is to demonstrate adherence to relevant standards and to provide supporting documentation that validates operational practices and water quality outcomes. Scope is as follows:

1. Regulatory Review
    - Identify and summarize applicable drinking water regulations.
    - Highlight key compliance requirements and thresholds.
2. Data Compilation
    - Gather recent water quality monitoring data, including sampling results, lab reports, and operational logs.
    - Ensure data is complete, accurate, and formatted for presentation.
3. Documentation and Evidence
    - Compile relevant permits, inspection reports, maintenance records, and internal audits.
    - Include correspondence with regulatory agencies that supports compliance history.
4. Narrative Development
    - Draft a professional narrative explaining the compliance strategy, monitoring protocols, and corrective actions (if any).
    - Address any historical or potential areas of concern with documented mitigation efforts.
5. Presentation Materials
    - Create a slide deck or briefing document summarizing findings for internal review and potential external presentation.
    - Include visual aids such as charts, timelines, and maps where applicable.
6. Technical Review
    - Coordinate with technical advisors to prepare defense in alignment with regulatory requirements.

DELIVERABLES

1. Compliance defense narrative (Word or PDF format)
2. Supporting documentation binder (digital or physical)
3. Presentation materials (PowerPoint or equivalent)

TASK 8 FUTURE ADDITIONAL SERVICES – INDIVIDUAL REPLACEMENT BID PACKAGE

1. Upon written authorization by the CITY, CONSULTANT shall develop individual replacement packages on an as-needed basis for a replacement with unique design or permitting requirements not covered in the Unit Price Bid Package scope. Each Individual Replacement Bid Package shall include:

    a. Map of replacement location with address shown
    b. Estimate of Probable Construction Cost
    c. Bid Form
    d. Method of Measurement
    e. Bid Documents ("front-end documents")
    f. Technical Specifications
    g. Construction Details

2. Individual Replacement Bid Package

3. Submittals shall include draft and final Unit Price Bid Packages. CONSULTANT shall conduct virtual review workshop with CITY for each submittal.

4. The following services are not included in the bid package development scope of services and, if required, shall be the responsibility of the contractor:

    a. Geotechnical investigations.
    b. Subsurface utility engineering (SUE) investigations.
    c. Environmental investigations.
    d. Surveys, easement mapping, and easement staking
    e. Shoring/sheeting for bore pits, if necessary.
    f. Detailed traffic control design.

g. Procurement of all necessary permits to perform the work, including, but not limited to, NCDOT encroachments, traffic control plan approvals, erosion and sediment control, and building permits.

DELIVERABLES

Individual Replacement Bid Package(s)

TASK 9: FUTURE ADDITIONAL SERVICES – BIDDING

1. Upon written authorization by the CITY, CONSULTANT shall initiate Bid and Award services for the Unit Price Bid Packages. Addition written authorization shall be required to initiate Bid and Award Services for each Individual Replacement Bid Package (not included in this task).
2. It is assumed contractor prequalification will not be completed as part of this scope of services.
3. It is assumed that typical CITY procedures for Bid and Award will be completed, and CONSULTANT will aid CITY during bidding and award.
4. CITY will submit Advertisement for Bids to the appropriate advertising agencies.
5. CITY will receive requests for bidding documents through their online bid opportunity. CONSULTANT will provide electronic copies of bidding documents to CITY for distribution and productions through this online portal. CONSULTANT will provide hard copies to prospective bidders that request printed documents at published cost to the bidder.
6. CONSULTANT shall review CITY'S pre-bid meeting agenda and provide specific project related input.
7. CONSULTANT shall attend one (1) pre-bid conference with CITY. It is assumed CITY will schedule, conduct meeting, prepare meeting notes, and distribute copies of the notes to bid document holders and on-line bid document offices with the first addendum.
8. CONSULTANT shall assist CITY with Bidder questions and inquiries. CONSULTANT will prepare such clarifications and Addenda to the Bidding Documents as may be required and provide such clarifications and addenda to CITY for distribution to persons or entities who are issued Bidding Documents.
9. CITY will receive bid proposals and conduct the bid opening; it is assumed the bid opening will be conducted at a designated location by CITY. CONSULTANT will attend one (1) bid opening and be provided with digital copies of the bids for evaluation and tabulation.
10. CONSULTANT shall prepare certified bid tabulations for the bid proposals received.
11. CONSULTANT shall assist CITY with evaluation of bids in compliance with applicable Florida General Statutes and make written recommendations to CITY relative to

acceptance/rejection of proposals and award of Construction Contract to the lowest responsive and responsible bidder for a single contract or the lowest and responsible bidders for separate contracts.

DELIVERABLES
Certified Bid Tabulation and Recommendation of Award

SCHEDULE

Authorization of this scope serves as notice to proceed (NTP). Field operations will begin within 20 days of NTP. Weather permitting, and without any delays, field investigations will be completed within 160 days of NTP, and inventory data integration will be completed within 190 days of NTP. DEP will be notified once the investigations are complete in effort to update the inventory and reduce requirements for service lines of unknown materials.

FEES

SUMMARY: FY2026 WATER DISTRIBUTION SERVICES	
Description	**TOTAL PROJECT**
Task 1: PROJECT MANAGEMENT AND COORDINATION	$ 53,206.28
Task 2: UNKNOWN PIPE MATERIAL RESOLUTIONS	$ 297,628.20
Task 3: DOCUMENTATION AND REPORTING	$ 14,424.56
Task 4: DATA REVIEW & PUBLICATION	$ 65,166.25
Task 5: REPLACEMENT EQUATION PLANNING	$ 18,742.56
Task 6: PUBLIC TRANSPARENCY DASHBOARD ASSITANCE	$ 16,929.92
Task 7: COMPLIANCE DEFENSE PREPARATION	$ 45,994.86
Task 8: NOT INCLUDED	-
Task 9: NOT INCLUDED	-
TOTAL ENGINEERING FEES	$ 430,425.29

ASSUMPTIONS AND OTHER CONSIDERATIONS

1. Permitting is not included in this scope of services.
2. Unless otherwise noted, all submittals will be in electronic format.
3. CONSULTANT is not responsible for performing any repairs, service line replacements, or partial replacements such as removal of lead connectors, goosenecks, or pigtails.
4. CONSULTANT is not responsible for notifying customers of service lines materials identified during hand tool excavation.

5. Unknown material reconciliations will continue until the budget is exhausted.

PREPARED BY:

Phil Locke
Sr. Project Manager
McKim & Creed, Inc.

Date: 10/30/25

APPROVED BY:

Chris Cloudman
Mayor
City of DeLand

Date: _____

McKIM&CREED
1365 Hamlet Avenue
Clearwater, FL 33756
Phone: 727-442-7196

APPENDIX A
HOURLY TASK BREAKDOWN

Task 1: PROJECT MANAGEMENT AND COORDINATION		$ 102.00	$ 176.17	$ 173.00	$ 132.90	$ 150.41	$ 137.02	$ 89.63		
TASK	Description	Field Technician	Project Manager	SUE Project Manager	Sr GIS Analyst	Project Engineer II	Engineer Intern	Admin Assistant	Total Man-hours	TOTAL PROJECT
1	Communication & Meetings	12	48	12	10	10	30	1	123	$ 18,789.49
2	Fleet Coordination	12	60	12	10	10	30	1	135	$ 20,903.53
3	Monthly Invoicing	0	48	12	0	5	8	1	74	$ 12,470.00
	Total Man-hours	24	156	36	20	25	68	3	332	
	Total Man-hour Costs	$ 2,448.00	$ 27,482.52	$ 6,228.00	$ 2,658.00	$ 3,760.25	$ 9,317.36	$ 268.89		$ 52,163.02
	Other Direct Costs									$ 1,043.26
	TOTAL COSTS									$ 53,206.28

Task 2: UNKNOWN PIPE MATERIAL RESOLUTIONS		$ 102.00	$ 176.17	$ 173.00	$ 132.90	$ 150.41	$ 137.02	$ 89.63		
TASK	Description	Field Technician	Project Manager	SUE .Project Manager	Sr GIS Analyst	Project Engineer II	Engineer Intern	Admin Assistant	Total Man-hours	TOTAL PROJECT
1	Assessments	2216	120	120	60	45	60	10	2631	$ 291,792.35
	Total Man-hours	2216	120	120	60	45	60	10	2631	
	Total Man-hour Costs	$ 226,032.00	$ 21,140.40	$ 20,760.00	$ 7,974.00	$ 6,768.45	$ 8,221.20	$ 896.30		$ 291,792.35
	Other Direct Costs									$ 5,835.85
	TOTAL COSTS									$ 297,628.20

Task 3: DOCUMENTATION AND REPORTING		$ 102.00	$ 176.17	$ 173.00	$ 132.90	$ 150.41	$ 137.02	$ 89.63		
TASK	Description	Field Technician	Project Manager	SUE Manager	Sr GIS Analyst	Project Engineer II	Engineer Intern	Admin Assistant	Total Man-hours	TOTAL PROJECT
1	Spreadsheet of Legacy Materials	30	15	5	20	20	10	6	106	$ 14,141.73
	Total Man-hours	30	15	5	20	20	10	6	106	
	Total Man-hour Costs	$ 3,060.00	$ 2,642.55	$ 865.00	$ 2,658.00	$ 3,008.20	$ 1,370.20	$ 537.78		$ 14,141.73
	Other Direct Costs									$ 282.83
	TOTAL COSTS									$ 14,424.56

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Task 4: DATA REVIEW & PUBLICATION		$ 176.17	$ 132.90	$ 150.41	$ 137.02	$ 89.63		
TASK	Description	Project Manager	Sr GIS Analyst	Project Engineer II	Engineer Intern	Admin Assistant	Total Man-hours	TOTAL PROJECT
1	Review of Surveys	40	18	40	120	2	220	$32,077.06
2	PDF Surveys	10	6	2	10	1	29	$4,319.75
3	Database Merge	6	80	2	60	1	149	$20,300.67
4	EPA Standard Update	10	8	2	6	0	26	$3,947.84
5	System Wide Mapping	6	8	2	6	0	22	$3,243.16
	Total Man-hours	72	120	48	202	4	446	
	Total Man-hour Costs	$12,684.24	$15,948.00	$7,219.68	$27,678.04	$358.52		$63,888.48
	Other Direct Costs							$1,277.77
	TOTAL COSTS							$65,166.25

Task 5: REPLACEMENT EQUATION PLANNING		$ 176.17	$ 132.90	$ 150.41	$ 137.02	$ 89.63		
TASK	Description	Project Manager	Sr GIS Analyst	Project Engineer II	Engineer Intern	Admin Assistant	Total Man-hours	TOTAL PROJECT
1	Updated Equation and Plans	40	18	40	20	2	120	$ 18,375.06
	Total Man-hours	40	18	40	20	2	120	
	Total Man-hour Costs	$ 7,046.80	$ 2,392.20	$ 6,016.40	$ 2,740.40	$ 179.26		$ 18,375.06
	Other Direct Costs							$ 367.50
	TOTAL COSTS							$ 18,742.56

Task 6: PUBLIC TRANSPARENCY DASHBOARD ASSITANCE		$ 176.17	$ 132.90	$ 150.41	$ 137.02	$ 89.63		
TASK	Description	Project Manager	Sr GIS Analyst	Project Engineer II	Engineer Intern	Admin Assistant	Total Man-hours	TOTAL PROJECT
1	Coordination	20	20	20	15	4	79	$11,603.42
2	Commission Meetings	12	6	6	6	4	34	$4,994.54
	Total Man-hours	32	26	26	21	8	113	
	Total Man-hour Costs	$5,637.44	$3,455.40	$3,910.66	$2,877.42	$717.04		$16,597.96
	Other Direct Costs							$331.96
	TOTAL COSTS							$16,929.92

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Task 7: COMPLIANCE DEFENSE PREPARATION		$ 176.17	$ 132.90	$ 150.41	$ 137.02	$ 89.63		
TASK	Description	Project Manager	Sr GIS Analyst	Project Engineer II	Engineer Intern	Admin Assistant	Total Man-hours	TOTAL PROJECT
1	Regulatory Review	40	18	40	20	2	120	$ 18,375.06
2	Data Compilation	10	6	2	10	1	29	$ 4,319.75
3	Documentation & Evidence	6	4	2	6	1	19	$ 2,801.19
4	Narrative Development	10	8	2	12	2	34	$ 4,949.22
5	Presentation Materials	6	8	2	12	2	30	$ 4,244.54
6	Technical Review	30	8	10	16	4	68	$ 10,403.24
	Total Man-hours	102	52	58	76	12	300	
	Total Man-hour Costs	$ 17,969.34	$ 6,910.80	$ 8,723.78	$ 10,413.52	$ 1,075.56		$ 45,093.00
	Other Direct Costs							$ 901.86
	TOTAL COSTS							$ 45,994.86

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CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Consideration re Lease Agreement with Representative Webster Barnaby for Office Space.

DEPARTMENT: Admin Services

PREPARED BY: Michael Grebosz, Asst. City Manager

ATTACHMENTS: Barnaby Lease Final 2025 - PDF

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

Webster Barnaby serves as State Representative for the 29th District of Florida, which includes DeLand. Representative Barnaby approached staff about renewing the lease for the space on the 3rd Floor of City Hall for one additional year. The lease is for 750 square feet of office space which will be used as his main District Office. The proposed lease rate is $750 per month or $9,000 annually. Phone, fax and equipment will be provided by the State of Florida.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

High Value Government

SUSTAINABILITY:

N/A

FISCAL IMPACT:

This item has a positive fiscal impact of $9,000 annually.

RECOMMENDATION:

Staff recommends approval of the attached lease agreement with State Representative Webster Barnaby.

BACKGROUND/DISCUSSION:

Representative Barnaby currently leases office space in DeLand City Hall and would like to continue the lease for an additional year to align with the term of office.

LEASE AGREEMENT

THIS LEASE AGREEMENT (hereinafter referred to as the "Agreement") made and entered into this ____ day of _____ 2025 by and between the City of DeLand, a Florida municipal corporation, whose address is 120 South Florida Avenue (hereinafter referred to as "Lessor") and Webster Barnaby, Florida State Representative, District 29, whose address is 120 South Florida Avenue, DeLand, FL 32720 (hereinafter referred to as "Lessee").

W I T N E S S E T H

WHEREAS, Lessor is the fee owner of real property in DeLand, Volusia County, Florida, such real property having a street address of 120 South Florida Avenue, otherwise known as the DeLand City Hall; and

WHEREAS, Lessor is desirous of leasing approximately 750 square feet on the 3rd floor of the DeLand City Hall (hereinafter referred to as the "Premises") to the Florida State Representative for District 29 for use as a district office; and

WHEREAS, it is in the public's best interest to use the surplus space in the DeLand City Hall for the purpose set forth herein until such time as the space is needed for City of DeLand employees; and

WHEREAS, it is the intention of the Lessor and Lessee that the term of this lease run concurrently with the term of office for the Lessee's District 29 Florida State Representative seat; and

WHEREAS, Lessee is desirous of leasing the Premises from Lessor on the terms and conditions as contained herein.

NOW, THEREFORE, for and in consideration of mutual covenants and obligations contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto hereby agree as follows:

1. TERM. Lessor leases to Lessee and Lessee leases from Lessor the above described Premises for a term beginning December 1, 2025 and ending on November 1, 2026. Any other provision of this Agreement notwithstanding, Lessor or Lessee may terminate this lease with 60 days written notice to the other party.

2. RENT. The rent for the Premises shall be SEVEN HUNDRED FIFTY AND 00/100 DOLLARS ($750.00) per month, payable on the 1st day of each month of the term. Rent shall commence on December 1, 2025.

3. USE OF PREMISES. The Premises shall be used and occupied by the Lessee and Lessee's immediate state staff, exclusively, as a Florida State Representative office. No part of the

Premises shall be used at any time during the term of this Agreement by Lessee for the purpose of carrying on any other business, profession, trade of any kind, or for any purpose other than that of a Florida State Representative. Lessee shall comply with any and all laws, ordinances, rules, and orders of any and all governmental or quasi-governmental authorities affecting the cleanliness, use, occupancy, and preservation of the Premises.

4. CONDITION OF PREMISES. Lessee stipulates, represents, and warrants that Lessee shall examine the Premises, and that Lessee shall accept said Premises in the condition in which they are delivered to Lessee. In the event that the condition of the Premises are not acceptable by Lessee in Lessee's sole discretion, then Lessee may terminate this lease by providing written notice to Lessor within ten (10) days after the Premises are available for occupancy.

5. ACCESS TO PREMISES. Lessee shall have area specific access to the premises. Lessee shall not be entitled, pursuant to this lease, to use any other rooms (excepting of course incidental use of restrooms, hallways, elevators, etc.) in the DeLand City Hall, except by specific permission granted by the City of DeLand.

6. ASSIGNMENT AND SUB-LETTING. Lessee shall not assign this Agreement, or sub-let or grant any license to use the Premises or any part thereof.

7. ALTERATIONS AND IMPROVEMENTS. Lessee shall make no alterations to the Premises or construct any interior walls or other structures.

8. NON-LIABILITY OF LESSOR. Lessor shall not be liable for any damages or injury of or to the Lessee, Lessee's guests, invitees, agents or employees or to any person entering the Premises or the building of which the Premises are a part or to goods or equipment.

9. ATTORNEYS' FEES. Should it become necessary for Lessor to employ an attorney to enforce any of the conditions or covenants hereof, including the collection of rentals or gaining possession of the Premises, Lessee agrees to pay all expenses so incurred, including a reasonable attorneys' fee.

10. RECORDING OF AGREEMENT. Lessee shall not record this Agreement on the Public Records of any public office. In the event that Lessee shall record this Agreement, this Agreement shall, at Lessor's option, terminate immediately and Lessor shall be entitled to all rights and remedies that it has at law or in equity.

11. GOVERNING LAW. This Agreement shall be governed, construed, and interpreted by, through and under the Laws of the State of Florida.

12. SEVERABILITY. If any provision of this Agreement or the application thereof shall, for any reason and to any extent, be invalid or unenforceable, neither the remainder of this Agreement nor the application of the provision to other persons, entities or circumstances shall be affected thereby, but instead shall be enforced to the maximum extent permitted by law.

13. BINDING EFFECT. The covenants, obligations, and conditions herein contained shall be binding on and inure to the benefit of the heirs, legal representatives, and assigns of the parties hereto.

14. DESCRIPTIVE HEADINGS. The descriptive headings used herein are for convenience of reference only and they are not intended to have any effect whatsoever in determining the rights or obligations of the Lessor or Lessee.

15. CONSTRUCTION. The pronouns and herein include, where appropriate, either gender or both, singular and plural.

16. NON-WAIVER. No indulgence, waiver, election, or non-election by Lessor under this Agreement shall affect Lessee's duties and liabilities hereunder.

17. MODIFICATION. The parties hereby agree that this document contains the entire agreement between the parties and this Agreement shall not be modified, changed, altered, or amended in any way except through written amendment signed by all of the parties hereto.

IN WITNESS WHEREOF, the parties have caused these presents to be duly executed.

EXECUTED by the Lessee this_____day of,_____2025.

EXECUTED by the Lessor this_____day of,_____2025.

Lessee

_____
Webster Barnaby, Florida State Commissioner
Representative, District 29

Lessor
CITY OF DELAND

By:_____
Christopher M. Cloudman, Mayor /

Attest:

By:_____
Julie A. Hennessey, City Clerk / Auditor

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Consideration re Appointments to the Historic Preservation Board.

DEPARTMENT: City Clerk

PREPARED BY: Julia Hewitt, Deputy City Clerk

ATTACHMENTS: HPB Member List Updated 11-7-25, Devon Morris Application, Charles Palmer Jr. Application, Scott Price Application, Solomon Greene, Reggie Bateman-Santilli N/A

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:
There are three (3) vacancies on the Historic Preservation Board, as outlined below:

- **Seat 2-** Vacant
- **Seat 3 – Scott Price:** Term expired; ineligible for reappointment pursuant to the Code
- **Seat 4 – Solomon Greene:** Term expired; ineligible for reappointment pursuant to the Code
- **Seat 6 – Regina Bateman-Santilli:** Term expired; ineligible for reappointment pursuant to the Code

Staff has received two (2) new applications from Charles Ernest and Devon Morris.

The Board shall have seven members appointed by the City Commission to serve for a period of three years. At least four (4) of the seven members shall be residents of the City of DeLand. Three (3) members may be non-residents who own land in the Historic District. One member of the Board shall be a registered architect, if available. The remaining six appointments shall be made on the basis of civic pride, integrity, experience, and interest in the field of historic preservation. The City Commission should, whenever possible, appoint a representative from each of the following areas of expertise:

(a) History
(b) Real estate or real property appraisal
(c) Urban planning

Each member shall be appointed to a three-year term except that, initially, two members shall be appointed for a term of one year, three members shall be appointed for a term of two years, and two members shall be appointed for a term of three years. No person may serve more than two consecutive three-year terms. Persons disqualified by this provision may be reappointed after one-year elapses after the expiration of the second term of service.

Staff contacted the applicants and advised them of the City Commission meeting date.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Citizen Advisory Boards support the Focus Area of "High Value Government."

SUSTAINABILITY:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

It is recommended that the City Commission take the following actions regarding appointments to the Historic Preservation Board:

1. **Appoint a new applicant** to fill **Seat 2 (vacant)**.

2. **Appoint a new member** to fill **either Seat 3, Seat 4, or Seat 6**, with a **term expiration of October 1, 2028**, as all three seats are currently expired and ineligible for reappointment pursuant to the Code. **Retain two expired seats** at this time, and once additional applications are received from eligible candidates, the remaining expired seat(s) may be filled at a later date.

BACKGROUND/DISCUSSION:

N/A

HISTORIC PRESERVATION BOARD (HPB)
MEMBER LIST – FY24/25

The Historic Preservation Board meetings are held on the First Thursday of each month starting at 5:00PM in City Hall Commission Chambers, 120 S. Florida Ave., DeLand, FL 32720

SEAT	MEMBER	AREA OF EXPERTISE	APPOINTMENT	TERM EXPIRATION
1 (R)	**William Hoffman** 434 East Rich Ave. 954-561-1642 William@hoffmanarchitecture.com	Architecture	1/17/24 (O)	10/1/26
2	**Vacant**			10/1/27
3 (R)	**Scott Price, *Vice Chairman*** 146 N. Woodland Blvd. 386-848-3979 sprice015@hotmail.com	Real Estate Historic Home Repair	2/4/19 (O) 2/21/22 (Re)	10/1/25
4 (R)	**Solomon Greene, *Chairman*** 446 W. New York Ave. 386-734-2200 (O) Sdgreene@sdgreene.com	Real Estate		10/1/23
5 (R)	**Matthew West, *AICP*** 223 W. Tarrington Dr. 407-340-7775 (C) 386-257-2571 (O) mattwestaicp@gmail.com	Urban Planning	6/3/24 (O)	10/1/27
6 (R)	**Regina Bateman-Santilli** 1055 S. Boston Ave. (H) 386-717-9876(H) 386-734-7571(O) reggiesantilli@aol.com	Real Estate	2/4/19 (O) 2/21/22 (Re)	10/1/23
7 (R)	**Hugh (West) Costa** 600 N. Tuxedo Ave. 386-717-4559 Westcosta@gmail.com	Real Estate	1/17/24 (O)	10/1/26

(R): City Resident

(O) Original Appointment
(Re) Re-appointment

LDR Section 33-123 *The historic preservation board shall have seven members appointed by the city commission. One member of the board shall be a registered architect, if available. The remaining six appointments shall be made on the basis of civic pride, integrity, experience, and interest in the field of historic preservation. The city commission should, whenever possible, appoint a representative from each of the following areas of expertise: a. History. b. Real estate or real property appraisal. c. Urban planning. d. Engineering or building construction. 2. At least four of the seven members shall be residents of the City of DeLand. Three of the seven members may be nonresidents who own land in a Historic District.*

Revised April 2025

7 Members; 3 Year Terms

HPB

View History Report

Audit Trail

Show detailed result
Application Submitted by Devon Morris <dvnmorris774@gmail.com>

Are you a City of DeLand resident?	Yes
How long have you lived in the DeLand area?	2024
Do you own property in DeLand?	No
Do you work within the City limits?	Yes
Have you ever served on a City Board?	No
Are you currently serving on any advisory board for any other governmental agency?	No
Please indicate if you have working knowledge or expertise in any of the following areas:	Urban Planning/Engineering,Building construction
Indicate which area(s) you have expertise:	Urban Planning
Please describe your community involvement:	I am deeply involved in the DeLand community. I am a founder and member of Walkable Volusia, an organization that advocates for vibrant, safe, and walkable communities.
Please describe your interest/activities:	City planning and community engagement is my principal interest, but I am also a voracious reader of history, an amateur genealogist, and an avid traveler. In my free time I enjoy studying best practices of city planning, attending City Commission meetings across the county, and meeting businessowners and patrons in the downtown corridor.
Why do you desire to serve on this Board or Committee?	DeLand's rich history is part of what makes the community an economic and cultural destination. It needs to be preserved, both in word and stone. The future success of the city is going to depend heavily on how we balance various community needs and preserve the interconnectedness and charm of the downtown historic district and properties throughout the city.
First name:	Devon
Middle name:	S
Last name:	Morris
Email address:	dvnmorris774@gmail.com
Primary phone number:	(386) 675-2458
Address:	130 E Voorhis Ave
Apartment number:	103

Employment History

Employer:	Windward Risk Managers
Position:	Customer Relationship Specialist
Employment date:	01/06/2025

Education

Degree(s):	Political Science, Pre-Law
School or college:	University of Central Florida
Graduation date:	05/2024

Completed Stages:

Application: ✔ 08/07/2025 02:06:15 PM - Devon Morris <dvnmorris774@gmail.com>

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0 Comments 0 Emails

Comments

Comments(0)

To link emails to this workflow - send or CC them to this workflow using the following workflow specific address: wf-9f559cc5093b41afa37991c4c4766f35.prod@simpligov.com . All emails sent into the workflow will display in the list below.

HAPB

View History Report

Audit Trail

Show detailed result

Application Submitted by Charles Palmer Jr. <cpdeland@gmaim.com>

Are you a City of DeLand resident?	Yes
How long have you lived in the DeLand area?	34 years
Do you own property in DeLand?	Yes
Do you work within the City limits?	Yes
Have you ever served on a City Board?	No
Are you currently serving on any advisory board for any other governmental agency?	No
Please indicate if you have working knowledge or expertise in any of the following areas:	History,Urban Planning/Engineering,Building construction
Indicate which area(s) you have expertise:	Engineering or Building Construction
Please describe your community involvement:	I operate a small business within the community providing constrution remodels and repairs, specialized trades such as masonry and structural carpentry. Before setting off with my own business i worked at a local sawmill for many years doing historic home restorations and sawmill services. I dont have any specific outlets for community involvement, though i have associates on Deland City Commission and with a very active environmental engineer.
Please describe your interest/activities:	Frankly, I have few interests or activites unrelated to my work. I like to kayak and hike, but these are hobbies. Sustainability is what drives me.
Why do you desire to serve on this Board or Committee?	As I said, sustainability is what drives me. With my knowledge base and experience with historic home restoration, Id be very keen to explore resources and impact of this organization has to offer the community. My aim is to produce ecologically reaponsible infrastructure that requires minimal maintenance and will last for centuries. It is not commonplace today to consider the 100 year or more lifespan of a structure, a roadway, utilities infrastructure, or other, as society shift so rapidly we tend to focus more on a 20-50 year lifespan, which has led to a considerable ecological footprint and diverse "unforeseen" faults. When building for the future, its imperative to consider the long term past.
First name:	Charles
Middle name:	Ernest
Last name:	Palmer Jr.

Email address:	cpdeland@gmaim.com
Primary phone number:	(386) 216-7737
Secondary phone number:	(386) 547-5633
Address:	807 E Wisconsin Ave, DeLand, FL 32724, USA

Employment History

Employer:	Ancient Trades
Position:	Owner
Employment date:	11/16/2023

Education

Degree(s):	G.E.D.
School or college:	Daytona State College
Graduation date:	06/2002

Completed Stages:

Application: ✔ 06/11/2025 09:35:47 PM - Charles Palmer Jr. <cpdeland@gmaim.com>

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0 Comments 0 Emails

Comments

Comments(0)

To link emails to this workflow - send or CC them to this workflow using the following workflow specific address: wf-818ea5853d53465788c5fdd2bda654b0.prod@simpligov.com . All emails sent into the workflow will display in the list below.

APPLICATION FOR APPOINTMENT HISTORIC PRESERVATION BOARD

City of DeLand

Submitted On:
November 18th, 2018 @ 2:04pm

Requester Name	scott price
Address	146 north woodland blvd DELAND Florida 32720 United States
Email	sprice015@hotmail.com
Employment	self owner 20 years
High School	Miami Palmeto
Colleges	Miami Dade,
Degree(s)	
Do you work within the City Limits?	Yes
Are you a City of DeLand resident?	Yes
Do you own property in DeLand	Yes
Have you ever served on a City Board?	Yes
If yes, when and which board?	CRA
Are you currently serving on any advisory board for any other governmental agency?	No
How long have you lived in the DeLand area?	20 + years
Work Experience	real estate cert. hospitality, pest cotrol, property management {ownership}, retail, construction remodeling.
Please indicate if you have working knowledge or expertise in any of the following areas:	History Real Estate/Real Property Appraisal Urban Planning/Engineering Building construction
Indicate which area(s) you have expertise:	Real estate or real property appraisal Engineering or building construction

Community Involvement	DeLand city commission ,downtown CRA. ,spring hill CRA.,seat city hall construction board, volusia county MPO
Interests/Activities	historic preservation ,biking
Why do you desire to serve on this Board?	a desire preserve the interests of citizens and property owners,community standards, safety, historic and business sustainability has always been the forefront of my decisions while serving our City
User's Session Information	IP Address: 108.189.100.4 Referrer URL: https://www.deland.org/boards-committees/current-board-vacancies
Signature Data	First Name: scott Last Name: price Email Address: sprice015@hotmail.com  Signed at: 11/18/2018 02:00PM

Please Type, if possible (or print clearly) Date: 2/11/2016

Name: Greene (Last) Solomon (First) David (Middle)

Address: (H) 446 W New York Ave DeLand, FL Zip Code: 32720

(O) 112 W New York Ave #205 DeLand, FL Zip Code: 32720

Phone: (H) (386) 479-2284 e-mail: sdgreene@sdgreene.com

(O) (386) 479-2284

Employer: Greene Realty & Property Management

Position: Broker/Owner How Long: 7 years

Education:	School	Yrs. Completed	Degrees
High School:	DeLand High School	4	Diploma
Colleges:	University of South Florida	4	Bachelors
	Stetson University	2	Masters

1. Are you a City of DeLand resident? Yes X No ____
2. Do you own property in DeLand? Yes X No ____
3. Are you currently serving on a City Board? Yes ____ No X
4. Have you ever served on a City Board? Yes ____ No X
   If yes, when and which Board?
   ____
5. How long have you lived in the DeLand area? Years 36

Work Experience: I have worked in real estate related fields my entire adult life. I have brokered, renovated, restored, and developed hundreds of properties in the DeLand area.

Community Involvement: I am active in the DeLand community. I am a current member of Mainstreet DeLand Association and own muliple DeLand Businesses

Interests/ Activities: Restoring my historic residence

Why do you desire to serve on this/these Board(s)? I would like to take an active role in furthering the preservation of DeLand's unique historic character and charm. I believe my first-hand experience with property preservation as well as my understanding of the business and financial side of real estate would be an asset to the board.

A resume or separate sheet with additional information may be included.

Indicate which area(s) you have expertise:
_____ registered architect
_____ history
__X__ real estate or real property appraisal
__X__ urban planning
__X__ engineering or building construction

I understand the responsibilities associated with being a Board member, and I have adequate time to serve on the above Board(s).

Solomon Greene Digitally signed by Solomon Greene DN: cn=Solomon Greene, o, ou, email=sdgreene@sdgreene.com, c=US Date: 2016.02.11 17:41:11 -05'00'

Signature

If you have any questions, please call the Office of City Clerk (386) 626-7132. Return this form to City Clerk's office 3rd floor, City Hall, 120 South Florida Avenue.

= = = =

City of DeLand
Application for Appointment
Historic Preservation Board

==========

Criteria: Shall be citizens of the City. Shall whenever possible, include a register Architect and a representative from each of the following areas of expertise: history, real estate or real property appraisal, urban planning and engineering or building construction.

Responsibilities:

1. To update the official inventory of cultural resources and submit to the City Commission recommendations and documentation concerning the updating.
2. To develop programs to stimulate public interest in urban neighborhood conservation, to participate in the adaptation of existing codes, ordinances, procedures a programs to reflect urban neighborhood conservation policies and goals.
3. To explore funding and grant sources and advise property owners concerning which might be available for identification, protection, enhancement, perpetuation, and use of historic, architectural, archeological, and cultural resources.
4. To cooperate with agencies of city, county, regional, state and federal governments in planning proposed and future projects to reflect historic preservation concerns and policies, and assist in the development of proposed and future land use plans.
5. To advise property owners and local governmental agencies concerning the proper protection, maintenance, enhancement, and preservation of cultural resources.
6. To advise the City Commission concerning the effects of local governmental actions on cultural resources.
7. To review and recommend the designation of sites, buildings, structures, objects, and districts, both public and private, as historically or architecturally significant.
8. To approve or deny petitions for certificates of appropriateness required under the historic preservation regulations in the Chapter 33 of the City of DeLand Code of Ordinances.
9. To notify the Planning Director who shall take appropriate action when it appears that there has not been compliance with the historic preservation regulations of Chapter 33 of the City of DeLand Code of Ordinances.
10. To assist in developing a historic preservation element to be incorporated into the City of DeLand's Comprehensive Plan and, if necessary, make recommendations for amendments to historic preservation goals, objectives and policies in the plan.

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[Original application for Reggie Bateman-Santilli could not be found].

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Consideration re Beresford Reserve Brownfield Advisory Committee Appointments.

DEPARTMENT: City Clerk

PREPARED BY: Julia Hewitt, Deputy City Clerk

ATTACHMENTS: Bereseford Reserve Member List, Genesis Affram Application, Malachi Makin, Thomas Martinez, Diana Tibor

APPROVED BY: Michael Pleus, City Manager, November 11, 2025

SUMMARY/HIGHLIGHT:
Several seats are vacant for the Beresford Reserve Brownfield Advisory Committee, as follows:

Seat 2, Denise DeGarmo, has resigned and is now VACANT
Seat 3, Brian Diaz, has resigned and is now VACANT
Seat 5, Lance Harding, has resigned and is now VACANT

Staff has received 4 new applications from the following individuals:

1. Genesis Affram
2. Malachi Makin
3. Thomas Martinez
4. Diana Tibor

CRITERIA:
Each Brownfield Advisory Committee shall consist of an odd number of members numbering no less than three and no more than seven, each of whom shall be appointed by the City Commission to serve for the duration of the Committee, unless a different term shall be set by the City Commission. The City Commission may appoint or remove members of the Committee at any time. The members may or may not be City residents, but should have a relation to the area in which the Committee has jurisdiction such as a resident, business owner, property owner, and the City Commission should strive to appoint one or more members with training or expertise in the fields of environmental science and economic development. The City Manager or his designee shall serve as an *ex officio* member of the Committee who shall not have a vote, but may be elected to be a presiding officer and shall serve as a City Commission liaison to the Committee.

DUTIES:
The Brownfield Advisory Committee shall:

(1). Be responsible for making recommendations to the City Commission regarding brownfields within the City.

(2). Receive public comment on the rehabilitation and redevelopment of brownfields areas, future land use,

local employment opportunities, community safety and economic justice. The Committee will also review outreach efforts and materials.

(3). Review and recommend ways to encourage public interest and participation in the brownfields initiatives of the City.

(4). Invite persons to its meetings in an effort to provide local knowledge concerning the location of potentially contaminated sites and the possibility of redevelopment.

(5). Provide periodic reports to the City Commission either when directed to do so by the City Commission or the City Manager or on its own accord.

(6). Otherwise perform the functions set forth in Section 376.80(4), Florida Statutes.

Staff has contacted the applicants and advised them of the City Commission meeting date.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Citizen Advisory Boards support the Focus Area of "High Value Government."

SUSTAINABILITY:

N/A

FISCAL IMPACT:

N/A

RECOMMENDATION:

It is recommended that the City Commission appoint three (3) applicants to fill Seats 2, 3, and 5.

BACKGROUND/DISCUSSION:

N/A

Beresford Reserve Brownfield Advisory Committee

Revised 01-08-25 5 Members; Until Termination Date

SEAT NO.	MEMBER	ZIP CODE	TELEPHONE	APPOINTED	TERM EXPIRES
1.	Joseph DeGaetano 724 N Boston Ave. jrdegaetano@gmail.com	32746	(407) 771-3203(O) (407) 756-0268 (H)	01-06-25	N/A
~~2.~~	~~Denise DeGarmo (Chairman)~~ ~~27926 Luis Lane Debary~~ ~~Denise_degarmo@mac.com~~	~~32713~~	~~(352) 459-6555 (H)~~	~~01-06-25~~	~~N/A~~
~~3.~~	~~Brian Diaz~~ ~~243 Jackson Lp.~~ ~~b.diaz@kw.com~~	~~32724~~	~~(386) 837-2386 (C)~~	~~01-06-25~~	~~N/A~~
4.	Catherine Samuels 630 S. Hill Ave. Walk144@gmail.com	32724	(207) 583-5417 (C)	01-06-25	N/A
~~5.~~	~~Lance Harding~~ ~~513 W. Minnesota Ave.~~ ~~Ecnal386@gmail.com~~	~~32720~~	~~(386) 279-3667 (C)~~	~~01-06-25~~	~~N/A~~

CRITERIA:
Each Brownfield Advisory Committee shall consist of an odd number of members numbering no less than three and no more than seven, each of whom shall be appointed by the City Commission to serve for the duration of the Committee, unless a different term shall be set by the City Commission. The City Commission may appoint or remove members of the Committee at any time. The members may or may not be City residents, but should have a relation to the area in which the Committee has jurisdiction such as a resident, business owner, property owner, and the City Commission should strive to appoint one or more members with training or expertise in the fields of environmental science and economic development. The City Manager or his designee shall serve as an *ex officio* member of the Committee who shall not have a vote, but may be elected to be a presiding officer and shall serve as a City Commission liaison to the Committee.

DUTIES:
The Brownfield Advisory Committee shall:

(1). Be responsible for making recommendations to the City Commission regarding brownfields within the City.

(2). Receive public comment on the rehabilitation and redevelopment of brownfields areas, future land use, local employment opportunities, community safety and economic justice. The Committee will also review outreach efforts and materials.

(3). Review and recommend ways to encourage public interest and participation in the brownfields initiatives of the City.

(4). Invite persons to its meetings in an effort to provide local knowledge concerning the location of potentially contaminated sites and the possibility of redevelopment.

(5). Provide periodic reports to the City Commission either when directed to do so by the City Commission or the City Manager or on its own accord.

(6). Otherwise perform the functions set forth in Section 376.80(4), Florida Statutes.

[Ord. 2022-22; Reso. 2022-___]

DELAND FLORIDA

City of DeLand, Florida
Bownfield Advisory Committee

The following summarizes your transaction with City of DeLand, Florida for Request # 06586442

Are you a City of DeLand resident?:	Yes
How long have you lived in the DeLand area?:	Since 2023
Do you own property in DeLand?:	Yes
Do you work within the City limits?:	Yes
Have you ever served on a City Board?:	No
When and which Board?:	
Are you currently serving on a City Board?:	No
List board and time served::	
Are you currently serving on any advisory board for any other governmental agency?:	No
Please list::	
Please indicate if you have working knowledge or expertise in any of the following areas::	None
Please describe your community involvement::	Moving to DeLand from south Florida is a eye opening experience. However living my adult life here is the best thing that has happened to my family. Wanting to also throw myself in community life i will continue to do because DeLand and its people are so beautiful and I want to be apart of such beauty.

Please describe your interest/activities::	My interests are Christian value and faith based. I enjoying talking to my plants and animals. I am married with four children. From the oldest starting college and the youngest starting VPK. I am ambitious and love learning and engaging with people everyday. I worked as a communications agent for the phone company and worked ALF and SLF and a caregiver.
Why do you desire to serve on this Board or Committee?:	I desire to serve the board and the interest of the community.
First name::	Genesis
Middle name::	
Last name::	Affram
Email address::	madamefree70@gmail.com
Primary phone number::	(386) 450-5582
Secondary phone number::	
Address::	1555 S Ridgewood Ave, DeLand, FL 32720, USA
Apartment number::	
Employment History:	Employment History Employer:: Homemaker Position:: Homemaker Employment date:: 10/14/2025
Education:	Education Degree(s):: CNA School or college:: Academy for practical nursing and health occupation Graduation date:: 10/2009
A resume or separate sheet with additional information may be included::	
Vetting result::	
Public - Message to applicant::	

DELAND
FLORIDA

City of DeLand, Florida
Bownfield Advisory Committee

The following summarizes your transaction with City of DeLand, Florida for Request # 06585980

Are you a City of DeLand resident?:	Yes
How long have you lived in the DeLand area?:	18 years
Do you own property in DeLand?:	Yes
Do you work within the City limits?:	Yes
Have you ever served on a City Board?:	No
When and which Board?:	
Are you currently serving on a City Board?:	No
List board and time served::	
Are you currently serving on any advisory board for any other governmental agency?:	No
Please list::	
Please indicate if you have working knowledge or expertise in any of the following areas::	Industry/Business
Please describe your community involvement::	Pastor at www.myfaithunited.com deland florida. Construction and roofing business owner. Advertising and marketing business owner.

Please describe your interest/activities::	To help bring initiative to the younger voter demographic 20-35 to be engaged in community affairs in a positive manner. To help bridge the gap between the commissioner advisors and public interest forum.
Why do you desire to serve on this Board or Committee?:	To help bring initiative to the younger voter demographic 20-35 to be engaged in community affairs in a positive manner. To help bridge the gap between the commissioner advisors and public interest forum.
First name::	Malachi
Middle name::	
Last name::	Makin
Email address::	malachi@buildcommercial.us
Primary phone number::	(386) 275-5404
Secondary phone number::	
Address::	1122 Majesty Palm Cir, DeLand, FL 32720, США
Apartment number::	
Employment History:	Employment History Employer:: Risen solutions Position:: Director of operations Employment date:: 10/14/2018
Education:	Education Degree(s):: Higher ground school of ministry School or college:: College Graduation date:: 10/2015
A resume or separate sheet with additional information may be included::	
Vetting result::	
Public - Message to applicant::	

DELAND FLORIDA

City of DeLand, Florida
Bownfield Advisory Committee

The following summarizes your transaction with City of DeLand, Florida for Request # 06588371

Are you a City of DeLand resident?:	Yes
How long have you lived in the DeLand area?:	Since 3/28/2014
Do you own property in DeLand?:	Yes
Do you work within the City limits?:	Yes
Have you ever served on a City Board?:	No
When and which Board?:	
Are you currently serving on a City Board?:	No
List board and time served::	
Are you currently serving on any advisory board for any other governmental agency?:	No
Please list::	
Please indicate if you have working knowledge or expertise in any of the following areas::	Industry/Business, Economic development
Please describe your community involvement::	All I can say about my community involvement is that ever since I moved here I've always wanting to be a part of the Deland community in a positive way. The first one that I noticed when I arrived was that the private transportation sector was lacking a bit, which is what led me to create Primo transportation LLC of Deland. I am proud of the the work that we have done

	in this industry for our community and excited for an opportunity to do even more
Please describe your interest/activities::	This could be a long list, but I can narrow it all down to anything family related. We have six children, ages 1 to 11. We love to have them participate in community activities as often as possible.
Why do you desire to serve on this Board or Committee?:	I think I can be a valuable asset when it comes to planning. As a 6 year resident of the immediate area I can also contribute an intimate perspective.
First name::	Tomas
Middle name::	A
Last name::	Martinez
Email address::	tomasconnected@gmail.com
Primary phone number::	(386) 500-8514
Secondary phone number::	(386) 450-2612
Address::	327 S Garfield Ave, DeLand, FL 32724, USA
Apartment number::	
Employment History:	Employment History Employer:: Primo Transportation LLC Position:: Owner Employment date:: 07/07/2014
Education:	Education Degree(s):: BS Business management School or college:: Kaplan University online Graduation date:: 10/1995
A resume or separate sheet with additional information may be included::	
Vetting result::	
Public - Message to applicant::	

DELAND FLORIDA

City of DeLand, Florida
Bownfield Advisory Committee

The following summarizes your transaction with City of DeLand, Florida for Request # 06586475

Are you a City of DeLand resident?:	Yes
How long have you lived in the DeLand area?:	9 years in Deland, 10 in Orange City
Do you own property in DeLand?:	Yes
Do you work within the City limits?:	Yes
Have you ever served on a City Board?:	No
When and which Board?:	
Are you currently serving on a City Board?:	No
List board and time served::	
Are you currently serving on any advisory board for any other governmental agency?:	No
Please list::	
Please indicate if you have working knowledge or expertise in any of the following areas::	Industry/Business, Environmental science
Please describe your community involvement::	I work as a Public Involvement Coordinator for Ardurra, an Engineering firm that provides Environmental services (amongst other services including water/waste water, design, and transportation). I have experience encouraging public interest, sharing information and receiving feedback from the public, and knowledge of environmental

	impact. I also worked in PR and Communications for 11 years in the property and casualty insurance industry where educating the public and receiving feedback were critical in the recent insurance reforms. Protecting homeowners, and their communities, was the highest priority.
Please describe your interest/activities::	I am interested in conservation and responsible growth as well as creating and maintaining a vibrant community that encourages connection and active lifestyles. I volunteered and got my company involved in building 6 homes for Habitat for Humanity for South East Volusia. I am a member of Florida Public Relations Association, and was a member for many years of the Public Relations Society of America.
Why do you desire to serve on this Board or Committee?:	I live off of Beresford in the Southridge Point subdivision and this land and location will impact me directly. I'd love to see the space imagined for highest and best use that remedies unhealthy environmental impacts, supports a vision for Deland to be a sought after home for families and professionals, and preserves the rich history, charm, and way of life Delandites love and fight for.
First name::	Diana
Middle name::	
Last name::	Tibor
Email address::	d.tibor@outlook.com
Primary phone number::	(386) 956-2259
Secondary phone number::	
Address::	112 Southridge Ln, DeLand, FL 32724, USA
Apartment number::	
Employment History:	Employment History Employer:: Ardurra Position:: Public Involvement Coordinator Employment date:: 05/05/2025 Employer:: Trident Insurance Position:: Vice President, Marketing & Media Employment date:: 04/22/2024 Employer:: Cypress Property and Casualty Insurance Company

	Position:: Digital Product Manager Employment date:: 04/03/2023 Employer:: Frontline Insurance Position:: Public Relations and Communication Manager Employment date:: 07/14/2014
Education:	Education Degree(s):: Graduate Certificate - Corporate Communications School or college:: University of Central Florida Graduation date:: 12/2018 Degree(s):: Bachelor's of Science - Interior Design School or college:: Seminole State College of Florida Graduation date:: 12/2016
A resume or separate sheet with additional information may be included::	inbound4484192592570715214.docx
Vetting result::	
Public - Message to applicant::	

DIANA TIBOR

E: d.tibor@outlook.com
C: (386) 956-2259
Deland, FL

SUMMARY

Experienced Communications professional with success in brand management, marketing, and public relations to drive industry excellence. Strong ability to earn trust amongst peers and superiors and maintain relationships with a high degree of tact and consideration.

CERTIFICATIONS

- Crisis Communications – *PRSA*
- Reputation Management – *PRSA*
- Lead for Success – *Center for Creative Leadership*

SKILLS

- Effective communication
- Event planning and management
- Research
- Initiative-taking
- Content creation
- Creative thinking
- Cross-functional collaboration
- Project/budget management
- Decision-making
- Strategy development
- MS Office Suite
- Adobe Creative Suite
- Stakeholder engagement and relationship building

EDUCATION

University of Central Florida
Graduate Certificate, Corporate Communications
Orlando, FL December 2018

Seminole State College of Florida
Bachelor of Applied Science, Interior Design
Heathrow, FL July 2016

EXPERIENCE

ARDURRA **ORLANDO, FL**
Public Involvement Coordinator ***May 2025 – Present***

- Develops, implements, and evaluates public involvement programs, communications plans, and public information materials to inform and educate stakeholders and the public on the purpose, need, benefit, and perceived impact of projects.
- Establish and maintain cooperative relationships with government agencies and representatives of community and public interest groups.
- Coordinate and arrange public meetings and hearings.

TRIDENT INSURANCE **LAKE MARY, FL**
Vice President, Marketing & Media ***April 2024 – May 2025***

- Owns the marketing product, processes, and procedures, including company assets, training materials, vendor management, media relations, regulatory responsibilities, and communications of a member-owned company.
- Oversees multi-channel marketing campaigns, digital strategies, and community outreach programs to attract and retain members. Collaborates with cross-functional teams to enhance customer experience, foster brand loyalty, and maximize the impact of membership-driven programs and partnerships.

CYPRESS P&C INSURANCE COMPANY **JACKSONVILLE, FL**
Manager – Digital Product ***April 2023 – April 2024***

- Delivered effective digital sales and marketing strategies, communications, and materials to drive growth and profitability in various states.
- Responsible for monthly digital events and employee and agent engagement surrounding the company's 25th anniversary initiatives.

FRONTLINE INSURANCE **LAKE MARY, FL**
Manager, Public Relations and Communications ***March 2020 – April 2024***

- Spearheaded the planning, execution, and promotion of corporate events and town halls, for up to 400 attendees, managing initial concept through execution, logistics, venue selection, catering, transportation, and on-site coordination, ensuring events ran smoothly and on schedule. Led a team of vendors and volunteers, delegating tasks effectively, and ensuring prompt resolution of issues on event day.
- Led successful community engagement events and deployed multi-channel communication around the events.

Public Relations Manager ***March 2016 – March 2020***

- Created and implemented a crisis communications plan including email campaigns that deliver on KPIs including consistently doubling industry standard open and engagement rates, successfully drive behavior, and effectively maintain positive brand image and reputation.
- Rebranded flagship product and launched a marketing campaign to effectively communicate and promote a unique value proposition.
- Oversaw development of re-branded website, including graphic design, UX, copy, layout, and content.

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Second Reading of Ordinance No. 2025-19, Annexing Approximately 20.13 Acres of Property Located at 210 North Ridgewood Avenue (DeLand Reserve). First Reading held on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Emily Kunkel, Senior Planner

ATTACHMENTS: ORD-2025-19 , Exhibit A - Legal Description , Exhibit B - Location Map, AN25-082 - Survey, AN25-082 Narrative, AN25-082 Staff Report, Volusia County Thoroughfare Overlay Zone, AN25-082 Aerial

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

This request is for approval to annex ±20.13 acres of property into the City of DeLand to develop a residential project with a subsequent land use amendment to Medium Density Residential and a rezone request to the DeLand Reserve Planned Development.

The City's guidelines for annexation require a property to be sufficiently contiguous to property already within the city limits and accessible to public services provided. In addition, the State requires the property be reasonably compact, not circuitous, and does not create an enclave. The subject property is contiguous to the City of DeLand, is reasonably compact, is not circuitous and will not create an enclave.

At their September 10, 2025, meeting, the Planning Board recommended approval of the annexation. On October 6, 2025, City Commission approved the annexation on first reading.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Institute Smart Growth Principles - As outlined in the city's strategic plan: "To manage growth, the City will need to institute a number of smart growth principles. For reasons of both community identity and governmental efficiency, an annexation strategy is required which will "square off' the City's boundaries." Approval of this request will further the city's goals to annex contiguous properties in order to ensure quality growth within the city limits.

SUSTAINABILITY:

Annexing the property into the City's jurisdiction will subject it to the City's adopted policies and allow implementation of the City's Sustainability Action Plan.

FISCAL IMPACT:

Inclusion of this property into the City's tax roll will increase funds towards City services.

RECOMMENDATION:

Staff recommends the City Commission approve the annexation of ±20.13 acres of property into the city limits of DeLand on second reading.

BACKGROUND/DISCUSSION:

The subject property is ±20.13 acres in size, including the west portion of the North Ridgewood Avenue right-of-way. The subject property is currently vacant, undeveloped, and being utilized as a pine tree plantation.

ORDINANCE NO. 2025 - 19

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, ANNEXING A PARCEL OF LAND TOTALING APPROXIMATELY +/- 20.13 ACRES OF PROPERTY LOCATED AT 210 NORTH RIDGEWOOD AVENUE (DELAND RESERVE); AMENDING CITY BOUNDARIES TO INCLUDE THE ANNEXED PROPERTIES; AFFIRMING COMPLIANCE WITH STATUTORY PROCEDURE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Petitioner, Storch Law Firm, on behalf of the owner, James K & Scarlet M. Trust, submitted a petition for annexation of approximately +/- 20.13 acres of land located at 210 North Ridgewood Avenue (DeLand Reserve); and

WHEREAS, the subject property to be annexed is currently vacant and undeveloped; and

WHEREAS, the area to be annexed is contiguous to the boundaries of the City of DeLand to the north, will not create an enclave if annexed, is reasonably compact, is not circuitous, and otherwise meets the requirements of *Chapter 171, Florida Statutes*.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The following described parcel of land in Volusia County, Florida, for which a petition for annexation has been received from the Petitioner, Storch Law Firm, on behalf of the owner, James K & Scarlet M. Trust, totaling approximately +/- 20.13 acres, located at 210 North Ridgewood Avenue (DeLand Reserve) is hereby annexed and made part of the City of DeLand, subject to the jurisdiction, obligations, benefits and privileges of property within the municipality:

S**ee legal description(s) attached hereto as Exhibit "A"**

Parcel Identification No. 791200000061

Section 2. The boundary lines of the City of DeLand are hereby changed and redefined to include the lands described in Section 1 above and depicted on the map attached hereto as Exhibit "B" and by this reference made a part hereof.

Section 3. The City Commission finds that a public hearing has been held on this Ordinance prior to adoption in the Commission Chambers, City Hall, 120 S. Florida Avenue, DeLand, Florida, at 7:00 p.m., on November 17, 2025, after notice published in accordance with Florida Statutes Section 171.044.

Section 4. This Ordinance shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 17th day of November 2025.

_____
Christopher M. Cloudman
Mayor-Commissioner

ATTEST:

_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: October 06, 2025
Adopted on second reading: November 17, 2025

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

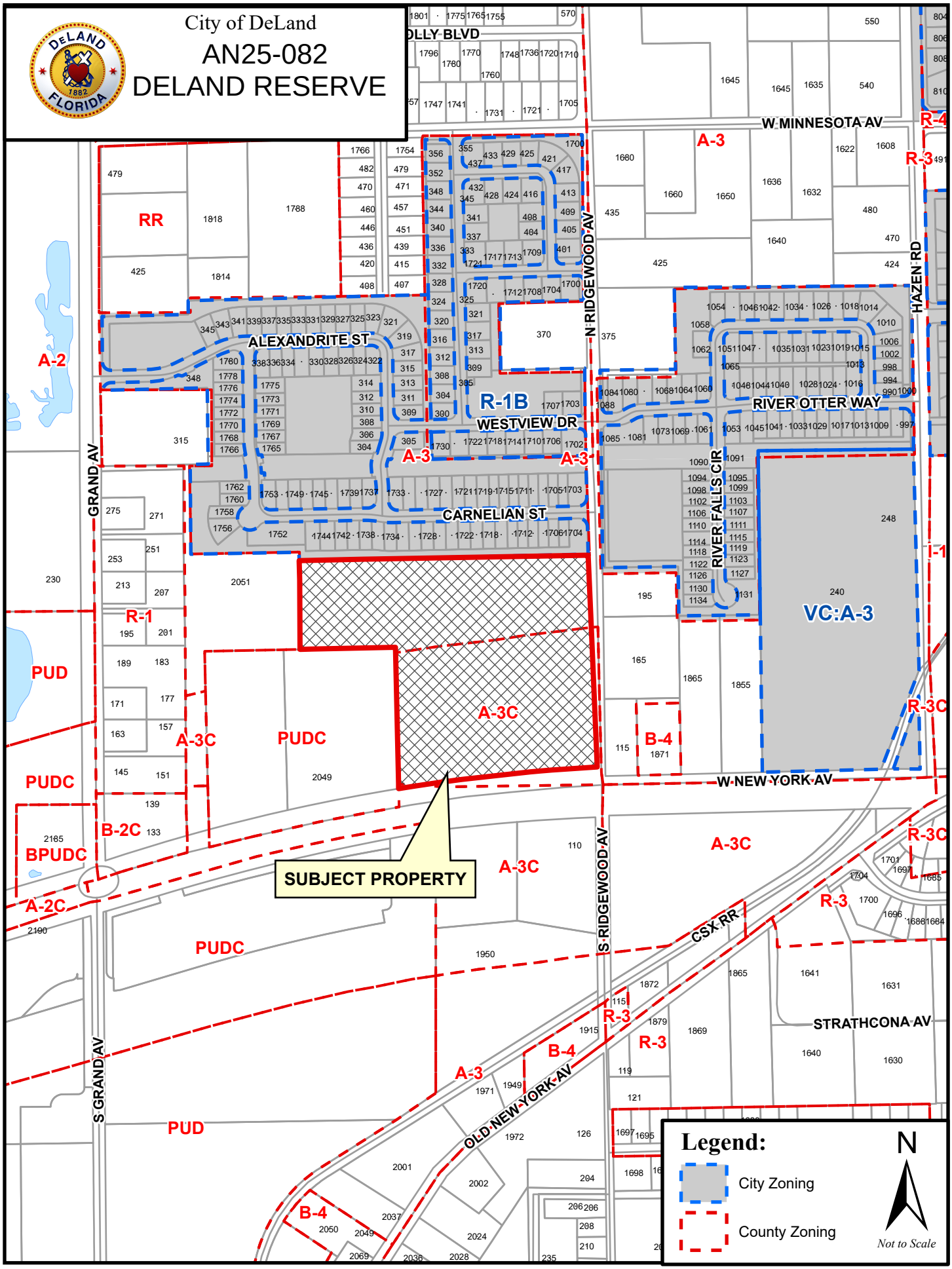
TITLE DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VOLUSIA, STATE OF FLORIDA AND IS DESCRIBED AS FOLLOWS:

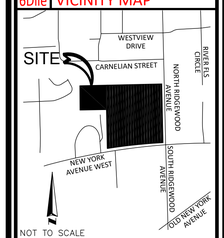
A PARCEL OF LAND LYING IN GOVERNMENT LOT 4, SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST AND GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST, VOLUSIA COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 4, RUN THENCE S 00°02'59" W ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE S 00°02'59" W ALONG SAID EAST LINE OF DISTANCE OF 867.52 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD #44, BEING ON A CURVE CONCAVE TO THE SOUTH, HAVING A CENTRAL ANGLE OF 06°08'51", A RADIUS OF 7714.49 FEET, A CHORD BEARING OF S85°19'00" W AND A CHORD DISTANCE OF 827.33 FEET, THENCE RUN ALONG THE ARC AND SAID NORTHERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 827.72 FEET TO A POINT IN SAID GOVERNMENT LOT 1, THENCE RUN N 07°45'26" W A DISTANCE OF 3.60 FEET TO A POINT ON THE NORTH LINE OF SAID GOVERNMENT LOT 1, ALSO BEING THE SOUTH LINE OF GOVERNMENT LOT 4, SAID POINT BEING ON THE WEST LINE OF THE EAST 825.00 FEET OF SAID GOVERNMENT LOT 4, THENCE RUN N 00°02'59" E ALONG SAID WEST LINE A DISTANCE OF 570.00 FEET, THENCE RUN N 89°44'24" W A DISTANCE OF 388.20 FEET, THENCE RUN N 00°55'19" E A DISTANCE OF 360.95 FEET, THENCE RUN S 89°56'42" E, A DISTANCE OF 1207.70 FEET TO THE POINT OF BEGINNING.

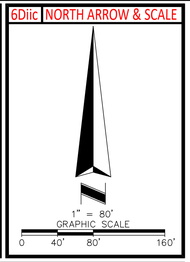
CONTAINING 20.137 ACRES, MORE OR LESS.


City of DeLand
AN25-082
DELAND RESERVE
SUBJECT PROPERTY
A-3C
R-1B
A-3
VC:A-3
R-3C
R-3
R-4
R-1
B-4
B-2C
A-2C
BPUDC
PUDC
PUD
A-2
RR
W MINNESOTA AV
W NEW YORK AV
OLD NEW YORK AV
STRATHCONA AV
CSX RR
N RIDGEWOOD AV
S RIDGEWOOD AV
HAZEN RD
GRAND AV
S GRAND AV
ALEXANDRITE ST
WESTVIEW DR
CARNELIAN ST
RIVER OTTER WAY
RIVER FALLS CIR
Legend:
City Zoning
County Zoning
N
Not to Scale

6Diie VICINITY MAP



6Diic NORTH ARROW & SCALE



5Ciii OBSERVED POTENTIAL ENCROACHMENTS

- (A) BARBED WIRE FENCE CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 2.1'
- (B) BARBED WIRE AND WOOD & WIRE FENCE CROSS BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 1.3'
- (C) NORTH RIDGEWOOD AVENUE PAVEMENT CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 23.7'
- (D) NORTH RIDGEWOOD AVENUE PAVEMENT CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 17.8'

3 FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "X", AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 125155 0465 H (MAP NO. 12127C0465H), WHICH BEARS AN EFFECTIVE DATE OF 02/19/2014, AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

6Diid LEGEND AND ABBREVIATIONS

	CONCRETE SURFACE	ALUM	ALUMINUM
	ROAD STRIPING	BM	BENCHMARK
	FIRE HYDRANT	(C)	CALCULATED DATA
	GAS VALVE	C/L	CENTERLINE
	UTILITY POLE	CM	CONCRETE MONUMENT
	GUY ANCHOR	CONC	CONCRETE
MB	MAIL BOX	CRNR	CORNER
	BENCHMARK	(T)	TITLE DATA
	RECOVERED MONUMENT AS NOTED	EL	ELEVATION
	SET MONUMENT AS NOTED	EP	EDGE OF PAVEMENT
	CONCRETE MONUMENT AS NOTED	FLDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
		FND	FOUND
— x —	VINYL FENCE	IR	IRON ROD
— o — o —	WIRE FENCE	LB	LICENSED BUSINESS
	ADJACENT LINE	LS	LICENSED SURVEYOR
	SECTION LINE	(M)	FIELD MEASURED DATA
OHU	OVERHEAD UTILITY LINE	MB	MAIL BOX
	CONTOUR MAJOR	N/D	NAIL & DISK
	CONTOUR MINOR	NGS	NATIONAL GEODETIC SURVEY
•XXX	SPOT SHOT	NO.	NUMBER
	CENTERLINE	ORB	OFFICIAL RECORDS BOOK
	BREAK LINE	(P)	PLAT DATA
		PB	PLAT BOOK
	SECTION CORNER	PG	PAGE
	CANPHOR TREE	PID	PARCEL IDENTIFICATION
	OAK TREE	PLS	PROFESSIONAL LICENSED SURVEYOR
	PALM TREE	POB	POINT OF BEGINNING
		POC	POINT OF COMMENCEMENT
		R/W	RIGHT OF WAY

6Cvii PLATTED SETBACK OR RECORDED BUILDING RESTRICTION LINES

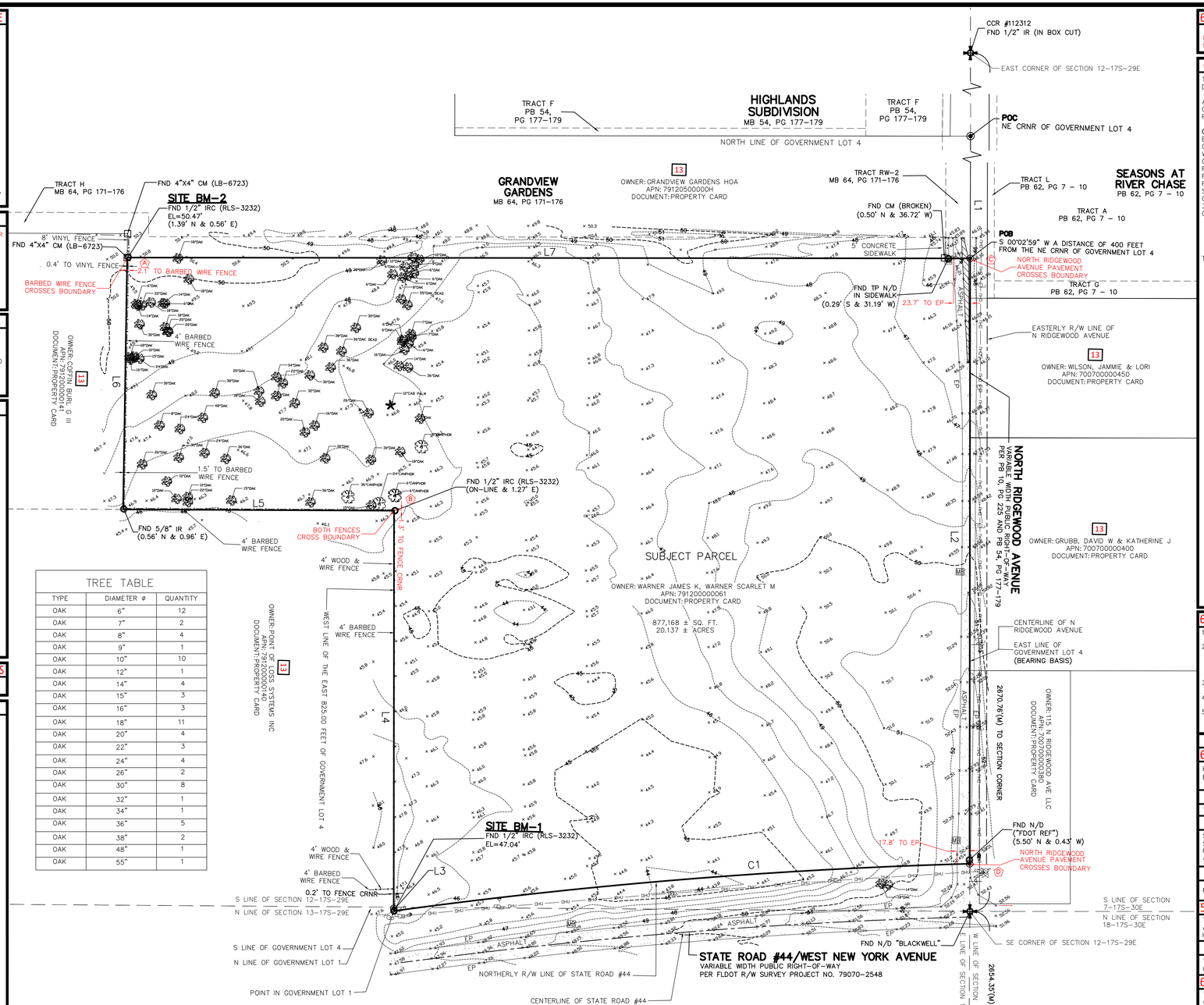
NONE PROVIDED TO THIS SURVEYOR.

5Ei "SCHEDULE B - SECTION 2" ITEMS

(9) — EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION RECORDED FEBRUARY 15, 1961 IN OFFICIAL RECORDS BOOK 349, PAGE 570. (DOES NOT AFFECT)

ALTA/NSPS LAND TITLE SURVEY IDENTIFICATION TABLE

2	"TABLE A" PROPERTY ADDRESS	6Bvii	CONTIGUITY STATEMENT	8	"TABLE A" SUBSTANTIAL FEATURES OBSERVED
3	"TABLE A" FLOOD INFORMATION	6Bxii	TITLE COMMITMENT INFORMATION	9	"TABLE A" PARKING SPACES
4	"TABLE A" LAND AREA	6Cvii	RECORDED SETBACKS/RESTRICTIONS PROVIDED BY INSURED	10	"TABLE A" DIVISION/PARTY WALLS
5Biii	ACCESS TO PROPERTY	6Diic	NORTH ARROW & SCALE	11	"TABLE A" UTILITY INFORMATION
5Ciii	SURVEYOR OBSERVED POTENTIAL ENCROACHMENTS	6Diid	LEGEND & ABBREVIATIONS	13	"TABLE A" ADJOINING OWNERS
5Ei	"SCHEDULE B – SECTION 2" ITEMS	6Diie	VICINITY MAP	14	"TABLE A" INTERSECTING STREET
5F	CEMETERY NOTE	6Diif	SURVEYOR'S NOTES	16	"TABLE A" EARTH MOVING NOTE
6	TABLE "A" ZONING INFORMATION	6Diik	TYPE OF SURVEY	17	"TABLE A" RIGHT OF WAY CHANGES
6Bi	TITLE DESCRIPTION	7	SURVEYOR'S CERTIFICATE	18	"TABLE A" OFFSITE EASEMENTS OR SERVITUDES
		7b	"TABLE A" BUILDING AREA		
6Biv	BEARING BASIS	7c	"TABLE A" BUILDING HEIGHT		



TREE TABLE

TYPE	DIAMETER ø	QUANTITY
OAK	6"	12
OAK	7"	2
OAK	8"	4
OAK	9"	1
OAK	10"	10
OAK	12"	1
OAK	14"	4
OAK	15"	3
OAK	16"	3
OAK	18"	11
OAK	20"	4
OAK	22"	3
OAK	24"	4
OAK	26"	2
OAK	30"	8
OAK	32"	1
OAK	34"	1
OAK	36"	5
OAK	38"	2
OAK	48"	1
OAK	55"	1

TREE TABLE

TYPE	DIAMETER ø	QUANTITY
CANPHOR	6"	3
CANPHOR	24"	1
CANPHOR	36"	1

TREE TABLE

TYPE	DIAMETER ø	QUANTITY
PALM	12"	1

LINE TABLE

LINE	BEARING	DISTANCE
L1(T&C)	S 00°02'59" W	400.00'
L2(T&C)	S 00°02'59" W	867.52'
L3(T&C)	N 07°45'26" W	3.60'
L4(T&C)	N 00°02'59" E	570.00'
L5(T)	N 89°44'24" W	388.20'
L5(M)	N 89°38'58" W	388.57'
L6(T)	N 00°55'19" E	360.95'
L6(M)	N 00°46'46" E	360.28'
L7(T&C)	S 89°56'42" E	1207.70'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1(T&C)	7714.49'	827.72'	827.33'	S 85°19'00" W	6°08'51"

6Bxii TITLE COMMITMENT INFORMATION

THE TITLE DESCRIPTION AND SCHEDULE "B" ITEMS HEREON ARE FROM: FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.: #110588914, HAVING AN EFFECTIVE DATE OF FEBRUARY 13, 2025.

SHEET 1 OF 1

6Bi TITLE DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VOLUSIA, STATE OF FLORIDA AND IS DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LYING IN GOVERNMENT LOT 4, SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST AND GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST, VOLUSIA COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 4, RUN THENCE S 00°02'59" W ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 A DISTANCE OF 400.00 FEET TO THE **POINT OF BEGINNING**, THENCE CONTINUE S 00°02'59" W ALONG SAID EAST LINE OF DISTANCE OF 867.52 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD #44, BEING ON A CURVE CONCAVE TO THE SOUTH, HAVING A CENTRAL ANGLE OF 06°08'51", A RADIUS OF 7714.49 FEET, A CHORD BEARING OF S85°19'00" W AND A CHORD DISTANCE OF 827.33 FEET, THENCE RUN ALONG THE ARC AND SAID NORTHERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 827.72 FEET TO A POINT IN SAID GOVERNMENT LOT 1, THENCE RUN N 07°45'26" W A DISTANCE OF 3.60 FEET TO A POINT ON THE NORTH LINE OF SAID GOVERNMENT LOT 1, ALSO BEING THE SOUTH LINE OF GOVERNMENT LOT 4, SAID POINT BEING ON THE WEST LINE OF THE EAST 825.00 FEET OF SAID GOVERNMENT LOT 4, THENCE RUN N 00°02'59" E ALONG SAID WEST LINE A DISTANCE OF 570.00 FEET, THENCE RUN N 89°44'24" W A DISTANCE OF 388.20 FEET, THENCE RUN N 00°55'19" E A DISTANCE OF 360.95 FEET, THENCE RUN S 89°56'42" E, A DISTANCE OF 1207.70 FEET TO THE **POINT OF BEGINNING**.

THIS SURVEY DESCRIBES AND DEPICTS THE SAME LAND AS DESCRIBED IN THE TITLE COMMITMENT AS REFERENCED ABOVE.

6Diig SURVEYOR'S NOTES

1. NO UNDERGROUND UTILITIES ARE SHOWN ON THIS SURVEY, ONLY ABOVE GROUND VISIBLE EVIDENCE OF UTILITIES ARE SHOWN.
2. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
3. THIS SURVEY MEETS OR EXCEEDS THE SURVEY STANDARDS/STANDARDS OF CARE AS SET FORTH IN SECTION 3 OF THE 2021 ALTA/NSPS SURVEY REQUIREMENTS.
4. TREES SHOWN HEREON ARE DESCRIBED BY SPECIES AND DIAMETER OF TRUNK AT BREAST HEIGHT.
5. VERTICAL INFORMATION BASED ON: BENCHMARK 01-049-0-02 HAVING A PUBLISHED ELEVATION OF 41.881 FEET (NAVD88) DESCRIBED AS: "SET 4" X 4" PRECAST CONCRETE MONUMENT WITH S.J.R.W.M.D. DISK

4 LAND AREA

877,168 ± SQUARE FEET 20.137 ± ACRES

6Biv BEARING BASIS

BEARINGS SHOWN HEREON ARE BASED ON EAST LINE OF GOVERNMENT LOT 4, WHICH BEARS S 00°02'59" W, PER ASSUMED DATUM.

5F CEMETERY NOTE

THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.

8 SUBSTANTIAL FEATURES OBSERVED

SUBSTANTIAL ABOVE GROUND FEATURES THAT WERE OBSERVED ON THE SUBJECT PARCEL, SUCH AS PARKING AREAS, DRIVES, WALKS, PLANTERS/LANDSCAPE AREAS AND OTHER, HAVE BEEN LOCATED AS SHOWN HEREON. NOTE: THERE WERE NO OBSERVED SUBSTANTIAL AREAS OF REFUSE ON THE SUBJECT PARCEL PER THE DATE OF THIS SURVEY.

9 PARKING SPACES

REGULAR = 0 HANDICAP = 0 TOTAL = 0

5Biii ACCESS TO PROPERTY

THE SUBJECT PROPERTY HAS DIRECT PHYSICAL ACCESS TO NEW YORK AVENUE WEST, AND NORTH RIDGEWOOD AVENUE, BOTH BEING DEDICATED PUBLIC STREETS OR HIGHWAYS.

16 EARTH MOVING NOTE

THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

6Bvii CONTIGUITY STATEMENT

THE PARCELS CONTAINED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS.

7 SURVEYOR'S CERTIFICATE

TO: MERITAGE HOMES

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, AND 19 OF TABLE A THEREOF.
THE FIELD WORK WAS COMPLETED ON 03/06/2025.
DATE OF PLAT OR MAP: 03/07/2025.

Digitally signed by E Glenn Turner
DN: cn=E Glenn Turner, o=American Surveying & Mapping, ou=Professional Land Surveyor, email=eglenn@asmcorporate.com, c=US
Date: 2025.07.15 12:38:41 -04'00'
Adobe Acrobat version: 2020.005.30774

E. GLENN TURNER — DATE

PROFESSIONAL SURVEYOR & MAPPER NO: 5643
STATE OF: FLORIDA
PROJECT NO: 240638

SURVEY PREPARED BY:
AMERICAN SURVEYING AND MAPPING, INC.
221 CIRCLE DRIVE
MAITLAND, FLORIDA 32751
CERTIFICATE OF AUTHORIZATION # LB6393
PHONE: (407) 426-7979
FAX: (407) 426-9741
INFO@ASMCORPORATE.COM

NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER PER F.S. 472.025 OR THE CERTIFIED ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER PER F.A.C. 5J-17.062(2) AND 5J17.062(3).

THIS SURVEY MEETS OR EXCEEDS THE FLORIDA STANDARDS OF PRACTICE AS SET IN FLORIDA ADMINISTRATIVE CODE CHAPTER 5J-17-0.50 FOR A BOUNDARY SURVEY. ALL PARTS OF THIS SURVEY AND DRAWING HAVE BEEN COMPLETED IN ACCORDANCE WITH THE CURRENT REQUIREMENTS FOR SURVEYING IN THE STATE OF FLORIDA TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF.

DATE	REVISIONS	TECH
03/07/25	NEW TITLE/CERTS	BS
05/22/25	UPDATE CERTS	BS
06/02/25	UPDATE EXCEPTIONS	BS
07/15/25	UPDATE ALTA	BS

FIELD	SM	DRAWING SCALE	1"=80'
DRAWN BY	BS	QC BY	EGT
DRAWING NAME	240638 210 N RIDGEWOOD AVE, DELAND ALTA W TITLE BEARING BASIS 07-14-25.DWG		

ALTA/NSPS LAND TITLE SURVEY
BOUNDARY AND TOPOGRAPHIC SURVEY OF
210 NORTH RIDGEWOOD AVENUE
SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST;
AND SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST
VOLUSIA COUNTY DELAND, FLORIDA

6Diik 2

AMERICAN SURVEYING & MAPPING, INC.
NDDS NATIONAL DUE DILIGENCE SERVICES
A DIVISION OF AMERICAN SURVEYING & MAPPING, INC
Phone: 407-426-7979 nationaldueldiligenceservices.com
221 Circle Drive, Maitland, FL 32751

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STORCH
LAW FIRM

GLENN D. STORCH, ESQUIRE
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COREY D. BROWN, ESQUIRE
corey@storchlawfirm.com

A. JOSEPH POSEY, ESQUIRE
joey@storchlawfirm.com

May 5, 2025

Via Hand Delivery
Carol Kuhn, AICP
Planning Director
City of DeLand
120 South Florida Avenue
DeLand, FL 32720

Re: Annexation, Comprehensive Plan Amendment and PD Rezoning for DeLand Crossings

Dear Carol:

I have the privilege of representing DeLand Crossings, LLC with regard to the above-referenced applications for a new townhome project called DeLand Crossings. The subject property is 20.13 +/- acres in size and located at the intersection of Ridgewood Avenue and New York Avenue, Parcel ID Number 7912-00-00-0061. The property is adjoining incorporated City of DeLand to the north, has a Future Land Use Designation of Volusia County Rural and a zoning designation of Volusia County Agriculture. We are proposing a City FLU of Medium Density Residential (maximum of 12 units per acre), which is consistent with a PD rezoning for a maximum of 160 townhome units (7.94 units per acre). The proposed DeLand Crossings PD will feature up to 160 townhome units with minimum lot widths of 20 feet, a combination of front and rear-loaded (alley access) units and space for at least 2 vehicles on each lot. At least 30% of the project will be dedicated to open space, and the project will include amenities such as a park area nature trail, dog park and tot lot.

The DeLand Crossings PD and Medium Density Residential Future Land Use are consistent with the surrounding area and appropriate for this location, which is near the DeLand SunRail Station in a growing part of the City. The project is directly adjacent to New York Avenue / SR 44, granting easy access to an arterial roadway for new residents, and is across the street from the County's SunRail DeLand Area Activity Center Future Land Use Designation. This County FLU permits up to 30 du/acre in the "Core District" and up to 15 du/acre in the "Transition District", which adjoins the subject property across SR 44 to the south. Within this Activity Center FLU designation right across the street, Volusia County approved the Pelham Square PUD with 648 units, including 114 single-family homes, 210 townhomes, 324 apartments, commercial

development and densities between 8 and 20 units per acre. Additionally, a new single-family development adjoins the subject property to the north, with another residential subdivision in the City to the northeast. In summary, the surrounding area, both within the City limits and in unincorporated Volusia County, is well-suited for a project like DeLand Crossings.

While the DeLand Crossings PD is a townhome development with a fee simple ownership pattern for units, the City of DeLand considers townhomes as a multi-family use. And because the City's Land Development Regulations have dimensional standards that are geared toward large-lot apartment buildings in multi-family zonings and not for townhomes, we are asking for a number of deviations from the dimensional requirements of the R-8 zoning district (at staff's request). The deviations we are requesting are as follows:

1. Minimum lot width of 20 ft. in lieu of 75 ft.;
2. Minimum lot size of 1,800 sq. ft. in lieu of 10,000+ sq. ft.;
3. Maximum impervious surface coverage over entire PD Property of 60% in lieu of 50%;
4. Minimum front yard setback of 20 ft. for front-loaded townhomes and 15 ft. for rear-loaded townhomes in lieu of 30 ft. from project perimeter lot line;
5. Minimum rear yard setback of 10 ft. for front-loaded townhomes and 20 ft. for rear-loaded townhomes in lieu of 20 ft. from project perimeter lot line;
6. Minimum side yard setback of 7.5 ft., with a 0 ft. setback for internal side setbacks, in lieu of 20 ft. from project perimeter lot line;
7. Minimum building separation of 15 ft. in lieu of 25 ft.;
8. Maximum building length of 192 ft. in lieu of 150 ft.; and

The requested deviations will allow for project dimensions and features that are typical of townhome communities and townhome zoning requirements in other area jurisdictions.

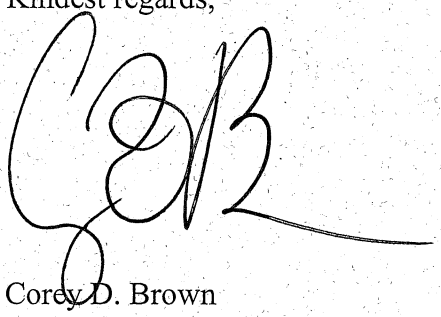
The following is a list of the application documents and materials that are being submitted along with this application letter:

1. Signed application submittal checklist;
2. Application fee check in the amount of $700.00 for the annexation;
3. Application fee check in the amount of $1,900.00 for the Comprehensive Plan Future Land Use map amendment;
4. Application fee check in the amount of $4,425.00 for the PD Rezoning;
5. Signed and notarized authorization of owner;
6. Typed mailing labels names and mailing addresses of all property owners within a 500-ft. radius of the subject property;
7. Current signed and sealed survey of the subject property;

8. Metes and bounds legal description including the adjacent half (to centerline) of rights of way that border the subject property;
9. Draft of proposed Planned Development Agreement;
10. Conceptual Development Plan for the PD, including PD site plan, preliminary drainage plan, preliminary landscape plan and tree removal plan;
11. Exhibit showing typical roadway cross-sections;
12. Elevations of the proposed townhome buildings;
13. Trip generation statement;
14. Endangered species report; and
15. Volusia County School Planning and Concurrency Application.

We are excited to work with you on these applications to bring the DeLand Crossings community from a dream to a reality. Please let me know if you have any questions or need any additional application documents for the DeLand Crossings annexation, Comp. Plan amendment and PD rezoning.

Kindest regards,



Corey D. Brown
For Glenn D. Storch

CDB
Enclosures

PLANNING DIVISION STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD

September 10, 2025

A. **APPLICATION NO.**: AN25-082 *(DeLand Reserve Annexation)*

APPLICANT: Storch Law Firm

OWNER: James K & Scarlet M Trust

STAFF PLANNER: Emily Kunkel, *Senior Planner*

REQUEST: Annexation of ±20.13 acres of property into the City limits of DeLand

B. **SITE FACTORS:**

PARCEL NUMBER*:* 791200000061

LOCATION: 210 North Ridgewood Ave.

SIZE OF PROPERTY: ±20.13 acres

C. **LAND USE DESIGNATION & ZONING OF SUBJECT PROPERTY:**

FUTURE LAND USE: Volusia County: Rural and located in the City Transit Oriented Development/Redevelopment area

EXISTING ZONING: Volusia County: Transitional Agriculture with Thoroughfare Overlay Zone (A-3C)

EXISTING USE: Vacant, undeveloped

D. **SURROUNDING LAND USE & ZONING:**

	LAND USE	ZONING
North:	VC: Urban Low Intensity (ULI)	Grandview Gardens PD
South:	VC: SunRail DeLand Area Activity Center	VC: Transitional Agriculture (A-3C)
East:	VC: Urban Low Intensity (ULI)	VC: Transitional Agriculture (A-3C)
West:	VC: Rural	VC: PUD

E. **PHYSICAL CHARACTERISTICS:** The subject property is ±20.13 acres in size, including the west portion of the North Ridgewood Avenue right-of-way. The subject property is vacant, undeveloped, and does not appear to contain any wetlands and does not lie within the 100-year flood zone. The subject property is located in unincorporated Volusia County and is currently zoned VC: A-3C (Volusia County Transitional Agriculture

with Thoroughfare Overlay Zone). The subject property has a future land use designation of Volusia County: Rural and located within the City's Transit Oriented Development/Redevelopment area as defined in the 2050 Vision Plan. It is owned by James K & Scarlet M Trust, and the property is currently vacant, being utilized as a pine tree plantation. This application is accompanied by a request for a future land use amendment (SMLU25-083) to MDR (Medium Density Residential), and a PD rezoning application (Z25-084) proposing to develop the site into a 155-unit maximum residential subdivision, to include a mixture of front loaded and rear loaded Townhome (multi-family) units. The applicant has included standards within the PD document to include the flexibility for front loaded, rear loaded, and zero-lot line single-family units, but at this time the applicant plans to development only townhome (multi-family) units. If the future land use and rezoning requests are approved, any future site improvements will first require approval of a separate development application.

F. **PUBLIC SERVICES & UTILITIES:** The City's Utilities Department determined the closest City water main is at New York Avenue (SR-44) and North Ridgewood Avenue, which contains a 12-inch and 3-inch water main. The closest city sewer main is also located at Hazen Road as a 16-inch force main, as well as an 8-inch gravity sewer system. The subject property will also require payment into the Westside Force Main Proportionate Fair Share, at the cost of $899 per ERU.

G. **GROWTH MANAGEMENT PLAN CONSISTENCY:** North of the property is the Grandview Gardens PD (single-family residential subdivision); south is a mix of single-family residential properties and vacant properties; to the east are single-family residential properties; and to the west is a mix of one rural single-family residential property and a commercial/industrial use property.

H. **ANALYSIS:** The City's guidelines for annexation require a property be sufficiently contiguous to property already within the city limits and to be accessible to public services provided. In addition, the State requires the property be reasonably compact, not circuitous, and does not create an enclave. The subject property is contiguous to the City of DeLand, is reasonably compact, is not circuitous, and does not create an enclave. The parcel is contiguous to the city to the north by ± 1,207.70-ft.

I. **RECOMMENDATION:** Staff recommends that the Planning Board forward this annexation petition to the City Commission, with a recommendation for approval.

Based upon the concurrency requirements of the State of Florida and the City's concurrency management plan, as adopted in Article 5, Sec. 33-41 of the Land Development Regulations, approval of the proposed annexation does not automatically provide vested development rights. At the time the developer applies for a development permit, adequate infrastructure must exist to support the proposed development. If such infrastructure does not exist, the developer may be required to incur additional expense to ensure that the necessary infrastructure is provided.

Sec. 72-297. - Thoroughfare overlay zone regulations.

(a) *Purpose and intent:*

(1) The purpose of this section is to provide regulations to ensure safe ingress to and egress from proposed development along thoroughfares, to maintain adequate highway capacity, eliminate hazardous traffic conditions, lessen or prevent traffic congestion, establish a high standard for development, including additional sign regulations and create a more attractive streetscape. Commercial development typically expands along thoroughfares as population and traffic volumes increase in the vicinity of and along the thoroughfare. Eventually, conflicts result between the thoroughfare's function and its ability to move high volumes of traffic through an area.

(2) This congestion is intensified when commercial growth increases along the entire length of the thoroughfare.

(3) The increased commercial growth also changes the public's image of the thoroughfare. What was once considered an attractive tree-lined thoroughfare gradually and often rapidly begins to exhibit characteristics of uncontrolled strip commercial development. Once this pattern has been established, it is difficult to establish alternative types of development (e.g. residential) along these thoroughfares. Therefore, these regulations apply to thoroughfares which; (1) move large volumes of through traffic in addition to significant volumes of everyday local traffic; and (2) do not contain significant amounts of strip commercial development. These thoroughfare overlay zone regulations are intended to supplement all of the regulations of the existing zoning classifications except for permitted uses and special exceptions. The type of permitted uses or special exceptions allowed would be determined according to the existing zoning classification and the site design, signage, building location and the dimensional requirements would be regulated by these overlay zone regulations.

(b) *[Thoroughfare overlay zone:]* A thoroughfare overlay zone is hereby established, and the regulations of this section shall apply in said zone. Said zone shall apply to all zoning classifications established in division 7 of this article, and the official zoning map shall identify said overlay zone by adding the letter "C" as a suffix to the existing zoning classification that currently exists on said maps. The thoroughfares, or portions thereof, to which these regulations apply are as follows:

(1) *North coastal area:*

State Road #40: Western boundary lines of Section 26, Township 14 South, Range 31 East to Ormond Beach west city limits.

U.S. #92: Indian Lake Road east to Daytona Beach west city limit.

(2) *South coastal area:*

State Road #44: New Smyrna Beach city limit west to Tomoka Farms Road (CR 415).

(3) *West Volusia area:*

U.S. #92: Eastern boundary line of Section 25, Township 16 South, Range 30 East, to State Road 15-A.

State Road 15-A: U.S. #17 South to U.S. #17-92.

U.S. #17: Eastern boundary of Section 39, Township 16 South, Range 30 East, to South boundary line of Section 4, Township 17 South, Range 30 East.

U.S. #17-92: North Line of Section 21, Township 17 South, Range 30 East, to South line of Section 33, Township 17 South, Range 30 East.

State Road #44: Western boundary line of Section 14, Township 17 South, Range 29 East, to East boundary line of Section 17, Township 17 South, Range 31 East.

West Volusia Beltline: State Road #44, to North boundary line of Section 13, Township 18 South, Range 30 East. (Ord. No. 85-24, § XVII, 10-10-85; Ord. No. 86-16, § XXXII, 10-23-86; Ord. No. 88-2, § XXI, 1-19-88; Ord. No. 84-25, § XXV, 10-10-84; Ord. No. 88-2, § XXII, 1-19-88; Ord. No. 02-07, § I, 3-7-02)

(c) *Dimensional requirements:*

(1) *Minimum lot width:* No premises shall be divided for the purpose of development of sale such that the width of each or any premises is less than 300 feet measured along the right-of-way line, except as follows:

If vehicle access to any premises is provided by means other than directly onto an arterial, then the minimum lot width requirement may be reduced to 150 feet, and direct vehicle access to a major arterial shall be prohibited.

(2) *Minimum yard size:* Front yard: 50 feet.

(3) *Maximum building height:* Three stories, not to exceed 35 feet.

(4) *Maximum lot coverage:* Total coverage of principal and accessory buildings shall not exceed 30 percent.

(5) *Thoroughfare overlay zone depth:* The thoroughfare overlay zone requirements shall be applied to all premises that front onto or have access to the thoroughfare to a distance equal to the depth of the rear property line, but not to exceed a depth of 660 feet as measured perpendicular from the centerline of the thoroughfare right-of-way.

(d) *Off-street parking and loading requirements:* Off-street parking and loading space shall meet the requirements of section 72-286 and in addition shall meet the following:

Off-street parking and loading areas shall be permitted in the front yard or the side yard that is adjacent to a thoroughfare as long as the off-street parking and loading areas are designed outside the 35-foot-wide landscaped buffer area along the project perimeter adjacent to thoroughfares. Said area shall contain landscaped fences, walls or berms of sufficient heights and opacity to generally obscure parked vehicles from view of the traveling public. All parking areas shall contain a minimum of 20 percent interior landscaping, excluding any required landscaped buffer area as provided in subsection (e), below.

(e) *Landscaping buffer requirements:* In addition to meeting the landscape buffer requirements in section 72-284, the following requirements shall also be met:

(1) A landscape plan shall be provided identifying the quantity, botanical and common name, size and location of plant material, including those existing plant materials to be retained. Plans and specifications for an underground irrigation system are required for any landscaped area.

(2) A minimum of 30 percent of the area of the site shall be covered by landscape materials as specified in subsection 72-284(1) of this article.

(3) Except for access driveways, it is intended that development along the thoroughfare corridor shall be designed to prevent the need for fill material or such other treatment which would remove or harm existing trees within the required front yard.

(4) A landscaped buffer area shall be provided along the perimeter of the property. The width of the buffer shall be determined by the requirements in subsection 72-284(2) unless the site is located on a thoroughfare, then the front buffer shall be a minimum of 35 feet. If the thoroughfare right-of-way is less than 140 feet, then the buffer area will start at a point 70 feet from the centerline of the thoroughfare.

(f) *Final site plan requirements:* In addition to meeting the final site plan requirements in division 3 of the Land Development Code [article III], the following requirements shall be met:

All site plans, reports and general information will be submitted to the development review committee to ensure compliance and consistency for all developments along the thoroughfare.

(g) *Service road requirement:* All premises fronting thoroughfares upon which the thoroughfare overlay zone regulations have been applied shall be provided access via a service road, unless as otherwise specified herein. The service road may either be in the front or rear of the project site depending on the location of any existing service road.

(h) *Transportation impact analysis report; purpose:* The transportation impact analysis report is designed to identify the transportation impacts and problems which are likely to be generated by a proposed use because of the size, density, traffic generation rates or location. The report will also identify all improvements required to ensure safe ingress and egress from a proposed development, maintenance of adequate street capacity, and elimination of hazardous conditions and improvements necessary for immediately surrounding roadways and intersections as a result of the proposed development.

(1)

Threshold for traffic impact analysis report: A transportation impact analysis report shall be required, unless waived by the county traffic engineer, for all uses which meet or exceed any one or more of the following thresholds:

a. Any development which proposes to have direct access to any roadway designated in subsection (b) of this section.

b. Any use which, according to the Institute of Transportation Engineers Trip Generation Manual, latest edition, rates published by the Florida Department of Transportation, or rates documented by study as agreed prior to use by the Volusia County Traffic Engineer will generate in excess of 1,000 trips per day.

(2) *Contents of transportation impact analysis report:* The transportation impact analysis report shall include the following:

a. *General site description:* A detailed description of the highway network within a radius as determined by the county traffic engineer of the site, a description of the proposed project, the anticipated stages of construction, and the anticipated completion date of the proposed land development. This description, which may be in the form of a map, shall include the following items:

1. All major intersections;
2. All proposed and existing ingress and egress locations;
3. All existing roadway widths and rights-of-way;
4. All existing traffic signals and regulatory signage;
5. All existing and proposed public transportation services and facilities within the above-determined radius of the site.

b. *Description of existing traffic conditions:* A 24-hour traffic count shall be conducted for a typical weekday on all roadways which have direct access to a proposed development site. The existing average daily traffic volume, and the highest average peak hour volume for any weekday hour between 3:00 p.m. and 6:00 p.m. shall be recorded. These traffic volumes shall be averaged to determine the average hourly peak traffic volume for a weekday. The methodology used to calculate existing traffic conditions and use of traffic counts and data other than those described above to represent existing traffic conditions shall be subject to the approval of the county traffic engineer.

c. *Transportation impact of the development.* A report shall be made detailing the nature and extent of the trip generation expected to result from the proposed development. Trip generation analysis shall include an estimate of internal/external split, if applicable, and a determination of what characteristics of the development will yield such a split. The source of all trip generation rates shall be according to the Institute of Transportation Engineers Trip Generation Manual, latest edition, rates published by the Florida Department of Transportation, or rates documented by study and agreed to prior to use by the Volusia County Traffic Engineer.

d. *Determination of roadway service level—Calculate service volumes:* Roadway service volumes shall be calculated at the level of service for the thoroughfare which is specified in the comprehensive plan. Data and procedures contained in the Highway Capacity Manual, Special Report, 209, 1985, published by the transportation research board shall be utilized in deriving the information required by the transportation impact analysis report.

e *Determination of intersection service level:*

1. Data and procedures in the Highway Capacity Manual, Special Report, 209, 1985, published by the transportation research board shall be utilized in determining intersection service levels.
2. The post-developing level of service for all intersections shall be in accordance with the comprehensive plan.
3. Determine the existing level of service of all intersections within one-half mile of the proposed development using the critical movement analysis techniques provided in subsection e.1., above.

f. *Analysis of transportation impact:* An analysis shall be undertaken to determine if roadways and intersections will operate at the level of service specified by the comprehensive plan following completion of the development given the future peak hour traffic that will be generated by the proposed development. This analysis shall consist of a comparison of the total future peak hour roadway traffic demand with the plan's mandated level of service standard and a critical movement analysis for intersections to determine the impact of total future peak hour traffic on intersection level of service. All roadways and intersections that would operate below the required level of service following completion of the development shall be considered deficient.

Maintenance of levels of service. Whenever level of service is determined to be below the level specified by the comprehensive plan, development is not permitted unless the developer makes the roadway or other improvements necessary to maintain the specified level of service.

(3) *Traffic-control devices:* Whenever, as a result of additional traffic generated by a proposed development, the manual on uniform traffic control devices determines the need for a traffic signal or regulatory sign, the developer shall be responsible for installing all said devices and signs.

(4) *Large developments:* [Large developments] (over 250 vehicle trips generated per one hour during 3:00 p.m. and 6:00 p.m.) shall also include the following:

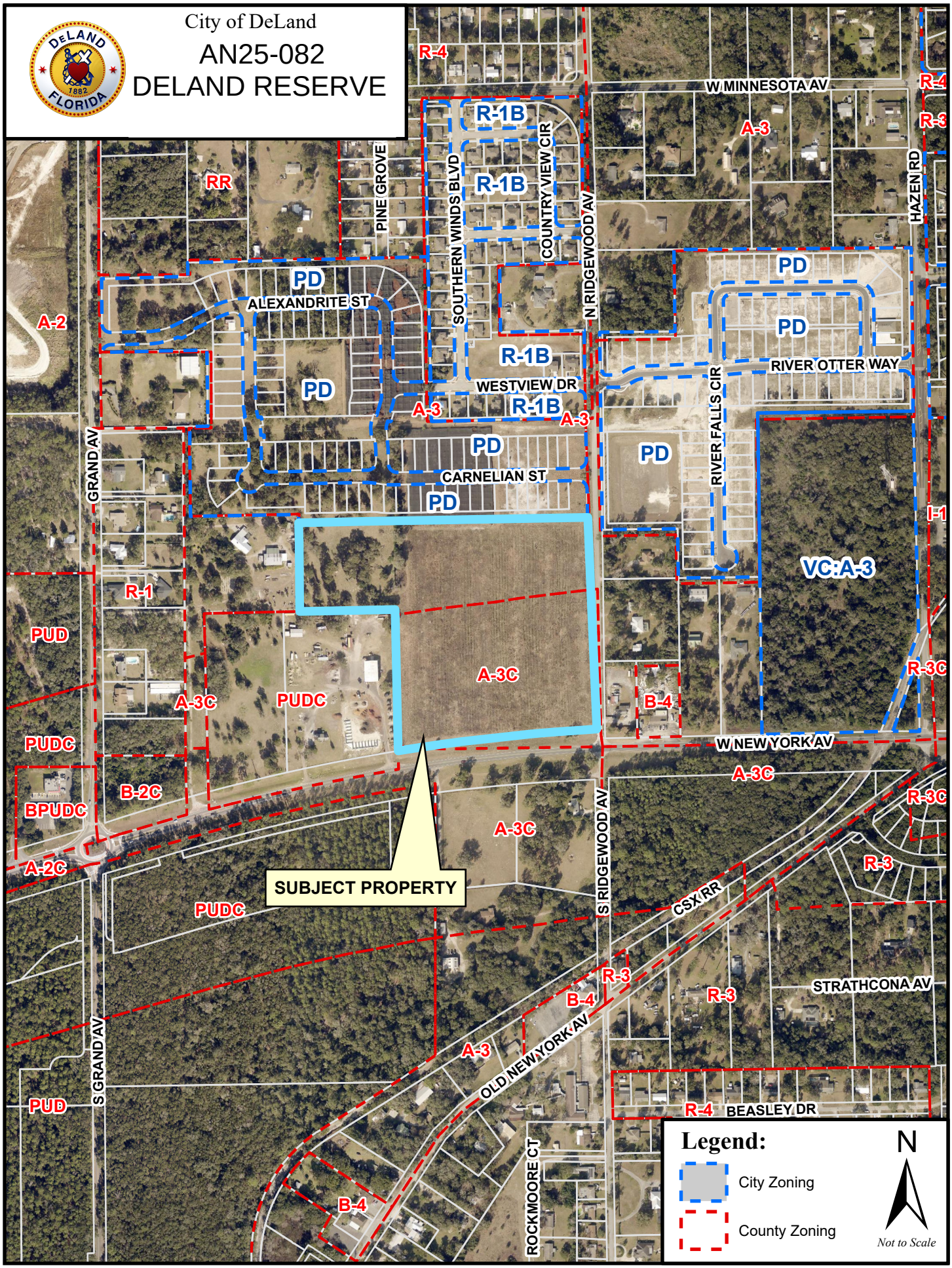
a. The impact report for developments which will generate between 250 and 1,000 trips during the peak hour shall involve an analysis of all arterials and all intersections within one mile of the proposed project.

b. Except for developments of regional impact as defined by F.S. § 380.06, the impact report for developments which will generate over 100 trips during the peak hour shall involve an analysis of all arterial and collector roadways and all intersections within three miles of the proposed project.

(i) *Temporary access:* No developer shall be denied a rezoning or building permit for the sole reason that the parcel for which it is sought cannot physically accommodate the requirements of this classification because adjoining segments of service roads or public roadways are not yet constructed. In such an event, a temporary access permit will be issued which shall expire when the proposed access becomes available to the parcel.

(j) *Sign regulations:* The sign regulations established in section 72-298 et seq. shall also apply in any thoroughfare overlay zone; provided, however, the maximum permissible height for any ground sign is eight feet, and the maximum permissible copy area for any ground sign is 40 square feet.

(Ord. No. 85-24, §§ XVIII—XXIV, 10-10-85; Ord. No. 86-16, § XXXIII, 10-23-86; Ord. No. 88-2, §§ XXIII—XXX, 1-19-88; Ord. No. 89-20, § XLIII, 6-20-89; Ord. No. 92-6, § LXVI, 6-4-92; Ord. No. 02-07, § II, 3-7-02; Ord. No. 2008-25, § II, 12-4-08; Ord. No. 2018-05, § IX, 1-18-18)


City of DeLand
AN25-082
DELAND RESERVE
SUBJECT PROPERTY
W MINNESOTA AV
W NEW YORK AV
OLD NEW YORK AV
CSX RR
STRATHCONA AV
BEASLEY DR
ALEXANDRITE ST
WESTVIEW DR
CARNELIAN ST
RIVER OTTER WAY
PINE GROVE
SOUTHERN WINDS BLVD
COUNTRY VIEW CIR
N RIDGEWOOD AV
S RIDGEWOOD AV
HAZEN RD
GRAND AV
S GRAND AV
RIVER FALLS CIR
ROCKMOORE CT
R-4
R-1B
A-3
RR
PD
A-2
R-1
PUD
A-3C
PUDC
B-2C
BPUDC
A-2C
B-4
I-1
VC:A-3
R-3C
R-3
Legend:
City Zoning
County Zoning
N
Not to Scale

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Second Reading of Ordinance No. 2025-20, Changing the Land Use for ±20.13 Acres of Property, Located at 210 North Ridgewood Avenue, from Volusia County Rural to City of DeLand Medium-Density Residential (MDR). First Reading held on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Emily Kunkel, Senior Planner

ATTACHMENTS: ORD-2025-20, Exhibit A - Legal Description, Survey, SMLU25-083 Current Land Use, SMLU25-083 Proposed Land Use, SMLU25-083 Aerial, SMLU25-083 Zoning, SMLU25-083 Staff Report, Volusia County Thoroughfare Overlay Zone, SMLU25-083 - TIA Methodology, SMLU25-083 - School Capacity Determination Letter 06.18.2025, VGMC Letter

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

The request is to amend the land use designation of the subject property from Volusia County Rural to City of DeLand Medium Density Residential (MDR), for ±20.13 acres of property. The subject property is also located within the City's Transit Oriented Development/ Redevelopment area, and the future land use is Medium-Density Residential. The 2050 Vision plan, describes the Transit Oriented Development/Redevelopment area as being an area that will encourage higher density and a mixture of uses, in order to make a transit system more efficient for the DeLand area. These areas will see a transition from the current development pattern to a more transit-friendly pattern, over time.

The Comprehensive Plan describes the Medium-Density Residential land use designation as being typified by detached and attached moderate density housing types, serving as a transitional area between nonresidential or high-density residential and low-density residential land use with a maximum density of 12 dwelling units per acre. The development should provide recreation and open space through the clustering of dwelling units and shall include on-site amenities such as, but not limited to, recreational facilities, open space, and pedestrian walkways.

The proposed maximum density of 8 dwelling units per acre provides a transition from the lower density residential to the higher density residential and proposed nonresidential/residential uses within this area, specifically on the southern side of SR-44. The subject property is ±1.6 miles from the DeLand SunRail station, and the applicant has coordinated with Florida Department of Transportation (FDOT) and Volusia County to provide a more transit-friendly pattern by constructing additional sidewalks along North Ridgewood Avenue and State Road 44. Therefore, the request is compatible with the Comprehensive Plan and the 2050 Vision Plan.

On-site community enhancements are being provided in the DeLand Reserve PD including:

1. Walking paths, one centrally located and one within the Tree Protection Area (TPA), adhering to the TPA requirements in the Land Development Regulations.
2. Internal sidewalks that connect the entire site to the new proposed sidewalk along N. Ridgewood Ave.
3. A dog park
4. A tot lot

5. Open space throughout the site
6. Centrally located community gathering area

The proposed land use designation, Medium-Density Residential, is consistent with the surrounding area, and is not expected to create any land use incompatibilities.

At the September 10, 2025, meeting, the Planning Board recommended approval of the land use amendment.

On October 6, 2025, City Commission approved the small scale land use amendment on first reading.

On November 5, 2025, the Volusia Growth Management Commission (VGMC) issued a certificate of consistency.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

The land use amendment will implement smart growth policies relating to increasing urban densities and protecting conservation areas as outlined in the Smart Growth Strategic Focus Area.

SUSTAINABILITY:

The land use amendment allows implementation of the City's Sustainability Action Plan through the application of the Transitional Residential Development future land use designation's policy guidelines.

FISCAL IMPACT:

Residential development of this property, and inclusion of the residential units onto the City’s tax rolls, will increase funds towards City services.

RECOMMENDATION:

Staff recommends the City Commission approve the requested land use amendment on second reading.

BACKGROUND/DISCUSSION:

To the north and East of the subject property is Volusia County Urban Low Intensity (ULI) which allows up to 4 dwelling units per acre and for existing agricultural uses to remain, but generally is residential and where appropriate, less intense neighborhood convenience and office uses may be permitted with a maximum FAR (floor area ratio) of 0.5. To the south is Volusia County Urban Low Intensity (ULI) and SunRail Deland Area Activity Center (TOD Transition District), which allows up to 15 dwelling units per acre and a mixture of residential, commercial and office uses. Immediately to the west is Volusia County Rural land use, which allows up to 1 dwelling unit per 5 acres, and up to 1 dwelling unit per acre. The requested land use amendment to City Medium Density Residential (MDR) will increase the overall maximum density from 1 unit per acre to up to 12 units per acre. However, this development is proposing a maximum of 8 units per acre.

ORDINANCE NO. 2025 - 20

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF DELAND, BY CHANGING THE LAND USE DESIGNATION OF CERTAIN PROPERTY LOCATED AT 210 NORTH RIDGEWOOD AVENUE; FROM VOLUSIA COUNTY'S RURAL TO CITY OF DELAND'S MEDIUM DENSITY RESIDENTIAL FUTURE LAND USE DESIGNATION; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, F.S. §163.3161, et seq., creates the Community Planning Act (hereinafter the "Act"); and

WHEREAS, the Act allows each local government to approve comprehensive plan amendments related to small scale development activities at any time during the year under certain conditions; and

WHEREAS, the Act permits small area amendments to be approved without regard to statutory limits on the frequency of comprehensive plan amendments as long as:

1. The proposed amendment involves the change to the land use designation of a parcel of property that is 50 acres or less; and

2. The cumulative effect of the above amendment does not exceed 120 acres annually; and

WHEREAS, the City Commission adopted a comprehensive plan for the future growth and development of the City pursuant to Ordinance No. 90-4, as amended, (hereinafter the "Comprehensive Plan"); and

WHEREAS, the City Commission has received a request to amend the Comprehensive Plan by changing the land use designation of approximately +/- 20.13 acres of land located at 210 North Ridgewood Avenue, from Volusia County's Rural future land use designation to City of DeLand's Medium Density Residential future land use designation; and

WHEREAS, the Planning Board held a public hearing, after due public notice, for the purpose of recommending the adoption of the proposed Comprehensive Plan amendment; and

WHEREAS, the City Commission held a public hearing after due public notice, in accordance with F.S. §163.3184(11); and

WHEREAS, this land use amendment has been transmitted to and reviewed by the Volusia Growth Management Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission hereby amends the Future Land Use Map for the incorporated area by changing the land use designation of that certain parcel of land located at 210 North Ridgewood Avenue, consisting of approximately +/- 20.13 acres of land from Volusia County's Rural to City of DeLand's Medium Density Residential Future Land Use designation,

as more particularly described in the Exhibit "A" attached hereto and by this reference made a part hereof.

Section 2. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 3. The effective date of this Ordinance shall be the later date of the following events: (1) the date of issuance of a certificate of consistency or conditional certificate of consistency with regard to the land use designation of the subject property by the Volusia Growth Management Commission; (2) thirty-one (31) days after its adoption by the City Commission; or (3) if properly challenged by an affected person, after the state land planning agency or the Administration Commission, respectively, issues a final order determining this adopted small scale development amendment to be in compliance. No development orders, development permits or land uses dependent on this Ordinance may be issued or commence before it has become effective.

PASSED AND DULY ADOPTED this 17th day of November, 2025.

_____
Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

_____
Julie Hennessy
City Clerk - Auditor

Passed on first reading: October 06, 2025
Adopted on second reading: November 17, 2025

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

TITLE DESCRIPTION

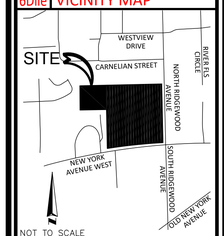
THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VOLUSIA, STATE OF FLORIDA AND IS DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LYING IN GOVERNMENT LOT 4, SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST AND GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST, VOLUSIA COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

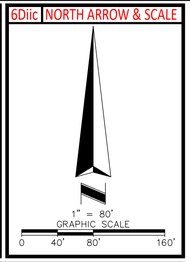
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CONTAINING 20.137 ACRES, MORE OR LESS.

6Diie VICINITY MAP



6Diic NORTH ARROW & SCALE



5Ciii OBSERVED POTENTIAL ENCROACHMENTS

- (A) BARBED WIRE FENCE CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 2.1'
- (B) BARBED WIRE AND WOOD & WIRE FENCE CROSS BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 1.3'
- (C) NORTH RIDGEWOOD AVENUE PAVEMENT CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 23.7'
- (D) NORTH RIDGEWOOD AVENUE PAVEMENT CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 17.8'

3 FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "X", AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 125155 0465 H (MAP NO. 12127C0465H), WHICH BEARS AN EFFECTIVE DATE OF 02/19/2014, AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

6Diid LEGEND AND ABBREVIATIONS

	CONCRETE SURFACE	ALUM	ALUMINUM
	ROAD STRIPING	BM	BENCHMARK
	FIRE HYDRANT	(C)	CALCULATED DATA
	GAS VALVE	C/L	CENTERLINE
	UTILITY POLE	CM	CONCRETE MONUMENT
	GUY ANCHOR	CONC	CONCRETE
MB	MAIL BOX	CRNR	CORNER
	BENCHMARK	(T)	TITLE DATA
	RECOVERED MONUMENT AS NOTED	EL	ELEVATION
	SET MONUMENT AS NOTED	EP	EDGE OF PAVEMENT
	CONCRETE MONUMENT AS NOTED	FLDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
		FND	FOUND
x	VINYL FENCE	IR	IRON ROD
	WIRE FENCE	LB	LICENSED BUSINESS
	ADJACENT LINE	LS	LICENSED SURVEYOR
	SECTION LINE	(M)	FIELD MEASURED DATA
OHU	OVERHEAD UTILITY LINE	MB	MAIL BOX
	CONTOUR MAJOR	N/D	NAIL & DISK
	CONTOUR MINOR	NGS	NATIONAL GEODETIC SURVEY
•XXX	SPOT SHOT	NO.	NUMBER
	CENTERLINE	ORB	OFFICIAL RECORDS BOOK
	BREAK LINE	(P)	PLAT DATA
		PB	PLAT BOOK
	SECTION CORNER	PG	PAGE
	CANPHOR TREE	PID	PARCEL IDENTIFICATION
	OAK TREE	PLS	PROFESSIONAL LICENSED SURVEYOR
	PALM TREE	POB	POINT OF BEGINNING
		POC	POINT OF COMMENCEMENT
		R/W	RIGHT OF WAY

6Ciie PLATTED SETBACK OR RECORDED BUILDING RESTRICTION LINES

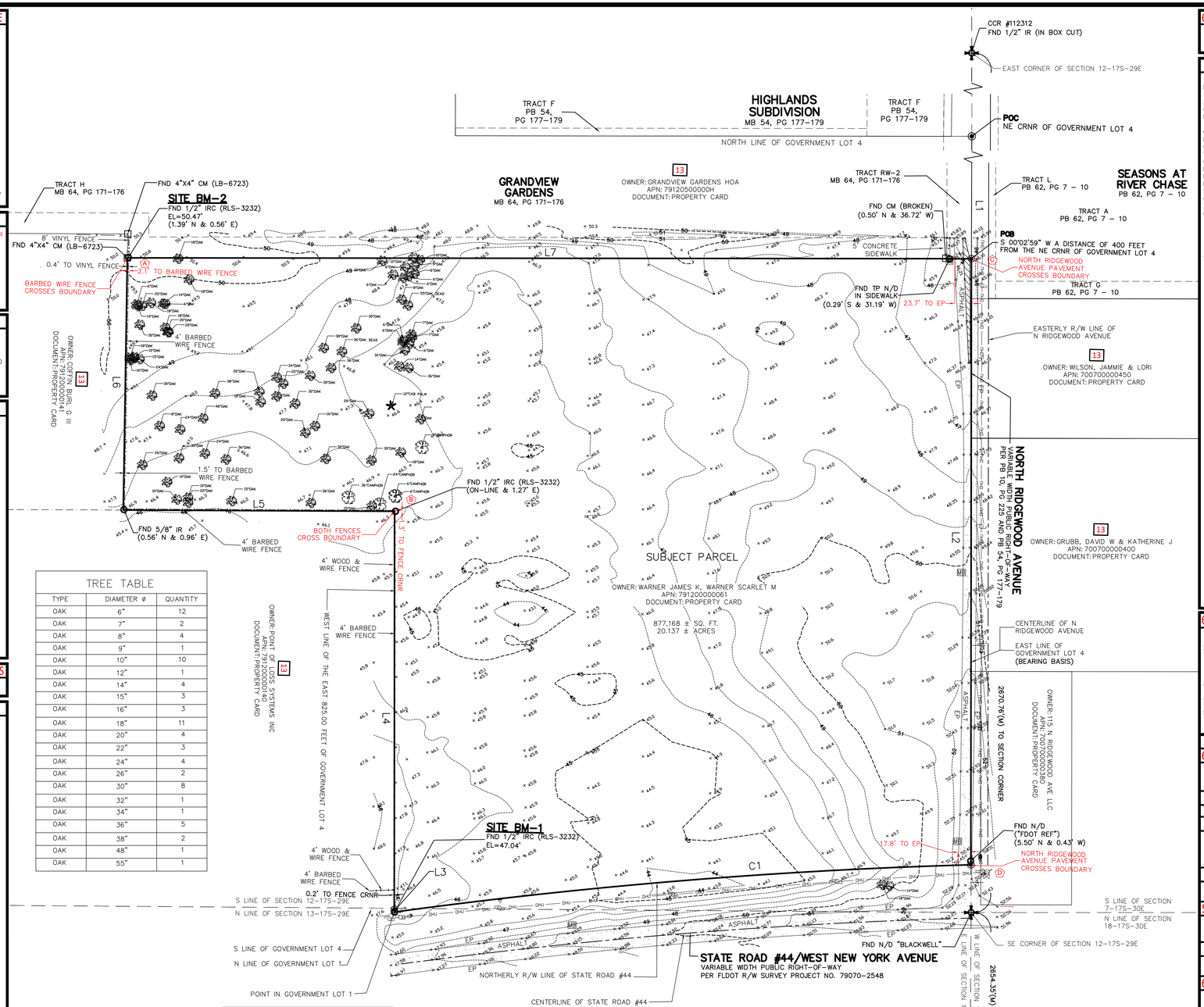
NONE PROVIDED TO THIS SURVEYOR.

5Ei "SCHEDULE B - SECTION 2" ITEMS

(9) — EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION RECORDED FEBRUARY 15, 1961 IN OFFICIAL RECORDS BOOK 349, PAGE 570. (DOES NOT AFFECT)

ALTA/NSPS LAND TITLE SURVEY IDENTIFICATION TABLE

2	"TABLE A" PROPERTY ADDRESS	6Bvii	CONTIGUITY STATEMENT	8	"TABLE A" SUBSTANTIAL FEATURES OBSERVED
3	"TABLE A" FLOOD INFORMATION	6Bxii	TITLE COMMITMENT INFORMATION	9	"TABLE A" PARKING SPACES
4	"TABLE A" LAND AREA	6Cvii	RECORDED SETBACKS/RESTRICTIONS PROVIDED BY INSURED	10	"TABLE A" DIVISION/PARTY WALLS
5Biii	ACCESS TO PROPERTY	6Diic	NORTH ARROW & SCALE	11	"TABLE A" UTILITY INFORMATION
5Ciii	SURVEYOR OBSERVED POTENTIAL ENCROACHMENTS	6Diid	LEGEND & ABBREVIATIONS	13	"TABLE A" ADJOINING OWNERS
5Ei	"SCHEDULE B – SECTION 2" ITEMS	6Diie	VICINITY MAP	14	"TABLE A" INTERSECTING STREET
5F	CEMETERY NOTE	6Diif	SURVEYOR'S NOTES	16	"TABLE A" EARTH MOVING NOTE
6	TABLE "A" ZONING INFORMATION	6Diik	TYPE OF SURVEY	17	"TABLE A" RIGHT OF WAY CHANGES
6Bi	TITLE DESCRIPTION	7	SURVEYOR'S CERTIFICATE	18	"TABLE A" OFFSITE EASEMENTS OR SERVITUDES
		7b	"TABLE A" BUILDING AREA		
6Biv	BEARING BASIS	7c	"TABLE A" BUILDING HEIGHT		



TREE TABLE

TYPE	DIAMETER ø	QUANTITY
OAK	6"	12
OAK	7"	2
OAK	8"	4
OAK	9"	1
OAK	10"	10
OAK	12"	1
OAK	14"	4
OAK	15"	3
OAK	16"	3
OAK	18"	11
OAK	20"	4
OAK	22"	3
OAK	24"	4
OAK	26"	2
OAK	30"	8
OAK	32"	1
OAK	34"	1
OAK	36"	5
OAK	38"	2
OAK	48"	1
OAK	55"	1

TREE TABLE

TYPE	DIAMETER ø	QUANTITY
CANPHOR	6"	3
CANPHOR	24"	1
CANPHOR	36"	1

TREE TABLE

TYPE	DIAMETER ø	QUANTITY
PALM	12"	1

LINE TABLE

LINE	BEARING	DISTANCE
L1(T&C)	S 00°02'59" W	400.00'
L2(T&C)	S 00°02'59" W	867.52'
L3(T&C)	N 07°45'26" W	3.60'
L4(T&C)	N 00°02'59" E	570.00'
L5(T)	N 89°44'24" W	388.20'
L5(M)	N 89°38'58" W	388.57'
L6(T)	N 00°55'19" E	360.95'
L6(M)	N 00°46'46" E	360.28'
L7(T&C)	S 89°56'42" E	1207.70'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1(T&C)	7714.49'	827.72'	827.33'	S 85°19'00" W	6°08'51"

6Bxii TITLE COMMITMENT INFORMATION

THE TITLE DESCRIPTION AND SCHEDULE "B" ITEMS HEREON ARE FROM: FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.: #110588914, HAVING AN EFFECTIVE DATE OF FEBRUARY 13, 2025.

SHEET 1 OF 1

6Bi TITLE DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VOLUSIA, STATE OF FLORIDA AND IS DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LYING IN GOVERNMENT LOT 4, SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST AND GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST, VOLUSIA COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 4, RUN THENCE S 00°02'59" W ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 A DISTANCE OF 400.00 FEET TO THE **POINT OF BEGINNING**, THENCE CONTINUE S 00°02'59" W ALONG SAID EAST LINE OF DISTANCE OF 867.52 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD #44, BEING ON A CURVE CONCAVE TO THE SOUTH, HAVING A CENTRAL ANGLE OF 06°08'51", A RADIUS OF 7714.49 FEET, A CHORD BEARING OF S85°19'00" W AND A CHORD DISTANCE OF 827.33 FEET, THENCE RUN ALONG THE ARC AND SAID NORTHERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 827.72 FEET TO A POINT IN SAID GOVERNMENT LOT 1, THENCE RUN N 07°45'26" W A DISTANCE OF 3.60 FEET TO A POINT ON THE NORTH LINE OF SAID GOVERNMENT LOT 1, ALSO BEING THE SOUTH LINE OF GOVERNMENT LOT 4, SAID POINT BEING ON THE WEST LINE OF THE EAST 825.00 FEET OF SAID GOVERNMENT LOT 4, THENCE RUN N 00°02'59" E ALONG SAID WEST LINE A DISTANCE OF 570.00 FEET, THENCE RUN N 89°44'24" W A DISTANCE OF 388.20 FEET, THENCE RUN N 00°55'19" E A DISTANCE OF 360.95 FEET, THENCE RUN S 89°56'42" E, A DISTANCE OF 1207.70 FEET TO THE **POINT OF BEGINNING**.

THIS SURVEY DESCRIBES AND DEPICTS THE SAME LAND AS DESCRIBED IN THE TITLE COMMITMENT AS REFERENCED ABOVE.

6Diig SURVEYOR'S NOTES

1. NO UNDERGROUND UTILITIES ARE SHOWN ON THIS SURVEY, ONLY ABOVE GROUND VISIBLE EVIDENCE OF UTILITIES ARE SHOWN.
2. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
3. THIS SURVEY MEETS OR EXCEEDS THE SURVEY STANDARDS/STANDARDS OF CARE AS SET FORTH IN SECTION 3 OF THE 2021 ALTA/NSPS SURVEY REQUIREMENTS.
4. TREES SHOWN HEREON ARE DESCRIBED BY SPECIES AND DIAMETER OF TRUNK AT BREAST HEIGHT.
5. VERTICAL INFORMATION BASED ON: BENCHMARK 01-049-0-02 HAVING A PUBLISHED ELEVATION OF 41.881 FEET (NAVD88) DESCRIBED AS: "SET 4" X 4" PRECAST CONCRETE MONUMENT WITH S.J.R.W.M.D. DISK

4 LAND AREA

877,168 ± SQUARE FEET 20.137 ± ACRES

6Biv BEARING BASIS

BEARINGS SHOWN HEREON ARE BASED ON EAST LINE OF GOVERNMENT LOT 4, WHICH BEARS S 00°02'59" W, PER ASSUMED DATUM.

5F CEMETERY NOTE

THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.

8 SUBSTANTIAL FEATURES OBSERVED

SUBSTANTIAL ABOVE GROUND FEATURES THAT WERE OBSERVED ON THE SUBJECT PARCEL, SUCH AS PARKING AREAS, DRIVES, WALKS, PLANTERS/LANDSCAPE AREAS AND OTHER, HAVE BEEN LOCATED AS SHOWN HEREON. NOTE: THERE WERE NO OBSERVED SUBSTANTIAL AREAS OF REFUSE ON THE SUBJECT PARCEL PER THE DATE OF THIS SURVEY.

9 PARKING SPACES

REGULAR = 0 HANDICAP = 0 TOTAL = 0

5Biii ACCESS TO PROPERTY

THE SUBJECT PROPERTY HAS DIRECT PHYSICAL ACCESS TO NEW YORK AVENUE WEST, AND NORTH RIDGEWOOD AVENUE, BOTH BEING DEDICATED PUBLIC STREETS OR HIGHWAYS.

16 EARTH MOVING NOTE

THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

6Bvii CONTIGUITY STATEMENT

THE PARCELS CONTAINED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS.

7 SURVEYOR'S CERTIFICATE

TO: MERITAGE HOMES

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, AND 19 OF TABLE A THEREOF.
THE FIELD WORK WAS COMPLETED ON 03/06/2025.
DATE OF PLAT OR MAP: 03/07/2025.

Digitally signed by E Glenn Turner
DN: cn=E Glenn Turner, o=American Surveying & Mapping, ou=Professional Land Surveyor, email=eglenn@asmcorporate.com, c=US
Date: 2025.07.15 12:38:41 -04'00'
Adobe Acrobat version: 2020.005.30774

E. GLENN TURNER — DATE

PROFESSIONAL SURVEYOR & MAPPER NO: 5643
STATE OF: FLORIDA
PROJECT NO: 240638

SURVEY PREPARED BY:
AMERICAN SURVEYING AND MAPPING, INC.
221 CIRCLE DRIVE
MAITLAND, FLORIDA 32751
CERTIFICATE OF AUTHORIZATION # LB6393
PHONE: (407) 426-7979
FAX: (407) 426-9741
INFO@ASMCORPORATE.COM

NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER PER F.S. 472.025 OR THE CERTIFIED ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER PER F.A.C. 5J-17.062(2) AND 5J17.062(3).

THIS SURVEY MEETS OR EXCEEDS THE FLORIDA STANDARDS OF PRACTICE AS SET IN FLORIDA ADMINISTRATIVE CODE CHAPTER 5J-17-0.50 FOR A BOUNDARY SURVEY. ALL PARTS OF THIS SURVEY AND DRAWING HAVE BEEN COMPLETED IN ACCORDANCE WITH THE CURRENT REQUIREMENTS FOR SURVEYING IN THE STATE OF FLORIDA TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF.

DATE	REVISIONS	TECH
03/07/25	NEW TITLE/CERTS	BS
05/22/25	UPDATE CERTS	BS
06/02/25	UPDATE EXCEPTIONS	BS
07/15/25	UPDATE ALTA	BS

FIELD	SM	DRAWING SCALE	1"=80'
DRAWN BY	BS	QC BY	EGT
DRAWING NAME	240638 210 N RIDGEWOOD AVE, DELAND ALTA W TITLE BEARING BASIS 07-14-25.DWG		

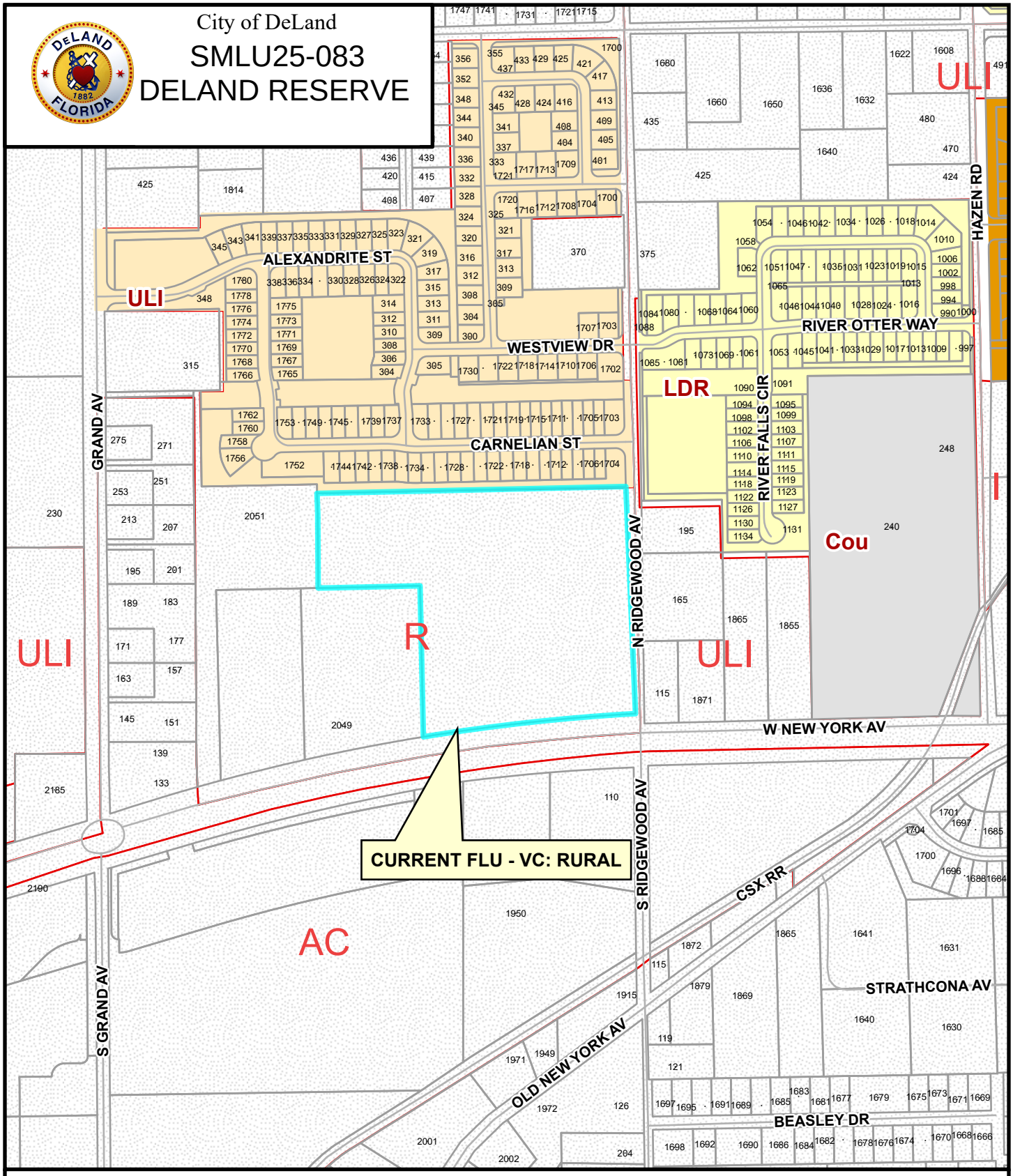
6Diik TYPE OF SURVEY: ALTA/NSPS LAND TITLE SURVEY
2
BOUNDARY AND TOPOGRAPHIC SURVEY OF
210 NORTH RIDGEWOOD AVENUE
SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST;
AND SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST
VOLUSIA COUNTY DELAND, FLORIDA

AMERICAN SURVEYING & MAPPING, INC.
NDDS NATIONAL DUE DILIGENCE SERVICES
A DIVISION OF AMERICAN SURVEYING & MAPPING, INC
221 Circle Drive, Maitland, FL 32751
Phone: 407-426-7979 nationaldueldiligenceservices.com

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City of DeLand

SMLU25-083
DELAND RESERVE

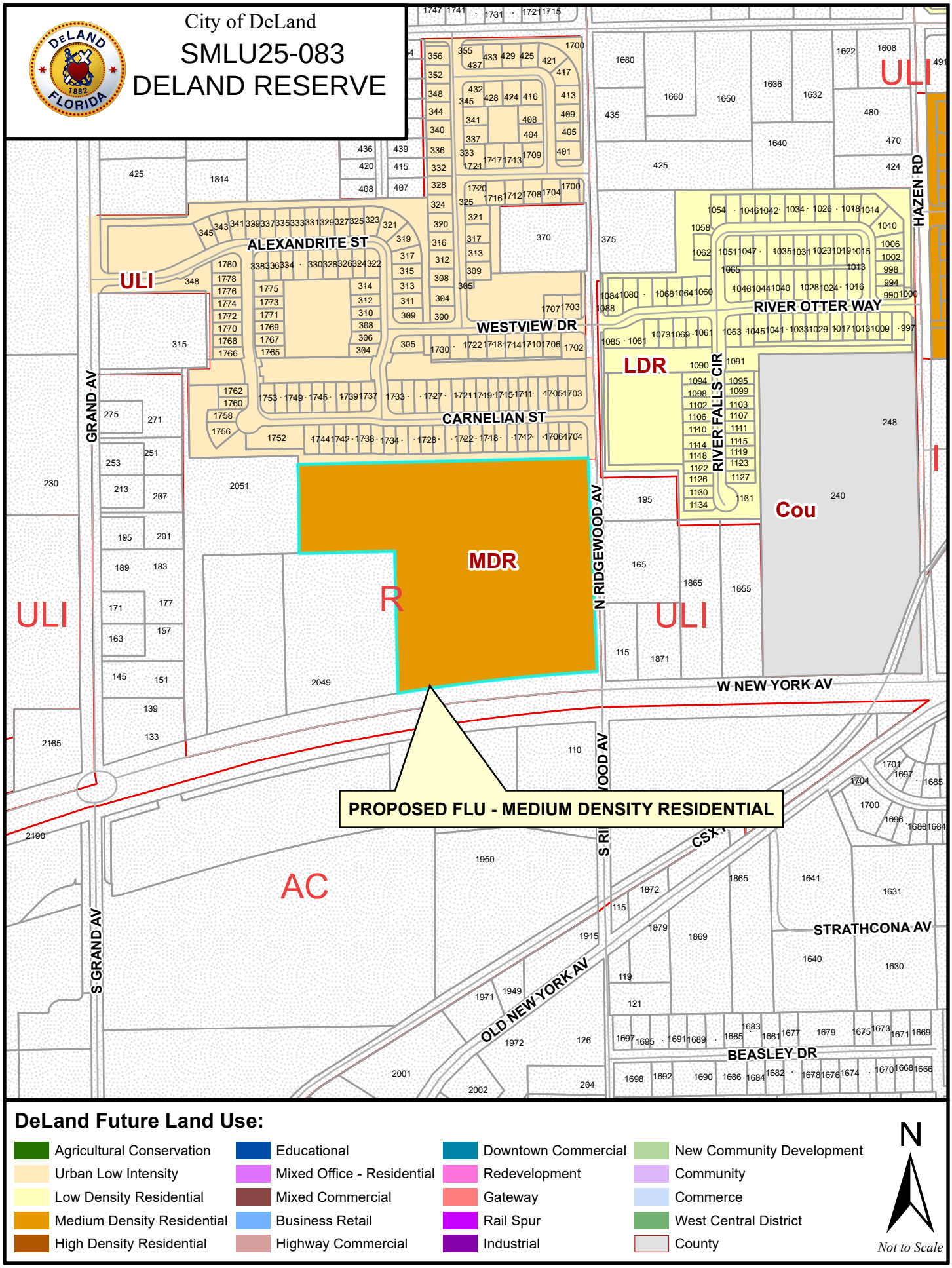


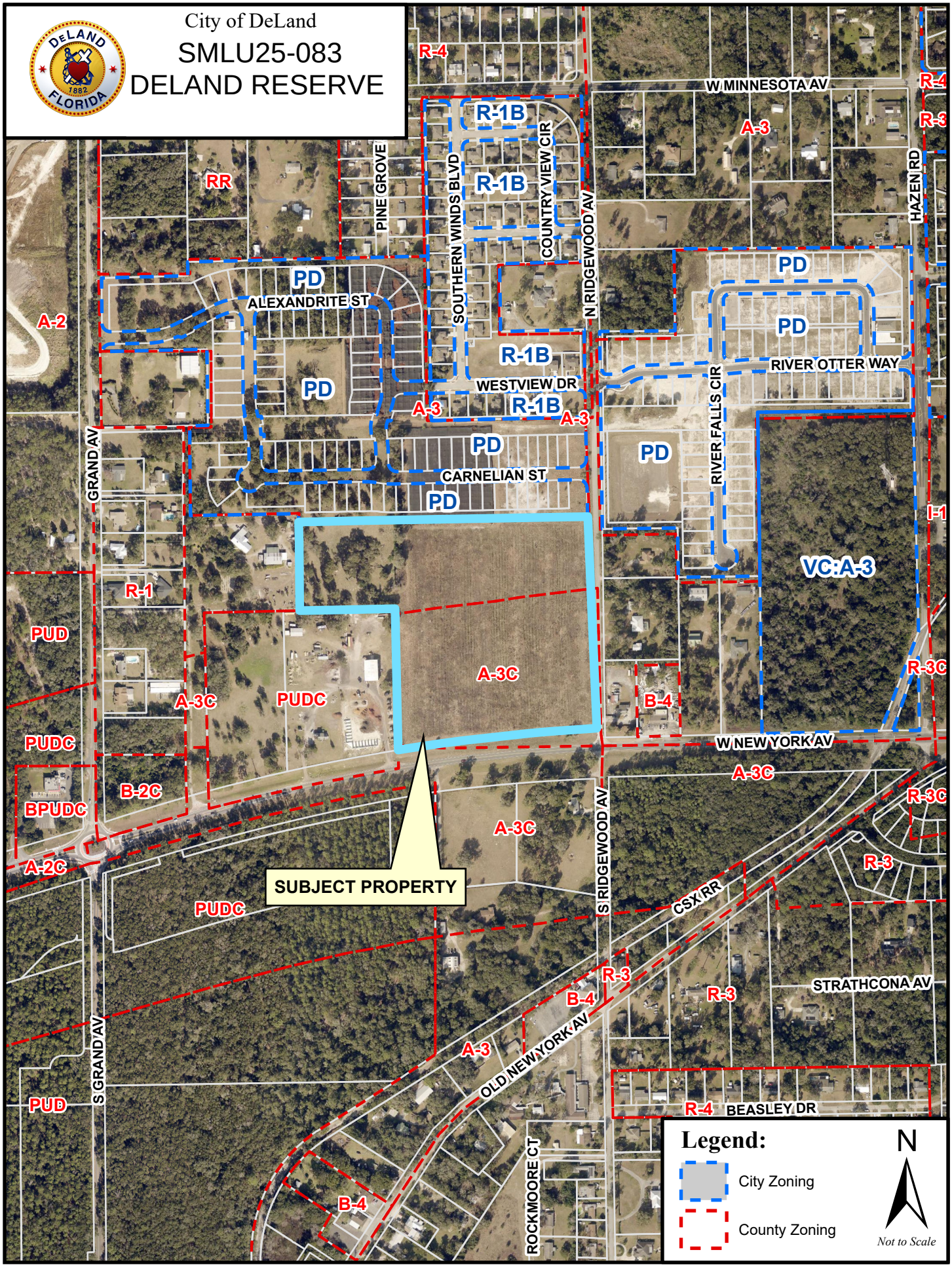
DeLand Future Land Use:

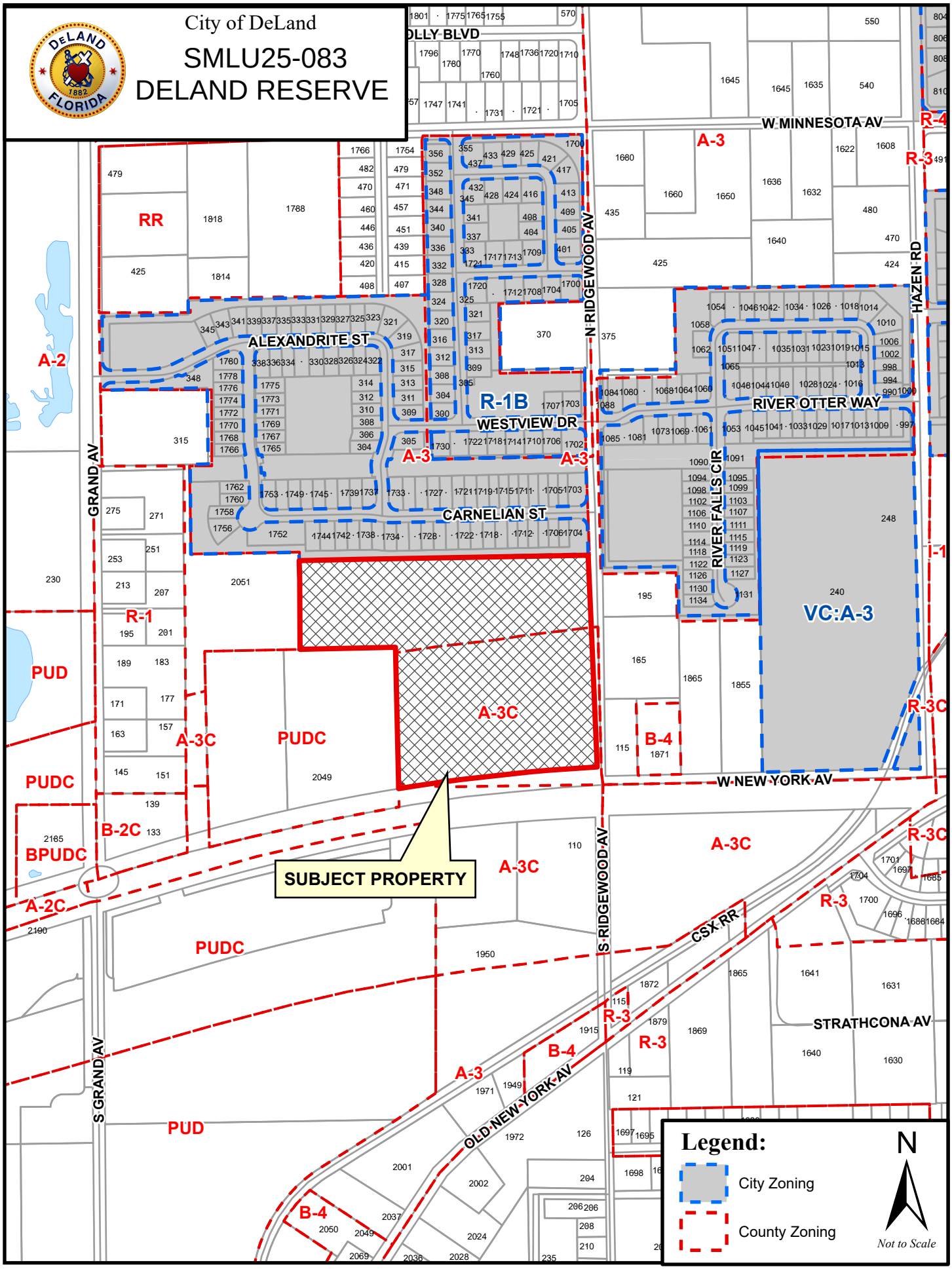
- Agricultural Conservation
- Urban Low Intensity
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Educational
- Mixed Office - Residential
- Mixed Commercial
- Business Retail
- Highway Commercial
- Downtown Commercial
- Redevelopment
- Gateway
- Rail Spur
- Industrial
- New Community Development
- Community
- Commerce
- West Central District
- County

N

Not to Scale


City of DeLand
SMLU25-083
DELAND RESERVE
PROPOSED FLU - MEDIUM DENSITY RESIDENTIAL
MDR
R
AC
ULI
LDR
Cou
ALEXANDRITE ST
WESTVIEW DR
CARNELIAN ST
RIVER OTTER WAY
RIVER FALLS CIR
GRAND AV
S GRAND AV
N RIDGEWOOD AV
HAZEN RD
W NEW YORK AV
OLD NEW YORK AV
STRATHCONA AV
BEASLEY DR
CSX
DeLand Future Land Use:
Agricultural Conservation
Urban Low Intensity
Low Density Residential
Medium Density Residential
High Density Residential
Educational
Mixed Office - Residential
Mixed Commercial
Business Retail
Highway Commercial
Downtown Commercial
Redevelopment
Gateway
Rail Spur
Industrial
New Community Development
Community
Commerce
West Central District
County
N
Not to Scale


City of DeLand
SMLU25-083
DELAND RESERVE
SUBJECT PROPERTY
W MINNESOTA AV
W NEW YORK AV
OLD NEW YORK AV
CSX RR
STRATHCONA AV
BEASLEY DR
ALEXANDRITE ST
WESTVIEW DR
CARNELIAN ST
RIVER OTTER WAY
PINE GROVE
SOUTHERN WINDS BLVD
COUNTRY VIEW CIR
N RIDGEWOOD AV
S RIDGEWOOD AV
HAZEN RD
GRAND AV
S GRAND AV
RIVER FALLS CIR
ROCKMOORE CT
R-4
R-1B
A-3
RR
PD
A-2
R-1
PUD
A-3C
PUDC
B-2C
BPUDC
A-2C
B-4
I-1
VC:A-3
R-3C
R-3
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
SMLU25-083
DELAND RESERVE
SUBJECT PROPERTY
W MINNESOTA AV
W NEW YORK AV
OLD NEW YORK AV
STRATHCONA AV
CSX RR
ALEXANDRITE ST
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CARNELIAN ST
RIVER OTTER WAY
RIVER FALLS CIR
N RIDGEWOOD AV
S RIDGEWOOD AV
GRAND AV
S GRAND AV
HAZEN RD
RR
A-2
A-3
A-3C
R-1
R-1B
R-3
R-4
B-4
B-2C
A-2C
PUD
PUDC
BPUDC
VC:A-3
Legend:
City Zoning
County Zoning
N
Not to Scale

PLANNING DIVISION STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD

September 10, 2025

A. **APPLICATION NO**.: SMLU25-083 *(DeLand Reserve Land Use)*
APPLICANT: Storch Law Firm
OWNER: James K & Scarlet M Trust
STAFF PLANNER: Emily Kunkel, *Senior Planner*
REQUEST: To amend the land use designation from Volusia County Rural to City of DeLand Medium-Density Residential (MDR)

B. **SITE FACTORS:**
PARCEL NUMBER*:* 791200000061
LOCATION: 210 North Ridgewood Ave.
SIZE OF PROPERTY: ±20.13 acres

C. **LAND USE DESIGNATION & ZONING OF SUBJECT PROPERTY:**
Future Land Use: Volusia County: Rural and located in the City Transit Oriented Development/Redevelopment area
Existing Zoning: Volusia County: Transitional Agriculture with Thoroughfare Overlay Zone (A-3C)
Existing Use: Vacant, undeveloped (pine plantation)

D. **SURROUNDING LAND USE & ZONING:**

	LAND USE	ZONING
North:	VC: Urban Low Intensity (ULI)	Grandview Gardens PD
South:	VC: SunRail DeLand Area Activity Center	VC: Transitional Agriculture (A-3C)
East:	VC: Urban Low Intensity (ULI)	VC: Transitional Agriculture (A-3C)
West:	VC: Rural	VC: PUD

E. **REQUESTED ACTION:**

1. **REQUEST:** The applicant is requesting the future land use designation be amended for a ±20.13-acre parcel located at 210 North Ridgewood Avenue from Volusia County's Rural land use designation to the City of DeLand's Medium-Density Residential (MDR) land use designation. *The Applicant has also petitioned for annexation (AN25-082) and submitted a rezoning application (Z25-084).*

F. **ANALYSIS:**
The purpose of this section is to analyze the reasonableness of the applicant's request for an amendment of the land use designation for the subject property. This analysis will

include a description of the current and future land uses of the site and the surrounding area, potential impacts on the transportation system, and any significant adverse environmental impacts. Florida Statute 163.3187 allows for a Future Land Use Map amendment for area of use under 50 acres, and are not an area of critical state concern.

1. **Availability of Public Facilities *(water, sewer, drainage, traffic, and schools if residential):***

   The City's Utilities Department determined the closest City water main is at New York Avenue (SR-44) and North Ridgewood Avenue, which contains a 12-inch and 3-inch water main. The closest city sewer main is located at Hazen Road as a 16-inch force main, as well as an 8-inch gravity sewer system. The subject property will also require payment into the Westside Force Main Proportionate Fair Share, at the cost of $899 per ERU.

   A Traffic Impact Analysis Methodology letter from Traffic & Mobility Consultants (TMC) dated April 29, 2025, states that the proposed development is projected to generate 1,169 new daily trips of which 78 trips occur during the AM peak hour and 92 trips occur during the PM peak hour. Per the R2CTPO traffic study guidelines, since the proposed development is anticipated to generate more than 1,000 daily new trips, a TIA will be required at the time of the Preliminary Plat process.

   In a memo dated June 18, 2025, the Volusia County School Board issued a capacity determination letter which found that there is adequate capacity for the proposed project.

2. **Compatibility with Land Use and Other Elements:** The Future Land Use element requires that the subject property be consistent with surrounding development. The subject property is located, within the City's Transit Oriented Development/ Redevelopment area, and the future land use is Medium-Density Residential. The 2050 Vision plan, describes the Transit Oriented Development/Redevelopment area, as being an area that will encourage higher density and a mixture of uses, in order to make a transit system more efficient for the DeLand area. These areas will see a transition from the current development pattern to a more transit friendly pattern, over time.

   The Comprehensive Plan describes the Medium-Density Residential land use designation as being typified by detached and attached moderate density housing types, serving as a transitional area between nonresidential or high-density residential and low-density residential land use with a maximum density of 12 dwelling units per acre. The development should provide recreation and open space through the clustering of dwelling units and shall include on-site amenities such as, but not limited to, recreational facilities, open space, and pedestrian walkways.

   The proposed maximum density of 8 dwelling units per acre provide a transition from the lower density residential to the higher density residential and proposed nonresidential/residential uses within this area, specifically on the southern side of SR-44. The subject property is 1.6 miles from the DeLand SunRail station, and the applicant has coordinated with Florida Department of Transportation (FDOT) and Volusia County to provide a more transit friendly pattern by constructing additional

sidewalks along North Ridgewood Avenue and State Road 44. Therefore, the request is compatible with the Comprehensive Plan and the 2050 Vision Plan.

	LAND USE	DU/AC	CURRENT USE
North:	VC: Urban Low Intensity (ULI)	4 units/acre	Grandview Gardens PD (single-family residential subdivision)
South:	VC: SunRail DeLand Area Activity Center	4 units/acre	Single-family residential and vacant
East:	VC: Urban Low Intensity (ULI)	4 units/acre	Single-family residential
West:	VC: Rural	1 unit/acre	Rural single-family residential and a commercial/industrial use.

3. **Future Land Use Map:** The proposed change in the land use designation to Medium-Density Residential (MDR) will be shown on the revised Future Land Use Map. There will be no change in the 2050 Vision Map, as a portion of the subject property is within the Transit Oriented Development/Redevelopment area.

4. **Location of Lakes, Floodplains, and Wetlands:** The property does not contain bodies of water, nor is it located within a floodplain.

5. **Analysis of Natural Resources:**
   - **a.** *Soil types:* Apopka, fine sand & Astatula, fine sand
   - **b.** *Presence of Endangered Species*: None known at this time. A full report will be required with the Preliminary Plat application.

6. **Existing and Future Impact upon Infrastructure Capacity:**
   - **a.** ***Water:*** The City's Utility Department indicates sufficient water supply is available for the proposed land use designation. The City's Utilities Department determined the closest City water main is at New York Avenue (SR-44) and North Ridgewood Avenue, which contains a 12-inch and 3-inch water main. The fully engineered plans and final determination will be reviewed at the time of preliminary plat.
   - **b.** ***Sewer:*** The City's Utility Department has indicated sufficient existing capacity. The closest city sewer main is located at Hazen Road as a 16-inch force main, as well as an 8-inch gravity sewer system. The subject property will also require payment into the Westside Force Main Proportionate Fair Share, at the cost of $899 per ERU. The fully engineered plans and final determination will be reviewed at the time of preliminary plat.
   - **c.** ***Drainage:*** The city adheres to the County's standard to retain for the 100-year frequency, 24-hour storm event for landlocked basins. Stormwater capture for future development will be addressed on-site and will be further evaluated at the time of preliminary plat.
   - **d.** ***Solid Waste:*** Solid waste services are available for the property.
   - **e.** ***Transportation*****:** The proposed use of the property is for residential use. In order to estimate traffic generation by development on the subject property,

Staff must make projections for the most intense type of development allowed under the existing and proposed land use designations. Development under the most intensive of the uses allowed under the current land use designation of Volusia County Rural must be compared with the most intensive use proposed under the City's Medium-Density Residential (MDR) designation.

The Volusia County Rural land use designation allows a maximum density of 1 dwelling unit per acre; and with the most-intense allowable residential use, the property would currently be permitted to yield up to 20 units and would generate **146** calculated trips per day according to Trip Generation by the Institute of Transportation Engineers. (11th ed.)

DeLand's Medium-Density Residential land use designation allows for a maximum residential density up to 12 dwelling units per acre. If the land use amendment is approved, the +/- 20.13 acres of property could yield as many as 242 units. The traffic generation will be calculated based on the ITE Trip Generation manual. Assuming the maximum density, 12 dwelling units per acre, the +/- 20.13 acres of property would generate **1,767** calculated trips per day at build-out. At the time of the subdivision process, the applicant will dedicate the necessary 25-ft right-of-way as well as additional right-of-way to Volusia County for a 5-ft sidewalk along North Ridgewood.

7. **Impact upon Recreation and Open Space:** The development includes on-site amenities such as open space, walking paths and a park; therefore, all residents will have access to recreational opportunities. Therefore, the future land use amendment should not have an impact to the existing level of service.

8. **New Public Facilities Needed to Serve Land Use:** Per the feasibility analysis completed by staff, no need for new public facilities is anticipated.

9. **Impact Upon Existing Facilities:** Any future development on this site will be required to manage its own stormwater, based on retaining for the 100 year/24-hour storm event, and it will be further reviewed as part of the preliminary plat submittal.

10. **Impact upon Ability of the City to Fund Capital Improvements:** The development should not create an additional impact upon the City's ability to fund the projects listed in the adopted Five-Year Capital Improvement Program and will not require revision to the City's adopted Five-Year Capital Improvement Program.

11. **Compatibility with Existing Zoning Classification:** The proposed DeLand Reserve PD would be compatible with the Medium-Density Residential land use designation.

12. **Will the proposed land use change impact schools?** The applicant has provided a current Finding of Adequate Capacity letter from the Volusia County School Board, determining that capacity is available for the proposed land use. At the time of the preliminary plat, the applicant will be required to reserve said capacity and submit an approval letter from the school board at that time.

13. **How does this proposal fit with the guidelines developed for DeLand 2050 Vision and the City's Strategic Plan?**
    a. **2050 Vision Plan:** The proposed development is located within Category 3, "Transit Oriented Development/Redevelopment" which encourages higher density and mixed uses to support a more efficient transit system in the DeLand area. Located 1.6 miles from the DeLand SunRail station, the applicant has coordinated with FDOT and Volusia County to improve transit accessibility. Planned improvements include additional sidewalks along North Ridgewood Avenue and State Road 44.
    b. **DeLand Strategic Plan:** "To manage growth, the city will institute a number of smart growth principles. For reasons of both community identity and governmental efficiency, an annexation strategy is required which will 'square off' the city's boundaries". A Transit Oriented Development (TOD) is an area that will encourage higher density and a mixture of uses, in order to make a transit system more efficient for the DeLand area. These areas will see a transition from the current development pattern to a more transit friendly pattern, overtime. *A portion of the subject property is located within the Transit Oriented Development/Redevelopment, as shown on the DeLand 2050 Land Use Map and is within the Volusia County Thoroughfare overlay zone which encourages safe ingress/egress from the development. The increase in density is appropriate for the proposed location as it is located along an arterial road, in close proximity to the DeLand SunRail station and encouraging higher intensity along select corridors or major centers will encourage transit and lessen traffic congestion.*

G. CONCLUSION: The facility analysis presented in the above sections suggests the proposed land use should not cause any of the City's facilities to degrade below the adopted or current operational level of service (LOS). The proposed land use designation, Medium-Density Residential, is consistent with the surrounding area, and is not expected to create any land use incompatibilities.

H. NEXT STEPS: The request for a small-scale future land use map amendment will go before the City Commission on October 6, 2025 for first reading, followed by Volusia Growth Management Commission Review (VGMC). After VGMC review, the request is anticipated to go before City Commission on November 17, 2025 for second reading.

I. STAFF RECOMMENDATION: Staff recommends that the Planning Board forward the request to the City Commission with a recommendation of approval of the proposed amendment of the subject property's future land use designation to the City's Medium-Density Residential.

J. VGMC INFRASTRUCTURE IMPACT ASSESSMENT:

In accordance with standard practice from the Florida Department of Economic Opportunity (DEO) and other review agencies, an impact comparison analysis of the proposed amendment has been completed based upon the theoretical maximum development potential under the currently adopted future land use designation versus the proposed designation.

The following seven public facilities and services were examined (Table 4): Transportation, Stormwater Drainage, Sanitary Sewer, Recreation, Potable Water, Schools, and Solid Waste.

Table 4. Impact Analysis (Theoretical Maximums)

Development Variable	**Theoretical Maximums**		
	EXISTING ***VC: Rural***	**PROPOSED** ***City: MDR***	**Net Change**
Permitted Density/Intensity	1 du/acre	12 du/acre	+11 du/acre
Dwelling Units	20	242	+222
Non-residential Sq. Ft.	N/A	N/A	N/A
Population *2.44 persons per household (per 2020 Census)*	48.8	590	+541.2
Transportation ***(PM Peak Hr. Trips/Daily Trips)*** *(ITE Trip Generation Manual, 11th Edition): PM PEAK HR rate (215): 0.58 trips per unit; ADT rate RM (215): 7.30 trips per day per unit*	11.6 peak/146 ADT	140 peak/1,767 ADT	+128.4 peak/+1,621 ADT
Sanitary Sewer ***(gallons/day)*** *225 GPD per Equivalent Residential Unit (ERU)*	4,500	54,450	+49,950
Potable Water ***(gallons/day)*** *255 GPD per Equivalent Residential Unit (ERU)*	5,100	61,710	+56,610
Solid Waste ***(pounds/day)*** *8.6 pounds per person per day*	419.69	5,074	+4,654.31
Stormwater Drainage *LOS Standard 100-yr/24-hr event. Drainage system to be designed to meet the req. of the LDR during subdivision or site plan review.*	N/A	N/A	N/A
Recreation/Open Space *4.6 parkland acres/1,000 persons (0.0046 acres/person)*	.224	2.71	+2.49

The proposed amendment results in increased impacts to all public infrastructure and services based on the theoretical maximum impact analysis.

Sec. 72-297. - Thoroughfare overlay zone regulations.

(a) *Purpose and intent:*

(1) The purpose of this section is to provide regulations to ensure safe ingress to and egress from proposed development along thoroughfares, to maintain adequate highway capacity, eliminate hazardous traffic conditions, lessen or prevent traffic congestion, establish a high standard for development, including additional sign regulations and create a more attractive streetscape. Commercial development typically expands along thoroughfares as population and traffic volumes increase in the vicinity of and along the thoroughfare. Eventually, conflicts result between the thoroughfare's function and its ability to move high volumes of traffic through an area.

(2) This congestion is intensified when commercial growth increases along the entire length of the thoroughfare.

(3) The increased commercial growth also changes the public's image of the thoroughfare. What was once considered an attractive tree-lined thoroughfare gradually and often rapidly begins to exhibit characteristics of uncontrolled strip commercial development. Once this pattern has been established, it is difficult to establish alternative types of development (e.g. residential) along these thoroughfares. Therefore, these regulations apply to thoroughfares which; (1) move large volumes of through traffic in addition to significant volumes of everyday local traffic; and (2) do not contain significant amounts of strip commercial development. These thoroughfare overlay zone regulations are intended to supplement all of the regulations of the existing zoning classifications except for permitted uses and special exceptions. The type of permitted uses or special exceptions allowed would be determined according to the existing zoning classification and the site design, signage, building location and the dimensional requirements would be regulated by these overlay zone regulations.

(b) *[Thoroughfare overlay zone:]* A thoroughfare overlay zone is hereby established, and the regulations of this section shall apply in said zone. Said zone shall apply to all zoning classifications established in division 7 of this article, and the official zoning map shall identify said overlay zone by adding the letter "C" as a suffix to the existing zoning classification that currently exists on said maps. The thoroughfares, or portions thereof, to which these regulations apply are as follows:

(1) *North coastal area:*

State Road #40: Western boundary lines of Section 26, Township 14 South, Range 31 East to Ormond Beach west city limits.

U.S. #92: Indian Lake Road east to Daytona Beach west city limit.

(2) *South coastal area:*

State Road #44: New Smyrna Beach city limit west to Tomoka Farms Road (CR 415).

(3) *West Volusia area:*

U.S. #92: Eastern boundary line of Section 25, Township 16 South, Range 30 East, to State Road 15-A.

State Road 15-A: U.S. #17 South to U.S. #17-92.

U.S. #17: Eastern boundary of Section 39, Township 16 South, Range 30 East, to South boundary line of Section 4, Township 17 South, Range 30 East.

U.S. #17-92: North Line of Section 21, Township 17 South, Range 30 East, to South line of Section 33, Township 17 South, Range 30 East.

State Road #44: Western boundary line of Section 14, Township 17 South, Range 29 East, to East boundary line of Section 17, Township 17 South, Range 31 East.

West Volusia Beltline: State Road #44, to North boundary line of Section 13, Township 18 South, Range 30 East. (Ord. No. 85-24, § XVII, 10-10-85; Ord. No. 86-16, § XXXII, 10-23-86; Ord. No. 88-2, § XXI, 1-19-88; Ord. No. 84-25, § XXV, 10-10-84; Ord. No. 88-2, § XXII, 1-19-88; Ord. No. 02-07, § I, 3-7-02)

(c) *Dimensional requirements:*

(1) *Minimum lot width:* No premises shall be divided for the purpose of development of sale such that the width of each or any premises is less than 300 feet measured along the right-of-way line, except as follows:

If vehicle access to any premises is provided by means other than directly onto an arterial, then the minimum lot width requirement may be reduced to 150 feet, and direct vehicle access to a major arterial shall be prohibited.

(2) *Minimum yard size:* Front yard: 50 feet.

(3) *Maximum building height:* Three stories, not to exceed 35 feet.

(4) *Maximum lot coverage:* Total coverage of principal and accessory buildings shall not exceed 30 percent.

(5) *Thoroughfare overlay zone depth:* The thoroughfare overlay zone requirements shall be applied to all premises that front onto or have access to the thoroughfare to a distance equal to the depth of the rear property line, but not to exceed a depth of 660 feet as measured perpendicular from the centerline of the thoroughfare right-of-way.

(d) *Off-street parking and loading requirements:* Off-street parking and loading space shall meet the requirements of section 72-286 and in addition shall meet the following:

Off-street parking and loading areas shall be permitted in the front yard or the side yard that is adjacent to a thoroughfare as long as the off-street parking and loading areas are designed outside the 35-foot-wide landscaped buffer area along the project perimeter adjacent to thoroughfares. Said area shall contain landscaped fences, walls or berms of sufficient heights and opacity to generally obscure parked vehicles from view of the traveling public. All parking areas shall contain a minimum of 20 percent interior landscaping, excluding any required landscaped buffer area as provided in subsection (e), below.

(e) *Landscaping buffer requirements:* In addition to meeting the landscape buffer requirements in section 72-284, the following requirements shall also be met:

(1) A landscape plan shall be provided identifying the quantity, botanical and common name, size and location of plant material, including those existing plant materials to be retained. Plans and specifications for an underground irrigation system are required for any landscaped area.

(2) A minimum of 30 percent of the area of the site shall be covered by landscape materials as specified in subsection 72-284(1) of this article.

(3) Except for access driveways, it is intended that development along the thoroughfare corridor shall be designed to prevent the need for fill material or such other treatment which would remove or harm existing trees within the required front yard.

(4) A landscaped buffer area shall be provided along the perimeter of the property. The width of the buffer shall be determined by the requirements in subsection 72-284(2) unless the site is located on a thoroughfare, then the front buffer shall be a minimum of 35 feet. If the thoroughfare right-of-way is less than 140 feet, then the buffer area will start at a point 70 feet from the centerline of the thoroughfare.

(f) *Final site plan requirements:* In addition to meeting the final site plan requirements in division 3 of the Land Development Code [article III], the following requirements shall be met:

All site plans, reports and general information will be submitted to the development review committee to ensure compliance and consistency for all developments along the thoroughfare.

(g) *Service road requirement:* All premises fronting thoroughfares upon which the thoroughfare overlay zone regulations have been applied shall be provided access via a service road, unless as otherwise specified herein. The service road may either be in the front or rear of the project site depending on the location of any existing service road.

(h) *Transportation impact analysis report; purpose:* The transportation impact analysis report is designed to identify the transportation impacts and problems which are likely to be generated by a proposed use because of the size, density, traffic generation rates or location. The report will also identify all improvements required to ensure safe ingress and egress from a proposed development, maintenance of adequate street capacity, and elimination of hazardous conditions and improvements necessary for immediately surrounding roadways and intersections as a result of the proposed development.

(1)

Threshold for traffic impact analysis report: A transportation impact analysis report shall be required, unless waived by the county traffic engineer, for all uses which meet or exceed any one or more of the following thresholds:

a. Any development which proposes to have direct access to any roadway designated in subsection (b) of this section.

b. Any use which, according to the Institute of Transportation Engineers Trip Generation Manual, latest edition, rates published by the Florida Department of Transportation, or rates documented by study as agreed prior to use by the Volusia County Traffic Engineer will generate in excess of 1,000 trips per day.

(2) *Contents of transportation impact analysis report:* The transportation impact analysis report shall include the following:

a. *General site description:* A detailed description of the highway network within a radius as determined by the county traffic engineer of the site, a description of the proposed project, the anticipated stages of construction, and the anticipated completion date of the proposed land development. This description, which may be in the form of a map, shall include the following items:

1. All major intersections;
2. All proposed and existing ingress and egress locations;
3. All existing roadway widths and rights-of-way;
4. All existing traffic signals and regulatory signage;
5. All existing and proposed public transportation services and facilities within the above-determined radius of the site.

b. *Description of existing traffic conditions:* A 24-hour traffic count shall be conducted for a typical weekday on all roadways which have direct access to a proposed development site. The existing average daily traffic volume, and the highest average peak hour volume for any weekday hour between 3:00 p.m. and 6:00 p.m. shall be recorded. These traffic volumes shall be averaged to determine the average hourly peak traffic volume for a weekday. The methodology used to calculate existing traffic conditions and use of traffic counts and data other than those described above to represent existing traffic conditions shall be subject to the approval of the county traffic engineer.

c. *Transportation impact of the development.* A report shall be made detailing the nature and extent of the trip generation expected to result from the proposed development. Trip generation analysis shall include an estimate of internal/external split, if applicable, and a determination of what characteristics of the development will yield such a split. The source of all trip generation rates shall be according to the Institute of Transportation Engineers Trip Generation Manual, latest edition, rates published by the Florida Department of Transportation, or rates documented by study and agreed to prior to use by the Volusia County Traffic Engineer.

d. *Determination of roadway service level—Calculate service volumes:* Roadway service volumes shall be calculated at the level of service for the thoroughfare which is specified in the comprehensive plan. Data and procedures contained in the Highway Capacity Manual, Special Report, 209, 1985, published by the transportation research board shall be utilized in deriving the information required by the transportation impact analysis report.

e *Determination of intersection service level:*

1. Data and procedures in the Highway Capacity Manual, Special Report, 209, 1985, published by the transportation research board shall be utilized in determining intersection service levels.
2. The post-developing level of service for all intersections shall be in accordance with the comprehensive plan.
3. Determine the existing level of service of all intersections within one-half mile of the proposed development using the critical movement analysis techniques provided in subsection e.1., above.

f. *Analysis of transportation impact:* An analysis shall be undertaken to determine if roadways and intersections will operate at the level of service specified by the comprehensive plan following completion of the development given the future peak hour traffic that will be generated by the proposed development. This analysis shall consist of a comparison of the total future peak hour roadway traffic demand with the plan's mandated level of service standard and a critical movement analysis for intersections to determine the impact of total future peak hour traffic on intersection level of service. All roadways and intersections that would operate below the required level of service following completion of the development shall be considered deficient.

Maintenance of levels of service. Whenever level of service is determined to be below the level specified by the comprehensive plan, development is not permitted unless the developer makes the roadway or other improvements necessary to maintain the specified level of service.

(3) *Traffic-control devices:* Whenever, as a result of additional traffic generated by a proposed development, the manual on uniform traffic control devices determines the need for a traffic signal or regulatory sign, the developer shall be responsible for installing all said devices and signs.

(4) *Large developments:* [Large developments] (over 250 vehicle trips generated per one hour during 3:00 p.m. and 6:00 p.m.) shall also include the following:

a. The impact report for developments which will generate between 250 and 1,000 trips during the peak hour shall involve an analysis of all arterials and all intersections within one mile of the proposed project.

b. Except for developments of regional impact as defined by F.S. § 380.06, the impact report for developments which will generate over 100 trips during the peak hour shall involve an analysis of all arterial and collector roadways and all intersections within three miles of the proposed project.

(i) *Temporary access:* No developer shall be denied a rezoning or building permit for the sole reason that the parcel for which it is sought cannot physically accommodate the requirements of this classification because adjoining segments of service roads or public roadways are not yet constructed. In such an event, a temporary access permit will be issued which shall expire when the proposed access becomes available to the parcel.

(j) *Sign regulations:* The sign regulations established in section 72-298 et seq. shall also apply in any thoroughfare overlay zone; provided, however, the maximum permissible height for any ground sign is eight feet, and the maximum permissible copy area for any ground sign is 40 square feet.

(Ord. No. 85-24, §§ XVIII—XXIV, 10-10-85; Ord. No. 86-16, § XXXIII, 10-23-86; Ord. No. 88-2, §§ XXIII—XXX, 1-19-88; Ord. No. 89-20, § XLIII, 6-20-89; Ord. No. 92-6, § LXVI, 6-4-92; Ord. No. 02-07, § II, 3-7-02; Ord. No. 2008-25, § II, 12-4-08; Ord. No. 2018-05, § IX, 1-18-18)

MEMORANDUM

April 29, 2025

Re: Ridgewood Avenue Residential
Traffic Impact Analysis Methodology
Volusia County, Florida
Project № 25042.01.01 v1.1

The following methodology outlines the methods and assumptions of the Traffic Impact Analysis (TIA) for the above referenced project. The TIA will conform to the methodology requirements and guidelines documented by the River to Sea Transportation Planning Organization (R2CTPO). It addresses comments received from Volusia County as detailed in the **Attachments**.

Project Description

The proposed development consists of 160 multi-family townhome residential homes with an anticipated buildout year of 2027. The site consists of parcel 79-1200000061 and is located at the northwest corner SR 44 and North Ridgewood Avenue in Volusia County, Florida, as shown in **Figure 1**. Access to the site is proposed via two (2) full access driveways on North Ridgewood Avenue. A copy of the conceptual site plan is provided in the **Attachments**.

Trip Generation

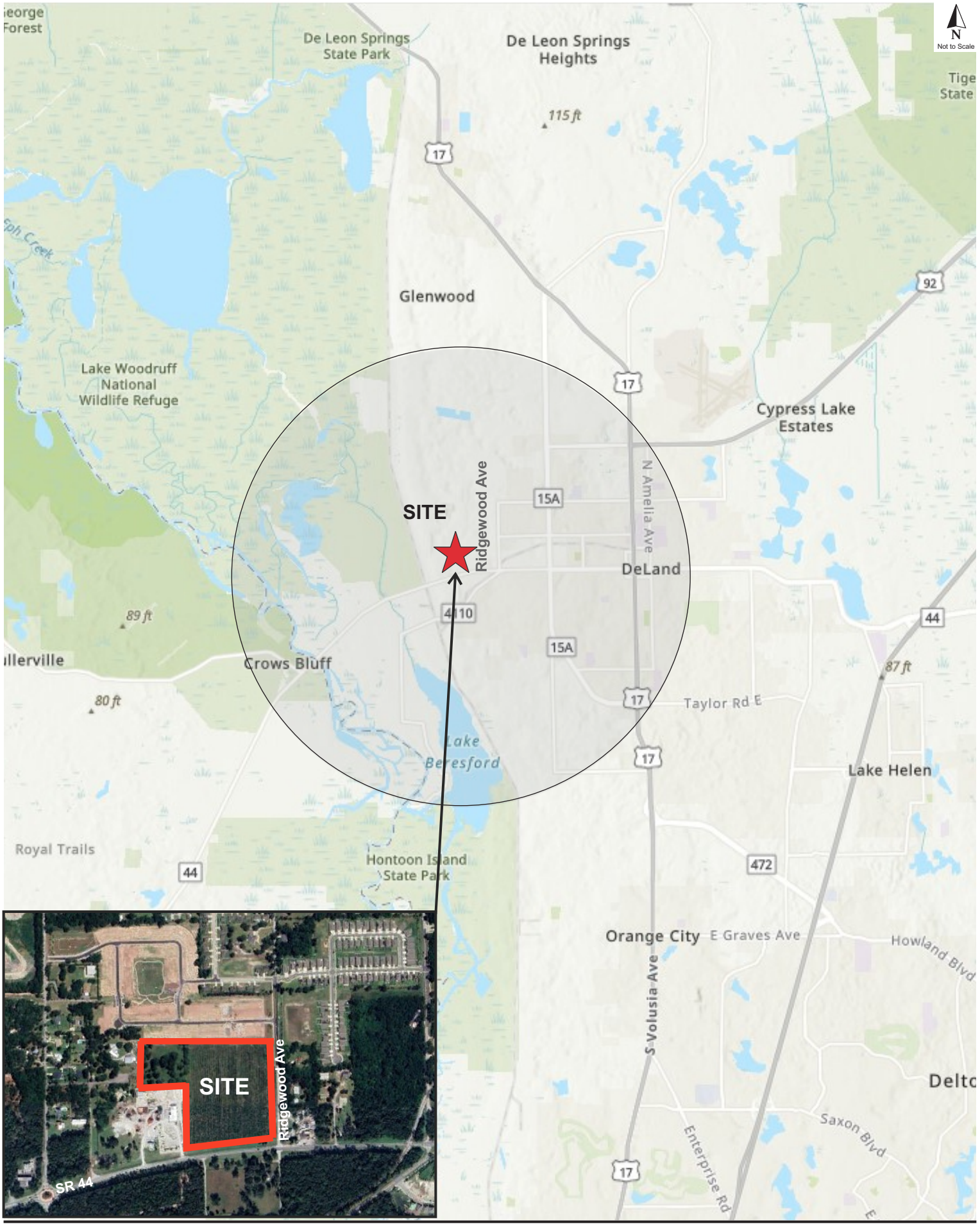
The trip generation analysis for the proposed development was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*. The trip generation calculation for the project is summarized in **Table 1**. Detailed trip generation sheets are provided in the **Attachments**.

Table 1
Trip Generation Calculation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
215	Single-Family Attached (Townhouses)	160 DU	7.30	1,169	0.48	78	19	59	0.58	92	54	38

Trip generation analysis based on ITE Trip Generation Manual, 11th Edition

The proposed development is projected to generate 1,169 new daily trips of which 78 trips occur during the AM peak hour and 92 trips occur during the PM peak hour. Per the R2CTPO traffic study guidelines, since the proposed development is anticipated to generate more than 1,000 daily new trips, a TIA is required.


N
Not to Scale
De Leon Springs State Park
De Leon Springs Heights
115 ft
Glenwood
Lake Woodruff National Wildlife Refuge
Cypress Lake Estates
SITE
Ridgewood Ave
N Amelia Ave
DeLand
15A
4110
89 ft
Crows Bluff
80 ft
Taylor Rd E
87 ft
Lake Beresford
Lake Helen
Royal Trails
Hontoon Island State Park
472
Orange City
E Graves Ave
Howland Blvd
S Volusia Ave
Saxon Blvd
Enterprise Rd
SITE
Ridgewood Ave
SR 44

Trip Distribution

The trip distribution pattern was estimated using the *Central Florida Regional Planning Model (CFRPM, v7.0)*. The model distribution was adjusted to reflect the local network as well as prevailing traffic flow patterns. The raw model output is included in the **Attachments** and the adjusted trip distribution is shown in **Figure 2**.

Study Area

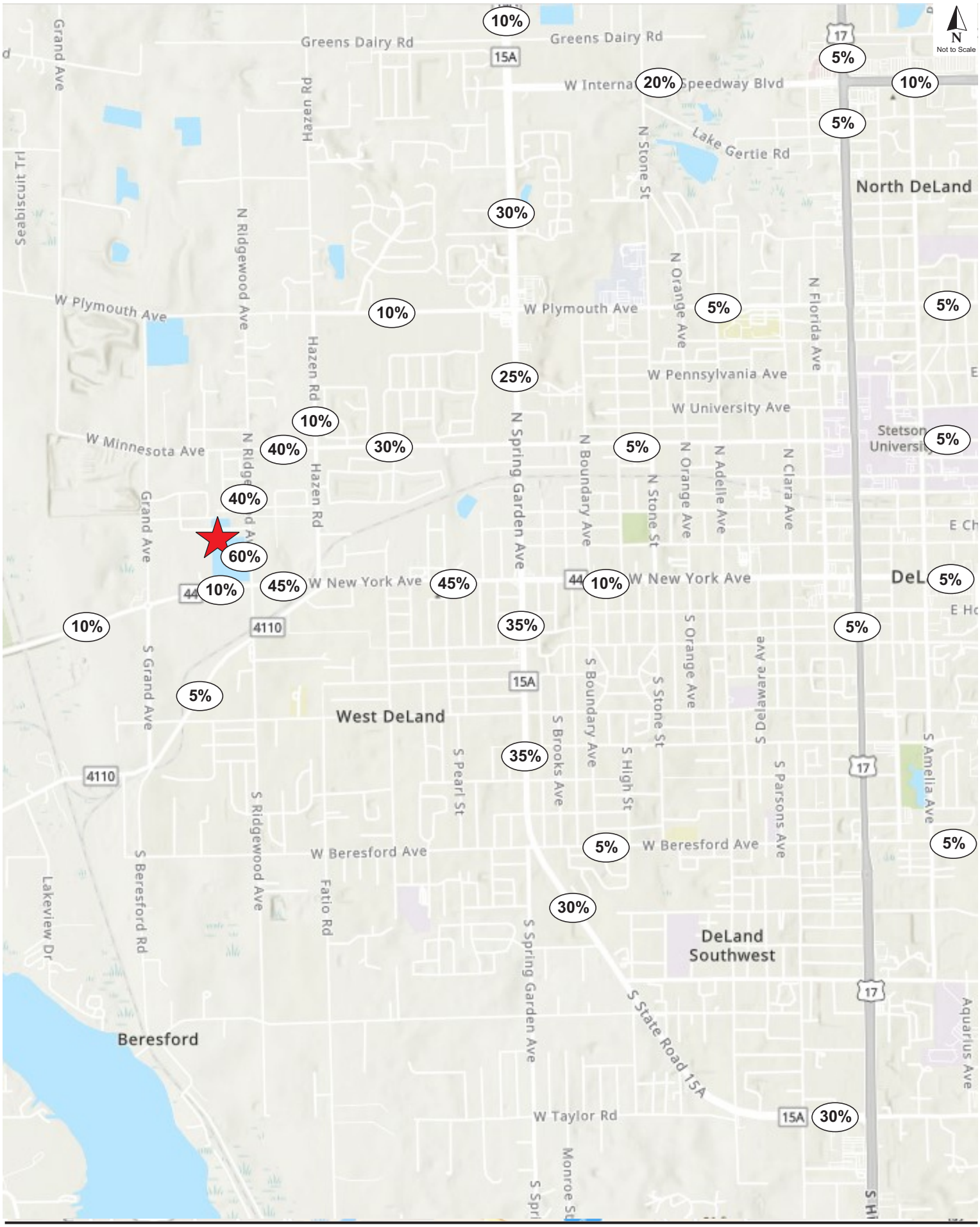
Per the TIA requirements, all roadways of the project where the project's peak hour trips consume three percent (3%) or more of a roadway's two-way peak hour generalized service volume based on the adopted LOS and committed number of lanes shall be analyzed. In addition, the Critical/Near Critical and Vested Critical/Near Vested Critical (C/NC/VC/NVC) data was reviewed for roadway segments within a 3-mile radius. The 3-mile C/NC/VC/NVC roadway buffer is shown in **Figure 3**. Roadway segments and peak two-way LOS capacities were obtained from the *Volusia County 2022 AADT & Historical Counts*, included in the **Attachments**. Findings are summarized in **Table 2.**

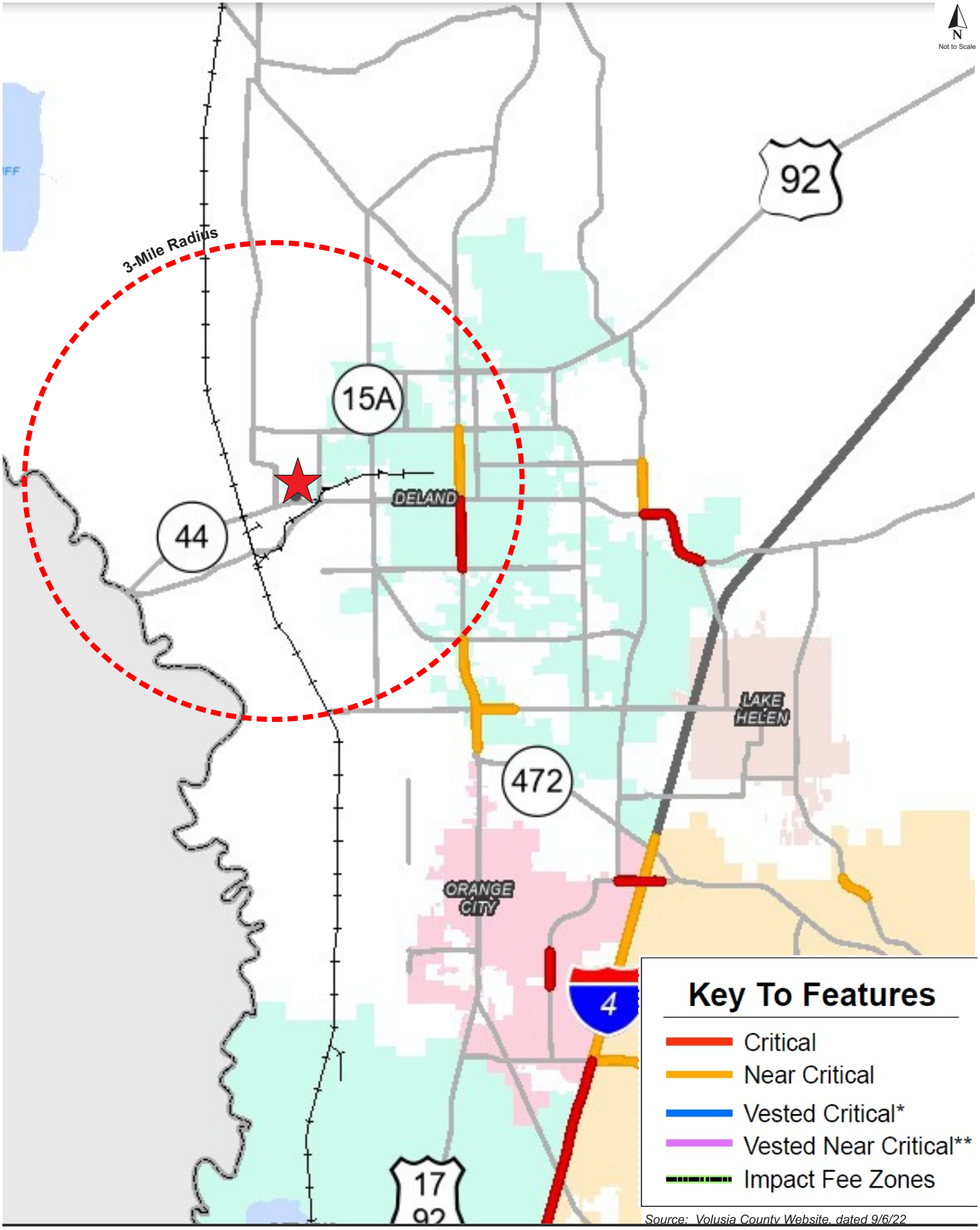
Two (2) roadway segments within the 3-mile radius were determined to be C/NC/VC/NVC designated facilities. One (1) segment is projected to consume three percent (3%) or more of the surrounding roadway's two-way peak hour generalized service volume. One (1) additional segment was added based on its proximity to the project. Therefore, the study will include the roadway segments and intersections displayed in **Figure 4**.

Roadway Segment and Intersection Analysis

The traffic analysis will include existing and 2027 buildout conditions for both roadway segment and intersection capacity analysis. Roadway segments will be analyzed for the PM peak two-way volume. The analysis will be based on volumes and service volumes obtained from *Volusia County 2022 AADT & Historical Counts.*

The intersection analysis will be conducted for the AM and PM peak hours based on field counts, projected movements, *Synchro* software and the methods of the *Highway Capacity Manual (HCM).* The intersection field counts will include non-vehicular modes of travel (e.g., pedestrians and bicycles).


N
Not to Scale
10%
Greens Dairy Rd
15A
20%
W Internat Speedway Blvd
17
5%
10%
5%
Lake Gertie Rd
North DeLand
30%
N Stone St
N Orange Ave
N Florida Ave
Seabiscuit Trl
N Ridgewood Ave
Hazen Rd
W Plymouth Ave
10%
5%
5%
25%
W Pennsylvania Ave
W University Ave
10%
Stetson University
5%
W Minnesota Ave
40%
30%
5%
N Boundary Ave
N Adelle Ave
N Clara Ave
40%
Grand Ave
60%
E Ch
10%
45%
W New York Ave
45%
44
10%
W New York Ave
DeL
5%
10%
4110
35%
5%
S Grand Ave
S Orange Ave
S Delaware Ave
15A
5%
West DeLand
S Boundary Ave
S Stone St
S Brooks Ave
S High St
S Parsons Ave
S Amelia Ave
35%
4110
17
S Pearl St
S Ridgewood Ave
5%
W Beresford Ave
W Beresford Ave
5%
Lakeview Dr
S Beresford Rd
Fatio Rd
30%
DeLand Southwest
S Spring Garden Ave
17
S State Road 15A
Aquarius Ave
Beresford
W Taylor Rd
15A
30%
Monroe St



Source: Volusia County Website, dated 9/6/22

Table 2
Study Area Significance Review

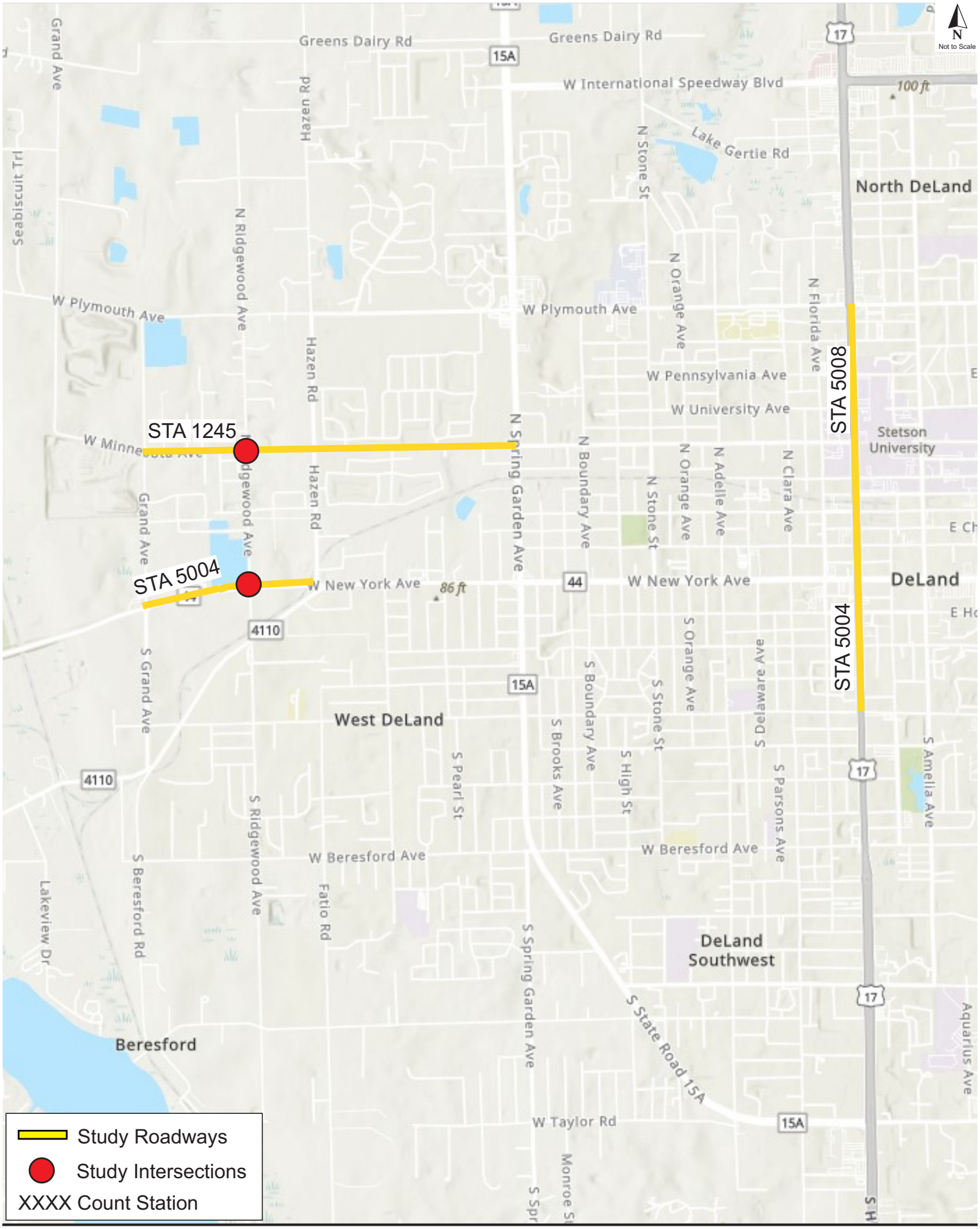
Roadway Segment	Seg Num	A T	Function Class	# of Lns	PK 2W Cap	Project Trips Dist	Trips	%Cap	Signif-icant?	C/ NC?	w/in 3-miles	In Study?
US 17/92												
SR 15A/Taylor Rd. to Beresford Ave.	1006	U	Principal Arterial	4	3,790	0%	0	0.00%	NO	NO	YES	NO
Beresford Ave. to Euclid Ave.	5173	U	Principal Arterial	4	1,480	0%	0	0.00%	NO	NO	YES	NO
Euclid Ave. to SR 44/New York Ave.	5004	U	Principal Arterial	2	1,410	5%	4	0.28%	NO	C	YES	YES
SR 44/New York Ave. to Plymouth Ave.	5008	U	Principal Arterial	2	1,410	0%	0	0.00%	NO	NC	YES	YES
Plymouth Ave. to US 92/ISB	66	U	Principal Arterial	4	3,790	5%	4	0.11%	NO	NO	YES	NO
SR 15A												
US 17/92/Taylor to New Hampshire Ave.	1005	U	Principal Arterial	4	3,580	30%	25	0.70%	NO	NO	YES	NO
New Hampshire Ave. to Beresford Ave.	6	U	Principal Arterial	4	3,580	30%	25	0.70%	NO	NO	YES	NO
Beresford Ave. to SR 44/New York Ave.	474	U	Principal Arterial	4	3,580	35%	29	0.81%	NO	NO	YES	NO
SR 44/New York Ave. to Plymouth Ave.	463	U	Principal Arterial	4	3,580	25%	21	0.59%	NO	NO	YES	NO
Plymouth Ave. to CR 92	537	U	Principal Arterial	4	3,580	30%	25	0.70%	NO	NO	YES	NO
CR 92 to Glenwood Rd.	465	U	Principal Arterial	4	3,580	10%	8	0.22%	NO	NO	YES	NO
SR 44												
Lake Co. to Shell Rd.	1007	U	Principal Arterial	2	1,490	10%	8	0.54%	NO	NO	YES	NO
Shell Rd. to Grand Ave.	1007	U	Principal Arterial	2	2,180	10%	8	0.37%	NO	NO	YES	NO
Grand Ave. to Old New York/Hazen Rd.	1007	U	Principal Arterial	2	2,180	45%	37	1.70%	NO	NO	YES	NO
Old New York/Hazen Rd. to SR 15A/Spring Garden /	274	U	Principal Arterial	2	2,180	45%	37	1.70%	NO	NO	YES	NO
SR 15A/Spring Garden Ave. to Stone St.	447	U	Principal Arterial	2	1,712	10%	8	0.47%	NO	NO	YES	NO
Stone St. to Clara Ave.	5012	U	Principal Arterial	2	1,712	10%	8	0.47%	NO	NO	YES	NO
Clara Ave. to Amelia Ave.	5015	U	Principal Arterial	2	1,410	10%	8	0.57%	NO	NO	YES	NO
Amelia Ave. to Hill Ave.	80	U	Principal Arterial	2	1,712	5%	4	0.23%	NO	NO	YES	NO
Amelia Ave												
SR 44 to Ohio Ave.	73	U	Major-Collector	4	2,060	0%	0	0.00%	NO	NO	YES	NO
Ohio Ave. to Minnesota Ave.	74	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Minnesota Ave. to Plymouth Ave.	75	U	Major-Collector	2	1,270	0%	0	0.00%	NO	NO	YES	NO
Plymouth Ave. to US 92	77	U	Major-Collector	2	1,270	0%	0	0.00%	NO	NO	YES	NO
Beresford Ave												
Beresford Rd. to Fatio Rd	161	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Fatio Rd. to SR 15A	162	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
SR 15A to US 17/92	164	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
US 17/92 to Amelia Ave	165	U	Major-Collector	2	1,330	5%	4	0.30%	NO	NO	YES	NO
Amelia Ave. to Hill Ave.	167	U	Major-Collector	2	1,620	5%	4	0.25%	NO	NO	YES	NO
Hill Ave. to Blue Lake Ave.	169	U	Major-Collector	2	1,230	5%	4	0.33%	NO	NO	YES	NO
Beresford Rd												
SR 15A to Spring Garden Ave.	180	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Spring Garden Ave. to Fatio Rd.	181	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Fatio Rd.. to Beresford Ave	182	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Beresford Ave. to Old New York Ave.	183	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
CR 92 (International Speedway Blvd)												
SR 15A to Stone St.	450	U	Principal Arterial	4	3,410	20%	16	0.47%	NO	NO	YES	NO
Stone St. to US 17/92	452	U	Principal Arterial	4	3,410	20%	16	0.47%	NO	NO	YES	NO
Euclid Ave												
Grand to Fatio Rd.	610	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Fatio Rd. to Woodward Ave.	611	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Woodward Ave. to SR 15A	612	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
SR 15A to Adelle Ave.	613	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Adelle Ave. to US 17/92	614	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Garfield Ave												
SR 44 to Plymouth Ave.	700	U	Local	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Plymouth Ave. to US 92	702	U	Local	2	1,020	0%	0	0.00%	NO	NO	YES	NO

Source: 2022 Volusia County AADTs

Table 2
Study Area Significance Review (Cont'd)

Roadway Segment	Seg Num	AT	Function Class	# of Lns	PK 2W Cap	Project Trips			Signif-icant?	C/ NC?	w/in 3-miles	In Study?
						Dist	Trips	%Cap				
Grand Ave / CR 4053												
Old New York Ave. to SR 44	748	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
SR 44 to Minnesota Ave.	750	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Minnesota Ave. to Plymouth Ave.	751	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Plymouth Ave. to Glenwood Rd.	752	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Glenwood Rd. to Lemon St.	754	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Minnesota Ave												
Grand Ave. to SR 15A	1245	U	Minor-Collector	2	1,020	40%	33	3.24%	YES	NO	YES	YES
SR 15A to US 17/92	1247	U	Minor-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Amelia Ave. to Hill Ave	1249	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
New Hampshire Ave												
SR 15A to Adelle Ave	1270	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Adelle Ave to Clara Ave.	1271	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Clara Ave. to US 17/92	1272	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Plymouth Ave												
Grand Ave. to Hazen Rd.	1490	U	Major-Collector	2	1,230	0%	0	0.00%	NO	NO	YES	NO
Hazen Rd. to SR 15A	1491	U	Major-Collector	2	1,230	10%	8	0.65%	NO	NO	YES	NO
SR 15A to Stone St.	1493	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Stone St. to Clara Ave	1495	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Clara Ave. to US 17/92	1497	U	Major-Collector	2	1,270	5%	4	0.31%	NO	NO	YES	NO
US 17/92 to Amelia Ave	1498	U	Major-Collector	2	1,270	5%	4	0.31%	NO	NO	YES	NO
Amelia Ave. to Garfield Ave.	1500	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Garfield Ave. to Blue Lake Rd./Jacobs Dairy Rd	1502	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Woodward Ave												
Beresford Ave. to Euclid Ave.	2031	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Euclid Ave. to SR 44	2030	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO

Source: 2022 Volusia County AADTs


Not to Scale
STA 1245
STA 5004
STA 5008
STA 5004
Study Roadways
Study Intersections
XXXX Count Station
Greens Dairy Rd
W International Speedway Blvd
Lake Gertie Rd
North DeLand
W Plymouth Ave
W Pennsylvania Ave
W University Ave
Stetson University
W New York Ave
DeLand
West DeLand
DeLand Southwest
Beresford
W Beresford Ave
W Taylor Rd
S State Road 15A
N Ridgewood Ave
Hazen Rd
N Spring Garden Ave
N Boundary Ave
N Orange Ave
N Florida Ave
N Stone St
N Adelle Ave
N Clara Ave
S Grand Ave
S Ridgewood Ave
S Pearl St
S Brooks Ave
S High St
S Stone St
S Orange Ave
S Delaware Ave
S Parsons Ave
S Amelia Ave
S Beresford Rd
Fatio Rd
S Spring Garden Ave
Lakeview Dr
Aquarius Ave
Seabiscuit Trl
Grand Ave
15A
17
44
4110
100 ft
86 ft

Background Traffic

Background traffic will be projected to the buildout year 2027 per *Volusia County's Segment Growth Rates and Vested Trips Instructions Policy*, included in **Attachments**. Growth rates will be calculated based on the historical AADT obtained from the latest *Volusia County AADT & Historical Counts*. The vested trips will be calculated based on the most recent version of *Volusia County Vested Trip Database*. Vested developments as coordinated with the City of Deland will also be included. The locations of the count stations used to collect the historical AADT data are included in **Figure 4**. Necessary adjustments will be made to both the growth rates and the vested trips per Volusia County guidelines.

Buildout Traffic

Buildout conditions will be analyzed by comparing the total projected traffic volumes to their service volumes at the adopted LOS standard for the roadway segments and intersections. Total projected traffic volumes at buildout year 2027 will be calculated as the sum of background traffic and project trips.

Planned and Programmed Improvements

The *FDOT Work Program* and the *River to Sea Transportation Planning Organization (TPO) Transportation Improvement Program (TIP)* were reviewed to determine if any roadway or intersection capacity improvements were funded for construction within the next three (3) years. One (1) improvement is currently funded. The St. Johns Loop Trail Gap between Lake Beresford Park and Grand Avenue is a multi-use 3.6-mile trail where a *Project Development & Environment (PD&E) Study* is currently underway. An excerpt from the FDOT *www.cflroads.com* website is provided in the **Attachments**.

Access and Turn Lane Analysis

An assessment of turn lane needs for the project driveways will also be performed for proposed full access driveway utilized by project traffic. Turn lane requirements will be based on section 72-619 of the *Volusia County Land Development Code*.

Proportionate Share

If the development results in offsite impacts, the development will mitigate its impact to the deficient facilities by contributing a proportionate share. The proportionate share calculation will be based on costs approved by the Volusia County.

Alternative Mode Analysis

An alternative mode review will be included in the traffic study and will include a narrative of any transit stops within ¼ mile of the site, ½ mile of a rail line station or intermodal facility, provisions for sidewalks adjacent to public roads within the limits of the site, sidewalk connectivity between parcels, provisions for any bicycle amenities, and identification of any schools within 1-mile of the site.

Crash Analysis

A review of historical crash data within the vicinity of the site access points will be conducted to determine if any design features could potentially mitigate the observed crash frequency/ severity. A crash diagram with georeferenced crash locations highlighting crash trends based on five (5) years period will be included. Five (5) years of crash data will be obtained from Signal Four Analytics (S4A) for the analysis. The crash analysis will include all listed study intersections/segments adjoining the development and intersection(s)/segment(s) with mitigated development measure(s). In summary the crash analysis review will include consideration to the following:

- Crash patterns near proposed driveways should be assessed to identify if additional mitigations like access restriction or median treatments are warranted.
- Analyze crash data to identify trends, patterns, and crash diagram with georeferenced crash locations highlighting crash trends based on 5yrs period.
- Mitigation measure(s) as proposed to address potential crash trends will be required by using CMF factors to include the following tabulated information.
- Confirm that full access is operationally and safely feasible on North Ridgewood Avenue based on existing traffic volumes and access spacing policies.

Report

A report will be prepared detailing the methods, findings, and recommendations of the traffic analysis for the proposed development.

ATTACHMENTS

May 7, 2025

William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West Indiana Avenue
DeLand, FL 32720
WDWhite@volusia.org

Re: Ridgewood Ave Residential
Response to Methodology Comments
TMC Project № 25042.01.01
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by Volusia County Traffic Engineering dated April 24, 2025 regarding the above referenced Methodology dated April 14, 2025. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Methodology v1.1 is provided under cover reflecting the changes resulting from these comments.

1. **Secure written confirmation from relevant agencies their listed vested development(s) to be considered within your impacted study area.**

   TMC Response: Acknowledged. The TIA will include applicable vested developments as coordinated with the City of Deland and Volusia County.

2. **Please confirm if the study area is within ¼-mile of a transit route, or ½-mile of a rail line rail station, or intermodal facility.**

   TMC Response: Acknowledged. The TIA will include details on the transit routes, rail lines, and intermodal facilities that are within the study area, as defined per Volusia County standards.

3. **Evaluates the impact of proposed development interaction with high school, bicycle, and pedestrian traffic.**

   TMC Response: Acknowledged. This information will be included in the TIA.

4. ***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 with georeferenced crash locations highlighting crash trends based on 5yrs period. Analysis of safety and access management issues will be required to include:***

- **Crash patterns near proposed driveways should be assessed to identify if additional mitigations like access restriction or median treatments are warranted.**
- **Analyze crash data to identify trends, patterns, and crash diagram with georeferenced crash locations highlighting crash trends based on 5yrs period.**
- **Mitigation measure(s) as proposed to address potential crash trends will be required by using CMF factors to include the following tabulated information:**

Countermeasure	CMF Description	CMF ID & CMF Value	Clearinghouse Quality Level	Crash Applicability Description	Included in Analysis?

TMC Response: The section of the methodology titled Crash Analysis already included this level of detail for the safety/crash review. The text has been expanded to include the above listed bullets as well.

5. **Confirm that full access is operationally and safely feasible on North Ridgewood Avenue based on existing traffic volumes and access spacing policies.**

   TMC Response: The Crash Analysis section has been expanded to include this requirement.

6. **Include justification for local adjustments (e.g., observed traffic patterns, major attractors/employers) in the final report for transparency.**

   TMC Response: Acknowledged.

7. **Pay special attention to potential need for northbound/southbound left-turn lanes due to full access configuration and proximity to SR 44.**

   TMC Response: The access review will include an assessment of the feasibility of accommodating a full left turn lane based on the site's proximity to SR 44, if a turn lane is determined to meet agency thresholds.

8. **Please submit soft copy of the Synchro files used.**

   TMC Response: Acknowledged. We understand this to be standard County requirement.

9. **Please submit a soft copy of the excel spreadsheet used for your PFS calculation.**

   TMC Response: Acknowledged. We understand this to be standard County requirement.

10. Present traffic count results to account for all modes of movements and provide soft copy of all count survey data using the following file types:

- **Intersection data - .txt export from PetraPro; .txt export from Traffic Data Online.**
- **Midblock data: .prn export from TraxPro/StarNEXT; .csv export from VIAS; .prn export from TrafficViewerPro**

TMC Response: Acknowledged.

END OF COMMENTS

We trust these responses and the revised Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

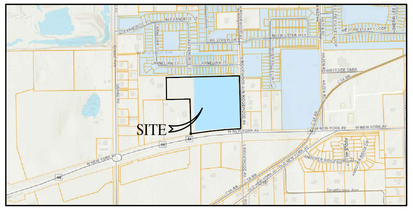
Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC

Charlotte Davidson, PE, PTP
Project Manager



LOCATION MAP



AERIAL MAP

LEGAL DESCRIPTION:

12-17-29 IRREG PARCEL LYING IN GOVT LOT 4 E OF GRAND AVE & N OF SR 44 & W OF N RIDGEWOOD AVE MEAS 827.72 ALONG N R/W OF SR 44 & 867.52 FT ALONG W R/W OF N RIDGEWOOD AVE & 1207.70 FT ON N/L AS DESCRIBED IN OR 7709 PG 3083 PER OR 7233 PG 1560

FLOOD ZONE:

PROPERTY SHOWN HEREON LIES IN FLOOD ZONE "X" AN AREA WHICH LIES OUTSIDE THE 100 YEAR FLOOD AREA ACCORDING TO F.I.R.M. MAP PANEL No. 12127C0465H, DATED FEBRUARY 19, 2014.

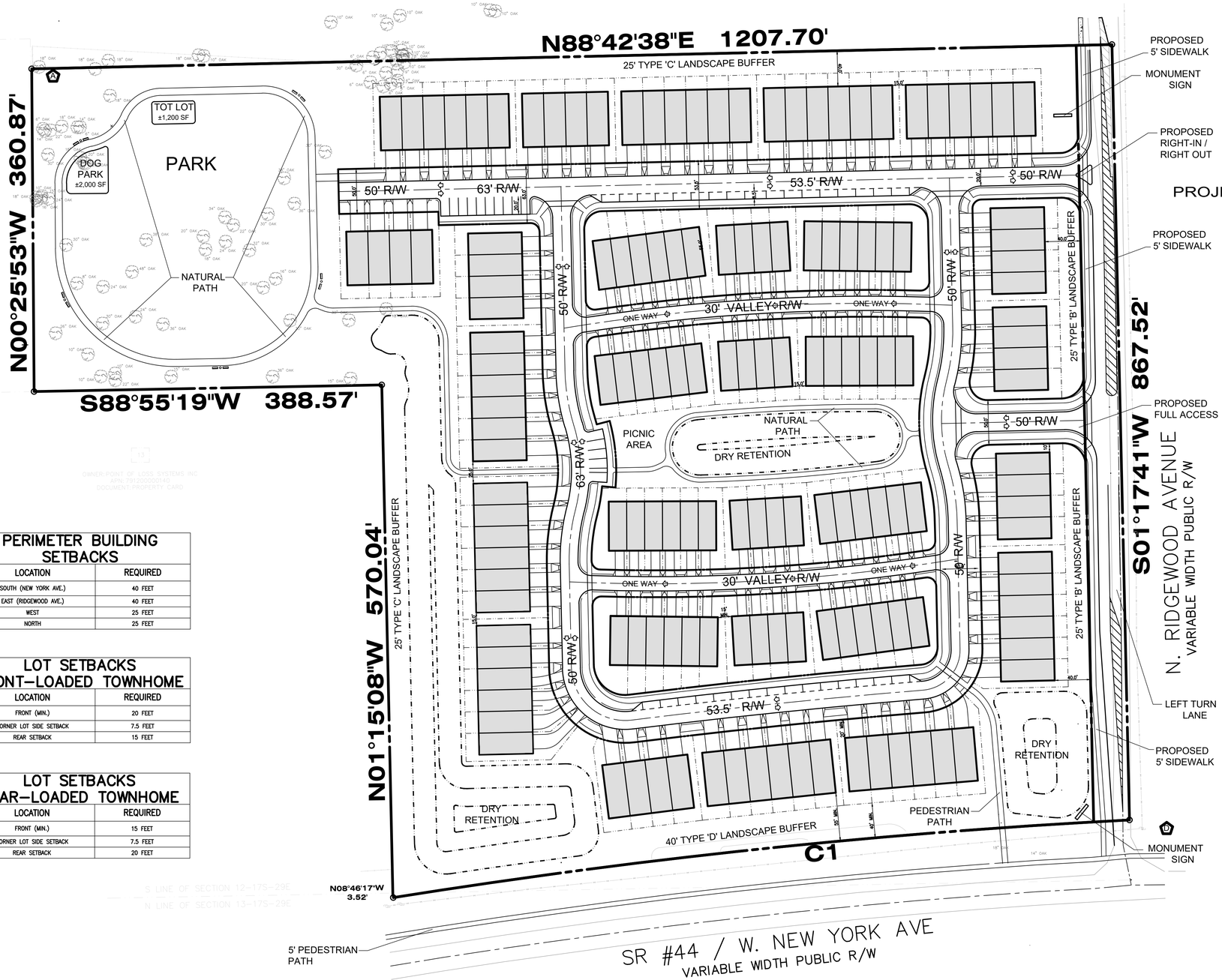
TAX PARCEL ID #:
791200000061

ALT ID #:
2061880

ADDRESS:
210 N. RIDGEWOOD AVE.
DELAND, FLORIDA 32720

N
W E
S

0' 60' 120'
SCALE: 1" = 60'



LEGEND
- PROPOSED BUILDING
- PROPOSED PAVEMENT
- PROPOSED CONCRETE

PROJECT AREA = 20.13 ACRES

PROJECT DATA:

TOTAL AREA:	20.13 AC
MAX. No. OF UNITS:	160 UNITS
MAXIMUM DENSITY:	8 UNITS / AC
MAX. IMP. ALLOWED:	60%
MIN. OPEN SPACE REQ'D:	30%

PROPOSED PARKING:

FRONT LOADED UNITS:	1 GARAGE + 2 CAR D/W EACH
REAR LOADED UNITS:	1 GARAGE + 1 CAR D/W EACH
STREET SIDE:	8.5' X 20' PARALLEL PARKING
	9' X 20' - 90° PARKING

PROPOSED BUILDINGS:

MAX. NO. UNITS / BLDG.:	8 UNITS
MIN. NO. UNITS / BLDG.:	4 UNITS
MIN. DIST. BETWEEN BLDGS:	15'

PERIMETER BUILDING SETBACKS

LOCATION	REQUIRED
SOUTH (NEW YORK AVE.)	40 FEET
EAST (RIDGEWOOD AVE.)	40 FEET
WEST	25 FEET
NORTH	25 FEET

LOT SETBACKS FRONT-LOADED TOWNHOME

LOCATION	REQUIRED
FRONT (MIN.)	20 FEET
CORNER LOT SIDE SETBACK	7.5 FEET
REAR SETBACK	15 FEET

LOT SETBACKS REAR-LOADED TOWNHOME

LOCATION	REQUIRED
FRONT (MIN.)	15 FEET
CORNER LOT SIDE SETBACK	7.5 FEET
REAR SETBACK	20 FEET

OWNER:POINT OF LOSS SYSTEMS INC
APN:791200000140
DOCUMENT:PROPERTY CARD
S LINE OF SECTION 12-17S-29E
N LINE OF SECTION 13-17S-29E

DATE: MAY 2, 2025
SCALE: 1" = 60'
DESIGNED: THS
DRAWN: MOS
CHECKED BY: THS
JOB NO.: 25045
EMAIL: tomskelton4568@gmail.com

REVISIONS | DATE | REVISED | CHECKED

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS ROAD, SUITE 211 WINTER SPRINGS, FLORIDA 32708
PHONE: (407) 327-7700, FAX (407) 327-0227
CERTIFICATE OF AUTHORIZATION NO.: 00006729

PD SITE PLAN
DELAND CROSSINGS
MULTI-FAMILY DEVELOPMENT
DELAND, FLORIDA

THOMAS H. SKELTON, PE
REGISTRATION NO. 42752

SHEET: C1

Single-Family Attached Housing
(215)

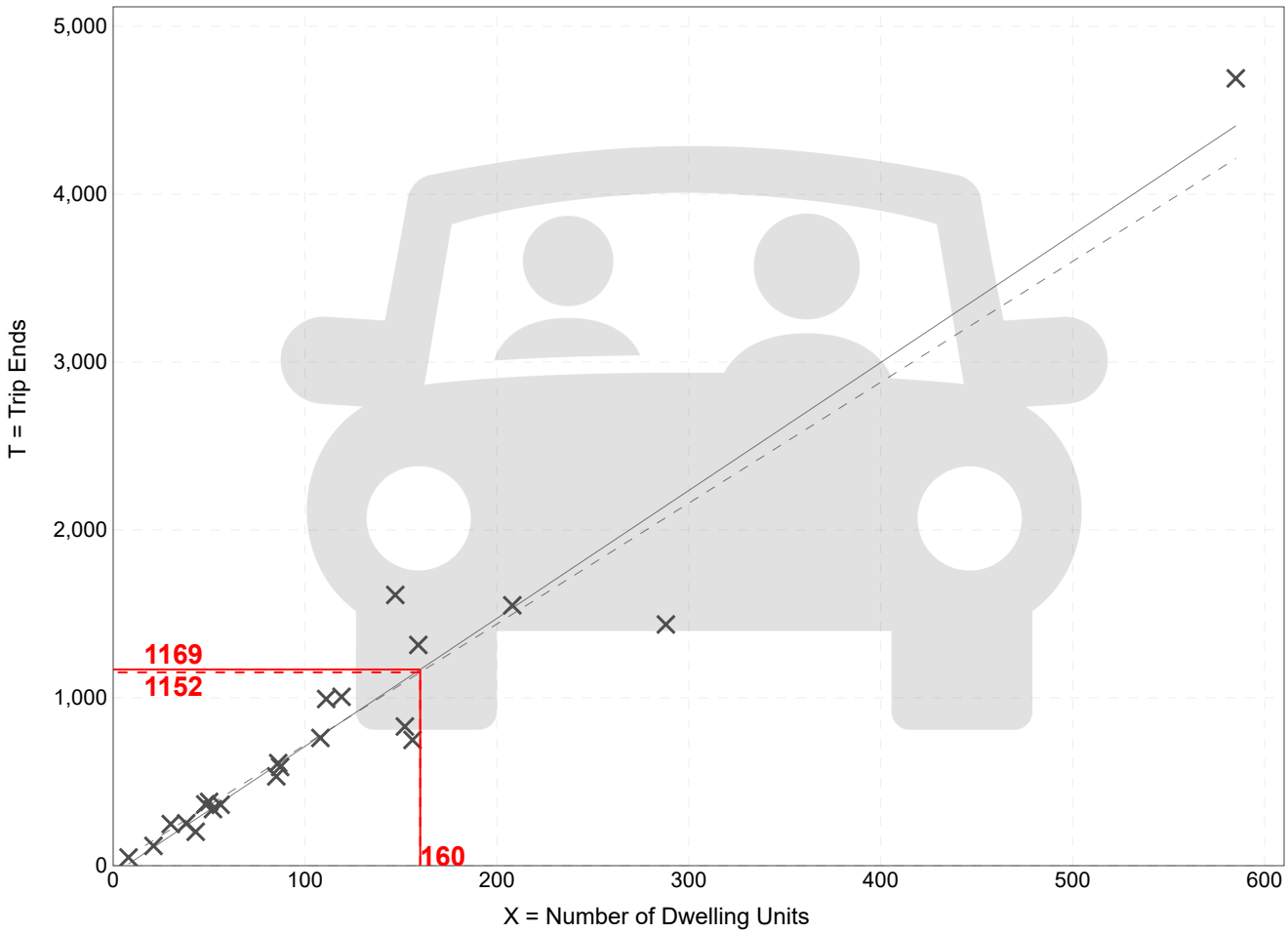
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Fitted Curve Equation: T = 7.62(X) - 50.48

R^2= 0.94

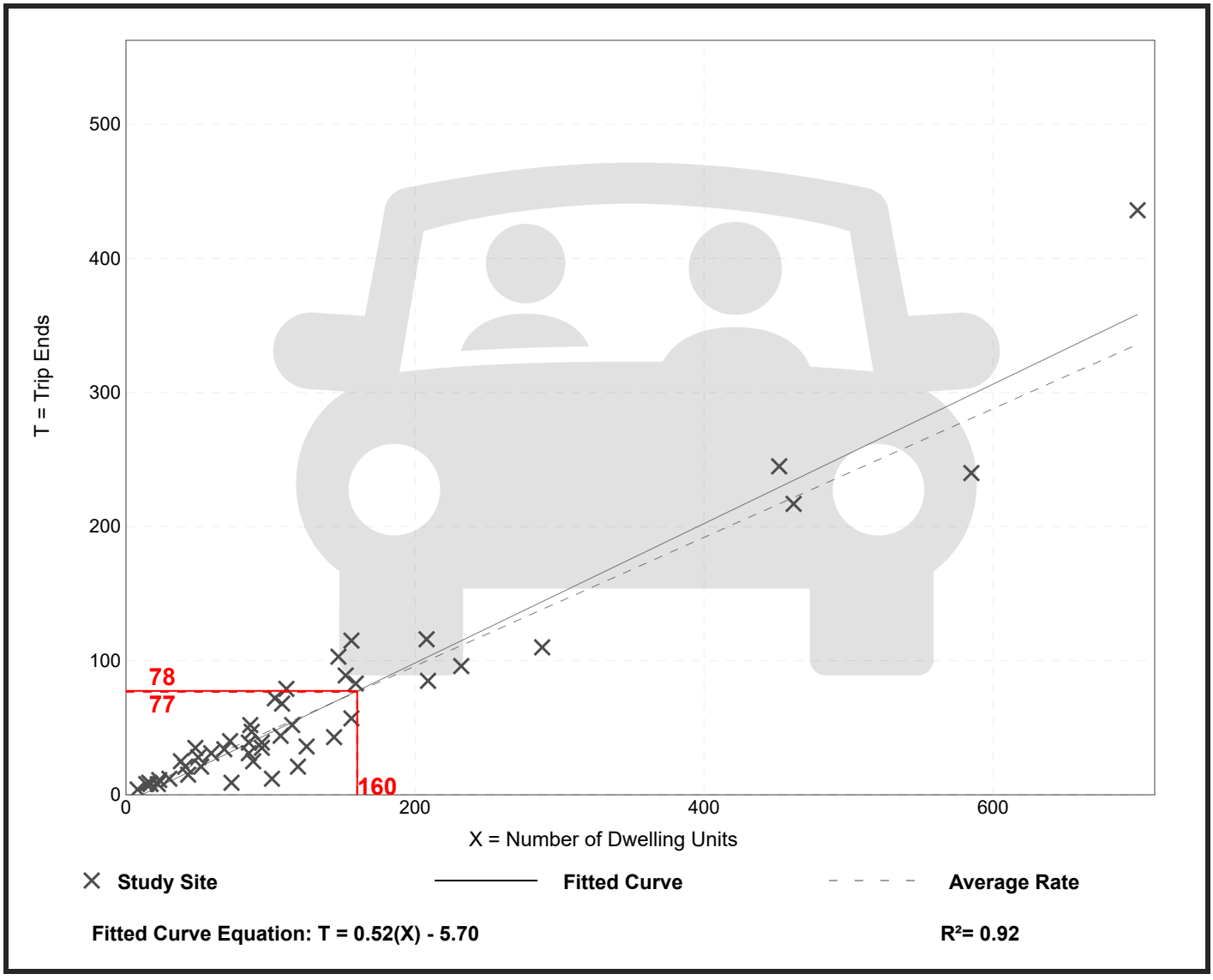
Single-Family Attached Housing
(215)

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:	46
Avg. Num. of Dwelling Units:	135
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

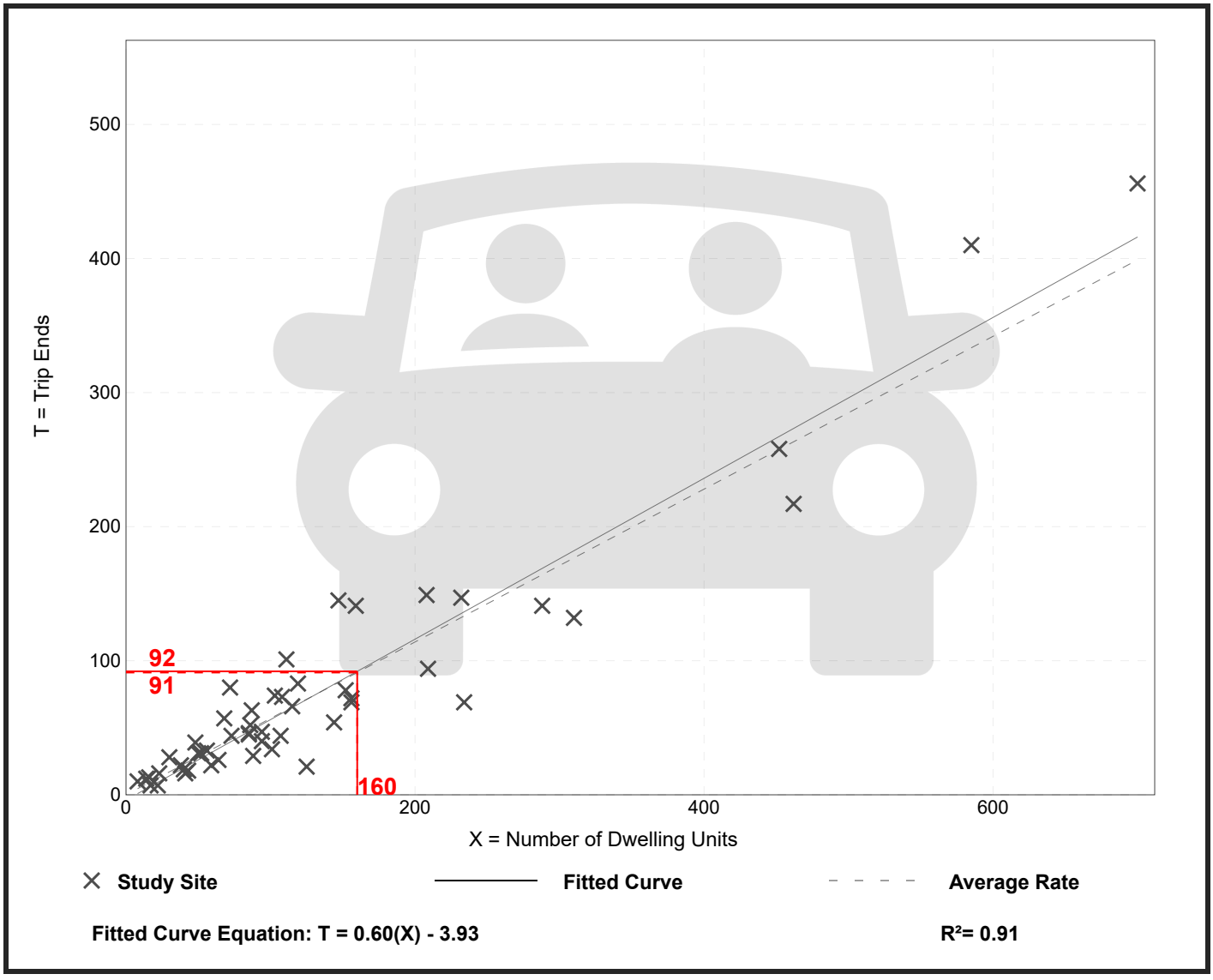
Single-Family Attached Housing
(215)

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:	51
Avg. Num. of Dwelling Units:	136
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



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Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed						2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
US 1	10th Ave. to Canal St./Bus. SR 44	5154	FDOT	Yes	1.52	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.68	D	-	-	2,920	4
US 1	Canal St./Bus. SR 44 to Turnbull Bay	5155	FDOT	Yes	1.34	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.60	C	-	-	3,580	4
US 1	Turnbull Bay Rd. to Art Center Ave.	5159	FDOT	Yes	2.24	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.63	C	-	-	3,580	4
US 1	Art Center Ave. to SR 5A/Nova Rd.	13	FDOT	Yes	3.19	45	N+S	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	D	66,200	0.39	B	-	-	5,960	4
US 1	SR 5A/Nova Rd. to Commonwealth	152	FDOT	Yes	1.23	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.39	C	1,170	1,350	3,580	4
US 1	Commonwealth to SR 421/Dunlawton	5057	FDOT	Yes	1.37	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.44	C	1,340	1,440	3,580	4
US 1	SR 421/Dunlawton Ave. to Reed Can	213	FDOT	Yes	1.18	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.63	C	-	-	3,580	4
US 1	Reed Canal Rd. to Big Tree Rd.	5061	FDOT	Yes	1.17	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.58	C	-	-	3,580	4
US 1	Big Tree Rd. to Bellewood Ave.	5063	FDOT	Yes	0.45	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.73	C	-	-	3,580	4
US 1	Bellewood Ave. to SR 400/Beville Rd	5063	FDOT	Yes	0.27	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.73	C	-	-	3,580	4
US 1	SR 400/Beville Rd to Bellevue Ave.	452	FDOT	Yes	1.05	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.73	C	2,040	2,350	3,580	4
US 1	Bellevue Ave. to Orange Ave.	5066	FDOT	Yes	0.72	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.72	C	-	-	3,580	4
US 1	Orange Ave. to US 92/ISB	5070	FDOT	Yes	0.30	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.88	D	-	-	2,920	4
US 1	US 92/ISB to Fairview/Main St.	5074	FDOT	Yes	0.66	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.86	D	-	-	2,920	4
US 1	Fairview/Main St. to SR 430/Mason A	5074	FDOT	Yes	0.54	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.86	D	-	-	2,920	4
US 1	SR 430/Mason Ave. to LPGA Blvd.	1018	FDOT	Yes	1.47	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.74	D	-	-	2,920	4
US 1	LPGA Blvd. to Hand Ave.	1018	FDOT	Yes	2.00	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.60	C	-	-	3,580	4
US 1	Hand Ave. to SR 40/Granada Blvd.	5142	FDOT	Yes	0.84	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.55	C	-	-	3,580	4
US 1	SR 40/Granada Blvd. to SR 5A/Nova	1019	FDOT	Yes	1.83	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.49	C	-	-	3,580	4
US 1	SR 5A/Nova Rd. to Airport Rd.	100	FDOT	Yes	1.13	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.83	C	-	-	3,580	4
US 1	Airport Rd. to I-95	351	FDOT	Yes	2.81	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.62	C	2,040	2,330	3,580	4
US 1	I-95. to Flagler Co Line	536	FDOT	Yes	1.53	60	N+S	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	D	66,200	0.26	B	-	-	5,960	4
US 17/92	Seminole Co. to Barwick Rd.	0040-S	FDOT	Yes	0.52	50	N+S	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.88	C	-	-	3,580	4
US 17/92	Barwick Rd to Ft. Florida Rd.	0040-S	FDOT	Yes	0.76	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.79	C	-	-	3,580	4
US 17/92	Ft. Florida Rd. to Dirksen Dr.	101	FDOT	Yes	0.72	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.79	C	2,280	2,920	3,580	4
US 17/92	Dirksen Dr. to Valencia Rd.	479	FDOT	Yes	1.05	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.70	C	-	-	3,580	4
US 17/92	Valencia Rd to Highbanks Rd.	7	FDOT	Yes	0.74	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.64	C	1,790	2,410	3,580	4
US 17/92	Highbanks Rd. to DeBary Plantation I	8	FDOT	Yes	0.92	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.60	C	-	-	3,580	4
US 17/92	DeBary Plantation Blvd to Saxon Blvd	509	FDOT	Yes	0.61	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.87	C	-	-	3,580	4
US 17/92	Saxon Blvd. to Enterprise Rd.	539	FDOT	Yes	0.80	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.65	C	-	-	3,580	4
US 17/92	Enterprise Rd. to Rhode Island Ave.	444	FDOT	Yes	0.75	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.87	C	-	-	3,580	4
US 17/92	Rhode Island Ave. to Graves Ave.	444	FDOT	Yes	1.01	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.87	C	-	-	3,580	4
US 17/92	Graves Ave. to New York Ave.	445	FDOT	Yes	1.00	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.84	C	-	-	3,580	4
US 17/92	New York Ave to SR 472	445	FDOT	Yes	0.75	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.84	C	-	-	3,580	4
US 17/92	SR 472 to SR 15A/Taylor Rd.	1004	FDOT	Yes	1.75	45	N+S	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.93	C	-	-	5,390	6
US 17/92	SR 15A/Taylor Rd. to Beresford Ave.	1006	FDOT	Yes	1.02	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	42,190	0.76	C	1,850	2,660	3,790	4
US 17/92	Beresford Ave. to Euclid Ave.	5173	FDOT	Yes	0.49	35	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_D_WL	UA_S2WAC2_2W_2L_D_WL	UA_S2WAC2_2W_2L_D_WL	UA_SSAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	E	16,380	1.22	F	1,120	1,510	1,480	2
US 17/92	Euclid Ave. to SR 44/New York Ave.	5004	FDOT	Yes	0.49	30	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_D_WL	UA_S2WAC2_2W_2L_D_WL	UA_S2WAC2_2W_2L_D_WL	UA_SSAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	E	15,600	1.20	D	-	-	1,410	2
US 17/92	SR 44/New York Ave. to Plymouth Av	5008	FDOT	Yes	1.01	30	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC3_2W_2L_U_WL	UA_S2WAC3_2W_2L_U_WL	UA_S2WAC3_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	DeLand	19,150	0.98	DeLand	-	-	1,410	2
US 17/92	Plymouth Ave. to US 92/ISB	66	FDOT	Yes	0.83	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	42,190	0.57	C	-	-	3,790	4
US 17	US 92 to Mercers Fernery Rd.	1000	FDOT	Yes	0.68	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	42,190	0.79	C	-	-	3,790	4
US 17	Mercers Fernery Rd. to Glenwood Rd	69	FDOT	Yes	0.51	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.55	C	1,170	1,890	3,580	4
US 17	Glenwood Rd. to SR 15A/CR 15A	236	FDOT	Yes	1.64	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.40	C	-	-	3,580	4
US 17	SR 15A/CR 15A to Reynolds Rd	476	FDOT	Yes	2.76	45	N+S	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	D	66,200	0.30	B	1,320	1,680	5,960	4
US 17	Reynolds Rd to Spring Garden Ranch	519	FDOT	Yes	1.09	55	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.48	B	-	-	2,180	2
US 17	Spring Garden Ranch Rd. to Lake Wi	104	FDOT	Yes	0.56	45	N+S	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.39	B	-	-	2,180	2
US 17	Lake Winona Rd. to SR 40	104	FDOT	Yes	4.93	45	N+S	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	D	18,000	0.52	B	-	-	1,620	2
US 17	SR 40 to Washington Ave.	448	FDOT	Yes	5.02	45	N+S	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.50	B	760	770	1,490	2
US 17	Washington Ave. to CR 305/Lk Geor	46	FDOT	Yes	5.28	55	N+S	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.37	B	-	-	1,490	2
US 17	CR 305/Lk George Rd to Putnam Co	280	FDOT	Yes	3.41	60	N+S	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	18,000	0.33	B	510	510	1,620	2
US 92	US 17 to Jacobs Rd.	1001	FDOT	Yes	1.41	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.67	C	-	-	3,580	4
US 92	Jacobs Rd. to Kepler Rd.	5	FDOT	Yes	1.23	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.60	C	1,580	1,880	3,580	4
US 92	Kepler Rd. to Old Daytona Rd.	9925	FDOT	Yes	1.32	65	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.40	C	-	-	3,580	4
US 92	Old Daytona Rd. to Red John Dr.	9925	FDOT	Yes	7.20	55	E+W	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RUA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban/Rural	C	44,900	0.35	B	-	-	4,270	4
US 92	Red John Dr. to I-4 EB Ramp	478	FDOT	Yes	2.26	55	E+W	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.43	C	-	-	3,580	4
US 92	I-4 EB Ramp to LPGA Blvd.	478	FDOT	Yes	0.58	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.43	C	-	-	3,580	4
US 92	LPGA Blvd. to I-95	532	FDOT	Yes	2.03	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.77	C	-	-	3,580	4
US 92	I-95 to Williamson Blvd.	508	FDOT	Yes	0.71	50	E+W	UA_S2WAC1_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	Principal Arterial - Other - Urban	C	78,800	0.50	C	3,180	3,290	7,090	8
US 92	Williamson Blvd. to Bill France Blvd.	5172	FDOT	Yes	1.13	50	E+W	UA_S2WAC1_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	Principal Arterial - Other - Urban	C	78,800	0.58	C	-	-	7,090	8
US 92	Bill France Blvd. to SR 483/Clyde Mo	5094	FDOT	Yes	0.86	50	E+W	UA_S2WAC1_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	Principal Arterial - Other - Urban	D	78,800	0.50	C	2,620	3,270	7,210	8
US 92	SR 483/Clyde Morris Blvd. to SR 5A/I	5096	FDOT	Yes	0.93	45	E+W	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.60	C	2,570	2,800	5,390	6
US 92	SR 5A/Nova Rd. to Martin Luther Kin	5099	FDOT	Yes	0.78	40	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.57	C	-	-	3,580	4
US 92	Martin Luther King Blvd. to US 1	5104	FDOT	Yes	0.38	40	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.57	C	1,410	1,620	3,580	4
US 92	US 1 to Beach St.	5105	FDOT	Yes	0.23	30	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.46	D	-	-	2,920	4
US 92	Beach St. to SR 441/Peninsula Dr.	337	FDOT	Yes	0.88	40	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.43	C	-	-	3,580	4
US 92	SR 441/Peninsula Dr. to SR A1A/Atla	5109	FDOT	Yes	0.30	30	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.28	C	480	740	2,920	4
SR A1A - Dunlawton Ave.	US 1 to SR A1A/Atlantic Ave.	427	FDOT	Yes	1.25	35	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.82	D	-	-	2,920	4
SR A1A - Atlantic Ave. So	SRA1A/Dunlawton Ave. to Van Ave.	477	FDOT	Yes	1.05	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.44	D	-	-	2,920	4
SR A1A - Atlantic Ave. So	Van Ave. to Florida Shores	5179	FDOT	Yes	1.29	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.41	D	840	1,120	2,920	4
SR A1A - Atlantic Ave. So	Florida Shores to Silver Beach Ave.	436	FDOT	Yes	2.34	35	N+S	UA_

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
SR 15A	CR 92 to Glenwood Rd.	465	FDOT	Yes	1.20	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.34	C	-	-	3,580	4
SR 15A	Glenwood Rd. to US 17	466	FDOT	Yes	1.11	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.35	C	-	-	3,580	4
SR 40	Lake County to Emporia Rd.	533	FDOT	Yes	0.86	55	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.59	B	-	-	1,490	2
SR 40	Emporia Rd. to US 17	344	FDOT	Yes	5.58	55	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.55	B	550	660	1,490	2
SR 40	US 17 to SR 11	530	FDOT	Yes	6.69	60	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	8,600	0.86	C	-	-	820	2
SR 40	SR 11 to Pinto Lane	530	FDOT	Yes	6.83	60	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	8,600	0.86	C	-	-	820	2
SR 40	Pinto Lane to Rima Ridge Rd (urban	523	FDOT	Yes	1.25	60	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban/Rural	C	42,300	0.17	B	-	-	4,020	4
SR 40	Rima Ridge Rd to Tymber Creek Rd.	499	FDOT	Yes	4.36	60	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.34	C	-	-	3,580	4
SR 40	Tymber Creek Rd. to I-95	499	FDOT	Yes	0.79	50	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.67	C	-	-	3,580	4
SR 40	I-95 to Clyde Morris Blvd.	522	FDOT	Yes	1.58	50	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.90	C	-	-	3,580	4
SR 40	Clyde Morris Blvd. to SR 5A/Nova Rd	489	FDOT	Yes	1.06	50	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.90	C	-	-	3,580	4
SR 40	SR5A/Nova Rd. to US 1	1020	FDOT	Yes	1.33	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.78	C	-	-	3,580	4
SR 40	US 1 to Halifax Ave.	171	FDOT	Yes	1.11	35	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	1.10	F	3,030	3,380	2,920	4
SR 40	Halifax Ave. to SR A1A	5128	FDOT	Yes	0.37	35	E+W	UA_S2WAC2_2W_4L_U_WL	UA_S2WAC2_2W_4L_U_WL	UA_S2WAC2_2W_4L_U_WL	UA_S2WAC2_2W_4L_U_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.66	D	-	-	2,920	4
SR 44	Lake Co. to Shell Rd.	1007	FDOT	Yes	1.19	55	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.89	C	-	-	1,490	2
SR 44	Shell Rd. to Grand Ave.	1007	FDOT	Yes	1.26	45	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.57	C	-	-	2,180	2
SR 44	Grand Ave. to Old New York/Hazen F	1007	FDOT	Yes	0.70	55	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.60	C	-	-	2,180	2
SR 44	Old New York/Hazen Rd. to SR 15A/	274	FDOT	Yes	0.71	40	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.60	C	900	1,180	2,180	2
SR 44	SR 15A/Spring Garden Ave. to Stone	447	FDOT	Yes	0.50	40	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	18,939	0.62	C	-	-	1,712	2
SR 44	Stone St. to Clara Ave.	5012	FDOT	Yes	0.51	35-40	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	18,939	0.60	C	730	910	1,712	2
SR 44	Clara Ave. to Amelia Ave.	5015	FDOT	Yes	0.50	25-35	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	E	14,800	0.50	D	-	-	1,410	2
SR 44	Amelia Ave. to Hill Ave.	80	FDOT	Yes	1.00	35/40/45	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	18,939	0.70	C	-	-	1,712	2
SR 44	Hill Ave. to Blue Lake Ave.	80	FDOT	Yes	0.51	45	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	DeLand	19,800	0.67		-	-	1,712	2
SR 44	Blue Lake Ave. to Kepler Rd.	19	FDOT	Yes	0.94	45	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	DeLand	20,800	0.87		-	-	1,712	2
SR 44	Kepler Rd. to Summit Ave.	259	FDOT	Yes	1.18	45-50	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	DeLand	19,800	1.11		-	-	1,712	2
SR 44	Summit Ave. to I-4	538	FDOT	Yes	0.98	45	E+W	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.59	C	-	-	3,580	4
SR 44	I-4 to Prevatt Ave.	480	FDOT	Yes	0.74	55	E+W	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.41	C	1,630	1,820	3,580	4
SR 44	Prevatt Ave. to Pioneer Tr.	41	FDOT	Yes	5.93	65	E+W	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RUA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	C	44,900	0.42	B	1,510	1,700	4,270	4
SR 44	Pioneer Tr. to SR 415/CR 415	1011	FDOT	Yes	3.56	65	E+W	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RUA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	C	44,900	0.37	B	-	-	4,270	4
SR 44	SR 415/CR 415 to Samsula Dr.	1012	FDOT	Yes	1.14	65	E+W	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	C	42,300	0.53	B	-	-	4,020	4
SR 44	Samsula Dr. to Airport Rd	423	FDOT	Yes	1.70	65	E+W	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban/Rural	C	42,300	0.36	B	1,140	1,490	4,020	4
SR 44	Airport Rd. to I-95	423	FDOT	Yes	2.05	65	E+W	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.39	C	1,140	1,490	3,580	4
SR 44	I-95 to Mission Dr	515	FDOT	Yes	2.83	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.90	C	-	-	3,580	4
SR 44	Mission Dr. to Live Oak	514	FDOT	Yes	1.35	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.57	C	-	-	3,580	4
SR 44/SR A1A/S Causew	Live Oak to Peninsula Ave.	207	FDOT	Yes	1.30	50	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.65	C	-	-	3,580	4
SR 44/SR A1A/S Causew	Peninsula Ave. to Saxon Dr.	5180	FDOT	Yes	0.35	40	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.55	C	-	-	3,580	4
SR 44/SR A1A/3rd Ave/A	Saxon Dr. to 6th Ave	5043	FDOT	Yes	0.50	40	E+W	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.34	C	900	1,030	3,580	4
SR 44 (Business) - Canal S	SR 44/Lytle St to Pioneer Trail	516	FDOT	Yes	0.17	40	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.69	C	820	950	1,600	2
SR 44 (Business) - Canal S	Pioneer Tr. to US 1	111	FDOT	Yes	0.76	40	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.73	C	840	1,030	1,600	2
SR 46	Seminole Co. to Brevard Co.	0416-B	FDOT	Yes	5.44	55	E+W	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	18,000	0.27	B	-	-	1,620	2
SR 400 - Beville Rd.	I-95 to Williamson Blvd.	501	FDOT	Yes	0.28	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.44	C	-	-	5,390	6
SR 400 - Beville Rd.	Williamson Blvd. to SR 483/Clyde Mo	5189	FDOT	Yes	1.91	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.63	C	-	-	3,580	4
SR 400 - Beville Rd.	SR 483/Clyde Morris Blvd. to SR 5A/I	511	FDOT	Yes	0.68	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.75	C	-	-	3,580	4
SR 400 - Beville Rd.	SR 5A/Nova Rd. to US 1	502	FDOT	Yes	1.34	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.58	C	-	-	3,580	4
SR 415	Seminole Co. to Enterprise-Osteen R	25	FDOT	Yes	4.39	55	N+S	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_4L_D_WL	Minor Arterial - Urban/Rural	D	66,200	0.40	D	-	-	5,960	4
SR 415	Enterprise-Osteen Rd. to Howland Bl	437	FDOT	Yes	1.83	45	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_SSAC1_2W_4L_D_WL	Minor Arterial - Urban	D	39,800	0.52	C	1,500	1,860	3,580	4
SR 415	Howland Blvd. to Acorn Lake Rd	321	FDOT	Yes	0.88	45	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_SSAC1_2W_4L_D_WL	Minor Arterial - Urban	D	39,800	0.25	C	-	-	3,580	4
SR 415	Acorn Lake Rd to SR 44	1009	FDOT	Yes	10.49	55	N+S	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Minor Arterial - Rural	C	18,000	0.62	C	-	-	1,620	2
SR 421 - Dunlawton Ave.	Williamson to Clyde Morris Blvd.	517	FDOT	Yes	1.07	45	E+W	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.91	C	-	-	5,390	6
SR 421 - Dunlawton Ave.	Clyde Morris Blvd. to SR 5A/Nova Rd	1014	FDOT	Yes	1.31	50	E+W	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.73	C	-	-	5,390	6
SR 421 - Dunlawton Ave.	SR5A/Nova Rd. to Spruce Creek Rd.	1015	FDOT	Yes	0.91	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.77	C	-	-	3,580	4
SR 421 - Dunlawton Ave.	Spruce Creek Rd. to US 1	5181	FDOT	Yes	0.71	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.67	C	-	-	3,580	4
SR 430 - Mason Ave.	SR 483/Clyde Morris Blvd. to SR 5A/I	5197	FDOT	Yes	0.99	35	E+W	UA_S2WAC1_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_SSAC2_2W_4L_U_0L	UA_SSAC2_2W_4L_U_0L	Minor Arterial - Urban	D	24,300	0.81	D	1,330	1,480	2,190	4
SR 430 - Mason Ave.	SR 5A/Nova Rd. to US 1	5197	FDOT	Yes	1.08	35	E+W	UA_S2WAC1_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_SSAC2_2W_4L_U_0L	UA_SSAC2_2W_4L_U_0L	Minor Arterial - Urban	D	24,300	0.81	D	1,330	1,480	2,190	4
SR 430 - Mason Ave.	US 1 to Beach St.	5197	FDOT	Yes	0.30	35	E+W	UA_S2WAC1_2W_4L_U_0L	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Minor Arterial - Urban	D	32,400	0.60	D	1,330	1,480	2,920	4
SR 430 - Oakridge Blvd. -	Beach St. to Peninsula Dr	5196E	FDOT	Yes	0.70	40	E+W	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	Minor Arterial - Urban	D	23,880	0.39	C	-	-	2,150	2
SR 430 - Oakridge Blvd. -	Peninsula Dr to SR A1A/Atlantic	5195	FDOT	Yes	0.28	40	E+W	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	Minor Arterial - Urban	D	23,880	0.25	C	-	-	2,150	2
SR 430 - Seabreeze Brid	Beach St. to Peninsula Dr	5196W	FDOT	Yes	1.01	40	E+W	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	Minor Arterial - Urban	D	23,880	0.42	C	-	-	2,150	2
SR 430 - Seabreeze Brid	Peninsula Dr to SR A1A/Atlantic	5191	FDOT	Yes	0.29	30	E+W	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_SSAC2_1W_2L_D_WL	UA_SSAC2_1W_2L_D_WL	Minor Arterial - Urban	D	19,440	0.57	C	-	-	1,750	2
SR 441 - Peninsula Dr.	SR A1A/Dunlawton to Florida Shores	5188	FDOT	Yes	2.42	40	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.33	C	-	-	1,600	2
SR 441 - Peninsula Dr.	Florida Shores to Silver Beach Ave.	5187	FDOT	Yes	2.34	35	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.47	C	-	-	1,600	2
SR 441 - Peninsula Dr.	Silver Beach Ave. to US 92/ISB	5187	FDOT	Yes	0.65	35	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.47	C	-	-	1,600	2
SR 442 - Indian River Blvd	I-95 to Air Park Rd.	170	FDOT	Yes	2.09	55	E+W	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Minor Arterial - Urban	D	39,800	0.36	C	-	-	3,580	4
SR 442 - Indian River Blvd	Air Park Rd. to US 1	5190	FDOT	Yes	1.69	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Minor Arterial - Urban	D	39,800	0.48	C	-	-	3,580	4
SR 472	US 17/92 to CR 4101/MLK Blvd	472	FDOT	Yes	2.31	60	E+W	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	D	66,200	0.36	B	-	-	5,960	4
SR 472	CR 4101/MLK Blvd to I-4 (end of stat	535	FDOT	Yes	1.10	60	E+W	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.80	C	2,300	2,710	3,580	4
SR 483 - Clyde Morris BV	SR 400/Beville Rd. to Aviation Ctr Pk	5193	FDOT	Yes	0.98	45	N+S	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	Principal Arterial - Other - Urban	D	37,800	0.73	C	-	-	3,400	4
SR 483 - Clyde Morris BV	Aviation Ctr Pkwy/Bellevue to US 92/	5193	FDOT	Yes	1.20	45	N+S	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.69	C	-	-	3,580	4
SR 483 - Clyde Morris BV	US 92/ISB to SR 430/Mason Ave.	5182	FDOT	Yes	1.20	45	N+S	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	Principal Arterial - Other - Urban	D	37,800	0.55	C	-	-	3,400	4
6th St.	Derbyshire Rd. to SR 5A/Nova Rd	11	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_

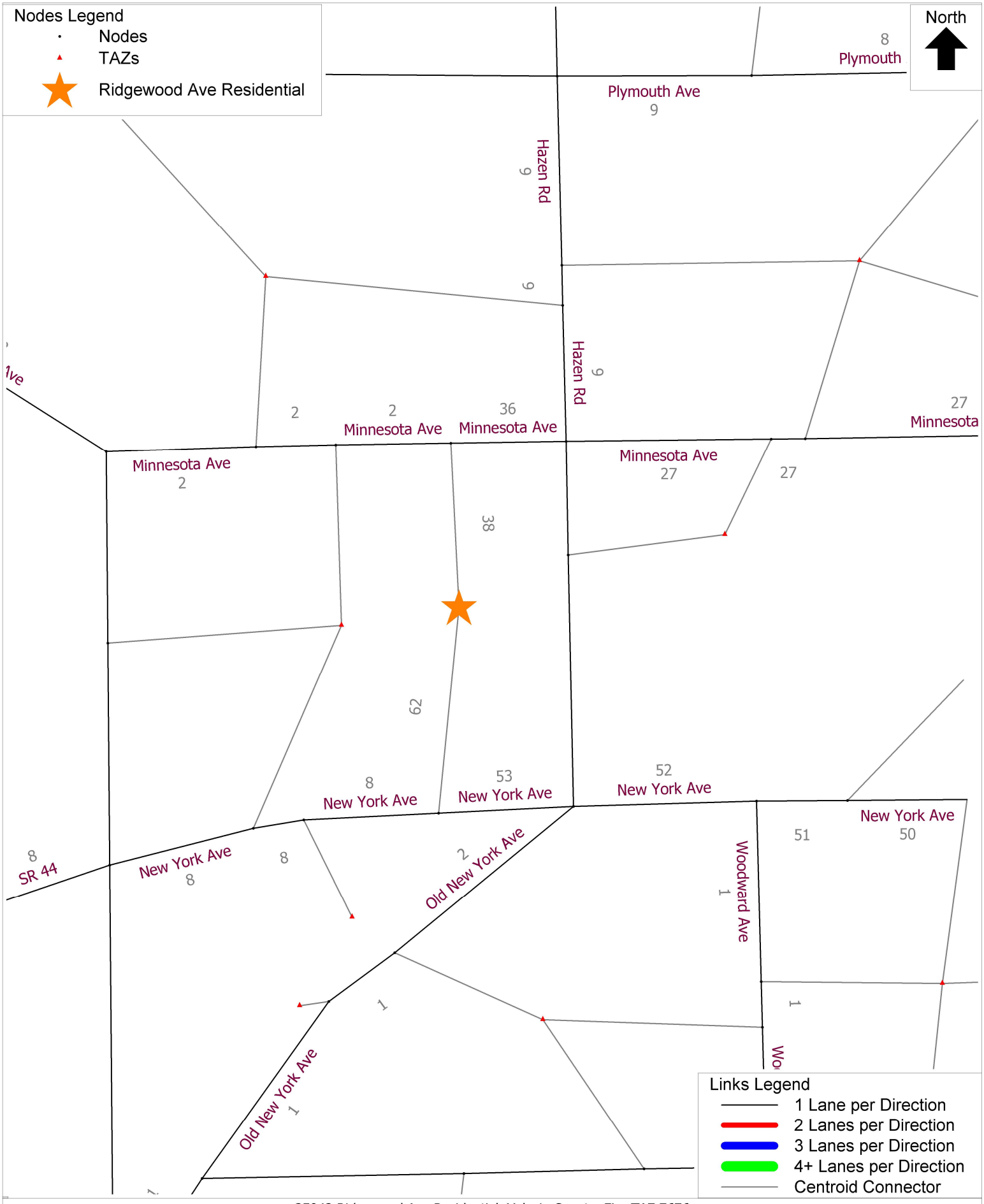
Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Beach/Riverside/Beach (C	SR 40 to Wilmette Ave.	132	County	Yes	0.70	35	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	16,000	0.54	D	580	725	1,440	2
Beach/Riverside/Beach (C	Wilmette Ave. to Inglesa Ave.	135	County	Yes	2.55	35	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	16,000	0.43	D	610	710	1,440	2
Beach/Riverside/Beach (C	Inglesa Ave to Pine Tree Dr.	137	County	Yes	1.10	35	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	16,000	0.18	C	170	250	1,440	2
Beacon Light Rd.	Halifax Ave. to Ariel Rd.	140	County	Yes	2.75	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.05	B	25	35	620	2
Beacon Light Rd.	Ariel Rd. to Volco Rd.	141	County	Yes	1.25	35	N+S	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.09	B	40	55	620	2
Bellevue Ave. Extension	CR 415/Tomoka Farms Rd to William	151	County	Yes	0.50	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.52	D	500	580	1,020	2
Bellevue Ave. Extension	Williamson Blvd to SR 483/Clyde Mo	153	County	Yes	2.50	45	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.23	C	220	295	1,230	2
Beresford Ave.	Beresford Rd. to Fatio Rd	161	County	Yes	0.70	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.16	C	175	220	1,020	2
Beresford Ave.	Fatio Rd. to SR 15A	162	County	Yes	1.30	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.30	C	240	350	1,020	2
Beresford Ave.	SR 15A to US 17/92	164	County	Yes	1.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.34	C	250	400	1,020	2
Beresford Ave.	US 17/92 to Amelia Ave	165	County	Yes	0.25	35	E+W	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	14,740	0.73	D	590	895	1,330	2
Beresford Ave.	Amelia Ave. to Hill Ave.	167	County	Yes	1.00	40	E+W	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	17,900	0.37	C	390	590	1,620	2
Beresford Ave.	Hill Ave. to Blue Lake Ave.	169	County	Yes	1.35	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.31	C	260	400	1,230	2
Beresford Ave.	Blue Lake Ave. to MLK (Kepler Rd.)	Future Rd-17	County	Yes	0.80	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Future - Major Collector - Urban	E	13,640	-	-	-	-	1,230	0
Beresford Ave.	MLK (Kepler Rd.) to SR 44	Future Rd-17	County	Yes	0.75	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Future - Major Collector - Urban	E	13,640	-	-	-	-	1,230	0
Beresford Rd.	SR 15A to Spring Garden Ave.	180	County		0.40	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.04	C	45	55	1,020	2
Beresford Rd.	Spring Garden Ave. to Fatio Rd.	181	County		0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.07	C	60	85	1,020	2
Beresford Rd.	Fatio Rd.. to Beresford Ave	182	County		1.30	30	E+W	TA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.14	C	125	210	1,020	2
Beresford Rd.	Beresford Ave. to Old New York Ave.	183	County	Yes	0.30	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.25	C	250	365	1,020	2
Big Tree Rd.	Clyde Morris Blvd. to Nova Rd.	192	County	Yes	1.10	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.46	D	375	545	1,020	2
Big Tree Rd.	Nova Rd. to Magnolia Ave.	193	County	Yes	0.40	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Minor Collector - Urban	E	14,740	0.82	D	750	1,050	1,330	2
Big Tree Rd.	Magnolia Ave. to Kenilworth Ave.	195	County	Yes	0.45	35	E+W	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Minor Collector - Urban	E	14,740	0.70	D	630	945	1,330	3
Big Tree Rd.	Kenilworth Ave. to US 1	196	County	Yes	0.55	35	E+W	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Minor Collector - Urban	E	14,740	0.51	D	230	605	1,330	3
Blackburn Rd.	CR 3 to Emporia Rd	211	County		1.25	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.10	B	55	65	620	2
Blackwelder Rd.	Lake Winona Rd. to SR 11	221	County		3.25	35	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.04	B	20	25	620	2
Blue Lake Ave.	SR 472 to Orange Camp Rd	Future Rd-22	County	Yes	1.05	45	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	-	-	-	-	1,540	2
Blue Lake Ave.	Orange Camp Rd. to Taylor Rd.	231	County	Yes	1.05	45	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	0.31	C	565	455	1,540	2
Blue Lake Ave.	Taylor Rd. to Beresford Ave.	232	County	Yes	1.05	45	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.56	C	650	740	1,230	2
Blue Lake Ave.	Beresford Ave. to Voorhis Ave.	234	County	Yes	0.75	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.38	C	320	585	1,020	2
Blue Lake Ave.	Voorhis Ave. to SR 44	235	County	Yes	0.25	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.27	C	230	370	1,020	2
Blue Lake Ave.	SR 44 to Minnesota Ave.	236	County	Yes	0.55	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.39	D	320	490	1,020	2
Blue Lake Ave.	Minnesota Ave. to Plymouth Ave.	237	County	Yes	1.00	40	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.55	C	625	695	1,230	2
Blue Springs Av (West)	Sparkman Dr to Lawton Dr	239	County		0.60	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.36	C	500	450	1,020	2
Brownlee Rd.	Raulerson Rd. #1 to Raulerson Rd.	240	County		1.70	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.03	B	15	20	620	2
Cardinal Blvd.	SR 421/Dunlawton Ave. to Demotte A	245	County		0.15	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.10	C	80	130	1,020	2
Cardinal Blvd.	Demotte Ave. to Marcelle Ave	260	County		0.90	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.41	D	330	485	1,020	2
Cardinal Blvd.	Marcelle Ave to Major St.	261	County		1.00	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.06	C	45	80	1,020	2
Carter Rd.	SR 11 to Marsh Rd.	270	County		1.75	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	0.13	C	120	160	1,230	2
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	County	Yes	1.80	30	N+S	UA_UFH_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.18	C	140	210	1,020	2
Clara Ave.	SR 15A to New Hampshire Ave.	301	County		0.50	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.16	C	135	220	1,020	2
Clara Ave.	New Hampshire Ave. to Beresford Av	303	County		0.50	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.22	C	210	270	1,020	2
Clifton Rd.	Lake Winona Rd. to SR 11	311	County		1.70	30	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.03	B	20	25	620	2
Clyde Morris Blvd.	Taylor Rd. to SR 421/Dunlawton Ave	330	County	Yes	0.95	40	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.62	C	1,190	900	1,540	2
Clyde Morris Blvd.	SR 421/Dunlawton Ave. to Willow Ru	332	County	Yes	0.65	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.53	C	1,250	1,575	3,410	4
Clyde Morris Blvd.	Willow Run Blvd. to Madeline Ave.	333	County	Yes	1.30	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.60	C	1,390	1,900	3,410	4
Clyde Morris Blvd.	Madeline Ave. to Big Tree Rd.	335	County	Yes	1.00	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.60	C	1,360	1,865	3,410	4
Clyde Morris Blvd.	Big Tree Rd. to SR 400/Beville Rd.	337	County	Yes	0.90	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_U_WL	Principal Arterial - Other - Urban	E	36,070	0.59	C	1,260	1,785	3,240	4
Clyde Morris Blvd.	SR 430/Mason Ave. to Bill France Bl	338	County	Yes	0.60	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.41	C	1,050	1,140	3,410	4
Clyde Morris Blvd.	Bill France Blvd. to LPGA Blvd.	341	County	Yes	1.25	50	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.48	C	1,160	1,455	3,410	4
Clyde Morris Blvd.	LPGA Blvd. to Hand Ave.	343	County	Yes	1.50	50	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.43	C	1,120	1,270	3,410	4
Clyde Morris Blvd.	Hand Ave to SR 40/Granada Blvd.	348	County	Yes	0.80	35	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Principal Arterial - Other - Urban	E	30,420	0.43	C	890	1,050	2,740	4
Commonwealth Blvd.	Spruce Creek Rd. to Orange Ave.	360	County		0.55	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.39	C	355	430	1,020	2
Commonwealth Blvd.	Orange Ave. to US 1	361	County		0.35	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.27	C	250	305	1,020	2
CR 3	Ponce DeLeon Blvd. to Lake Winona	380	County	Yes	0.45	45	N+S	TA_NSMCRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	0.08	C	80	100	1,230	2
CR 3	Lake Winona Rd. to SR 40	380	County	Yes	5.04	35	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Local	C	11,775	0.09	B	80	100	1,230	2
CR 3	SR 40 to Emporia Rd	382	County	Yes	3.40	45	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.10	B	115	110	1,230	2
CR 3	Emporia Rd to Washington Ave.	384	County	Yes	1.20	30	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.17	B	180	200	1,230	2
CR 3	Washington Ave. to 'US 17	386	County	Yes	2.20	35	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.09	B	90	100	1,230	2
CR 15A	US 17 to Airport Rd.	440	County	Yes	0.90	50	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.22	B	325	460	2,200	2
CR 15A	Airport Rd. to SR 11	441	County	Yes	1.25	40	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.12	B	220	265	2,200	2
CR 92 (Intn'l Spdwy Blvd.	SR 15A to Stone St.	450	County	Yes	0.25	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.40	C	890	1,250	3,410	4
CR 92 (Intn'l Spdwy Blvd.	Stone St. to US 17/92	452	County	Yes	0.75	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.43	C	930	1,360	3,410	4
CR 305 (Bunnell Rd.)	US 17 to Cowart Rd.	460	County	Yes	1.50	50	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Major Collector - Rural	C	6,450	0.35	B	205	250	620	2
CR 305 (Bunnell Rd.)	Cowart Rd. to Flagler Co.	461	County	Yes	3.00	50	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Major Collector - Rural	C	6,450	0.25	B	180	200	620	2
Cow Creek Rd.	SR 442 to Volco Rd.	420	County	Yes	3.50	50	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.16	B	80	90	620	2
Cowart Rd.	Bunnell Rd to Little Brown Church Rd	430	County		2.05	40	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.03	B	20	20	620	2
Daugharty Rd. (S. End)	Marsh Rd. to SR 11	470	County	Yes	0.80	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.08	B	35	50	620	2
Daugharty Rd.	SR 11 to Marsh Rd.	472	County		0.95	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.14	B	60	90	620	2
Demotte Ave.	Peninsula Dr. to Cardinal Blvd	500	County		0.20	25	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.37	C	300	450	1,020	2
Derbyshire Rd.	SR 430/Mason Ave. to LPGA Blvd.	511	County		1.45	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed						2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Enterprise-Osteen Rd.	Garfield Rd to Reed Ellis Rd.	601	County	Yes	1.70	35	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.22	C	220	330	1,020	2
Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415	602	County	Yes	2.50	35	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.10	C	100	165	1,020	2
Euclid Ave.	Grand to Fatio Rd.	610	County		0.25	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.09	C	85	125	1,020	2
Euclid Ave.	Fatio Rd. to Woodward Ave.	611	County		0.25	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.11	C	105	145	1,020	2
Euclid Ave.	Woodward Ave. to SR 15A	612	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.19	C	185	220	1,020	2
Euclid Ave.	SR 15A to Adelle Ave.	613	County		0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.20	C	165	260	1,020	2
Euclid Ave.	Adelle Ave. to US 17/92	614	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.15	C	100	185	1,020	2
Flomich St.	Derbyshire Rd. to SR 5A/Nova Rd.	650	County	Yes	0.30	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.39	C	315	455	1,020	2
French Ave.	Beginning of road to Blue Springs Pa	690	County		1.00	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.01	C	15	25	1,020	2
French Ave.	Blue Springs Park to Lawton Ave./Ha	691	County		1.25	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.06	C	10	80	1,020	2
Garfield Ave.	SR 44 to Plymouth Ave.	700	County		1.00	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.15	C	130	155	1,020	2
Garfield Ave.	Plymouth Ave. to US 92	702	County		0.85	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.19	C	210	240	1,020	2
Garfield Rd.	Doyle Rd. to Enterprise-Osteen Rd	711	County		0.90	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.15	C	150	180	1,230	2
Glencoe Rd.	Taylor Rd. to Paige Ave.	730	County		1.50	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.20	C	195	245	1,230	2
Glencoe Rd.	Paige Ave. to SR 44	731	County		1.10	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.41	C	440	525	1,020	2
Glencoe Rd.	SR 44 to Pioneer Tr.	732	County		0.85	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.16	C	140	210	1,020	2
Glenwood Rd.	Grand Ave. to SR 15A	741	County		1.60	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.28	C	270	310	1,020	2
Glenwood Rd.	SR 15A to US 17	743	County		1.25	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.15	C	130	180	1,020	2
Grand Av/CR 4053	Old New York Ave. to SR 44	748	County	Yes	0.60	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.17	C	155	250	1,020	2
Grand Av/CR 4053	SR 44 to Minnesota Ave.	750	County	Yes	0.90	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.34	C	315	445	1,020	2
Grand Av/CR 4053	Minnesota Ave. to Plymouth Ave.	751	County	Yes	0.50	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.14	C	145	200	1,230	2
Grand Av/CR 4053	Plymouth Ave. to Glenwood Rd.	752	County	Yes	2.10	40	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.19	C	205	240	1,230	2
Grand Av/CR 4053	Glenwood Rd. to Lemon St.	754	County	Yes	1.30	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	14,740	0.27	C	295	385	1,330	2
Grand Av/CR 4053	Lemon St. to Retta St.	756	County	Yes	1.80	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.16	C	160	210	1,230	2
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentuck	775	County	Yes	0.30	45	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC2_2W_2L_D_WL	UA_MCCRAC2_2W_2L_D_WL	UA_MCCRAC2_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	E	17,900	1.12	F	1,230	1,635	1,620	2
Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	900a	County	Yes	0.60	45	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	E	17,900	1.10	C	1,420	1,675	1,620	2
Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	900b	County	Yes	0.25	35	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	E	30,420	0.53	D	1,140	1,340	2,740	4
Greens Dairy Rd.	SR 15A to Stone St.	780	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local		E	13,640	0.01	C	15	15	1,020	2
Halleck St. (NSB)	Wayne Ave. to Enterprise Ave.	810	County	Yes	0.20	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.52	D	475	575	1,020	2
Hand Ave.	Williamson Blvd. to Clyde Morris Blvd	830	County	Yes	1.25	50	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	0.54	A	615	775	1,540	2
Hand Ave.	Clyde Morris Blvd. to Shangri La Dr.	832	County	Yes	0.75	50	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	0.94	C	1,110	1,310	1,540	2
Hand Ave.	Shangri La Dr. to SR 5A/Nova Rd.	833	County	Yes	0.25	45	E+W	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.43	C	1,110	1,340	3,410	4
Hazen Rd.	SR 44 to Plymouth Ave.	850	County	Yes	1.00	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.12	C	120	160	1,230	2
Hazen Rd.	Plymouth Ave. to Mercers Fernery Rd	852	County		1.50	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.07	C	135	100	1,020	2
Highbridge Rd.	Walter Boardman Ln. to John Anders	871	County	Yes	1.60	30	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Major Collector - Rural	C	11,775	0.29	A	200	290	1,120	2
Highbridge Rd.	John Anderson Dr. to SR A1A	872	County	Yes	0.20	30	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.21	C	185	245	1,020	2
Hill Ave.	Taylor Rd. to Beresford Ave.	878	County		1.00	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local		E	13,640	0.08	C	80	100	1,020	2
Hill Ave.	Beresford Ave. to Voorhis Ave.	881	County		0.75	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.16	C	140	200	1,020	2
Hill Ave.	Voorhis Ave. to SR 44	882	County		0.25	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.19	C	145	250	1,020	2
Hill Ave./Jacobs Rd.	Plymouth Ave. to US 92	950	County	Yes	0.85	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.57	C	705	675	1,230	2
Hontoon Rd.	end of road to Botts Landing Rd.	890	County		2.00	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	C	5,260	0.21	C	75	110	1,020	2
Hontoon Rd.	Botts Landing Rd. to Old New York A	891	County		1.15	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	C	12,100	0.27	C	235	270	1,230	2
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	FDOT	Yes	0.40	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.81	C	2,185	2,410	3,410	4
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	County	Yes	1.15	45	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.71	C	1,975	2,125	3,410	4
Howland Blvd.	Catalina Blvd. to Providence Blvd.	905	County	Yes	0.35	45	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.52	C	1,490	1,460	3,410	4
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	County	Yes	2.10	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	1.02	E	945	1,020	1,230	2
Howland Blvd.	Elkcam Blvd. to Lake Helen-Osteen F	908	County	Yes	0.30	45/40	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.39	C	915	1,190	3,410	4
Howland Blvd.	Lake Helen-Osteen Rd. to Newmark	909	County	Yes	0.70	40	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.57	C	1,450	1,780	3,410	4
Howland Blvd.	Newmark Dr. to Courtland Blvd.	911	County	Yes	1.15	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.50	C	1,360	1,530	3,410	4
Howland Blvd.	Courtland Blvd. to Ft Smith Blvd.	913	County	Yes	1.80	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.42	C	1,430	1,320	3,410	4
Howland Blvd.	Ft Smith Blvd. to SR 415	915	County	Yes	0.65	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.48	C	1,150	1,580	3,410	4
I-4 Frontage Rd.	Summit Ave. to Orange Camp Rd.	ure Road-2 la	County	Yes	2.00	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	n/c	E	13,640	-	-	-	-	1,230	0
I-4 Frontage Rd.	Orange Campe Rd. to Cassadaga Rd.	ure Road-4 la	County	Yes	1.35	45	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	n/c	E	37,970	-	-	-	-	3,410	0
I-4 Frontage Rd.	Cassadaga Rd. to SR 472	ure Road-4 la	County	Yes	0.70	45	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	n/c	E	37,970	-	-	-	-	3,410	0
Indian Lake Rd.	Tiger Bay Rd. to US 92	935	County		0.80	40	N+S	TA_NSOSRS_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local		E	13,640	0.38	C	505	440	1,230	2
John Anderson Dr.	Halifax Dr to Lynnhurst	972	County	Yes	0.85	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.41	C	380	445	1,020	2
John Anderson Dr.	Lynnhurst to Highbridge Rd.	974	County	Yes	7.40	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.29	C	265	310	1,020	2
John Anderson Hwy.	Walter Boardman Lane to Flagler Co	990	County	Yes	1.00	5 NB / 30 SI	N+S	TA_NSMCRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.12	B	95	150	1,120	2
Josephine St./10th St.	Old Mission Rd. to Tatum Blvd.	1000	County	Yes	0.30	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.49	D	780	550	1,020	2
Josephine St./10th St. (NS	Tatum Blvd. to US 1	1002	County	Yes	1.80	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	Major Collector - Urban	E	14,040	0.00	A	-	-	1,270	2
Kathy Dr. (N. Penin.)	John Anderson Dr. to SR A1A	1011	County		0.44	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.03	C	35	35	1,020	2
Kennedy Pkwy (Old SR 3	US 1 to Park Entrance	798158	Federal		4.00	55	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Major Collector - Rural	C	6,450	0.00	B	-	-	620	2
Kicklighter Rd.	Macy Ave. to Lake Helen-Osteen/Pre	1051	County	Yes	0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.13	C	370	175	1,020	2
Lake George Rd.	Bream Dr. to US 17	1062	County		3.90	30	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.11	B	60	70	620	2
Lake Helen-Osteen Rd.	Howland Blvd. to Elkcam Blvd.	1070	County	Yes	0.40	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.62	D	630	770	1,020	2
Lake Helen-Osteen Rd.	Elkcam Blvd. to Haulover Blvd.	1071	County	Yes	1.75	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.66	C	550	865	1,230	2
Lake Helen-Osteen Rd.	Haulover Blvd. to Catalina Blvd.	1072	County	Yes	0.50	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.95	D	1,140	1,170	1,230	2
Lake Helen-Osteen Rd.	Catalina Blvd. to Captain Dr	1073	County	Yes	0.40	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.64	C	790	805	1,230	2
Lake Helen-Osteen Rd.	Captain Dr. to Kicklighter Rd.	1076	County	Yes	1.40	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Ur

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Marsh Rd.	Carter Rd. to Daugharty Rd.	1183	County	Yes	3.00	40	N+S	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.09	B	80	100	1,120	2
Mason Ave.	Williamson Blvd. to Fentress Blvd.	1190	County	Yes	0.60	45	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	E	17,900	0.80	C	845	1,155	1,620	2
Mason Ave.	Fentress Blvd. to Bill France Blvd.	1191	County	Yes	0.50	40	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	E	17,900	0.98	D	1,160	1,570	1,620	2
Mason Ave.	Bill France Blvd. to Jimmy Ann Dr.	1193	County	Yes	0.30	40	E+W	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.42	C	940	1,370	3,410	4
Mason Ave.	Jimmy Ann Dr. to SR 483/Clyde Morr	1194	County	Yes	0.50	40	E+W	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.44	C	930	1,435	3,410	4
Maytown Rd.	SR 415/New Smyrna Blvd. to Pell Rd	1196	County	Yes - Future	5.60	50	E+W	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.32	B	290	355	1,120	2
Maytown Rd.	Pell Rd. to Beacon Light Rd.	1198	County	Yes - Future	12.90	45	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.18	B	80	115	620	2
Maytown Rd./Halifax Ave.	Beacon Light Rd. to US 1	790	County	Yes	1.10	35	E+W	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.18	B	130	170	1,120	2
McBride Rd.	US 17 to Lake George Rd.	1200	County		3.00	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.04	B	25	30	620	2
McGregor Rd.	Westside Con./Fatio to Spring Garde	1210	County	Yes	0.70	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.20	C	210	295	1,230	2
McGregor Rd.	Spring Garden Ave. to US17/92	1211	County	Yes	1.40	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.35	C	355	495	1,230	2
Mercers Fernery Rd.	Glenwood Rd. to SR 15A	1221	County		1.45	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.08	C	65	90	1,020	2
Mercers Fernery Rd.	SR 15A to US 17	1223	County		1.25	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.11	C	90	125	1,020	2
Midway Ave.	Williamson Blvd. to US 92	1230	County		2.00	40	E+W	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Collector - Urban	E	37,970	0.06	C	160	235	3,410	4
Minnesota Ave. (Orange C	Sparkman Ave. to US 17/92	1241	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.24	C	160	350	1,020	2
Minnesota Ave. (Orange C	US 17/92 to Leavitt Ave.	1242	County		0.50	25	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.09	C	85	135	1,020	2
Minnesota Ave. (Orange C	Leavitt Ave. to SR 472	1243	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.10	C	85	130	1,020	2
Minnesota Ave. (DeLand)	Grand Ave. to SR 15A	1245	County		1.35	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.29	C	255	360	1,020	2
Minnesota Ave. (DeLand)	SR 15A to US 17/92	1247	County		1.25	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.12	C	135	150	1,020	2
Minnesota Ave. (DeLand)	Amelia Ave. to Hill Ave	1249	County	Yes	0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.15	C	135	195	1,020	2
Minnesota Ave. (DeLand)	Hill Ave. to Blue Lake Ave.	1250	County	Yes	0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.18	C	280	220	1,020	2
Minnesota Ave. (DeLand)	Blue Lake Ave. to Kepler Rd.	1251	County	Yes	0.85	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.27	C	280	365	1,230	2
New Hampshire Ave.	SR 15A to Adelle Ave	1270	County		0.15	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.18	C	345	355	1,020	2
New Hampshire Ave.	Adelle Ave to Clara Ave.	1271	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.30	C	310	375	1,020	2
New Hampshire Ave.	Clara Ave. to US 17/92	1272	County		0.25	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.24	C	200	300	1,020	2
New York Ave. (Orange C	Westside Pkwy/Hamilton Ave. to Spa	1281	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.36	C	375	435	1,020	2
New York Ave. (Orange C	Sparkman Ave. to Carpenter Ave	1283	County		0.30	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.40	D	440	465	1,020	2
New York Ave. (Orange C	Carpenter Ave. to US 17/92	1284	County		0.25	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.44	D	450	510	1,020	2
New York Ave. (Lake Hel	Summit Ave. to Lakeview Dr.	1285	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	C	5,260	0.18	C	85	90	1,020	2
Ohio Ave. (LH)	Macy Ave. to Lakeview Dr.	1320	County	Yes	0.20	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	C	5,260	0.15	C	75	95	1,020	2
Old Dixie Hwy.	Ingelsia to Pine Tree Dr.	1330	County	Yes	0.50	35	N+S	TA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.19	C	160	230	1,020	2
Old Dixie Hwy.	Pine Tree Dr. to Walter Boardman Ln	1332	County	Yes	5.10	45	N+S	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	20,700	0.17	C	225	310	1,860	2
Old Dixie Hwy.	Walter Boardman Ln. to Old Kings Rd	1333	County	Yes	0.55	45	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	20,700	0.26	C	335	460	1,860	2
Old Dixie Hwy.	Old Kings Rd. to I-95	1334	County	Yes	0.60	45	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	20,700	0.49	C	675	800	1,860	2
Old Kings Rd.	Old Dixie Hwy. to Flagler Co.	1340	County	Yes	0.60	50	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	22,800	0.18	C	285	320	2,050	2
Old Mission Rd.	SR 44/Mission Dr. to Old Mission Rd	1356	County	Yes	0.60	40	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	0.08	C	90	105	1,230	2
Old New York Ave.	SR 44 to Hontoon Rd.	1360	County	Yes	1.40	40	E+W	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Local	C	11,775	0.08	B	55	115	1,120	2
Old New York Ave.	Hontoon Rd. to Lakeview Dr.	1361	County	Yes	0.40	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	C	12,100	0.32	C	250	345	1,230	2
Old New York Ave.	Lakeview Dr. to Grand Ave.	1362	County	Yes	0.50	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.32	C	280	380	1,230	2
Old New York Ave.	Grand Ave. to SR 44	1364	County	Yes	0.91	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.19	C	155	195	1,230	2
Orange/Silver Beach Ave	US 1 to Beach St.	1374	County	Yes	0.20	30	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	E	30,420	-	-	-	-	2,740	4
Orange/Silver Beach Ave	Beach St. to City Island Pkwy.	1375	County	Yes	0.20	30	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	E	30,420	0.32	C	675	795	2,740	4
Orange/Silver Beach Ave	City Island Pkwy. to Peninsula Dr.	1710	County	Yes	0.60	30	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	Minor Arterial - Urban	E	14,040	0.65	D	615	760	1,270	2
Orange/Silver Beach Ave	Peninsula Dr. to SR A1A	1711	County	Yes	0.30	30	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	Minor Arterial - Urban	E	14,040	0.30	C	265	340	1,270	2
Orange Camp Rd.	US 17/92 to Princeton	1380	County	Yes	0.75	35	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	Minor Arterial - Urban	E	14,040	0.94	E	840	1,160	1,270	2
Orange Camp Rd.	Princeton. to Blue Lake Ave.	1382	County	Yes	0.90	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.69	C	825	990	1,540	2
Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (I	1384	County	Yes	0.55	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.73	C	845	1,075	1,540	2
Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	1385	County	Yes	1.00	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.78	C	1,310	1,170	1,540	2
Palm Dr.	John Anderson Dr. to SR A1A	1391	County		0.44	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.10	C	85	110	1,020	2
Park Ave.	Old Mission Rd. to Air Park Rd.	1409	County	Yes	0.90	45	E+W	TA_NSOSRS_2W_2L_D_WL	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Major Collector - Urban	E	17,900	0.34	C	395	505	1,620	2
Park Ave.	Air Park Rd. to US 1	1413	County	Yes	1.40	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	14,740	0.54	D	475	685	1,330	2
Peninsula Dr. - South (Pl)	Inlet Harbor Rd to Major St.	1419	County		0.55	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.22	C	130	275	1,020	2
Peninsula Dr. - South	Major St. to Marcelle Ave.	1423	County		0.45	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.24	C	180	300	1,020	2
Peninsula Dr. - South	Marcelle Ave to SR 421/Dunlawton A	1420	County		0.15	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.43	D	340	540	1,020	2
Peterson Rd.	Riley Pridgeon Rd. to Emporia/Blackl	1433	County		2.80	35	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.07	B	30	45	620	2
Pineland Tr.	Harmony Ave. to US 1	1451	County		2.00	50	E+W	TA_NSOSRS_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	-	-	-	-	1,230	2
Pine Tree Dr.	US 1 to Addison Dr	1440	County		1.00	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.18	C	150	245	1,020	2
Pine Tree Dr.	Addison Dr. to Old Dixie Hwy	1441	County		1.00	35	E+W	TA_NSOSRS_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.10	C	80	125	1,020	2
Pioneer Tr.	SR 44 to Tomoka Farms Rd.	1461	County	Yes	4.00	50	E+W	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Major Collector - Rural	C	11,775	0.42	B	400	410	1,120	2
Pioneer Tr.	Tomoka Farms Rd. Airport Rd.	1464	County	Yes	1.40	45	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.41	C	415	490	1,230	2
Pioneer Tr.	Airport Rd. to Turnbull Bay Rd.	1465	County	Yes	2.50	45	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.53	C	480	630	1,230	2
Pioneer Tr.	Turnbull Bay Rd. to Sugar Mill Dr	1467	County	Yes	1.75	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.52	D	500	570	1,020	2
Pioneer Tr.	Sugar Mill Dr. to Williams Rd.	1471	County	Yes	1.45	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.77	C	735	855	1,230	2
Pioneer Tr.	Williams Rd. to Enterprise Ave	1473	County	Yes	1.05	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.71	C	675	780	1,230	2
Pioneer Tr.	Enterprise Ave. to Jungle Rd	1474	County	Yes	0.50	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.60	D	545	665	1,020	2
Pioneer Tr.	Jungle Rd to Canal St.	1475	County	Yes	0.25	35	N+S	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.21	C	215	245	1,020	2
Wallace Rd.	Canal St to SR 44	1955	County	Yes	0.25	35	N+S	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	14,740	0.53	D	520	640	1,330	3
Mission Dr.	SR 44 to Old Mission Rd.	1261	County	Yes	0.75	40	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.41	C	1,325	1,265	3,410	4
Old Mission Rd./Mission R	Old Mission Rd. to Josephine St.	1354	County	Yes	0.75	40	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Coll

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Rhode Island Ave.	Carpenter Ave to US 17/92	1600	County	Yes	0.25	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Minor Collector - Urban	E	14,740	0.57	D	995	865	1,330	2
Rhode Island Ave.	Veteran's Memorial Pkwy. to Norman	Future Rd	County	Yes	1.80		E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_D_WL	future Minor Collector - Urban	E	14,740	-	A	-	-	1,330	0
Riley Pridgeon Rd.	Peterson Rd. to SR 40	1610	County		2.55	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.06	B	30	35	620	2
River Dr.	John Anderson Dr. to SR A1A	1621	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.02	C	25	30	1,020	2
Samsula Dr.	Pioneer Tr. to SR 44	1651	County	Yes	2.60	45	N+S	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.14	B	105	160	1,120	2
Sandra Dr.	John Anderson Dr. to SR A1A	1661	County		1.00	30	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.02	C	25	25	1,020	2
Saxon Blvd.	Rail Station to Westside Connector	Future Rd	County	Yes	0.62	40	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_4L_D_WL	future Minor Collector - Urban	E	37,970	-	A	-	-	3,410	0
Saxon Blvd.	Westside Connector to US 17/92	Future Rd	County	Yes	1.30	40	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_4L_D_WL	future Minor Collector - Urban	E	37,970	-	A	-	-	3,410	0
Saxon Blvd.	US 17/92 to Enterprise Rd	1671	County	Yes	0.65	35	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	E	30,420	0.54	D	1,070	1,315	2,740	4
Saxon Blvd.	Enterprise Rd. to Veterans Memorial	1673	County	Yes	0.60	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_NSSRC1_2W_6L_D_WL	UA_NSSRC1_2W_6L_D_WL	Minor Arterial - Urban	E	57,140	0.60	C	1,905	2,390	5,140	6
Saxon Blvd.	VMP to FDOT Park & Ride	1674	County	Yes	0.30	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_NSSRC1_2W_6L_D_WL	UA_NSSRC1_2W_6L_D_WL	Minor Arterial - Urban	E	57,140	0.80	C	2,575	3,480	5,140	6
Saxon Blvd.	FDOT Park & Ride to I-4	1685	County	Yes	0.30	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_6L_D_WL	UA_NSSRC1_2W_6L_D_WL	Minor Arterial - Urban	E	57,140	0.62	C	1,970	2,800	5,140	6
Saxon Blvd.	I-4 to Finland Dr.	1675	County	Yes	0.35	40	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_5L_D_WL	Minor Arterial - Urban	E	47,560	0.98	E	2,660	3,750	4,280	5
Saxon Blvd.	Finland Dr. to Normandy Blvd.	1676	County	Yes	0.35	40	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	1.06	F	2,210	3,170	3,410	4
Saxon Blvd.	Normandy Blvd. to Tivoli Dr.	1677	County	Yes	1.25	40	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.70	C	1,635	2,150	3,410	4
Saxon Blvd.	Tivoli Dr. to Providence Blvd.	1679	County	Yes	0.90	35	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.84	D	665	925	1,020	2
Saxon Blvd.	Providence Blvd. to Normandy Blvd.	1681	County	Yes	0.70	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.58	D	470	630	1,020	2
Saxon Blvd.	Normandy Blvd. to Doyle Rd.	1684	County	Yes	1.00	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.41	C	535	550	1,230	2
Saxon Dr. (NSB)	CR A1A to Hiles Blvd.	1691	County		0.55	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.08	C	70	100	1,020	2
Saxon Dr. (NSB)	Hiles Blvd. to 27th Ave.	1693	County		1.55	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.21	C	205	235	1,020	2
Saxon Dr. (NSB)	27th Ave. to 3rd Ave/SR A1A	1695	County		1.75	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.44	D	445	505	1,020	2
Sparkman Ave.	Rhode Island Ave. to Blue Springs Av	1720	County		0.60	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.20	C	410	295	1,020	2
Sparkman Ave.	Blue Springs Ave. to French Ave.	1721	County		0.65	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.21	C	280	285	1,020	2
Sparkman Ave.	French Ave. to New York Ave. W.	1722	County		0.75	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.12	C	155	160	1,020	2
Sparkman Ave.	New York Ave. W. to Minnesota Ave.	1723	County		0.45	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.10	C	120	140	1,020	2
Spring Garden Ave.	McGregor Rd. to Beresford Rd. West	1731	County	Yes	0.90	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.18	C	155	230	1,020	2
Spring Garden Ave.	Beresford Rd. West to Beresford Ave	1732	County	Yes	0.60	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.15	C	130	185	1,020	2
Spring Garden Ranch Rd	US 17 to Aragon Ave	1740	County	Yes	0.20	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.23	C	150	350	1,020	2
Spring Garden Ranch Rd	Aragon Ave to Arrendondo Grant/Eas	1742	County		1.20	35	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Major Collector - Urban/Rural	C	6,450	0.05	B	70	55	620	2
Spruce Creek Rd.	Taylor Rd. to SR5A/Nova Rd.	1751	County		0.75	45	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.06	C	370	265	3,410	4
Spruce Creek Rd.	SR5A/Nova Rd. to Commonwealth Bl	1752	County		0.50	35	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.62	D	565	730	1,020	2
Stone St.	Plymouth Ave to CR 92/ISB	1770	County		0.80	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.36	C	355	395	1,020	2
Stone St.	CR 92/ISB to Mercers Fernery Rd	1773	County		0.70	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.02	C	45	65	1,020	2
Sugar Mill Dr.	Pioneer Tr. to SR 44	1781	County	Yes	1.30	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.27	C	250	310	1,230	2
Summit Ave.	SR 44 to Main St.	1791	County	Yes	2.20	50	N+S	UA_NSMCRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.19	C	235	240	1,230	2
Surfside Dr.	John Anderson Dr. to SR A1A	1801	County		0.35	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.03	C	45	35	1,020	2
Taylor Rd. (CO)	Tomoka Farms Rd. to Spruce Creek	1810	County	Yes	0.70	45	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other -Urban	E	17,050	0.46	C	465	650	1,540	2
Taylor Rd. (CO)	Spruce Creek Blvd. to Crane Lake Bl	1811	County	Yes	1.10	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other -Urban	E	17,050	0.63	C	665	850	1,540	2
Taylor Rd. (CO)	Crane Lake Blvd. to Summertree Rd.	1812	County	Yes	0.75	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other -Urban	E	17,050	1.21	C	1,230	1,890	1,540	2
Taylor Rd. (CO)	Summertree Rd. to Williamson Blvd.	1813	County	Yes	0.20	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other -Urban	E	37,970	0.54	C	1,275	1,660	3,410	4
Taylor Rd. (CO)	Williamson Blvd. to I-95 (at Dunlawto	1814	County	Yes	0.15	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC3_2W_5L_D_WL	UA_MCCRAC3_2W_5L_D_WL	UA_MCCRAC3_2W_5L_D_WL	UA_NSSRC1_2W_5L_D_WL	UA_NSSRC1_2W_5L_D_WL	Principal Arterial - Other -Urban	E	47,560	1.00	D	2,865	3,755	4,280	5
Taylor Rd. (PO)	SR 421/Dunlawton Ave. to Clyde Mor	1823	County	Yes	0.55	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_WL	Major Collector - Urban	E	14,040	1.08	D	1,195	1,450	1,270	2
Taylor Rd. (PO)	Clyde Morris Blvd. to Hensel Rd	1824	County		0.50	45	E+W	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.52	C	1,550	1,775	3,410	4
Taylor Rd. (PO)	Hensel Rd. Spruce Creek Rd.	1826	County		1.00	45	E+W	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.46	C	1,065	1,630	3,410	4
Taylor Rd. (DL)	US 17/92 to Stratford Dr.	1816	County	Yes	0.80	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.62	D	610	745	1,020	2
Taylor Rd. (DL)	Stratford Dr. to Blue Lake Ave.	1818	County	Yes	0.95	50	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.41	C	555	600	1,540	2
Taylor Rd. (DL)	Blue Lake Ave. to Martin Luther King	1819	County	Yes	0.80	50	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.59	C	645	725	1,230	2
Taylor Rd. (NSB)	Glencoe Rd. to Mission Rd	1821	County		0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.21	C	195	260	1,020	2
Tomoka Farms Rd.	SR 44 to Pioneer Tr	1840	County	Yes	2.20	50	N+S	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Arterial - Rural	C	11,775	0.74	B	610	725	1,120	2
Tomoka Farms Rd.	Pioneer Tr to Taylor Rd.	1843	County	Yes	2.80	50	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.52	C	870	1,015	2,200	2
Tomoka Farms Rd.	Taylor Rd. to Townwest Blvd	1844	County	Yes	1.45	50	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.35	B	600	715	2,200	2
Tomoka Farms Rd.	Townwest Blvd to Shunz Rd.	1845	County	Yes	1.50	50	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.35	B	655	715	2,200	2
Tomoka Farms Rd.	Shunz Rd. to US 92/ISB	1847	County	Yes	3.02	40	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.39	B	720	825	2,200	2
Tomoka Farms Rd.	US 92/ISB to Dunn Ave.	1848	County	Yes	1.90	40	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Major Collector - Urban	E	24,450	0.38	B	575	830	2,200	2
Tomoka Farms Rd.	Dunn Ave. to LPGA Blvd.	1849	County	Yes	1.90	40	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Major Collector - Urban	E	24,450	0.27	B	470	565	2,200	2
Turnbull Bay Rd.	Pioneer Tr. to Williams Rd.	1863	County	Yes	2.90	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban/Rural	E	13,640	0.32	C	310	370	1,230	2
Turnbull Bay Rd.	Williams Rd. to Industrial Park Ave.	1865	County	Yes	1.20	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.28	C	240	365	1,230	2
Turnbull Bay Rd.	Industrial Park Ave. to US 1	1867	County	Yes	0.85	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.39	C	410	430	1,020	2
Tymber Creek Rd.	LPGA Blvd to Terminus	NEW	County	Yes	1.20	35							UA_UFH_2W_4L_D_WL	Major Collector - Urban	E	75,300	-	-	-	-	6,780	4
Tymber Creek Rd.	Terminus to Riverbend Rd/Future Co	Future Rd	County	Yes - Future	1.70	45							UA_UFH_2W_2L_D_WL	future "Major Collector - Urban	E	34,230	-	-	-	-	3,080	2
Tymber Creek Rd.	Riverbend Rd. to SR 40	1880	County	Yes - Future	0.45	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local - future Major Collector - Urban	E	13,640	0.05	C	60	60	1,020	2
Tymber Creek Rd.	SR 40 to Tymber Run	1881	County	Yes	0.50	40	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.31	C	1,300	1,060	3,410	4
Tymber Creek Rd.	Tymber Run to Airport Rd.	1882	County	Yes	0.90	40	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	0.72	C	1,330	1,110	1,540	2
Tymber Creek Rd.	Airport Rd to Broadway Ave./US 1	1883	County	Yes	4.20	40	N+S	UA_NSOSRS_2W_2L_U_WL	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	0.18	C	155	215	1,230	2
Van Ave. (DBS)	Peninsula Dr. to SR A1A	1890	County		0.20	25	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	-	-	-	-	1,020	2
Volco Rd.	Cow Creek Rd. to Beacon Light Rd.	1920	County	Yes	2.50	30	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.05	B	30	35	620	2
Volco Rd.	Beacon Light Rd. to 35th St.	1921	County	Yes	1.40	45	N+S	UA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban/Rural	E	13,640	0.05	C	45	65	1,230	2
Volco Rd.	35th St. to US 1	1922	County	Yes	0.50	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.18	C	185	200	1,020	2
Voorhis Ave.	US 17/92 to Amelia Ave.	1931	County		0.20	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.24	C	200	285	1,020	2
Voorhis Ave.	Amelia Ave. to Hill Ave.	1933	County		1.00	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L

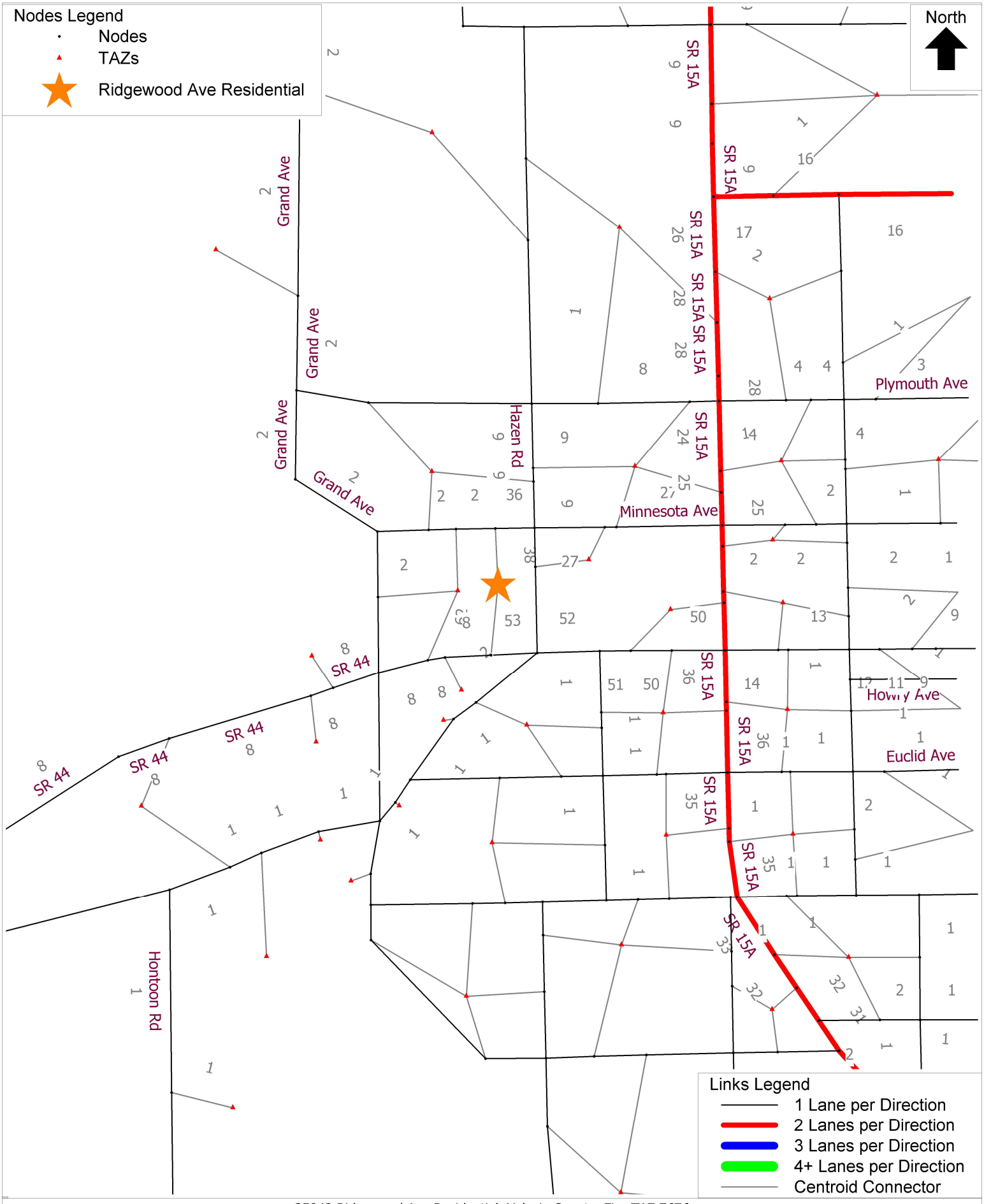
Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Williamson Blvd.	Townwest Blvd to Willow Run Blvd.	1991	County	Yes	0.25	55	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	17,050	0.99	F	915	1,505	1,540	2
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992	County	Yes	1.10	55	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	17,050	0.95	D	930	1,425	1,540	2
Williamson Blvd.	Madeline Ave. to SR400/Beville Rd.	1993	County	Yes	1.50	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	17,050	1.07	D	1,195	1,570	1,540	2
Williamson Blvd.	SR400/Beville Rd. to Bellevue Ave. E	1994	County	Yes	1.00	50	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.50	C	1,135	1,595	3,410	4
Williamson Blvd.	Bellevue Ave. Ext. to Midway Ave.	1996	County	Yes	0.50	50	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.40	C	830	1,300	3,410	4
Williamson Blvd.	Midway Ave. to US 92/ISB	1997	County	Yes	0.50	45	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.32	C	690	1,035	3,410	4
Williamson Blvd.	US 92/ISB to Dunn Ave.	1998	County	Yes	2.35	45	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.48	C	1,075	1,595	3,410	4
Williamson Blvd.	Dunn Ave. to Mason Ave.	1999	County	Yes	0.35	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.49	C	985	1,535	3,410	4
Williamson Blvd.	Mason Ave. to LPGA Blvd.	2000	County	Yes	0.35	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.57	C	1,340	1,735	3,410	4
Williamson Blvd.	LPGA Blvd. to Hand Ave.	2001	County	Yes	2.05	50	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	17,050	1.14	F	1,160	1,490	1,540	2
Williamson Blvd.	Hand Ave. to SR 40	2004	County	Yes	0.60	40	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.61	C	1,435	1,690	3,410	4
Woodward Ave.	Beresford Ave. to Euclid Ave.	2031	County		0.50	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.02	C	140	100	1,020	2
Woodward Ave.	Euclid Ave. to SR 44	2030	County		0.50	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.05	C	50	60	1,020	2



25042 Ridgewood Ave Residential, Volusia County, FL - TAZ 7676
Project Trips Directional
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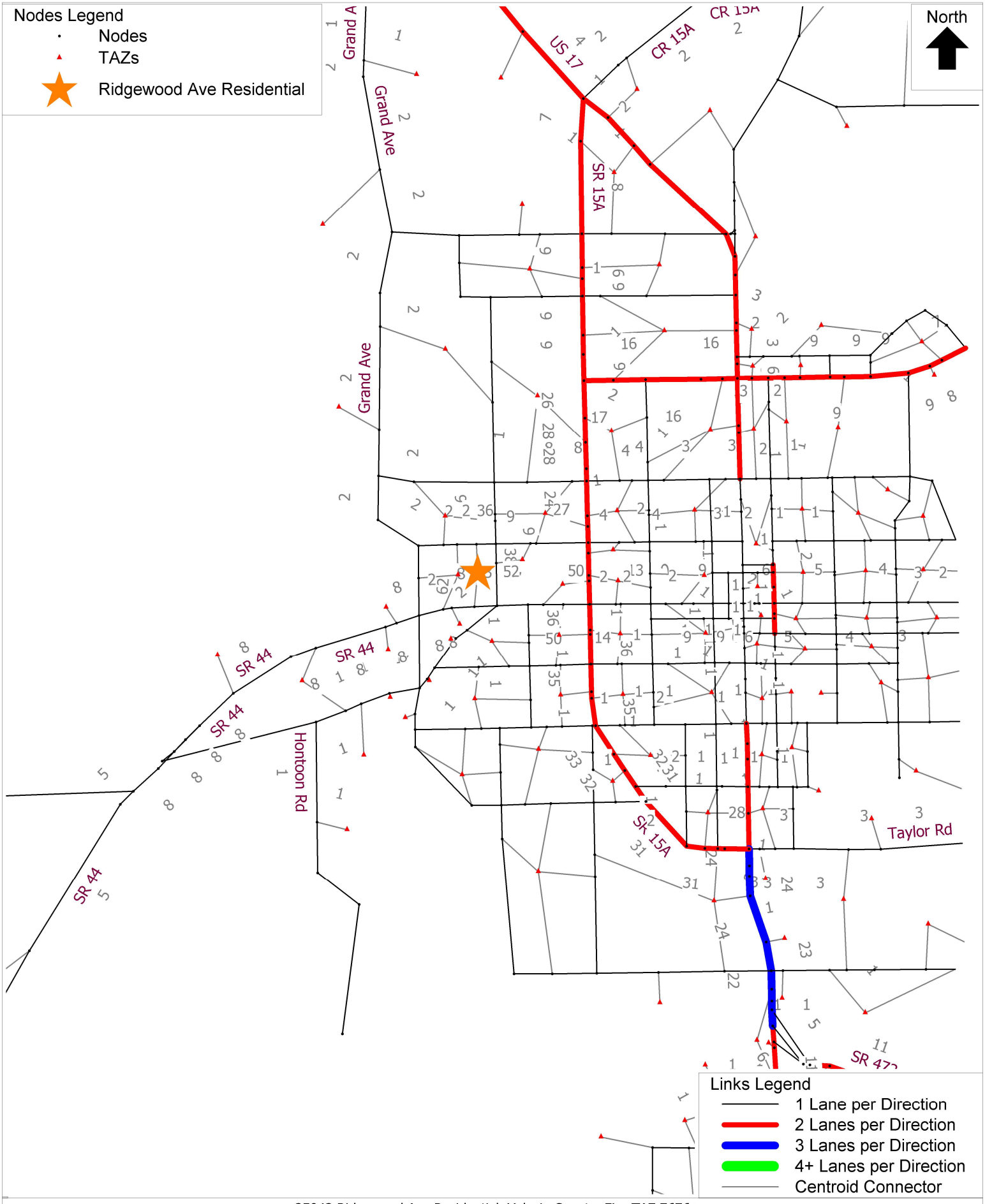
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25042 Ridgewood Ave Residential, Volusia County, FL - TAZ 7676
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25042 Ridgewood Ave Residential, Volusia County, FL - TAZ 7676
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(Licensed to Traffic & Mobility Consultants, LLC)

439874-1 SJR2C Lake Beresford to Grand Avenue PD&E Study



Project Details

Work Type: PD&E Study

Phase: PD&E

Length: 3.6 miles

City: DeLand

County: Volusia

About

The St Johns River to Sea (SJR2C) Loop Trail Gap PD&E Study is completed.

The SJR2C Loop Trail Gap between Lake Beresford Park and Grand Avenue is a multi-use trail in Volusia County that will close the 3.6-mile gap between existing trails within Lake Beresford Park to the south, and the junction of Grand Avenue and Minnesota Avenue to the north, in DeLand.

The St. Johns River to Sea Loop (SJR2C) is a 260-mile trail system that will link together several communities including St. Augustine, Daytona Beach, Titusville, DeLand, and Palatka. This project is part of a greater effort to close the trail gaps and complete the St. Johns River to Sea Loop.

A PD&E study is the FDOT's process for adhering to the National Environmental Policy Act (NEPA) and related federal and state statutes. This process involves preliminary engineering to determine multi-use trail concepts; environmental evaluations to assess impacts associated with a new multi-use trail; and extensive public involvement and agency coordination.

PD&E Study reports are available on this page. A final newsletter was sent to property owners and other interested parties on August 11, 2020.

Send a comment or ask a question about this project

Contact Information

PD&E Project Manager
David Graeber
(386) 943-5392
David.Graeber@dot.state.fl.us

Last Updated

10/03/2024

School Board of Volusia County

Ms. Jamie M. Haynes, Chair
Mr. Ruben Colón, Vice Chair
Ms. Krista Goodrich
Mrs. Jessie Thompson
Ms. Donna Brosemer

Carmen J. Balgobin, Ed.D
Superintendent of Schools

School Adequate Capacity Determination
Finding of Adequate Capacity Letter

June 18, 2025

Ms. Nika Zyryanova
MAS Development
2875 NE 191st St Suite 305
Aventura, FL 33180

RE : DeLand Crossings – City of DeLand
School Concurrency Case # 25-06-10-001-A

Ms. Zyryanova:

The County Charter requires any Comprehensive Plan Amendment or Rezoning that allows increased residential density to be effective only when adequate public schools can be timely planned and constructed to serve the projected increase in student population. The district uses this requirement as the guiding principle behind the school adequate capacity review.

District staff reviewed the information for the proposed project known as DeLand Crossings associated with 20 +/- acres of property located at or near the intersection of N Ridgewood and New York Ave within an unincorporated part of DeLand city limits. The proposed project would provide one hundred and sixty (160) multi-family units.

The district uses a county wide Student Generation Rate (SGR) of (0.137) per multi-family dwelling unit to calculate projected students. By applying the SGR to the use types in Table 1 below, the project could generate twenty (20) full-time students.

Table 1

UNIT TYPE	SGR	UNIT COUNT	STUDENTS GENERATED
Single Family Dwelling Unit	0.258	0	0
Multifamily Dwelling Unit	0.137	160	20
Manufactured Home Dwelling Unit	0.052	0	0
Total		**0**	**0**

When performing an adequate capacity review, district staff evaluates the effects of the proposed change compared to any remaining permanent capacity within the impacted schools, up to 100%, Table 2 (next page). The projected increase in student population may be over 100% if there are plans to serve increased student population in that planning area within the long-term planning horizon. A finding of adequate capacity may be issued in either case.

Table 2

Schools	SY 2024/25 Enrollment	% of Permanent Capacity	Plans for Capacity Increase Long-Term	Traditional K-12 students projected
Woodward Elementary	538	76%	No	9
Southwestern Middle	644	83%	No	4
West CSA DeLand High	2956	110%	No	7
Other				0

The student projections generated by this project **will** increase the existing percentage above 100% permanent capacity at the high school level. However, the concurrency service area (CSA) for DeLand High school is at or over 100% but below 115% for level of service (LOS) standards. Based on this, the school district has no objections to the proposed development plan.

Minimum planning considerations should include pedestrian and vehicular access, safety, connectivity, and buffering. Additional considerations, particularly for gated and muti-family communities, include accessibility for school buses, by ensuring a turn radius of at least 60 feet at all entrances and exits, and the inclusion of dedicated pickup/drop off sites.

All future development orders, such as site plans and subdivisions, are subject to school concurrency review. School concurrency will be evaluated at the time when the impact of development is specifically quantified and known. Only funded school improvements and then current capacity will be considered at that time.

No student reservations have been made at this time.

Please note the School Board has the right to adjust the attendance boundaries to balance the student enrollment populations at these area schools. Consequently, students generated from this project may not attend the current assigned schools.

Should you need additional information, please contact me at (386) 947-8786, extension 50802.

Sincerely,

Cody F. Shepard

Cody F. Shepard
Specialist, Planning & GIS

CC: Carmen J. Balgobin, Ed.D, Superintendent of Schools
Ron Young, Director of Planning & Construction
Robert J. Voges, Ed.S, Planning Coordinator
Carol Kuhn, Planning Director, City of DeLand

FACILITIES SERVICES
3750 OLSON DRIVE ◆ DAYTONA BEACH, FL 32124
PHONE: (386) 947-8786 ◆ FAX (386) 506-5056

Finding of Adequate School Capacity

VOLUSIA COUNTY SCHOOL BOARD

Project Information	
Project Name	DeLand Crossings
VCSB Project #	**25-06-10-001-A**
Jurisdiction Project #	
Parcel ID Numbers	791200000061
Project Location	N Ridgewood and New York Ave
Potential Residential Units	160 Multi-Family Units
Property Owner/Applicant	Nika Zyryanova, MAS Development

Notes: Additional review will be required at the time of subdivision/site plan submittal(s).
No Student Reservations have been made.

Based upon the Findings of Fact, pursuant to School Board Policy 612 and Section 206 of the County Charter, the school district has determined at this time that school capacity is adequate to serve the proposed increase in residential density. This Finding shall constitute competent substantial evidence that adequate public school capacity is likely to be available at the time it is required to serve the planned new development.

Capacity is not being reserved with this Finding unless otherwise noted on this document. This Finding of Adequate School Capacity allows this subject project to continue through the Comprehensive Plan Amendment and/or rezoning process; however, it may be subject to additional school capacity review in the future.

Cody F. Shepard

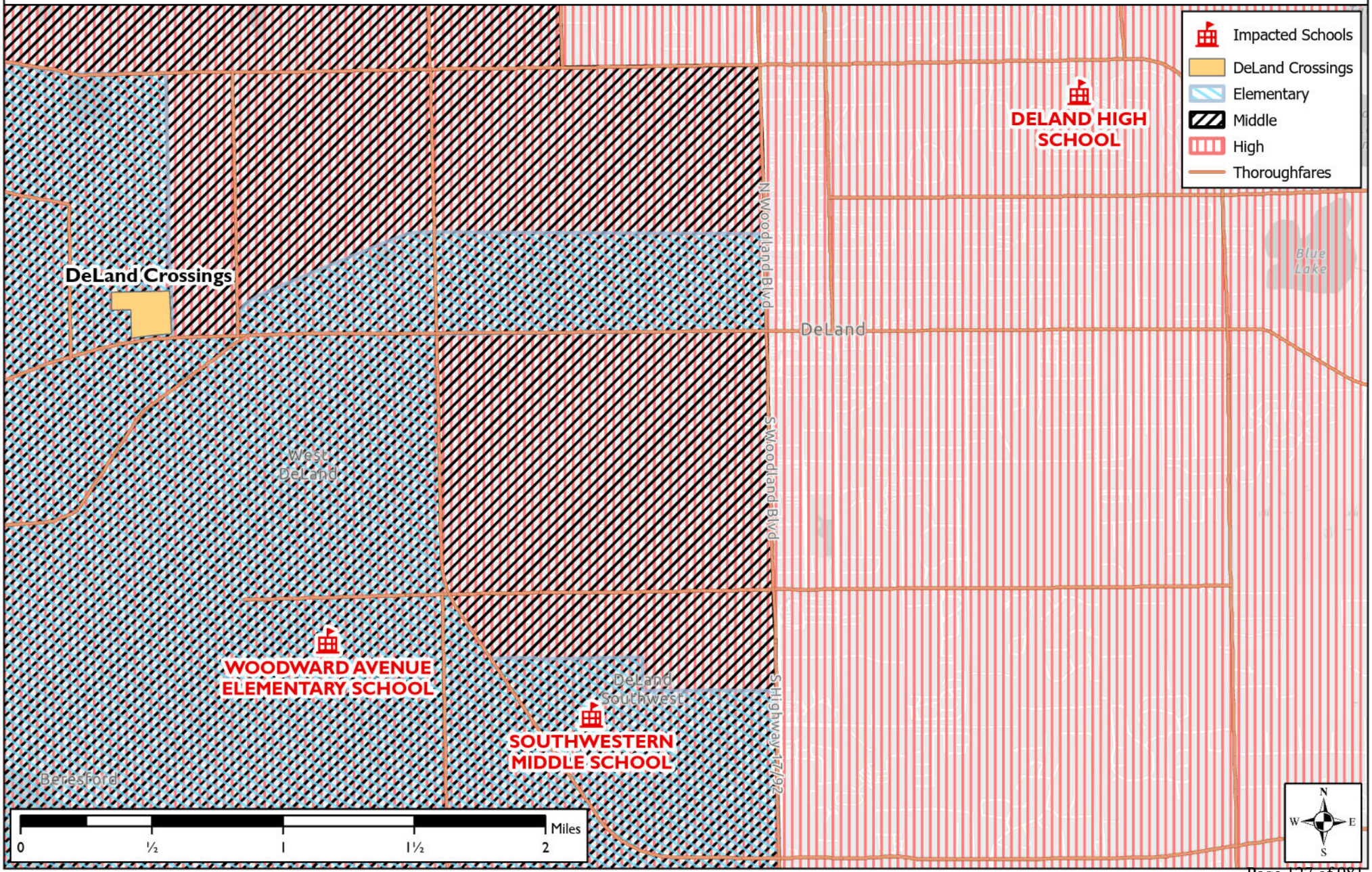
Cody F. Shepard
Specialist, Planning & GIS

June 18, 2025
Issue Date

VCSB Schools Impacted by Development

School Adequacy Determination - DeLand Crossings

VOLUSIA COUNTY SCHOOLS
Planning & Business Services
June 2025



Volusia Growth Management Commission

November 5, 2025

Carol Kuhn, Planning Director
City of DeLand
120 S. Florida Avenue
DeLand, FL 32720

RE: City of DeLand, Small Scale Comprehensive Plan Amendments
VGMC #25-035 – SMLU25-118, 955 W. New York Avenue
VGMC #25-036 – SMLU25-083, 210 Ridgewood Avenue
VGMC #25-037 – SMLU25-025, North of SR472, East of S. Blue Lake Avenue
Certificate of Consistency

Dear Ms. Kuhn,

VGMC Case Nos. 25-035, 25-036 and 25-037 qualify for certification in accordance with Chapter 90, Article II. of the Volusia County Code of Ordinances, Volusia Growth Management Commission Consistency Certification Rules and Organization. Based upon the lack of objection filed by another unit of local government, VGMC Case Nos. 25-035, 25-036 and 25-037 are hereby deemed certified as consistent effective November 4, 2025 without the need for a public hearing.

The Volusia Growth Management Commission appreciates the efforts of the City of DeLand to further intergovernmental cooperation and coordination in Volusia County. If you have any questions regarding this matter, please do not hesitate to call me.

Sincerely,

Debbie Connors

Debbie Connors
VGMC Chair

210 South Beach Street, Suite 202, Daytona Beach, FL 32114
Tel: 386-947-1875 ■ Email: vgmc@volusia.org

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Second Reading of Ordinance No.2025-21, Changing the Zoning for ±20.13 Acres of Property, Located at 210 North Ridgewood Avenue, from Volusia County A-3C (Transitional Agricultural with Thoroughfare Overlay Zone) to DeLand Reserve PD (Planned Development). First Reading held on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Emily Kunkel, Senior Planner

ATTACHMENTS: ORD-2025-21 , Exhibit A - Legal Description, Exhibit B-DeLand Reserve PD Agreement, Exhibit A - Legal Description, Exhibit B - Concept Plan, Exhibit C - Conceptual Elevations, Survey, Z25-084 Staff Report, Z25-084 Aerial, Z25-084 Zoning, SMLU25-083 - School Capacity Determination Letter 06.18.2025, SMLU25-083 - TIA Methodology, Volusia County Thoroughfare Overlay Zone

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

The applicant is requesting to rezone the subject property from Volusia County A-3C (Transitional Agriculture with a Thoroughfare Overlay Zone overlay), to the DeLand Reserve PD (Planned Development) district. The DeLand Reserve PD, is a residential planned development and includes the western 25-ft right-of-way of North Ridgewood Avenue, as it was never dedicated to Volusia County. At the time of the subdivision process, the applicant will dedicate the necessary 25-ft right-of-way as well as additional right-of-way to Volusia County for a sidewalk along North Ridgewood.

The proposed Planned Development rezoning will allow for the applicant to develop the site into a 155-unit maximum residential subdivision. Included in the PD are standards to allow for the flexibility of all single-family, all multi-family units or a mixture of each. The standards also allow for the flexibility of a mixture of front loaded, rear loaded, and zero-lot line single-family units. However, the applicant is only proposing a mixture of front loaded and rear loaded multi-family units at this time.

The conceptual plan shows two access points from N. Ridgewood Avenue, minimum of 40% of open space, which shall include the minimum 15% of Tree Protection Area, that will serve as a buffer between the existing neighborhood to the north and the commercial/industrial use to the west. Additionally, the development includes two connected meaningful, accessible open space areas, with meandering paths, one in the northwest corner and one in the middle of the development, which creates a pedestrian corridor that is beneficial for the community.

The proposed development includes a minimum of 20’ wide lots for townhomes and 30’ wide lots for single-family. Parking shall be provided at a ratio of two (2) parking spaces per residential lot, together with an additional allocation of 0.25 guest parking spaces per residential lot, accommodated by on-street parking spaces provided throughout the development for visitors. The subject property is located ±1.6 miles from the DeLand Sunrail station, therefore, the applicant has designed a more transit friendly pattern by proposing internal sidewalks, and an additional sidewalk along North Ridgewood Avenue connecting to the existing sidewalk network and anticipated future developments in the area.

The development includes landscape designs that will serve environmentally friendly functions including, but

not limited to, cooling, privacy screening, shade, aesthetics, wildlife habitat, runoff pollution prevention. The design shall incorporate green infrastructure such as stormwater plantings, rain gardens and/or vegetative swales as appropriate to mimic the natural environment.

The applicant has applied for annexation of property, as well as a land use amendment to create the overall residential development (AN25-082), (SMLU25-083) which are being reviewed concurrently with this zoning amendment.

On September 10, 2025, the Planning Board voted to recommend approval of the DeLand Reserve PD.

On October 6, 2025, City Commission approved the change of zoning on first reading.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

As outlined in the City's strategic plan under Strategic Focus Area: Preparing for the Future and Sustainability Strategic Context: Recognizing that the City itself is dynamic and that extensive changes will occur in the region in the near- and long-term future, it is important that there be a strategic focus on the future.

SUSTAINABILITY:

The rezoning of the property to a Planned Development allows implementation of the City's Sustainability Action Plan through the conditions of the PD Development Agreement.

FISCAL IMPACT:

Residential development of this property, and inclusion of the new units onto the City's tax rolls, will increase funds towards City services.

RECOMMENDATION:

It is recommended that the City Commission approve the requested rezoning of this property on Second Reading.

BACKGROUND/DISCUSSION:

To the north of the property is Grandview Gardens PD (single-family residential subdivision); to the south is mix of single-family residential properties and vacant properties; to the east are single-family residential properties; and to the west is a mix of one rural single-family residential property and a commercial/industrial use property.

Per Sec. 33-32 of the Land Development Regulations, in return for flexibility in site design and development, Planned Developments (PDs) are expected to include exceptional design that preserves critical environmental resources; provides above-average open space and recreational amenities, and incorporates creative design in the layout of buildings.

All development for the property shall rely upon the standards set forth below as identified on the Planned Development Plan. Where this document is silent, the R-8 zoning regulations shall apply.

ORDINANCE NO. 2025 - 21

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, CHANGING THE ZONING FROM VOLUSIA COUNTY's A-3C TRANSITIONAL AGRICULTURE WITH A THOROUGHFARE OVERLAY ZONE, TO DELAND RESERVE PLANNED DEVELOPMENT (PD), ON PROPERTY LOCATED AT 210 NORTH RIDGEWOOD AVENUE; APPROVING A PLANNED DEVELOPMENT PLAN CONSISTING OF APPROXIMATELY 20.13 ACRES OF PROPERTY; MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the Applicant, Storch Law Firm(hereinafter referred to as "Applicant"), on behalf of the owner James K & Scarlet M Trust owns approximately 20.13 +/- acres of land located at 210 North Ridgewood Avenue, which is more particularly described in the legal description attached hereto as Exhibit "A" and by this reference made a part hereof; and

WHEREAS, the Applicant has applied for a change of zoning designation from Volusia County's A-3C Transitional Agriculture with a Thoroughfare Overlay Zone to DeLand Reserve Planned Development (PD); and

WHEREAS, the Applicant wishes to amend the zoning to planned development to develop the property into a 155-unit maximum residential subdivision; and

WHEREAS, said rezoning is consistent with both the Comprehensive Plan and the purpose and intent of Section 33-32 of the Code of Ordinances of the City of DeLand (the "Code"); and

WHEREAS, the Applicant has submitted an application for the approval of a development plan in order to amend the property zoning designation so as to change certain development standards for the property described in Exhibit "A" (hereinafter the "Property" or the "Project"); and

WHEREAS, the proposed development plan meets or exceeds the minimum conditions and standards for the PD District with respect to minimum development size, perimeter setbacks, comprehensive plan consistency, internal compatibility, external compatibility, open spaces, sidewalks, environmental constraints, internal access and circulation, external transportation access, off-street parking, public facilities and unified control; and

WHEREAS, the proposed development plan is consistent with the Medium Density Residential land use designation.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission has held a public hearing to approve the change of zoning from Volusia County's A-3C Transitional Agriculture with a Thoroughfare Overlay Zone to DeLand Reserve Planned Development (PD) on the property located at 210 North Ridgewood Avenue, consisting of approximately 20.13 +/- acres.

Section 2. Pursuant to the determination made at public hearing, the City Commission hereby amends the Comprehensive Zoning Map of the City to include the land described in Exhibit "A" as DeLand Reserve PD, Planned Development District.

Section 3. The zoning of the Property as Planned Development District (PD), is made pursuant to Section 33-32 of the Code and the development of the Property shall take place in accordance with that Section and in substantial compliance with the Development Plan Agreement, Maps and other supporting

documentation submitted by Applicant which shall be filed and retained for public inspection in the office of the City Planning Department and constitute a supplement to the official Zoning Map of the City.

Section 4. The approved Development Plan for DeLand Reserve PD, Planned Development District, including the Development Plan Agreement, Map and other supporting documentation (on file with the City Planning Department), are attached hereto as Exhibit "B" and by this reference made a part hereof.

Section 5. The failure of the approved Development Plan to address a particular permit, condition, term or restriction shall not relieve the Applicant of the necessity of complying with any law governing said permitting requirements, conditions, terms or restrictions, as same may be amended or enacted from time to time in the future. All current land development regulations of the City are applicable to the PD District except to the extent that they conflict with a specific provision of the approved Development Plan.

Section 6. At the time of development, the Applicant shall comply with all relevant building codes and development standards contained in the City's Code of Ordinances or in the Development Plan; provided, however, that the development standards contained in the adopted Development Plan shall supersede comparable standards contained in the Code of Ordinances.

Section 7. Pursuant to Article 5 of the City's Land Development Regulations, the Applicant shall comply with all applicable infrastructure regulations.

Section 8. The Planning Director is hereby directed to change the Comprehensive Zoning Map of the City of DeLand to conform with the change of zoning enacted in this Ordinance.

Section 9. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 10. This Ordinance shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 17th day of November.

_____
Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: October 06, 2025
Adopted on second reading: November 17, 2025

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

TITLE DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VOLUSIA, STATE OF FLORIDA AND IS DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LYING IN GOVERNMENT LOT 4, SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST AND GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST, VOLUSIA COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 4, RUN THENCE S 00°02'59" W ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE S 00°02'59" W ALONG SAID EAST LINE OF DISTANCE OF 867.52 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD #44, BEING ON A CURVE CONCAVE TO THE SOUTH, HAVING A CENTRAL ANGLE OF 06°08'51", A RADIUS OF 7714.49 FEET, A CHORD BEARING OF S85°19'00" W AND A CHORD DISTANCE OF 827.33 FEET, THENCE RUN ALONG THE ARC AND SAID NORTHERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 827.72 FEET TO A POINT IN SAID GOVERNMENT LOT 1, THENCE RUN N 07°45'26" W A DISTANCE OF 3.60 FEET TO A POINT ON THE NORTH LINE OF SAID GOVERNMENT LOT 1, ALSO BEING THE SOUTH LINE OF GOVERNMENT LOT 4, SAID POINT BEING ON THE WEST LINE OF THE EAST 825.00 FEET OF SAID GOVERNMENT LOT 4, THENCE RUN N 00°02'59" E ALONG SAID WEST LINE A DISTANCE OF 570.00 FEET, THENCE RUN N 89°44'24" W A DISTANCE OF 388.20 FEET, THENCE RUN N 00°55'19" E A DISTANCE OF 360.95 FEET, THENCE RUN S 89°56'42" E, A DISTANCE OF 1207.70 FEET TO THE POINT OF BEGINNING.

CONTAINING 20.137 ACRES, MORE OR LESS.

PLANNED DEVELOPMENT AGREEMENT

THE CITY COMMISSION OF THE
CITY OF DELAND, FLORIDA
Case # Z25-084
Application of DeLand Crossings, LLC
ORDINANCE # 2025-___
ORDER AND RESOLUTION
GRANTING A REQUEST FOR CHANGE OF ZONING FROM VOLUSIA COUNTY A-3C
TO DELAND RESERVE PLANNED DEVELOPMENT (PD)

The application of DeLand Crossings, LLC, hereinafter "Applicant," for rezoning was heard by and before the City Commission, DeLand, Florida, on October 6, 2025 (First Reading) and November 17, 2025 (Second Reading). Based upon the verified Application and other supporting documents, maps, charts, overlays, other evidence and instruments; the advice, report, and recommendations of the Community Development, and other Departments and agencies of DeLand, Florida; and the testimony adduced and evidence received at the Public Hearing on this Application by the Planning Board held on September 10, 2025, and otherwise being fully advised, the City Commission does hereby find and determine as follows:

GENERAL FINDINGS

A. That the application of Applicant was duly and properly filed herein on May 5, 2025 as required by law.

B. That all fees and costs which are by law, regulation, or Ordinance required to be borne and paid by the Applicant have been paid.

C. That the Applicant is the contract purchaser of a 20.13 +/- acres parcel of land which is the subject of this application and which land is situated in DeLand, Florida.

D. That the Applicant has complied with the Planned Development Plan provisions as required by Land Development Regulations of the Code of Ordinances of the City of DeLand.

E. That the Applicant has complied with the "Due Public Notice" requirements of the City Commission, Land Development Regulations of the Code of Ordinances of the City of DeLand.

F. That the owner of the property, James K. Warner and Scarlett M. Warner, as Trustees of The Warner Family Trust dated February 26, 2016, agrees with the provisions of this Development Agreement.

FINDINGS REGARDING REZONING

A. That the applicant has applied for a change of zoning from the present zoning classification of the parcel described in Exhibit "A" from Volusia County A-3C to DeLand Reserve Planned Development (PD).

B. That said rezoning to a PD is consistent with both the City of DeLand Comprehensive Plan and the intent and purpose of the City of DeLand Land Development Regulations contained in Chapter 33 of the Code of Ordinances of the City of DeLand (the "LDR"), and does promote the public health, safety, morals, general welfare and orderly growth of the area affected by the rezoning request.

NOW THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY OF DELAND, FLORIDA, IN OPEN MEETING DULY ASSEMBLED IN THE CITY COMMISSION CHAMBERS, 120 SOUTH FLORIDA AVENUE, DELAND, FLORIDA, THIS 17th DAY OF NOVEMBER 2025, AS FOLLOWS:

C. That the Application of DeLand Crossings, LLC for the rezoning of the subject parcel is hereby granted.

D. That the zoning classification of the subject parcels described in Exhibit "A" attached hereto is hereby amended from Volusia County A-3C to DeLand Reserve PD as described in Article VII of the City of DeLand, Land Development Regulations. The Future Land Use designation of the subject parcel is Medium Density Residential.

E. That the Official Zoning Map of the City of DeLand, is hereby amended to show the rezoning of said parcels to DeLand Reserve PD.

F. That the City of DeLand, Land Development Regulations is consistent with the provisions of the "Development Agreement" as hereinafter set forth in this Ordinance and with respect to any conflict between Land Development Regulations, and the "Development Agreement," the provisions of the "Development Agreement" shall govern. The Land Development Regulations shall govern with respect to any matter not covered by the "Development Agreement." The City of DeLand will ensure overall compliance with this Ordinance.

G. Unless otherwise provided for herein, the City of Deland, Land Development Regulations, shall apply to the PD in the same manner as the R-8 zoning classification.

H. Except as otherwise stated herein, nothing in the Development Agreement is intended to abridge the requirements of the Land Development Regulations or any other City Ordinances.

I. All construction activities on the Property shall comply with the noise ordinance requirements of the City of DeLand Code of Ordinances, Chapter 20 - Noise. Construction hours shall be limited to between the hours of 7:00 A.M. and 7:00 P.M.

DEVELOPMENT AGREEMENT

A. Development Concept. The property shall generally be developed as DeLand Reserve PD, substantially in accordance with the Planned Development Plan. The Planned

Development Plan shall govern the development of the property as a PD and shall regulate the future land use of this parcel.

B. Planned Development Plan. The Planned Development Plan shall consist of the Development Plan Map prepared by American Civil Engineering Co. and dated May 2, 2025 and this Development Agreement. The Development Plan Map is hereby approved and incorporated in this Development Agreement by reference as Exhibit "B." The Planned Development Plan shall be filed and retained for public inspection in the Planning Division and it shall constitute a supplement to the Official Zoning Map of the City of DeLand.

C. Amendments. All amendments of the Planned Development Plan shall require the review and recommendation of the Planning Board and action by the City Commission in the same manner as a rezoning of the parcel. No administrative amendments may be authorized.

D. Subdivision Approval. After the Planned Development Plan is recorded, and prior to any construction, including clearing and landfill, the applicant or his successors shall comply with the subdivision review and approval requirements of Article 13 of the City of DeLand Land Development Regulations.

E. Unified Ownership. The applicant or his successors shall maintain unified ownership of each phase on the subject property until after issuance and recordation in the public records of Volusia County of a final plat for that phase.

F. Phases of Development. Development of the Property shall be accomplished in a single or multiple phases. Phasing for the development of the property may generally be provided per the attached Exhibit "B". There shall be no mass-grading of the property absent issuance of City permits for grading of each phase of development. No open burning shall be permitted. No vertical construction materials or combustible materials may be stored onsite for any phase of the development until the utilities and roads serving that specific phase have been inspected and approved by the City's Utilities, Engineering, and Fire Departments. Once the utilities and roads for a particular phase have been inspected and approved by the city, the Developer may apply for

and obtain Certificates of Occupancy (COs) for the units within that approved phase, regardless of whether the utilities and roads in other phases have been approved or are still under construction.

G. Land Uses Within the PD. The location and size of said land use areas are generally shown on the Development Plan Map, Exhibit "B." The following land uses shall be allowed as permitted principal uses and structures along with their customary accessory uses and structures:

1. Permitted Uses:

Multiple-family dwellings (townhomes), and their customary accessory uses

Single-family detached dwellings, and their customary accessory uses

Parks (tot lot and dog park)

Picnic areas/spaces

Open space areas

H. Development Standards. All development for the property shall rely upon the standards set forth below as identified on the Planned Development Plan. Where this document is silent, the R-8 Zoning regulations shall apply.

Development Standard	Overall Property
Number of lots/Maximum unit count	155
Max residential density Note: density shall be calculated based on the remaining acreage of the Property after any right-of-way dedication for N. Ridgewood Avenue	8 units per acre
Max. building height	35 ft.
Max. impervious surface	Overall impervious surfaces across the development shall not exceed 60%

1. Multiple-Family Residences.

Development Standard	
Min. lot width	20 ft.
Min. lot area	1,800 sq. ft
Min. lot depth	90 ft.

Min. setbacks for front-loaded townhome lots	Front yard: 20 ft. Garage setback: 25 ft. Rear yard: 10 ft. Side yard: 7.5 ft. Side yard (interior): 0 ft.
Min. setbacks for rear-loaded townhome lots (garages accessed from rear of lot)	Front yard: 10 ft. Rear yard: 5 ft. Side yard: 7.5 ft. Side yard (interior): 0 ft.
Min. building setback	Corner lot, side street: 10 ft. Adjacent to single-family: 40 ft.
Min. living area	950 sq. ft.
Max. lot coverage	70%
Max. building length	150 ft.
Min. building separation	15 ft. between sides of buildings; 25 ft. between sides and rear of adjacent buildings 50 ft. between any combination of fronts or rears of adjacent buildings.

2. Detached Single-Family Residences.

Development Standard	
Min. lot width	30 ft.
Min. lot area	2,850 sq. ft.
Min. lot depth	95 ft.
Min. setbacks for front-loaded lots	Front yard: 20 ft. Garage setback: 25 ft. Rear yard: 10 ft. Side yard: 5 ft.
Min. setbacks for rear-loaded lots (garages accessed from rear of lot)	Front yard: 15 ft. Rear yard: 5 ft. Side yard: 5 ft. Accessory Structures: 5 ft.
Min. setbacks for zero lot line *(The location of a building on a lot in such a manner that one or more of the building's sides rests directly on a lot line, provided that separations or setbacks between buildings meet all applicable building, fire code provisions, and PD development standards as provided herein)*	Front yard: 20 ft. Garage setback: 25 ft. Rear yard: 10 ft. Side yard: 0 ft. for the side where the home is placed against the lot line; 10 ft. on the nonzero side
Min. building setback	Corner lot, side street: 15 ft.
Min. living area	950 sq. ft.
Max. lot coverage	60%

Min. building separation	10 ft. between sides of buildings; 25 ft. between sides and rear of adjacent buildings 50 ft. between any combination of fronts or rears of adjacent buildings.

3. Accessory Structures associated with detached single-family residential. Unless otherwise stated herein, all accessory structures shall meet the development standards as outlined within the Land Development Regulations.

4. Architectural Standards. The development shall comply with the provisions of Section 33-94 of the City of DeLand Land Development Regulations, except as specifically otherwise provided for herein. Units shall be consistent with the architectural styles shown in the attached architectural elevations and townhome buildings shall incorporate at least two different rooflines and ridgelines per product type (rear-loaded and front-loaded), as shown in Exhibit "C". Four sided architectural elements shall be required for any building sides facing North Ridgewood Avenue and State Road 44.

5. Signage. Signage for the subdivision shall be provided per the Land Development Regulations. Signage shall not be located within the visibility triangle at the corner of New York Avenue and Ridgewood Avenue.

6. Amenities/Community Enhancements. Community enhancements shall include a park area with nature trail, seating areas, dog park and tot lot.

7. Model Homes and Temporary Sales Offices. A maximum of two (2) buildings with up to six (6) townhome model home units in each building (including one temporary sales/leasing office) may be constructed following approval of the preliminary plat and construction plans for the corresponding phase. A maximum of six (6) detached single-family model homes (including one temporary sales/leasing office) may be constructed. Construction of the model homes and temporary sales/leasing office may commence upon approval of a preliminary plat and final construction plans and completion of installation and activation of fire hydrants, and paved roads from the nearest open public road up to the point of the model home(s) within the said phase. Under no circumstances may the homes be occupied or otherwise utilized until such time as they are connected to potable water and sanitary sewer pursuant to a permit issued by the City of DeLand. The applicant and its successors and assigns shall be and remain jointly and severally liable for any violation of this provision. Furthermore, the applicant and its successors and assigns

hereby acknowledge and agree that any violation of this provision shall constitute a serious threat to the public health, safety and welfare for purposes of Section 162.06(4), Florida Statutes, hereby waive any argument in reference thereto, and waive any and all statutory notice requirements as may otherwise be required for entry of a code enforcement lien.

8. Open Space. A minimum of 40% of the development shall be reserved as Open Space. Such areas may include landscape buffers, stormwater ponds and Tree Protection Area provided these areas meet the requirements of the Land Development Regulations.

9. Landscape and Buffers Standards. All landscaping and buffers shall generally utilize Florida-Friendly Landscaping, as defined by the University of Florida/Institute of Food and Agricultural Sciences ("UF/IFAS") Center for Landscape Conservation and Ecology, native, and low-water plant material and shall meet the requirements of the Land Development Regulations. The development of the Property shall include landscape designs such that plants will serve environmentally friendly functions including, but not limited to, cooling, privacy screening, shade, aesthetics, wildlife habitat, and runoff pollution prevention. Special consideration for species/plant types around stormwater ponds should be taken to ensure compatibility in a more wet environment. With the approval of the City Forester, understory species listed in the City of DeLand's List of Approved Tree Replacement Species may be substituted for canopy trees when adjacent to roadways or sidewalks, where root-related damage is a concern.

A. Perimeter Buffers. Except as otherwise specifically provided for in this Development Agreement, the perimeter buffers of the development shall comply with the landscape buffer width and planting requirements provided for in the Land Development Regulations. As shown on Exhibit "B", the buffer types shall be as follows:

LOCATION	**TYPE**
NORTH	C
SOUTH	D
EAST	B
WEST	D

The west landscape buffers shall provide a 6-foot, 100% opaque screening fence (PVC fence). The north landscape buffer shall incorporate dense vegetation designed to create a visual screen and establish privacy between the Property and the adjoining neighborhood. A fence is permitted on the north property line and may be placed within the buffer plantings to reduce the fence's visibility. A variety of tree heights will be incorporated into the north landscape buffer to enhance privacy for the adjoining residential community, as generally depicted on the preliminary landscape plan (Exhibit "B"). It is intended that the existing trees within the landscape buffers are to be preserved and additional tree species will be added to this pine plantation tree buffer. As additional protection for the adjoining residents during Phase 1 construction, the existing trees in the north perimeter buffer will remain in place to act as a buffer until site work necessitates their removal.

B. Subdivision Entryways. Perimeter landscaping at subdivision entryways shall be installed to screen the sides of proposed dwellings from pedestrian viewpoints, utilizing plant materials that provide screening between 3 feet and 8 feet in height at maturity. Screening shall focus on softening views rather than achieving full opacity.

10. Parking Standards.

1. Parking shall be provided at a ratio of two (2) parking spaces per residential lot, together with an additional allocation of 0.25 guest parking spaces per residential lot. Required parking shall be provided through a combination of garage, driveway, and on-street parking spaces.
2. All driveway parking spaces for front-loaded lots shall be a minimum of nine (9) feet wide by twenty-five (25) feet long. Driveways shall be measured from the garage door to the edge of the sidewalk closest to the garage door.
3. To the extent practicable, the placement of driveways within alleys should be minimized to promote visual quality. While the reduction of

driveway parking within alleys is encouraged, driveways for rear-loaded homes are permitted where necessary to ensure functional site design, adequate grading, or compliance with other applicable requirements.

4. On-street parking shall be provided in various locations within the Property.
5. On-street parallel parking spaces shall be nine (9) feet by twenty-two (22) feet measured to back of drop curb.
6. Perpendicular parking spaces are sized nine (9) feet by eighteen (18) feet.
7. Cross sections of the roadway illustrating typical design for parking on one or both sides of the street are included in Exhibit "B".

I. Environmental Considerations. The development shall comply with the requirements as set forth in the Land Development Regulations.

1. Tree Protection Area (TPA). A minimum of 15% of the development shall be reserved as TPA, per the Land Development Regulations, and shall be maintained as generally depicted on Exhibit "B", which may be modified based upon an updated tree survey during the platting process so long as the minimum 15% of development area and 30-foot width is preserved. The ultimate configuration will be determined through the platting process. Permeable materials may be utilized for pathways located within tot lots and dog parks designated as Tree Protection Areas. A certified arborist shall prepare and submit a plan demonstrating that the proposed materials and installation methods will not negatively impact existing trees.

2. Tree mitigation shall be reviewed and approved per the Land Development Regulations.

3. Street Trees. Street trees may be planted within the rights of way within the Property and said trees may be included in mitigation calculations. Street tree installation, based upon the approved landscape plan, shall be required on a lot-by-lot basis and must be planted prior to the issuance of a certificate of occupancy for that particular lot.

4. In meeting the minimum tree coverage requirements of the City's LDR's, required trees may be located within common areas of the project which are adjacent to the structures. The homeowner's association required for the development shall be responsible for ensuring the preservation and, if necessary, the replacement of required trees. The foregoing provision is not intended to divest the City of its code enforcement authority relative to required trees but places an additional burden on the homeowner's association to proactively enforce the tree requirements.

5. A tree survey of all trees 6" DBH or larger is required as part of the review process for the platting and development of the project. The survey shall, at a minimum, identify all specimen and historic trees on the Property.

6. Palm trees and understory trees from the City of DeLand List of Approved Tree Replacement Species shall account for no more than 25 percent of required trees.

7. On-Site Burning of Cleared Vegetation Prohibited. Vegetation and other biomass cleared from the Property during development may not be incinerated on-site.

8. Stormwater Drainage. The stormwater system shall be designed to retain, at a minimum, the one hundred-year, 24-hour storm event. The stormwater system shall also hold the entire volume of such storm event. In all other regards, the stormwater retention shall be in accordance with the Land Development Regulations.

9. Dark Sky Standards. All lighting shall comply with Dark Sky standards and be of the full cut-off, fully-shielded variety in which the light source is recessed and shielded which prohibits upward light overspill into the night sky and off-site nuisance glare.

10. Low Impact Development (LID) Standards. The development has been laid out in a manner to best accommodate the existing topography, drainage and known environmental conditions identified on the property. However, the actual location and layout of the developed areas within the Property shall be determined during preliminary plat review. The design shall incorporate green infrastructure such as rain gardens and/or vegetative swales as appropriate to mimic the natural environment. The following Low Impact Development elements shall be provided:

A. Stormwater Plantings. All stormwater ponds shall utilize supplemental plantings to enhance the functionality and/or aesthetics of the stormwater system. Littoral plantings shall be

utilized if viability is likely - i.e. if a stormwater pond is designed to remain wet. If a pond is designed to remain dry and littoral plantings are unlikely to survive, the supplemental plantings shall be Florida Friendly plants.

J. Sewage Disposal, Potable Water and Reclaimed Water. Provision for sewage disposal, potable and reclaimed water needs of the PD will be provided in accordance with the Comprehensive Plan, the Land Development Regulations, and State of Florida Administrative Code 64E-6. Reclaimed water is not currently available to the Property. Upon reclaimed water becoming available to the site, the development will be required to connect to reclaimed water for both the individual lots and any common areas that are irrigated, but the development shall not be required to have a pond or other facility for receiving and retaining reclaimed water.

K. Access and Transportation System Improvements. All access and transportation system improvements shall be provided in accordance with the Land Development Regulations. The property shall be developed in substantial accordance with the following access and transportation system improvements:

1. Access Points. Access to the site will be from two entrances on North Ridgewood Avenue, as shown in Exhibit "B". The Planned Development Plan indicates the anticipated connection locations; however, the final locations may vary due to final engineering design and permitting considerations.

2. Transportation System Improvements. Transportation system improvements will be provided as required by permitting agencies and as needed according to the Traffic Impact Analysis (TIA) for the project.

3. Sidewalks and Multi-use trails. Five (5) foot wide ADA accessible sidewalks shall be provided throughout the subdivision. Sidewalks shall not be required within alleyways.

4. Internal Roadways. Internal right-of-way dimensions shall be a minimum of 50 feet in width. Alleyways shall consist of at least 14 feet of paved roadway width. Right-of-way and alleyway dimensions shall be as shown in Exhibit "B" and constructed in accordance with the Land Development Regulations. All internal rights-of-way will be publicly owned and dedicated to the City.

L. Homeowners Association (HOA). The Applicant shall create a homeowner's association, which shall be responsible for owning and maintaining all common areas, shared use facilities, alleyways and internal sidewalks. The HOA shall be responsible for the maintenance of Low Impact Design Elements and Stormwater System, and in no event shall either be the responsibility of the City of DeLand. The HOA shall be responsible for the maintenance of street trees. Moreover, the HOA shall also be responsible to repair any and all impacts upon the right of way infrastructure created by the presence of said trees, including any road, sidewalk, curb and gutter facilities. The charter and by-laws of said association and any other agreements, covenants, easements or restrictions shall be furnished to the City of DeLand for review prior to the time of creation. The Applicant shall be responsible for recording said information in the Public Records of Volusia County, Florida. Also, the applicant shall bear and pay all costs for recording all of the aforementioned documents. Furthermore, the HOA Declaration shall include a provision prohibiting short term rentals in the community and governing the placement of trash receptacles in front yards.

With respect to the enforcement of said agreements, covenants, easements or restrictions entered into between the Applicant and the owners or occupiers of property within the Deland Reserve PD, the City of DeLand shall only enforce the provisions of the "Development Agreement" and City of DeLand Land Development Regulations whichever is applicable, and not the private agreements entered into between the aforementioned parties.

M. Expiration. The terms of this Development Agreement shall be vested upon issuance of a final plat development order for the development issued within five (5) years from the effective date of the ordinance which adopts the Planned Development Plan unless the City Commission, for good cause shown, extends the time period indicated in this paragraph. If not vested by said date, the Planned Development Plan shall expire and will be of no further force or effect and no development shall occur on the subject property until it is rezoned. The City Commission may rezone the subject property as may be necessary or appropriate to protect adjoining properties or the public health, safety and welfare if the Planned Development Plan expires.

N. Binding Effect of Plans; Recording; and Effective Date. The Planned Development Plan, including any and all amendments, shall bind and inure to the benefit of the Applicant and its successors in title or interest. The DeLand Reserve PD zoning, provisions of the "Development Agreement," and all approved plans shall run with the land and shall be administered in a manner consistent with Article XII of the City of DeLand Land Development Regulations.

This Ordinance and all subsequent amendments shall be filed with the Clerk of the Court and recorded within forty-five (45) days following execution of the document by the City Commission, in the Official Records of Volusia County, Florida. One copy of the document, bearing the book and page number of the Official Record in which the document was recorded, shall be submitted to the Planning Department for placement in the public file. The date of recording of this document shall constitute the effective date of the DeLand Reserve PD or its subsequent amendments. The Applicant shall pay all filing costs for recording documents.

DONE and ORDERED by the City Commission, City of DeLand, Florida, this 17th day of November, 2025.

ATTEST: City Commission of DeLand, Florida

_____ _____

Michael P. Pleus
City Manager

Christopher M. Cloudman
Mayor

STATE OF FLORIDA

COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me by means of □ physical presence or □ online notarization this ____ day of _____, 2025, by Michael P. Pleus and Christopher M. Cloudman, as City Manager and Mayor of the City of DeLand, respectively, on behalf of the City of DeLand, and who are personally known to me.

NOTARY PUBLIC, STATE OF FLORIDA

Type or Print Name:

_____

Commission No.: _____

My Commission Expires: _____

WITNESSES:

APPLICANT: DELAND CROSSINGS, LLC, a Florida limited liability company

By: MAS Land Venture Opportunity Management, LLC, a Florida limited liability company, its Manager

_____

_____

Printed Name

By: MAS Development, LLC, a Florida limited liability company, its Manager

_____

_____ By:_____

Printed Name Alan Benenson, Manager

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of [_] physical presence or [_] online notarization this ____ day of _____, 2025, by Alan Benenson, as Manager of MAS Development, LLC, a Florida limited liability company, the Manager of MAS Land Venture Opportunity Management, LLC, a Florida limited liability company, the Manager of DeLand Crossings, LLC, a Florida limited liability company, who is [_] personally known to me or [_] who has produced _____ as identification.

NOTARY PUBLIC, STATE OF FLORIDA

Type or Print Name:

_____

Commission No.: _____

My Commission Expires: _____

WITNESSES:

OWNER:

James K. Warner and Scarlett M. Warner, as Trustees of The Warner Family Trust dated February 26, 2016

_____

Printed Name

By: _____

James K. Warner, Trustee

By: _____

Scarlett M. Warner, Trustee

_____

Printed Name

STATE OF FLORIDA

COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this ____ day of _____, 2025, by James K. Warner and Scarlett M. Warner, as Trustees of The Warner Family Trust dated February 26, 2016, who are _____ personally known to me or _____ who have produced _____ as identification.

NOTARY PUBLIC, STATE OF FLORIDA

Type or Print Name:

_____

Commission No.: _____

My Commission Expires: _____

TITLE DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VOLUSIA, STATE OF FLORIDA AND IS DESCRIBED AS FOLLOWS:

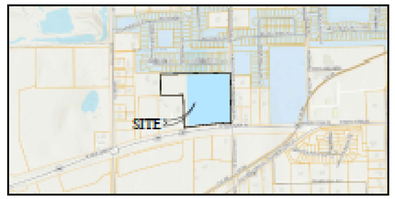
A PARCEL OF LAND LYING IN GOVERNMENT LOT 4, SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST AND GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST, VOLUSIA COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 4, RUN THENCE S 00°02'59" W ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE S 00°02'59" W ALONG SAID EAST LINE OF DISTANCE OF 867.52 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD #44, BEING ON A CURVE CONCAVE TO THE SOUTH, HAVING A CENTRAL ANGLE OF 06°08'51", A RADIUS OF 7714.49 FEET, A CHORD BEARING OF S85°19'00" W AND A CHORD DISTANCE OF 827.33 FEET, THENCE RUN ALONG THE ARC AND SAID NORTHERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 827.72 FEET TO A POINT IN SAID GOVERNMENT LOT 1, THENCE RUN N 07°45'26" W A DISTANCE OF 3.60 FEET TO A POINT ON THE NORTH LINE OF SAID GOVERNMENT LOT 1, ALSO BEING THE SOUTH LINE OF GOVERNMENT LOT 4, SAID POINT BEING ON THE WEST LINE OF THE EAST 825.00 FEET OF SAID GOVERNMENT LOT 4, THENCE RUN N 00°02'59" E ALONG SAID WEST LINE A DISTANCE OF 570.00 FEET, THENCE RUN N 89°44'24" W A DISTANCE OF 388.20 FEET, THENCE RUN N 00°55'19" E A DISTANCE OF 360.95 FEET, THENCE RUN S 89°56'42" E, A DISTANCE OF 1207.70 FEET TO THE POINT OF BEGINNING.

CONTAINING 20.137 ACRES, MORE OR LESS.



LOCATION MAP



AERIAL MAP

LEGAL DESCRIPTION:

12-17-29 IRREG PARCEL LYING IN GOVT LOT 4 E OF GRAND AVE & N OF SR 44 & W OF N RIDGEWOOD AVE MEAS 827.72 ALONG N R/W OF SR 44 & 867.52 FT ALONG W R/W OF N RIDGEWOOD AVE & 1207.70 FT ON N/L AS DESCRIBED IN OR 7709 PG 3083 PER OR 7233 PG 1560

FLOOD ZONE:

PROPERTY SHOWN HEREON LIES IN FLOOD ZONE "X" AN AREA WHICH LIES OUTSIDE THE 100 YEAR FLOOD AREA ACCORDING TO F.I.R.M. MAP PANEL No. 12127C0465H, DATED FEBRUARY 19, 2014.

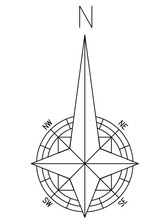
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2061880

210 N. RIDGEWOOD AVE.
DELAND, FLORIDA 32720

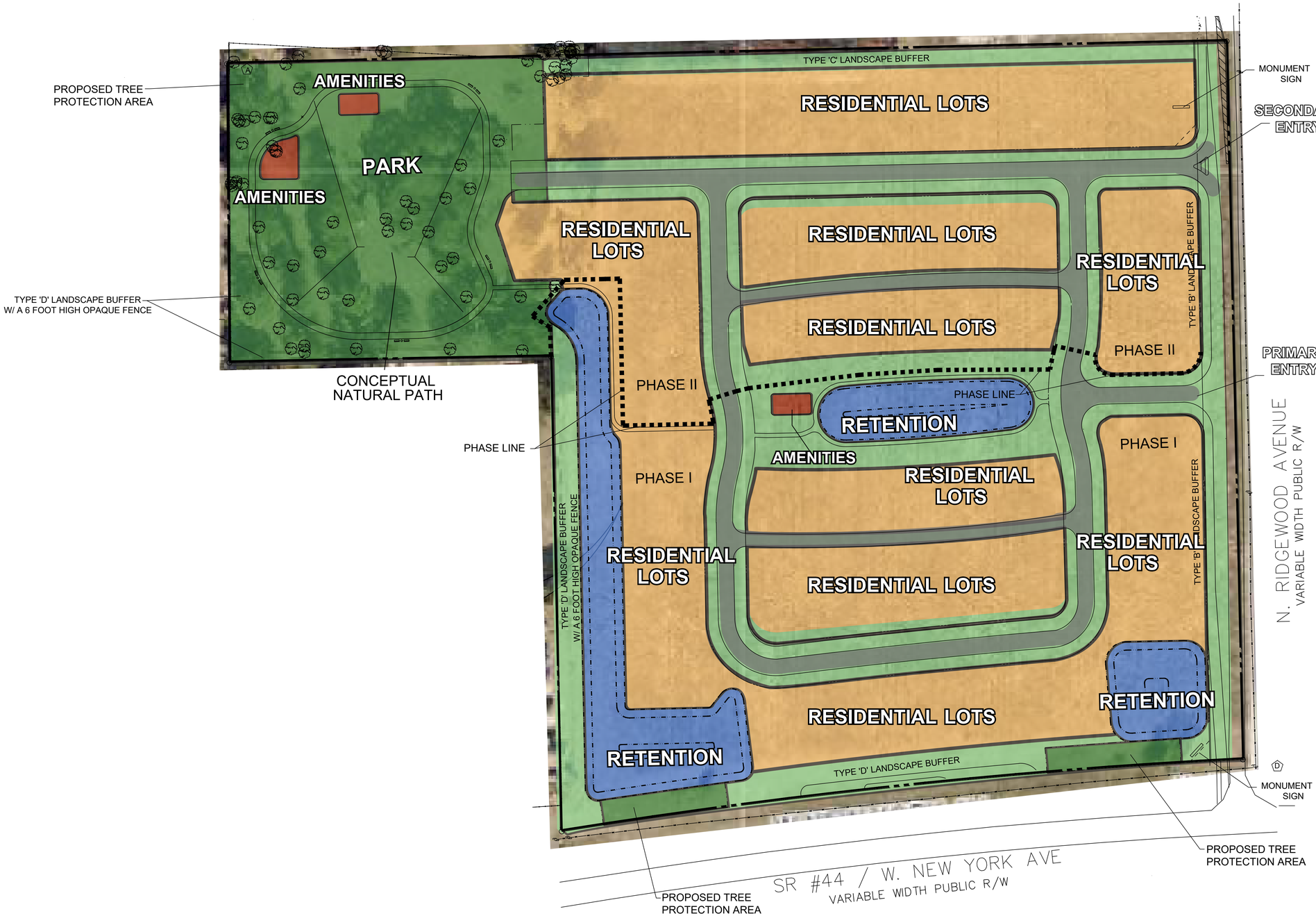
Z25-084

NOTE: THESE PLANS ARE CONCEPTUAL





SCALE: 1" = 60'



PROJECT DATA:

TOTAL GROSS PROJECT AREA:	20.13 AC
AREA OF ADDITONAL ROW:	+/- 0.80 AC
TOTAL NET PROJECT AREA:	+/- 19.33 AC

PROPOSED FLU CHANGE:
VOLUSIA COUNTY RURAL
TO MEDIUM DENSITY RESIDENTIAL

MAX. No. OF UNITS:	155 UNITS
MAXIMUM DENSITY:	8 UNITS / AC
MAX. IMP. ALLOWED:	60%
MIN. OPEN SPACE REQ'D:	40%

PROPOSED BUILDINGS:

MAX. LENGTH OF BUILDING: 150 FEET
MIN. DIST. BETWEEN BLDGS: 15'

TREE PROTECTION AREA:

REQUIRED TPA: 15 % OF TOTAL AREA

PD DEVELOPMENT NOTES:

1. THE FINAL LOCATION OF PARKING, AMENITIES, AND REQUIRED INFRASTRUCTURE SHALL BE DETERMINED AT THE TIME OF PRELIMINARY PLAT SUBMITTAL.
2. INCREASES IN LOT SIZES AND/OR DECREASES IN THE NUMBER OF LOTS SHALL BE DEEMED TO BE IN SUBSTANTIAL CONFORMANCE WITH THIS PD CONCEPT PLAN.
3. THE FINAL MIX OF RESIDENTIAL PRODUCT TYPES (E.G., TOWNHOMES AND/OR SINGLE-FAMILY HOMES) WILL BE DETERMINED AT THE TIME OF PRELIMINARY PLAT SUBMITTAL. THIS PD IS INTENDED TO ALLOW FOR ALL TOWNHOMES, ALL SINGLE-FAMILY HOMES, OR A MIX OF BOTH, IN RESPONSE TO MARKET CONDITIONS.

DATE:	MAY 2, 2025
SCALE:	1" = 60'
DESIGNED:	THS
DRAWN:	MDS
CHECKED BY:	THS
JOB NO.:	25045
EMAIL:	tomskelton4698@gmail.com

DATE	REVISIONS	BY	CHECKED
07/08/2025	REVISED PER CITY OF DELAND	MDS	THS

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS ROAD, SUITE 211 WINTER SPRINGS, FLORIDA 32708
PHONE: (407) 327-7706 FAX (407) 327-8227
CERTIFICATE OF AUTHORIZATION NO.: 00005709

PD SITE PLAN

DELAND, FLORIDA

THOMAS H. SKELTON, PE
REGISTRATION NO. 42752

SHEET:

Conceptual Elevations - Front Load Townhomes



Elevation A



Elevation B



Elevation C



Elevation D



Elevation E



Elevation F

Conceptual Elevations - Front Load Townhomes



Elevation A



Elevation B



Elevation C

Conceptual Elevations - Front Load Townhomes



Elevation A



Elevation B



Elevation C



Elevation E



Elevation D

Conceptual Elevations - Front Load Townhomes



Elevation A



Elevation B



Elevation C

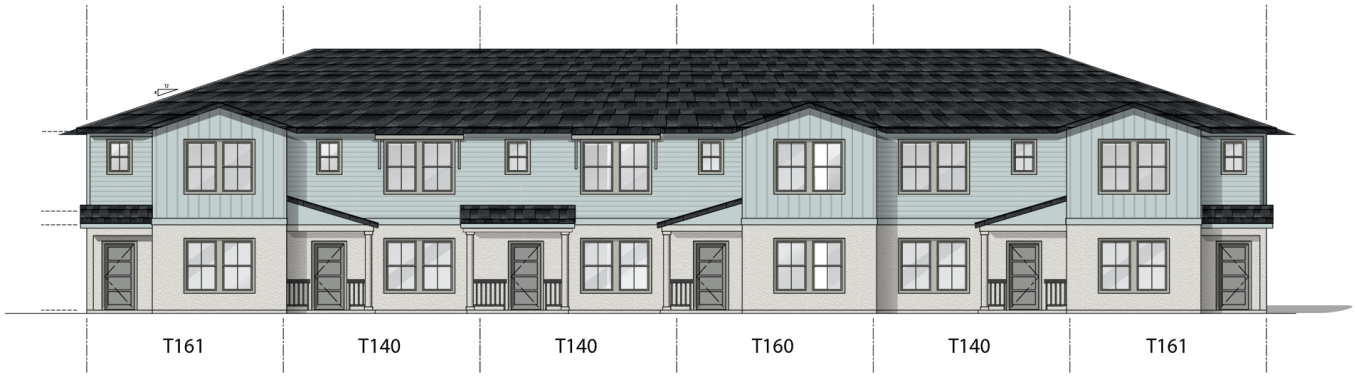


Elevation D

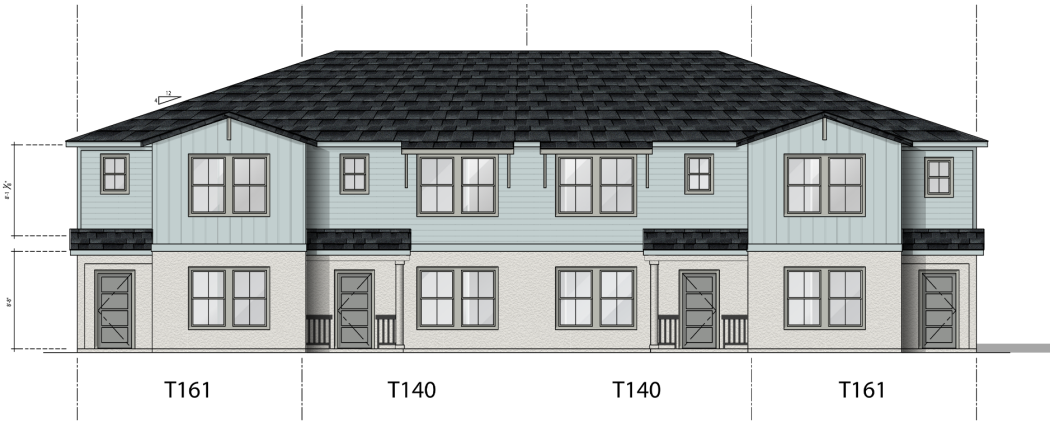


Elevation E

Conceptual Elevations - Rear Load Townhomes





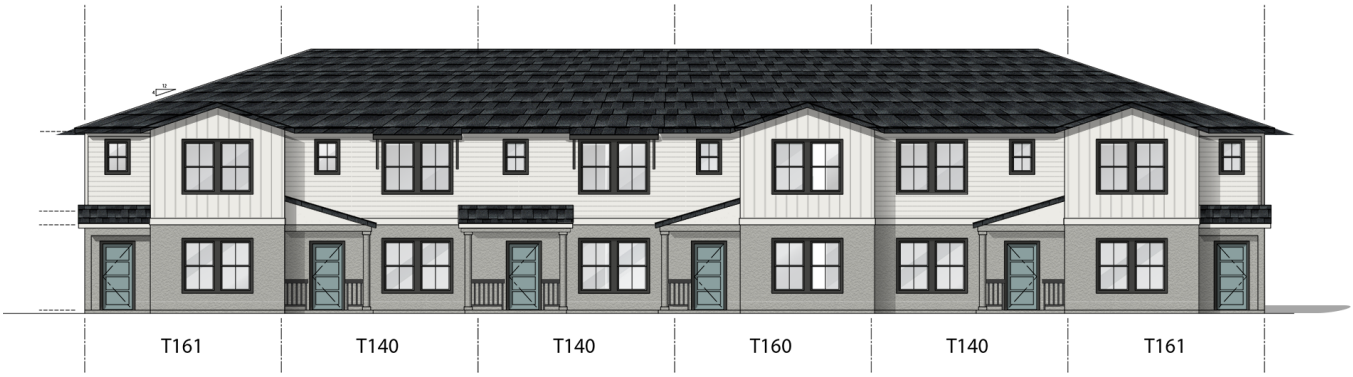


Conceptual Elevations - Rear Load Townhomes

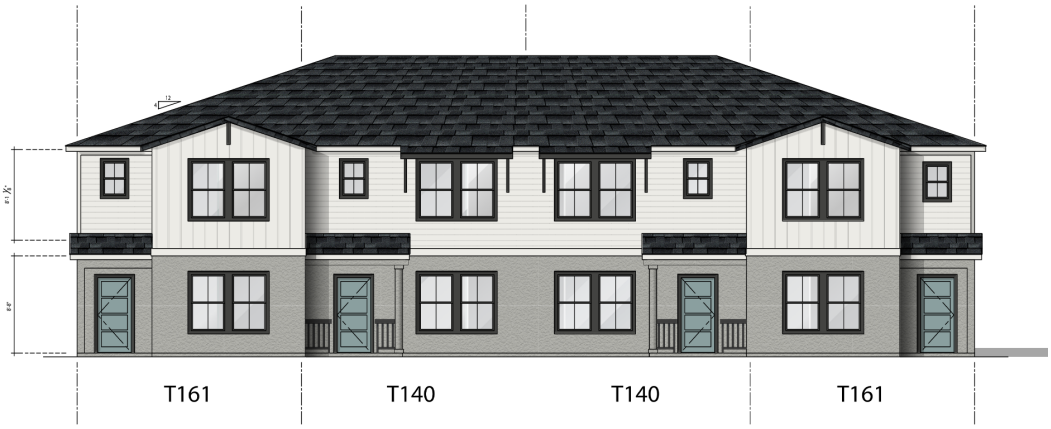




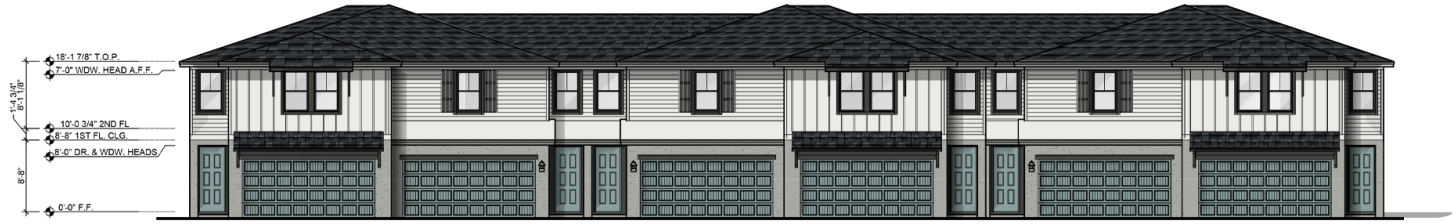
Conceptual Elevations - Rear Load Townhomes





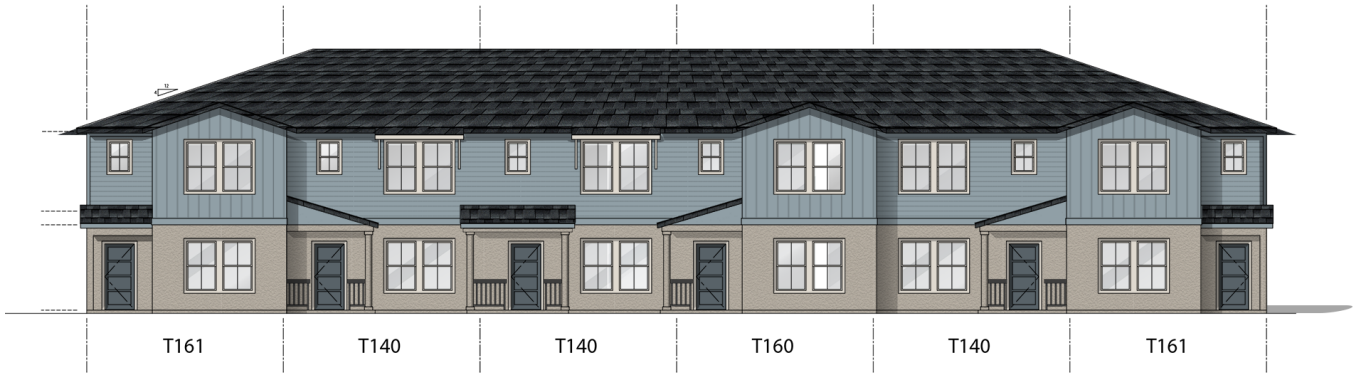


Conceptual Elevations - Rear Load Townhomes

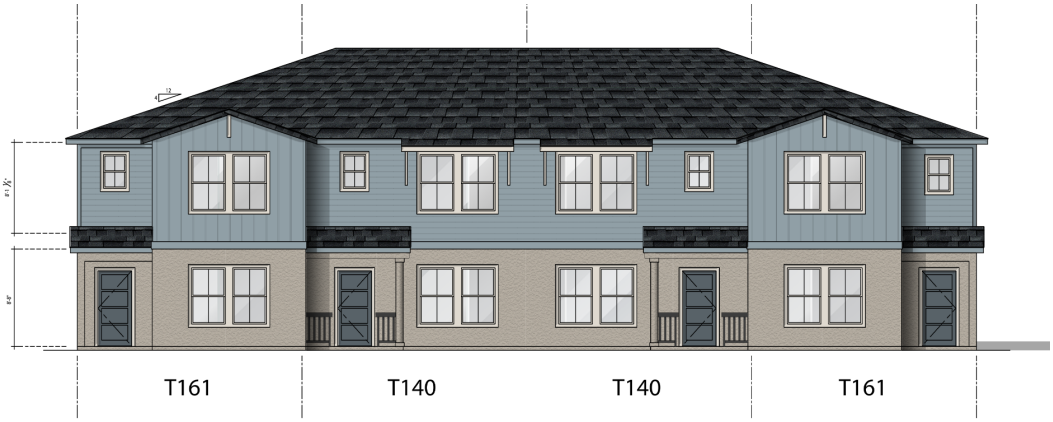




Conceptual Elevations - Rear Load Townhomes

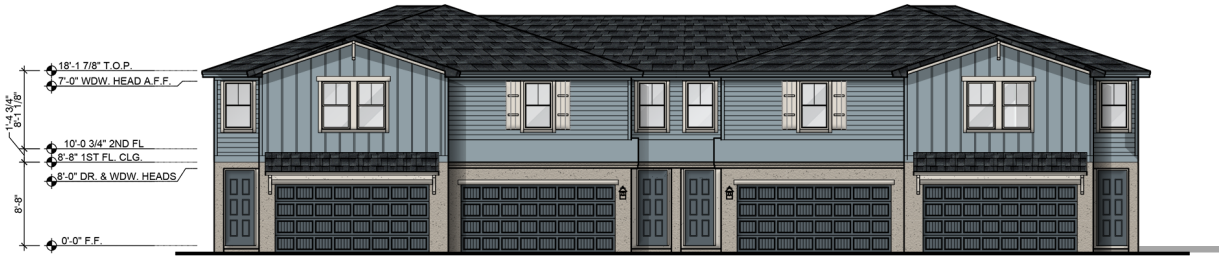






Conceptual Elevations - Rear Load Townhomes

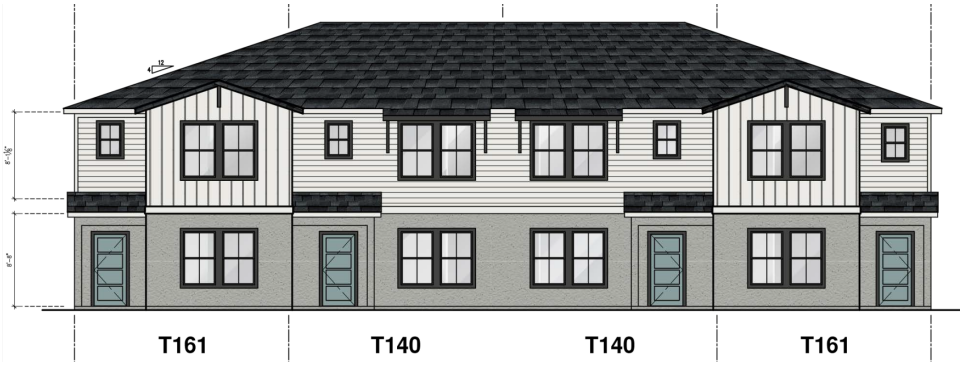




Conceptual Elevations - Rear Load Townhomes







Conceptual Elevations - Rear Load Townhomes







Conceptual Elevations - Rear Load Townhomes







Conceptual Elevations - Front Load Single Family



Elevation A



Elevation B



Elevation C



Elevation D



Elevation E



Elevation F



Elevation G



Elevation H

Conceptual Elevations - Front Load Single Family



Elevation A



Elevation B



Elevation C



Elevation D



Elevation E



Elevation F



Elevation G



Elevation H

Conceptual Elevations - Front Load Single Family



Elevation A



Elevation B



Elevation C



Elevation D

Conceptual Elevations - Front Load Single Family



Elevation A



Elevation B



Elevation C



Elevation D



Elevation E

Conceptual Elevations - Front Load Single Family



Elevation A



Elevation B



Elevation C



Elevation D



Elevation E

Conceptual Elevations - Rear Load Single Family



Elevation A



Elevation B



Elevation C



Elevation K



Elevation L



Elevation M

Conceptual Elevations - Rear Load Single Family



Elevation A



Elevation B



Elevation C



Elevation K



Elevation L



Elevation M

Conceptual Elevations - Rear Load Single Family



Elevation A



Elevation B



Elevation C



Elevation K



Elevation L



Elevation M

Conceptual Elevations - Rear Load Single Family



Elevation A



Elevation B



Elevation C



Elevation K

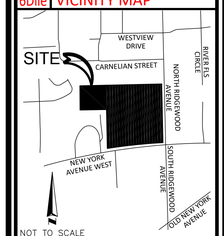


Elevation L

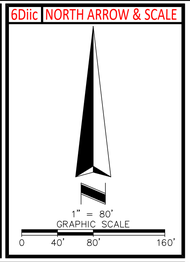


Elevation M

6Diie VICINITY MAP



6Diic NORTH ARROW & SCALE



5Ciii OBSERVED POTENTIAL ENCROACHMENTS

- (A) BARBED WIRE FENCE CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 2.1'
- (B) BARBED WIRE AND WOOD & WIRE FENCE CROSS BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 1.3'
- (C) NORTH RIDGEWOOD AVENUE PAVEMENT CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 23.7'
- (D) NORTH RIDGEWOOD AVENUE PAVEMENT CROSSES BOUNDARY, POSSIBLE ENCROACHMENT, NO GREATER THAN 17.8'

3 FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "X", AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 125155 0465 H (MAP NO. 12127C0465H), WHICH BEARS AN EFFECTIVE DATE OF 02/19/2014, AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

6Diid LEGEND AND ABBREVIATIONS

	CONCRETE SURFACE	ALUM	ALUMINUM
	ROAD STRIPING	BM	BENCHMARK
	FIRE HYDRANT	(C)	CALCULATED DATA
	GAS VALVE	C/L	CENTERLINE
	UTILITY POLE	CM	CONCRETE MONUMENT
	GUY ANCHOR	CONC	CONCRETE
MB	MAIL BOX	CRNR	CORNER
	BENCHMARK	(T)	TITLE DATA
	RECOVERED MONUMENT AS NOTED	EL	ELEVATION
	SET MONUMENT AS NOTED	EP	EDGE OF PAVEMENT
	CONCRETE MONUMENT AS NOTED	FLDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
		FND	FOUND
x	VINYL FENCE	IR	IRON ROD
	WIRE FENCE	LB	LICENSED BUSINESS
	ADJACENT LINE	LS	LICENSED SURVEYOR
	SECTION LINE	(M)	FIELD MEASURED DATA
OHU	OVERHEAD UTILITY LINE	MB	MAIL BOX
	CONTOUR MAJOR	N/D	NAIL & DISK
	CONTOUR MINOR	NGS	NATIONAL GEODETIC SURVEY
•XXX	SPOT SHOT	NO.	NUMBER
	CENTERLINE	ORB	OFFICIAL RECORDS BOOK
	BREAK LINE	(P)	PLAT DATA
		PB	PLAT BOOK
	SECTION CORNER	PG	PAGE
	CANPHOR TREE	PID	PARCEL IDENTIFICATION
	OAK TREE	PLS	PROFESSIONAL LICENSED SURVEYOR
	PALM TREE	POB	POINT OF BEGINNING
		POC	POINT OF COMMENCEMENT
		R/W	RIGHT OF WAY

6Ciie PLATTED SETBACK OR RECORDED BUILDING RESTRICTION LINES

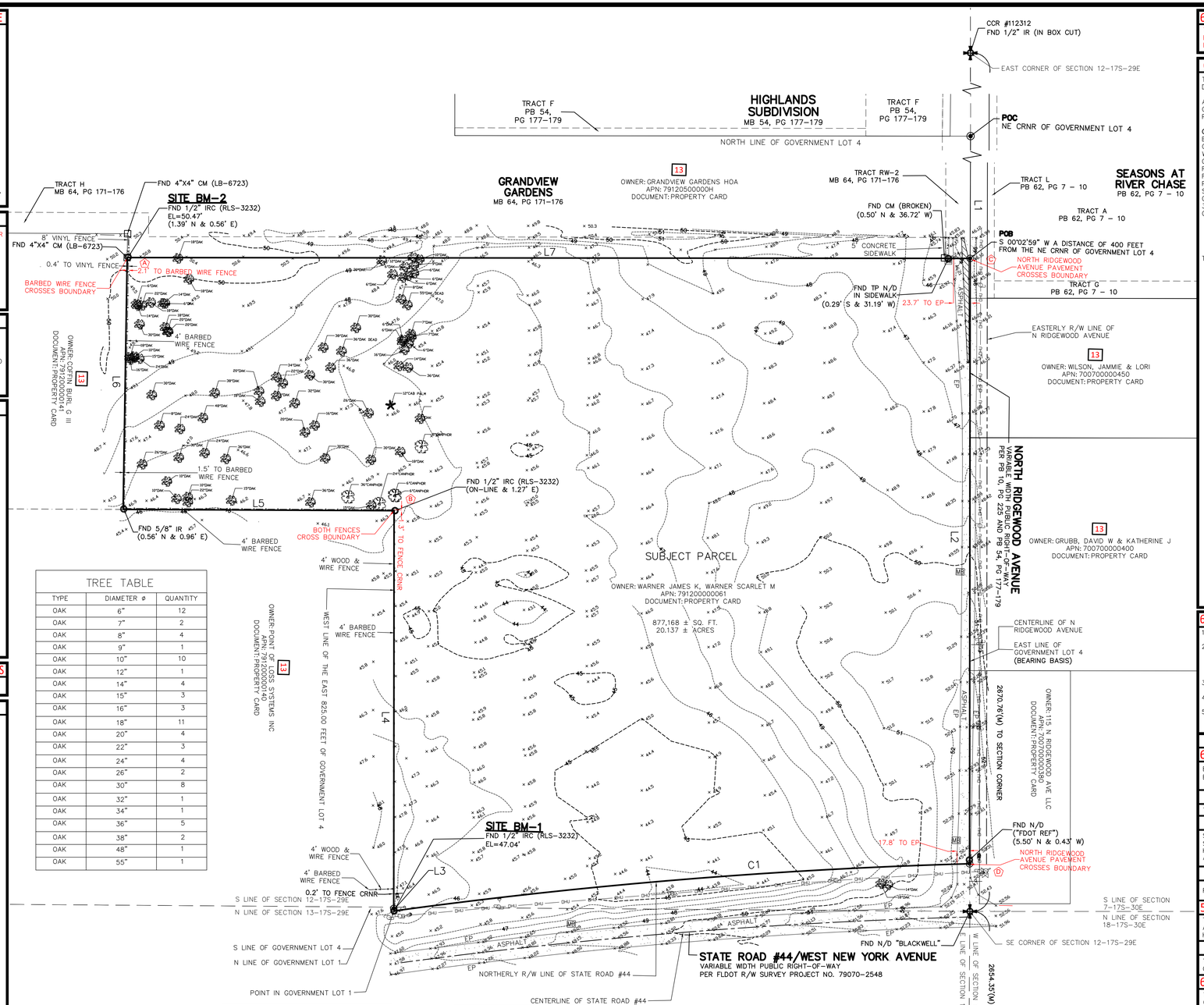
NONE PROVIDED TO THIS SURVEYOR.

5Ei "SCHEDULE B - SECTION 2" ITEMS

(9) — EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION RECORDED FEBRUARY 15, 1961 IN OFFICIAL RECORDS BOOK 349, PAGE 570. (DOES NOT AFFECT)

ALTA/NSPS LAND TITLE SURVEY IDENTIFICATION TABLE

2	"TABLE A" PROPERTY ADDRESS	6Bvii	CONTIGUITY STATEMENT	8	"TABLE A" SUBSTANTIAL FEATURES OBSERVED
3	"TABLE A" FLOOD INFORMATION	6Bxii	TITLE COMMITMENT INFORMATION	9	"TABLE A" PARKING SPACES
4	"TABLE A" LAND AREA	6Cvii	RECORDED SETBACKS/RESTRICTIONS PROVIDED BY INSURED	10	"TABLE A" DIVISION/PARTY WALLS
5Biii	ACCESS TO PROPERTY	6Diic	NORTH ARROW & SCALE	11	"TABLE A" UTILITY INFORMATION
5Ciii	SURVEYOR OBSERVED POTENTIAL ENCROACHMENTS	6Diid	LEGEND & ABBREVIATIONS	13	"TABLE A" ADJOINING OWNERS
5Ei	"SCHEDULE B – SECTION 2" ITEMS	6Diie	VICINITY MAP	14	"TABLE A" INTERSECTING STREET
5F	CEMETERY NOTE	6Diif	SURVEYOR'S NOTES	16	"TABLE A" EARTH MOVING NOTE
6	TABLE "A" ZONING INFORMATION	6Diik	TYPE OF SURVEY	17	"TABLE A" RIGHT OF WAY CHANGES
6Bi	TITLE DESCRIPTION	7	SURVEYOR'S CERTIFICATE	18	"TABLE A" OFFSITE EASEMENTS OR SERVITUDES
		7b	"TABLE A" BUILDING AREA		
6Biv	BEARING BASIS	7c	"TABLE A" BUILDING HEIGHT		



TREE TABLE

TYPE	DIAMETER ø	QUANTITY
OAK	6"	12
OAK	7"	2
OAK	8"	4
OAK	9"	1
OAK	10"	10
OAK	12"	1
OAK	14"	4
OAK	15"	3
OAK	16"	3
OAK	18"	11
OAK	20"	4
OAK	22"	3
OAK	24"	4
OAK	26"	2
OAK	30"	8
OAK	32"	1
OAK	34"	1
OAK	36"	5
OAK	38"	2
OAK	48"	1
OAK	55"	1

TREE TABLE

TYPE	DIAMETER ø	QUANTITY
CANPHOR	6"	3
CANPHOR	24"	1
CANPHOR	36"	1

TREE TABLE

TYPE	DIAMETER ø	QUANTITY
PALM	12"	1

LINE TABLE

LINE	BEARING	DISTANCE
L1(T&C)	S 00°02'59" W	400.00'
L2(T&C)	S 00°02'59" W	867.52'
L3(T&C)	N 07°45'26" W	3.60'
L4(T&C)	N 00°02'59" E	570.00'
L5(T)	N 89°44'24" W	388.20'
L5(M)	N 89°38'58" W	388.57'
L6(T)	N 00°55'19" E	360.95'
L6(M)	N 00°46'46" E	360.28'
L7(T&C)	S 89°56'42" E	1207.70'

CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1(T&C)	7714.49'	827.72'	827.33'	S 85°19'00" W	6°08'51"

THIS SURVEY MEETS OR EXCEEDS THE FLORIDA STANDARDS OF PRACTICE AS SET IN FLORIDA ADMINISTRATIVE CODE CHAPTER 5J-17-0.50 FOR A BOUNDARY SURVEY. ALL PARTS OF THIS SURVEY AND DRAWING HAVE BEEN COMPLETED IN ACCORDANCE WITH THE CURRENT REQUIREMENTS FOR SURVEYING IN THE STATE OF FLORIDA TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF.

DATE	REVISIONS	TECH
03/07/25	NEW TITLE/CERTS	BS
05/22/25	UPDATE CERTS	BS
06/02/25	UPDATE EXCEPTIONS	BS
07/15/25	UPDATE ALTA	BS

FIELD	SM	DRAWING SCALE	1"=80'
DRAWN BY	BS	QC BY	EGT
DRAWING NAME	240638 210 N RIDGEWOOD AVE, DELAND ALTA W TITLE BEARING BASIS 07-14-25.DWG		

6Bxii TITLE COMMITMENT INFORMATION

THE TITLE DESCRIPTION AND SCHEDULE "B" ITEMS HEREON ARE FROM: FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO.: #110588914, HAVING AN EFFECTIVE DATE OF FEBRUARY 13, 2025.

SHEET 1 OF 1

6Bi TITLE DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VOLUSIA, STATE OF FLORIDA AND IS DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LYING IN GOVERNMENT LOT 4, SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST AND GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST, VOLUSIA COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 4, RUN THENCE S 00°02'59" W ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 A DISTANCE OF 400.00 FEET TO THE **POINT OF BEGINNING**, THENCE CONTINUE S 00°02'59" W ALONG SAID EAST LINE OF DISTANCE OF 867.52 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD #44, BEING ON A CURVE CONCAVE TO THE SOUTH, HAVING A CENTRAL ANGLE OF 06°08'51", A RADIUS OF 7714.49 FEET, A CHORD BEARING OF S85°19'00" W AND A CHORD DISTANCE OF 827.33 FEET, THENCE RUN ALONG THE ARC AND SAID NORTHERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 827.72 FEET TO A POINT IN SAID GOVERNMENT LOT 1, THENCE RUN N 07°45'26" W A DISTANCE OF 3.60 FEET TO A POINT ON THE NORTH LINE OF SAID GOVERNMENT LOT 1, ALSO BEING THE SOUTH LINE OF GOVERNMENT LOT 4, SAID POINT BEING ON THE WEST LINE OF THE EAST 825.00 FEET OF SAID GOVERNMENT LOT 4, THENCE RUN N 00°02'59" E ALONG SAID WEST LINE A DISTANCE OF 570.00 FEET, THENCE RUN N 89°44'24" W A DISTANCE OF 388.20 FEET, THENCE RUN N 00°55'19" E A DISTANCE OF 360.95 FEET, THENCE RUN S 89°56'42" E, A DISTANCE OF 1207.70 FEET TO THE **POINT OF BEGINNING**.

THIS SURVEY DESCRIBES AND DEPICTS THE SAME LAND AS DESCRIBED IN THE TITLE COMMITMENT AS REFERENCED ABOVE.

6Diig SURVEYOR'S NOTES

1. NO UNDERGROUND UTILITIES ARE SHOWN ON THIS SURVEY, ONLY ABOVE GROUND VISIBLE EVIDENCE OF UTILITIES ARE SHOWN.
2. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
3. THIS SURVEY MEETS OR EXCEEDS THE SURVEY STANDARDS/STANDARDS OF CARE AS SET FORTH IN SECTION 3 OF THE 2021 ALTA/NSPS SURVEY REQUIREMENTS.
4. TREES SHOWN HEREON ARE DESCRIBED BY SPECIES AND DIAMETER OF TRUNK AT BREAST HEIGHT.
5. VERTICAL INFORMATION BASED ON: BENCHMARK 01-049-0-02 HAVING A PUBLISHED ELEVATION OF 41.881 FEET (NAVD88) DESCRIBED AS: "SET 4" X 4" PRECAST CONCRETE MONUMENT WITH S.J.R.W.M.D. DISK

4 LAND AREA

877,168 ± SQUARE FEET 20.137 ± ACRES

6Biv BEARING BASIS

BEARINGS SHOWN HEREON ARE BASED ON EAST LINE OF GOVERNMENT LOT 4, WHICH BEARS S 00°02'59" W, PER ASSUMED DATUM.

5F CEMETERY NOTE

THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.

8 SUBSTANTIAL FEATURES OBSERVED

SUBSTANTIAL ABOVE GROUND FEATURES THAT WERE OBSERVED ON THE SUBJECT PARCEL, SUCH AS PARKING AREAS, DRIVES, WALKS, PLANTERS/LANDSCAPE AREAS AND OTHER, HAVE BEEN LOCATED AS SHOWN HEREON. NOTE: THERE WERE NO OBSERVED SUBSTANTIAL AREAS OF REFUSE ON THE SUBJECT PARCEL PER THE DATE OF THIS SURVEY.

9 PARKING SPACES

REGULAR = 0 HANDICAP = 0 TOTAL = 0

5Biii ACCESS TO PROPERTY

THE SUBJECT PROPERTY HAS DIRECT PHYSICAL ACCESS TO NEW YORK AVENUE WEST, AND NORTH RIDGEWOOD AVENUE, BOTH BEING DEDICATED PUBLIC STREETS OR HIGHWAYS.

16 EARTH MOVING NOTE

THERE IS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

6Bvii CONTIGUITY STATEMENT

THE PARCELS CONTAINED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS.

7 SURVEYOR'S CERTIFICATE

TO: MERITAGE HOMES

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 13, 14, 16, AND 19 OF TABLE A THEREOF.
THE FIELD WORK WAS COMPLETED ON 03/06/2025.
DATE OF PLAT OR MAP: 03/07/2025.

Digitally signed by E Glenn Turner
DN: cn=E Glenn Turner, o=American Surveying & Mapping, ou=Professional Land Surveyor, email=eglturner@asmcorporate.com, c=US
Date: 2025.07.15 12:38:41 -04'00'
Adobe Acrobat version: 2020.005.30774

E. GLENN TURNER — DATE

PROFESSIONAL SURVEYOR & MAPPER NO: 5643
STATE OF: FLORIDA
PROJECT NO: 240638

SURVEY PREPARED BY:
AMERICAN SURVEYING AND MAPPING, INC.
221 CIRCLE DRIVE
MAITLAND, FLORIDA 32751
CERTIFICATE OF AUTHORIZATION # LB6393
PHONE: (407) 426-7979
FAX: (407) 426-9741
INFO@ASMCORPORATE.COM

NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER PER F.S. 472.025 OR THE CERTIFIED ELECTRONIC SIGNATURE AND SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER PER F.A.C. 5J-17.062(2) AND 5J17.062(3).

6Diik 2

ALTA/NSPS LAND TITLE SURVEY

BOUNDARY AND TOPOGRAPHIC SURVEY OF
210 NORTH RIDGEWOOD AVENUE
SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST;
AND SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST

VOLUSIA COUNTY DELAND, FLORIDA

AMERICAN SURVEYING & MAPPING, INC.
A DIVISION OF AMERICAN SURVEYING & MAPPING, INC
NDDS NATIONAL DUE DILIGENCE SERVICES
221 Circle Drive, Maitland, FL 32751
Phone: 407-426-7979 nationalduediligenceservices.com

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PLANNING DIVISION STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD

September 10, 2025

A. **APPLICATION NO.**: Z25-084 (DeLand Reserve Rezoning)
APPLICANT: Storch Law Firm
OWNER: James K & Scarlet M Trust
STAFF PLANNER: Emily Kunkel, *Senior Planner*
REQUEST: Change of zoning for ±20.13 acres from Volusia County A-3C (Transitional Agricultural with Thoroughfare Overlay Zone) to DeLand Reserve PD (Planned Development)

B. **APPLICABLE REGULATIONS:**

Article IV **OVERLAY AND FLOATING ZONES**
Sec. 33-32 – Planned Development District.

Article XII **ADMINISTRATION AND ENFORCEMENT**
Sec. 33-135 – Procedure for text amendments & rezoning.

C. **SITE FACTORS:**

PARCEL NUMBER*:* 791200000061
LOCATION: 210 North Ridgewood Ave.
SIZE OF PROPERTY: ±20.13 acres

D. **LAND USE DESIGNATION & ZONING OF SUBJECT PROPERTY:**

Future Land Use: Volusia County: Rural
Existing Zoning: Volusia County: Transitional Agriculture with Thoroughfare Overlay Zone (A-3C)
Existing Use: Vacant, undeveloped (pine plantation)

E. **SURROUNDING LAND USE & ZONING:**

	LAND USE	ZONING
North:	VC: Urban Low Intensity (ULI)	Grandview Gardens PD
South:	VC: SunRail DeLand Area Activity Center	VC: Transitional Agriculture (A-3C)
East:	VC: Urban Low Intensity (ULI)	VC: Transitional Agriculture (A-3C)
West:	VC: Rural	VC: PUD

F. **BACKGROUND:** The subject property is ±20.13 acres in size, vacant and undeveloped, which also includes the western 25-ft right-of-way of North Ridgewood Avenue, as it was never dedicated to Volusia County. At the time of the subdivision process, the applicant will dedicate the necessary 25-ft right-of-way as well as additional right-of-way to Volusia County for a sidewalk along North Ridgewood. The current zoning is Volusia County A-3C (Transitional Agriculture with a Thoroughfare Overlay Zone overlay), and the applicant is requesting a rezone to the DeLand Reserve PD (Planned Development) district. The subject property is located at 210 North Ridgewood Avenue, and north of the property is

Grandview Gardens PD (single-family residential subdivision); to the south is mix of single-family residential properties and vacant properties; to the east are single-family residential properties; and to the west is a mix of one rural single-family residential property and a commercial/industrial use property.

G. **ANALYSIS:** The applicant is proposing to develop the site into a 155-unit maximum residential subdivision, to include a mixture of front loaded and rear loaded Townhome (multi-family) units. The applicant has included standards within the PD document to include the flexibility for front loaded, rear loaded, and zero-lot line single-family units, but at this time the applicant plans to development only townhome (multi-family) units. The subject property is currently located within unincorporated Volusia County. Concurrent applications to annex the subject property into the City (AN25-082) and to amend the future land use designation (SMLU25-083) were submitted by the applicant.

Per Sec. 33-32 of the Land Development Regulations, in return for flexibility in site design and development, Planned Developments (PDs) are expected to include exceptional design that preserves critical environmental resources; provides above-average open space and recreational amenities, and incorporates creative design in the layout of buildings.

All development for the property shall rely upon the standards set forth below as identified on the Planned Development Plan. Where this document is silent, the R-8 zoning regulations shall apply.

SITE DATA			
	OVERALL	**TOWNHOMES**	**SINGLE-FAMILY**
Unit count (max)	155		
Overall size	±20.13 Acre		
Density	8 DU/Acre		
Height/stories	35 ft. Max.		
Max. impervious	60%		
Min. Building Setback		Corner lot, side street: 10 ft. Adjacent to single-family: 40 ft.	Corner lot, side street: 15 ft.
Max. Building length		150 ft.	
Min. lot width		20 ft.	30 ft.
Min. floor area		950 sq. ft.	950 sq. ft.
Max. lot coverage		70%	60%
Min. lot area		1,800 sq. ft.	2,850 sq. ft.
Min. lot depth		90 ft.	95 ft.
Min. Setbacks for Front-loaded		Front: 20 ft. Garage: 25 ft. Rear: 10 ft. Side yard: 7.5 ft. Side yard (interior): 0 ft.	Front: 20 ft. Garage: 25 ft. Rear: 10 ft. Side yard: 5 ft.
Min. Setbacks for Rear-loaded *(garages accessed from rear of lot)*		Front: 10 ft. Rear: 5 ft. Side yard: 7.5 ft. Side yard (interior): 0 ft.	Front: 15 ft. Rear: 5 ft. Side yard: 5 ft. Accessory Structure: 5 ft.
Setbacks for zero lot line *(The location of a building on a lot in such a manner that one or more of the building's sides rests directly on a lot line, provided that separations or setbacks between buildings meet all applicable building, fire code provisions, and PD development standards as provided herein)*			Front yard: 20 ft. Garage: 25 ft. Rear yard: 10 ft. Side yard: 0 ft. for the side where the home is placed against the lot line; 10 ft. on the nonzero side

Minimum building separation		15 ft. between sides of buildings; 25 ft. between sides and rear of adjacent buildings; 50 ft. between any combination of fronts or rears of adjacent buildings.	10 ft. between sides of buildings; 25 ft. between sides and rear of adjacent buildings; 50 ft. between any combination of fronts or rears of adjacent buildings.

The concept plan addresses this section by providing a minimum of 40% of open space, which shall include the minimum 15% of Tree Protection Area, that will serve as a buffer between the existing neighborhood to the north and the commercial/industrial use to the west. Additionally, having two connected meaningful, accessible open space areas, with meandering paths, one in the northwest corner and one in the middle of the development, creates a pedestrian corridor that is beneficial for the community. As shown in the elevations, a variety of paint colors and façade finishes are used to differentiate each building, with alternating roof lines/ridgelines, garage overhangs and exterior textures. Sidewalks are included along the internal roadways and along North Ridgewood Avenue facilitating pedestrian access throughout the site.

The development includes landscape designs that will serve environmentally friendly functions including, but not limited to, cooling, privacy screening, shade, aesthetics, wildlife habitat, runoff pollution prevention. The design shall incorporate green infrastructure such as stormwater plantings, rain gardens and/or vegetative swales as appropriate to mimic the natural environment. The perimeter landscape buffers are outlined in the table below which compares the standard buffers for the development, to what the applicant is providing in the PD. As seen in the chart, the buffer widths being provided for the north, south, east, and west boundaries are all exceeding the minimum width requirements.

LANDSCAPE BUFFERS		
	REQUIRED	**PROVIDED**
NORTH	TYPE C	TYPE C
SOUTH	TYPE D	TYPE D
EAST	TYPE B	TYPE B
WEST	TYPE D *(with a 6-ft opaque fence)*	TYPE D *(with a 6-ft opaque fence)*

The development shall comply with the city's Land Development Regulations as well as International Dark Sky standards, designed to reduce light pollution by restricting upward-directed light and avoiding glare.

Parking shall be provided at a ratio of two (2) parking spaces per residential lot, together with an additional allocation of 0.25 guest parking spaces per residential lot. The applicant has included standards within the PD document to include the flexibility for front loaded, rear loaded and zero-lot line single-family units, but at this time the applicant plans to development only multiple-family (townhome) units. The calculations can be seen using the below table.

PARKING		
155 MAX UNITS	**REQUIRED**	**PROPOSED**
SPACES/UNIT	**Townhomes:** 2 **Single-Family:** 4	**Townhomes:** 2 **Single-Family:** 2
GUEST SPACES/UNIT	**Townhomes:** 0.5 **Single-Family:** 0	**Townhomes:** 0.25 **Single-Family:** 0
TOTAL	**Townhomes:** 310 + 78 = **388 spaces** **Single-Family:** 620 + 0 = **620 spaces**	**Townhomes:** 310 + 39 = **349 spaces** **Single-Family:** 310 + 0 = **310 spaces**

The Planned Development District is intended to provide a method for consideration and approval of unique zoning districts for individual Planned Developments (PD) which are not provided for or allowed in the zoning districts otherwise established.

The R-8 zoning district allows multi-family uses such as the DeLand Reserve PD. However, the applicant is requesting deviations from the city's R-8 zoning district and is proposing a PD that will create tailored zoning district for the project. The code deviations from R-8 to the DeLand Reserve PD are outlined in the table below.

DEVELOPMENT STANDARD DEVIATIONS				
	R-8 REQUIRED	**PROPOSED (PD)**		
Max. Impervious (overall site)	50%	60%		
MULTI-FAMILY (TOWNHOME)				
	R-8 REQUIRED	**FRONT LOAD**	**REAR LOAD**	
Front yard setback	30 ft	20 ft	10 ft	
Rear yard setback	20 ft	10 ft	5 ft	
Garage setback	25 ft	25 ft	5 ft	
Side street setback	15 ft	10 ft	10 ft	
Side yard setback	20 ft	7.5 ft 0 ft (internal)		
Min. lot width	75 ft.	20 ft.		
Minimum building separation	25 feet between sides of bldgs.; 25 feet between sides and rear of adjacent bldgs. 50 feet between any combination of fronts or rears of adjacent bldgs.	15 ft. between sides of bldgs. 25 ft. between sides and rear of adjacent bldgs. 50 ft. between any combination of fronts or rears of adjacent bldgs.		
Min. floor area/unit	Efficiency: 425 sq. ft. 1 bedroom: 575 sq. ft. 2+ bedroom: 725 sq. ft.	950 sq. ft.		
Min. lot area (size)	10,000 square feet for first three units plus 5,500 square feet for each additional unit.	1,800 sq. ft.		
SINGLE FAMILY				
	R-8 REQUIRED	**FRONT LOAD**	**REAR LOAD**	**ZERO LOT LINE**
Front yard setback	30 ft.	20 ft.	15 ft.	20 ft.
Garage setback	25 ft.	25 ft.	5 ft.	25 ft.

Rear yard setback	25 ft.	10 ft.	5 ft.	10 ft.
Side street setback (Corner lot)	15 ft.	15 ft.	15 ft.	15 ft.
Side yard setback	7.5 ft.	5 ft.	5 ft.	0 ft. for the side where the home is placed against the lot line; 10 ft. on the nonzero side
Min. lot width	60 ft.	30 ft.		
Min. floor area/unit	750 sq. ft.	950 sq. ft.		
Min. lot size	6,500 sq. ft.	2,850 sq. ft.		

School Concurrency: A school concurrency letter dated June 18, 2025, was provided, stating that the district has no objections to the proposed development plan.

Traffic Analysis: A Traffic Impact Analysis Methodology letter from Traffic & Mobility Consultants (TMC) dated April 29, 2025, states that the proposed development is projected to generate 1,169 new daily trips of which 78 trips occur during the AM peak hour and 92 trips occur during the PM peak hour. Per the R2CTPO traffic study guidelines, since the proposed development is anticipated to generate more than 1,000 daily new trips, a TIA is required.

Stormwater: Stormwater retention ponds are being provided at the southwest border and southeast corner of the site. Per the proposed PD Agreement, the stormwater system will be designed to meet all required governmental regulations, and that it shall be designed to accommodate a 100-year, 24-hour storm event which will be retained on site.

H. LAND DEVELOPMENT REGULATIONS:

Sec. 33-32 – Planned Development District of the Land Development Regulations is intended to provide a method for consideration and approval of unique zoning districts for individual Planned Developments (PD) which are not provided for or allowed in the zoning districts otherwise established by this chapter.

The proposed Planned Development rezoning will allow for the applicant to develop the site into a 155-unit maximum residential subdivision. Included in the PD document are standards to allow for the flexibility of all single-family, all multi-family units or a mixture of each. The standards also allow the flexibility for the mixture of each to be front loaded, rear loaded, and zero-lot line single-family units. However, the applicant is only proposing a mixture of front loaded and rear loaded multi-family units at this time. The approval criteria and standards have been reviewed and staff finds the consistencies as outlined below.

The proposed development would utilize the natural topography and existing drainage to develop the site therefore, proposing to cluster the buildings to allow for separation between development and existing natural conditions. A multi-modal trail is proposed west of the project site along Grand Avenue. Additionally, the subject property is 1.6 miles from the DeLand SunRail station, and the applicant has coordinated with Florida Department of Transportation (FDOT) and Volusia County to provide a more transit friendly pattern by constructing additional sidewalks along North Ridgewood Avenue and SR- 44 connecting to the existing sidewalk network and anticipated future developments in the area.

Sec. 33-135 – Procedure for text amendments & rezoning of the Land Development Regulations provides the following factors to consider during the review of each application for rezoning or for changes in permitted uses, among the factors to be considered are the following:

1. **Is the proposed rezoning consistent with the Comprehensive Land Use Plan, the land use, zoning pattern and character of the surrounding area?**
   The proposed zoning of Planned Development (PD) is consistent with the Comprehensive Plan with a proposed underlying land use designation of MDR (Medium-Density Residential). The MDR land use designation would be compatible with the Planned Development (PD) zoning district, per the Comprehensive Plan.

   To the north of the property is the Grandview Gardens PD (single-family residential subdivision); to the south is a mix of single-family residential properties and vacant properties; to the east are single-family residential properties; and to the west is a mix of one rural single-family residential property and a commercial/industrial use property. On the Future Land Use map, the surrounding properties are designated as Volusia County Urban Low Intensity (ULI) to the north and east, Volusia County Rural to the west, Volusia County SunRail DeLand Area Activity Center to the south, and the subject property is concurrently requesting to amend the land use from Volusia County Rural to City of DeLand Medium Density Residential (MDR).

   According to the 2050 Vision, a portion of the parcel is located within Category 3, "Transit Oriented Development/Redevelopment". A Transit Oriented Development (TOD) is an area that will encourage higher density and a mixture of uses, in order to make a transit system more efficient for the DeLand area. These areas will see a transition from the current development pattern to a more transit friendly pattern, overtime. The proposed DeLand Reserve PD and increase in density fits in with the mixture of residential uses nearby and anticipated nonresidential/residential uses on the south side of SR-44 by serving as a transitional area between nonresidential or high-density residential and low-density residential land use.

2. **Will the proposed rezoning have an impact upon the environment or natural resources?**
   The subject site currently has a cluster of oak trees in the northwest corner that is shown on the concept plan as Tree Protection Area (TPA) and the majority of the site is dominated by a canopy of young, planted pine trees (pine plantation). At the time of preliminary plat, the development standards will ensure that Tree Protection Areas and landscape buffering both meet the requirements of the Land Development Regulations and DeLand Reserve Planned Development. Low Impact Development (LID) standards will be applied and will include green infrastructure such as stormwater plantings, rain gardens and/or vegetative swales as appropriate to mimic the natural environment. Additionally, because the property is greater than 5 acres, a survey of all endangered or threatened species will be required at the preliminary plat application and may require a habitat management plan.

3. **Will the proposed rezoning have an impact upon the economy of the affected area?**
   The site is currently undeveloped; therefore, the development of residential development should have a positive economic impact on the city and the surrounding area. This development, providing additional residential development in close proximity to the DeLand SunRail station, could have the potential for housing new commuter residents. This development could potentially raise overall home values by creating additional jobs, shopping, and convenience.

4. **Will the proposed rezoning have an impact upon governmental services?**
   Governmental services such as potable water, reclaimed water, sewer, code enforcement, police, and fire are available for the subject property and will be provided by the City.

5. **Are there changes in the circumstances or conditions affecting the area since the original assignment of zoning that will support the proposed zoning?**
   Since the original assignment of zoning, there have been changes in the market and demand of the area. Residential developments and development of the new SunRail station in close proximity (1.6 miles) of the subject property have been established. The proposed zoning change will facilitate site improvements, and it is consistent with the surrounding land uses, zoning and anticipated additional development in the immediate area. The development of multi-family units in close proximity to the DeLand SunRail station is an appropriate location by encouraging higher intensity along select corridors or major centers will encourage transit and lessen traffic congestion.

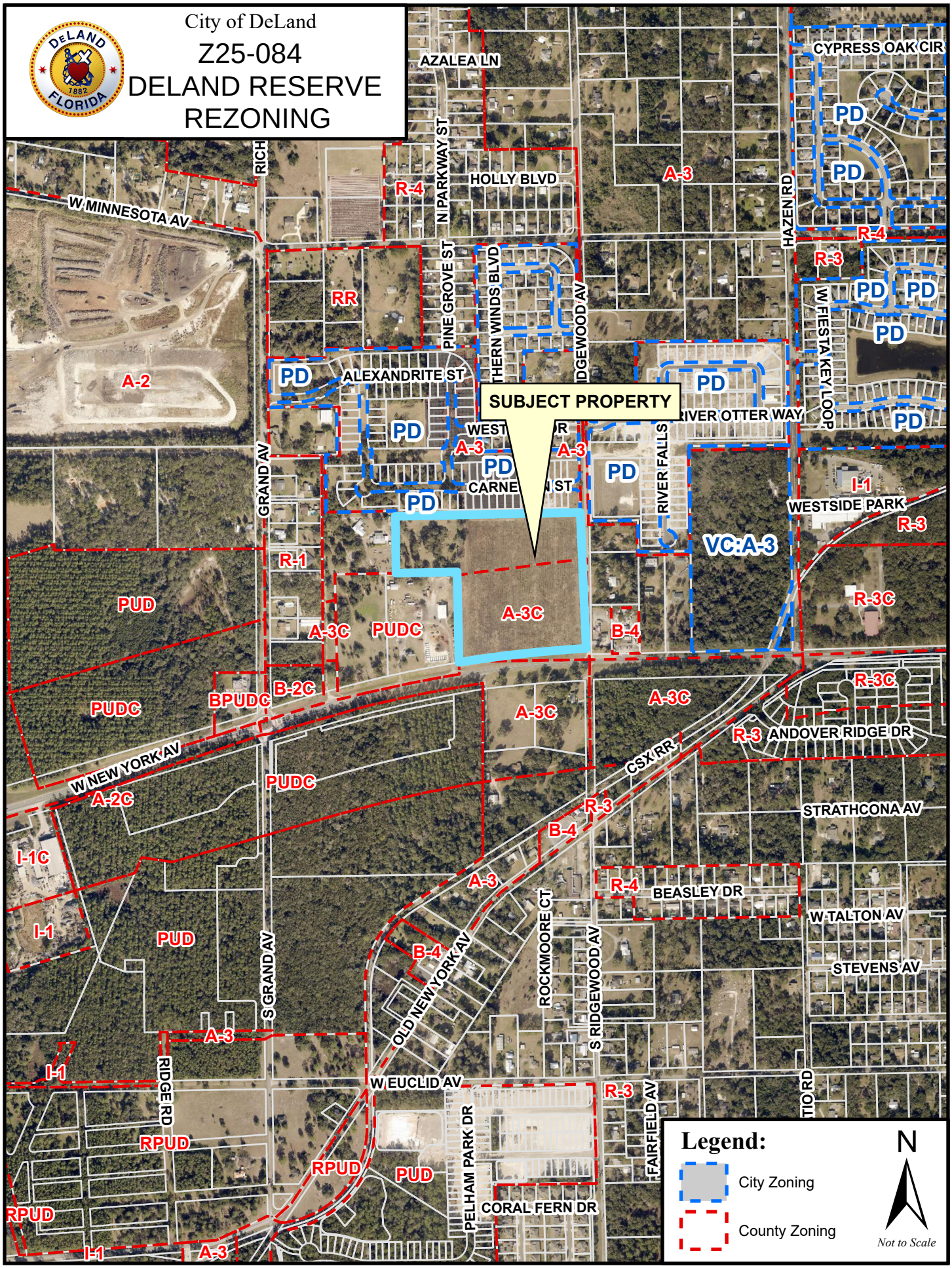
6. **Was there a mistake in the original classification?**
   There were no mistakes in the original classification. Standards that are not included in the PD agreement will default to the R-8 zoning district standards and the Land Development Regulations.

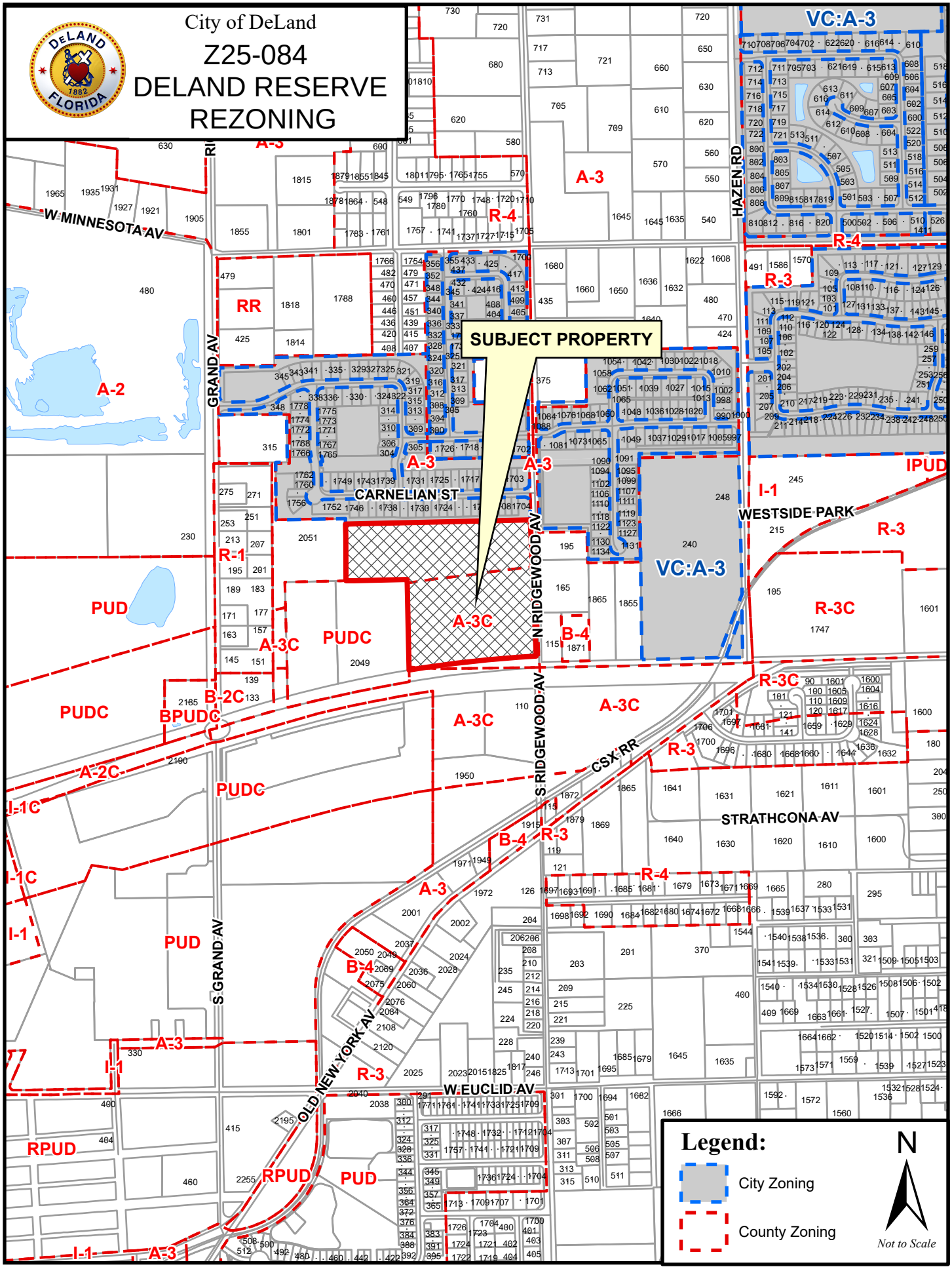
7. **Will the proposed rezoning have any effect upon the use or value of the affected area?**
   The proposed rezoning should have a positive impact upon the surrounding area, as the property would no longer be undeveloped and vacant. The infusion of new homes could have a positive impact to the area and encourage commuter residents.

8. **Will the proposed rezoning have an impact upon public health, safety and welfare?**
   There is no indication at this time that the new proposal will create additional impacts upon public health, safety or welfare, as all provided public services have the capacity needed to accommodate the proposed development. This rezoning would be consistent with the residential uses of the surrounding area.

I. **CONCLUSION:** The applicant is proposing to rezone the subject property from Volusia County Transitional Agriculture (A-3C) to DeLand Reserve Planned Development (PD). Submittal of a preliminary and final plat will be required to ensure the provisions of the Planned Development Agreement are satisfied, as determined by TRC Staff, Planning Board, and City Commission.

J. **STAFF RECOMMENDATION**: Staff recommends that the Planning Board forward the application to the City Commission with a recommendation of approval for the request to rezone from Volusia County Transitional Agriculture (A-3C) to DeLand Reserve Planned Development (PD).


City of DeLand
Z25-084
DELAND RESERVE
REZONING
SUBJECT PROPERTY
AZALEA LN
CYPRESS OAK CIR
HOLLY BLVD
N PARKWAY ST
HAZEN RD
W MINNESOTA AV
RICH
PINE GROVE ST
THERN WINDS BLVD
DGEWOOD AV
W FIESTA KEY LOOP
ALEXANDRITE ST
RIVER OTTER WAY
RIVER FALLS
WESTSIDE PARK
GRAND AV
CARNE
ST
W NEW YORK AV
CSX RR
ANDOVER RIDGE DR
STRATHCONA AV
BEASLEY DR
W TALTON AV
STEVENS AV
OLD NEW YORK AV
ROCKMOORE CT
S RIDGEWOOD AV
S GRAND AV
RIDGE RD
W EUCLID AV
FAIRFIELD AV
PELHAM PARK DR
CORAL FERN DR
RR
A-2
PD
R-4
R-3
A-3
A-3C
R-1
PUD
PUDC
BPUDC
B-2C
B-4
R-3C
VC:A-3
A-2C
I-1C
I-1
RPUD
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z25-084
DELAND RESERVE
REZONING
SUBJECT PROPERTY
W MINNESOTA AV
GRAND AV
S GRAND AV
HAZEN RD
CARNELIAN ST
N RIDGEWOOD AV
S RIDGEWOOD AV
WESTSIDE PARK
CSX RR
STRATHCONA AV
W EUCLID AV
OLD NEW YORK AV
VC:A-3
R-4
R-3
A-3
A-2
RR
A-3C
PUDC
PUD
RPUD
R-1
R-3C
I-1
IPUD
B-4
B-2C
BPUDC
A-2C
I-1C
Legend:
City Zoning
County Zoning
N
Not to Scale

School Board of Volusia County

Ms. Jamie M. Haynes, Chair
Mr. Ruben Colón, Vice Chair
Ms. Krista Goodrich
Mrs. Jessie Thompson
Ms. Donna Brosemer

Carmen J. Balgobin, Ed.D
Superintendent of Schools

School Adequate Capacity Determination
Finding of Adequate Capacity Letter

June 18, 2025

Ms. Nika Zyryanova
MAS Development
2875 NE 191st St Suite 305
Aventura, FL 33180

RE : DeLand Crossings – City of DeLand
School Concurrency Case # 25-06-10-001-A

Ms. Zyryanova:

The County Charter requires any Comprehensive Plan Amendment or Rezoning that allows increased residential density to be effective only when adequate public schools can be timely planned and constructed to serve the projected increase in student population. The district uses this requirement as the guiding principle behind the school adequate capacity review.

District staff reviewed the information for the proposed project known as DeLand Crossings associated with 20 +/- acres of property located at or near the intersection of N Ridgewood and New York Ave within an unincorporated part of DeLand city limits. The proposed project would provide one hundred and sixty (160) multi-family units.

The district uses a county wide Student Generation Rate (SGR) of (0.137) per multi-family dwelling unit to calculate projected students. By applying the SGR to the use types in Table 1 below, the project could generate twenty (20) full-time students.

Table 1

UNIT TYPE	SGR	UNIT COUNT	STUDENTS GENERATED
Single Family Dwelling Unit	0.258	0	0
Multifamily Dwelling Unit	0.137	160	20
Manufactured Home Dwelling Unit	0.052	0	0
Total		**0**	**0**

When performing an adequate capacity review, district staff evaluates the effects of the proposed change compared to any remaining permanent capacity within the impacted schools, up to 100%, Table 2 (next page). The projected increase in student population may be over 100% if there are plans to serve increased student population in that planning area within the long-term planning horizon. A finding of adequate capacity may be issued in either case.

Table 2

Schools	SY 2024/25 Enrollment	% of Permanent Capacity	Plans for Capacity Increase Long-Term	Traditional K-12 students projected
Woodward Elementary	538	76%	No	9
Southwestern Middle	644	83%	No	4
West CSA DeLand High	2956	110%	No	7
Other				0

The student projections generated by this project **will** increase the existing percentage above 100% permanent capacity at the high school level. However, the concurrency service area (CSA) for DeLand High school is at or over 100% but below 115% for level of service (LOS) standards. Based on this, the school district has no objections to the proposed development plan.

Minimum planning considerations should include pedestrian and vehicular access, safety, connectivity, and buffering. Additional considerations, particularly for gated and muti-family communities, include accessibility for school buses, by ensuring a turn radius of at least 60 feet at all entrances and exits, and the inclusion of dedicated pickup/drop off sites.

All future development orders, such as site plans and subdivisions, are subject to school concurrency review. School concurrency will be evaluated at the time when the impact of development is specifically quantified and known. Only funded school improvements and then current capacity will be considered at that time.

No student reservations have been made at this time.

Please note the School Board has the right to adjust the attendance boundaries to balance the student enrollment populations at these area schools. Consequently, students generated from this project may not attend the current assigned schools.

Should you need additional information, please contact me at (386) 947-8786, extension 50802.

Sincerely,

Cody F. Shepard

Cody F. Shepard
Specialist, Planning & GIS

CC: Carmen J. Balgobin, Ed.D, Superintendent of Schools
Ron Young, Director of Planning & Construction
Robert J. Voges, Ed.S, Planning Coordinator
Carol Kuhn, Planning Director, City of DeLand

FACILITIES SERVICES
3750 OLSON DRIVE ◆ DAYTONA BEACH, FL 32124
PHONE: (386) 947-8786 ◆ FAX (386) 506-5056

Finding of Adequate School Capacity

VOLUSIA COUNTY SCHOOL BOARD

Project Information	
Project Name	DeLand Crossings
VCSB Project #	**25-06-10-001-A**
Jurisdiction Project #	
Parcel ID Numbers	791200000061
Project Location	N Ridgewood and New York Ave
Potential Residential Units	160 Multi-Family Units
Property Owner/Applicant	Nika Zyryanova, MAS Development

Notes: Additional review will be required at the time of subdivision/site plan submittal(s).
No Student Reservations have been made.

Based upon the Findings of Fact, pursuant to School Board Policy 612 and Section 206 of the County Charter, the school district has determined at this time that school capacity is adequate to serve the proposed increase in residential density. This Finding shall constitute competent substantial evidence that adequate public school capacity is likely to be available at the time it is required to serve the planned new development.

Capacity is not being reserved with this Finding unless otherwise noted on this document. This Finding of Adequate School Capacity allows this subject project to continue through the Comprehensive Plan Amendment and/or rezoning process; however, it may be subject to additional school capacity review in the future.

Cody F. Shepard

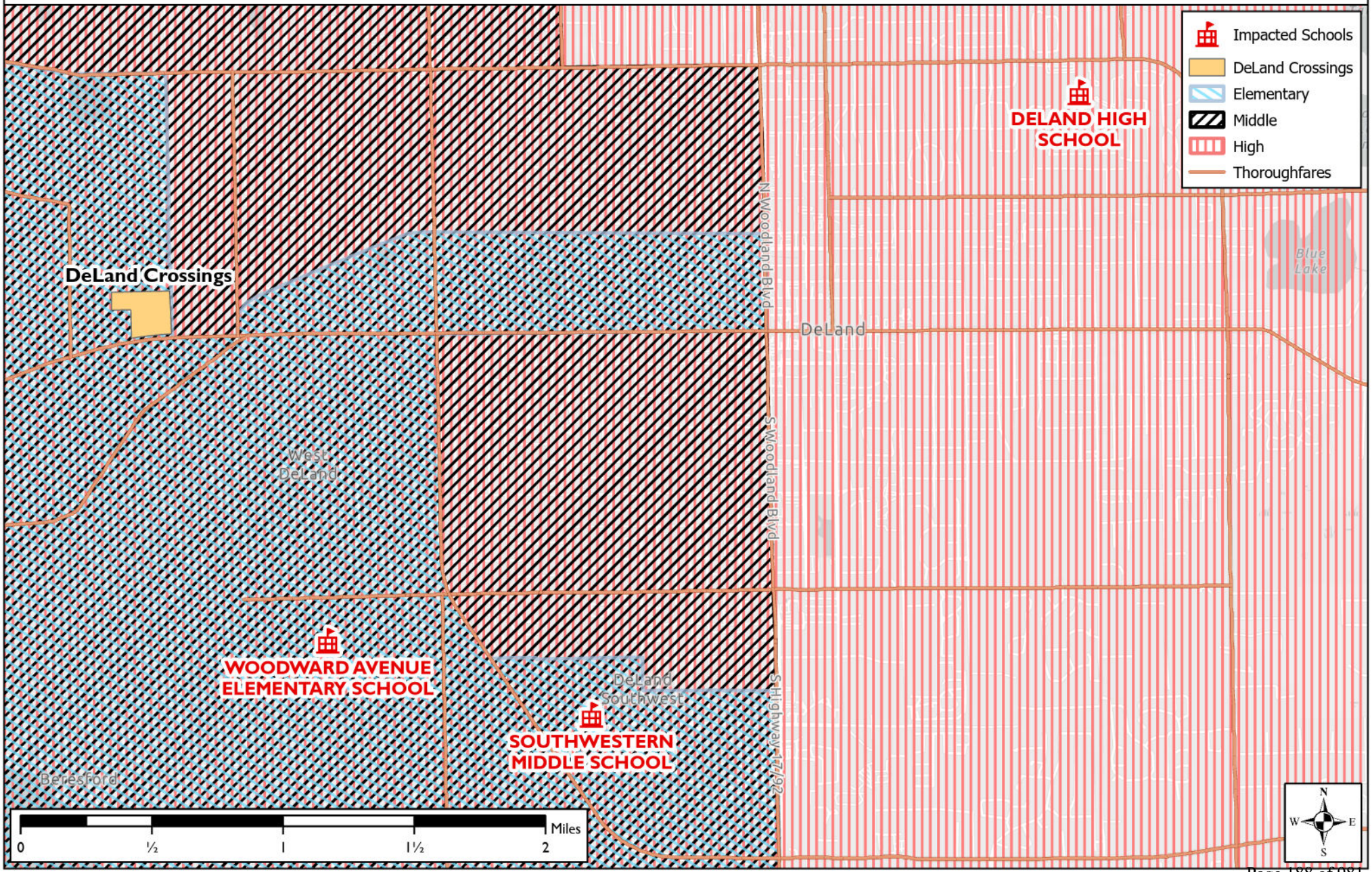
Cody F. Shepard
Specialist, Planning & GIS

June 18, 2025
Issue Date

VCSB Schools Impacted by Development

School Adequacy Determination - DeLand Crossings

VOLUSIA COUNTY SCHOOLS
Planning & Business Services
June 2025



MEMORANDUM

April 29, 2025

Re: Ridgewood Avenue Residential
Traffic Impact Analysis Methodology
Volusia County, Florida
Project № 25042.01.01 v1.1

The following methodology outlines the methods and assumptions of the Traffic Impact Analysis (TIA) for the above referenced project. The TIA will conform to the methodology requirements and guidelines documented by the River to Sea Transportation Planning Organization (R2CTPO). It addresses comments received from Volusia County as detailed in the **Attachments**.

Project Description

The proposed development consists of 160 multi-family townhome residential homes with an anticipated buildout year of 2027. The site consists of parcel 79-1200000061 and is located at the northwest corner SR 44 and North Ridgewood Avenue in Volusia County, Florida, as shown in **Figure 1**. Access to the site is proposed via two (2) full access driveways on North Ridgewood Avenue. A copy of the conceptual site plan is provided in the **Attachments**.

Trip Generation

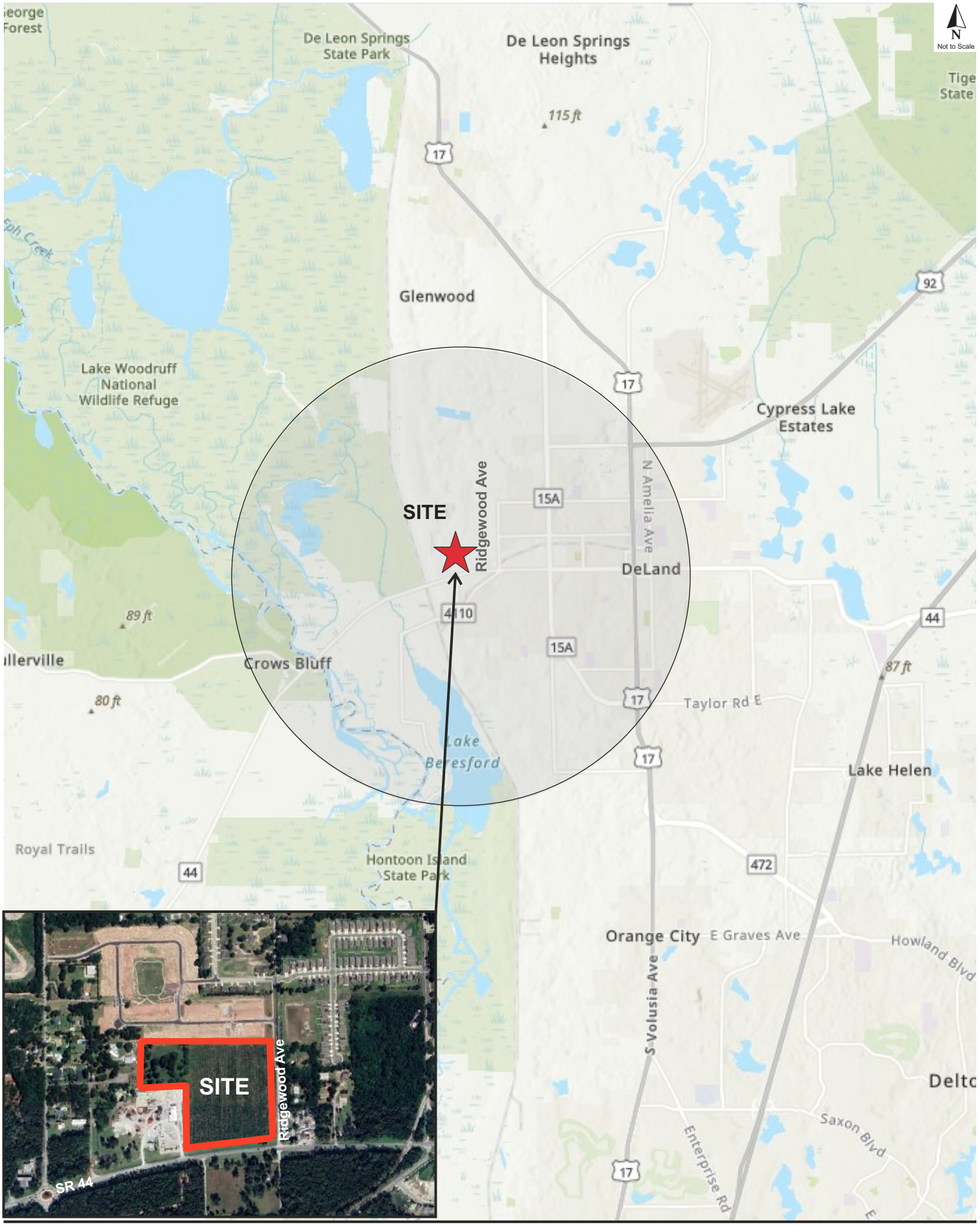
The trip generation analysis for the proposed development was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*. The trip generation calculation for the project is summarized in **Table 1**. Detailed trip generation sheets are provided in the **Attachments**.

Table 1
Trip Generation Calculation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
215	Single-Family Attached (Townhouses)	160 DU	7.30	1,169	0.48	78	19	59	0.58	92	54	38

Trip generation analysis based on ITE Trip Generation Manual, 11th Edition

The proposed development is projected to generate 1,169 new daily trips of which 78 trips occur during the AM peak hour and 92 trips occur during the PM peak hour. Per the R2CTPO traffic study guidelines, since the proposed development is anticipated to generate more than 1,000 daily new trips, a TIA is required.


De Leon Springs State Park
De Leon Springs Heights
115 ft
Glenwood
Lake Woodruff National Wildlife Refuge
Cypress Lake Estates
SITE
Ridgewood Ave
N Amelia Ave
DeLand
15A
4110
89 ft
Crows Bluff
80 ft
Taylor Rd E
87 ft
Lake Beresford
Lake Helen
Royal Trails
Hontoon Island State Park
472
Orange City
E Graves Ave
Howland Blvd
S Volusia Ave
Saxon Blvd
Enterprise Rd
SR 44
Not to Scale

Trip Distribution

The trip distribution pattern was estimated using the *Central Florida Regional Planning Model (CFRPM, v7.0)*. The model distribution was adjusted to reflect the local network as well as prevailing traffic flow patterns. The raw model output is included in the **Attachments** and the adjusted trip distribution is shown in **Figure 2**.

Study Area

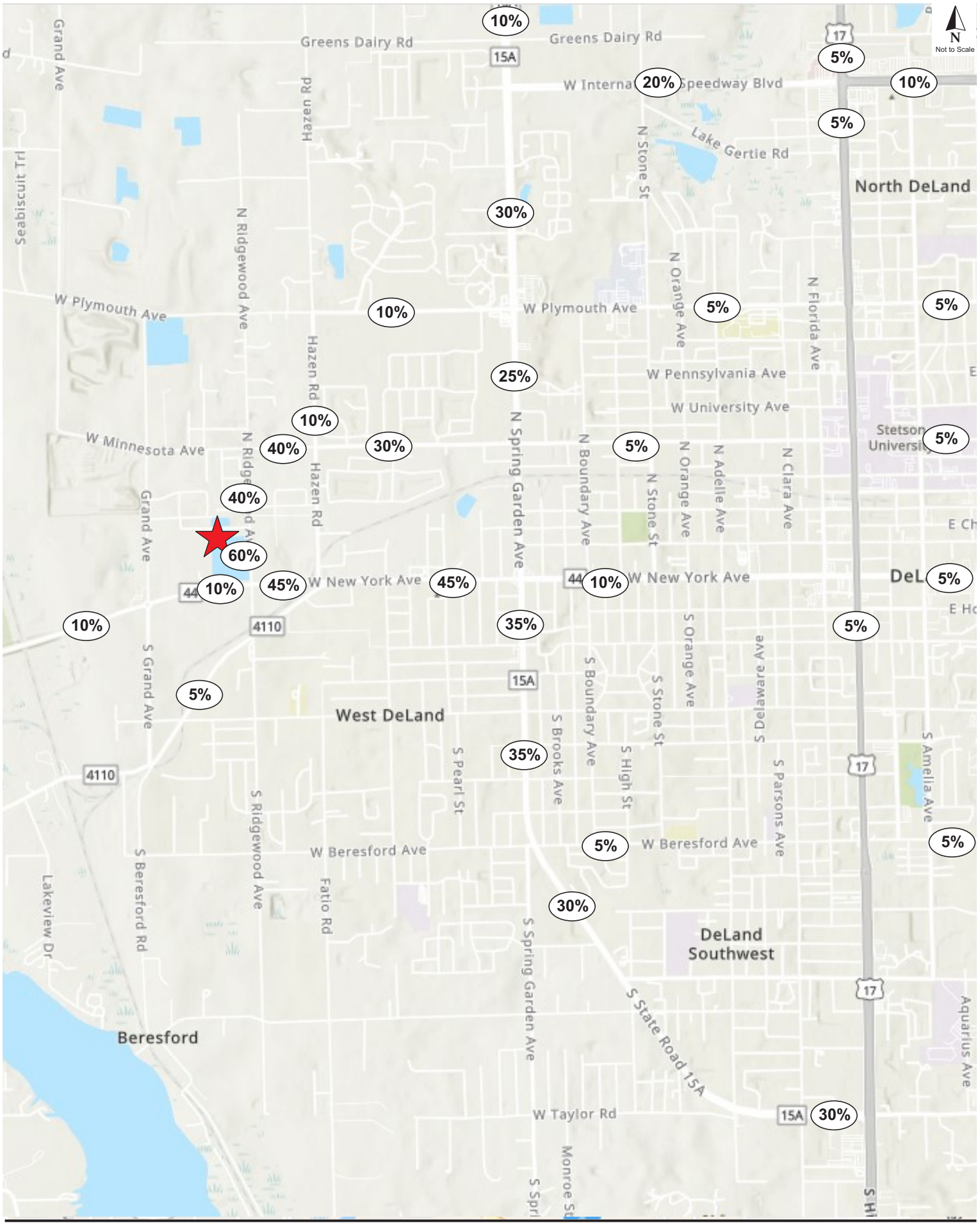
Per the TIA requirements, all roadways of the project where the project's peak hour trips consume three percent (3%) or more of a roadway's two-way peak hour generalized service volume based on the adopted LOS and committed number of lanes shall be analyzed. In addition, the Critical/Near Critical and Vested Critical/Near Vested Critical (C/NC/VC/NVC) data was reviewed for roadway segments within a 3-mile radius. The 3-mile C/NC/VC/NVC roadway buffer is shown in **Figure 3**. Roadway segments and peak two-way LOS capacities were obtained from the *Volusia County 2022 AADT & Historical Counts*, included in the **Attachments**. Findings are summarized in **Table 2.**

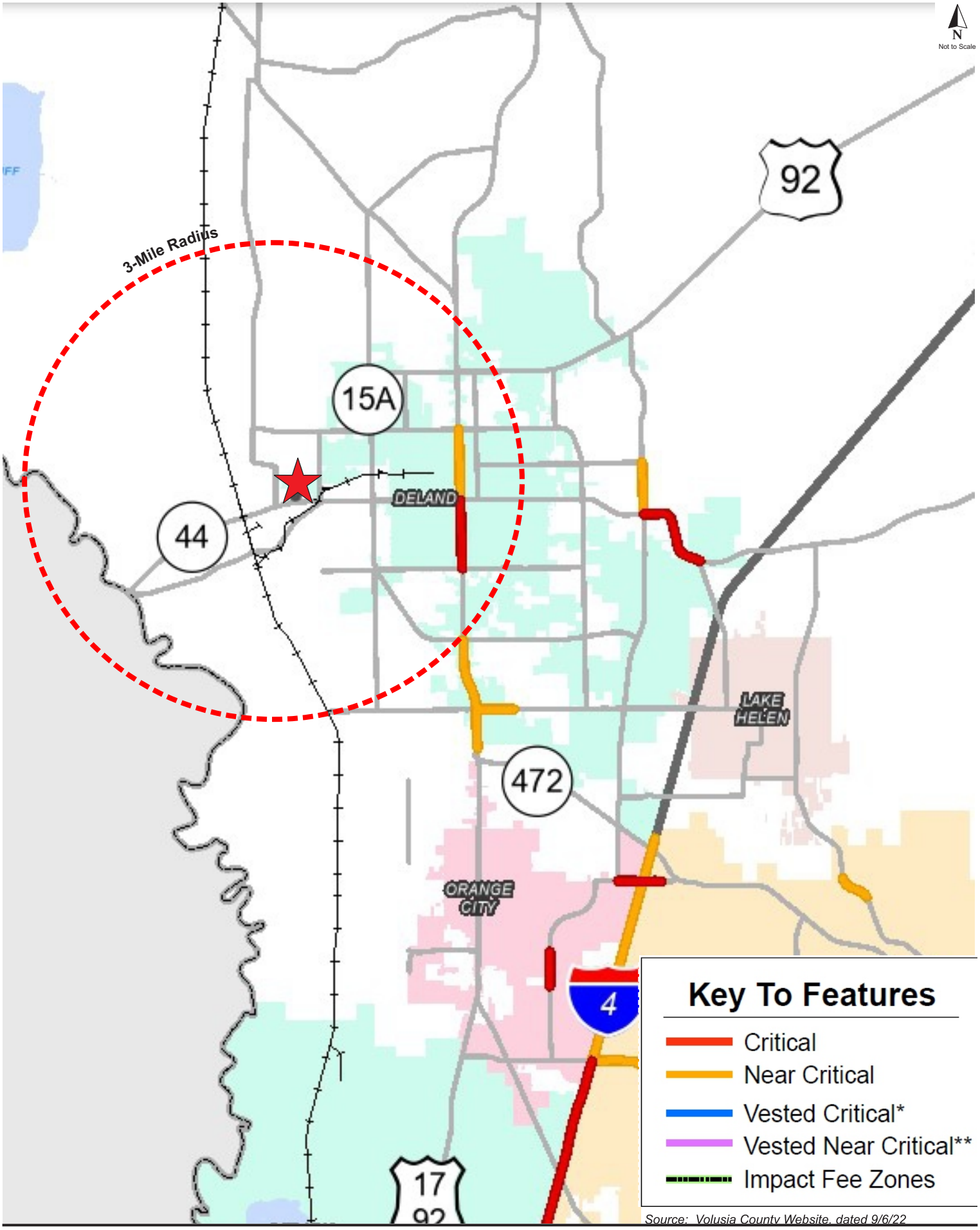
Two (2) roadway segments within the 3-mile radius were determined to be C/NC/VC/NVC designated facilities. One (1) segment is projected to consume three percent (3%) or more of the surrounding roadway's two-way peak hour generalized service volume. One (1) additional segment was added based on its proximity to the project. Therefore, the study will include the roadway segments and intersections displayed in **Figure 4**.

Roadway Segment and Intersection Analysis

The traffic analysis will include existing and 2027 buildout conditions for both roadway segment and intersection capacity analysis. Roadway segments will be analyzed for the PM peak two-way volume. The analysis will be based on volumes and service volumes obtained from *Volusia County 2022 AADT & Historical Counts.*

The intersection analysis will be conducted for the AM and PM peak hours based on field counts, projected movements, *Synchro* software and the methods of the *Highway Capacity Manual (HCM).* The intersection field counts will include non-vehicular modes of travel (e.g., pedestrians and bicycles).


N
Not to Scale
10%
Greens Dairy Rd
15A
20%
W Internat Speedway Blvd
17
5%
10%
Lake Gertie Rd
North DeLand
30%
N Stone St
N Orange Ave
N Florida Ave
W Plymouth Ave
10%
5%
W Pennsylvania Ave
25%
W University Ave
Stetson University
Hazen Rd
N Ridgewood Ave
W Minnesota Ave
40%
30%
N Spring Garden Ave
N Boundary Ave
N Adelle Ave
N Clara Ave
Grand Ave
60%
W New York Ave
45%
44
4110
35%
S Orange Ave
S Delaware Ave
DeL
E Ho
West DeLand
S Grand Ave
S Boundary Ave
S Stone St
S Brooks Ave
S High St
S Pearl St
S Parsons Ave
S Amelia Ave
W Beresford Ave
S Ridgewood Ave
S Beresford Rd
Fatio Rd
Lakeview Dr
DeLand Southwest
S Spring Garden Ave
S State Road 15A
Beresford
W Taylor Rd
Aquarius Ave
Monroe St



Source: Volusia County Website, dated 9/6/22

Table 2
Study Area Significance Review

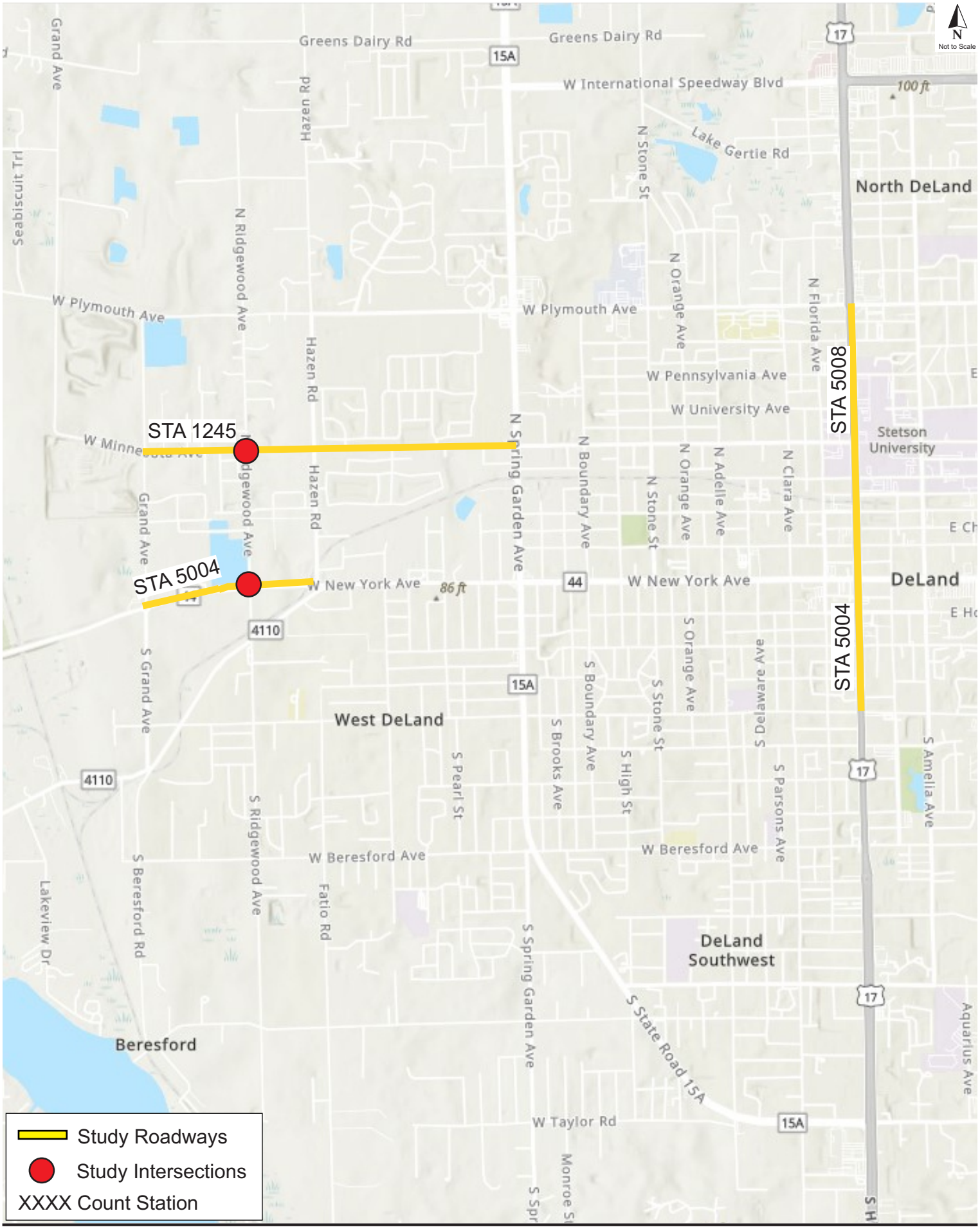
Roadway Segment	Seg Num	A T	Function Class	# of Lns	PK 2W Cap	Project Trips Dist	Trips	%Cap	Signif-icant?	C/ NC?	w/in 3-miles	In Study?
US 17/92												
SR 15A/Taylor Rd. to Beresford Ave.	1006	U	Principal Arterial	4	3,790	0%	0	0.00%	NO	NO	YES	NO
Beresford Ave. to Euclid Ave.	5173	U	Principal Arterial	4	1,480	0%	0	0.00%	NO	NO	YES	NO
Euclid Ave. to SR 44/New York Ave.	5004	U	Principal Arterial	2	1,410	5%	4	0.28%	NO	C	YES	YES
SR 44/New York Ave. to Plymouth Ave.	5008	U	Principal Arterial	2	1,410	0%	0	0.00%	NO	NC	YES	YES
Plymouth Ave. to US 92/ISB	66	U	Principal Arterial	4	3,790	5%	4	0.11%	NO	NO	YES	NO
SR 15A												
US 17/92/Taylor to New Hampshire Ave.	1005	U	Principal Arterial	4	3,580	30%	25	0.70%	NO	NO	YES	NO
New Hampshire Ave. to Beresford Ave.	6	U	Principal Arterial	4	3,580	30%	25	0.70%	NO	NO	YES	NO
Beresford Ave. to SR 44/New York Ave.	474	U	Principal Arterial	4	3,580	35%	29	0.81%	NO	NO	YES	NO
SR 44/New York Ave. to Plymouth Ave.	463	U	Principal Arterial	4	3,580	25%	21	0.59%	NO	NO	YES	NO
Plymouth Ave. to CR 92	537	U	Principal Arterial	4	3,580	30%	25	0.70%	NO	NO	YES	NO
CR 92 to Glenwood Rd.	465	U	Principal Arterial	4	3,580	10%	8	0.22%	NO	NO	YES	NO
SR 44												
Lake Co. to Shell Rd.	1007	U	Principal Arterial	2	1,490	10%	8	0.54%	NO	NO	YES	NO
Shell Rd. to Grand Ave.	1007	U	Principal Arterial	2	2,180	10%	8	0.37%	NO	NO	YES	NO
Grand Ave. to Old New York/Hazen Rd.	1007	U	Principal Arterial	2	2,180	45%	37	1.70%	NO	NO	YES	NO
Old New York/Hazen Rd. to SR 15A/Spring Garden A	274	U	Principal Arterial	2	2,180	45%	37	1.70%	NO	NO	YES	NO
SR 15A/Spring Garden Ave. to Stone St.	447	U	Principal Arterial	2	1,712	10%	8	0.47%	NO	NO	YES	NO
Stone St. to Clara Ave.	5012	U	Principal Arterial	2	1,712	10%	8	0.47%	NO	NO	YES	NO
Clara Ave. to Amelia Ave.	5015	U	Principal Arterial	2	1,410	10%	8	0.57%	NO	NO	YES	NO
Amelia Ave. to Hill Ave.	80	U	Principal Arterial	2	1,712	5%	4	0.23%	NO	NO	YES	NO
Amelia Ave												
SR 44 to Ohio Ave.	73	U	Major-Collector	4	2,060	0%	0	0.00%	NO	NO	YES	NO
Ohio Ave. to Minnesota Ave.	74	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Minnesota Ave. to Plymouth Ave.	75	U	Major-Collector	2	1,270	0%	0	0.00%	NO	NO	YES	NO
Plymouth Ave. to US 92	77	U	Major-Collector	2	1,270	0%	0	0.00%	NO	NO	YES	NO
Beresford Ave												
Beresford Rd. to Fatio Rd	161	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Fatio Rd. to SR 15A	162	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
SR 15A to US 17/92	164	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
US 17/92 to Amelia Ave	165	U	Major-Collector	2	1,330	5%	4	0.30%	NO	NO	YES	NO
Amelia Ave. to Hill Ave.	167	U	Major-Collector	2	1,620	5%	4	0.25%	NO	NO	YES	NO
Hill Ave. to Blue Lake Ave.	169	U	Major-Collector	2	1,230	5%	4	0.33%	NO	NO	YES	NO
Beresford Rd												
SR 15A to Spring Garden Ave.	180	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Spring Garden Ave. to Fatio Rd.	181	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Fatio Rd.. to Beresford Ave	182	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Beresford Ave. to Old New York Ave.	183	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
CR 92 (International Speedway Blvd)												
SR 15A to Stone St.	450	U	Principal Arterial	4	3,410	20%	16	0.47%	NO	NO	YES	NO
Stone St. to US 17/92	452	U	Principal Arterial	4	3,410	20%	16	0.47%	NO	NO	YES	NO
Euclid Ave												
Grand to Fatio Rd.	610	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Fatio Rd. to Woodward Ave.	611	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Woodward Ave. to SR 15A	612	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
SR 15A to Adelle Ave.	613	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Adelle Ave. to US 17/92	614	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Garfield Ave												
SR 44 to Plymouth Ave.	700	U	Local	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Plymouth Ave. to US 92	702	U	Local	2	1,020	0%	0	0.00%	NO	NO	YES	NO

Source: 2022 Volusia County AADTs

Table 2
Study Area Significance Review (Cont'd)

Roadway Segment	Seg Num	AT	Function Class	# of Lns	PK 2W Cap	Project Trips			Signif-icant?	C/ NC?	w/in 3-miles	In Study?
						Dist	Trips	%Cap				
Grand Ave / CR 4053												
Old New York Ave. to SR 44	748	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
SR 44 to Minnesota Ave.	750	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Minnesota Ave. to Plymouth Ave.	751	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Plymouth Ave. to Glenwood Rd.	752	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Glenwood Rd. to Lemon St.	754	U	Major-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Minnesota Ave												
Grand Ave. to SR 15A	1245	U	Minor-Collector	2	1,020	40%	33	3.24%	YES	NO	YES	YES
SR 15A to US 17/92	1247	U	Minor-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Amelia Ave. to Hill Ave	1249	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
New Hampshire Ave												
SR 15A to Adelle Ave	1270	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Adelle Ave to Clara Ave.	1271	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Clara Ave. to US 17/92	1272	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Plymouth Ave												
Grand Ave. to Hazen Rd.	1490	U	Major-Collector	2	1,230	0%	0	0.00%	NO	NO	YES	NO
Hazen Rd. to SR 15A	1491	U	Major-Collector	2	1,230	10%	8	0.65%	NO	NO	YES	NO
SR 15A to Stone St.	1493	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Stone St. to Clara Ave	1495	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Clara Ave. to US 17/92	1497	U	Major-Collector	2	1,270	5%	4	0.31%	NO	NO	YES	NO
US 17/92 to Amelia Ave	1498	U	Major-Collector	2	1,270	5%	4	0.31%	NO	NO	YES	NO
Amelia Ave. to Garfield Ave.	1500	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Garfield Ave. to Blue Lake Rd./Jacobs Dairy Rd	1502	U	Major-Collector	2	1,020	5%	4	0.39%	NO	NO	YES	NO
Woodward Ave												
Beresford Ave. to Euclid Ave.	2031	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO
Euclid Ave. to SR 44	2030	U	Minor-Collector	2	1,020	0%	0	0.00%	NO	NO	YES	NO

Source: 2022 Volusia County AADTs


Not to Scale
Greens Dairy Rd
15A
W International Speedway Blvd
100 ft
Lake Gertie Rd
North DeLand
Grand Ave
Hazen Rd
N Stone St
N Orange Ave
N Florida Ave
N Ridgewood Ave
W Plymouth Ave
Hazen Rd
N Spring Garden Ave
W Pennsylvania Ave
W University Ave
STA 5008
Stetson University
STA 1245
N Boundary Ave
N Orange Ave
N Adelle Ave
N Clara Ave
N Stone St
Grand Ave
Hazen Rd
STA 5004
W New York Ave
86 ft
44
W New York Ave
DeLand
4110
S Grand Ave
15A
West DeLand
S Boundary Ave
S Stone St
S Orange Ave
S Delaware Ave
S Amelia Ave
17
4110
S Pearl St
S Brooks Ave
S High St
S Parsons Ave
S Ridgewood Ave
W Beresford Ave
W Beresford Ave
S Beresford Rd
Fatio Rd
Lakeview Dr
S Spring Garden Ave
DeLand Southwest
17
S State Road 15A
Aquarius Ave
Beresford
W Taylor Rd
15A
Monroe St
Study Roadways
Study Intersections
XXXX Count Station

Background Traffic

Background traffic will be projected to the buildout year 2027 per *Volusia County's Segment Growth Rates and Vested Trips Instructions Policy*, included in **Attachments**. Growth rates will be calculated based on the historical AADT obtained from the latest *Volusia County AADT & Historical Counts*. The vested trips will be calculated based on the most recent version of *Volusia County Vested Trip Database*. Vested developments as coordinated with the City of Deland will also be included. The locations of the count stations used to collect the historical AADT data are included in **Figure 4**. Necessary adjustments will be made to both the growth rates and the vested trips per Volusia County guidelines.

Buildout Traffic

Buildout conditions will be analyzed by comparing the total projected traffic volumes to their service volumes at the adopted LOS standard for the roadway segments and intersections. Total projected traffic volumes at buildout year 2027 will be calculated as the sum of background traffic and project trips.

Planned and Programmed Improvements

The *FDOT Work Program* and the *River to Sea Transportation Planning Organization (TPO) Transportation Improvement Program (TIP)* were reviewed to determine if any roadway or intersection capacity improvements were funded for construction within the next three (3) years. One (1) improvement is currently funded. The St. Johns Loop Trail Gap between Lake Beresford Park and Grand Avenue is a multi-use 3.6-mile trail where a *Project Development & Environment (PD&E) Study* is currently underway. An excerpt from the FDOT *www.cflroads.com* website is provided in the **Attachments**.

Access and Turn Lane Analysis

An assessment of turn lane needs for the project driveways will also be performed for proposed full access driveway utilized by project traffic. Turn lane requirements will be based on section 72-619 of the *Volusia County Land Development Code*.

Proportionate Share

If the development results in offsite impacts, the development will mitigate its impact to the deficient facilities by contributing a proportionate share. The proportionate share calculation will be based on costs approved by the Volusia County.

Alternative Mode Analysis

An alternative mode review will be included in the traffic study and will include a narrative of any transit stops within ¼ mile of the site, ½ mile of a rail line station or intermodal facility, provisions for sidewalks adjacent to public roads within the limits of the site, sidewalk connectivity between parcels, provisions for any bicycle amenities, and identification of any schools within 1-mile of the site.

Crash Analysis

A review of historical crash data within the vicinity of the site access points will be conducted to determine if any design features could potentially mitigate the observed crash frequency/ severity. A crash diagram with georeferenced crash locations highlighting crash trends based on five (5) years period will be included. Five (5) years of crash data will be obtained from Signal Four Analytics (S4A) for the analysis. The crash analysis will include all listed study intersections/segments adjoining the development and intersection(s)/segment(s) with mitigated development measure(s). In summary the crash analysis review will include consideration to the following:

- Crash patterns near proposed driveways should be assessed to identify if additional mitigations like access restriction or median treatments are warranted.
- Analyze crash data to identify trends, patterns, and crash diagram with georeferenced crash locations highlighting crash trends based on 5yrs period.
- Mitigation measure(s) as proposed to address potential crash trends will be required by using CMF factors to include the following tabulated information.
- Confirm that full access is operationally and safely feasible on North Ridgewood Avenue based on existing traffic volumes and access spacing policies.

Report

A report will be prepared detailing the methods, findings, and recommendations of the traffic analysis for the proposed development.

ATTACHMENTS

May 7, 2025

William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West Indiana Avenue
DeLand, FL 32720
WDWhite@volusia.org

Re: Ridgewood Ave Residential
Response to Methodology Comments
TMC Project № 25042.01.01
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by Volusia County Traffic Engineering dated April 24, 2025 regarding the above referenced Methodology dated April 14, 2025. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Methodology v1.1 is provided under cover reflecting the changes resulting from these comments.

1. **Secure written confirmation from relevant agencies their listed vested development(s) to be considered within your impacted study area.**

   TMC Response: Acknowledged. The TIA will include applicable vested developments as coordinated with the City of Deland and Volusia County.

2. **Please confirm if the study area is within ¼-mile of a transit route, or ½-mile of a rail line rail station, or intermodal facility.**

   TMC Response: Acknowledged. The TIA will include details on the transit routes, rail lines, and intermodal facilities that are within the study area, as defined per Volusia County standards.

3. **Evaluates the impact of proposed development interaction with high school, bicycle, and pedestrian traffic.**

   TMC Response: Acknowledged. This information will be included in the TIA.

4. ***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 with georeferenced crash locations highlighting crash trends based on 5yrs period. Analysis of safety and access management issues will be required to include:***

- **Crash patterns near proposed driveways should be assessed to identify if additional mitigations like access restriction or median treatments are warranted.**
- **Analyze crash data to identify trends, patterns, and crash diagram with georeferenced crash locations highlighting crash trends based on 5yrs period.**
- **Mitigation measure(s) as proposed to address potential crash trends will be required by using CMF factors to include the following tabulated information:**

Countermeasure	CMF Description	CMF ID & CMF Value	Clearinghouse Quality Level	Crash Applicability Description	Included in Analysis?

TMC Response: The section of the methodology titled Crash Analysis already included this level of detail for the safety/crash review. The text has been expanded to include the above listed bullets as well.

5. **Confirm that full access is operationally and safely feasible on North Ridgewood Avenue based on existing traffic volumes and access spacing policies.**

   TMC Response: The Crash Analysis section has been expanded to include this requirement.

6. **Include justification for local adjustments (e.g., observed traffic patterns, major attractors/employers) in the final report for transparency.**

   TMC Response: Acknowledged.

7. **Pay special attention to potential need for northbound/southbound left-turn lanes due to full access configuration and proximity to SR 44.**

   TMC Response: The access review will include an assessment of the feasibility of accommodating a full left turn lane based on the site's proximity to SR 44, if a turn lane is determined to meet agency thresholds.

8. **Please submit soft copy of the Synchro files used.**

   TMC Response: Acknowledged. We understand this to be standard County requirement.

9. **Please submit a soft copy of the excel spreadsheet used for your PFS calculation.**

   TMC Response: Acknowledged. We understand this to be standard County requirement.

10. Present traffic count results to account for all modes of movements and provide soft copy of all count survey data using the following file types:

- **Intersection data - .txt export from PetraPro; .txt export from Traffic Data Online.**
- **Midblock data: .prn export from TraxPro/StarNEXT; .csv export from VIAS; .prn export from TrafficViewerPro**

TMC Response: Acknowledged.

END OF COMMENTS

We trust these responses and the revised Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

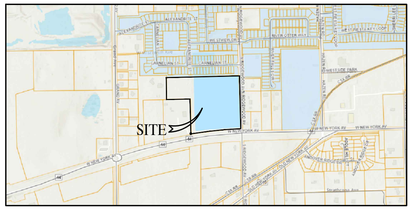
Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC

Charlotte Davidson, PE, PTP
Project Manager



LOCATION MAP



AERIAL MAP

LEGAL DESCRIPTION:

12-17-29 IRREG PARCEL LYING IN GOVT LOT 4 E OF GRAND AVE & N OF SR 44 & W OF N RIDGEWOOD AVE MEAS 827.72 ALONG N R/W OF SR 44 & 867.52 FT ALONG W R/W OF N RIDGEWOOD AVE & 1207.70 FT ON N/L AS DESCRIBED IN OR 7709 PG 3083 PER OR 7233 PG 1560

FLOOD ZONE:

PROPERTY SHOWN HEREON LIES IN FLOOD ZONE "X" AN AREA WHICH LIES OUTSIDE THE 100 YEAR FLOOD AREA ACCORDING TO F.I.R.M. MAP PANEL No. 12127C0465H, DATED FEBRUARY 19, 2014.

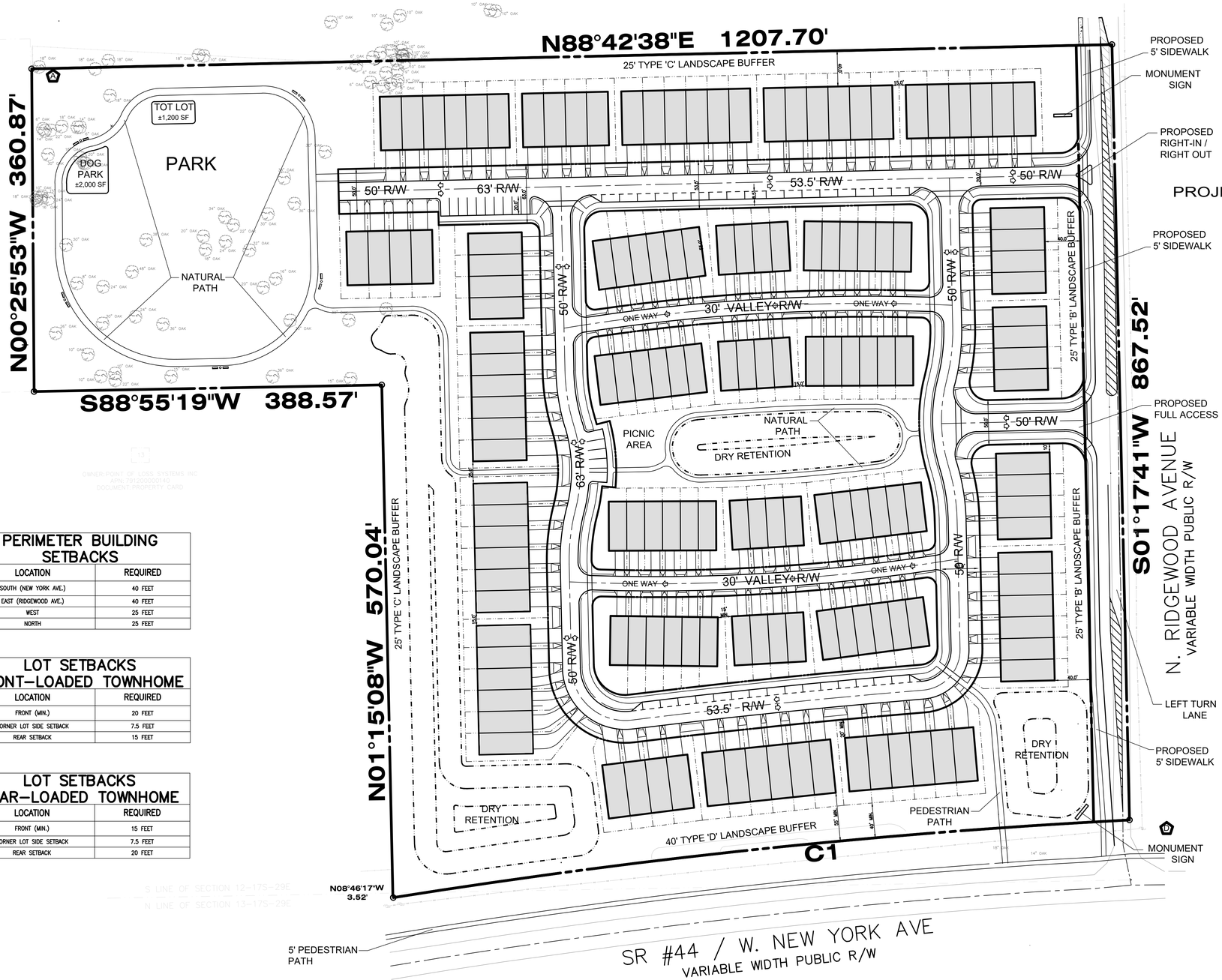
TAX PARCEL ID #:
791200000061

ALT ID #:
2061880

ADDRESS:
210 N. RIDGEWOOD AVE.
DELAND, FLORIDA 32720

N
W E
S

0' 60' 120'
SCALE: 1" = 60'



LEGEND
- PROPOSED BUILDING
- PROPOSED PAVEMENT
- PROPOSED CONCRETE

PROJECT AREA = 20.13 ACRES

PROJECT DATA:

TOTAL AREA:	20.13 AC
MAX. No. OF UNITS:	160 UNITS
MAXIMUM DENSITY:	8 UNITS / AC
MAX. IMP. ALLOWED:	60%
MIN. OPEN SPACE REQ'D:	30%

PROPOSED PARKING:

FRONT LOADED UNITS:	1 GARAGE + 2 CAR D/W EACH
REAR LOADED UNITS:	1 GARAGE + 1 CAR D/W EACH
STREET SIDE:	8.5' X 20' PARALLEL PARKING 9' X 20' - 90° PARKING

PROPOSED BUILDINGS:

MAX. NO. UNITS / BLDG.:	8 UNITS
MIN. NO. UNITS / BLDG.:	4 UNITS
MIN. DIST. BETWEEN BLDGS:	15'

PERIMETER BUILDING SETBACKS

LOCATION	REQUIRED
SOUTH (NEW YORK AVE.)	40 FEET
EAST (RIDGEWOOD AVE.)	40 FEET
WEST	25 FEET
NORTH	25 FEET

LOT SETBACKS FRONT-LOADED TOWNHOME

LOCATION	REQUIRED
FRONT (MIN.)	20 FEET
CORNER LOT SIDE SETBACK	7.5 FEET
REAR SETBACK	15 FEET

LOT SETBACKS REAR-LOADED TOWNHOME

LOCATION	REQUIRED
FRONT (MIN.)	15 FEET
CORNER LOT SIDE SETBACK	7.5 FEET
REAR SETBACK	20 FEET

OWNER-POINT OF LOSS SYSTEMS INC
APN: 791200000140
DOCUMENT-PROPERTY CARD
S LINE OF SECTION 12-17S-29E
N LINE OF SECTION 13-17S-29E

DATE: MAY 2, 2025
SCALE: 1" = 60'
DESIGNED: THS
DRAWN: MOS
CHECKED BY: THS
JOB NO.: 25045
EMAIL: tomskelton4568@gmail.com

REVISIONS | DATE | REVISED | CHECKED

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS ROAD, SUITE 211 WINTER SPRINGS, FLORIDA 32708
PHONE: (407) 327-7700, FAX (407) 327-0227
CERTIFICATE OF AUTHORIZATION NO.: 00006729

PD SITE PLAN
DELAND CROSSINGS
MULTI-FAMILY DEVELOPMENT
DELAND, FLORIDA

THOMAS H. SKELTON, PE
REGISTRATION NO. 42752

SHEET: C1

Single-Family Attached Housing
(215)

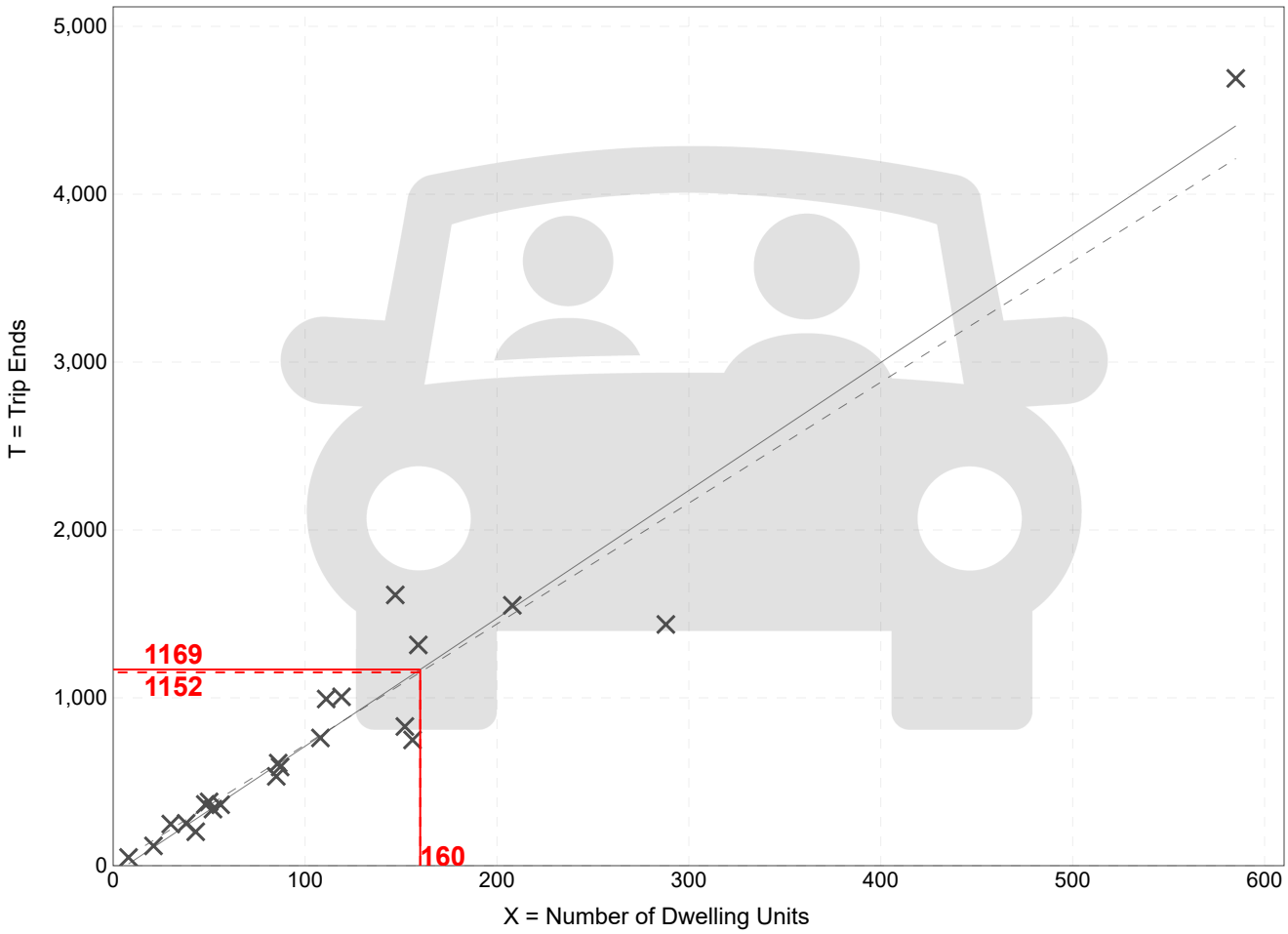
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Fitted Curve Equation: T = 7.62(X) - 50.48

R^2= 0.94

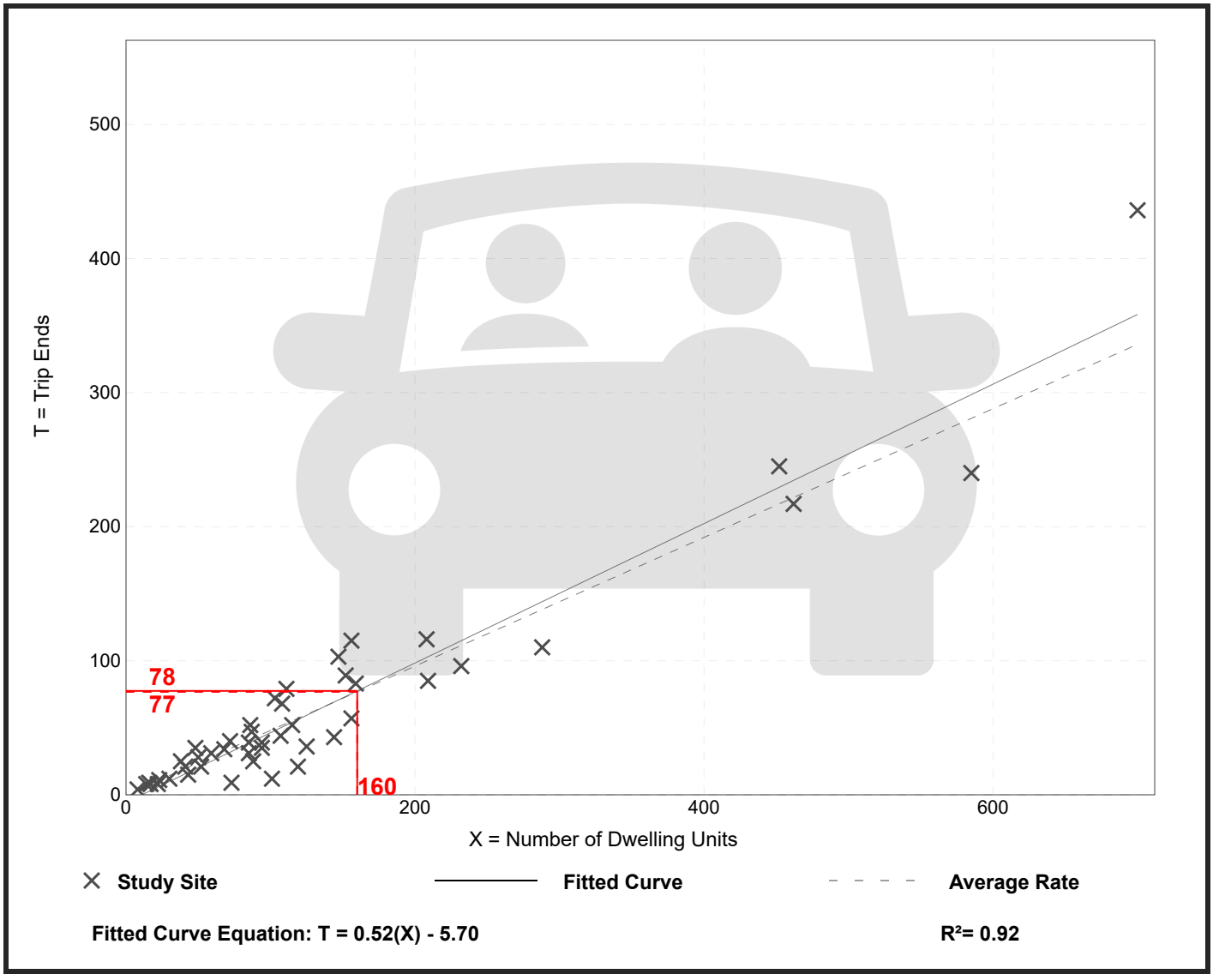
Single-Family Attached Housing
(215)

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:	46
Avg. Num. of Dwelling Units:	135
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



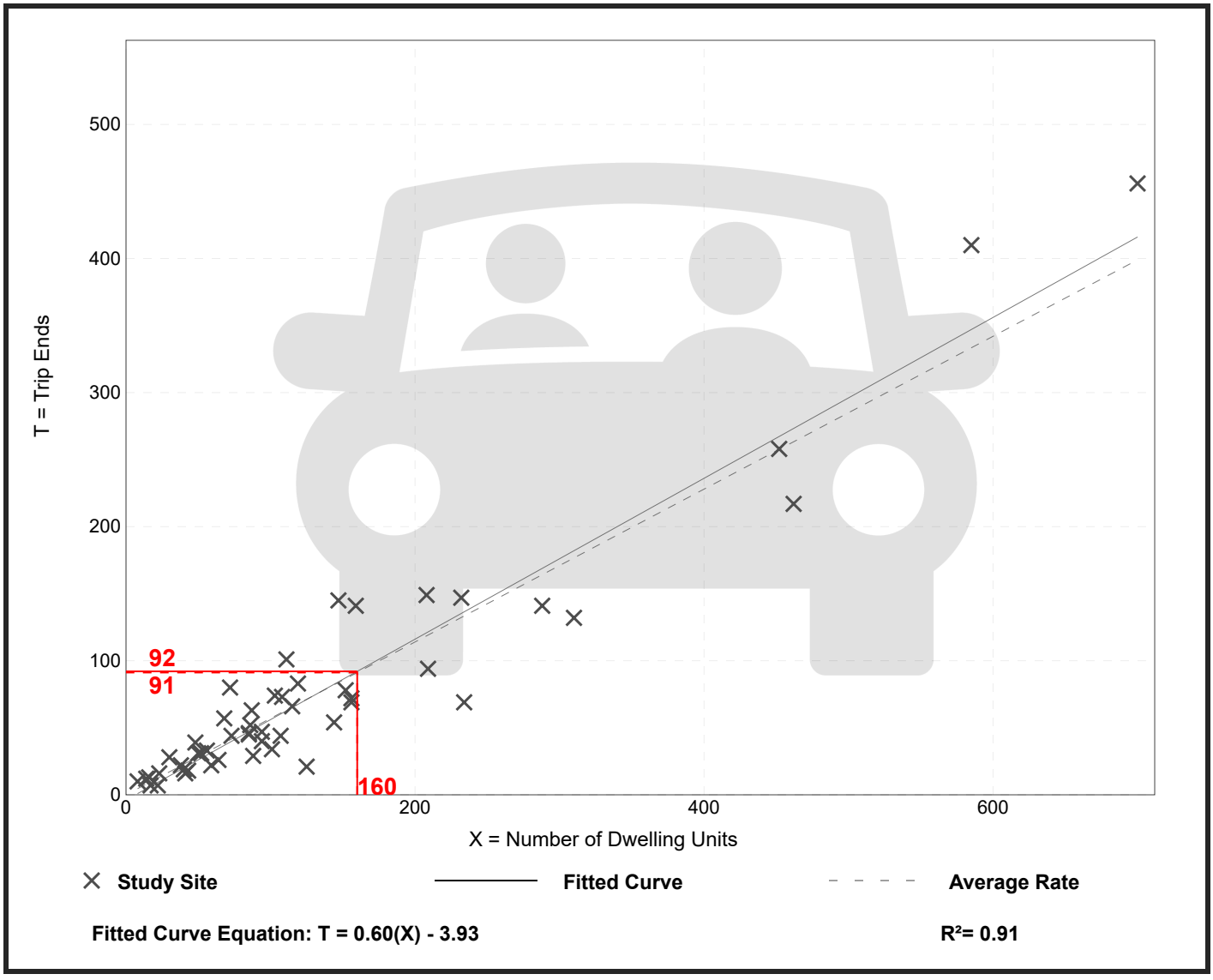
Single-Family Attached Housing
(215)

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:	51
Avg. Num. of Dwelling Units:	136
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed						2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
US 1	10th Ave. to Canal St./Bus. SR 44	5154	FDOT	Yes	1.52	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.68	D	-	-	2,920	4
US 1	Canal St./Bus. SR 44 to Turnbull Bay	5155	FDOT	Yes	1.34	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.60	C	-	-	3,580	4
US 1	Turnbull Bay Rd. to Art Center Ave.	5159	FDOT	Yes	2.24	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.63	C	-	-	3,580	4
US 1	Art Center Ave. to SR 5A/Nova Rd.	13	FDOT	Yes	3.19	45	N+S	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	D	66,200	0.39	B	-	-	5,960	4
US 1	SR 5A/Nova Rd. to Commonwealth	152	FDOT	Yes	1.23	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.39	C	1,170	1,350	3,580	4
US 1	Commonwealth to SR 421/Dunlawton	5057	FDOT	Yes	1.37	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.44	C	1,340	1,440	3,580	4
US 1	SR 421/Dunlawton Ave. to Reed Can	213	FDOT	Yes	1.18	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.63	C	-	-	3,580	4
US 1	Reed Canal Rd. to Big Tree Rd.	5061	FDOT	Yes	1.17	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.58	C	-	-	3,580	4
US 1	Big Tree Rd. to Bellewood Ave.	5063	FDOT	Yes	0.45	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.73	C	-	-	3,580	4
US 1	Bellewood Ave. to SR 400/Beville Rd	5063	FDOT	Yes	0.27	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.73	C	-	-	3,580	4
US 1	SR 400/Beville Rd to Bellevue Ave.	452	FDOT	Yes	1.05	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.73	C	2,040	2,350	3,580	4
US 1	Bellevue Ave. to Orange Ave.	5066	FDOT	Yes	0.72	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.72	C	-	-	3,580	4
US 1	Orange Ave. to US 92/ISB	5070	FDOT	Yes	0.30	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.88	D	-	-	2,920	4
US 1	US 92/ISB to Fairview/Main St.	5074	FDOT	Yes	0.66	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.86	D	-	-	2,920	4
US 1	Fairview/Main St. to SR 430/Mason A	5074	FDOT	Yes	0.54	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.86	D	-	-	2,920	4
US 1	SR 430/Mason Ave. to LPGA Blvd.	1018	FDOT	Yes	1.47	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.74	D	-	-	2,920	4
US 1	LPGA Blvd. to Hand Ave.	1018	FDOT	Yes	2.00	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.60	C	-	-	3,580	4
US 1	Hand Ave. to SR 40/Granada Blvd.	5142	FDOT	Yes	0.84	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.55	C	-	-	3,580	4
US 1	SR 40/Granada Blvd. to SR 5A/Nova	1019	FDOT	Yes	1.83	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.49	C	-	-	3,580	4
US 1	SR 5A/Nova Rd. to Airport Rd.	100	FDOT	Yes	1.13	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.83	C	-	-	3,580	4
US 1	Airport Rd. to I-95	351	FDOT	Yes	2.81	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.62	C	2,040	2,330	3,580	4
US 1	I-95. to Flagler Co Line	536	FDOT	Yes	1.53	60	N+S	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	D	66,200	0.26	B	-	-	5,960	4
US 17/92	Seminole Co. to Barwick Rd.	0040-S	FDOT	Yes	0.52	50	N+S	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.88	C	-	-	3,580	4
US 17/92	Barwick Rd to Ft. Florida Rd.	0040-S	FDOT	Yes	0.76	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.79	C	-	-	3,580	4
US 17/92	Ft. Florida Rd. to Dirksen Dr.	101	FDOT	Yes	0.72	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.79	C	2,280	2,920	3,580	4
US 17/92	Dirksen Dr. to Valencia Rd.	479	FDOT	Yes	1.05	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.70	C	-	-	3,580	4
US 17/92	Valencia Rd to Highbanks Rd.	7	FDOT	Yes	0.74	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.64	C	1,790	2,410	3,580	4
US 17/92	Highbanks Rd. to DeBary Plantation I	8	FDOT	Yes	0.92	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.60	C	-	-	3,580	4
US 17/92	DeBary Plantation Blvd to Saxon Blvd	509	FDOT	Yes	0.61	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.87	C	-	-	3,580	4
US 17/92	Saxon Blvd. to Enterprise Rd.	539	FDOT	Yes	0.80	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.65	C	-	-	3,580	4
US 17/92	Enterprise Rd. to Rhode Island Ave.	444	FDOT	Yes	0.75	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.87	C	-	-	3,580	4
US 17/92	Rhode Island Ave. to Graves Ave.	444	FDOT	Yes	1.01	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.87	C	-	-	3,580	4
US 17/92	Graves Ave. to New York Ave.	445	FDOT	Yes	1.00	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.84	C	-	-	3,580	4
US 17/92	New York Ave to SR 472	445	FDOT	Yes	0.75	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.84	C	-	-	3,580	4
US 17/92	SR 472 to SR 15A/Taylor Rd.	1004	FDOT	Yes	1.75	45	N+S	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.93	C	-	-	5,390	6
US 17/92	SR 15A/Taylor Rd. to Beresford Ave.	1006	FDOT	Yes	1.02	40	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	42,190	0.76	C	1,850	2,660	3,790	4
US 17/92	Beresford Ave. to Euclid Ave.	5173	FDOT	Yes	0.49	35	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_D_WL	UA_S2WAC2_2W_2L_D_WL	UA_S2WAC2_2W_2L_D_WL	UA_SSAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	E	16,380	1.22	F	1,120	1,510	1,480	2
US 17/92	Euclid Ave. to SR 44/New York Ave.	5004	FDOT	Yes	0.49	30	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_D_WL	UA_S2WAC2_2W_2L_D_WL	UA_S2WAC2_2W_2L_D_WL	UA_SSAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	E	15,600	1.20	D	-	-	1,410	2
US 17/92	SR 44/New York Ave. to Plymouth Av	5008	FDOT	Yes	1.01	30	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC3_2W_2L_U_WL	UA_S2WAC3_2W_2L_U_WL	UA_S2WAC3_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	DeLand	19,150	0.98	DeLand	-	-	1,410	2
US 17/92	Plymouth Ave. to US 92/ISB	66	FDOT	Yes	0.83	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	42,190	0.57	C	-	-	3,790	4
US 17	US 92 to Mercers Fernery Rd.	1000	FDOT	Yes	0.68	45	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	42,190	0.79	C	-	-	3,790	4
US 17	Mercers Fernery Rd. to Glenwood Rd	69	FDOT	Yes	0.51	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.55	C	1,170	1,890	3,580	4
US 17	Glenwood Rd. to SR 15A/CR 15A	236	FDOT	Yes	1.64	55	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.40	C	-	-	3,580	4
US 17	SR 15A/CR 15A to Reynolds Rd	476	FDOT	Yes	2.76	45	N+S	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	D	66,200	0.30	B	1,320	1,680	5,960	4
US 17	Reynolds Rd to Spring Garden Ranch	519	FDOT	Yes	1.09	55	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.48	B	-	-	2,180	2
US 17	Spring Garden Ranch Rd. to Lake Wi	104	FDOT	Yes	0.56	45	N+S	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.39	B	-	-	2,180	2
US 17	Lake Winona Rd. to SR 40	104	FDOT	Yes	4.93	45	N+S	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	D	18,000	0.52	B	-	-	1,620	2
US 17	SR 40 to Washington Ave.	448	FDOT	Yes	5.02	45	N+S	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.50	B	760	770	1,490	2
US 17	Washington Ave. to CR 305/Lk Geor	46	FDOT	Yes	5.28	55	N+S	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.37	B	-	-	1,490	2
US 17	CR 305/Lk George Rd to Putnam Co	280	FDOT	Yes	3.41	60	N+S	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	18,000	0.33	B	510	510	1,620	2
US 92	US 17 to Jacobs Rd.	1001	FDOT	Yes	1.41	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.67	C	-	-	3,580	4
US 92	Jacobs Rd. to Kepler Rd.	5	FDOT	Yes	1.23	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.60	C	1,580	1,880	3,580	4
US 92	Kepler Rd. to Old Daytona Rd.	9925	FDOT	Yes	1.32	65	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.40	C	-	-	3,580	4
US 92	Old Daytona Rd. to Red John Dr.	9925	FDOT	Yes	7.20	55	E+W	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RUA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban/Rural	C	44,900	0.35	B	-	-	4,270	4
US 92	Red John Dr. to I-4 EB Ramp	478	FDOT	Yes	2.26	55	E+W	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.43	C	-	-	3,580	4
US 92	I-4 EB Ramp to LPGA Blvd.	478	FDOT	Yes	0.58	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.43	C	-	-	3,580	4
US 92	LPGA Blvd. to I-95	532	FDOT	Yes	2.03	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.77	C	-	-	3,580	4
US 92	I-95 to Williamson Blvd.	508	FDOT	Yes	0.71	50	E+W	UA_S2WAC1_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	Principal Arterial - Other - Urban	C	78,800	0.50	C	3,180	3,290	7,090	8
US 92	Williamson Blvd. to Bill France Blvd.	5172	FDOT	Yes	1.13	50	E+W	UA_S2WAC1_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	Principal Arterial - Other - Urban	C	78,800	0.58	C	-	-	7,090	8
US 92	Bill France Blvd. to SR 483/Clyde Mo	5094	FDOT	Yes	0.86	50	E+W	UA_S2WAC1_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_S2WAC2_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	UA_SSAC1_2W_8L_D_WL	Principal Arterial - Other - Urban	D	78,800	0.50	C	2,620	3,270	7,210	8
US 92	SR 483/Clyde Morris Blvd. to SR 5A/I	5096	FDOT	Yes	0.93	45	E+W	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.60	C	2,570	2,800	5,390	6
US 92	SR 5A/Nova Rd. to Martin Luther Kin	5099	FDOT	Yes	0.78	40	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.57	C	-	-	3,580	4
US 92	Martin Luther King Blvd. to US 1	5104	FDOT	Yes	0.38	40	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.57	C	1,410	1,620	3,580	4
US 92	US 1 to Beach St.	5105	FDOT	Yes	0.23	30	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.46	D	-	-	2,920	4
US 92	Beach St. to SR 441/Peninsula Dr.	337	FDOT	Yes	0.88	40	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.43	C	-	-	3,580	4
US 92	SR 441/Peninsula Dr. to SR A1A/Atla	5109	FDOT	Yes	0.30	30	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.28	C	480	740	2,920	4
SR A1A - Dunlawton Ave.	US 1 to SR A1A/Atlantic Ave.	427	FDOT	Yes	1.25	35	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.82	D	-	-	2,920	4
SR A1A - Atlantic Ave. So	SRA1A/Dunlawton Ave. to Van Ave.	477	FDOT	Yes	1.05	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.44	D	-	-	2,920	4
SR A1A - Atlantic Ave. So	Van Ave. to Florida Shores	5179	FDOT	Yes	1.29	35	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.41	D	840	1,120	2,920	4
SR A1A - Atlantic Ave. So	Florida Shores to Silver Beach Ave.	436	FDOT	Yes	2.34	35	N+S	UA_

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
SR 15A	CR 92 to Glenwood Rd.	465	FDOT	Yes	1.20	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.34	C	-	-	3,580	4
SR 15A	Glenwood Rd. to US 17	466	FDOT	Yes	1.11	50	N+S	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.35	C	-	-	3,580	4
SR 40	Lake County to Emporia Rd.	533	FDOT	Yes	0.86	55	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.59	B	-	-	1,490	2
SR 40	Emporia Rd. to US 17	344	FDOT	Yes	5.58	55	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.55	B	550	660	1,490	2
SR 40	US 17 to SR 11	530	FDOT	Yes	6.69	60	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	8,600	0.86	C	-	-	820	2
SR 40	SR 11 to Pinto Lane	530	FDOT	Yes	6.83	60	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	8,600	0.86	C	-	-	820	2
SR 40	Pinto Lane to Rima Ridge Rd (urban	523	FDOT	Yes	1.25	60	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban/Rural	C	42,300	0.17	B	-	-	4,020	4
SR 40	Rima Ridge Rd to Tymber Creek Rd.	499	FDOT	Yes	4.36	60	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.34	C	-	-	3,580	4
SR 40	Tymber Creek Rd. to I-95	499	FDOT	Yes	0.79	50	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.67	C	-	-	3,580	4
SR 40	I-95 to Clyde Morris Blvd.	522	FDOT	Yes	1.58	50	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.90	C	-	-	3,580	4
SR 40	Clyde Morris Blvd. to SR 5A/Nova Rd	489	FDOT	Yes	1.06	50	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.90	C	-	-	3,580	4
SR 40	SR5A/Nova Rd. to US 1	1020	FDOT	Yes	1.33	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.78	C	-	-	3,580	4
SR 40	US 1 to Halifax Ave.	171	FDOT	Yes	1.11	35	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	1.10	F	3,030	3,380	2,920	4
SR 40	Halifax Ave. to SR A1A	5128	FDOT	Yes	0.37	35	E+W	UA_S2WAC2_2W_4L_U_WL	UA_S2WAC2_2W_4L_U_WL	UA_S2WAC2_2W_4L_U_WL	UA_S2WAC2_2W_4L_U_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Principal Arterial - Other - Urban	D	32,400	0.66	D	-	-	2,920	4
SR 44	Lake Co. to Shell Rd.	1007	FDOT	Yes	1.19	55	E+W	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	15,700	0.89	C	-	-	1,490	2
SR 44	Shell Rd. to Grand Ave.	1007	FDOT	Yes	1.26	45	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.57	C	-	-	2,180	2
SR 44	Grand Ave. to Old New York/Hazen F	1007	FDOT	Yes	0.70	55	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.60	C	-	-	2,180	2
SR 44	Old New York/Hazen Rd. to SR 15A/	274	FDOT	Yes	0.71	40	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	Principal Arterial - Other - Urban	D	24,200	0.60	C	900	1,180	2,180	2
SR 44	SR 15A/Spring Garden Ave. to Stone	447	FDOT	Yes	0.50	40	E+W	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	18,939	0.62	C	-	-	1,712	2
SR 44	Stone St. to Clara Ave.	5012	FDOT	Yes	0.51	35-40	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	18,939	0.60	C	730	910	1,712	2
SR 44	Clara Ave. to Amelia Ave.	5015	FDOT	Yes	0.50	25-35	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_S2WAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	UA_SSAC2_2W_2L_U_WL	Principal Arterial - Other - Urban	E	14,800	0.50	D	-	-	1,410	2
SR 44	Amelia Ave. to Hill Ave.	80	FDOT	Yes	1.00	35/40/45	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	18,939	0.70	C	-	-	1,712	2
SR 44	Hill Ave. to Blue Lake Ave.	80	FDOT	Yes	0.51	45	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	DeLand	19,800	0.67		-	-	1,712	2
SR 44	Blue Lake Ave. to Kepler Rd.	19	FDOT	Yes	0.94	45	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	DeLand	20,800	0.87		-	-	1,712	2
SR 44	Kepler Rd. to Summit Ave.	259	FDOT	Yes	1.18	45-50	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Principal Arterial - Other - Urban	DeLand	19,800	1.11		-	-	1,712	2
SR 44	Summit Ave. to I-4	538	FDOT	Yes	0.98	45	E+W	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.59	C	-	-	3,580	4
SR 44	I-4 to Prevatt Ave.	480	FDOT	Yes	0.74	55	E+W	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.41	C	1,630	1,820	3,580	4
SR 44	Prevatt Ave. to Pioneer Tr.	41	FDOT	Yes	5.93	65	E+W	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RUA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	C	44,900	0.42	B	1,510	1,700	4,270	4
SR 44	Pioneer Tr. to SR 415/CR 415	1011	FDOT	Yes	3.56	65	E+W	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RUA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	C	44,900	0.37	B	-	-	4,270	4
SR 44	SR 415/CR 415 to Samsula Dr.	1012	FDOT	Yes	1.14	65	E+W	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Rural	C	42,300	0.53	B	-	-	4,020	4
SR 44	Samsula Dr. to Airport Rd	423	FDOT	Yes	1.70	65	E+W	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	RDA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban/Rural	C	42,300	0.36	B	1,140	1,490	4,020	4
SR 44	Airport Rd. to I-95	423	FDOT	Yes	2.05	65	E+W	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	TA_UFH_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.39	C	1,140	1,490	3,580	4
SR 44	I-95 to Mission Dr	515	FDOT	Yes	2.83	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.90	C	-	-	3,580	4
SR 44	Mission Dr. to Live Oak	514	FDOT	Yes	1.35	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.57	C	-	-	3,580	4
SR 44/SR A1A/S Causew	Live Oak to Peninsula Ave.	207	FDOT	Yes	1.30	50	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.65	C	-	-	3,580	4
SR 44/SR A1A/S Causew	Peninsula Ave. to Saxon Dr.	5180	FDOT	Yes	0.35	40	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.55	C	-	-	3,580	4
SR 44/SR A1A/3rd Ave/A	Saxon Dr. to 6th Ave	5043	FDOT	Yes	0.50	40	E+W	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.34	C	900	1,030	3,580	4
SR 44 (Business) - Canal S	SR 44/Lytle St to Pioneer Trail	516	FDOT	Yes	0.17	40	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.69	C	820	950	1,600	2
SR 44 (Business) - Canal S	Pioneer Tr. to US 1	111	FDOT	Yes	0.76	40	E+W	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.73	C	840	1,030	1,600	2
SR 46	Seminole Co. to Brevard Co.	0416-B	FDOT	Yes	5.44	55	E+W	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Principal Arterial - Other - Rural	C	18,000	0.27	B	-	-	1,620	2
SR 400 - Beville Rd.	I-95 to Williamson Blvd.	501	FDOT	Yes	0.28	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.44	C	-	-	5,390	6
SR 400 - Beville Rd.	Williamson Blvd. to SR 483/Clyde Mo	5189	FDOT	Yes	1.91	55	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.63	C	-	-	3,580	4
SR 400 - Beville Rd.	SR 483/Clyde Morris Blvd. to SR 5A/I	511	FDOT	Yes	0.68	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.75	C	-	-	3,580	4
SR 400 - Beville Rd.	SR 5A/Nova Rd. to US 1	502	FDOT	Yes	1.34	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.58	C	-	-	3,580	4
SR 415	Seminole Co. to Enterprise-Osteen R	25	FDOT	Yes	4.39	55	N+S	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	TA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_4L_D_WL	Minor Arterial - Urban/Rural	D	66,200	0.40	D	-	-	5,960	4
SR 415	Enterprise-Osteen Rd. to Howland Bl	437	FDOT	Yes	1.83	45	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_SSAC1_2W_4L_D_WL	Minor Arterial - Urban	D	39,800	0.52	C	1,500	1,860	3,580	4
SR 415	Howland Blvd. to Acorn Lake Rd	321	FDOT	Yes	0.88	45	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_WL	UA_SSAC1_2W_4L_D_WL	Minor Arterial - Urban	D	39,800	0.25	C	-	-	3,580	4
SR 415	Acorn Lake Rd to SR 44	1009	FDOT	Yes	10.49	55	N+S	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_WL	RUA_UFH_2W_2L_U_WL	Minor Arterial - Rural	C	18,000	0.62	C	-	-	1,620	2
SR 421 - Dunlawton Ave.	Williamson to Clyde Morris Blvd.	517	FDOT	Yes	1.07	45	E+W	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.91	C	-	-	5,390	6
SR 421 - Dunlawton Ave.	Clyde Morris Blvd. to SR 5A/Nova Rd	1014	FDOT	Yes	1.31	50	E+W	UA_S2WAC1_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_S2WAC2_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	UA_SSAC1_2W_6L_D_WL	Principal Arterial - Other - Urban	D	59,900	0.73	C	-	-	5,390	6
SR 421 - Dunlawton Ave.	SR5A/Nova Rd. to Spruce Creek Rd.	1015	FDOT	Yes	0.91	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.77	C	-	-	3,580	4
SR 421 - Dunlawton Ave.	Spruce Creek Rd. to US 1	5181	FDOT	Yes	0.71	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.67	C	-	-	3,580	4
SR 430 - Mason Ave.	SR 483/Clyde Morris Blvd. to SR 5A/I	5197	FDOT	Yes	0.99	35	E+W	UA_S2WAC1_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_SSAC2_2W_4L_U_0L	UA_SSAC2_2W_4L_U_0L	Minor Arterial - Urban	D	24,300	0.81	D	1,330	1,480	2,190	4
SR 430 - Mason Ave.	SR 5A/Nova Rd. to US 1	5197	FDOT	Yes	1.08	35	E+W	UA_S2WAC1_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_S2WAC2_2W_4L_U_0L	UA_SSAC2_2W_4L_U_0L	UA_SSAC2_2W_4L_U_0L	Minor Arterial - Urban	D	24,300	0.81	D	1,330	1,480	2,190	4
SR 430 - Mason Ave.	US 1 to Beach St.	5197	FDOT	Yes	0.30	35	E+W	UA_S2WAC1_2W_4L_U_0L	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_S2WAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	UA_SSAC2_2W_4L_D_WL	Minor Arterial - Urban	D	32,400	0.60	D	1,330	1,480	2,920	4
SR 430 - Oakridge Blvd. -	Beach St. to Peninsula Dr	5196E	FDOT	Yes	0.70	40	E+W	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	Minor Arterial - Urban	D	23,880	0.39	C	-	-	2,150	2
SR 430 - Oakridge Blvd. -	Peninsula Dr to SR A1A/Atlantic	5195	FDOT	Yes	0.28	40	E+W	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	Minor Arterial - Urban	D	23,880	0.25	C	-	-	2,150	2
SR 430 - Seabreeze Brid	Beach St. to Peninsula Dr	5196W	FDOT	Yes	1.01	40	E+W	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	UA_SSAC1_1W_2L_D_WL	Minor Arterial - Urban	D	23,880	0.42	C	-	-	2,150	2
SR 430 - Seabreeze Brid	Peninsula Dr to SR A1A/Atlantic	5191	FDOT	Yes	0.29	30	E+W	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_S2WAC1_1W_2L_D_WL	UA_SSAC2_1W_2L_D_WL	UA_SSAC2_1W_2L_D_WL	Minor Arterial - Urban	D	19,440	0.57	C	-	-	1,750	2
SR 441 - Peninsula Dr.	SR A1A/Dunlawton to Florida Shores	5188	FDOT	Yes	2.42	40	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.33	C	-	-	1,600	2
SR 441 - Peninsula Dr.	Florida Shores to Silver Beach Ave.	5187	FDOT	Yes	2.34	35	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.47	C	-	-	1,600	2
SR 441 - Peninsula Dr.	Silver Beach Ave. to US 92/ISB	5187	FDOT	Yes	0.65	35	N+S	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_S2WAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	UA_SSAC1_2W_2L_U_WL	Minor Arterial - Urban	D	17,700	0.47	C	-	-	1,600	2
SR 442 - Indian River Blvd	I-95 to Air Park Rd.	170	FDOT	Yes	2.09	55	E+W	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	TA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Minor Arterial - Urban	D	39,800	0.36	C	-	-	3,580	4
SR 442 - Indian River Blvd	Air Park Rd. to US 1	5190	FDOT	Yes	1.69	45	E+W	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_S2WAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Minor Arterial - Urban	D	39,800	0.48	C	-	-	3,580	4
SR 472	US 17/92 to CR 4101/MLK Blvd	472	FDOT	Yes	2.31	60	E+W	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	Principal Arterial - Other - Urban	D	66,200	0.36	B	-	-	5,960	4
SR 472	CR 4101/MLK Blvd to I-4 (end of stat	535	FDOT	Yes	1.10	60	E+W	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_UFH_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.80	C	2,300	2,710	3,580	4
SR 483 - Clyde Morris BV	SR 400/Beville Rd. to Aviation Ctr Pk	5193	FDOT	Yes	0.98	45	N+S	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	Principal Arterial - Other - Urban	D	37,800	0.73	C	-	-	3,400	4
SR 483 - Clyde Morris BV	Aviation Ctr Pkwy/Bellevue to US 92/	5193	FDOT	Yes	1.20	45	N+S	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_D_WL	Principal Arterial - Other - Urban	D	39,800	0.69	C	-	-	3,580	4
SR 483 - Clyde Morris BV	US 92/ISB to SR 430/Mason Ave.	5182	FDOT	Yes	1.20	45	N+S	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_S2WAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	UA_SSAC1_2W_4L_U_WL	Principal Arterial - Other - Urban	D	37,800	0.55	C	-	-	3,400	4
6th St.	Derbyshire Rd. to SR 5A/Nova Rd	11	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_

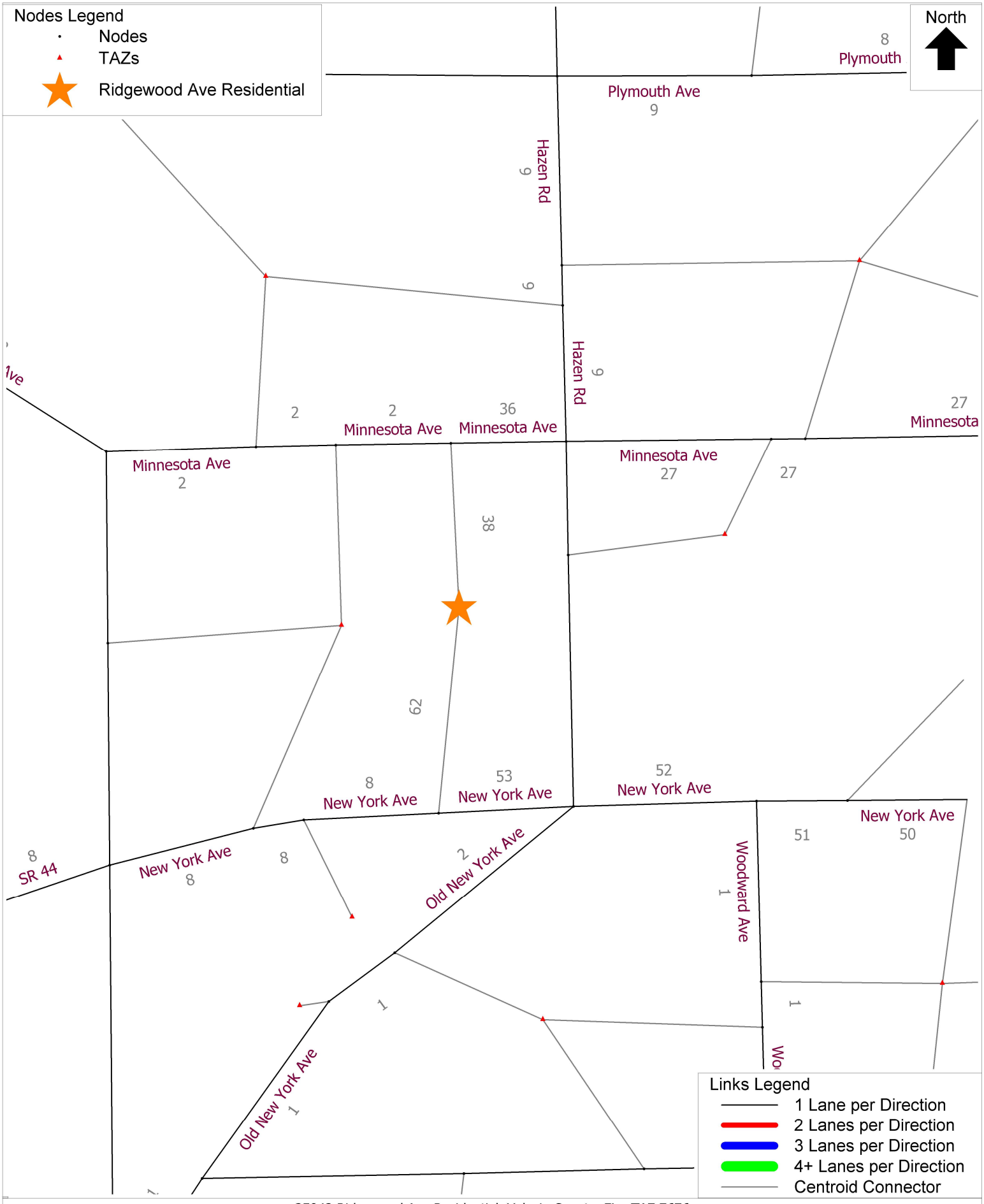
Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Beach/Riverside/Beach (C	SR 40 to Wilmette Ave.	132	County	Yes	0.70	35	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	16,000	0.54	D	580	725	1,440	2
Beach/Riverside/Beach (C	Wilmette Ave. to Inglesa Ave.	135	County	Yes	2.55	35	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	16,000	0.43	D	610	710	1,440	2
Beach/Riverside/Beach (C	Inglesa Ave to Pine Tree Dr.	137	County	Yes	1.10	35	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	16,000	0.18	C	170	250	1,440	2
Beacon Light Rd.	Halifax Ave. to Ariel Rd.	140	County	Yes	2.75	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.05	B	25	35	620	2
Beacon Light Rd.	Ariel Rd. to Volco Rd.	141	County	Yes	1.25	35	N+S	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.09	B	40	55	620	2
Bellevue Ave. Extension	CR 415/Tomoka Farms Rd to William	151	County	Yes	0.50	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.52	D	500	580	1,020	2
Bellevue Ave. Extension	Williamson Blvd to SR 483/Clyde Mo	153	County	Yes	2.50	45	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.23	C	220	295	1,230	2
Beresford Ave.	Beresford Rd. to Fatio Rd	161	County	Yes	0.70	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.16	C	175	220	1,020	2
Beresford Ave.	Fatio Rd. to SR 15A	162	County	Yes	1.30	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.30	C	240	350	1,020	2
Beresford Ave.	SR 15A to US 17/92	164	County	Yes	1.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.34	C	250	400	1,020	2
Beresford Ave.	US 17/92 to Amelia Ave	165	County	Yes	0.25	35	E+W	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	14,740	0.73	D	590	895	1,330	2
Beresford Ave.	Amelia Ave. to Hill Ave.	167	County	Yes	1.00	40	E+W	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	17,900	0.37	C	390	590	1,620	2
Beresford Ave.	Hill Ave. to Blue Lake Ave.	169	County	Yes	1.35	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.31	C	260	400	1,230	2
Beresford Ave.	Blue Lake Ave. to MLK (Kepler Rd.)	Future Rd-17	County	Yes	0.80	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Future - Major Collector - Urban	E	13,640	-	-	-	-	1,230	0
Beresford Ave.	MLK (Kepler Rd.) to SR 44	Future Rd-17	County	Yes	0.75	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Future - Major Collector - Urban	E	13,640	-	-	-	-	1,230	0
Beresford Rd.	SR 15A to Spring Garden Ave.	180	County		0.40	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.04	C	45	55	1,020	2
Beresford Rd.	Spring Garden Ave. to Fatio Rd.	181	County		0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.07	C	60	85	1,020	2
Beresford Rd.	Fatio Rd.. to Beresford Ave	182	County		1.30	30	E+W	TA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.14	C	125	210	1,020	2
Beresford Rd.	Beresford Ave. to Old New York Ave.	183	County	Yes	0.30	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.25	C	250	365	1,020	2
Big Tree Rd.	Clyde Morris Blvd. to Nova Rd.	192	County	Yes	1.10	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.46	D	375	545	1,020	2
Big Tree Rd.	Nova Rd. to Magnolia Ave.	193	County	Yes	0.40	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Minor Collector - Urban	E	14,740	0.82	D	750	1,050	1,330	2
Big Tree Rd.	Magnolia Ave. to Kenilworth Ave.	195	County	Yes	0.45	35	E+W	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Minor Collector - Urban	E	14,740	0.70	D	630	945	1,330	3
Big Tree Rd.	Kenilworth Ave. to US 1	196	County	Yes	0.55	35	E+W	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Minor Collector - Urban	E	14,740	0.51	D	230	605	1,330	3
Blackburn Rd.	CR 3 to Emporia Rd	211	County		1.25	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.10	B	55	65	620	2
Blackwelder Rd.	Lake Winona Rd. to SR 11	221	County		3.25	35	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.04	B	20	25	620	2
Blue Lake Ave.	SR 472 to Orange Camp Rd	Future Rd-22	County	Yes	1.05	45	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	-	-	-	-	1,540	2
Blue Lake Ave.	Orange Camp Rd. to Taylor Rd.	231	County	Yes	1.05	45	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	0.31	C	565	455	1,540	2
Blue Lake Ave.	Taylor Rd. to Beresford Ave.	232	County	Yes	1.05	45	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.56	C	650	740	1,230	2
Blue Lake Ave.	Beresford Ave. to Voorhis Ave.	234	County	Yes	0.75	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.38	C	320	585	1,020	2
Blue Lake Ave.	Voorhis Ave. to SR 44	235	County	Yes	0.25	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.27	C	230	370	1,020	2
Blue Lake Ave.	SR 44 to Minnesota Ave.	236	County	Yes	0.55	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.39	D	320	490	1,020	2
Blue Lake Ave.	Minnesota Ave. to Plymouth Ave.	237	County	Yes	1.00	40	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.55	C	625	695	1,230	2
Blue Springs Av (West)	Sparkman Dr to Lawton Dr	239	County		0.60	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.36	C	500	450	1,020	2
Brownlee Rd.	Raulerson Rd. #1 to Raulerson Rd.	240	County		1.70	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.03	B	15	20	620	2
Cardinal Blvd.	SR 421/Dunlawton Ave. to Demotte A	245	County		0.15	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.10	C	80	130	1,020	2
Cardinal Blvd.	Demotte Ave. to Marcelle Ave	260	County		0.90	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.41	D	330	485	1,020	2
Cardinal Blvd.	Marcelle Ave to Major St.	261	County		1.00	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.06	C	45	80	1,020	2
Carter Rd.	SR 11 to Marsh Rd.	270	County		1.75	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	0.13	C	120	160	1,230	2
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	County	Yes	1.80	30	N+S	UA_UFH_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.18	C	140	210	1,020	2
Clara Ave.	SR 15A to New Hampshire Ave.	301	County		0.50	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.16	C	135	220	1,020	2
Clara Ave.	New Hampshire Ave. to Beresford Av	303	County		0.50	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.22	C	210	270	1,020	2
Clifton Rd.	Lake Winona Rd. to SR 11	311	County		1.70	30	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.03	B	20	25	620	2
Clyde Morris Blvd.	Taylor Rd. to SR 421/Dunlawton Ave	330	County	Yes	0.95	40	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.62	C	1,190	900	1,540	2
Clyde Morris Blvd.	SR 421/Dunlawton Ave. to Willow Ru	332	County	Yes	0.65	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.53	C	1,250	1,575	3,410	4
Clyde Morris Blvd.	Willow Run Blvd. to Madeline Ave.	333	County	Yes	1.30	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.60	C	1,390	1,900	3,410	4
Clyde Morris Blvd.	Madeline Ave. to Big Tree Rd.	335	County	Yes	1.00	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.60	C	1,360	1,865	3,410	4
Clyde Morris Blvd.	Big Tree Rd. to SR 400/Beville Rd.	337	County	Yes	0.90	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_U_WL	Principal Arterial - Other - Urban	E	36,070	0.59	C	1,260	1,785	3,240	4
Clyde Morris Blvd.	SR 430/Mason Ave. to Bill France Bl	338	County	Yes	0.60	45	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.41	C	1,050	1,140	3,410	4
Clyde Morris Blvd.	Bill France Blvd. to LPGA Blvd.	341	County	Yes	1.25	50	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.48	C	1,160	1,455	3,410	4
Clyde Morris Blvd.	LPGA Blvd. to Hand Ave.	343	County	Yes	1.50	50	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.43	C	1,120	1,270	3,410	4
Clyde Morris Blvd.	Hand Ave to SR 40/Granada Blvd.	348	County	Yes	0.80	35	N+S	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Principal Arterial - Other - Urban	E	30,420	0.43	C	890	1,050	2,740	4
Commonwealth Blvd.	Spruce Creek Rd. to Orange Ave.	360	County		0.55	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.39	C	355	430	1,020	2
Commonwealth Blvd.	Orange Ave. to US 1	361	County		0.35	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.27	C	250	305	1,020	2
CR 3	Ponce DeLeon Blvd. to Lake Winona	380	County	Yes	0.45	45	N+S	TA_NSMCRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	0.08	C	80	100	1,230	2
CR 3	Lake Winona Rd. to SR 40	380	County	Yes	5.04	35	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Local	C	11,775	0.09	B	80	100	1,230	2
CR 3	SR 40 to Emporia Rd	382	County	Yes	3.40	45	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.10	B	115	110	1,230	2
CR 3	Emporia Rd to Washington Ave.	384	County	Yes	1.20	30	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.17	B	180	200	1,230	2
CR 3	Washington Ave. to 'US 17	386	County	Yes	2.20	35	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.09	B	90	100	1,230	2
CR 15A	US 17 to Airport Rd.	440	County	Yes	0.90	50	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.22	B	325	460	2,200	2
CR 15A	Airport Rd. to SR 11	441	County	Yes	1.25	40	E+W	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.12	B	220	265	2,200	2
CR 92 (Intn'l Spdwy Blvd.	SR 15A to Stone St.	450	County	Yes	0.25	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.40	C	890	1,250	3,410	4
CR 92 (Intn'l Spdwy Blvd.	Stone St. to US 17/92	452	County	Yes	0.75	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.43	C	930	1,360	3,410	4
CR 305 (Bunnell Rd.)	US 17 to Cowart Rd.	460	County	Yes	1.50	50	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Major Collector - Rural	C	6,450	0.35	B	205	250	620	2
CR 305 (Bunnell Rd.)	Cowart Rd. to Flagler Co.	461	County	Yes	3.00	50	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Major Collector - Rural	C	6,450	0.25	B	180	200	620	2
Cow Creek Rd.	SR 442 to Volco Rd.	420	County	Yes	3.50	50	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.16	B	80	90	620	2
Cowart Rd.	Bunnell Rd to Little Brown Church Rd	430	County		2.05	40	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.03	B	20	20	620	2
Daugharty Rd. (S. End)	Marsh Rd. to SR 11	470	County	Yes	0.80	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.08	B	35	50	620	2
Daugharty Rd.	SR 11 to Marsh Rd.	472	County		0.95	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.14	B	60	90	620	2
Demotte Ave.	Peninsula Dr. to Cardinal Blvd	500	County		0.20	25	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.37	C	300	450	1,020	2
Derbyshire Rd.	SR 430/Mason Ave. to LPGA Blvd.	511	County		1.45	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed						2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Enterprise-Osteen Rd.	Garfield Rd to Reed Ellis Rd.	601	County	Yes	1.70	35	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.22	C	220	330	1,020	2
Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415	602	County	Yes	2.50	35	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.10	C	100	165	1,020	2
Euclid Ave.	Grand to Fatio Rd.	610	County		0.25	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.09	C	85	125	1,020	2
Euclid Ave.	Fatio Rd. to Woodward Ave.	611	County		0.25	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.11	C	105	145	1,020	2
Euclid Ave.	Woodward Ave. to SR 15A	612	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.19	C	185	220	1,020	2
Euclid Ave.	SR 15A to Adelle Ave.	613	County		0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.20	C	165	260	1,020	2
Euclid Ave.	Adelle Ave. to US 17/92	614	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.15	C	100	185	1,020	2
Flomich St.	Derbyshire Rd. to SR 5A/Nova Rd.	650	County	Yes	0.30	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.39	C	315	455	1,020	2
French Ave.	Beginning of road to Blue Springs Pa	690	County		1.00	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.01	C	15	25	1,020	2
French Ave.	Blue Springs Park to Lawton Ave./Ha	691	County		1.25	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.06	C	10	80	1,020	2
Garfield Ave.	SR 44 to Plymouth Ave.	700	County		1.00	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.15	C	130	155	1,020	2
Garfield Ave.	Plymouth Ave. to US 92	702	County		0.85	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.19	C	210	240	1,020	2
Garfield Rd.	Doyle Rd. to Enterprise-Osteen Rd	711	County		0.90	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.15	C	150	180	1,230	2
Glencoe Rd.	Taylor Rd. to Paige Ave.	730	County		1.50	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.20	C	195	245	1,230	2
Glencoe Rd.	Paige Ave. to SR 44	731	County		1.10	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.41	C	440	525	1,020	2
Glencoe Rd.	SR 44 to Pioneer Tr.	732	County		0.85	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.16	C	140	210	1,020	2
Glenwood Rd.	Grand Ave. to SR 15A	741	County		1.60	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.28	C	270	310	1,020	2
Glenwood Rd.	SR 15A to US 17	743	County		1.25	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.15	C	130	180	1,020	2
Grand Av/CR 4053	Old New York Ave. to SR 44	748	County	Yes	0.60	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.17	C	155	250	1,020	2
Grand Av/CR 4053	SR 44 to Minnesota Ave.	750	County	Yes	0.90	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.34	C	315	445	1,020	2
Grand Av/CR 4053	Minnesota Ave. to Plymouth Ave.	751	County	Yes	0.50	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.14	C	145	200	1,230	2
Grand Av/CR 4053	Plymouth Ave. to Glenwood Rd.	752	County	Yes	2.10	40	N+S	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.19	C	205	240	1,230	2
Grand Av/CR 4053	Glenwood Rd. to Lemon St.	754	County	Yes	1.30	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	14,740	0.27	C	295	385	1,330	2
Grand Av/CR 4053	Lemon St. to Retta St.	756	County	Yes	1.80	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.16	C	160	210	1,230	2
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentuck	775	County	Yes	0.30	45	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC2_2W_2L_D_WL	UA_MCCRAC2_2W_2L_D_WL	UA_MCCRAC2_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	E	17,900	1.12	F	1,230	1,635	1,620	2
Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	900a	County	Yes	0.60	45	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	E	17,900	1.10	C	1,420	1,675	1,620	2
Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	900b	County	Yes	0.25	35	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	E	30,420	0.53	D	1,140	1,340	2,740	4
Greens Dairy Rd.	SR 15A to Stone St.	780	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local		E	13,640	0.01	C	15	15	1,020	2
Halleck St. (NSB)	Wayne Ave. to Enterprise Ave.	810	County	Yes	0.20	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.52	D	475	575	1,020	2
Hand Ave.	Williamson Blvd. to Clyde Morris Blvd	830	County	Yes	1.25	50	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	0.54	A	615	775	1,540	2
Hand Ave.	Clyde Morris Blvd. to Shangri La Dr.	832	County	Yes	0.75	50	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	0.94	C	1,110	1,310	1,540	2
Hand Ave.	Shangri La Dr. to SR 5A/Nova Rd.	833	County	Yes	0.25	45	E+W	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.43	C	1,110	1,340	3,410	4
Hazen Rd.	SR 44 to Plymouth Ave.	850	County	Yes	1.00	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.12	C	120	160	1,230	2
Hazen Rd.	Plymouth Ave. to Mercers Fernery Rd	852	County		1.50	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.07	C	135	100	1,020	2
Highbridge Rd.	Walter Boardman Ln. to John Anders	871	County	Yes	1.60	30	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Major Collector - Rural	C	11,775	0.29	A	200	290	1,120	2
Highbridge Rd.	John Anderson Dr. to SR A1A	872	County	Yes	0.20	30	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.21	C	185	245	1,020	2
Hill Ave.	Taylor Rd. to Beresford Ave.	878	County		1.00	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local		E	13,640	0.08	C	80	100	1,020	2
Hill Ave.	Beresford Ave. to Voorhis Ave.	881	County		0.75	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.16	C	140	200	1,020	2
Hill Ave.	Voorhis Ave. to SR 44	882	County		0.25	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.19	C	145	250	1,020	2
Hill Ave./Jacobs Rd.	Plymouth Ave. to US 92	950	County	Yes	0.85	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.57	C	705	675	1,230	2
Hontoon Rd.	end of road to Botts Landing Rd.	890	County		2.00	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	C	5,260	0.21	C	75	110	1,020	2
Hontoon Rd.	Botts Landing Rd. to Old New York A	891	County		1.15	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	C	12,100	0.27	C	235	270	1,230	2
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	FDOT	Yes	0.40	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.81	C	2,185	2,410	3,410	4
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	County	Yes	1.15	45	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.71	C	1,975	2,125	3,410	4
Howland Blvd.	Catalina Blvd. to Providence Blvd.	905	County	Yes	0.35	45	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.52	C	1,490	1,460	3,410	4
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	County	Yes	2.10	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	1.02	E	945	1,020	1,230	2
Howland Blvd.	Elkcam Blvd. to Lake Helen-Osteen F	908	County	Yes	0.30	45/40	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.39	C	915	1,190	3,410	4
Howland Blvd.	Lake Helen-Osteen Rd. to Newmark	909	County	Yes	0.70	40	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.57	C	1,450	1,780	3,410	4
Howland Blvd.	Newmark Dr. to Courtland Blvd.	911	County	Yes	1.15	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.50	C	1,360	1,530	3,410	4
Howland Blvd.	Courtland Blvd. to Ft Smith Blvd.	913	County	Yes	1.80	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.42	C	1,430	1,320	3,410	4
Howland Blvd.	Ft Smith Blvd. to SR 415	915	County	Yes	0.65	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.48	C	1,150	1,580	3,410	4
I-4 Frontage Rd.	Summit Ave. to Orange Camp Rd.	ure Road-2 la	County	Yes	2.00	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	n/c	E	13,640	-	-	-	-	1,230	0
I-4 Frontage Rd.	Orange Campe Rd. to Cassadaga Rd.	ure Road-4 la	County	Yes	1.35	45	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	n/c	E	37,970	-	-	-	-	3,410	0
I-4 Frontage Rd.	Cassadaga Rd. to SR 472	ure Road-4 la	County	Yes	0.70	45	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	n/c	E	37,970	-	-	-	-	3,410	0
Indian Lake Rd.	Tiger Bay Rd. to US 92	935	County		0.80	40	N+S	TA_NSOSRS_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local		E	13,640	0.38	C	505	440	1,230	2
John Anderson Dr.	Halifax Dr to Lynnhurst	972	County	Yes	0.85	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.41	C	380	445	1,020	2
John Anderson Dr.	Lynnhurst to Highbridge Rd.	974	County	Yes	7.40	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.29	C	265	310	1,020	2
John Anderson Hwy.	Walter Boardman Lane to Flagler Co	990	County	Yes	1.00	5 NB / 30 SI	N+S	TA_NSMCRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.12	B	95	150	1,120	2
Josephine St./10th St.	Old Mission Rd. to Tatum Blvd.	1000	County	Yes	0.30	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.49	D	780	550	1,020	2
Josephine St./10th St. (NS	Tatum Blvd. to US 1	1002	County	Yes	1.80	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	Major Collector - Urban	E	14,040	0.00	A	-	-	1,270	2
Kathy Dr. (N. Penin.)	John Anderson Dr. to SR A1A	1011	County		0.44	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local		E	13,640	0.03	C	35	35	1,020	2
Kennedy Pkwy (Old SR 3	US 1 to Park Entrance	798158	Federal		4.00	55	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Major Collector - Rural	C	6,450	0.00	B	-	-	620	2
Kicklighter Rd.	Macy Ave. to Lake Helen-Osteen/Pre	1051	County	Yes	0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.13	C	370	175	1,020	2
Lake George Rd.	Bream Dr. to US 17	1062	County		3.90	30	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.11	B	60	70	620	2
Lake Helen-Osteen Rd.	Howland Blvd. to Elkcam Blvd.	1070	County	Yes	0.40	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.62	D	630	770	1,020	2
Lake Helen-Osteen Rd.	Elkcam Blvd. to Haulover Blvd.	1071	County	Yes	1.75	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.66	C	550	865	1,230	2
Lake Helen-Osteen Rd.	Haulover Blvd. to Catalina Blvd.	1072	County	Yes	0.50	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.95	D	1,140	1,170	1,230	2
Lake Helen-Osteen Rd.	Catalina Blvd. to Captain Dr	1073	County	Yes	0.40	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.64	C	790	805	1,230	2
Lake Helen-Osteen Rd.	Captain Dr. to Kicklighter Rd.	1076	County	Yes	1.40	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.66	C	825

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Marsh Rd.	Carter Rd. to Daugharty Rd.	1183	County	Yes	3.00	40	N+S	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.09	B	80	100	1,120	2
Mason Ave.	Williamson Blvd. to Fentress Blvd.	1190	County	Yes	0.60	45	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	E	17,900	0.80	C	845	1,155	1,620	2
Mason Ave.	Fentress Blvd. to Bill France Blvd.	1191	County	Yes	0.50	40	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	E	17,900	0.98	D	1,160	1,570	1,620	2
Mason Ave.	Bill France Blvd. to Jimmy Ann Dr.	1193	County	Yes	0.30	40	E+W	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.42	C	940	1,370	3,410	4
Mason Ave.	Jimmy Ann Dr. to SR 483/Clyde Morr	1194	County	Yes	0.50	40	E+W	UA_NSMCRS_2W_4L_U_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.44	C	930	1,435	3,410	4
Maytown Rd.	SR 415/New Smyrna Blvd. to Pell Rd	1196	County	Yes - Future	5.60	50	E+W	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.32	B	290	355	1,120	2
Maytown Rd.	Pell Rd. to Beacon Light Rd.	1198	County	Yes - Future	12.90	45	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	6,450	0.18	B	80	115	620	2
Maytown Rd./Halifax Ave.	Beacon Light Rd. to US 1	790	County	Yes	1.10	35	E+W	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.18	B	130	170	1,120	2
McBride Rd.	US 17 to Lake George Rd.	1200	County		3.00	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.04	B	25	30	620	2
McGregor Rd.	Westside Con./Fatio to Spring Garde	1210	County	Yes	0.70	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.20	C	210	295	1,230	2
McGregor Rd.	Spring Garden Ave. to US17/92	1211	County	Yes	1.40	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.35	C	355	495	1,230	2
Mercers Fernery Rd.	Glenwood Rd. to SR 15A	1221	County		1.45	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.08	C	65	90	1,020	2
Mercers Fernery Rd.	SR 15A to US 17	1223	County		1.25	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.11	C	90	125	1,020	2
Midway Ave.	Williamson Blvd. to US 92	1230	County		2.00	40	E+W	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Collector - Urban	E	37,970	0.06	C	160	235	3,410	4
Minnesota Ave. (Orange C	Sparkman Ave. to US 17/92	1241	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.24	C	160	350	1,020	2
Minnesota Ave. (Orange C	US 17/92 to Leavitt Ave.	1242	County		0.50	25	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.09	C	85	135	1,020	2
Minnesota Ave. (Orange C	Leavitt Ave. to SR 472	1243	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.10	C	85	130	1,020	2
Minnesota Ave. (DeLand)	Grand Ave. to SR 15A	1245	County		1.35	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.29	C	255	360	1,020	2
Minnesota Ave. (DeLand)	SR 15A to US 17/92	1247	County		1.25	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.12	C	135	150	1,020	2
Minnesota Ave. (DeLand)	Amelia Ave. to Hill Ave	1249	County	Yes	0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.15	C	135	195	1,020	2
Minnesota Ave. (DeLand)	Hill Ave. to Blue Lake Ave.	1250	County	Yes	0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.18	C	280	220	1,020	2
Minnesota Ave. (DeLand)	Blue Lake Ave. to Kepler Rd.	1251	County	Yes	0.85	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.27	C	280	365	1,230	2
New Hampshire Ave.	SR 15A to Adelle Ave	1270	County		0.15	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.18	C	345	355	1,020	2
New Hampshire Ave.	Adelle Ave to Clara Ave.	1271	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.30	C	310	375	1,020	2
New Hampshire Ave.	Clara Ave. to US 17/92	1272	County		0.25	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.24	C	200	300	1,020	2
New York Ave. (Orange C	Westside Pkwy/Hamilton Ave. to Spa	1281	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.36	C	375	435	1,020	2
New York Ave. (Orange C	Sparkman Ave. to Carpenter Ave	1283	County		0.30	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.40	D	440	465	1,020	2
New York Ave. (Orange C	Carpenter Ave. to US 17/92	1284	County		0.25	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.44	D	450	510	1,020	2
New York Ave. (Lake Hel	Summit Ave. to Lakeview Dr.	1285	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	C	5,260	0.18	C	85	90	1,020	2
Ohio Ave. (LH)	Macy Ave. to Lakeview Dr.	1320	County	Yes	0.20	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	C	5,260	0.15	C	75	95	1,020	2
Old Dixie Hwy.	Ingelsia to Pine Tree Dr.	1330	County	Yes	0.50	35	N+S	TA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.19	C	160	230	1,020	2
Old Dixie Hwy.	Pine Tree Dr. to Walter Boardman Ln	1332	County	Yes	5.10	45	N+S	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	20,700	0.17	C	225	310	1,860	2
Old Dixie Hwy.	Walter Boardman Ln. to Old Kings Rd	1333	County	Yes	0.55	45	E+W	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	20,700	0.26	C	335	460	1,860	2
Old Dixie Hwy.	Old Kings Rd. to I-95	1334	County	Yes	0.60	45	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	20,700	0.49	C	675	800	1,860	2
Old Kings Rd.	Old Dixie Hwy. to Flagler Co.	1340	County	Yes	0.60	50	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	22,800	0.18	C	285	320	2,050	2
Old Mission Rd.	SR 44/Mission Dr. to Old Mission Rd	1356	County	Yes	0.60	40	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	0.08	C	90	105	1,230	2
Old New York Ave.	SR 44 to Hontoon Rd.	1360	County	Yes	1.40	40	E+W	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Local	C	11,775	0.08	B	55	115	1,120	2
Old New York Ave.	Hontoon Rd. to Lakeview Dr.	1361	County	Yes	0.40	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	C	12,100	0.32	C	250	345	1,230	2
Old New York Ave.	Lakeview Dr. to Grand Ave.	1362	County	Yes	0.50	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.32	C	280	380	1,230	2
Old New York Ave.	Grand Ave. to SR 44	1364	County	Yes	0.91	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.19	C	155	195	1,230	2
Orange/Silver Beach Ave	US 1 to Beach St.	1374	County	Yes	0.20	30	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	E	30,420	-	-	-	-	2,740	4
Orange/Silver Beach Ave	Beach St. to City Island Pkwy.	1375	County	Yes	0.20	30	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	E	30,420	0.32	C	675	795	2,740	4
Orange/Silver Beach Ave	City Island Pkwy. to Peninsula Dr.	1710	County	Yes	0.60	30	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	Minor Arterial - Urban	E	14,040	0.65	D	615	760	1,270	2
Orange/Silver Beach Ave	Peninsula Dr. to SR A1A	1711	County	Yes	0.30	30	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	Minor Arterial - Urban	E	14,040	0.30	C	265	340	1,270	2
Orange Camp Rd.	US 17/92 to Princeton	1380	County	Yes	0.75	35	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	UA_NSSRC2_2W_2L_U_WL	Minor Arterial - Urban	E	14,040	0.94	E	840	1,160	1,270	2
Orange Camp Rd.	Princeton. to Blue Lake Ave.	1382	County	Yes	0.90	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.69	C	825	990	1,540	2
Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (I	1384	County	Yes	0.55	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.73	C	845	1,075	1,540	2
Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	1385	County	Yes	1.00	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.78	C	1,310	1,170	1,540	2
Palm Dr.	John Anderson Dr. to SR A1A	1391	County		0.44	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.10	C	85	110	1,020	2
Park Ave.	Old Mission Rd. to Air Park Rd.	1409	County	Yes	0.90	45	E+W	TA_NSOSRS_2W_2L_D_WL	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	Major Collector - Urban	E	17,900	0.34	C	395	505	1,620	2
Park Ave.	Air Park Rd. to US 1	1413	County	Yes	1.40	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	14,740	0.54	D	475	685	1,330	2
Peninsula Dr. - South (Pl)	Inlet Harbor Rd to Major St.	1419	County		0.55	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.22	C	130	275	1,020	2
Peninsula Dr. - South	Major St. to Marcelle Ave.	1423	County		0.45	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.24	C	180	300	1,020	2
Peninsula Dr. - South	Marcelle Ave to SR 421/Dunlawton A	1420	County		0.15	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.43	D	340	540	1,020	2
Peterson Rd.	Riley Pridgeon Rd. to Emporia/Blackt	1433	County		2.80	35	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.07	B	30	45	620	2
Pineland Tr.	Harmony Ave. to US 1	1451	County		2.00	50	E+W	TA_NSOSRS_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	-	-	-	-	1,230	2
Pine Tree Dr.	US 1 to Addison Dr	1440	County		1.00	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.18	C	150	245	1,020	2
Pine Tree Dr.	Addison Dr. to Old Dixie Hwy	1441	County		1.00	35	E+W	TA_NSOSRS_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	TA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.10	C	80	125	1,020	2
Pioneer Tr.	SR 44 to Tomoka Farms Rd.	1461	County	Yes	4.00	50	E+W	RDA_NSSRS_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Major Collector - Rural	C	11,775	0.42	B	400	410	1,120	2
Pioneer Tr.	Tomoka Farms Rd. Airport Rd.	1464	County	Yes	1.40	45	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.41	C	415	490	1,230	2
Pioneer Tr.	Airport Rd. to Turnbull Bay Rd.	1465	County	Yes	2.50	45	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.53	C	480	630	1,230	2
Pioneer Tr.	Turnbull Bay Rd. to Sugar Mill Dr	1467	County	Yes	1.75	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.52	D	500	570	1,020	2
Pioneer Tr.	Sugar Mill Dr. to Williams Rd.	1471	County	Yes	1.45	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.77	C	735	855	1,230	2
Pioneer Tr.	Williams Rd. to Enterprise Ave	1473	County	Yes	1.05	40	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.71	C	675	780	1,230	2
Pioneer Tr.	Enterprise Ave. to Jungle Rd	1474	County	Yes	0.50	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.60	D	545	665	1,020	2
Pioneer Tr.	Jungle Rd to Canal St.	1475	County	Yes	0.25	35	N+S	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.21	C	215	245	1,020	2
Wallace Rd.	Canal St to SR 44	1955	County	Yes	0.25	35	N+S	UA_NSOSRS_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Major Collector - Urban	E	14,740	0.53	D	520	640	1,330	3
Mission Dr.	SR 44 to Old Mission Rd.	1261	County	Yes	0.75	40	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.41	C	1,325	1,265	3,410	4
Old Mission Rd./Mission R	Old Mission Rd. to Josephine St.	1354	County	Yes	0.75	40	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Coll

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Rhode Island Ave.	Carpenter Ave to US 17/92	1600	County	Yes	0.25	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	Minor Collector - Urban	E	14,740	0.57	D	995	865	1,330	2
Rhode Island Ave.	Veteran's Memorial Pkwy. to Norman	Future Rd	County	Yes	1.80		E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_D_WL	future Minor Collector - Urban	E	14,740	-	A	-	-	1,330	0
Riley Pridgeon Rd.	Peterson Rd. to SR 40	1610	County		2.55	35	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.06	B	30	35	620	2
River Dr.	John Anderson Dr. to SR A1A	1621	County		0.50	30	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.02	C	25	30	1,020	2
Samsula Dr.	Pioneer Tr. to SR 44	1651	County	Yes	2.60	45	N+S	TA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Collector - Rural	C	11,775	0.14	B	105	160	1,120	2
Sandra Dr.	John Anderson Dr. to SR A1A	1661	County		1.00	30	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.02	C	25	25	1,020	2
Saxon Blvd.	Rail Station to Westside Connector	Future Rd	County	Yes	0.62	40	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC1_2W_2L_D_WL	UA_NSSRC1_2W_4L_D_WL	future Minor Collector - Urban	E	37,970	-	A	-	-	3,410	0
Saxon Blvd.	Westside Connector to US 17/92	Future Rd	County	Yes	1.30	40	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_MCCRAC1_2W_2L_D_WL	UA_NSSRC2_2W_2L_D_WL	UA_NSSRC1_2W_4L_D_WL	future Minor Collector - Urban	E	37,970	-	A	-	-	3,410	0
Saxon Blvd.	US 17/92 to Enterprise Rd	1671	County	Yes	0.65	35	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	E	30,420	0.54	D	1,070	1,315	2,740	4
Saxon Blvd.	Enterprise Rd. to Veterans Memorial	1673	County	Yes	0.60	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_NSSRC1_2W_6L_D_WL	UA_NSSRC1_2W_6L_D_WL	Minor Arterial - Urban	E	57,140	0.60	C	1,905	2,390	5,140	6
Saxon Blvd.	VMP to FDOT Park & Ride	1674	County	Yes	0.30	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_MCCRAC2_2W_5L_D_WL	UA_NSSRC1_2W_6L_D_WL	UA_NSSRC1_2W_6L_D_WL	Minor Arterial - Urban	E	57,140	0.80	C	2,575	3,480	5,140	6
Saxon Blvd.	FDOT Park & Ride to I-4	1685	County	Yes	0.30	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_6L_D_WL	UA_NSSRC1_2W_6L_D_WL	Minor Arterial - Urban	E	57,140	0.62	C	1,970	2,800	5,140	6
Saxon Blvd.	I-4 to Finland Dr.	1675	County	Yes	0.35	40	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_5L_D_WL	Minor Arterial - Urban	E	47,560	0.98	E	2,660	3,750	4,280	5
Saxon Blvd.	Finland Dr. to Normandy Blvd.	1676	County	Yes	0.35	40	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_MCCRAC2_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	1.06	F	2,210	3,170	3,410	4
Saxon Blvd.	Normandy Blvd. to Tivoli Dr.	1677	County	Yes	1.25	40	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	E	37,970	0.70	C	1,635	2,150	3,410	4
Saxon Blvd.	Tivoli Dr. to Providence Blvd.	1679	County	Yes	0.90	35	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.84	D	665	925	1,020	2
Saxon Blvd.	Providence Blvd. to Normandy Blvd.	1681	County	Yes	0.70	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.58	D	470	630	1,020	2
Saxon Blvd.	Normandy Blvd. to Doyle Rd.	1684	County	Yes	1.00	40	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.41	C	535	550	1,230	2
Saxon Dr. (NSB)	CR A1A to Hiles Blvd.	1691	County		0.55	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.08	C	70	100	1,020	2
Saxon Dr. (NSB)	Hiles Blvd. to 27th Ave.	1693	County		1.55	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.21	C	205	235	1,020	2
Saxon Dr. (NSB)	27th Ave. to 3rd Ave/SR A1A	1695	County		1.75	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.44	D	445	505	1,020	2
Sparkman Ave.	Rhode Island Ave. to Blue Springs Av	1720	County		0.60	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.20	C	410	295	1,020	2
Sparkman Ave.	Blue Springs Ave. to French Ave.	1721	County		0.65	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.21	C	280	285	1,020	2
Sparkman Ave.	French Ave. to New York Ave. W.	1722	County		0.75	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.12	C	155	160	1,020	2
Sparkman Ave.	New York Ave. W. to Minnesota Ave.	1723	County		0.45	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.10	C	120	140	1,020	2
Spring Garden Ave.	McGregor Rd. to Beresford Rd. West	1731	County	Yes	0.90	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.18	C	155	230	1,020	2
Spring Garden Ave.	Beresford Rd. West to Beresford Ave	1732	County	Yes	0.60	30	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.15	C	130	185	1,020	2
Spring Garden Ranch Rd.	US 17 to Aragon Ave	1740	County	Yes	0.20	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.23	C	150	350	1,020	2
Spring Garden Ranch Rd.	Aragon Ave to Arrendondo Grant/Eas	1742	County		1.20	35	E+W	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Major Collector - Urban/Rural	C	6,450	0.05	B	70	55	620	2
Spruce Creek Rd.	Taylor Rd. to SR5A/Nova Rd.	1751	County		0.75	45	N+S	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.06	C	370	265	3,410	4
Spruce Creek Rd.	SR5A/Nova Rd. to Commonwealth Bl	1752	County		0.50	35	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.62	D	565	730	1,020	2
Stone St.	Plymouth Ave to CR 92/ISB	1770	County		0.80	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.36	C	355	395	1,020	2
Stone St.	CR 92/ISB to Mercers Fernery Rd	1773	County		0.70	35	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.02	C	45	65	1,020	2
Sugar Mill Dr.	Pioneer Tr. to SR 44	1781	County	Yes	1.30	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.27	C	250	310	1,230	2
Summit Ave.	SR 44 to Main St.	1791	County	Yes	2.20	50	N+S	UA_NSMCRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.19	C	235	240	1,230	2
Surfside Dr.	John Anderson Dr. to SR A1A	1801	County		0.35	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	0.03	C	45	35	1,020	2
Taylor Rd. (CO)	Tomoka Farms Rd. to Spruce Creek	1810	County	Yes	0.70	45	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other -Urban	E	17,050	0.46	C	465	650	1,540	2
Taylor Rd. (CO)	Spruce Creek Blvd. to Crane Lake Bl	1811	County	Yes	1.10	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other -Urban	E	17,050	0.63	C	665	850	1,540	2
Taylor Rd. (CO)	Crane Lake Blvd. to Summertree Rd.	1812	County	Yes	0.75	50	E+W	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other -Urban	E	17,050	1.21	C	1,230	1,890	1,540	2
Taylor Rd. (CO)	Summertree Rd. to Williamson Blvd.	1813	County	Yes	0.20	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other -Urban	E	37,970	0.54	C	1,275	1,660	3,410	4
Taylor Rd. (CO)	Williamson Blvd. to I-95 (at Dunlawto	1814	County	Yes	0.15	45	E+W	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC3_2W_5L_D_WL	UA_MCCRAC3_2W_5L_D_WL	UA_MCCRAC3_2W_5L_D_WL	UA_NSSRC1_2W_5L_D_WL	UA_NSSRC1_2W_5L_D_WL	Principal Arterial - Other -Urban	E	47,560	1.00	D	2,865	3,755	4,280	5
Taylor Rd. (PO)	SR 421/Dunlawton Ave. to Clyde Mor	1823	County	Yes	0.55	35	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_WL	Major Collector - Urban	E	14,040	1.08	D	1,195	1,450	1,270	2
Taylor Rd. (PO)	Clyde Morris Blvd. to Hensel Rd	1824	County		0.50	45	E+W	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.52	C	1,550	1,775	3,410	4
Taylor Rd. (PO)	Hensel Rd. Spruce Creek Rd.	1826	County		1.00	45	E+W	UA_NSOSRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.46	C	1,065	1,630	3,410	4
Taylor Rd. (DL)	US 17/92 to Stratford Dr.	1816	County	Yes	0.80	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.62	D	610	745	1,020	2
Taylor Rd. (DL)	Stratford Dr. to Blue Lake Ave.	1818	County	Yes	0.95	50	E+W	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	E	17,050	0.41	C	555	600	1,540	2
Taylor Rd. (DL)	Blue Lake Ave. to Martin Luther King	1819	County	Yes	0.80	50	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	E	13,640	0.59	C	645	725	1,230	2
Taylor Rd. (NSB)	Glencoe Rd. to Mission Rd	1821	County		0.75	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.21	C	195	260	1,020	2
Tomoka Farms Rd.	SR 44 to Pioneer Tr	1840	County	Yes	2.20	50	N+S	RDA_UFH_2W_2L_U_WL	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	RDA_UFH_2W_2L_U_0L	Minor Arterial - Rural	C	11,775	0.74	B	610	725	1,120	2
Tomoka Farms Rd.	Pioneer Tr to Taylor Rd.	1843	County	Yes	2.80	50	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.52	C	870	1,015	2,200	2
Tomoka Farms Rd.	Taylor Rd. to Townwest Blvd	1844	County	Yes	1.45	50	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.35	B	600	715	2,200	2
Tomoka Farms Rd.	Townwest Blvd to Shunz Rd.	1845	County	Yes	1.50	50	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.35	B	655	715	2,200	2
Tomoka Farms Rd.	Shunz Rd. to US 92/ISB	1847	County	Yes	3.02	40	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Minor Arterial - Urban	E	24,450	0.39	B	720	825	2,200	2
Tomoka Farms Rd.	US 92/ISB to Dunn Ave.	1848	County	Yes	1.90	40	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Major Collector - Urban	E	24,450	0.38	B	575	830	2,200	2
Tomoka Farms Rd.	Dunn Ave. to LPGA Blvd.	1849	County	Yes	1.90	40	N+S	UA_UFH_2W_2L_U_WL	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	UA_UFH_2W_2L_U_0L	Major Collector - Urban	E	24,450	0.27	B	470	565	2,200	2
Turnbull Bay Rd.	Pioneer Tr. to Williams Rd.	1863	County	Yes	2.90	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban/Rural	E	13,640	0.32	C	310	370	1,230	2
Turnbull Bay Rd.	Williams Rd. to Industrial Park Ave.	1865	County	Yes	1.20	45	N+S	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.28	C	240	365	1,230	2
Turnbull Bay Rd.	Industrial Park Ave. to US 1	1867	County	Yes	0.85	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.39	C	410	430	1,020	2
Tymber Creek Rd.	LPGA Blvd to Terminus	NEW	County	Yes	1.20	35							UA_UFH_2W_4L_D_WL	Major Collector - Urban	E	75,300	-	-	-	-	6,780	4
Tymber Creek Rd.	Terminus to Riverbend Rd/Future Co	Future Rd	County	Yes - Future	1.70	45							UA_UFH_2W_2L_D_WL	future "Major Collector - Urban	E	34,230	-	-	-	-	3,080	2
Tymber Creek Rd.	Riverbend Rd. to SR 40	1880	County	Yes - Future	0.45	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local - future Major Collector - Urban	E	13,640	0.05	C	60	60	1,020	2
Tymber Creek Rd.	SR 40 to Tymber Run	1881	County	Yes	0.50	40	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Major Collector - Urban	E	37,970	0.31	C	1,300	1,060	3,410	4
Tymber Creek Rd.	Tymber Run to Airport Rd.	1882	County	Yes	0.90	40	N+S	UA_NSOSRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	E	17,050	0.72	C	1,330	1,110	1,540	2
Tymber Creek Rd.	Airport Rd to Broadway Ave./US 1	1883	County	Yes	4.20	40	N+S	UA_NSOSRS_2W_2L_U_WL	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Local	E	13,640	0.18	C	155	215	1,230	2
Van Ave. (DBS)	Peninsula Dr. to SR A1A	1890	County		0.20	25	E+W	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Local	E	13,640	-	-	-	-	1,020	2
Volco Rd.	Cow Creek Rd. to Beacon Light Rd.	1920	County	Yes	2.50	30	N+S	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	RUA_UFH_2W_2L_U_0L	Local	C	6,450	0.05	B	30	35	620	2
Volco Rd.	Beacon Light Rd. to 35th St.	1921	County	Yes	1.40	45	N+S	UA_NSOSRS_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	TA_MCCRAC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	UA_NSSRC1_2W_2L_U_0L	Minor Collector - Urban/Rural	E	13,640	0.05	C	45	65	1,230	2
Volco Rd.	35th St. to US 1	1922	County	Yes	0.50	35	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.18	C	185	200	1,020	2
Voorhis Ave.	US 17/92 to Amelia Ave.	1931	County		0.20	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	E	13,640	0.24	C	200	285	1,020	2
Voorhis Ave.	Amelia Ave. to Hill Ave.	1933	County		1.00	30	E+W	UA_NSOSRS_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_MCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_

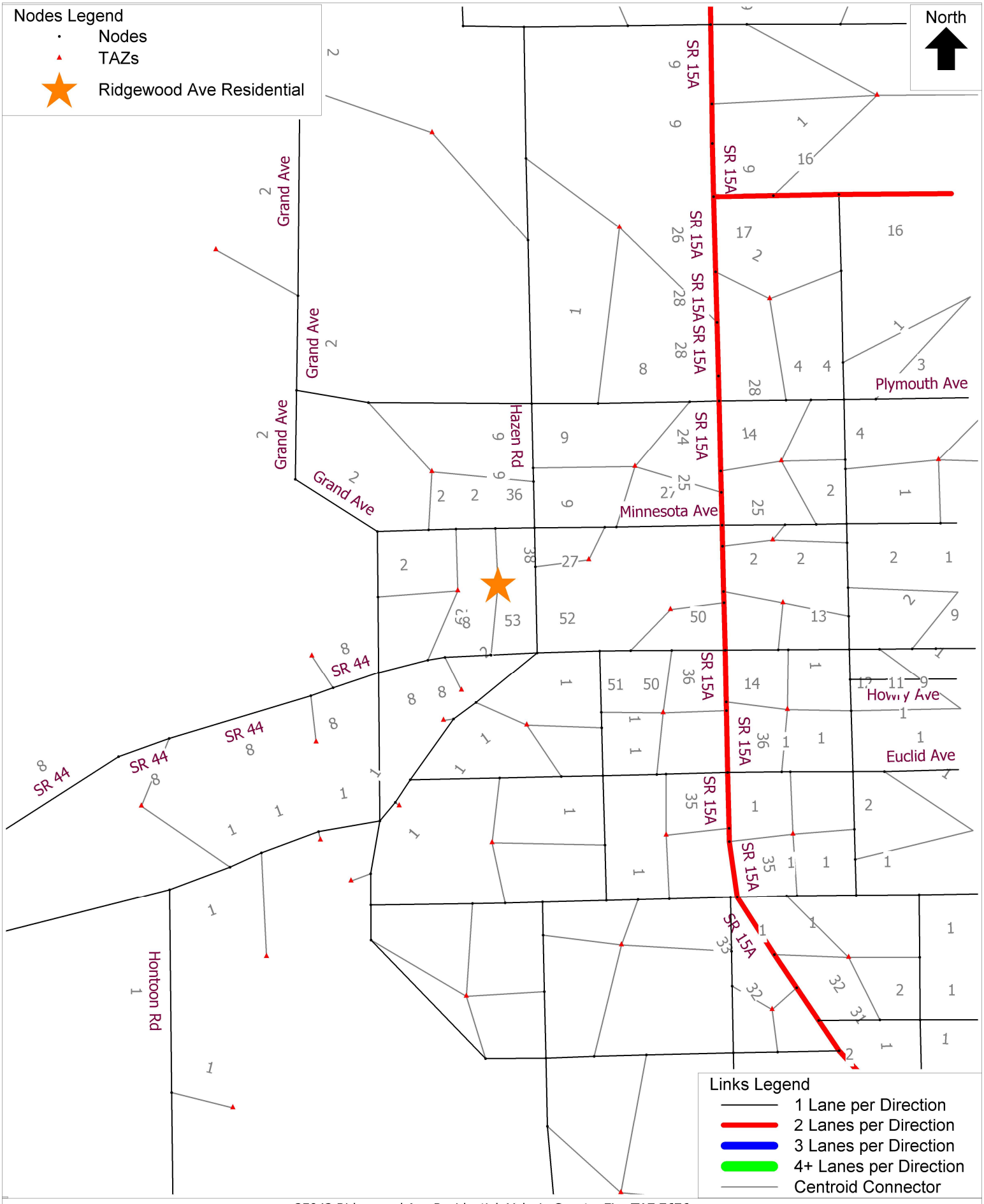
Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed							2021 QLOS Facility Type	2010 Federal Functional Classification	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	Direction	F_Type_08	F_Type_09	F_Type_10	F_Type_11	F_Type_14	F_Type_21	Fun_Class_2010	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Williamson Blvd.	Townwest Blvd to Willow Run Blvd.	1991	County	Yes	0.25	55	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	17,050	0.99	F	915	1,505	1,540	2
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992	County	Yes	1.10	55	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	17,050	0.95	D	930	1,425	1,540	2
Williamson Blvd.	Madeline Ave. to SR400/Beville Rd.	1993	County	Yes	1.50	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	17,050	1.07	D	1,195	1,570	1,540	2
Williamson Blvd.	SR400/Beville Rd. to Bellevue Ave. E	1994	County	Yes	1.00	50	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.50	C	1,135	1,595	3,410	4
Williamson Blvd.	Bellevue Ave. Ext. to Midway Ave.	1996	County	Yes	0.50	50	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.40	C	830	1,300	3,410	4
Williamson Blvd.	Midway Ave. to US 92/ISB	1997	County	Yes	0.50	45	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.32	C	690	1,035	3,410	4
Williamson Blvd.	US 92/ISB to Dunn Ave.	1998	County	Yes	2.35	45	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.48	C	1,075	1,595	3,410	4
Williamson Blvd.	Dunn Ave. to Mason Ave.	1999	County	Yes	0.35	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.49	C	985	1,535	3,410	4
Williamson Blvd.	Mason Ave. to LPGA Blvd.	2000	County	Yes	0.35	45	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.57	C	1,340	1,735	3,410	4
Williamson Blvd.	LPGA Blvd. to Hand Ave.	2001	County	Yes	2.05	50	N+S	UA_NSMCRS_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_MCCRAC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	UA_NSSRC1_2W_2L_U_WL	Principal Arterial - Other - Urban	E	17,050	1.14	F	1,160	1,490	1,540	2
Williamson Blvd.	Hand Ave. to SR 40	2004	County	Yes	0.60	40	N+S	UA_NSMCRS_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_MCCRAC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	UA_NSSRC1_2W_4L_D_WL	Principal Arterial - Other - Urban	E	37,970	0.61	C	1,435	1,690	3,410	4
Woodward Ave.	Beresford Ave. to Euclid Ave.	2031	County		0.50	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.02	C	140	100	1,020	2
Woodward Ave.	Euclid Ave. to SR 44	2030	County		0.50	30	N+S	UA_NSOSRS_2W_2L_U_WL	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_OCCRAC1_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	UA_NSSRC2_2W_2L_U_0L	Minor Collector - Urban	E	13,640	0.05	C	50	60	1,020	2



25042 Ridgewood Ave Residential, Volusia County, FL - TAZ 7676
Project Trips Directional
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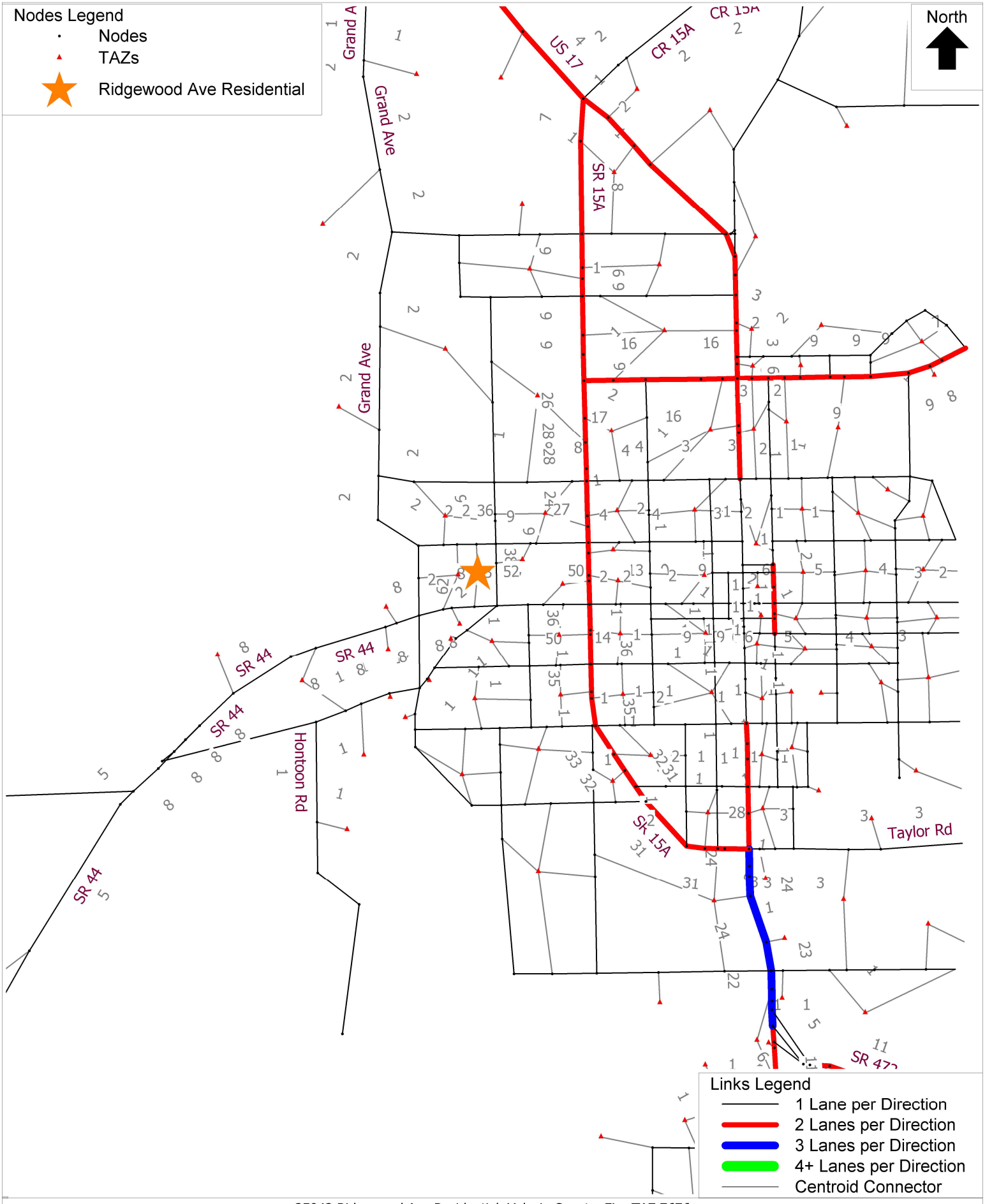
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439874-1 SJR2C Lake Beresford to Grand Avenue PD&E Study



Project Details

Work Type: PD&E Study

Phase: PD&E

Length: 3.6 miles

City: DeLand

County: Volusia

About

The St Johns River to Sea (SJR2C) Loop Trail Gap PD&E Study is completed.

The SJR2C Loop Trail Gap between Lake Beresford Park and Grand Avenue is a multi-use trail in Volusia County that will close the 3.6-mile gap between existing trails within Lake Beresford Park to the south, and the junction of Grand Avenue and Minnesota Avenue to the north, in DeLand.

The St. Johns River to Sea Loop (SJR2C) is a 260-mile trail system that will link together several communities including St. Augustine, Daytona Beach, Titusville, DeLand, and Palatka. This project is part of a greater effort to close the trail gaps and complete the St. Johns River to Sea Loop.

A PD&E study is the FDOT's process for adhering to the National Environmental Policy Act (NEPA) and related federal and state statutes. This process involves preliminary engineering to determine multi-use trail concepts; environmental evaluations to assess impacts associated with a new multi-use trail; and extensive public involvement and agency coordination.

PD&E Study reports are available on this page. A final newsletter was sent to property owners and other interested parties on August 11, 2020.

Send a comment or ask a question about this project

Contact Information

PD&E Project Manager
David Graeber
(386) 943-5392
David.Graeber@dot.state.fl.us

Last Updated

10/03/2024

Sec. 72-297. - Thoroughfare overlay zone regulations.

(a) *Purpose and intent:*

(1) The purpose of this section is to provide regulations to ensure safe ingress to and egress from proposed development along thoroughfares, to maintain adequate highway capacity, eliminate hazardous traffic conditions, lessen or prevent traffic congestion, establish a high standard for development, including additional sign regulations and create a more attractive streetscape. Commercial development typically expands along thoroughfares as population and traffic volumes increase in the vicinity of and along the thoroughfare. Eventually, conflicts result between the thoroughfare's function and its ability to move high volumes of traffic through an area.

(2) This congestion is intensified when commercial growth increases along the entire length of the thoroughfare.

(3) The increased commercial growth also changes the public's image of the thoroughfare. What was once considered an attractive tree-lined thoroughfare gradually and often rapidly begins to exhibit characteristics of uncontrolled strip commercial development. Once this pattern has been established, it is difficult to establish alternative types of development (e.g. residential) along these thoroughfares. Therefore, these regulations apply to thoroughfares which; (1) move large volumes of through traffic in addition to significant volumes of everyday local traffic; and (2) do not contain significant amounts of strip commercial development. These thoroughfare overlay zone regulations are intended to supplement all of the regulations of the existing zoning classifications except for permitted uses and special exceptions. The type of permitted uses or special exceptions allowed would be determined according to the existing zoning classification and the site design, signage, building location and the dimensional requirements would be regulated by these overlay zone regulations.

(b) *[Thoroughfare overlay zone:]* A thoroughfare overlay zone is hereby established, and the regulations of this section shall apply in said zone. Said zone shall apply to all zoning classifications established in division 7 of this article, and the official zoning map shall identify said overlay zone by adding the letter "C" as a suffix to the existing zoning classification that currently exists on said maps. The thoroughfares, or portions thereof, to which these regulations apply are as follows:

(1) *North coastal area:*

State Road #40: Western boundary lines of Section 26, Township 14 South, Range 31 East to Ormond Beach west city limits.

U.S. #92: Indian Lake Road east to Daytona Beach west city limit.

(2) *South coastal area:*

State Road #44: New Smyrna Beach city limit west to Tomoka Farms Road (CR 415).

(3) *West Volusia area:*

U.S. #92: Eastern boundary line of Section 25, Township 16 South, Range 30 East, to State Road 15-A.

State Road 15-A: U.S. #17 South to U.S. #17-92.

U.S. #17: Eastern boundary of Section 39, Township 16 South, Range 30 East, to South boundary line of Section 4, Township 17 South, Range 30 East.

U.S. #17-92: North Line of Section 21, Township 17 South, Range 30 East, to South line of Section 33, Township 17 South, Range 30 East.

State Road #44: Western boundary line of Section 14, Township 17 South, Range 29 East, to East boundary line of Section 17, Township 17 South, Range 31 East.

West Volusia Beltline: State Road #44, to North boundary line of Section 13, Township 18 South, Range 30 East. (Ord. No. 85-24, § XVII, 10-10-85; Ord. No. 86-16, § XXXII, 10-23-86; Ord. No. 88-2, § XXI, 1-19-88; Ord. No. 84-25, § XXV, 10-10-84; Ord. No. 88-2, § XXII, 1-19-88; Ord. No. 02-07, § I, 3-7-02)

(c) *Dimensional requirements:*

(1) *Minimum lot width:* No premises shall be divided for the purpose of development of sale such that the width of each or any premises is less than 300 feet measured along the right-of-way line, except as follows:

If vehicle access to any premises is provided by means other than directly onto an arterial, then the minimum lot width requirement may be reduced to 150 feet, and direct vehicle access to a major arterial shall be prohibited.

(2) *Minimum yard size:* Front yard: 50 feet.

(3) *Maximum building height:* Three stories, not to exceed 35 feet.

(4) *Maximum lot coverage:* Total coverage of principal and accessory buildings shall not exceed 30 percent.

(5) *Thoroughfare overlay zone depth:* The thoroughfare overlay zone requirements shall be applied to all premises that front onto or have access to the thoroughfare to a distance equal to the depth of the rear property line, but not to exceed a depth of 660 feet as measured perpendicular from the centerline of the thoroughfare right-of-way.

(d) *Off-street parking and loading requirements:* Off-street parking and loading space shall meet the requirements of section 72-286 and in addition shall meet the following:

Off-street parking and loading areas shall be permitted in the front yard or the side yard that is adjacent to a thoroughfare as long as the off-street parking and loading areas are designed outside the 35-foot-wide landscaped buffer area along the project perimeter adjacent to thoroughfares. Said area shall contain landscaped fences, walls or berms of sufficient heights and opacity to generally obscure parked vehicles from view of the traveling public. All parking areas shall contain a minimum of 20 percent interior landscaping, excluding any required landscaped buffer area as provided in subsection (e), below.

(e) *Landscaping buffer requirements:* In addition to meeting the landscape buffer requirements in section 72-284, the following requirements shall also be met:

(1) A landscape plan shall be provided identifying the quantity, botanical and common name, size and location of plant material, including those existing plant materials to be retained. Plans and specifications for an underground irrigation system are required for any landscaped area.

(2) A minimum of 30 percent of the area of the site shall be covered by landscape materials as specified in subsection 72-284(1) of this article.

(3) Except for access driveways, it is intended that development along the thoroughfare corridor shall be designed to prevent the need for fill material or such other treatment which would remove or harm existing trees within the required front yard.

(4) A landscaped buffer area shall be provided along the perimeter of the property. The width of the buffer shall be determined by the requirements in subsection 72-284(2) unless the site is located on a thoroughfare, then the front buffer shall be a minimum of 35 feet. If the thoroughfare right-of-way is less than 140 feet, then the buffer area will start at a point 70 feet from the centerline of the thoroughfare.

(f) *Final site plan requirements:* In addition to meeting the final site plan requirements in division 3 of the Land Development Code [article III], the following requirements shall be met:

All site plans, reports and general information will be submitted to the development review committee to ensure compliance and consistency for all developments along the thoroughfare.

(g) *Service road requirement:* All premises fronting thoroughfares upon which the thoroughfare overlay zone regulations have been applied shall be provided access via a service road, unless as otherwise specified herein. The service road may either be in the front or rear of the project site depending on the location of any existing service road.

(h) *Transportation impact analysis report; purpose:* The transportation impact analysis report is designed to identify the transportation impacts and problems which are likely to be generated by a proposed use because of the size, density, traffic generation rates or location. The report will also identify all improvements required to ensure safe ingress and egress from a proposed development, maintenance of adequate street capacity, and elimination of hazardous conditions and improvements necessary for immediately surrounding roadways and intersections as a result of the proposed development.

(1)

Threshold for traffic impact analysis report: A transportation impact analysis report shall be required, unless waived by the county traffic engineer, for all uses which meet or exceed any one or more of the following thresholds:

a. Any development which proposes to have direct access to any roadway designated in subsection (b) of this section.

b. Any use which, according to the Institute of Transportation Engineers Trip Generation Manual, latest edition, rates published by the Florida Department of Transportation, or rates documented by study as agreed prior to use by the Volusia County Traffic Engineer will generate in excess of 1,000 trips per day.

(2) *Contents of transportation impact analysis report:* The transportation impact analysis report shall include the following:

a. *General site description:* A detailed description of the highway network within a radius as determined by the county traffic engineer of the site, a description of the proposed project, the anticipated stages of construction, and the anticipated completion date of the proposed land development. This description, which may be in the form of a map, shall include the following items:

1. All major intersections;
2. All proposed and existing ingress and egress locations;
3. All existing roadway widths and rights-of-way;
4. All existing traffic signals and regulatory signage;
5. All existing and proposed public transportation services and facilities within the above-determined radius of the site.

b. *Description of existing traffic conditions:* A 24-hour traffic count shall be conducted for a typical weekday on all roadways which have direct access to a proposed development site. The existing average daily traffic volume, and the highest average peak hour volume for any weekday hour between 3:00 p.m. and 6:00 p.m. shall be recorded. These traffic volumes shall be averaged to determine the average hourly peak traffic volume for a weekday. The methodology used to calculate existing traffic conditions and use of traffic counts and data other than those described above to represent existing traffic conditions shall be subject to the approval of the county traffic engineer.

c. *Transportation impact of the development.* A report shall be made detailing the nature and extent of the trip generation expected to result from the proposed development. Trip generation analysis shall include an estimate of internal/external split, if applicable, and a determination of what characteristics of the development will yield such a split. The source of all trip generation rates shall be according to the Institute of Transportation Engineers Trip Generation Manual, latest edition, rates published by the Florida Department of Transportation, or rates documented by study and agreed to prior to use by the Volusia County Traffic Engineer.

d. *Determination of roadway service level—Calculate service volumes:* Roadway service volumes shall be calculated at the level of service for the thoroughfare which is specified in the comprehensive plan. Data and procedures contained in the Highway Capacity Manual, Special Report, 209, 1985, published by the transportation research board shall be utilized in deriving the information required by the transportation impact analysis report.

e *Determination of intersection service level:*

1. Data and procedures in the Highway Capacity Manual, Special Report, 209, 1985, published by the transportation research board shall be utilized in determining intersection service levels.
2. The post-developing level of service for all intersections shall be in accordance with the comprehensive plan.
3. Determine the existing level of service of all intersections within one-half mile of the proposed development using the critical movement analysis techniques provided in subsection e.1., above.

f. *Analysis of transportation impact:* An analysis shall be undertaken to determine if roadways and intersections will operate at the level of service specified by the comprehensive plan following completion of the development given the future peak hour traffic that will be generated by the proposed development. This analysis shall consist of a comparison of the total future peak hour roadway traffic demand with the plan's mandated level of service standard and a critical movement analysis for intersections to determine the impact of total future peak hour traffic on intersection level of service. All roadways and intersections that would operate below the required level of service following completion of the development shall be considered deficient.

Maintenance of levels of service. Whenever level of service is determined to be below the level specified by the comprehensive plan, development is not permitted unless the developer makes the roadway or other improvements necessary to maintain the specified level of service.

(3) *Traffic-control devices:* Whenever, as a result of additional traffic generated by a proposed development, the manual on uniform traffic control devices determines the need for a traffic signal or regulatory sign, the developer shall be responsible for installing all said devices and signs.

(4) *Large developments:* [Large developments] (over 250 vehicle trips generated per one hour during 3:00 p.m. and 6:00 p.m.) shall also include the following:

a. The impact report for developments which will generate between 250 and 1,000 trips during the peak hour shall involve an analysis of all arterials and all intersections within one mile of the proposed project.

b. Except for developments of regional impact as defined by F.S. § 380.06, the impact report for developments which will generate over 100 trips during the peak hour shall involve an analysis of all arterial and collector roadways and all intersections within three miles of the proposed project.

(i) *Temporary access:* No developer shall be denied a rezoning or building permit for the sole reason that the parcel for which it is sought cannot physically accommodate the requirements of this classification because adjoining segments of service roads or public roadways are not yet constructed. In such an event, a temporary access permit will be issued which shall expire when the proposed access becomes available to the parcel.

(j) *Sign regulations:* The sign regulations established in section 72-298 et seq. shall also apply in any thoroughfare overlay zone; provided, however, the maximum permissible height for any ground sign is eight feet, and the maximum permissible copy area for any ground sign is 40 square feet.

(Ord. No. 85-24, §§ XVIII—XXIV, 10-10-85; Ord. No. 86-16, § XXXIII, 10-23-86; Ord. No. 88-2, §§ XXIII—XXX, 1-19-88; Ord. No. 89-20, § XLIII, 6-20-89; Ord. No. 92-6, § LXVI, 6-4-92; Ord. No. 02-07, § II, 3-7-02; Ord. No. 2008-25, § II, 12-4-08; Ord. No. 2018-05, § IX, 1-18-18)

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Second Reading of Ordinance No. 2025-22, Annexing ±41.41 Acres of Property, Located North of SR 472 and East of South Blue Lake Avenue. First Reading held on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Christopher Carson, Senior Planner

ATTACHMENTS: ORD-2025-22, Exhibit A-Legal Description, Exhibit B- Location Map, Boundary Survey Ford 472 Bndy w-Annex 1 (rev 8-8-2025), AN25-026 Staff Report - CanopyPreserve, Revised Project Narrative letter (2-26-2025), AN25-026 Aerial

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

The applicant has been working with the County since 2021 seeking approval to construct a subdivision with a combination of single-family homes and townhomes. The project was initially put on hold because of a conflict between the minimum density requirements of the County's Comprehensive Plan and the dimensional requirements for single-family residences in the Southwest Activity Center zoning designation. The Southwest Activity Center was originally visioned as a major employment and commerce center near the I-4 interchange with a variety of housing choices to support the employment base. To spur economic development, and to resolve the conflicts between the Comprehensive Plan and the Zoning, County staff proposed modifications to the SWR and SWC zoning designations, which were approved in 2023. The applicant then proceeded with plat and construction plan review for the subdivision.

The City and the County of Volusia have a long-standing utility service agreement (USA) which regulates the provision of utilities by the City outside the corporate limits of the City. In November 2022, the City and the County concluded a years-long negotiation process to amend the USA to include additional areas outside City limits that would be served by City utilities. One of the areas added included the subject property.

If this project had been in the City's utility service area when it started the development review process, the developer would have been required to obtain utilities from the City and because of its contiguity to the city limits, would have been required to annex and then go through a land use and zoning change prior to undertaking development review. However, since the developer was already fairly far along in the development review and entitlement process, the developer was entitled to proceed with development in the County and under County regulations.

To avoid further project delays, the applicant continued with plat approval, while concurrently submitting applications for incorporation into the City. The application for annexation is accompanied by a request for a small-scale future land use map amendment (SMLU25-025) and a request for a Planned Development (PD) rezone (Z25-024).

The City could simply annex the property and not change the future land use and zoning designations for the property, in which case the property would retain its county land use and zoning designations and would subject to the County's subdivision regulations pursuant to Section 171.062(2), Florida Statutes.

City staff believes that it is much better to change the land use and zoning designations to City designations as

it will be much more conducive to the City's ongoing regulation of the development.

During the review of those applications, the applicant received County approval to begin site and infrastructure work to service the development. That construction activity is currently ongoing. The property was partially wooded and undeveloped. It did not appear to contain any wetlands and does not lie within the 100-year flood zone.

If the requests are approved, the County will continue to monitor and inspect all site improvements required by the development order. Prior to any vertical construction, the City will inspect access and utilities for life safety. A site plan will be required for the community amenity center. Building permits for the individual lots will be administered through the City. The City has received several complaints from nearby residents regarding construction activity. The City is currently coordinating with both the County and applicant to resolve resident concerns.

At the September 10, 2025 Planning Board meeting, the Board voted unanimously (5-0) to recommend approval of the request for annexation.

On October 6, 2025, the City Commission approved the annexation on first reading.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Institute Smart Growth Principles.

SUSTAINABILITY:

N/A

FISCAL IMPACT:

Annexing the property will increase the City's tax roll. Therefore, there is a positive fiscal impact.

RECOMMENDATION:

Staff recommends approval of Second Reading for the ordinance annexing ± 41.41 acres of property into the City limits of DeLand.

BACKGROUND/DISCUSSION:

The ± 41.41 acre subject property is located in unincorporated Volusia County with Volusia County zoning designations of Southwest Activity Center Community (SWR) and Southwest Activity Center Commerce (SWC). The property's Volusia County future land uses are Southwest Activity Center Community (SWAC Community) and Southwest Activity Center Commerce (SWAC Commerce).

The application for annexation is accompanied by a request for a small-scale future land use map amendment (SMLU25-025) and a request for a Planned Development (PD) rezone (Z25-024).

The City's guidelines for annexation require a property to be sufficiently contiguous to property already within the City limits and accessible to public services. In addition, the State requires the property to be reasonably compact, not circuitous, and not create an enclave. The subject property is contiguous to the City limits, is reasonably compact, is not circuitous and will not create an enclave.

ORDINANCE NO. 2025 - 22

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, ANNEXING A PARCEL OF LAND TOTALING APPROXIMATELY 41.41 ACRES OF PROPERTY LOCATED NORTH OF STATE ROAD 472 AND EAST OF SOUTH BLUE LAKE AVENUE; AMENDING CITY BOUNDARIES TO INCLUDE THE ANNEXED PROPERTIES; AFFIRMING COMPLIANCE WITH STATUTORY PROCEDURE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Petitioner, Mark Watts, Esq., on behalf of the owner, Pulte Home Company, LLC, submitted a petition for annexation of approximately +/- 41.41 acres of land located north of State Road 472 and east of South Blue Lake Avenue; and

WHEREAS, the subject property to be annexed is currently vacant and undeveloped; and

WHEREAS, the area to be annexed is contiguous to the boundaries of the City of DeLand to the north, will not create an enclave if annexed, is reasonably compact, is not circuitous, and otherwise meets the requirements of *Chapter 171, Florida Statutes*.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The following described parcel of land in Volusia County, Florida, for which a petition for annexation has been received from the Petitioner, Mark Watts, Esq., on behalf of the owner, Pulte Home Company, LLC, totaling approximately +/- 41.41 acres, located north of State Road 472 and east of South Blue Lake Avenue is hereby annexed and made part of the City of DeLand, subject to the jurisdiction, obligations, benefits and privileges of property within the municipality:

See legal description(s) attached hereto as Exhibit "A"

Parcel Identification No. 800100000026

Section 2. The boundary lines of the City of DeLand are hereby changed and redefined to include the lands described in Section 1 above and depicted on the map attached hereto as Exhibit "B" and by this reference made a part hereof.

Section 3. The City Commission finds that a public hearing has been held on this Ordinance prior to adoption in the Commission Chambers, City Hall, 120 S. Florida Avenue, DeLand, Florida, at 7:00 p.m., on November 17, 2025, after notice published in accordance with Florida Statutes Section 171.044.

Section 4. This Ordinance shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 17th day of November 2025.

_____
Christopher M. Cloudman
Mayor-Commissioner

ATTEST:

_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: October 06, 2025
Adopted on second reading: November 17, 2025

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

“EXHIBIT A”

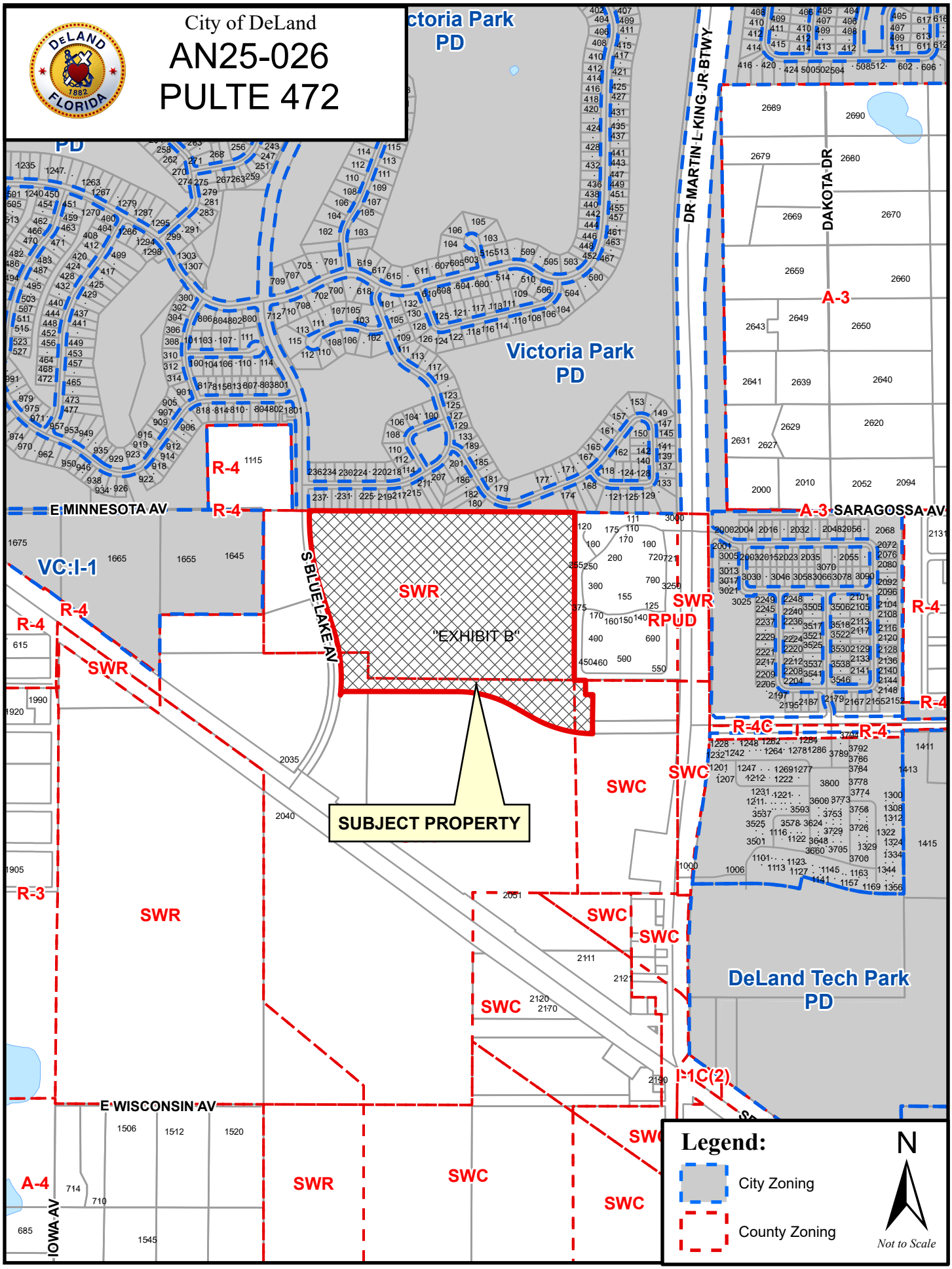
LEGAL DESCRIPTION

ANNEXATION

A PARCEL OF LAND COMPRISING A PORTION OF GOVERNMENT LOT 1, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SECTION 35, TOWNSHIP 17, RANGE 30 EAST BEING A POINT ON THE NORTH LINE OF AFORESAID GOVERNMENT LOT 1, ALSO BEING A POINT ON THE SOUTH LINE OF VICTORIA PARK INCREMENT THREE SOUTHWEST, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN MAP BOOK 51, PAGES 193 THROUGH 205 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN NORTH 89°55’33” EAST ALONG THE SOUTH LINE OF SAID SECTION 35, SAID NORTH LINE OF GOVERNMENT LOT 1 AND SAID SOUTH LINE OF SAID VICTORIA PARK INCREMENT THREE SOUTHWEST FOR A DISTANCE OF 1666.26 FEET; THENCE DEPARTING SAID NORTH LINE AND SAID SOUTH LINES RUN SOUTH 00°13'58" WEST FOR A DISTANCE OF 1055.76 FEET; THENCE RUN SOUTH 89°55'33" WEST FOR A DISTANCE OF 256.47 FEET; THENCE RUN SOUTH 00°04’26” EAST FOR A DISTANCE OF 165.32 FEET; THENCE RUN SOUTH 29°31’20” WEST FOR A DISTANCE OF 40.00 FEET; THENCE RUN NORTH 60°28’40” WEST FOR A DISTANCE OF 126.03 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 750.00 FEET, WITH A CHORD BEARING OF NORTH 75°16'34" WEST, AND A CHORD DISTANCE OF 383.12 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°35'47" FOR A DISTANCE OF 387.41 FEET TO A POINT OF TANGENCY; THENCE RUN SOUTH 89°55'33" WEST FOR A DISTANCE OF 759.38 FEET TO A POINT ON THE CENTERLINE OF SOUTH BLUE LAKE AVENUE, A 80.00 FOOT WIDE RIGHT OF WAY, ACCORDING TO OFFICIAL RECORDS BOOK 8336, PAGE 276 OF SAID PUBLIC RECORDS; BEING A POINT ON A NON TANGENT CURVE, CONCAVE WESTERLY HAVING A RADIUS OF 955.00 FEET, WITH A CHORD BEARING OF NORTH 08°13'06" WEST, AND A CHORD DISTANCE OF 328.11 FEET; THENCE RUN ALONG SAID CENTERLINE THE FOLLOWING BEARINGS AND DISTANCES THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°47'01" FOR A DISTANCE OF 329.75 FEET TO A POINT OF TANGENCY; THENCE RUN NORTH 18°06'36" WEST FOR A DISTANCE OF 280.11 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE EASTERLY HAVING A RADIUS OF 1528.00 FEET, WITH A CHORD BEARING OF NORTH 09°34'01" WEST, AND A CHORD DISTANCE OF 453.98 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°05'11" FOR A DISTANCE OF 455.67 FEET TO A POINT OF TANGENCY; THENCE RUN NORTH 01°01'25" WEST FOR A DISTANCE OF 56.60 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 17 SOUTH, RANGE 30 EAST, ALSO BEING AFORESAID NORTH LINE OF GOVERNMENT LOT 1 AND SAID SOUTH LINE OF SAID VICTORIA PARK INCREMENT THREE SOUTHWEST; THENCE RUN NORTH 89°43'05" EAST ALONG SAID SOUTH LINES AND SAID NORTH LINE FOR A DISTANCE OF 64.03 FEET TO THE POINT OF BEGINNING.

CONTAINS 41.41 ACRES MORE OR LESS.


City of DeLand
AN25-026
PULTE 472
Victoria Park PD
Victoria Park PD
DR MARTIN L KING JR BTWY
DAKOTA DR
A-3
E MINNESOTA AV
A-3
SARAGOSSA AV
R-4
R-4
S BLUE LAKE AV
SWR
"EXHIBIT B"
RPUD
SWR
R-4
VC:I-1
R-4
SWR
R-4C
R-4
SUBJECT PROPERTY
SWC
SWC
R-3
SWR
SWC
SWC
DeLand Tech Park PD
SWC
I-1C(2)
E WISCONSIN AV
A-4
SWR
SWC
SWC
IOWA AV
Legend:
City Zoning
County Zoning
N
Not to Scale

LEGAL DESCRIPTION

A PARCEL OF LAND COMPRISING A PORTION OF GOVERNMENT LOT 1, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

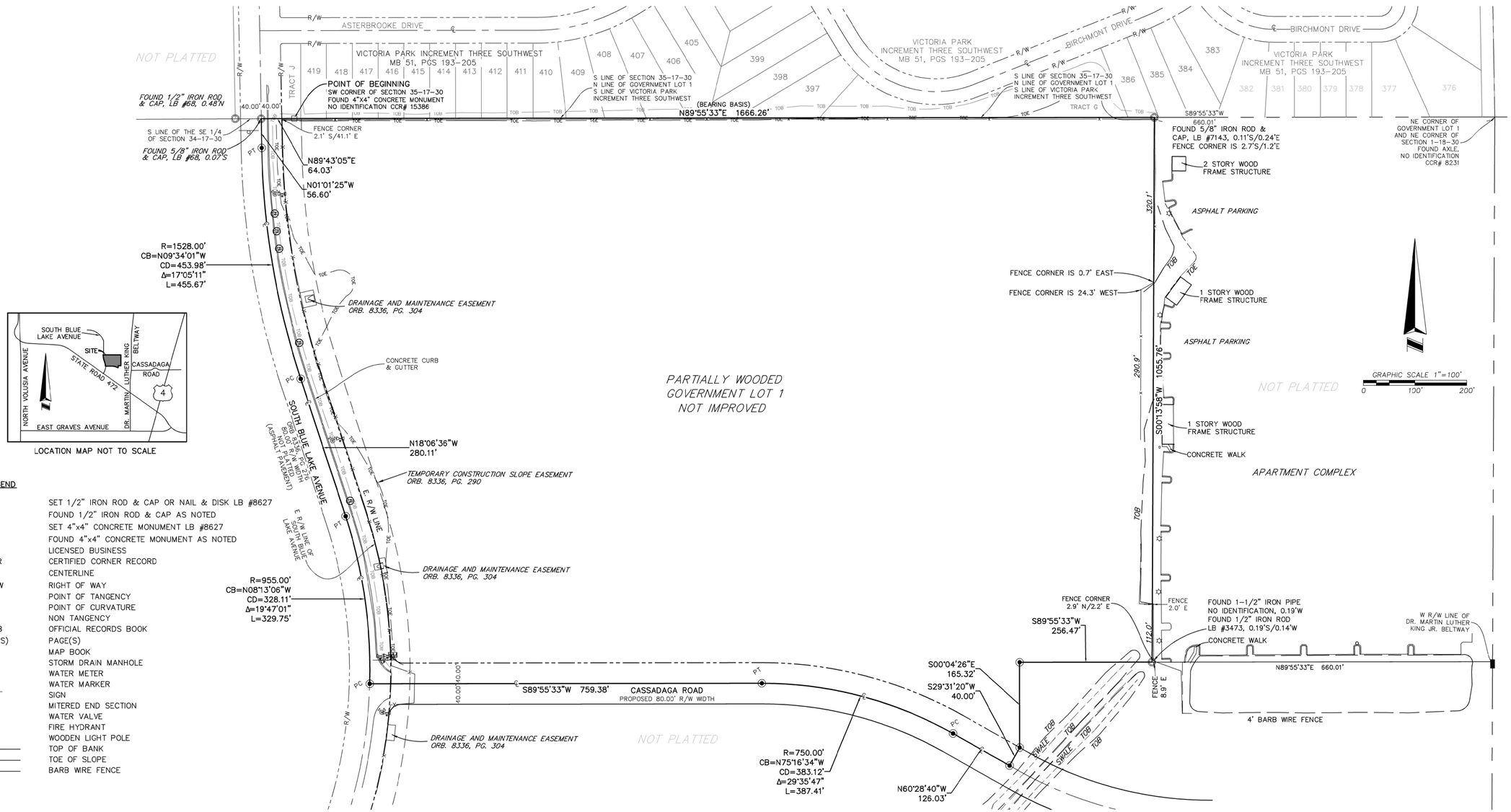
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CONTAINS 41.41 ACRES MORE OR LESS.

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE ASSUMED AND BASED ON THE NORTH LINE OF GOVERNMENT LOT 1 AS BEING NORTH 89°55'33" EAST FOR ANGULAR DESIGNATION ONLY.
2. THE LEGAL DESCRIPTION HEREON WAS PREPARED BY THIS FIRM AS THE CLIENT'S REQUEST.
3. THERE MAY BE EASEMENTS AND RESTRICTIONS OF RECORD AND/OR PRIVATE AGREEMENTS NOT FURNISHED TO THIS SURVEYOR OR SHOWN ON THIS BOUNDARY SURVEY THAT MAY AFFECT PROPERTY RIGHTS AND/OR LAND USE RIGHTS OF THE SUBJECT PROPERTY.
4. THERE MAY BE ENVIRONMENTAL ISSUES AND/OR OTHER MATTERS REGULATED BY VARIOUS DEPARTMENTS OF FEDERAL, STATE OR LOCAL GOVERNMENTS AFFECTING THE SUBJECT PROPERTY NOT SHOWN ON THIS SURVEY.
5. THIS SURVEY WAS PERFORMED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES LISTED HEREON AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER.
6. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER OR AN ELECTRONIC SIGNATURE THAT IS IN COMPLIANCE WITH FLORIDA ADMINISTRATIVE CODE 5J-17.062.
7. UNLESS OTHERWISE NOTED OR SHOWN HEREON, APPARENT AND/OR VISIBLE, UNOBSTRUCTED, ABOVE GROUND IMPROVEMENTS WERE LOCATED. UNLESS NOTED OTHERWISE UNDERGROUND IMPROVEMENTS, SUCH AS FOUNDATIONS AND UTILITIES, WERE NOT LOCATED.
8. UNLESS OTHERWISE NOTED OR SHOWN HEREON, THERE ARE NO APPARENT AND/OR UNOBSTRUCTED, ABOVE GROUND ENCROACHMENTS. THE DISPOSITION OF ANY POTENTIAL ENCROACHING IMPROVEMENTS SHOWN IS BEYOND THE PROFESSIONAL PURVIEW OF THE SURVEYOR AND SUBJECT TO LEGAL INTERPRETATION.
9. SUBJECT PROPERTY SHOWN HEREON IS IN ZONE X, AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, ACCORDING TO FLOOD INSURANCE RATE MAP PANEL NUMBER 12127C0610J, MAP REVISED FEBRUARY 19, 2014.

   THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THIS SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.
10. THE ACCURACY OF THE SURVEY MEASUREMENTS USED FOR THIS SURVEY MEETS OR EXCEEDS THE EXPECTED USE OF THE PROPERTY DESCRIBED HEREON. (SUBURBAN) 1 FOOT IN 7,500 FEET.
11. THE DELINEATION OF THE LANDS SHOWN HEREON ARE AS PER THE CLIENT'S INSTRUCTIONS.



LOCATION MAP NOT TO SCALE

LEGEND

◉	SET 1/2" IRON ROD & CAP OR NAIL & DISK LB #8627
○	FOUND 1/2" IRON ROD & CAP AS NOTED
■	SET 4"x4" CONCRETE MONUMENT LB #8627
⊡	FOUND 4"x4" CONCRETE MONUMENT AS NOTED
LB	LICENSED BUSINESS
CCR	CERTIFIED CORNER RECORD
℄	CENTERLINE
R/W	RIGHT OF WAY
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
NT	NON TANGENCY
ORB	OFFICIAL RECORDS BOOK
PG(S)	PAGE(S)
MB	MAP BOOK
	STORM DRAIN MANHOLE
WM	WATER METER
	WATER MARKER
	SIGN
	MITERED END SECTION
	WATER VALVE
	FIRE HYDRANT
	WOODEN LIGHT POLE
TOB	TOP OF BANK
TOE	TOE OF SLOPE
-x-	BARB WIRE FENCE

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WINTER GARDEN, FLORIDA 34787
(407) 654-5355 LB#8627

BOUNDARY SURVEY OF FORD 472 DELAND

SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST
VOLUSIA COUNTY, FLORIDA

FOR: PULTE GROUP

FOR THE LICENSED BUSINESS #8627 BY:

JAMES L. RICKMAN, PSM #5633

JAMES LOUIS RICKMAN LICENSED NUMBER LS5633 STATE OF FLORIDA PROFESSIONAL SURVEYOR AND MAPPER

LS5633
STATE OF
FLORIDA

This item has been electronically signed and Sealed by James L. Rickman, P.S.M. using A Digital Signature.

Printed Copies of this document are not considered signed and sealed and the signature Must be verified on any electronic copies.

Digitally signed by: James L Rickman
Date: 2025.08.08 08:19:08 -04'00'

DATE	REVISIONS
8-7-25	revision to legal desc.

JOB #:	20200713
DATE:	12/11/2024
SCALE:	1" = 100'
CALC BY:	SEJ
FIELD BY:	DB
DRAWN BY:	SEJ/KS
CHECKED BY:	SEJ

SHEET 1 OF 1

Drawing name: L:\Data\20200713\dwg\20200713 Ford 472 Bndy +-Annex 1

PLANNING DEPARTMENT STAFF REPORT
TO
PLANNING BOARD

September 10, 2025

A. **APPLICATION NO.**: AN25-026
APPLICANT: Mr. Mark Watts, Cobb & Cole, P.A.
OWNER: Pulte Home Company, LLC
STAFF PLANNER: Chris Carson, AICP, Senior Planner
REQUEST: Voluntary Annexation of ± 41.41 acres of property into the City limits of DeLand

B. **SITE FACTORS:**
PARCEL NUMBER: 800100000026
LOCATION: North of SR 472 and east of S. Blue Lake Ave.
SIZE OF PROPERTY: ±41.41 acres

C. **Surrounding Land Use & Zoning:**

Future Land Use: Volusia County: SWAC Community, SWAC Commerce
Existing Zoning: Volusia County: SWR, SWC
Existing Use: Vacant/Undeveloped

	LAND USE	ZONING
North:	New Community Development (NCD), VC: Urban Medium Intensity (UMI)	Victoria Park PD, VC: R-4
South:	VC: SWAC Commerce	VC: RFPUD
East:	VC: SWAC Community, VC: SWAC Commerce	VC: Integra Dunes RPUD
West:	VC: SWAC Community, VC: SWAC Commerce, VC: Industrial	VC: Light Industrial (I-1), VC: SWR, VC: SWC

D. **Background:** The ± 41.41 acre subject property is located in unincorporated Volusia County with Volusia County zoning designations of Southwest Activity Center Community (SWR) and Southwest Activity Center Commerce (SWC). The property's Volusia County future land uses are Southwest Activity Center Community (SWAC Community) and Southwest Activity Center Commerce (SWAC Commerce).

The applicant has been working with the County to construct a subdivision with a combination of single-family homes and townhomes since 2021. The project was initially put on hold because of a conflict between the minimum density requirements of the County's Comprehensive Plan and the dimensional requirements for single-family residences in the Southwest Activity Center zoning designation. The Southwest Activity Center was originally visioned as a major employment and commerce center near the I-4 interchange with a variety of housing choices to support the employment base. To spur economic development, and to resolve the conflicts between the Comprehensive Plan and the Zoning, County staff modified the SWR and SWC zoning designations. The Ordinance was approved in 2023.

After modifications to the zoning were approved, the applicant proceeded with plat and construction plan review for the subdivision. During the review period, the City and County modified the City's Utility Service Area (USA) boundary which placed the subject property within the limits of the City's USA.

The applicant contacted City staff with a desire to incorporate into the City limits for future consistency. To avoid further project delays, the applicant continued with plat approval, while concurrently submitting applications for incorporation into the City. The application for annexation is accompanied by a request for a small-scale future land use map amendment (SMLU25-025) and a request for a Planned Development (PD) rezone (Z25-024).

During the review of those applications, the applicant received County approval to begin site and infrastructure work to service the development. That construction activity is currently ongoing. The property was partially wooded and undeveloped. It did not appear to contain any wetlands and does not lie within the 100-year flood zone.

If the requests are approved, the County will continue to monitor and inspect all improvements required by the development order. Prior to any vertical construction, the City will inspect access and utilities for life safety. A site plan will be required for the community amenity center. Building permits for the individual lots will be administered through the City.

E. Public Services & Utilities: The City's Utilities Department has provided a Utility Service agreement to serve water and sewer. City water is available via a 12" water main on Blue Lake Ave. and City sewer is available via a 8" gravity line along Asterbrooke Dr., just north of the subject property.

F. Growth Management Plan Consistency: The area surrounding the development is a mix of developed and undeveloped properties. To the north is a single-family residential neighborhood, east is a multi-family development, and to the west is some industrial properties. South of the subject property is currently vacant.

G. Analysis: Chapter 171 of the Florida Statutes sets forth procedures for adjusting municipal boundaries to ensure sound urban development, accommodation for growth, and ensure

that areas are not annexed unless municipal services can be provided in those areas. These procedures require the development be **reasonably compact**, **not circuitous**, and **does not create an enclave**. In addition, the City's guidelines for annexation require a property be sufficiently **contiguous** to property already within the city limits. The parcel is contiguous to the City's municipal's boundary on the north side and is reasonably compact. Annexation of the property does not create an area that is enclosed and bounded on all sides by the City. Therefore, staff finds the annexation request to be consistent with Chapter 171 of the State Statutes, the City's Comprehensive Plan, and Land Development Regulations.

H. Next Steps: The request for voluntary annexation will go before the City Commission on October 6, 2025 for first reading, followed by Volusia Growth Management Commission Review (VGMC). After VGMC review, the request is anticipated to go before City Commission on November 17, 2025 for second reading.

I. Recommendation: Staff recommends that the Planning Board forward this annexation petition to the City Commission, with a recommendation for approval.

Based upon the concurrency requirements of the State of Florida and the City's concurrency management plan, as adopted in Article 5, Sec. 33-41 of the Land Development Regulations, approval of the proposed annexation does not automatically provide vested development rights. At the time the developer applies for a development permit, adequate infrastructure must exist to support the proposed development. If such infrastructure does not exist, the developer may be required to incur additional expense to ensure that the necessary infrastructure is provided.

Scott W. Cichon
Robert A. Merrell III
John P. Ferguson
Mark A. Watts
Heather Bond Vargas
Michael J. Woods
Raymond L. Schumann
Kathleen L. Crotty
Michael O. Sznapstajler
Andrew C. Grant
Matthew S. Welch
Edward H. Thompson
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Douglas J. Collins
Sara E. Glover
Holly W. Zitzka
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OF COUNSEL
Larry D. Marsh
Ira Halfond

William M. Cobb (1881-1939)
Thomas T. Cobb (1916-2004)
W. Warren Cole, Jr. (1926-2008)

February 26, 2025

Carol Kuhn, AICP
Planning Director
City of DeLand
120 South Florida Avenue
DeLand, FL 32720

Re: Revised Project Narrative – 472 PD, Annexation & Small-Scale CPA
Parcel ID No. 8001-00-00-0020 (northern portion of)

Dear Carol,

Cobb Cole represents Pulte Home Company, LLC, owners of the above-referenced parcel. The property is currently undergoing subdivision review and approval by the County of Volusia for the development of single family and townhome style residential units. The property is subject to an annexation, land use, and rezoning request to locate the property within the municipal boundaries of the City of DeLand.

We are requesting to amend the future land use and zoning designations for the property identified in the application ("Property") from Volusia County SWR (land use and zoning) and SWC (land use and zoning) to the City's Low Density Residential ("LDR") land use classification and PUD zoning. The purpose of the applications is to transition the Property while it is under development from the County to City's jurisdiction as a result of the recent shift in utility service area boundaries in the vicinity of the Martin Luther King, Jr. Beltway and S. R. 472. The Property is currently under development based on an approved preliminary subdivision plat for single family residential and townhome residential units and associated amenities. As the Property is developed, the developer is also obligated to extend Cassadaga Road from its current intersection with the MLK Beltway to the recent southern extension of Blue Lake Road.

As background information, the County's SWR and SWC future land use and zoning were created following the abandonment of the former S.R. 472 Areawide Development of Regional Impact ("472 DRI"). Similar to the City of DeLand, the County incorporated much of the development entitlements from the 472 DRI into the SWR and SWC classifications to continue implementing the overall goals, policies and objectives defined by the 472 DRI. The majority of the Property is included within the SWR classifications, which were designed to

provide residential development areas supporting the overall land use mix outlined in the 472 DRI. The SWC classification is primarily designed to support commercial development, however the only portions of the Property that are currently classified under SWC are the areas that will be improved with the Cassadaga Road extension and associated stormwater infrastructure.

Pulte Homes began working with County staff on subdivision approvals for the Property in 2021. When Pulte submitted initial applications, we determined that the Property could not be developed with the minimum required density of 4 units per acre required by the SWR land use classification based on the minimum dimensional requirements adopted in the SWR zoning classification for single family lots. As a result, we coordinated with County staff and the County Council approved revisions to the minimum single family lot dimensional requirements in order to permit development that would meet the minimum required density. During the time the County was processing administrative amendments to the SWR and SWC zoning classifications, consideration of the pending preliminary plat was put on hold. The subdivision review proceeded following the County's correction of the SWR zoning classification's dimensional criteria.

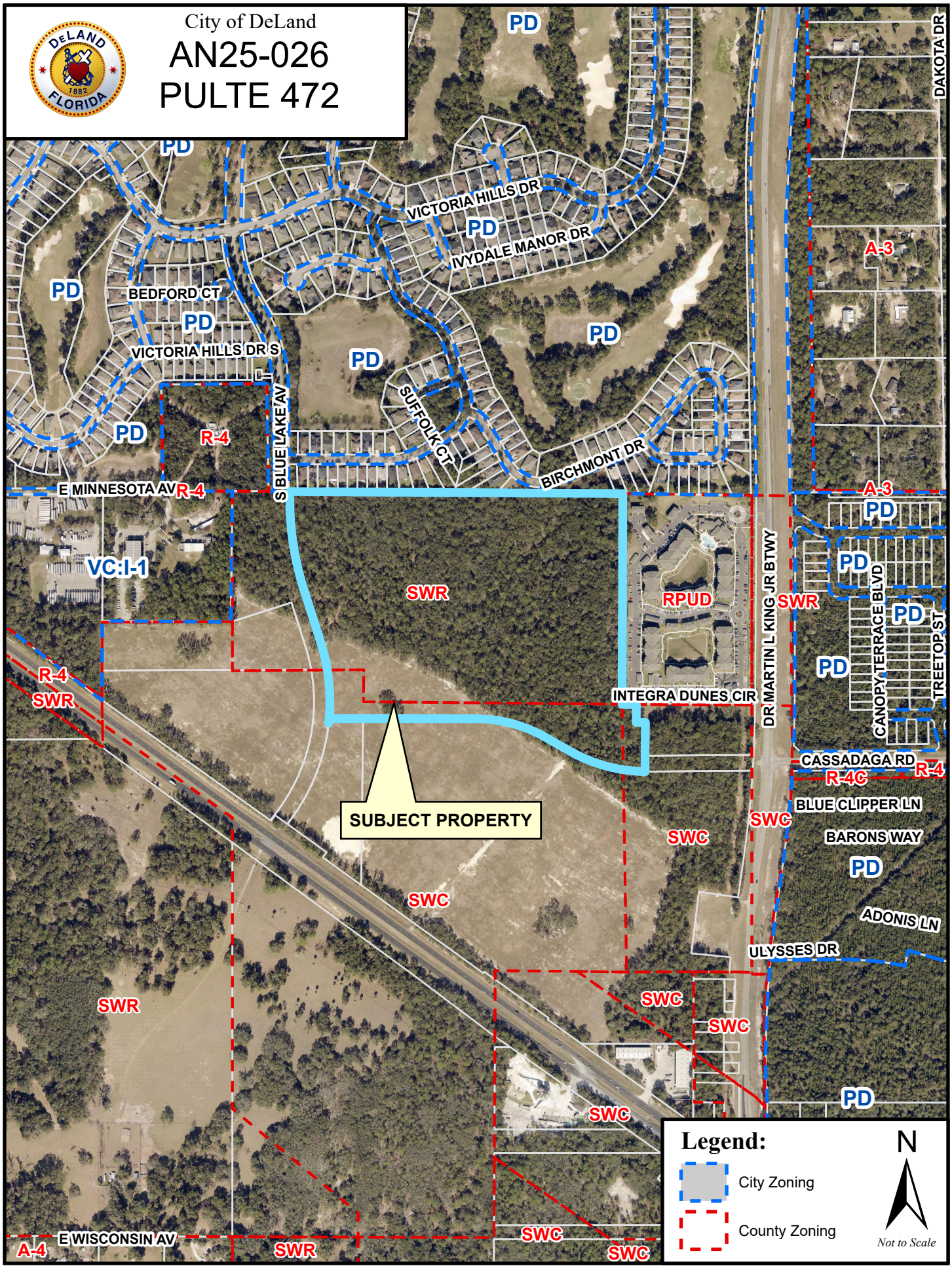
While the preliminary plat was under review and the SWR zoning classification revisions were being reviewed and approved, the City and County revised the boundaries of the utility service areas for the Property. The result of those revisions added the Property to the City's utility service boundary. Since the preliminary plat review was substantially underway at that point in time, we coordinated with City and County staff to proceed with annexation of the Property into the City once the preliminary plat review was completed.

Based on the approved preliminary plat, the Property is currently under development. Based on our coordination with City and County staff, the proposed applications submitted to the City with this letter will annex the Property, assign a land use classification consistent with the approved residential density and incorporate the development standards outlined in the County's SWR classification into a PUD for the Property. The County will continue to provide permit review and inspections for the subdivision improvements required by the approved preliminary plat development order. The City will inspect and improve all utility improvements included in the preliminary plat development order since it is the utility provider. Our intent is to finalize the PUD rezoning in time to allow vertical permitting for all single family and townhome residential structures through the City. In addition, since the City considers townhomes as a multi-family use and subject to the City's community design standards, review and approval of the proposed architectural design for the townhomes is also proposed as part of the PUD approval.
At completion, the development of the Property will include 112 townhome units and 91 single family units. The resulting density is 5.2 units/acre and complies with the minimum required density of the County's SWR land use classification. It is also consistent with the City's LDR land use classification. As noted above, the development includes construction of

extension of Cassadaga Road, and the provision of supporting open space and stormwater amenities. Site development and permitting of horizontal site improvements will be permitted through the County of Volusia, with vertical building permit review and issuance proposed under the City of DeLand and in accordance with the proposed PUD regulations.

Sincerely,

Mark A. Watts, Esq.
Mark.Watts@cobbcole.com


City of DeLand
AN25-026
PULTE 472
PD
VICTORIA HILLS DR
IVYDALE MANOR DR
BEDFORD CT
VICTORIA HILLS DR S
SUFFOLK CT
BIRCHMONT DR
S BLUE LAKE AV
E MINNESOTA AV
R-4
VC:I-1
SWR
RPUD
INTEGRA DUNES CIR
SUBJECT PROPERTY
DR MARTIN L KING JR BTWY
DAKOTA DR
A-3
CANOPY TERRACE BLVD
TREETOP ST
CASSADAGA RD
R-4C
BLUE CLIPPER LN
BARONS WAY
ADONIS LN
ULYSSES DR
SWC
E WISCONSIN AV
A-4
Legend:
City Zoning
County Zoning
N
Not to Scale

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Second Reading of Ordinance No. 2025-23, Changing the Land Use for ±39.24 Acres of Property, Located North of SR 472 and East of South Blue Lake Avenue, from Volusia County Southwest Activity Center Community (SWAC Community) and Southwest Activity Center Commerce (SWAC Commerce) to City Of Deland Low Density Residential (LDR). First Reading held on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Christopher Carson, Senior Planner

ATTACHMENTS: ORD-2025-23, Exhibit A - Legal Description, Plat Boundary 5-22-25 S&S, SMLU25-025 Staff Report CanopyPreserve, Revised Project Narrative letter (2-26-2025), SMLU25-025 Current Land Use, SMLU25-025 Proposed Land Use, SMLU25-025 Aerial, SMLU25-025 Zoning, 25-02-25-001-R Signed Concurrency Letter (2), TIA 21145 Ford 472 v1.3 e-SS (rev 02-13-25), VGMC Letter

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

The applicant has been working with the County since 2021 seeking approval to construct a subdivision with a combination of single-family homes and townhomes. The project was initially put on hold because of a conflict between the minimum density requirements of the County's Comprehensive Plan and the dimensional requirements for single-family residences in the Southwest Activity Center zoning designation. The Southwest Activity Center was originally visioned as a major employment and commerce center near the I-4 interchange with a variety of housing choices to support the employment base. To spur economic development, and to resolve the conflicts between the Comprehensive Plan and the Zoning, County staff proposed modifications to the SWR and SWC zoning designations, which were approved in 2023. The applicant then proceeded with plat and construction plan review for the subdivision.

The City and the County of Volusia have a long-standing utility service agreement (USA) which regulates the provision of utilities by the City outside the corporate limits of the City. In November 2022, the City and the County concluded a years-long negotiation process to amend the USA to include additional areas outside City limits that would be served by City utilities. One of the areas added included the subject property.

If this project had been in the City's utility service area when it started the development review process, the developer would have been required to obtain utilities from the City and because of its contiguity to the city limits, would have been required to annex and then go through a land use and zoning change prior to undertaking development review. However, since the developer was already fairly far along in the development review and entitlement process, the developer was entitled to proceed with development in the County and under County regulations.

To avoid further project delays, the applicant continued with plat approval, while concurrently submitting applications for incorporation into the City. The application for a small-scale future land use map amendment is accompanied by a request for annexation (AN25-026) and a request for a Planned Development (PD) rezone (Z25-024).

The City could simply annex the property and not change the future land use and zoning designations for the

property, in which case the property would retain its county land use and zoning designations and would subject to the County's subdivision regulations pursuant to Section 171.062(2), Florida Statutes.

City staff believes that it is much better to change the land use and zoning designations to City designations as it will be much more conducive to the City's ongoing regulation of the development.

During the review of those applications, the applicant received County approval to begin site and infrastructure work to service the development. That construction activity is currently ongoing. The property was partially wooded and undeveloped. It did not appear to contain any wetlands and does not lie within the 100-year flood zone.

If the requests are approved, the County will continue to monitor and inspect all improvements required by the development order. Prior to any vertical construction, the City will inspect access and utilities for life safety. A site plan will be required for the community amenity center. Building permits for the individual lots will be administered through the City. The City has received several complaints from nearby residents regarding construction activity. The City is currently coordinating with both the County and the applicant to resolve resident concerns.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Strategic Focus Area: Institute Smart Growth Principles

SUSTAINABILITY:

N/A

FISCAL IMPACT:

There is no fiscal impact as a result of the future land use map amendment.

RECOMMENDATION:

Staff recommends approval of Second Reading of the ordinance to amend the future land use from Volusia County's Southwest Activity Center Community (SWAC Community) and Volusia County Southwest Activity Center Commerce (SWAC Commerce) to the City of DeLand's Low Density Residential (LDR).

BACKGROUND/DISCUSSION:

The applicant is requesting to amend the future land use designation of a ±39.24-acre parcel located on the east side of S. Blue Lake Ave., north of SR 472 from Volusia County's Southwest Activity Center Community (SWAC Community) and Volusia County Southwest Activity Center Commerce (SWAC Commerce) to the City of DeLand's Low Density Residential (LDR) land use designation. The application for a small-scale future land use map amendment is accompanied by a request for annexation (AN25-026) and a request for a Planned Development (PD) rezone (Z25-024).

The facility analysis presented in the staff report suggests the proposed land use should not cause any of the City's facilities to degrade below the adopted or current operational level of service (LOS). The proposed land use designation, Low Density Residential, is consistent with the surrounding area, and is not expected to create any land use incompatibilities.

In accordance with standard practice from the Florida Department of Economic Opportunity (DEO) and other review agencies, an impact comparison analysis of the proposed amendment has been completed based upon the theoretical maximum development potential under the currently adopted future land use designation versus

the proposed designation. The proposed amendment results in decreased impacts to all public infrastructure and services based on the theoretical maximum impact analysis.

At the September 10, 2025, Planning Board meeting, the Board voted unanimously (5-0) to recommend approval of the request for a future land use map amendment.

On October 6, 2025, the City Commission approved the request for a future land use map amendment on first reading.

On November 5, 2025, the Volusia Growth Management Commission (VGMC) issued a certificate of consistency.

ORDINANCE NO. 2025 - 23

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF DELAND, BY CHANGING THE LAND USE DESIGNATION OF CERTAIN PROPERTY LOCATED NORTH OF STATE ROAD 472 AND EAST OF SOUTH BLUE LAKE AVENUE; FROM VOLUSIA COUNTY'S SOUTHWEST ACTIVITY CENTER COMMUNITY (SWAC COMMUNITY) AND SOUTHWEST ACTIVITY CENTER COMMERCE (SWAC COMMERCE) FUTURE LAND USE DESIGNATIONS TO CITY OF DELAND'S LOW DENSITY RESIDENTIAL FUTURE LAND USE DESIGNATION; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, F.S. §163.3161, et seq., creates the Community Planning Act (hereinafter the "Act"); and

WHEREAS, the Act allows each local government to approve comprehensive plan amendments related to small scale development activities at any time during the year under certain conditions; and

WHEREAS, the Act permits small area amendments to be approved without regard to statutory limits on the frequency of comprehensive plan amendments as long as:

1. The proposed amendment involves the change to the land use designation of a parcel of property that is 50 acres or less; and

2. The cumulative effect of the above amendment does not exceed 120 acres annually; and

WHEREAS, the City Commission adopted a comprehensive plan for the future growth and development of the City pursuant to Ordinance No. 90-4, as amended, (hereinafter the "Comprehensive Plan"); and

WHEREAS, the City Commission has received a request to amend the Comprehensive Plan by changing the land use designation of approximately +/- 39.24 acres of land located north of State Road 472 and east of South Blue Lake Avenue, from Volusia County's Southwest Activity Center Community (SWAC Community) and Southwest Activity Center Commerce (SWAC Commerce) future land use designations to City of DeLand's Low Density Residential future land use designation; and

WHEREAS, the Planning Board held a public hearing, after due public notice, for the purpose of recommending the adoption of the proposed Comprehensive Plan amendment; and

WHEREAS, the City Commission held a public hearing after due public notice, in accordance with F.S. §163.3184(11); and

WHEREAS, this land use amendment has been transmitted to and reviewed by the Volusia Growth Management Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission hereby amends the Future Land Use Map for the incorporated area by changing the land use designation of that certain parcel of land located north of State Road 472 and east of South Blue Lake Avenue, consisting of approximately +/- 39.24 acres of land from Volusia County's Southwest Activity Center Community (SWAC Community) and Southwest Activity Center Commerce (SWAC Commerce) Future Land Use designations to City of DeLand's Low Density Residential Future Land Use designation, as more particularly described in the Exhibit "A" attached hereto and by this reference made a part hereof.

Section 2. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 3. The effective date of this Ordinance shall be the later date of the following events: (1) the date of issuance of a certificate of consistency or conditional certificate of consistency with regard to the land use designation of the subject property by the Volusia Growth Management Commission; (2) thirty-one (31) days after its adoption by the City Commission; or (3) if properly challenged by an affected person, after the state land planning agency or the Administration Commission, respectively, issues a final order determining this adopted small scale development amendment to be in compliance. No development orders, development permits or land uses dependent on this Ordinance may be issued or commence before it has become effective.

PASSED AND DULY ADOPTED this 17th day of November, 2025.

_____
Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

_____
Julie Hennessy
City Clerk - Auditor

Passed on first reading: October 06, 2025
Adopted on second reading: November 17, 2025

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

EXHIBIT "A"
LEGAL DESCRIPTION

A PARCEL OF LAND COMPRISING A PORTION OF GOVERNMENT LOT 1, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SECTION 35, TOWNSHIP 17 SOUTH, RANGE 30 EAST BEING A POINT ON THE NORTH LINE OF AFORESAID GOVERNMENT LOT 1, ALSO BEING A POINT ON THE SOUTH LINE OF VICTORIA PARK INCREMENT THREE SOUTHWEST AS RECORDED IN MAP BOOK 51, PAGES 193 THROUGH 205 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN NORTH 89°55'33" EAST ALONG THE SOUTH LINE OF SAID SECTION 35, SAID NORTH LINE OF GOVERNMENT LOT 1 AND SAID SOUTH LINE OF SAID VICTORIA PARK INCREMENT THREE SOUTHWEST FOR A DISTANCE OF 1666.26 FEET; THENCE DEPARTING SAID NORTH LINE AND SAID SOUTH LINES RUN SOUTH 00°13'58" WEST FOR A DISTANCE OF 1055.76 FEET; THENCE RUN SOUTH 89°55'33" WEST FOR A DISTANCE OF 256.47 FEET; THENCE RUN SOUTH 00°04'26" EAST FOR A DISTANCE OF 165.32 FEET; THENCE RUN NORTH 60°28'40" WEST FOR A DISTANCE OF 126.03 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 790.00 FEET, WITH A CHORD BEARING OF NORTH 75°16'34" WEST, AND A CHORD DISTANCE OF 403.56 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°35'47" FOR A DISTANCE OF 408.08 FEET TO THE POINT OF TANGENCY; THENCE RUN SOUTH 89°55'33" WEST FOR A DISTANCE OF 694.57 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE NORTHEASTERLY HAVING A RADIUS OF 25.00 FEET, WITH A CHORD BEARING OF NORTH 46°04'55" WEST, AND A CHORD DISTANCE OF 34.73 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°59'04" FOR A DISTANCE OF 38.39 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SOUTH BLUE LAKE AVENUE ACCORDING TO OFFICIAL RECORDS BOOK 8336, PAGE 276 OF AFORESAID PUBLIC RECORDS. ALSO BEING A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY HAVING A RADIUS OF 995.00 FEET. WITH A CHORD BEARING OF NORTH 10°06'00" WEST, AND A CHORD DISTANCE OF 277.30 FEET; THENCE RUN THE FOLLOWING BEARING AND DISTANCES ALONG SAID EASTERLY RIGHT-OF-WAY LINE: NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°01'13" FOR A DISTANCE OF 278.21 FEET TO A POINT OF TANGENCY; THENCE RUN NORTH 18°06'36" WEST FOR A DISTANCE OF 280.11 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE EASTERLY HAVING A RADIUS OF 1488.00 FEET, WITH A CHORD BEARING OF NORTH 09°34'01" WEST, AND A CHORD DISTANCE OF 442.10 FEET; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°05'11" FOR A DISTANCE OF 443.74 FEET TO THE POINT OF TANGENCY; THENCE RUN NORTH 01°01'25" WEST A DISTANCE OF 56.09 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 17 SOUTH, RANGE 30 EAST, ALSO BEING AFORESAID NORTH LINE OF GOVERNMENT LOT 1 AND SAID SOUTH LINE OF SAID VICTORIA PARK INCREMENT THREE SOUTHWEST; THENCE RUN NORTH 89°43'05" EAST ALONG SAID SOUTH LINES AND SAID NORTH LINE FOR A DISTANCE OF 24.02 FEET TO THE POINT OF BEGINNING.

CONTAINS 39.24 ACRES MORE OR LESS.

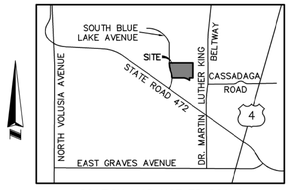
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CONTAINS 39.24 ACRES MORE OR LESS.



LOCATION MAP NOT TO SCALE

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE ASSUMED AND RELATIVE TO THE NORTH LINE OF GOVERNMENT LOT 1, SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, BEING NORTH 89°55'33" EAST.
2. THERE MAY BE ENVIRONMENTAL ISSUES AND/OR OTHER MATTERS REGULATED BY VARIOUS DEPARTMENTS OF FEDERAL, STATE OR LOCAL GOVERNMENTS AFFECTING THE SUBJECT PROPERTY NOT SHOWN ON THIS SURVEY.
3. THIS SURVEY WAS PERFORMED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES LISTED HEREON AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER.
4. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A COMMITMENT TO INSURE TITLE.
5. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
6. UNLESS OTHERWISE NOTED OR SHOWN HEREON, APPARENT AND/OR VISIBLE, UNOBSTRUCTED, ABOVE GROUND IMPROVEMENTS WERE LOCATED. UNDERGROUND UTILITIES, FOUNDATIONS AND IMPROVEMENTS WERE NOT LOCATED, UNLESS SHOWN HEREON.
7. UNLESS OTHERWISE NOTED OR SHOWN HEREON, THERE ARE NO APPARENT AND/OR UNOBSTRUCTED, ABOVE GROUND ENCROACHMENTS. THE DISPOSITION OF ANY POTENTIAL ENCROACHING IMPROVEMENTS SHOWN IS BEYOND PROFESSIONAL PURVIEW AND SUBJECT TO LEGAL INTERPRETATION.
8. THE LANDS SHOWN HEREON LIE IN ZONE "X", DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ACCORDING TO FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NO. 1251550610J, MAP NO. 12127C610J, MAP REVISED FEBRUARY 19, 2014. THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THIS SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.
9. THERE WAS VISUAL EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WITHIN THE SURVEYED LANDS.
10. WHILE CONDUCTING THE SURVEY, THERE WAS NO OBSERVED EVIDENCE OF WETLANDS WITHIN THE SURVEYED LANDS.
11. ADJOINING PARCEL OWNER AND RECORDING INFORMATION DELINEATED HEREON WAS OBTAINED FROM THE VOLUSIA COUNTY PROPERTY APPRAISER'S PUBLIC ACCESS SYSTEM.
12. THE SUBJECT PROPERTY IS UNIMPROVED, NO BUILDINGS AND IS PARTIALLY WOODED
13. THERE WAS NO VISUAL EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WITHIN THE SURVEYED LANDS. THE SURVEYOR IS UNAWARE OF ANY PROPOSED CHANGES IN THE RIGHT-OF-WAY.
14. THE SUBJECT PROPERTY HAS ACCESS TO PUBLIC UTILITIES FROM THE PUBLIC STREETS ADJACENT TO THE SUBJECT PROPERTY.
15. THE SUBJECT PROPERTY ABUTS, WITHOUT GAPS GORES OR STRIPS, AND HAS VEHICULAR AND PEDESTRIAN INGRESS TO AND EGRESS FROM SOUTH BLUE LAKE AVENUE, WHICH IS COMPLETED, DEDICATED AND ACCEPTED PUBLIC RIGHT OF WAY.
16. EXCEPT AS SHOWN ON THE SURVEY, THE SUBJECT PROPERTY DOES NOT APPEAR TO SERVE ANY ADJOINING PROPERTY FOR UTILITIES, DRAINAGE, STRUCTURAL SUPPORT OR INGRESS OR EGRESS.
17. THE LEGAL DESCRIPTION SHOWN HEREON WAS PREPARED BY THE SURVEYOR AT THE CLIENT'S REQUEST.
18. THERE IS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
19. THIS SURVEY IS CERTIFIED TO: LANDIS GRAHAM FRENCH, P.A.; OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY; PULTE HOME COMPANY, LLC; FRANK A. FORD, INDIVIDUALLY AND AS TRUSTEE; RAY F. VEECH, AS TRUSTEE OF THE ALEX B. VEECH TRUST AND INDIVIDUALLY; KIRTLEY PENROD AS PERSONAL REPRESENTATIVE OF THE ESTATE OF JEAN FORD PENROD AND AS TRUSTEE OF THE JOHN PENROD TESTAMENTARY TRUST; SARAH R. FORD; FRANK A. FORD, JR.; ELIZABETH F. WILLIAMS; COURTNEY F. HAMIL; ATTORNEY'S TITLE FUND SERVICES

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16 EAST PLANT STREET
WINTER GARDEN, FLORIDA 34787
(407) 654-5355 LB#8627

BOUNDARY SURVEY OF FORD 472

SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

FOR: PULTE HOMES

FOR THE LICENSED BUSINESS #8627 BY:
JAMES L. RICKMAN, PSM #5633

JAMES LOUIS RICKMAN — LICENSED NUMBER — LS5633 — STATE OF FLORIDA — PROFESSIONAL SURVEYOR AND MAPPER

This item has been electronically signed and Sealed by James L. Rickman, P.S.M. using A Digital Signature.

Printed Copies of this document are not considered signed and sealed and the signature Must be verified on any electronic copies.

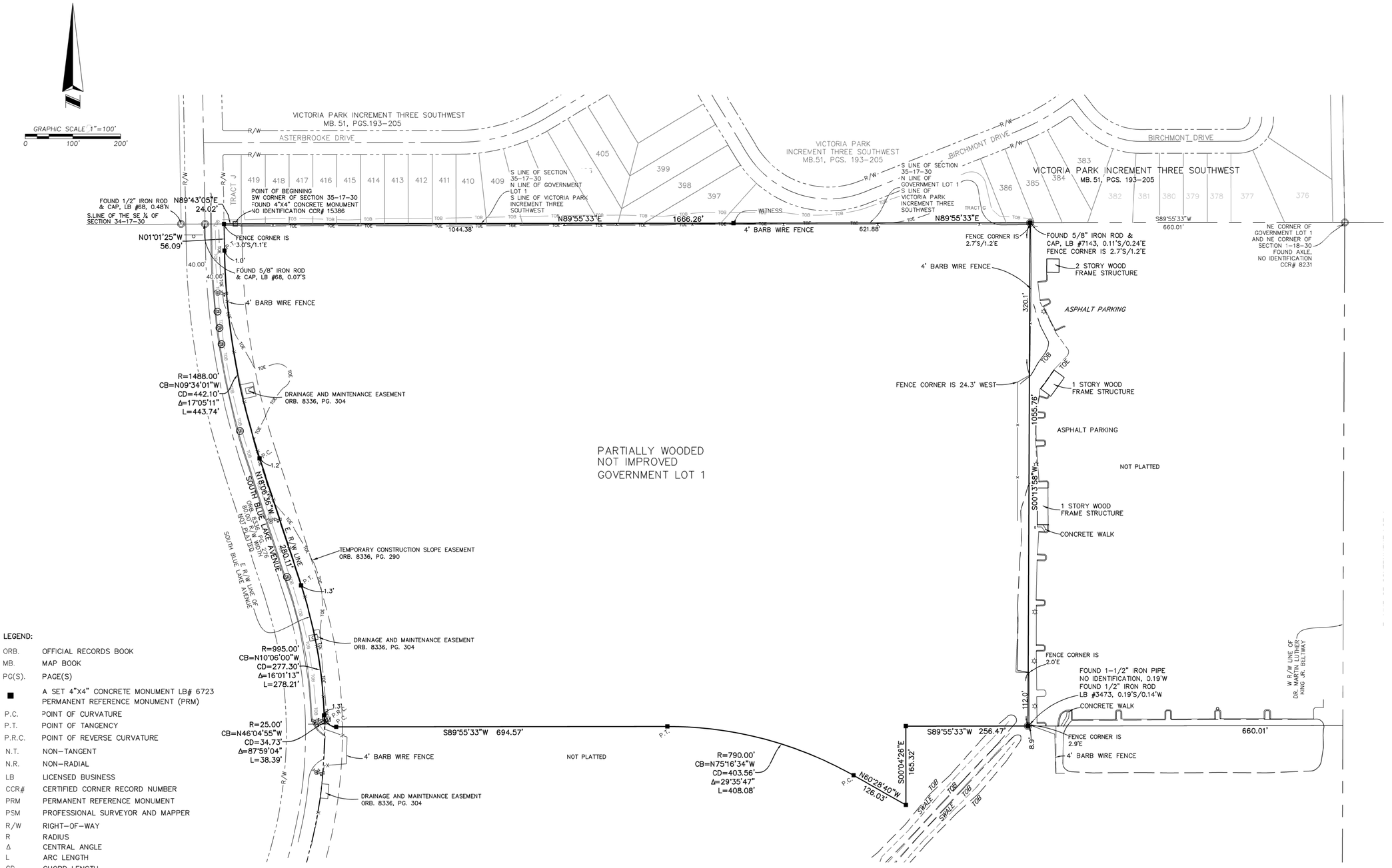
Digitally signed by: James L Rickman
Date: 2025.05.22 16:09:12 -04'00'

DATE	REVISIONS
1-17-25	REVISE ACREAGE
	ADD CERTIFICATIONS

JOB #: 20200713
DATE: 12-16-24
SCALE: 1"=100'
CALC BY: SEJ
FIELD BY: JDS
DRAWN BY: SEJ
CHECKED BY: MR

SHEET 1 OF 2

Drawing name: L:\Data\20200713\Plat\plat boundary 24x36-Brdy Sheet-1



LEGEND:

ORB.	OFFICIAL RECORDS BOOK
MB.	MAP BOOK
PG(S).	PAGE(S)
■	A SET 4"X4" CONCRETE MONUMENT LB# 6723 PERMANENT REFERENCE MONUMENT (PRM)
P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY
P.R.C.	POINT OF REVERSE CURVATURE
N.T.	NON–TANGENT
N.R.	NON–RADIAL
LB	LICENSED BUSINESS
CCR#	CERTIFIED CORNER RECORD NUMBER
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT–OF–WAY
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CD	CHORD LENGTH
CB	CHORD BEARING
TOB	TOP OF BANK
TOE	TOE OF SLOPE
	LIGHT POLE
	STORM DRAINAGE MANHOLE
	FIRE HYDRANT
	MITERED END SECTION
W	WATER VALVE
	SINGLE STAND SIGN
WM	WATER METER
	WATERLINE MARKER

Drawing name: L:\Data\20200713\Plat\plat boundary 24x36-Body Sheet-2

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BOUNDARY SURVEY OF FORD 472

SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

FOR: PULTE HOMES

JAMES LOUIS RICKMAN LICENSE NUMBER PROFESSIONAL SURVEYOR AND MAPPER
LS5633
STATE OF FLORIDA

This item has been electronically signed and Sealed by James L. Rickman, P.S.M. using A Digital Signature.

Printed Copies of this document are not considered signed and sealed and the signature Must be verified on any electronic copies.

Digitally signed by: James L Rickman
Date: 2025.05.22 16:09:54 -04'00'

DATE	REVISIONS

JOB #:	20200713
DATE:	12–16–24
SCALE:	1"=100'
CALC BY:	SEJ
FIELD BY:	FORD 472
DRAWN BY:	SEJ
CHECKED BY:	MR

SHEET 2 OF 2

PLANNING DEPARTMENT STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD

September 10, 2025

A. **APPLICATION NO.**: SMLU25-025
APPLICANT: Mr. Mark Watts, Cobb & Cole, P.A.
STAFF PLANNER: Chris Carson, AICP, Senior Planner
REQUEST: To amend the future land use designation from Volusia County Southwest Activity Center Community (SWAC Community) and Volusia County Southwest Activity Center Commerce (SWAC Commerce) to City of DeLand Low Density Residential (LDR)

B. **SITE FACTORS:**

Location: North of SR 472 and east of S. Blue Lake Ave.
Parcel ID #: 800100000026
Parcel Size: ± 39.24 acres
Land Use: Volusia County Southwest Activity Center Community & Volusia County Southwest Activity Center Commerce
Existing Use: Vacant, undeveloped

	SURROUNDING USE:
North:	New Community Development (NCD), VC: Urban Medium Intensity (UMI)
South:	VC: SWAC Commerce
East:	VC: SWAC Community, VC: SWAC Commerce
West:	VC: SWAC Community, VC: SWAC Commerce, VC: Industrial

C. **REQUESTED ACTION & HISTORY:**

1. REQUEST: The applicant is requesting to amend the future land use designation of a ±39.24-acre parcel located on the east side of S. Blue Lake Ave., north of SR 472 from Volusia County's Southwest Activity Center Community (SWAC Community) and Volusia County Southwest Activity Center Commerce (SWAC Commerce) to the City of DeLand's Low Density Residential (LDR) land use designation.

2. History: The applicant has been working with the County to construct a subdivision with a combination of single-family homes and townhomes since 2021. The project was initially put on hold because of a conflict between the minimum density requirements of the County's Comprehensive Plan and the dimensional requirements for single-family residences in the Southwest Activity Center zoning designation.

The Southwest Activity Center was originally visioned as a major employment and commerce center near the I-4 interchange with a variety of housing choices to support the employment base. To spur economic development, and to resolve the conflicts between the Comprehensive Plan and Zoning, County staff modified the SWR and SWC zoning designations. The Ordinance was approved in 2023.

After modifications to the zoning were approved, the applicant proceeded with plat and construction plan review for the subdivision. During the review period, the City and County modified the City's Utility Service Area (USA) boundary which placed the subject property within the limits of the City's USA.

The applicant contacted City staff with a desire to incorporate into the City limits for future consistency. To avoid further project delays, the applicant continued with plat approval, while concurrently submitting applications for incorporation into the City. The application for a small-scale future land use map amendment is accompanied by a request for annexation (AN25-026) and a request for a Planned Development (PD) rezone (Z25-024).

During the review of those applications, the applicant received County approval to begin site and infrastructure work to service the development. That construction activity is currently ongoing. The property was partially wooded and undeveloped. It did not appear to contain any wetlands and does not lie within the 100-year flood zone.

If the requests are approved, the County will continue to monitor and inspect all improvements required by the development order. Prior to any vertical construction, the City will inspect access and utilities for life safety. A site plan will be required for the community amenity center. Building permits for the individual lots will be administered through the City.

D. ANALYSIS:

The purpose of this section is to analyze the reasonableness of the applicant's request for a small-scale Future Land Use Map amendment. Florida Statute 163.3187 allows for an small scale Future Land Use Map amendment when: the proposed amendment involves 50 acres or less, the proposed amendment does not invovle a text change to the goals, policies, and objectives of the Comprehensive Plan, and the property is not located within an area of critical state concern.

1. Availability of Public Facilities (water, sewer, drainage, traffic, and schools if residential):

The City's Utilities Department has provided a Utility Service Agreement (USA) to serve water and sewer. Water is available via a 12" water main on S. Blue Lake Ave. and sewer is available via a 8" gravity line along Asterbrooke Dr., just north of the subject property.

A Traffic Impact Analysis (TIA) was reviewed and approved by Volusia County during the preliminary plat review. During the review it was determined that the project would generate 1,728 new average daily trips, 121 AM peak hour trips, and 154 PM peak hour trips. A number of improvements were recommended based on the project's impacts within the study area, including the extension of Cassadaga Road and a number of turn lane improvements. The impacts are being mitigated through the applicant's dedication of the right of way required to extend Cassadaga Road from MLK Boulevard to S. Blue Lake Avenue and the construction of the Cassadaga Roadway and intersection improvements.

In a memo dated May 20, 2025, the Volusia County School Board issued a capacity determination letter which found no objection for the proposed project.

2. **Compatibility with Land Use and Other Elements:** The Future Land Use element requires that the subject property be consistent with surrounding development. The Comprehensive Plan describes the Low Density Residential land use designation as being typified by detached single-family housing types with a maximum density of 5.8 dwelling units per acre, serving in areas where more intense residential densities would cause environmental problems or would be incompatible with surrounding uses. Cluster housing may be permitted to provide common open space and conservation areas.

   To the north of the property is the Victoria Park PD, with a maximum density of 2.5 dwelling units per acre. To the east is the Integra Dunes RPUD, with a maximum density of 18 dwelling units per acre. South of the property is currently undeveloped, with a minimum density of 8 dwelling units per acre and a maximum density of 22 dwelling units per acre. West of the property is a combination of industrial and undeveloped land. The undeveloped land has a maximum density of 8 dwelling units per acre to the north and 22 dwelling units per acre to the south.

   The proposed maximum density of 5.8 dwelling units per acre provides a transition from the lower density residential to the higher density residential and nonresidential uses. Therefore, the request is compatible with the Comprehensive Plan.

3. **Future Land Use Map:** The proposed change in the land use designation to Low Density Residential (LDR) will be shown on the revised Future Land Use Map.

4. **Location of Lakes, Floodplains, and Wetlands:** The property does not contain bodies of water, nor is it located within a floodplain.

5. **Analysis of Natural Resources:**
   a. *Soil types:* Apopka fine sand, Astatula fine sand, Tavares fine sand

   b. *Presence of Endangered Species*: During the County's plat review, it was determined that eight (8) gopher tortoises were present on site. The applicant received Florida Fish and Wildlife Conservation Commission (FWCCC) approval prior to construction.

6. **Existing and Future Impact upon Infrastructure Capacity:**

   a. *Water and Sewer* – Since the project area is within the City's Utility Service Area, the applicant coordinated with the City's Utility Department during preliminary plat review. It was determined there is sufficient water and sewer supply available and a Utility Service Agreement was issued. There are no changes to the water demand resulting from the future land use map amendment.

   b. *Drainage* – Drainage was reviewed during plat review. The approved plat meets the County's stormwater requirement to retain the 100-year frequency, 24-hour storm event. There are no impacts from the future land use change to the City's stormwater capacity.

   c. *Solid Waste* – Solid waste services are available for the property. The County has landfill capacity available to receive waste projected to be generated from the

development. The Volusia County Waste Management Facility has capacity for the next twenty-seven (27) years.

d. *Transportation* – In order to estimate traffic generation by development on the subject property, Staff must make projections for the most intense type of development allowed under the existing and proposed land use designations. Development under the most intensive of the uses allowed under the current land use designation of Volusia County Southwest Activity Center Community (SWAC Community) and Southwest Activity Center Commerce (SWAC Commerce) must be compared with the most intensive use proposed under the City's Low Density Residential (LDR) designation.

The Volusia County Southwest Activity Center Community land use designation allows a maximum density of 8 dwelling unit per acre; and with the most-intense allowable residential use, the property would currently be permitted to yield up to 313.9 units and would generate **2,292** trips per day according to the Institute of Transportation Engineers Trip Generation Manual. (11th ed.)

DeLand's Low Density Residential land use designation allows for a maximum density up to 5.8 dwelling units per acre. If the land use amendment is approved, the 39.24 acres of property could yield as many as 227 units with **1,661** trips per day, resulting in a net decrease of 631 average daily trips.

7. **Impact upon Recreation and Open Space:** The development includes 0.46 acres of park space to serve residents within the development. All residents will have access to recreational opportunities; therefore, the future land use amendment should not have an impact to the existing level of service.

8. **New Public Facilities Needed to Serve Land Use:** Per the feasibility analysis completed by staff, no need for new public facilities is anticipated.

9. **Impact upon Ability of the City to Fund Capital Improvements:** The development should not create an additional impact upon the City's ability to fund the projects listed in the adopted Five-Year Capital Improvement Program and will not require revision to the City's adopted Five-Year Capital Improvement Program.

10. **Compatibility with Existing Zoning Classification:** The proposed Canopy Preserve PD zoning designation is compatible with the Low Density Residential land use designation.

11. **Will the proposed land use change impact schools?** A school concurrency letter dated May 20, 2025, was provided, stating that the Volusia County School District has no objection to the proposed development plan.

12. **How does this proposal fit with the guidelines developed for DeLand 2050 Vision and the City's Strategic Plan?**

a. According to the City's 2050 Vision Plan, the proposal is located in the Urban Core (Category 2), which is where the majority of new growth will take place. It is also located within the City's Utility Service Area boundary. Therefore, the proposal is consistent with the DeLand 2050 Vision.

b. According to the City's Strategic Plan, to manage growth, the city will institute a number of smart growth principles. For reasons of both community identity and governmental efficiency, an annexation strategy is required which will square off the city's boundaries. The urban core is the key area to focus development, maintaining a strong job base and taking advantage of existing infrastructure. Locating higher intensity along select corridors or major centers will encourage transit and lessen traffic congestion.

The subject property is located within the Urban Core, as shown on the DeLand 2050 Land Use Map. The land use proposed is appropriate for the location as it is located along a collector road with existing infrastructure, and serving as a transition between lower density residential and higher density residential, and near employment areas and future commercial development.

E. **CONCLUSION:** The facility analysis presented in the above sections suggests the proposed land use should not cause any of the City's facilities to degrade below the adopted or current operational level of service (LOS). The proposed land use designation, Low Density Residential, is consistent with the surrounding area, and is not expected to create any land use incompatibilities.

F. **Next Steps:** The request for a small-scale future land use map amendment will go before the City Commission on October 6, 2025 for first reading, followed by Volusia Growth Management Commission Review (VGMC). After VGMC review, the request is anticipated to go before City Commission on November 17, 2025 for second reading.

G. **STAFF RECOMMENDATION:** Staff recommends that the Planning Board forward the request to the City Commission with a recommendation of approval of the proposed future land use map amendment from Volusia County's Southwest Activity Center Community (SWAC Community) and Volusia County Southwest Activity Center Commerce (SWAC Commerce) to the City of DeLand's Low Density Residential (LDR).

G. **VGMC INFRASTRUCTURE IMPACT ASSESSMENT:**

In accordance with standard practice from the Florida Department of Economic Opportunity (DEO) and other review agencies, an impact comparison analysis of the proposed amendment has been completed based upon the theoretical maximum development potential under the currently adopted future land use designation versus the proposed designation.

The following seven public facilities and services were examined: (Table 4)

1. Transportation
2. Sanitary Sewer
3. Potable Water
4. Solid Waste
5. Stormwater Drainage
6. Recreation
7. Schools

Table 4. Impact Analysis (Theoretical Max.)

Development Variable	Theoretical Maximums		
	EXISTING	**PROPOSED**	**Net Change**
Permitted Density/Intensity	8 du/acre	5.8 du/acre	-2.2 du/acre
Dwelling Units	313.92	227.59	-86
Non-residential Sq. Ft.	Not Applicable		
Population *2.44 persons per household (per 2020 Census)*	766	555	-211
Transportation ***(PM Peak Hr. Trips/Daily Trips)*** *(ITE Trip Generation Manual, 11th Edition): PM PEAK HR rate (215): 0.58 trips per unit; ADT rate RM (215): 7.30 trips per day per unit*	182 peak/2,292 ADT	132 peak/1,661 ADT	-50 peak/-631 ADT
Sanitary Sewer ***(gallons/day)*** *225 GPD per Equivalent Residential Unit (ERU)*	70,632	51,208	-19,424
Potable Water ***(gallons/day)*** *255 GPD per Equivalent Residential Unit (ERU)*	80,050	58,035	-22,015
Solid Waste ***(pounds/day)*** *8.6 pounds per person per day*	6,587.6	4,773	-1,814.6
Stormwater Drainage *LOS Standard 100-yr/24-hr event. Drainage system to be designed to meet the req. of the LDR during subdivision or site plan review.*	No Change		
Recreation/Open Space *4.6 parkland acres/1,000 persons (0.0046 acres/person)*	3.52	2.55	-0.97

The proposed amendment results in decreased impacts to all public infrastructure and services based on the theoretical maximum impact analysis.

Scott W. Cichon
Robert A. Merrell III
John P. Ferguson
Mark A. Watts
Heather Bond Vargas
Michael J. Woods
Raymond L. Schumann
Kathleen L. Crotty
Michael O. Sznapstajler
Andrew C. Grant
Matthew S. Welch
Edward H. Thompson
Robert E. Doan
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Since 1925

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William M. Cobb (1881-1939)
Thomas T. Cobb (1916-2004)
W. Warren Cole, Jr. (1926-2008)

February 26, 2025

Carol Kuhn, AICP
Planning Director
City of DeLand
120 South Florida Avenue
DeLand, FL 32720

Re: Revised Project Narrative – 472 PD, Annexation & Small-Scale CPA
Parcel ID No. 8001-00-00-0020 (northern portion of)

Dear Carol,

Cobb Cole represents Pulte Home Company, LLC, owners of the above-referenced parcel. The property is currently undergoing subdivision review and approval by the County of Volusia for the development of single family and townhome style residential units. The property is subject to an annexation, land use, and rezoning request to locate the property within the municipal boundaries of the City of DeLand.

We are requesting to amend the future land use and zoning designations for the property identified in the application ("Property") from Volusia County SWR (land use and zoning) and SWC (land use and zoning) to the City's Low Density Residential ("LDR") land use classification and PUD zoning. The purpose of the applications is to transition the Property while it is under development from the County to City's jurisdiction as a result of the recent shift in utility service area boundaries in the vicinity of the Martin Luther King, Jr. Beltway and S. R. 472. The Property is currently under development based on an approved preliminary subdivision plat for single family residential and townhome residential units and associated amenities. As the Property is developed, the developer is also obligated to extend Cassadaga Road from its current intersection with the MLK Beltway to the recent southern extension of Blue Lake Road.

As background information, the County's SWR and SWC future land use and zoning were created following the abandonment of the former S.R. 472 Areawide Development of Regional Impact ("472 DRI"). Similar to the City of DeLand, the County incorporated much of the development entitlements from the 472 DRI into the SWR and SWC classifications to continue implementing the overall goals, policies and objectives defined by the 472 DRI. The majority of the Property is included within the SWR classifications, which were designed to

provide residential development areas supporting the overall land use mix outlined in the 472 DRI. The SWC classification is primarily designed to support commercial development, however the only portions of the Property that are currently classified under SWC are the areas that will be improved with the Cassadaga Road extension and associated stormwater infrastructure.

Pulte Homes began working with County staff on subdivision approvals for the Property in 2021. When Pulte submitted initial applications, we determined that the Property could not be developed with the minimum required density of 4 units per acre required by the SWR land use classification based on the minimum dimensional requirements adopted in the SWR zoning classification for single family lots. As a result, we coordinated with County staff and the County Council approved revisions to the minimum single family lot dimensional requirements in order to permit development that would meet the minimum required density. During the time the County was processing administrative amendments to the SWR and SWC zoning classifications, consideration of the pending preliminary plat was put on hold. The subdivision review proceeded following the County's correction of the SWR zoning classification's dimensional criteria.

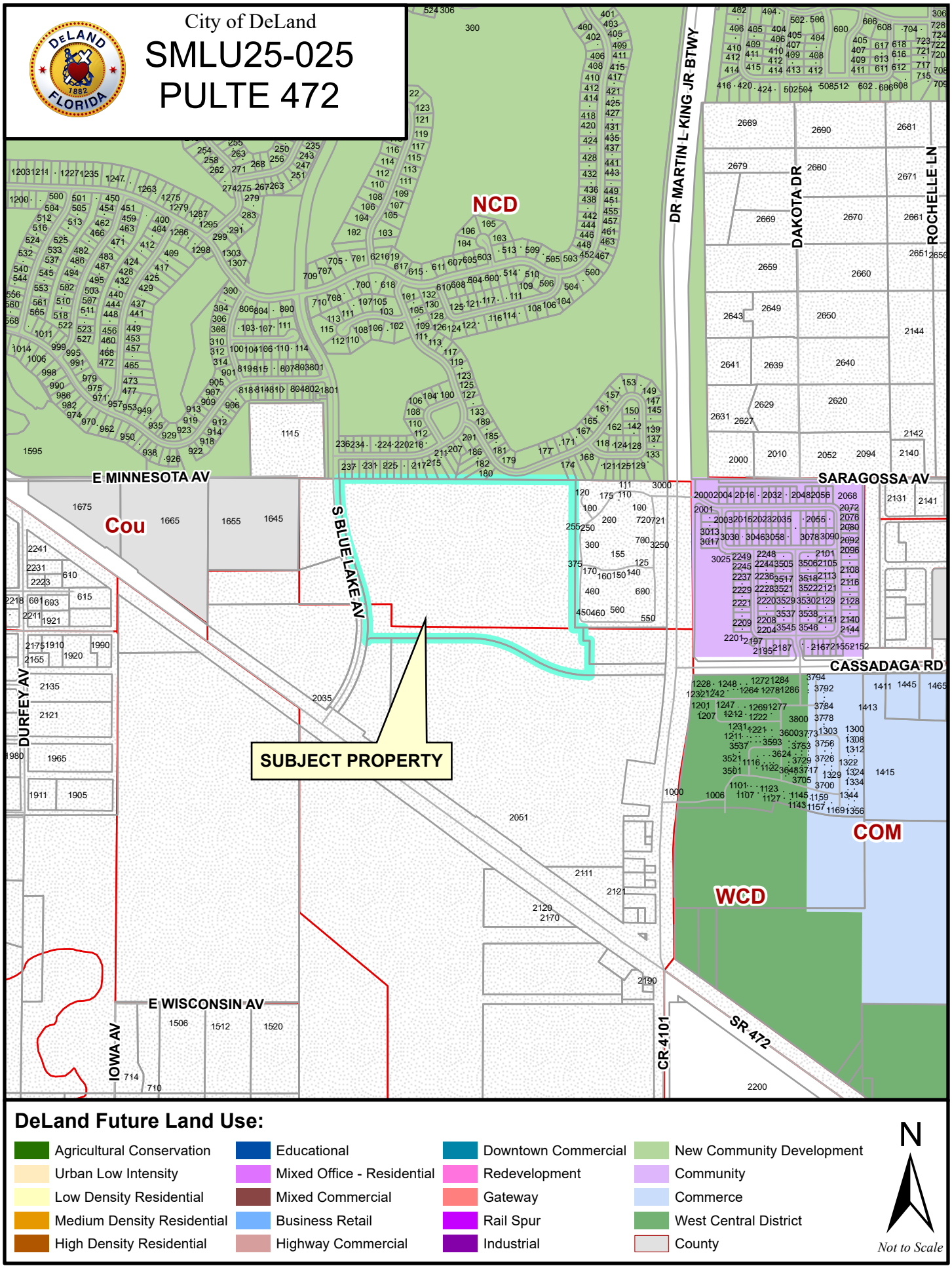
While the preliminary plat was under review and the SWR zoning classification revisions were being reviewed and approved, the City and County revised the boundaries of the utility service areas for the Property. The result of those revisions added the Property to the City's utility service boundary. Since the preliminary plat review was substantially underway at that point in time, we coordinated with City and County staff to proceed with annexation of the Property into the City once the preliminary plat review was completed.

Based on the approved preliminary plat, the Property is currently under development. Based on our coordination with City and County staff, the proposed applications submitted to the City with this letter will annex the Property, assign a land use classification consistent with the approved residential density and incorporate the development standards outlined in the County's SWR classification into a PUD for the Property. The County will continue to provide permit review and inspections for the subdivision improvements required by the approved preliminary plat development order. The City will inspect and improve all utility improvements included in the preliminary plat development order since it is the utility provider. Our intent is to finalize the PUD rezoning in time to allow vertical permitting for all single family and townhome residential structures through the City. In addition, since the City considers townhomes as a multi-family use and subject to the City's community design standards, review and approval of the proposed architectural design for the townhomes is also proposed as part of the PUD approval.
At completion, the development of the Property will include 112 townhome units and 91 single family units. The resulting density is 5.2 units/acre and complies with the minimum required density of the County's SWR land use classification. It is also consistent with the City's LDR land use classification. As noted above, the development includes construction of

extension of Cassadaga Road, and the provision of supporting open space and stormwater amenities. Site development and permitting of horizontal site improvements will be permitted through the County of Volusia, with vertical building permit review and issuance proposed under the City of DeLand and in accordance with the proposed PUD regulations.

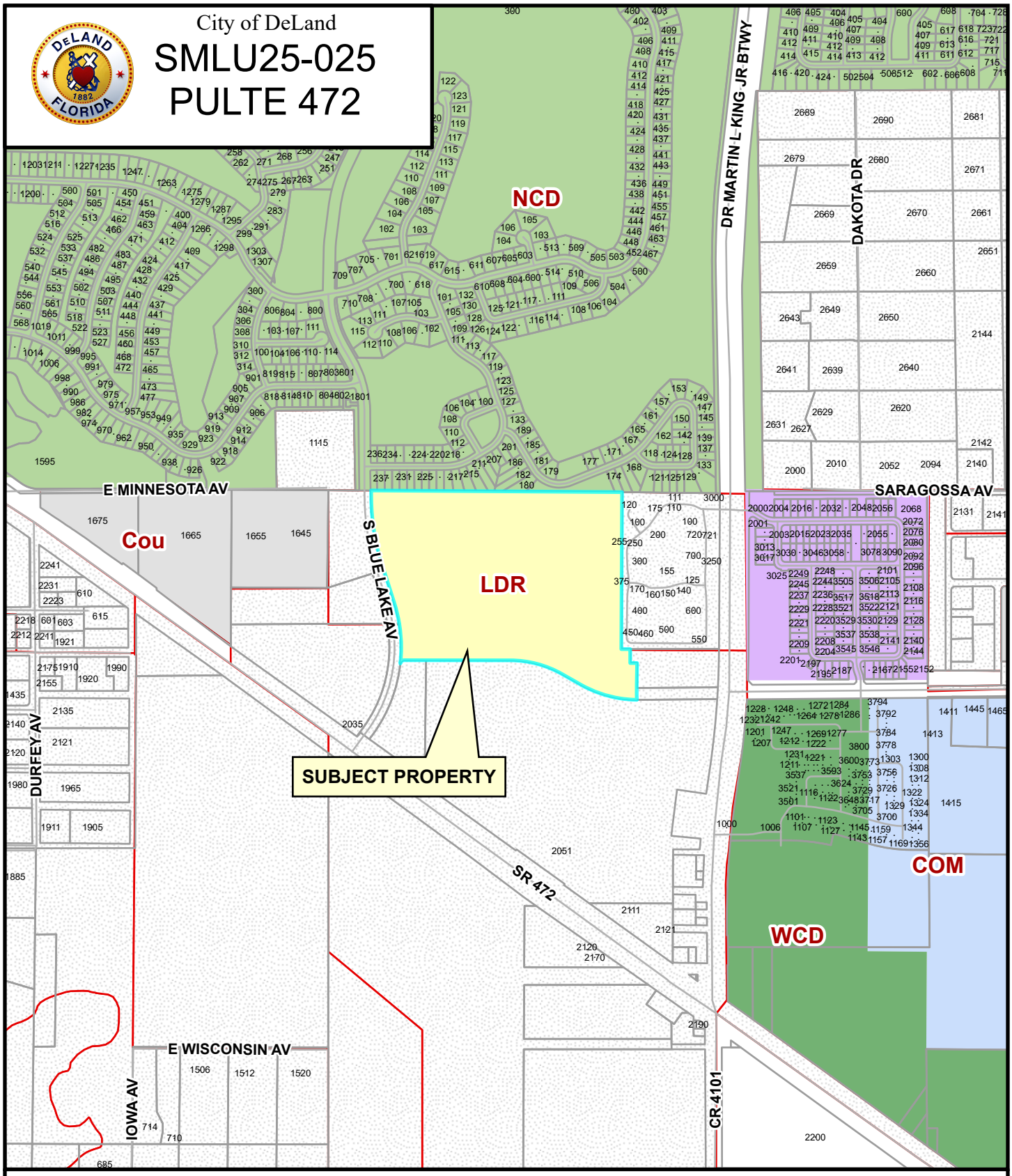
Sincerely,

Mark A. Watts, Esq.
Mark.Watts@cobbcole.com


City of DeLand
SMLU25-025
PULTE 472
NCD
DR MARTIN L KING JR BTWY
DAKOTA DR
ROCHELLE LN
E MINNESOTA AV
SARAGOSSA AV
S BLUE LAKE AV
CASSADAGA RD
DURFEY AV
SUBJECT PROPERTY
COM
WCD
E WISCONSIN AV
IOWA AV
CR 4101
SR 472
DeLand Future Land Use:
Agricultural Conservation
Urban Low Intensity
Low Density Residential
Medium Density Residential
High Density Residential
Educational
Mixed Office - Residential
Mixed Commercial
Business Retail
Highway Commercial
Downtown Commercial
Redevelopment
Gateway
Rail Spur
Industrial
New Community Development
Community
Commerce
West Central District
County
N
Not to Scale

City of DeLand

SMLU25-025
PULTE 472

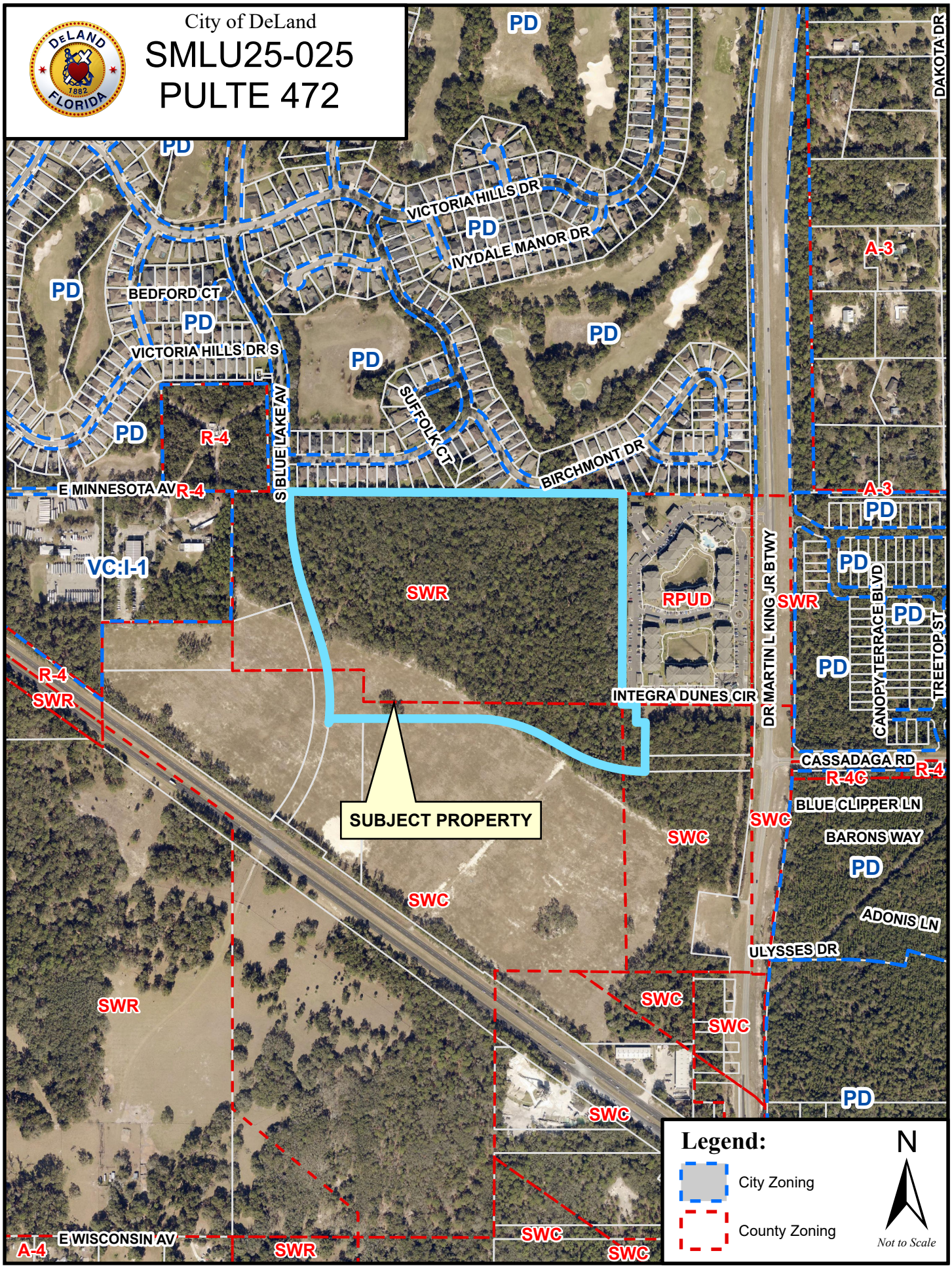


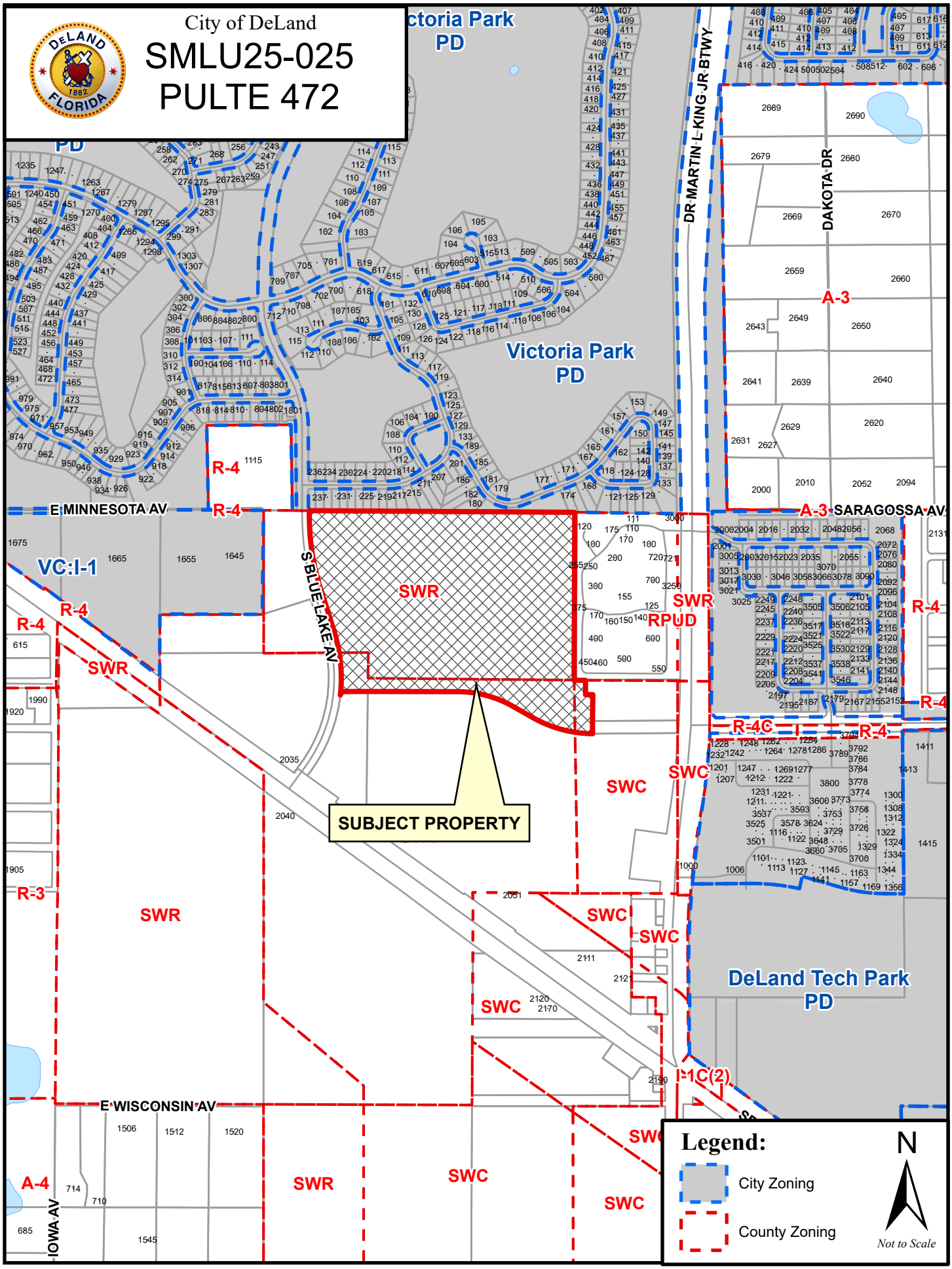
DeLand Future Land Use:

- Agricultural Conservation
- Urban Low Intensity
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Educational
- Mixed Office - Residential
- Mixed Commercial
- Business Retail
- Highway Commercial
- Downtown Commercial
- Redevelopment
- Gateway
- Rail Spur
- Industrial
- New Community Development
- Community
- Commerce
- West Central District
- County

N

Not to Scale


City of DeLand
SMLU25-025
PULTE 472
SUBJECT PROPERTY
PD
R-4
VC:I-1
SWR
RPUD
SWC
A-3
A-4
VICTORIA HILLS DR
IVYDALE MANOR DR
BEDFORD CT
VICTORIA HILLS DR S
SUFFOLK CT
BIRCHMONT DR
S BLUE LAKE AV
E MINNESOTA AV
INTEGRA DUNES CIR
DR MARTIN L KING JR BTWY
CANOPY TERRACE BLVD
TREETOP ST
CASSADAGA RD
R-4C
BLUE CLIPPER LN
BARONS WAY
ADONIS LN
ULYSSES DR
DAKOTA DR
E WISCONSIN AV
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
SMLU25-025
PULTE 472
Victoria Park PD
Victoria Park PD
DR MARTIN L KING JR BTWY
DAKOTA DR
A-3
A-3
SARAGOSSA AV
E MINNESOTA AV
R-4
R-4
R-4
R-4
R-4
R-4
R-4C
R-4
VC:I-1
R-4
R-3
A-4
SWR
SWR
SWR
SWR
SWR
SWC
SWC
SWC
SWC
SWC
SWC
RPUD
S BLUE LAKE AV
SUBJECT PROPERTY
DeLand Tech Park PD
I-1C(2)
E WISCONSIN AV
IOWA AV
Legend:
City Zoning
County Zoning
N
Not to Scale

VOLUSIA COUNTY SCHOOLS

Carmen J. Balgobin, Ed.D
Superintendent of Schools

School Board of Volusia County

Ms. Jamie M. Haynes, Chair
Mr. Ruben Colón, Vice Chair
Ms. Krista Goodrich
Mrs. Jessie Thompson
Ms. Donna Brosemer

School Concurrency Determination
Concurrency Letter

May 20, 2025

Mr. Mark A. Watts, Esq.
Cobb Cole
231 N. Woodland Blvd
DeLand, FL 32720

RE : Ford 472 – County of Volusia
School Concurrency Case # 25-02-25-001-R

Mr. Watts:

District staff has reviewed the school concurrency application for the residential project known as Ford 472, associated with 39.24 +/- acres of property. The property is located at or near the intersection of State Road 472 and Dr. Martin L King Jr. Blvd within an unincorporated area of Volusia county. Information provided in the application indicates the development activity will consist of ninety-one (91) single family units and one hundred twelve (112) multi-family.

The district uses a county wide Student Generation Rate (SGR) of (0.258) per single family and 0.137 per multi-family dwelling unit to calculate projected students. By applying the SGR to the use types in Table 1 below, the project could generate Thirty-Five (35) full time students.

Table 1

UNIT TYPE	SGR	UNIT COUNT	STUDENTS GENERATED
Single Family Dwelling Unit	0.258	91	14
Multi Family Dwelling Unit	0.137	112	21
Mobile/ Manufactured Home Dwelling Unit	0.052	0	0
	Total	**203**	**35**

The Concurrency Analysis (Table 2, next page) adjusts for impacts to the Concurrency Service Areas (CSAs) by accounting for current school year enrollments, existing reservations at the impacted schools, and the projected students generated by the applicant. These factors give an associated utilization or Level of Service (LOS) percentage for each CSA.

The schools impacted by this development are Orange City Elementary School, Deland Middle School, and University High School.

Concurrency Analysis

Table 2

Schools	Adopted LOS	SY 2024/25 Enrollment	Active Reservations	Existing LOS w/ Res	Students Generated by Request	Result LOS
Orange City Elementary	115%	595	17	119%	15	122%
Deland Middle	115%	1067	85	100%	8	104%
<Planning Area> CSA (University High)	120%	2881	80	114%	13	115%
Other					35	

The adopted LOS standard for elementary and middle school is (115%) of permanent student stations, and (120%) for high school CSAs. This projected increase in students **will** exceed the adopted LOS at the elementary level. However, the classroom addition at Orange City elementary is projected to be completed within the coming school year, therefore the school district has no objection to this proposed residential development. Minimum planning considerations should include pedestrian and vehicular access, safety, connectivity, and buffering.

Please note that the School Board has the right to adjust the attendance boundaries to balance the student enrollment populations at these area schools. Therefore, students generated from this project may not attend the current assigned schools.

Should you need additional information, please contact me at (386) 947-8786, ext. 50754.

Sincerely,

Cody F. Shepard

Cody F. Shepard
Specialist, Planning & GIS

CC: Carmen J. Balgobin, Ed.D, Superintendent of Schools
Ron Young, Director of Planning & Construction
Robert J. Voges, Ed.S, Planning Coordinator
Kimberly Reading, Land Development Manager, County of Volusia

VOLUSIA COUNTY SCHOOLS

Certificate of School Concurrency

VOLUSIA COUNTY SCHOOL BOARD

Project Information

Project Name	Ford 472
VCSB Project #	25-02-25-001-R
Jurisdiction Project #	
Parcel ID Numbers	8001-00-00-0020
Project Location	State Road 472 and Dr. Martin L King Jr. Blvd
# of Residential Units	203
Residential Unit Type	91 Single Family Homes 112 Multi-Family Townhomes
Property Owners	Pulte Home Company, LLC
Applicant/Agent Name	Mark A. Watts Esp., Cobb Cole

This School Concurrency Certificate shall reserve student stations for the above referenced project and shall confirm that said project meets the School Concurrency requirements of the adopted Interlocal Agreement for Public School Facility Planning.

School Concurrency Analysis

School Levels	Elementary	Middle	High	Other	Total Student Stations Reserved
Students Generated	**15**	**8**	**5**	0	**35**

Comments: This certificate is required to be included with the building permit submittal(s) as proof of school concurrency.

This concurrency reservation shall expire two (2) years from the date of issuance of this certificate.

Cody F. Shepard

Cody F. Shepard
Specialist, Planning & GIS

May 20, 2025
Issue Date

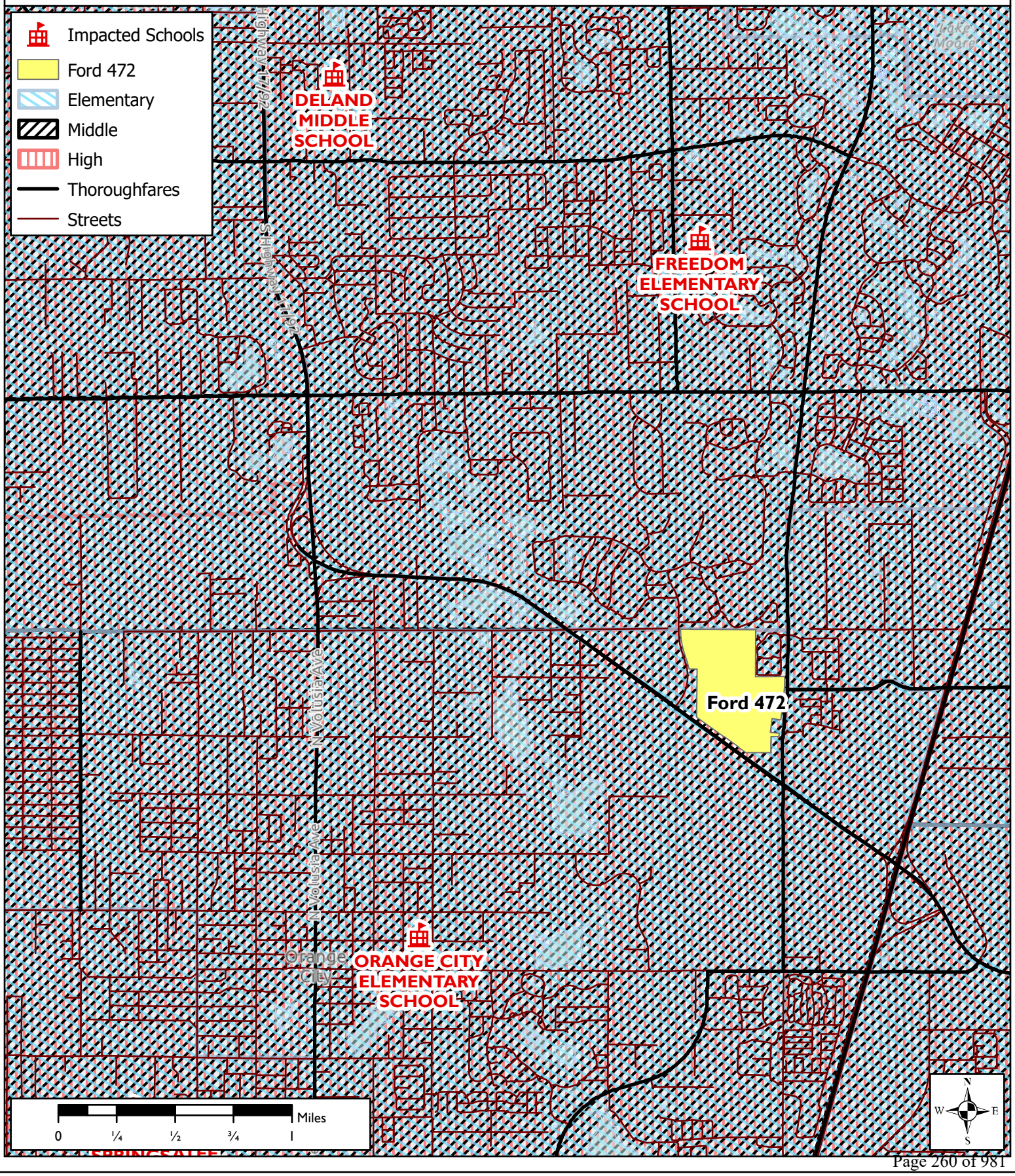
Created: 9/2007
Rev: 1/2018
Owner: Facilities Services

2008-072-VCS
Print Locally

VCSB Schools Impacted by Development

School Concurrency Review - Ford 472

VOLUSIA COUNTY SCHOOLS
Planning & Business Services
May 2025



Ford 472
Project № 21145, v1.3
February 2025

Traffic Impact Analysis
City of Deland
Florida

Prepared for:

Pulte Group
4901 Vineland Road, Suite 460
Orando, Florida 32811

Prepared by:

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

EXECUTIVE SUMMARY

Project Information

Name:	Ford 472
Location:	West of Dr. Martin Luther King Jr. Beltway (MLK) and north of State Road 472 (SR 472)
Jurisdiction	City of Deland, Florida
Description:	91 single family dwelling units and 112 townhomes

Findings

Trip Generation: 1,728 Net New External ADT / 121 AM Peak / 154 PM Peak

Adverse Impacts: The proposed development impacts the following adverse roadways:

- Graves Avenue from Veterans Memorial Parkway to Normandy Boulevard
- Howland Boulevard from I-4/SR 472 to Wolf Pack Run
- Orange Camp Road from US 17/92 to Princeton Road
- West Volusia Beltway from Harley Strickland Boulevard to Rhode Island Avenue

SR 472 and MLK Beltway is currently experiencing delays and is projected to continue to do so at project buildout. However, with background improvements submitted by other projects, the intersection is expected to operate at an overall adequate LOS. The development adds approximately 1% to the total projected traffic.

Recommendations

Access Road Improvements:

<u>MLK Beltway and Cassadaga Road</u>
Install a 455-foot-long northbound left turn lane on MLK Beltway.
Install a 455-foot-long southbound right turn lane on MLK Beltway.
Install a 145-foot-long eastbound left turn lane and a shared right turn/thru lane on Cassadaga Road.

<u>Cassadaga Road Extension and Access I</u>
Install a 145-foot-long westbound left turn lane on Cassadaga Road.
Provide a 145-foot-long southbound egress lane for the left turn movement.

Off-Site Mitigation: The project's proportionate share mitigation is $234,281.24, which shall be paid in accordance with a mitigation agreement with Volusia County.

PROFESSIONAL ENGINEERING CERTIFICATION

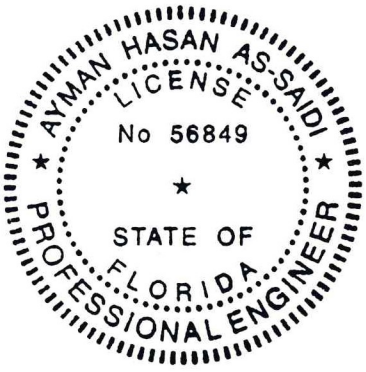
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Ford 472

LOCATION: City of Deland, Florida

CLIENT: Pulte Group

I hereby 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.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

AYMAN H AS-SAIDI

Digitally signed by AYMAN H AS-SAIDI
Date: 2025.02.13 15:18:53 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803

CERTIFICATE OF AUTHORIZATION CA-30024

AYMAN H. AS-SAIDI, P.E. № 56849

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1.0 INTRODUCTION

This analysis was prepared in support of a development application for the Ford 472 project. The project is a residential development that includes the land uses and quantities presented in **Table 1**. The project's anticipated buildout date is 2028. This analysis has been updated to address the comments received from Volusia County. The response to the comments letter is provided in **Appendix A**, along with the comment letter from Volusia County.

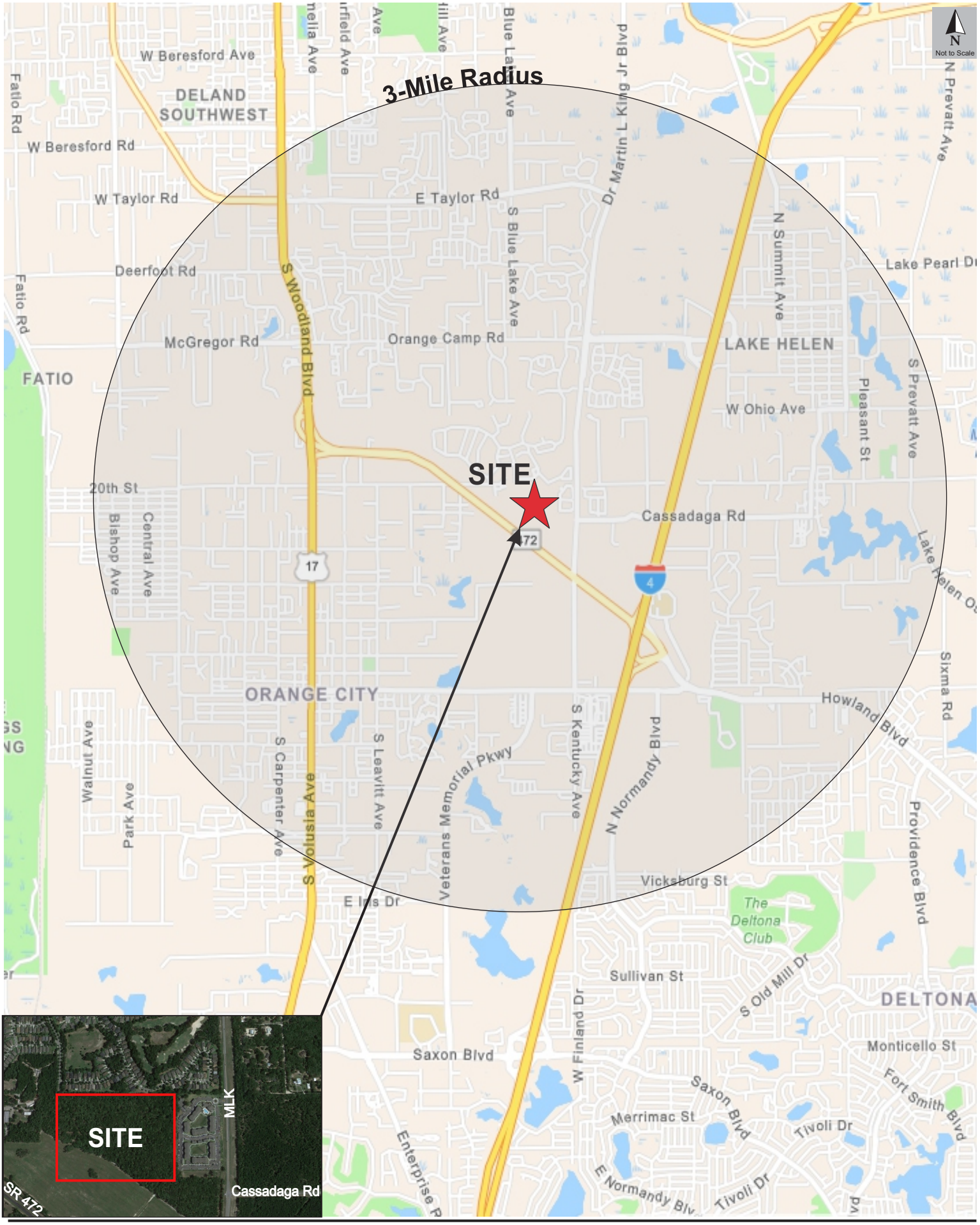
Table 1
Development Plan

Land Use	Size	ITE Code
Single Family Residential	91 DU	210
Townhomes	112 DU	215

The site is located west of Dr. Martin Luther King Jr. Beltway (MLK) and north of State Road 472 (SR 472) in the City of Deland, Florida. **Figure 1** depicts the site location and the surrounding transportation network. Cassadaga Road and Blue Lake Avenue are planned to be extended to facilitate access to the project site. Access will be provided via two driveways: one (1) full access driveway on the Cassadaga Road extension and one (1) full access driveway on the Blue Lake Avenue extension. The proposed access plan is illustrated in **Figure 2**. A conceptual site plan depicting the site layout, land uses, and access points is provided in **Appendix B**. The conceptual layout of the intersections along the Cassadaga Road extension and Blue Lake Avenue Extension along with the approved development plan are also provided in **Appendix B**.

The analysis was conducted in accordance with the methodology approved by Volusia County, which is provided along with the approval letter in **Appendix C**.

Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, and/or other data and information obtained from Volusia County, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).


3-Mile Radius
SITE
N
Not to Scale
W Beresford Ave
DELAND SOUTHWEST
W Beresford Rd
W Taylor Rd
E Taylor Rd
Deerfoot Rd
McGregor Rd
Orange Camp Rd
FATIO
LAKE HELEN
W Ohio Ave
20th St
Cassadaga Rd
ORANGE CITY
Howland Blvd
Vicksburg St
Sullivan St
Saxon Blvd
Merrimac St
Monticello St
DELTONA
The Deltona Club
Providence Blvd
Tivoli Dr
E Normandy Blv
S Woodland Blvd
S Volusia Ave
S Blue Lake Ave
Dr Martin L King Jr Blvd
N Summit Ave
N Prevatt Ave
S Prevatt Ave
Pleasant St
Lake Pearl Dr
Lake Helen Osteen
Sixma Rd
Fatio Rd
Bishop Ave
Central Ave
Walnut Ave
Park Ave
S Carpenter Ave
S Leavitt Ave
Veterans Memorial Pkwy
S Kentucky Ave
N Normandy Blvd
S Old Mill Dr
Fort Smith Blvd
Enterprise Rd
E Iris Dr
472
17
4
MLK
SITE
SR 472
Cassadaga Rd


N
Not to Scale
MLK
Proposed
Full Access
Proposed S.Blue Lake Ave Extension
Proposed Cassadaga Rd Extension
Proposed
Full Access
Existing Signal
Existing Median
Opening
SR 472
MLK

2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 11th Edition*. Trip generation rates and/or equations published for the land uses were applied to the proposed development program to determine the total trips generated by the project.

The trip generation calculations are summarized in **Table 2** and detailed information is included in **Appendix D.**

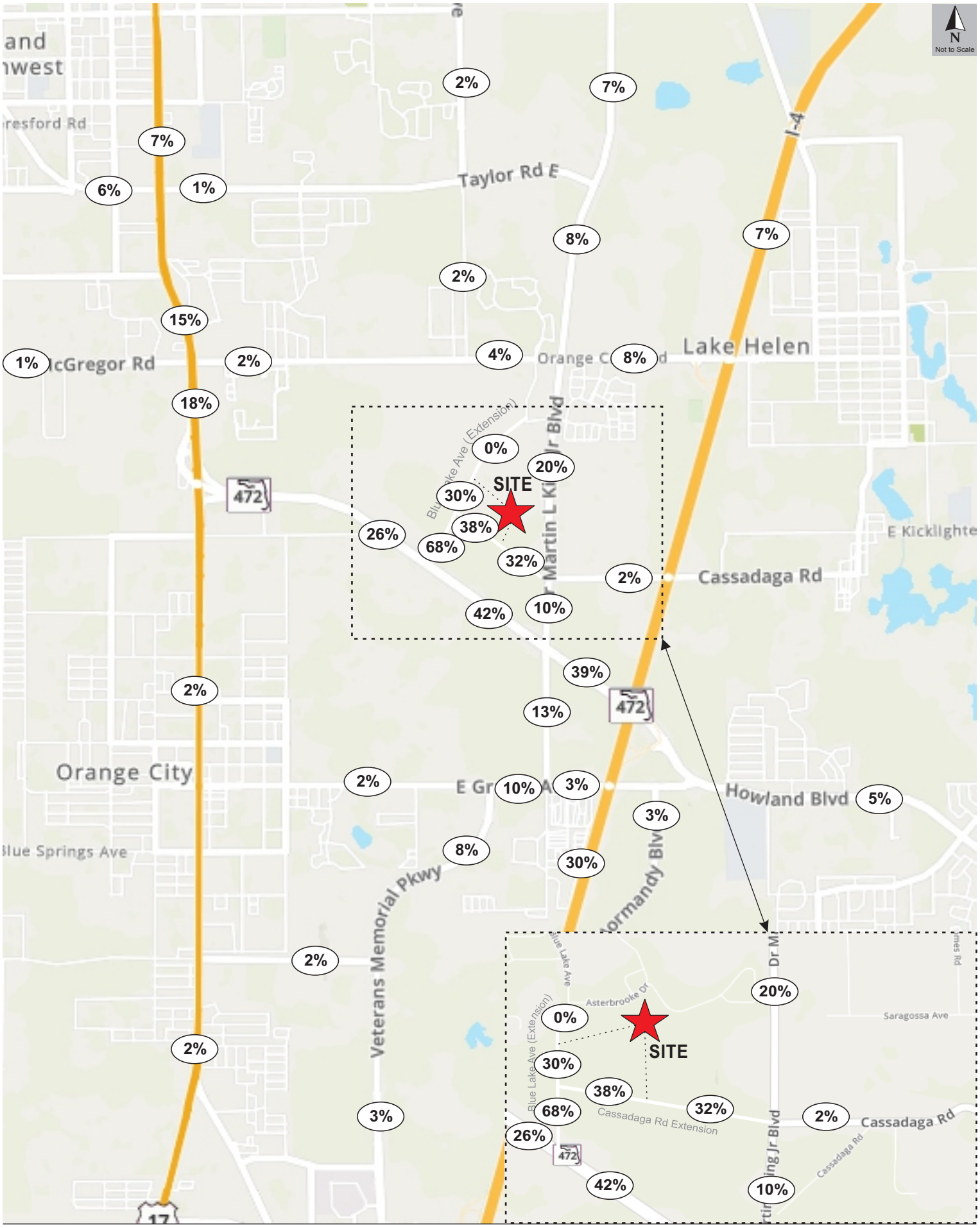
Table 2
Trip Generation Summary

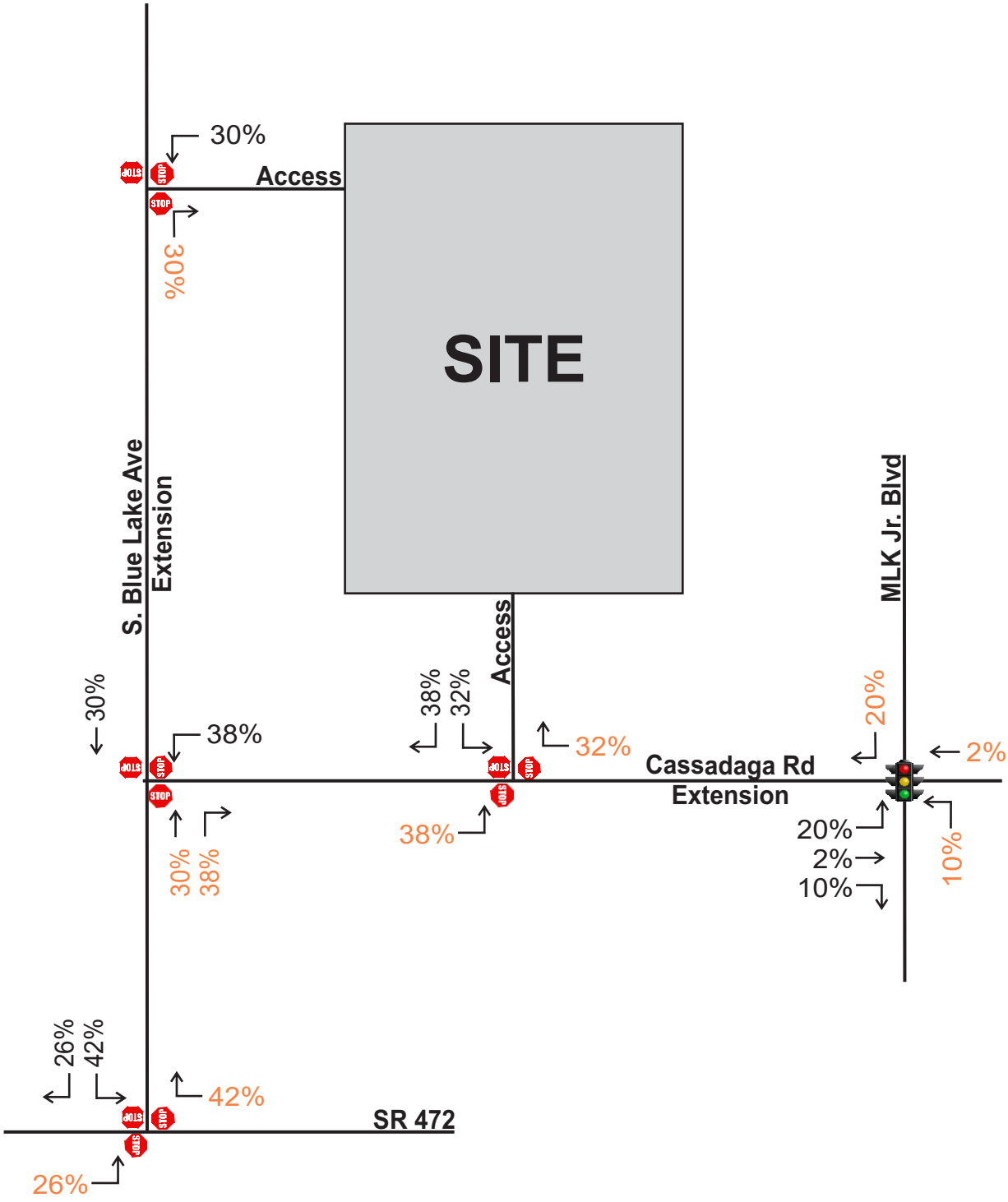
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential	91 DU	10.17	925	0.75	68	17	51	1.00	91	57	34
215	Single Family Attached (Townhomes)	112 DU	7.17	803	0.47	53	13	40	0.56	63	37	26
Total Trip Generation				**1,728**		**121**	**30**	**91**		**154**	**94**	**60**

Trip generation analysis based on ITE Trip Generation Manual, 11th Edition

2.2 Trip Distribution

A preliminary trip distribution pattern was developed using the *Central Florida Regional Planning Model (CFRPMv7)*. The adopted model was modified to include project specific Traffic Analysis Zones with the corresponding socio-economic data to reflect the proposed development. A Select Zone Analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Minor manual adjustments were applied to the model generated distribution pattern to better reflect the local transportation network and prevailing travel patterns. The final trip distribution pattern is illustrated in **Figure 3** and the model output plots are included **Appendix E**. The trip assignment at the project driveways was determined based on the relative trip generation of the different components of the site and their proximity to the driveways. The driveway trip assignment is illustrated in **Figure 4**.


N
Not to Scale
Taylor Rd E
I-4
Lake Helen
Cassadaga Rd
E Kicklighter
Orange City
Howland Blvd
Blue Springs Ave
Veterans Memorial Pkwy
Normandy Blvd
Martin L King Jr Blvd
Blue Lake Ave (Extension)
Asterbrooke Dr
Saragossa Ave
Cassadaga Rd Extension
SITE
SITE
472
17
2%
7%
7%
6%
1%
8%
7%
2%
15%
1%
2%
4%
8%
18%
0%
20%
30%
38%
26%
68%
32%
2%
42%
10%
39%
13%
2%
10%
3%
5%
3%
8%
30%
2%
2%
3%
20%
0%
30%
38%
68%
32%
2%
26%
42%
10%


N
Not to Scale
30%
Access
30%
SITE
S. Blue Lake Ave
Extension
MLK Jr. Blvd
Access
38%
32%
30%
38%
32%
20%
2%
Cassadaga Rd
Extension
38%
20%
2%
10%
10%
30%
38%
26%
42%
42%
SR 472
26%
LEGEND
Entering
Exiting

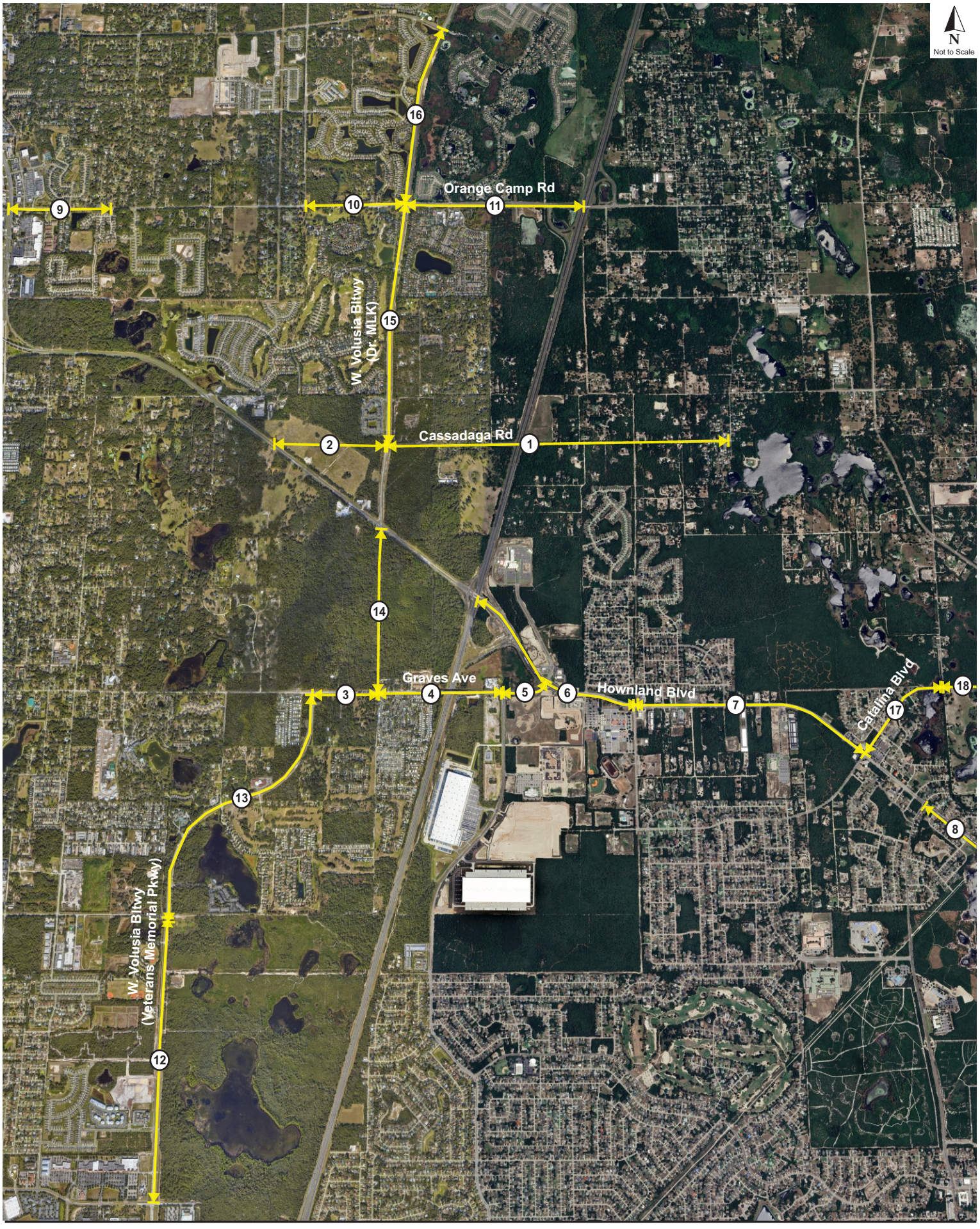
3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of Volusia County and the TIA methodology. The impact area includes roadway segments where project trips are equivalent to 3% or more of the roadway segment's capacity and roadway segments within 3 miles that are designated as Critical/Near Critical and Vested Critical/Near Vested Critical (C/NC/VC/NVC) facilities. The project's study roadway segments are listed in **Table 3** and displayed in **Figure 4.** The roadway segment information and characteristics were obtained from the 2021 Volusia County *Annual Average Daily Traffic (AADT) and Historical Counts*, which is included in **Appendix F.**

Table 3
Study Roadway Segments

Seg #	Segment Information		
	Roadway	From	To
1	Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	Macy Ave
2	Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	SR 472
3	Graves Ave	Veterans Memorial Pkwy	Kentucky Ave
4	Graves Ave	Kentucky Ave	Normandy Blvd
5	Graves Ave	Normandy Blvd	Howland Blvd
6	Howland Blvd	I-4/SR 472	Wolf Pack Run
7	Howland Blvd	Wolf Pack Run	Catalina Blvd
8	Howland Blvd	Providence Blvd	Elkcam Blvd
9	Orange Camp Rd	US 17/92	Princeton Rd
10	Orange Camp Rd	Blue Lake Ave	W. Volusia Bltwy (Dr. MLK Bltwy)
11	Orange Camp Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	I-4
12	W. Volusia Bltwy (Veterans Memorial Pkwy)	Harley Strickland Blvd	Rhode Island Ave
13	W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave	Graves Ave
14	W. Volusia Bltwy (Veterans Memorial Pkwy)	Graves Ave	SR 472
15	W. Volusia Bltwy (Dr. MLK Bltwy)	Cassadaga Rd	Orange Camp Rd
16	W. Volusia Bltwy (Dr. MLK Bltwy)	Orange Camp Rd	Taylor Rd
17	Catalina Blvd	Howland Blvd	Sixma Rd
18	Catalina Blvd	Sixma Rd	Lake Helen Osteen



TMC Traffic & Mobility CONSULTANTS

21145 Ford 472, v1.3

Study Roadway Segments **Figure 5**

3.2 Study Intersections

The study area encompasses major intersections that were identified in the methodology, which also include the two access points planned on the extensions of Blue Lake Avenue and Cassadaga Road. These two access points include one (1) full access driveway on Cassadaga Road Extension and one (1) full access driveway on Blue Lake Avenue Extension. The study intersections and access points are presented in **Table 4** and illustrated in **Figure 5**.

Table 4
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	Dr. MLK Bltwy	Orange Camp Rd	Roundabout
2	Dr. MLK Bltwy	Cassadaga Rd	Signal
3	Dr. MLK Bltwy / Kentucky Ave	SR 472	Signal
4	SR 472	Blue Lake Ave (Ext.)	Two-Way Stop
5	SR 472	Minnesota Ave	Two-Way Stop
6	Cassadaga Rd (Ext.)	Access I	Two-Way Stop
7	Blue Lake Ave (Ext.)	Access II	Two-Way Stop
8	Blue Lake Ave (Ext.)	Cassadaga Rd (Ext.)	Two-Way Stop


N
Not to Scale
Orange Camp Rd
1
Dr. MLK Bltwy
Minnesota Ave
5
7
Blue Lake Ave Extension
SR 472
8
6
Cassadaga Road Extension
2
Cassadaga Rd
4
3
Kentucky Ave

4.0 TRANSPORTATION IMPROVEMENTS

Transportation improvement programs published by Volusia County and the FDOT work program were reviewed to assess any planned or ongoing projects within the next few years that could impact the study area of the project. Improvements that are funded for construction within three (3) years were considered programmed and were incorporated in the analysis. The planned and programmed improvements are listed in **Table 5**.

Table 5
Planned and Programmed Improvements

Roadway	From	To	Improvement	Status
Howland Blvd	Providence Blvd	Elkcam Blvd	Widen From 2 to 4 Lanes	Under Construction
Orange Camp Rd	Dr. MLK Bltwy	I-4	Widen From 2 to 4 Lanes	Under Construction
Cassadaga Rd	Dr. MLK Bltwy	Blue Lake Ave (Ext)	Extension	Planned by Developer
Blue Lake Ave	SR 472	Asterbrooke Dr	Extension	Planned by Developer

Source: 2021-22 Volusia County Road Program & Development Plan

Two (2) improvements currently under construction were identified, each set to positively influence the area. Howland Boulevard is currently undergoing expansion from two (2) lanes to four (4) lanes between Providence Boulevard and Elkcam Boulevard. Additionally, Orange Camp Road is being widened from two (2) to four (4) lanes, stretching from Dr. MLK Beltway to I-4. Details from the *Volusia County Road Program 2021-22*, which illustrate these developments, are included in **Appendix G** for reference.

Furthermore, the developer has outlined plans to extend Cassadaga Road and Blue Lake Avenue to enhance access to the Project Site. These proposed extensions are depicted in the concept plan for the site, provided in **Appendix B**.

5.0 IMPROVEMENTS AT THE INTERSECTION OF SR 472 AND MLK BELTWAY

Following the county's directive to obtain City confirmation on whether additional projects should be included in the vested trip calculation, the City of DeLand was consulted, and they identified two approved projects near the Ford 472 site - Deland Tech Park and TM BTR (Yardley). These approved developments are located across from the Ford 472 site but are not listed in the Volusia County Database. These developments are anticipated to significantly impact traffic patterns near the Ford 472 project. To account for these influences, the traffic volumes from both Deland Tech Park and TM BTR have been included in the background traffic analysis as vested trips.

Previous studies have indicated that the intersection of SR 472 and MLK Beltway is currently experiencing and is projected to continue experiencing delays. Given that Deland Tech Park is a major development expected to substantially increase traffic at this intersection, several improvements were recommended in the traffic impact study. These recommendations include:

- Constructing a westbound left turn lane
- Constructing a northbound left turn lane and an additional through lane
- Constructing a southbound left turn lane and an additional through lane
- Optimizing signal timing to improve traffic flow

These recommended improvements from the Deland Tech Park study were also integrated into the TM BTR analysis. The queue evaluation and proportionate share calculations have been carried out based on the findings and recommendations in the Traffic Impact Analyses (TIAs). For further details, excerpts from the TIAs for these projects are provided in **Appendix H**. The proportionate share of this development reflecting those improvements have been calculated in accordance with the requirements of Volusia County using the *Master Proportionate Fair Share Table,* which is detailed in Section 11 of the report.

6.0 TRAFFIC PROJECTIONS

6.1 Projected Roadway Volumes

Existing roadway information was obtained from the 2022 Volusia County *AADT and Historical Counts.* The information includes roadway segment data, existing traffic volumes, and capacities.

Projected background traffic in the buildout year 2028 was derived by comparing historical growth rate trends and vested trips and applying the appropriate resulting background volume in accordance with the Volusia County *Segment Growth Rates and Vested Trips Instruction Policy*. Historical traffic count data was obtained from the 2022 Volusia County *AADT and Historical Counts* and the vested trips were obtained from the Volusia County *Vested Trip Database*. As noted in previous section, the two nearby developments, Deland Tech Park and TM BTR, were not included in the County database. Thus, trips from these projects were added to the vested trip calculation, along with those already listed in the database.

The historical growth trend analysis worksheets, vested trip information, and the *Segment Growth Rates and Vested Trips Instruction Policy* are included in **Appendix I**. The applicable growth rate calculations are summarized in **Table 6**. The total projected volumes on the roadway segments include background traffic and project trips, which were calculated based on the project's trip generation and distribution pattern.

Table 6
Growth Projection Methods

Segment Information			5 Years		10 Years		Applied	Exist	2028	Vested		Growth Calculation		Background +
Roadway	From	To	R^2	GR	R^2	GR	GR	Vol	Growth	Trips	VCTE Growth Rate Policy	Method	Growth	Vested Traffic
Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	Macy Ave	33.33%	3.21%	61.71%	2.56%	2.56%	210	32	120	GR + Vested Trips	GR + Vested Trips	152	362
Cassadaga Rd*	W. Volusia Bltwy (Dr. MLK Bltwy)	Blue Lake Ave (Extension)	--	--	--	--	--	--	--	--	--	--	--	0
Graves Ave	Veterans Memorial Pkwy	Kentucky Ave	3.40%	-0.59%	54.65%	1.69%	3.52%	1,635	345	573	Highest of GR or Vested Trips	Vested Trips	573	2208
Graves Ave	Kentucky Ave	Normandy Blvd	64.59%	5.20%	79.70%	3.52%	3.52%	1,675	354	931	Highest of GR or Vested Trips	Vested Trips	931	2,606
Graves Ave	Normandy Blvd	Howland Blvd	25.13%	2.13%	76.75%	3.02%	3.02%	1,340	243	997	Highest of GR or Vested Trips	Vested Trips	997	2,337
Howland Blvd	I-4/SR 472	Wolf Pack Run	77.13%	-5.22%	0.21%	0.15%	1.00%	2,410	145	1,054	GR + Vested Trips	GR + Vested Trips	1,199	3,609
Howland Blvd	Wolf Pack Run	Catalina Blvd	57.09%	-4.07%	0.10%	-0.12%	1.00%	1,460	88	925	GR + Vested Trips	GR + Vested Trips	1,013	2,473
Howland Blvd	Providence Blvd	Elkcam Blvd	76.18%	-10.47%	16.72%	-1.78%	1.00%	1,020	61	289	GR + Vested Trips	GR + Vested Trips	350	1,370
Orange Camp Rd	US 17/92	Princeton Rd	5.36%	-0.37%	77.38%	3.56%	3.56%	1,160	248	172	Highest of GR or Vested Trips	GR	248	1,408
Orange Camp Rd	Blue Lake Ave	W. Volusia Bltwy (Dr. MLK Bltwy)	27.91%	-2.02%	80.82%	1.14%	1.14%	1,075	74	262	GR + Vested Trips	GR + Vested Trips	336	1,411
Orange Camp Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	I-4	55.67%	-2.76%	59.37%	2.51%	1.14%	1,170	80	361	GR + Vested Trips	GR + Vested Trips	441	1,611
W. Volusia Bltwy (Veterans Memorial Pkwy)	Harley Strickland Blvd	Rhode Island Ave	24.78%	-1.58%	17.34%	0.67%	1.00%	1,480	89	403	GR + Vested Trips	GR + Vested Trips	492	1,972
W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave	Graves Ave	0.02%	-0.11%	24.60%	-1.76%	1.00%	1,100	66	400	Highest of GR or Vested Trips	Vested Trips	400	1,500
W. Volusia Bltwy (Kentucky Ave)	Graves Ave	SR 472	2.86%	0.62%	36.04%	1.22%	2.00%	910	109	381	GR + Vested Trips	GR + Vested Trips	490	1,400
W. Volusia Bltwy (Dr. MLK Bltwy)	Cassadaga Rd	Orange Camp Rd	74.00%	-7.48%	1.76%	-0.45%	1.00%	755	45	642	GR + Vested Trips	GR + Vested Trips	687	1,442
W. Volusia Bltwy (Dr. MLK Bltwy)	Orange Camp Rd	Taylor Rd	70.70%	-2.00%	3.62%	-0.67%	1.00%	910	55	437	GR + Vested Trips	GR + Vested Trips	492	1,402
Catalina Blvd**	Howland Blvd	Sixma Rd	69.89%	-35.96%	43.83%	-12.19%	1.00%	155	8	126	GR + Vested Trips	GR + Vested Trips	134	289
Catalina Blvd**	Sixma Rd	Lake Helen Osteen	69.89%	-35.96%	43.83%	-12.19%	1.00%	155	8	110	GR + Vested Trips	GR + Vested Trips	118	273

Vested trips obtained from *Volusia County Vested Trip Database* and also include trips from Deland Tech Park and TM BTR (Yardley)

*This segments is an extension and do not currently exist.

**No data in *Volusia County 2022 AADT*. Historical AADT obtained from *Florida Traffic Online (FTO) 2023*. Existing PM Peak Hour Volume estimated using AADT, K factor and D Factor

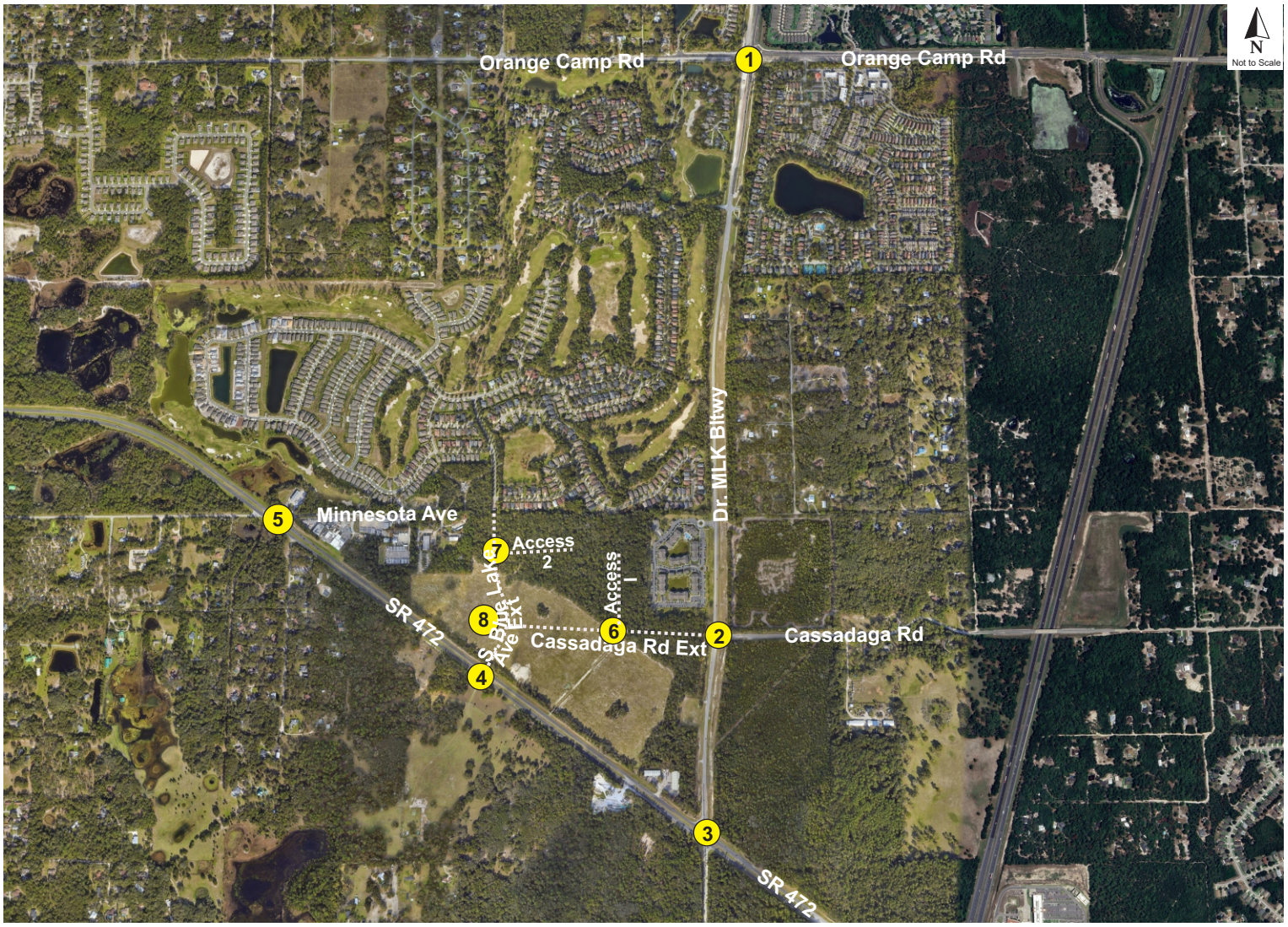
6.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections on June 12, 2024. The counts were seasonally adjusted using the applicable seasonal factor obtained from the FDOT *Traffic Online Peak Season Factor Category Report*. The raw turning movement volumes and supporting information are provided in **Appendix J**.

The two developments, Deland Tech Park and TM BTR, located across from the Ford 472 project, are expected to significantly impact traffic patterns in the area. Therefore, trips from these developments have been included in the background traffic analysis as vested trips. Excerpts from the TIA detailing the vested trips added to the intersection volume for our project are provided in **Appendix K**. Projected background intersection volumes for the buildout year 2030 were estimated using the annual growth rates determined for the respective segment provided in **Table 6**, then adding the vested trips from Deland Tech Park and TM BTR.

There is no existing traffic volume data for the Blue Lake Avenue Extension and Cassadaga Road Extension as these segments do not currently exist. There are approximately 50 single family units close to the planned extension of Blue Lake Avenue Extension. It is assumed that 25 of these homes will use the Blue Lake Ave Extension to access SR 472 and 10 of these homes will use Cassadaga Road Extension to access MLK Beltway. To estimate the background traffic volume at the intersection of Blue Lake Avenue Extension and Access II, peak hour volumes were derived using the *ITE Trip Generation Manual, 11th edition* (using trips of both 25 units and 10 residential units). Additionally, the background traffic volume at the intersection of SR 472 and Blue Lake Avenue was divided into eastbound and westbound directions according to the existing split ratio at that intersection. It was done in a similar manner at Cassadaga Road Extension.

The total projected intersection volumes include background traffic and project trips, which were calculated based on the project's trip generation and assignment at each intersection. Detailed intersection volume calculations are provided in **Appendix L** and the resulting existing, background (including vested trips), and buildout volumes are illustrated in **Figure 7** and **Figure 8** for the AM peak hour and **Figure 9** and **Figure 10** for the PM peak hour.



1. Dr. MLK Bltwy & Orange Camp Rd

NB	L	173 + {14} + [4] + (4) = 195
	T	468 + {20} + [7] + (7) = 502
	R	54 + {25} + [4] + (7) = 90
SB	L	269
	T	250 + {51} + [2] + (2) = 305
	R	38
EB	L	51
	T	425
	R	54 + {38} + [1] + (2) = 95
WB	L	44 + {70} + [1] + (2) = 117
	T	328
	R	128

BO	38	305	269	BO				
BK	38	303	269	BK				
EX	37	240	259	EX				
	0	2	0					
BO	BK	EX						
51	51	49	0		0	122	128	128
425	425	406	2		2	314	328	328
95	93	52	1		0	42	115	117
					EX	BK	BO	
	0	2	0					
EX	166	450	52					
BK	191	495	83					
BO	195	502	90					

2. Dr. MLK Bltwy & Cassadaga Rd

NB	L	1 + (3) = 4
	T	330 + {38} + [14] = 382
	R	228 + {14} + [2] = 242
SB	L	66 + {70} + [6] = 142
	T	387 + {143} = 530
	R	1 + (6) = 7
EB	L	2 + (18) = 20
	T	2 + (2) = 4
	R	3 + (9) = 12
WB	L	227 + {12} + [50] = 289
	T	(1)
	R	61 + {39} + [4] = 104

BO	7	530	142	BO				
BK	1	530	142	BK				
EX	0	372	63	EX				
LN	0	1	1	LN				
BO	BK	EX	LN					
20	2	0	1		0	55	104	104
4	2	0	1		1	0	0	1
12	3	0	0		1	206	289	289
					LN	EX	BK	BO
			LN	0	1	1		
			EX	0	317	219		
			BK	1	382	242		
			BO	4	382	242		

3. Dr. MLK Bltwy / Kentucky Ave & SR 472

NB	L	144 + (1) = 145
	T	255 + {9} + [5] + (3) = 272
	R	62 + {56} = 118
SB	L	212 + {116} + [25] = 353
	T	349 + {3} + [14] + (9) = 375
	R	64 + {5} + [11] = 80
EB	L	64 + {21} + [3] = 88
	T	965 + {82} + (35) = 1082
	R	106 + (3) = 109
WB	L	105 + {19} = 124
	T	901 + {34} + (11) = 946
	R	250 + {23} + [8] = 281

BO	80	375	353	BO				
BK	80	366	353	BK				
EX	59	323	196	EX				
	1	1	1					
BO	BK	EX						
88	88	62	1		1	240	281	281
1,082	1,047	928	2		2	866	935	946
109	106	102	1		1	101	124	124
					EX	BK	BO	
	0	1	1					
EX	133	236	57					
BK	144	269	118					
BO	145	272	118					

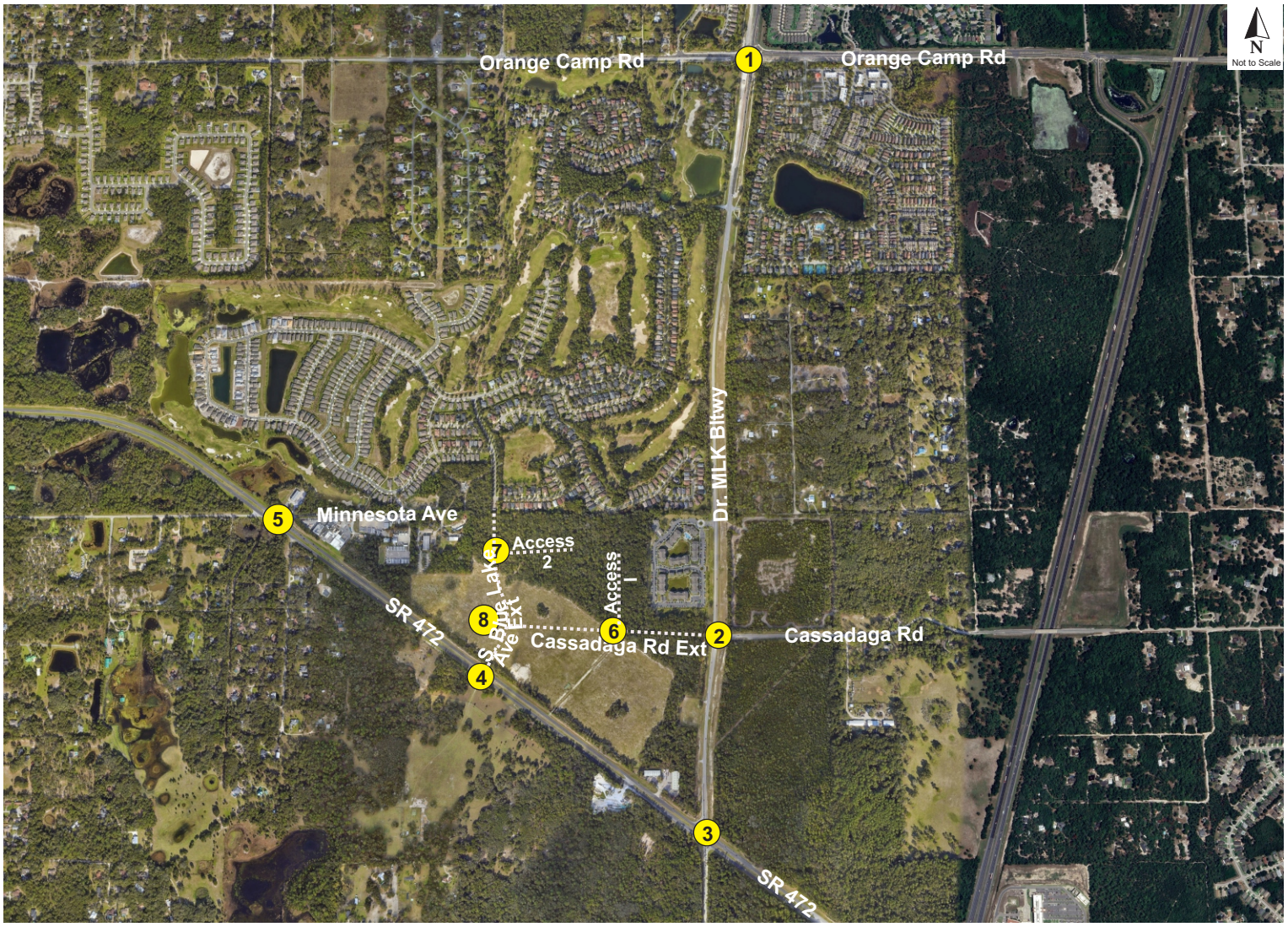
4. SR 472 & Blue Lake Ave (Ext.)

NB	L	
	T	
	R	
SB	L	8 + (38) = 46
	T	
	R	8 + (24) = 32
EB	L	3 + (8) = 11
	T	1136 + {103} + [3] = 1242
	R	
WB	L	
	T	1101 + {39} + [11] = 1151
	R	2 + (12) = 14

BO	32	0	46	BO				
BK	8	0	8	BK				
EX	0	0	0	EX				
2015	1	1	0	LN				
BO	BK	EX	LN					
11	3	0	1		1	0	2	14
1,242	1,242	1,092	2		2	1,059	1,151	1,151
0	0	0	0		0	0	0	0
					LN	EX	BK	BO
			LN	0	0	0		
			EX	0	0	0		
			BK	0	0	0		
			BO	0	0	0		

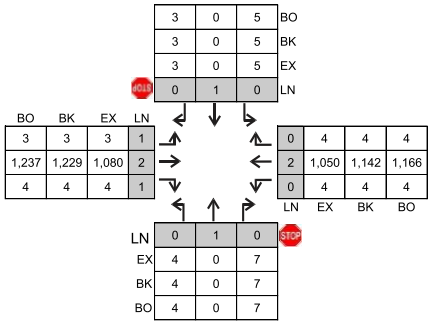
Legend: Background + {Tech Park} + [TM BTR] + (Project) = Total

BO = Buildout; BK = Background + Vested; EX = Existing
[1] Lanes by movement



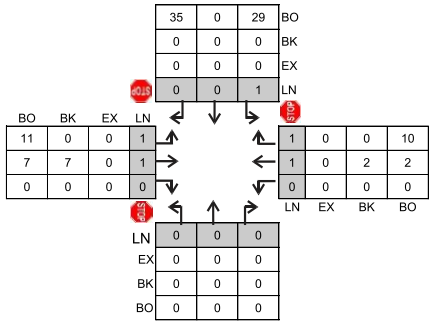
5. SR 472 & Minnesota Ave

NB	L	4
	T	
	R	7
SB	L	5
	T	
	R	3
EB	L	3
	T	1123 + {103} + [3] + (8) = 1237
	R	4
WB	L	4
	T	1092 + {39} + [11] + (24) = 1166
	R	4



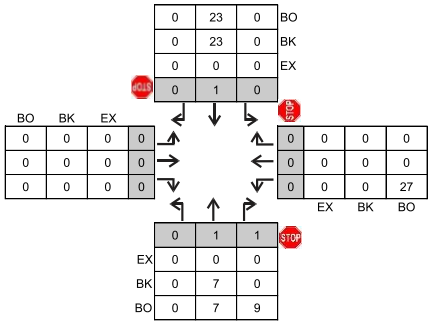
6. Cassadaga Rd (Ext.) & Access I

NB	L	
	T	
	R	
SB	L	(29)
	T	
	R	(35)
EB	L	(11)
	T	7
	R	
WB	L	
	T	2
	R	(10)



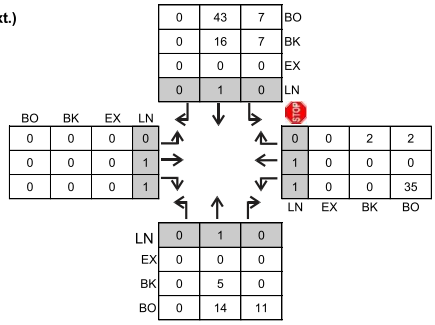
7. Blue Lake Ave (Ext.) & Access II

NB	L	
	T	7
	R	(9)
SB	L	
	T	23
	R	
EB	L	
	T	
	R	
WB	L	(27)
	T	
	R	



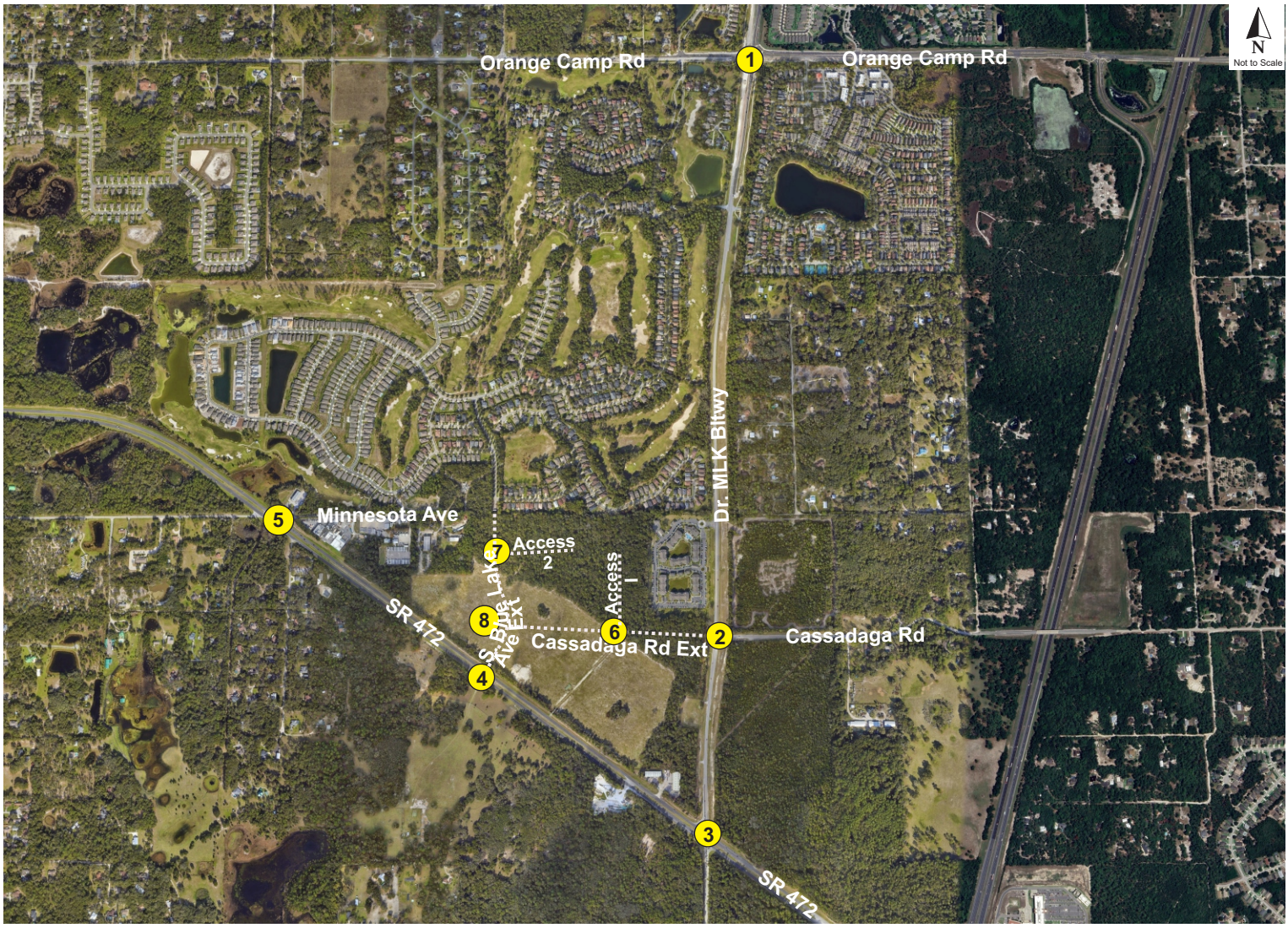
8. Blue Lake Ave (Ext.) & Cassadaga Rd (Ext.)

NB	L	
	T	5 + (9) = 14
	R	(11)
SB	L	7
	T	16 + (27) = 43
	R	
EB	L	
	T	
	R	
WB	L	(35)
	T	
	R	2



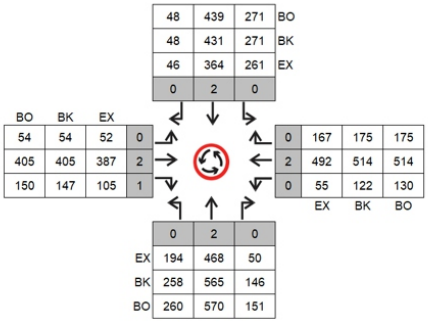
Legend: Background + {Tech Park} + [TM BTR] + (Project) = Total

BO = Buildout; BK = Background + Vested; EX = Existing
[1] Lanes by movement



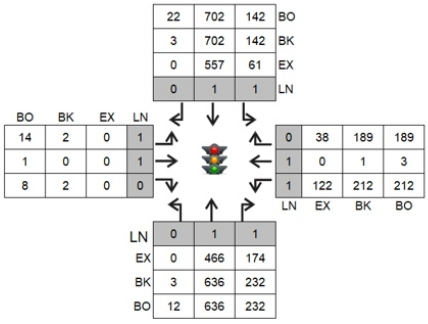
1. Dr. MLK Bltwy & Orange Camp Rd

NB	L	202 + {54} + [2] + (2) = 260
	T	487 + {73} + [5] + (5) = 570
	R	52 + {92} + [2] + (5) = 151
SB	L	271
	T	379 + {44} + [8] + (8) = 439
	R	48
EB	L	54
	T	405
	R	110 + {33} + [4] + (3) = 150
WB	L	58 + {60} + [4] + (8) = 130
	T	514
	R	175



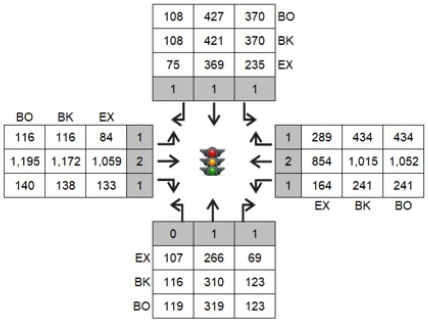
2. Dr. MLK Bltwy & Cassadaga Rd

NB	L	3 + (9) = 12
	T	485 + {142} + [9] = 636
	R	181 + {51} = 232
SB	L	63 + {60} + [19] = 142
	T	579 + {123} = 702
	R	3 + (19) = 22
EB	L	2 + (12) = 14
	T	(1)
	R	2 + (6) = 8
WB	L	134 + {46} + [32] = 212
	T	1 + (2) = 3
	R	42 + {145} + [2] = 189



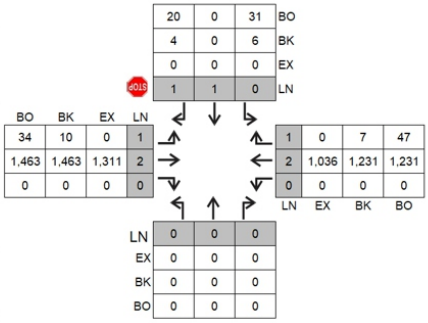
3. Dr. MLK Bltwy / Kentucky Ave & SR 472

NB	L	116 + (3) = 119
	T	287 + {8} + [15] + (9) = 319
	R	75 + {48} = 123
SB	L	254 + {100} + [16] = 370
	T	399 + {13} + [9] + (6) = 427
	R	81 + {20} + [7] = 108
EB	L	87 + {18} + [11] = 116
	T	1101 + {71} + (23) = 1195
	R	138 + (2) = 140
WB	L	171 + {70} = 241
	T	888 + {127} + (37) = 1052
	R	301 + {106} + [27] = 434



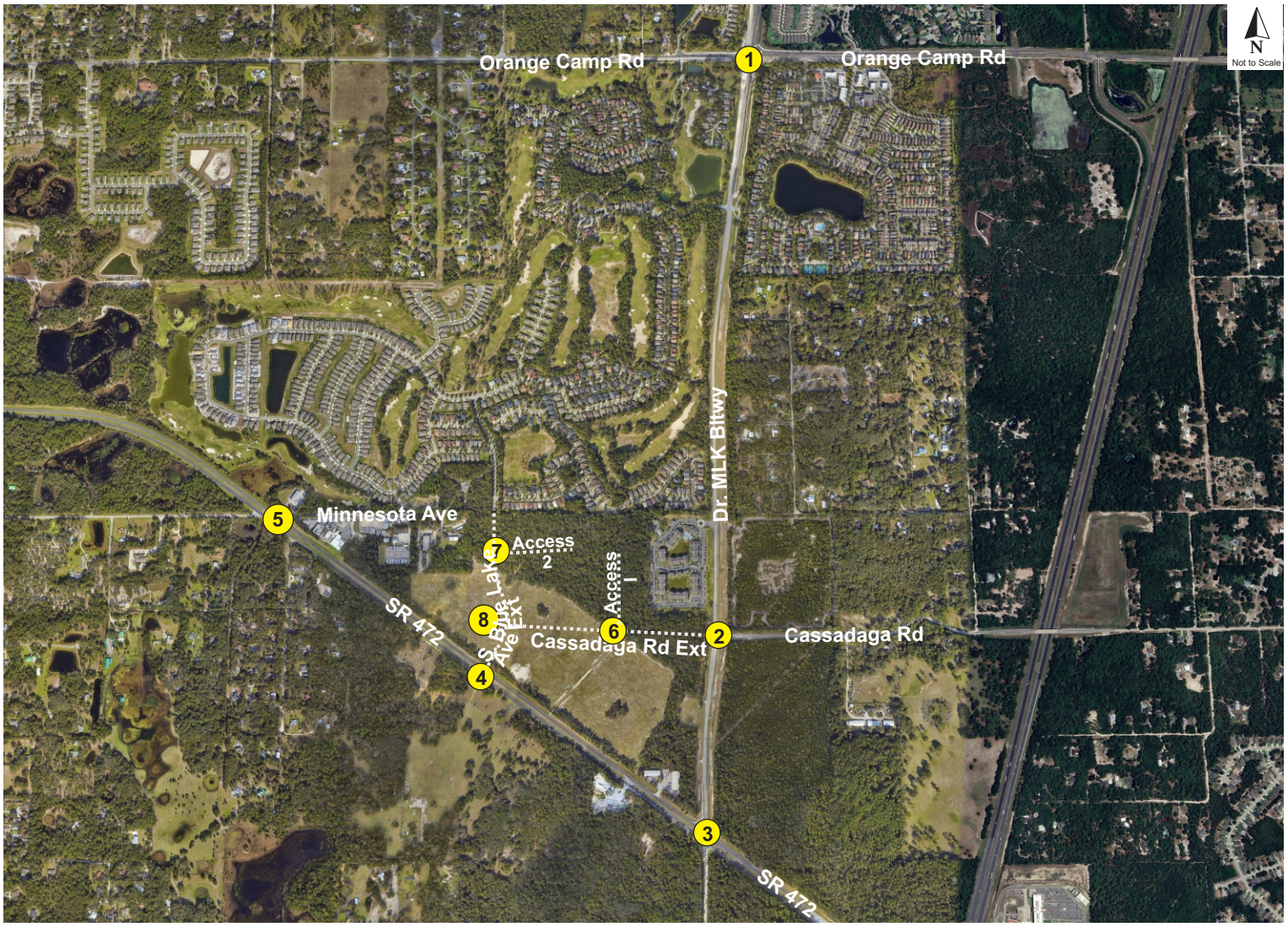
4. SR 472 & Blue Lake Ave (Ext.)

NB	L	
	T	
	R	
SB	L	6 + (25) = 31
	T	
	R	4 + (16) = 20
EB	L	10 + (24) = 34
	T	1363 + {89} + [11] = 1463
	R	
WB	L	
	T	1077 + {147} + [7] = 1231
	R	7 + (40) = 47



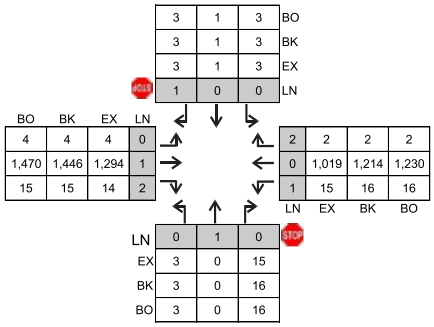
Legend: Background + {Tech Park} + [TM BTR] + (Project) = Total

BO = Buildout; BK = Background + Vested; EX = Existing
1 Lanes by movement



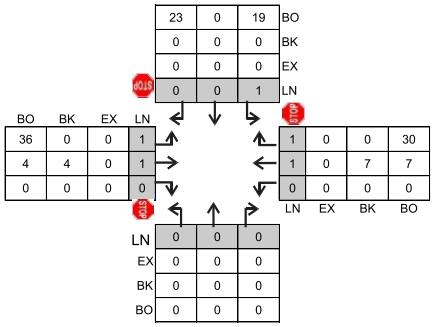
5. SR 472 & Minnesota Ave

NB	L	3
	T	
	R	16
SB	L	3
	T	1
	R	3
EB	L	4
	T	1346 + {89} + [11] + (24) = 1470
	R	15
WB	L	16
	T	1060 + {147} + [7] + (16) = 1230
	R	2



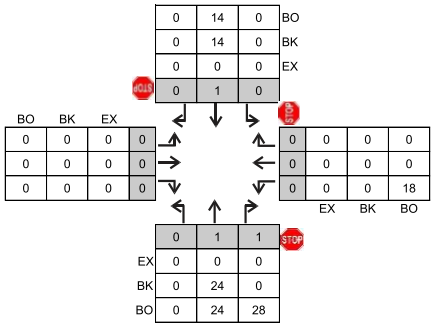
6. Cassadaga Rd (Ext.) & Access I

NB	L	
	T	
	R	
SB	L	(19)
	T	
	R	(23)
EB	L	(36)
	T	4
	R	
WB	L	
	T	7
	R	(30)



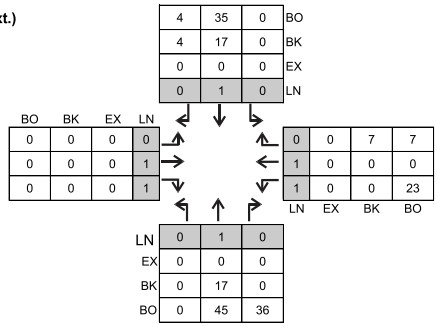
7. Blue Lake Ave (Ext.) & Access II

NB	L	
	T	24
	R	(28)
SB	L	
	T	14
	R	
EB	L	
	T	
	R	
WB	L	(18)
	T	
	R	



8. Blue Lake Ave (Ext.) & Cassadaga Rd (Ext.)

NB	L	
	T	17 + (28) = 45
	R	(36)
SB	L	
	T	17 + (18) = 35
	R	4
EB	L	
	T	
	R	
WB	L	(23)
	T	
	R	7



Legend: Background + {Tech Park} + [TM BTR] + (Project) = Total

BO = Buildout; BK = Background + Vested; EX = Existing
1 Lanes by movement

7.0 CAPACITY ANALYSIS

7.1 Roadway Segments

Roadway segment capacity was analyzed based on the adopted capacities and the corresponding traffic volumes, as summarized in **Table 7**. The results of the capacity analysis reveal the following:

- The following roadway segments are projected to exceed their adopted capacity due to existing or background traffic. Project trips do not have a significant impact on these segments.
    - Graves Avenue from Veterans Memorial Parkway to Kentucky Avenue
    - Graves Avenue from Kentucky Avenue to Normandy Boulevard
    - Howland Boulevard from I-4/SR 472 to Wolf Pack Run
    - Orange Camp Road from US 17/92 to Princeton Road
    - West Volusia Beltway (Veterans Memorial Parkway) from Harley Strickland Boulevard to Rhode Island Avenue

- All remaining segments are projected to operate within their adopted capacity at the project buildout.

Table 7
Segment Analysis

Seg #	Segment Information			Exist Lns	Imp Lns	Exist 2W PM Cap	Imp 2W PM Cap	2022 Existing Conditions PM Peak			Background Conditions PM Peak			Project		Buildout Conditions PM Peak			Trips % of Cap
	Roadway	From	To					Vol	V/C	Adeq?	Vol	V/C	Adeq?	Dist %	Trips	Vol	V/C	Adeq?	
1	Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	Macy Ave	2	2	1,020	1,020	210	0.21	YES	362	0.35	YES	2%	3	365	0.36	YES	0.3%
2	Cassadaga Rd*	W. Volusia Bltwy (Dr. MLK Bltwy)	Blue Lake Ave (Extension)	2	2	1,020	1,020	--	--	--	0	--	YES	38%	59	59	0.06	YES	5.8%
3	Graves Ave	Veterans Memorial Pkwy	Kentucky Ave	2	2	1,620	1,620	1,635	1.01	**NO**	2,208	1.36	**NO**	10%	15	2,223	1.37	**NO**	0.9%
4	Graves Ave	Kentucky Ave	Normandy Blvd	2	2	1,620	1,620	1,675	1.03	**NO**	2,606	1.61	**NO**	3%	5	2,611	1.61	**NO**	0.3%
5	Graves Ave	Normandy Blvd	Howland Blvd	4	4	2,740	2,740	1,340	0.49	YES	2,337	0.85	YES	3%	5	2,342	0.85	YES	0.2%
6	Howland Blvd	I-4/SR 472	Wolf Pack Run	4	4	3,410	3,410	2,410	0.71	YES	3,609	1.06	**NO**	39%	60	3,669	1.08	**NO**	1.8%
7	Howland Blvd	Wolf Pack Run	Catalina Blvd	4	4	3,410	3,410	1,460	0.43	YES	2,473	0.73	YES	5%	8	2,481	0.73	YES	0.2%
8	Howland Blvd	Providence Blvd	Elkcam Blvd	2	4	1,230	3,410	1,020	0.83	YES	1,370	0.40	YES	2%	3	1,373	0.40	YES	0.1%
9	Orange Camp Rd	US 17/92	Princeton Rd	2	2	1,270	1,270	1,160	0.91	YES	1,408	1.11	**NO**	2%	3	1,411	1.11	**NO**	0.2%
10	Orange Camp Rd	Blue Lake Ave	W. Volusia Bltwy (Dr. MLK Bltwy)	2	2	1,540	1,540	1,075	0.70	YES	1,411	0.92	YES	4%	6	1,417	0.92	YES	0.4%
11	Orange Camp Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	I-4	2	4	1,540	3,410	1,170	0.76	YES	1,611	0.47	YES	8%	12	1,623	0.48	YES	0.4%
12	W. Volusia Bltwy (Veterans Memorial Pkwy)	Harley Strickland Blvd	Rhode Island Ave	2	2	1,540	1,540	1,480	0.96	YES	1,972	1.28	**NO**	3%	5	1,977	1.28	**NO**	0.3%
13	W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave	Graves Ave	2	2	1,620	1,620	1,100	0.68	YES	1,500	0.93	YES	8%	12	1,512	0.93	YES	0.7%
14	W. Volusia Bltwy (Kentucky Ave)	Graves Ave	SR 472	2	2	1,540	1,540	910	0.59	YES	1,400	0.91	YES	13%	20	1,420	0.92	YES	1.3%
15	W. Volusia Bltwy (Dr. MLK Bltwy)	Cassadaga Rd	Orange Camp Rd	2	2	1,540	1,540	755	0.49	YES	1,442	0.94	YES	20%	31	1,473	0.96	YES	2.0%
16	W. Volusia Bltwy (Dr. MLK Bltwy)	Orange Camp Rd	Taylor Rd	2	2	1,540	1,540	910	0.59	YES	1,402	0.91	YES	8%	12	1,414	0.92	YES	0.8%
17	Catalina Blvd**	Howland Blvd	Sixma Rd	2	2	960	960	155	0.16	YES	289	0.30	YES	0%	0	289	0.30	YES	0.0%
18	Catalina Blvd**	Sixma Rd	Lake Helen Osteen	2	2	960	960	155	0.16	YES	273	0.28	YES	0%	0	273	0.28	YES	0.0%

Source: *Volusia County 2022 AADT*

*This segments is an extension and do not currently exist. Peak Capacity assumed same as the adjacent segment of same road.

**No data in *Volusia County 2022 AADT*. Existing PM Peak Volume is of 2023 obtained from Florida Traffic Online. Existing Peak Capacity assumed same as in 2019 and obtained from Volusia County 2019 AADT

7.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual (HCM)* as applied in the *Synchro* analytical tool. The detailed *HCM* analysis sheets are provided in **Appendix M**. The analysis results for existing, background, and buildout conditions are summarized in **Table 8**, which reveals the following:

- The intersection of SR 472 and Dr. Martin Luther King Jr Beltway is projected to operate at an inadequate LOS, due to the existing and background traffic.
- All remaining intersections are projected to operate at adequate LOS at the project buildout.

7.3 Intersection Improvements

The following improvements were recommended for the intersection of SR 472 and MLK Beltway by other developments as reflected in their TIAs:

- Construct a westbound left turn lane
- Construct a northbound left turn lane and a through lane
- Construct a southbound left turn lane and a through lane
- Optimize the signal timing

With the recommended improvements, the intersection is projected to operate at an overall adequate LOS. The results of the analysis are summarized in **Table 9** for the background and buildout scenarios. The adjusted analysis worksheets are included in **Appendix N.**

Table 8
Intersection Analysis

Int #	Intersection		Control	Time Period	Scenario	EB		WB		NB		SB		Overall	
	Major Road	Minor Road				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Dr. MLK Bltwy	Orange Camp Rd	RAB	AM	Existing	8.7	A	9.9	A	14.0	B	8.6	A	10.6	B
					Backg'd+Vested	11.8	B	12.7	B	17.7	C	11.2	B	13.7	B
					Buildout	11.9	B	12.9	B	18.4	C	11.3	B	14.0	B
				PM	Existing	10.2	B	13.2	B	12.7	B	12.7	B	12.3	B
					Backg'd+Vested	13.7	B	21.3	C	20.3	C	19.0	C	19.0	C
					Buildout	14.2	B	22.0	C	20.9	C	19.7	C	19.6	C
2	Dr. MLK Bltwy	Cassadaga Rd	Signal	AM	Existing	--	--	22.9	C	13.9	B	7.3	A	13.4	B
					Backg'd+Vested	32.1	C	25.6	C	28.4	C	25.7	C	26.7	C
					Buildout	31.7	C	25.8	C	28.4	C	26.1	C	27.0	C
				PM	Existing	--	--	21.4	C	14.7	B	7.2	A	12.0	B
					Backg'd+Vested	39.1	D	37.7	D	28.7	C	25.6	C	29.2	C
					Buildout	39.0	D	37.9	D	28.6	C	26.5	C	29.6	C
3	Dr. MLK Bltwy / Kentucky Ave	SR 472	Signal	AM	Existing	55.6	E	50.6	D	153.8	F	92.6	F	71.8	E
					Backg'd+Vested	67.8	E	62.0	E	207.3	F	151.2	F	98.5	F
					Buildout	73.5	E	62.5	E	212.0	F	157.2	F	102.2	F
				PM	Existing	66.6	E	70.0	E	161.9	F	154.4	F	93.6	F
					Backg'd+Vested	93.0	F	119.5	F	226.9	F	248.9	F	145.9	F
					Buildout	98.9	F	120.9	F	242.9	F	253.2	F	150.7	F
4	SR 472	Blue Lake Ave (Ext.)	TWSC	AM	Buildout	11.8	B	27.8	D	--	--	--	--	--	--
				PM	Buildout	13.0	B	31.3	D	--	--	--	--	--	--
5	SR 472	Minnesota Ave	TWSC	AM	Existing	10.9	B	11.1	B	19.4	C	23.4	C	--	--
					Backg'd+Vested	11.5	B	12.0	B	22.5	C	26.4	D	--	--
					Buildout	11.6	B	12.1	B	22.7	C	27.1	D	--	--
				PM	Existing	10.8	B	12.9	B	19.6	C	25.1	D	--	--
					Backg'd+Vested	12.0	B	14.2	B	22.5	C	31.4	D	--	--
					Buildout	12.1	B	14.4	B	23.0	C	32.2	D	--	--
					Buildout		A		A		A		A	--	--
6	Cassadaga Rd (Ext)	Access I	TWSC	AM	Buildout	7.3	A	0.0	A	--	--	8.8	A	--	--
				PM	Buildout	7.4	A	0.0	A	--	--	8.9	A	--	--
7	Blue Lake Ave (Ext.)	Access II	TWSC	AM	Buildout	--	--	8.8	A	0.0	A	0.0	A	--	--
				PM	Buildout	--	--	8.8	A	0.0	A	0.0	A	--	--
8	Blue Lake Ave (Ext.)	Cassadaga Rd (Ext.)	TWSC	AM	Buildout	--	--	9.1	A	0.0	A	7.3	A	--	--
				PM	Buildout	--	--	9.1	A	0.0	A	7.4	A	--	--

Average delay expressed in seconds/vehicle

**These intersections will only exist at buildout so they do not have existing and background conditions.*

Table 9
Intersection Analysis with Improvements

Int #	Intersection		Control	Time Period	Scenario	EB		WB		NB		SB		Overall	
	Major Road	Minor Road				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Dr. MLK Bltwy	Orange Camp Rd	RAB	AM	Backg'd+Vested	11.8	B	12.7	B	17.7	C	11.2	B	13.7	B
					Buildout	11.9	B	12.9	B	18.4	C	11.3	B	14.0	B
				PM	Backg'd+Vested	13.7	B	21.3	C	20.3	C	19.0	C	19.0	C
					Buildout	14.2	B	22.0	C	20.9	C	19.7	C	19.6	C
2	Dr. MLK Bltwy	Cassadaga Rd	Signal	AM	Backg'd+Vested	32.1	C	25.6	C	28.4	C	25.7	C	26.7	C
					Buildout	31.7	C	25.8	C	28.4	C	26.1	C	27.0	C
				PM	Backg'd+Vested	39.1	D	37.7	D	28.7	C	25.6	C	29.2	C
					Buildout	39.0	D	37.9	D	28.6	C	26.5	C	29.6	C
3	Dr. MLK Bltwy / Kentucky Ave	SR 472	Signal	AM	Backg'd+Vested	43.6	D	37.4	D	48.5	D	48.6	D	43.0	D
					Buildout	46.0	D	38.1	D	48.5	D	48.5	D	44.0	D
				PM	Backg'd+Vested	51.2	D	46.6	D	60.3	E	66.5	E	53.2	D
					Buildout	53.3	D	49.0	D	60.6	E	67.2	E	55.0	D
4	SR 472	Blue Lake Ave (Ext.)	TWSC	AM	Buildout	11.8	B	27.8	D	--	--	--	--	--	--
				PM	Buildout	13.0	B	31.3	D	--	--	--	--	--	--
5	SR 472	Minnesota Ave	TWSC	AM	Backg'd+Vested	11.5	B	12.0	B	22.5	C	26.4	D	--	--
					Buildout	11.6	B	12.1	B	22.7	C	27.1	D	--	--
				PM	Backg'd+Vested	12.0	B	14.2	B	22.5	C	31.4	D	--	--
					Buildout	12.1	B	14.4	B	23.0	C	32.2	D	--	--
6*	Cassadaga Rd (Ext)	Access I	TWSC	AM	Buildout	7.3	A	0.0	A	--	--	8.8	A	--	--
				PM	Buildout	7.4	A	0.0	A	--	--	8.9	A	--	--
7*	Blue Lake Ave (Ext.)	Access II	TWSC	AM	Buildout	--	--	8.8	A	0.0	A	0.0	A	--	--
				PM	Buildout	--	--	8.8	A	0.0	A	0.0	A	--	--
8*	Blue Lake Ave (Ext.)	Cassadaga Rd (Ext.)	TWSC	AM	Buildout	--	--	9.1	A	0.0	A	7.3	A	--	--
				PM	Buildout	--	--	9.1	A	0.0	A	7.4	A	--	--

Average delay expressed in seconds/vehicle

**These intersections will only exist at buildout so they do not have background conditions.*

7.4 Queue Evaluation

An evaluation was conducted to determine whether the existing turn lane lengths at the signalized study intersections are adequate to accommodate projected traffic at project buildout. The two signalized study intersections are MLK Beltway and Cassadaga Road, and SR 472 and MLK Beltway. The turn lanes that are projected to receive project trips at the MLK Beltway and Cassadaga Road intersection are not currently in place. These turn lanes are necessary for accessing the project site and are evaluated in the Access Review section.

This section focuses on the SR 472 and MLK Beltway intersection. As previously noted, this intersection is significantly impacted by new developments, particularly Deland Tech Park Queue lengths were obtained from the HCM analysis worksheets, which are included in **Appendix M** and **Appendix N**. Specifically:

- Existing condition queue lengths were derived from the HCM worksheets in **Appendix M**.
- Background and projected condition queue lengths were obtained from the HCM worksheets in **Appendix N**, which accounts for improvements recommended by Deland Tech Park.

The required deceleration lengths are based on the FDOT *Design Manual (FDM) Exhibit 212-1,* provided in **Appendix O**.

Total turn lane length was calculated as the sum of the deceleration length and projected queue length. The results of the evaluation, summarized in **Table 10**, show that the northbound left turn lane and the eastbound right turn lane planned for the SR 472 and MLK Beltway intersection should be approx. 550 feet and 530 feet long respectively in the background condition to accommodate traffic from the background condition and the traffic from the approved projects. The length of northbound left-turn lane required is determined by the AM peak hour, while the length of eastbound right-turn lane is determined by the PM peak hour, as the 95th percentile queue lengths are higher during these respective periods. The analysis indicated that the turn lanes required to accommodate background and vested trips will be sufficient to handle the additional project trips.

Table 10
Queue Evaluation

Intersection	Turn Lane	Posted Speed Limit	Existing Lane Length	Required Deceleration	Existing					Background + Vested w Improvements					Buildout w Improvements						Adequate?
					# of LNS	95th Percentile Queue		Length Needed	Length Deficiency	# of LNS	95th Percentile Queue		Length Needed	Length Deficiency	# of LNS	95th Percentile Queue		Length Needed	Length Deficiency	Project Trips	
						Vehicle	Length				Vehicle	Length				Vehicle	Length				
AM PEAK																					
SR 472 & MLK Beltway	NBL*	55	0'	350'	0	32	800'	1,150'	1,150'	1	8	200'	550'	550'	1	8	200'	550'	0'	1	YES
	EBR	60	540'	405'	1	4	100'	505'	0	1	3	75'	480'	0	1	3	75'	480'	0	3	YES
PM PEAK																					
SR 472 & MLK Beltway	NBL*	55	0'	350'	0	33	825'	1,175'	1,175'	1	7	175'	525'	525'	1	7	175'	525'	0'	3	YES
	EBR	60	540'	405'	1	6	150'	555'	15'	1	5	125'	530'	0	1	5	125'	530'	0	2	YES

95th percentile queue vehicle was rounded to whole number
*95th percentile queue length = vehicle * 25 ft*
**Length deficiency at buildout calculated compared to background condition considering improvements at the intersection of SR 472 and MLK Boulevard, as recommended by previous TIAs, are implemented.*
**Adequate or Not Based on Background Condition with Improvements*

8.0 ACCESS REVIEW

The development proposes to connect to the transportation network by extending Cassadaga Road and Blue Lake Avenue to intersect SR 472 at an existing full median opening and connect with MLK at Cassadaga Road. Access to the site will be provided via two full-access driveways: one (1) on the Cassadaga Road extension and one (1) on the Blue Lake Avenue extension.

SR 472 is a 4-lane divided roadway with a posted speed limit of 60 miles per hour (mph) near the access driveway at Blue Lake Avenue Extension. MLK Beltway is a 2-lane undivided roadway with a posted speed limit of 55 mph. The Blue Lake Avenue Extension is proposed to connect SR 472 to residential developments north of SR 472, while the Cassadaga Road Extension will connect to Blue Lake Avenue Extension to provide access to the site. Since both roadway extensions will lead to residential areas, it is expected that the speed limit for these roads will be 25 mph.

8.1 Access Road Improvements

Road improvements were evaluated to determine the need for deceleration lanes and egress lanes at the project driveways and the deceleration lanes at the nearby intersections. The need for deceleration lanes and the turn lane dimensions were evaluated based on the guidelines of the Volusia County *Land Development Code (LDC)*, provided in **Appendix P**. While these guidelines provided a framework, engineering judgment and planning considerations were also applied to ensure the most effective treatment. Consequently, the following turn lanes are recommended based on a combination of regulatory guidelines and professional assessment.

- Intersection #2 – MLK Beltway and Cassadaga Road
    - Northbound left turn lane
    - Southbound right turn lane

- Intersection # 4 – SR 472 and Blue Lake Avenue Extension
    - Westbound right turn lane

- Intersection #6 – Cassadaga Rd Extension and Access I
    - Eastbound left turn lane

Intersection #2 – MLK Beltway and Cassadaga Road

Deceleration Lanes

The intersection at MLK Beltway and Cassadaga Road is currently a signalized, 3-legged intersection. With the planned extension of Cassadaga Road, it will be reconfigured into a 4-legged intersection. To accommodate this change, it is recommended to add a northbound left turn deceleration lane and a southbound right turn deceleration lane. The eastbound approach is expected to function adequately with a two-lane configuration: one lane dedicated to left turns and the other shared between right turns and through movements.

- Northbound Left Turn Deceleration Lane
  Design Speed = 55 mph
  Recommended Lane Length = 455 feet (Incl. 50-foot taper) (per Volusia County *LDC*)

- Southbound Right Turn Deceleration Lane
  Design Speed = 55 mph
  Recommended Lane Length = 455 feet (Incl. 50-foot taper) (per Volusia County *LDC*)

- Eastbound Left Turn Deceleration Lane
  Assumed Design Speed = 25 mph
  A deceleration lane length of 145 feet is projected to sufficiently accommodate the left turn movement.

Intersection #4 – SR 472 and Blue Lake Avenue Extension

Deceleration Lanes

The intersection at SR 472 and Blue Lake Avenue Extension currently have approximately:

- 510-foot-long Westbound Right Turn Deceleration Lane
- 500-foot-long Eastbound Left Turn Deceleration Lane
- 440-foot-long Southbound Left Turn Deceleration Lane

The recommendations for turn lanes are as follows:

- Westbound Right Turn Deceleration Lane
  Design Speed = 60 mph
  Recommended Lane Length = 455 feet (Incl. 50-foot taper) (There is no turn lane length recommended in *LDC* for speed > 55 mph, thus a turn lane length of 455 feet is recommended)

- Eastbound Left Turn Deceleration Lane
  Design Speed = 60 mph
  Recommended Lane Length = 455 feet (Incl. 50-foot taper) (There is no turn lane length recommended in *LDC* for speed > 55 mph, thus a turn lane length of 455 feet is recommended)

- Southbound Left Turn Deceleration Lane
  Assumed Design Speed = 25 mph
  A deceleration lane length of 145 feet is projected to sufficiently accommodate the left turn movement.

The existing deceleration lanes at the intersection of SR 472 and Blue Lake Avenue Extension are longer than the recommended values. Thus, the intersection is not recommended for any improvements.

Intersection #6 – Cassadaga Road Extension and Access I

Deceleration Lanes

The full access driveway at Cassadaga Road is recommended to be improved with an eastbound left turn lane. This lane will primarily provide separation for left turn movements from through traffic while also offering some deceleration.

With an assumed speed limit of 25 mph for this segment, a conservative length of 145 feet (Incl. 50-foot taper) is recommended for the eastbound left turn lane.

Egress Lanes

The driveway is projected to operate adequately with the following egress lane configuration:

- One (1) southbound lane for the right turn movement
- One (1) southbound lane for the left turn movement - A deceleration lane length of 145 feet is projected to sufficiently accommodate the left turn movement.

Intersection #7 – Blue Lake Avenue Extension and Access II

Deceleration Lanes

Based on *Volusia County LDC* and engineering judgement, a deceleration lane is not necessary at this entrance.

Egress Lanes

The driveway is projected to operate adequately with the following egress lane configuration:

- One (1) westbound lane for the right turn and left turn movements

9.0 ALTERNATIVE TRANSPORTATION MODES

A review of pedestrian, bicycle, and transit facilities was conducted. This review consists of a visual inventory of available facilities to determine the context of alternative transportation modes in the vicinity of the proposed development.

9.1 Pedestrian and Bicycle Facilities

Google Earth maps and field observations indicate that the surrounding area in vicinity of the project site is generally undeveloped. TM BTR at Deland Crossings will construct sidewalks on the perimeter of the development.

There are no sidewalks on MLK Beltway or on SR 472 adjacent to the site. MLK Beltway and SR 472 are both equipped with bike lanes on both sides of the street, adjacent to the site.

9.2 Transit Facilities

The West Volusia transit route map was reviewed from *Volusia County's Public Transit System* website to determine the available transit route near the proposed development. Currently, there is not a transit route on MLK Beltway or Cassadaga Road, or SR 472 near the proposed development. The closest route (Route 20) is located on US 17/92, approximately 2.2-miles from the proposed development. The West Volusia bus service map is included in **Appendix Q**.

9.3 Proximity to Nearby Schools

A review of existing schools within a 2-mile radius of the project site was conducted to identify student walking routes from/to school. No school was identified within a 2-mile radius. The closest public school (Deltona High School) is located approximately 2.5-miles from the project site. As mentioned in the previous section, the area is not improved with pedestrian and bicyclist facilities. Therefore, it is likely that students will use buses to/from schools.

10.0 SAFETY ASSESSMENT

A safety assessment was performed for the intersections at MLK Beltway and Cassadaga Road and at SR 472 and Blue Lake Avenue. For the purpose of this assessment, five (5) years of historical crash data was obtained from *Signal 4 Analytics*. The study period for the assessment spans from 2019 to 2023 and the crash data is provided in **Appendix R**.

MLK Beltway and Cassadaga Road

Based on the crash data, five (5) crashes were reported in the vicinity of the access point at MLK Beltway and Cassadaga Road within the last five (5) years. All of these crashes were rear-end collisions. Of these, three (3) occurred in 2019, which may have been influenced by the intersection's previous stop-controlled configuration. The intersection has since been signalized, which may have contributed to the reduction in crashes. There has been only one (1) crash in 2022 and one (1) crash in 2023. None of the crashes resulted in fatalities. Out of the five (5) crashes, two (2) had no injuries, while three (3) involved possible or non-incapacitating injuries. A map of the crashes at this location is provided in **Figure 11**.

SR 472 and Blue Lake Avenue Extension

Based on the crash data, there have been no crashes reported directly at the SR 472 and proposed Blue Lake Avenue Extension intersection. However, two (2) crashes occurred in close proximity. One (1) of these was a rear-end collision, and the other (1) was a sideswipe collision. The rear-end crash, which resulted in a serious injury, occurred in 2019 and happened during daylight conditions. The sideswipe crash, which resulted in no injury, occurred in 2022 under clear day conditions. A map of the crashes at this location is provided in **Figure 12**.

Overall, the number of crashes at both intersections is relatively low, indicating that there is not a safety issue. The data suggests that the current conditions at these intersections are generally safe, with no significant patterns of frequent or severe crashes.


N
Not to Scale
Proposed Cassadaga Road Extension
LEGEND
Angle
Animal
Left Turn
Right Turn
Sidewsipe
Rear End
Other/Unkown



Traffic & Mobility CONSULTANTS

21145 Ford 472, v1.3

SR 472 and Blue Lake Avenue Crash Map **Figure 12**

11.0 PROPORTIONATE SHARE CALCULATION

The project's impacts on the adverse transportation facilities within the study area are proposed to be mitigated through a payment of the project's proportionate share of the cost to make the planned or identified mitigating improvements.

The proportionate share calculations for adopted roadway widening projects were prepared in accordance with the requirements of Volusia County using the *Master Proportionate Fair Share (PFS) Table*, provided in **Appendix S**.

For segments not available in the *Master PFS Table*, the cost of improving the same roadway and the length difference were used to calculate the proportionate share (PropShare). For example, the segment of Howland Boulevard from Forest Edge to Wolf Pack Run was available in the table. This segment was 0.25 miles long, with a total improvement cost of $2,021,542.48. The segment from I-4/SR 472 to Wolf Pack Run was 0.4 miles long. Therefore, the total cost of improving Howland Boulevard from I-4/SR 472 to Wolf Pack Run was calculated as:

$$\$2,021,542.48 \times (0.4/0.25) = \$3,234,467.96$$

This total cost was then multiplied by the project percentage to determine the PropShare Cost. A similar method was applied to calculate the PropShare Cost for Orange Camp Road (from US-17-92 to Princeton) and Veterans Memorial Parkway (from Harley Strickland Boulevard to Rhode Island Avenue).

The project's roadway segment proportionate share mitigation was calculated to be $142,189.78, as summarized in **Table 11**.

Table 11
Roadway Segments Proportionate Share Calculation

Roadway Segment	Roadway Improvement	Capacity			Project Trips	Prop Share %	Improvement Cost	Prop Share
		Base	Improved	Increase				
Graves Ave								
Veterans Memorial Pkwy to Kentucky Ave	Widen 2 to 4 Lanes	1,620	3,410	1,790	15	0.84%	$2,534,673.55	$21,240.28
Kentucky Ave to Normandy Blvd	Widen 2 to 4 Lanes	1,620	3,410	1,790	5	0.28%	$18,134,221.59	$50,654.25
Howland Blvd								
I-4/SR 472 to Wolf Pack Run	Widen 4 to 6 Lanes	3,410	5,120	1,710	14	0.82%	$3,234,467.96*	$26,481.02
Orange Camp Rd								
US 17-92 to Princeton	Widen 2 to 4 Lanes	1,270	3,410	2,140	3	0.14%	$5,329,975.45	$7,471.93
W. Volusia Bltwy (Veterans Memorial Pkwy)								
Harley Strickland Blvd to Rhode Island Ave	Widen 2 to 4 Lanes	1,540	3,410	1,870	5	0.27%	$13,592,020.00*	$36,342.30
							Total Roadway Segment Proportionate Share	**$142,189.78**

Volusia County Master Prop Fair Share Table
**Not listed in Master Table, improvement cost estimated using the portion of this segment listed in Master table taking into consideration the length difference*

The proportionate share calculations for improvements at the intersection of SR 472 and MLK Beltway were also carried out in accordance with the requirements of Volusia County using the Master Proportionate Fair Share Table. The Fair Share Table and other relevant information are provided in **Appendix S**. The project's total proportionate share mitigation was calculated to be $92,019.46, as summarized in calculations shown in **Table 12**.

Table 12
Proportionate Share Calculation of Improvements at SR 472 and MLK Beltway

Roadway Segment	Roadway Improvement	Capacity			Project Trips	Prop Share %	Improvement Cost	Prop Share
		Base	Improved	Increase				
West Volusia Beltway (MLK)								
Cassadaga Rd to SR 472	Widen 2 to 4 Lanes	1,540	3,410	1,870	15	0.80%	$2,707,186.81	$21,715.40
Kentucky Ave								
Graves Ave to SR 472	Widen 2 to 4 Lanes	1,540	3,410	1,870	20	1.07%	$5,890,388.87	$62,998.81
							Roadway Segment Proportionate Share	**$84,714.21**

Volusia County Master Prop Fair Share Table

Improvement	Capacity			Project Trips	Prop Share %	Improvement Cost	Prop Share
	Base	Improved	Increase				
Adding a WBL Turn Lane							
No project Trips in this approach so not responsible for PropShare							$0
Adding a NBL Turn Lane							
Add a 550' turn lane	119	203	84	1	1.19%	$619,688.72	$7,377.25
Adding a SBL Turn Lane							
No project Trips in this approach so not responsible for PropShare							$0
						Turn Lane Proportionate Share	**$7,377.25**

Improvement Cost Based on FDOT Generic Cost + 25% for Design/Consultant
Base and Improved Capacity for NBL Turn Lane Obtained from Synchro Analysis of Projected AM Peak Before and After Improvements

Thus, the project's total proportionate share cost was calculated to be $234,281.24. The applicant intends to enter into a proportionate share mitigation agreement with Volusia County to establish the payment of the mitigation funds, the allocation of impact fee credits, and any other applicable terms.

12.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of Ford 472, a residential development. The site is located west of MLK Beltway and north of State Road 472 (SR 472) in the City of Deland, Florida.

The analysis included a determination of trip generation, a review of transportation capacity and operations, a review of the proposed site access plan, a review of alternative modes of transportation, and a safety assessment. The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 1,728 net new external daily trips, of which 121 trips occur during the AM peak hour and 154 trips occur during the PM peak hour.

- A review of roadway capacity conditions indicates that the following adverse roadway segments are projected to be impacted by the proposed development:
    - Graves Avenue
        - Veterans Memorial Parkway to Kentucky Avenue
        - Kentucky Avenue to Normandy Boulevard
    - Howland Boulevard
        - I-4/SR 472 to Wolf Pack Run
    - Orange Camp Road
        - US 17/92 to Princeton
    - West Volusia Beltway
        - Harley Strickland Boulevard to Rhode Island Avenue

- A review of intersection operations indicates that the intersection of SR 472 and MLK Beltway is projected to operate below the adopted LOS due to existing and background traffic. However, with the improvements recommended by the previously approved projects, the intersection is projected to operate adequately.

Summary of Recommendations

- The recommended access improvements are:
    - MLK Beltway and Cassadaga Road
      Install a 455-foot-long northbound left turn deceleration lane on MLK Beltway
      Install a 455-foot-long southbound right turn deceleration lane on MLK Beltway
      Provide an eastbound shared lane for right turn and through movements
      Provide a 145-foot-long eastbound lane for the left turn movement

    - Cassadaga Road Extension and Access I
      Install a 145-foot-long eastbound left turn deceleration lane on Cassadaga Road
      Provide one (1) southbound egress lane for the right turn movement
      Provide a 145-foot-long southbound egress lane for the left turn movement

    - Blue Lake Avenue Extension and Access II
      Deceleration lane is not necessary
      Provide one (1) westbound shared lane for right turn and left turn movements

- The project's proportionate share mitigation is $234,281.24 which shall be paid in accordance with a mitigation agreement with Volusia County.

APPENDICES

Appendix A
Comment Letter and Response to Comment Letter

February 13, 2025

Mr. William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West India Avenue
Deland, Florida 32720
WDWhite@volusia.org

Re: Ford 472
Response to TIA Comments
TMC Project № 21145, v1.2
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by Volusia County Traffic Engineering dated January 8, 2025, regarding the above referenced Traffic Impact Analysis dated December 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised TIA is provided under separate cover reflecting the changes resulting from these comments.

1. **Synchro files are missing throughout document. Example missing existing, background, or projected (varies at a.m. & p.m. as well). Please provide all relevant output reports.**

   *TMC Response: Printouts of all HCM output are provided in **Appendices M** and **N** of the revised report (as included in version 1.2). The Synchro files will be provided to the County via electronic file.*

2. **Peak hour factors vary throughout TIA, please provide reasoning.**

   *TMC Response: Peak hour factors for the intersections are based on the Turning Movement Counts observed at each intersection. Some discrepancies in the Synchro sheets have been identified and corrected accordingly. The revised **Appendices M** and **N** now reflect the updated values.*

3. **There appears to be a significant amount of traffic that exits the network between intersection 4 and intersection 3 EB during peak hours, please review & explain.**

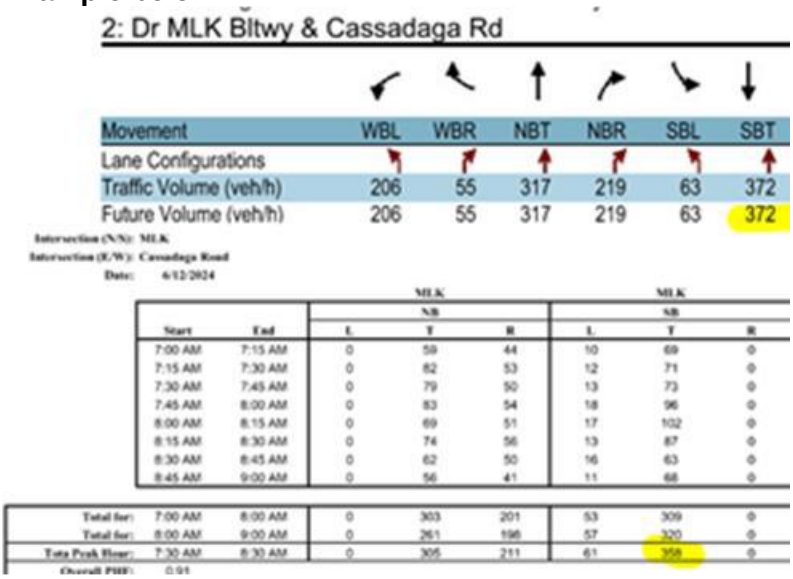
   TMC Response: The traffic exiting from intersection 4 towards intersection 3 eastbound follows the network and exits through intersection 3, rather than between the two intersections. As an example, during the AM peak hour:
   - *Project trips exiting from intersection 4 towards intersection 3 eastbound: 42% (38 trips) via southbound left movement*
   - *Project trips exiting from intersection 3 eastbound:*
     - *Eastbound through movement: 39% (35 trips)*
     - *Eastbound right movement: 3% (3 trips)*

- *Total: 42% (38 trips), which aligns with the trips exiting from intersection 4.*

Similarly, for vested trips during the AM peak hour, 103 trips exit intersection 4 eastbound through and continue through intersection 3 as:

- *82 trips via eastbound through movement*
- *21 trips via eastbound left movement*
- *Total: 103 trips, confirming that traffic follows the expected path through the network.*

4. There are differences in the existing data in synchro and the TMC, please clarify. Example below:



2: Dr MLK Bltwy & Cassadaga Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	206	55	317	219	63	372
Future Volume (veh/h)	206	55	317	219	63	372

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

		MLK NB			MLK NB		
Start	End	L	T	R	L	T	R
7:00 AM	7:15 AM	0	59	44	10	69	0
7:15 AM	7:30 AM	0	82	53	12	71	0
7:30 AM	7:45 AM	0	79	50	13	73	0
7:45 AM	8:00 AM	0	83	54	18	96	0
8:00 AM	8:15 AM	0	69	51	17	102	0
8:15 AM	8:30 AM	0	74	56	13	87	0
8:30 AM	8:45 AM	0	62	50	16	63	0
8:45 AM	9:00 AM	0	56	41	11	68	0
Total for:	7:00 AM	8:00 AM	0	303	201	53	309	0
Total for:	8:00 AM	9:00 AM	0	261	196	57	320	0
Tota Peak Hour:	7:30 AM	8:30 AM	0	305	211	61	358	0
Overall PHF:	0.91							

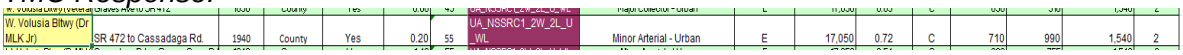
TMC Response: As explained in Section 6.2, the raw counts were adjusted by a seasonal factor of 1.04. The existing count data (358) was multiplied by 1.04 to total 372, the adjusted southbound through volume, as shown in the Volume Projections worksheet provided in ***Appendix L,*** *an excerpt of which follows:*

Intersection:		Dr. MLK Bltwy & Cassadaga Rd				
Appr	Mvmt	Lns	Raw	SF	Adjusted	GF
NB	L	0	0	1.04	0	1.0
	T	1	305	1.04	317	1.0
	R	1	211	1.04	219	1.0
SB	L	1	61	1.04	63	1.0
	T	1	358	1.04	372	1.0
	R	0	0	1.04	0	1.0
EB	L	1	0	1.04	0	1.1
	T	1	0	1.04	0	1.1
	R	0	0	1.04	0	1.1
WB	L	1	198	1.04	206	1.1
	T	1	0	1.04	0	1.1
	R	0	53	1.04	55	1.1

*Background Volumes Estimated using *ITE Trip Generation Manu*

5. The county has 2023 count data midblock on MLK between Cassadaga Rd and SR-472. The TIA 2024 existing count is significantly higher, please review & verify.

TMC Response:



W. Volusia Bltwy (Dr MLK Jr)	SR 472 to Cassadaga Rd.	1940	County	Yes	0.20	55	UA_NSSRC1_2W_2L_UWL	Minor Arterial - Urban	E	17,050	0.72	C	710	990	1,540	2

The AADT count data publicly available from Volusia County is from 2022. According to this data, the total count recorded was 710 during AM peak hours and 990 during PM peak hours as shown in the figure above. However, the Turning Movement Count (TMC) conducted in 2024 as part of this TIA recorded the following counts:

- *AM Peak Hour:*
  - *Southbound (SB): 358 + 198 = 556*
  - *Northbound (NB): 305 + 211 = 516*
  - *Total AM Peak: 1,072*
- *PM Peak Hour:*
  - *Southbound (SB): 536 + 117 = 653*
  - *Northbound (NB): 448 + 167 = 615*
  - *Total PM Peak: 1,268*

While it is true that the 2024 existing count is significantly higher than the 2022 count, the traffic count survey was conducted in accordance with standard procedures. The increase in traffic volumes could be attributed to ongoing developments in the area, which may have led to a growth in vehicular flow between 2022 and 2024.

6. Please show how annual growth rates were accounted for in the roadway segments and intersection analyses

*TMC Response: The methodology used for incorporating annual growth rates in roadway segments is detailed in Section 6.1 and further outlined in Table 6 of the revised report (as included in version 1.2). The approach for intersection analyses is explained in Section 6.2, with detailed calculations provided in **Appendix L** of the revised report (as included in version 1.2).*

7. Please show how seasonal factors were accounted for in the roadway segments and intersection analyses

*TMC Response: Seasonal factors were applied only to turning movement counts and are not applicable to roadway segments. The methodology for incorporating seasonal factors into intersection analyses is explained in Section 6.2, with detailed calculations provided in **Appendix L** of the revised report (as included in version 1.2).*

8. For Synchro analyses, please include the output reports that show the Q-length to verify against table 10 values.

*TMC Response: The queue lengths for turn lanes summarized in Table 10 are based on the Synchro worksheets were provided in **Appendix N** (as included in version 1.2). However,*

*the queue lengths for the existing condition are derived from the Synchro worksheets in **Appendix M** (as included in version 1.2). To avoid confusion, Section 7.4 has been updated to clarify this distinction. Please see TIA v1.3 attached.*

9. Please improve the intersection LOS E result at MLK Blvd & SR-472 analysis / PM Peak Hour (Buildout W Improvements) condition which is not in line with adopted LOS requirement.

TMC Response: As explained in Section 7.3, several improvements were previously recommended for the MLK Blvd and SR 472 intersection by other developments. With these improvements in place, the intersection operates in an adequate condition and is capable of accommodating project trips. Additionally, as per Volusia County's comment on September 16, 2024, a proportionate share cost for these improvements was requested to be calculated, as these improvements exceeded concurrency requirements. Consequently, this calculation was incorporated into the revised report (as included in version 1.2).

The allowable Level of Service (LOS) at MLK Blvd and SR 472 is LOS E, which aligns with the adopted LOS requirement. Therefore, the intersection's LOS at PM Peak Hour (Buildout with Improvements) condition remains in compliance with this standard. However, please note that with the revision of Synchro analysis, the overall LOS at MLK Blvd and SR 472 is improved to D.

10. Background traffic volumes (including vested trips) were adjusted manually in some cases. Appendix I and L should clearly justify these adjustments and match the volumes shown in Figures 7–10 (intersection volumes).

*TMC Response: Background traffic volumes (including vested trips) were not adjusted manually. Background traffic volumes were estimated by applying appropriate seasonal factors and growth factors to existing traffic counts and then adding vested trips from Deland Tech Park and TM BTR, as explained in Section 6.2 of the report. The vested trip data was obtained from the TIA of TM BTR and is highlighted in **Appendix K** of the revised report (as included in version 1.2)*.

11. Traffic counts from June 2024 might not fully reflect peak seasonal conditions despite adjustments using FDOT seasonal factors. Ensure accuracy of adjustment factors in Appendix J.

TMC Response: Per County guidelines, traffic counts must be no more than two years old and should be adjusted using FDOT seasonal factors. The traffic counts used in this analysis were collected less than a year ago, and the appropriate seasonal adjustment factor was applied to reflect peak seasonal conditions. This methodology is consistent with Volusia County's standard practice, aligns with procedures followed in other jurisdictions, and is considered an industry-standard practice. If an alternative method is preferred, we are open to incorporating it for this and future analysis.

12. For the intersection of SR 472 and MLK Beltway, Intersection delays and LOS under "Buildout with Improvements" conditions were marginally better than "Background with

Vested" conditions (Tables 8 and 9), Please clarify the improvement effectiveness from Appendix N.

TMC Response: The LOS and delay under the Buildout with Improvements condition are not significantly better because these improvements were already accounted for in the Background with Vested condition. The improvements included in this analysis were recommended in previous projects and were therefore factored into the background conditions of this project.

13. Queue lengths for turn lanes are summarized in Table 10, but discrepancies exist with Appendix M worksheets regarding 95th percentile values (e.g., SR 472 eastbound right-turn queue).

*TMC Response: The queue lengths for turn lanes summarized in Table 10 are based on the Synchro worksheets provided in **Appendix N**. However, the queue lengths for the existing condition are derived from the Synchro worksheets in **Appendix M**. To avoid confusion, Section 7.4 has been updated to clarify this distinction. Please see TIA v1.3 attached.*

14. For deceleration lanes at MLK and Cassadaga Road, ensure that lane lengths are consistent with Land Development Code values. Appendix O calculations occasionally deviate by ~5%.

TMC Response: Deceleration lanes at MLK and Cassadaga Road were previously recommended based on FDM Exhibit 212-2. In response to this comment, the deceleration lanes at MLK and Cassadaga Road have now been recommended in accordance with the Volusia County Land Development Code (LDC).

15. Westbound right-turn lane at SR 472 and Blue Lake Ave Extension recommended at 455 feet, but queue analysis (Table 10) suggests this length might be underestimated.

TMC Response: T The westbound right-turn lane at SR 472 and Blue Lake Ave Extension was originally recommended at 455 feet based on FDM Exhibit 212-1. However, there is currently an approximately 510-foot-long westbound right-turn lane at this location. The existing turn lane was initially overlooked, as it was recently installed as part of the Blue Lake Ave Extension. Analysis indicates that a 510-foot-long turn lane can adequately accommodate project trips, and thus, no improvements are required at SR 472 and Blue Lake Ave Extension. The TIA has been updated accordingly to include this information. Please see TIA v1.3 attached.

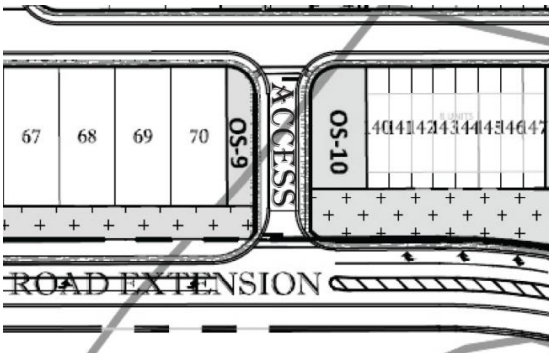
Also, it is important to note that the queue analysis in Table 10 reflects storage needs at SR 472 and MLK Beltway, a higher-volume intersection. In contrast, SR 472 and Blue Lake Ave Extension serves lower traffic volumes and does not require extensive queue storage. Thus, Table 10's analysis does not directly apply as the operational characteristics of these intersections differ.

16. Within Table 12, the total proportionate share ($233,945.91) includes estimated improvement costs. Check alignment of project share percentages with Appendix S, particularly for improvements not listed in the Master PFS Table.

*TMC Response: Table 12 only accounts for the total proportionate share cost of the improvements at the intersection of SR 472 and MLK Beltway. These improvements were recommended by previous developments and based on the comments from the County on September 16, 2024, the proportionate share was calculated and included in this project's proportionate share cost. The total cost of $233,945.91 included this amount as well as the proportionate share cost of improving roadway segments impacted by this project. Please note that because of Synchro revision the new cost is updated to $234,281.24. The project share percentages have been verified against **Appendix S**, and adjustments have been made where necessary to ensure consistency (as included in version 1.2). Additionally, for improvements not listed in the Master Proportionate Fair Share (PFS) Table, the cost allocation methodology was applied in accordance with County guidelines and has been explained in section 11.0 and also reflected in **Appendix S** (as included in version 1.2).*

17. Within Appendix B Intersections layouts should match operational assumptions in LOS analysis (e.g., shared lanes at Cassadaga Road). Potential conflicts observed for eastbound left turn at Access I.

TMC Response: The intersection layouts in Appendix B have been reviewed and confirmed to match the operational assumptions used in the LOS analysis. An example of Cassadaga Road and Access I have been provided with in the figure below for reference.



HCM 7th TWSC
6: Cassadaga Rd Ext & Access I

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	7	2	10	29	35
Future Vol, veh/h	11	7	2	10	29	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	275	0	-
Veh in Median Storage, #	-	0	0	-	0	-

HCM 7th TWSC
6: Cassadaga Rd Ext & Access I

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	4	7	30	19	23
Future Vol, veh/h	36	4	7	30	19	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	275	0	-
Veh in Median Storage, #	-	0	0	-	0	-

18. Please submit soft copy of the Synchro files used.

TMC Response: A soft copy of the Synchro file has been submitted along with the revised TIA, as requested.

19. Please submit a soft copy of the excel spreadsheet used for your PFS calculation.

TMC Response: A soft copy of the PFS spreadsheet has been submitted along with the revised TIA, as requested.

20. Present traffic count results to account for all modes of movements and provide soft copy of all count survey data using the following file types:

- **Intersection data - .txt export from PetraPro; .txt export from Traffic Data Online.**
- **Midblock data: .prn export from TraxPro/StarNEXT; .csv export from VIAS; .prn export from TrafficViewerPro**

TMC Response: The raw counts collected by the field technician have been submitted along with the revised TIA, as requested.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman H. As-Saidi, PE
VP of Engineering

Volusia County
Traffic Engineering

Project Name: **Ford 472**
Subject: **TIA Comments**
Date: **1/8/2025**

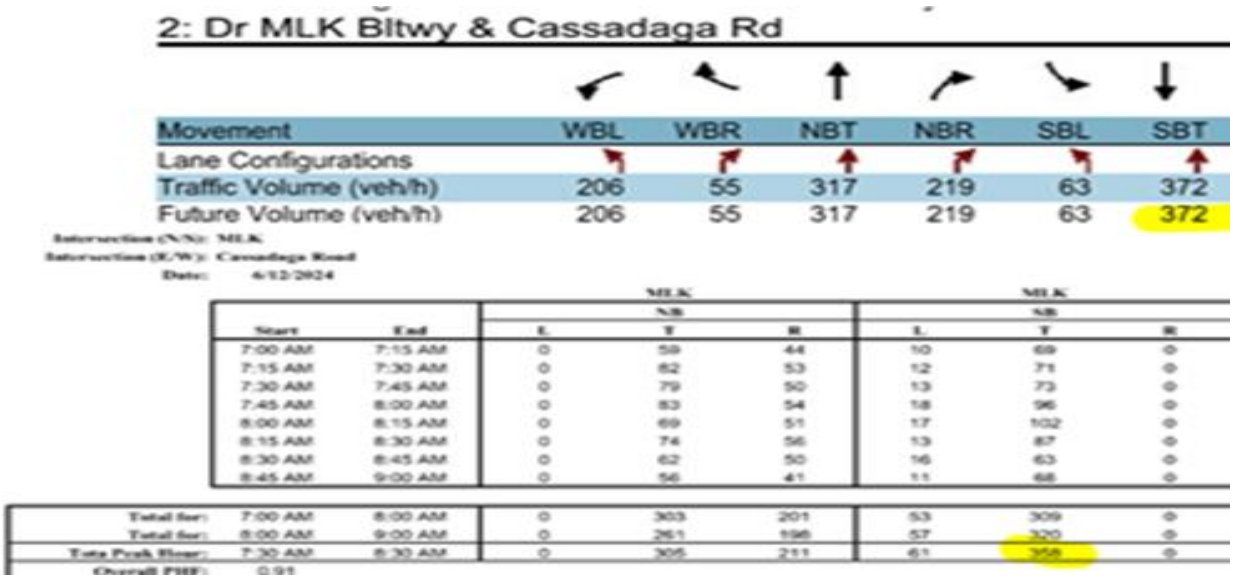
TIA Comments

1. Synchro files are missing throughout document. Example missing existing, background, or projected (varies at a.m. & p.m. as well). Please provide all relevant output reports.

2. Peak hour factors vary throughout TIA, please provide reasoning.

3. There appears to be a significant amount of traffic that exits the network between intersection 4 and intersection 3 EB during peak hours, please review & explain.

4. There are differences in the existing data in synchro and the TMC, please clarify. Example below:



2: Dr MLK Bltwy & Cassadaga Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	206	55	317	219	63	372
Future Volume (veh/h)	206	55	317	219	63	372

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 4/12/2024

		MLK NB			MLK NB		
Start	End	L	T	R	L	T	R
7:00 AM	7:15 AM	0	59	44	10	69	0
7:15 AM	7:30 AM	0	62	53	12	71	0
7:30 AM	7:45 AM	0	79	50	13	73	0
7:45 AM	8:00 AM	0	83	54	18	96	0
8:00 AM	8:15 AM	0	69	51	17	102	0
8:15 AM	8:30 AM	0	74	56	13	87	0
8:30 AM	8:45 AM	0	62	50	16	63	0
8:45 AM	9:00 AM	0	56	41	11	68	0
Total for:	7:00 AM	8:00 AM	0	303	201	53	309	0
Total for:	8:00 AM	9:00 AM	0	261	196	57	320	0
Tote Peak Hour:	7:30 AM	8:30 AM	0	305	211	61	358	0
Overall PHF:	0.91							

5. The county has 2023 count data midblock on MLK between Cassadaga Rd and SR-472. The TIA 2024 existing count is significantly higher, please review & verify.

6. Please show how annual growth rate were accounted for in the roadway segments and intersection analyses

7. Please show how seasonal factors were accounted for in the roadway segments and intersection analyses

8. For Synchro analyses, please include the output reports that show the Q-length to verify against table 10 values.

9. Please improve the intersection LOS E result at MLK Blvd & SR-472 analysis / PM Peak Hour (Buildout W Improvements) condition which is not in line with adopted LOS requirement.

10. Background traffic volumes (including vested trips) were adjusted manually in some cases. Appendix I and L should clearly justify these adjustments and match the volumes shown in Figures 7–10 (intersection volumes).

11. Traffic counts from June 2024 might not fully reflect peak seasonal conditions despite adjustments using FDOT seasonal factors. Ensure accuracy of adjustment factors in Appendix J.

12. For the intersection of SR 472 and MLK Beltway, Intersection delays and LOS under "Buildout with Improvements" conditions were marginally better than "Background with Vested" conditions(Tables 8 and 9), Please clarify the improvement effectiveness from Appendix N.

13. Queue lengths for turn lanes are summarized in Table 10, but discrepancies exist with Appendix M worksheets regarding 95th percentile values (e.g., SR 472 eastbound right-turn queue).

14. For deceleration lanes at MLK and Cassadaga Road, ensure that lane lengths are consistent with Land Development Code values. Appendix O calculations occasionally deviate by ~5%.

15. Westbound right-turn lane at SR 472 and Blue Lake Ave Extension recommended at 455 feet, but queue analysis (Table 10) suggests this length might be underestimated.\

16. Within Table 12, the total proportionate share ($233,945.91) includes estimated improvement costs. Check alignment of project share percentages with Appendix S, particularly for improvements not listed in the Master PFS Table.

17. Within Appendix B Intersections layouts should match operational assumptions in LOS analysis (e.g., shared lanes at Cassadaga Road). Potential conflicts observed for eastbound left turn at Access I.

18. Please submit soft copy of the Synchro files used.

19. Please submit a soft copy of the excel spreadsheet used for your PFS calculation.

20. Present traffic count results to account for all modes of movements and provide soft copy of all count survey data using the following file types:

    - Intersection data - .txt export from PetraPro; .txt export from Traffic Data Online.
    - Midblock data: .prn export from TraxPro/StarNEXT; .csv export from VIAS; .prn export from TrafficViewerPro

December 10, 2024

Mr. William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West India Avenue
Deland, Florida 32720
WDWhite@volusia.org

Re: Ford 472
Response to TIA Comments
TMC Project № 21145, v1.1
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by the Volusia County Traffic Engineering dated December 9, 2024, regarding the above referenced Traffic Impact Analysis dated October 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. The **bold** typeface in **red** are the edits made by Volusia County to the comments provided on December 3, 2024. Additionally, a revised TIA is provided under cover reflecting the changes resulting from these comments.

1. **Please revise table 10 to include all study intersections to confirm the development buildout 2028- year and corresponding Development Buildout LOS using the following format, noting the referenced vested project in appendix H&N reflects a buildout Yr 2027. Provide in a tabulated format the results of all studied signalized intersections to include current / Projected plus vested / Projected plus vested plus development to include the following parameters:**
    1. **Intersection delay (sec/veh)** **Shown on tables 8 & 9**
    2. **Movement delay (sec/veh)** **Shown on tables 8 & 9**
    3. **Intersection LOS** **Shown on tables 8 & 9**
    4. **Movement LOS** **Shown on tables 8 & 9**
    5. **Back of queue Ft/ln (95th percentile)** **Update Table 10 to include all study intersections with project trips, separated by AM and PM as shown in the attached Queue Length Analysis.**

    Confirmation of sufficient storage length left/right turn movement(s) if turning lanes are available.

Intersection	Turn Lane	Posted Speed Limit (mph)	Existing Lane Length (ft)	Required Deceleration (ft)	Current Yr. Traffic				Future Yr. Traffic + Vested				Development Build-Out					
					# of Lanes	95th Percentile Queue Length (veh x 25 ft)	Total Required Turn Lane Length (ft)	Lane Length Deficiency (ft)	# of Lanes	95th Percentile Queue Length (veh x 25 ft)	Total Required Turn Lane Length (ft)	Lane Length Deficiency (ft)	# of Lanes	95th Percentile Queue Length (veh x 25 ft)	Total Required Turn Lane Length (ft)	Lane Length Deficiency (ft)	Lane Length Deficiency Difference from Future & Vested to Build-Out (ft)	Project Trips
AM PEAK																		
Name	NBL																	
	NBR																	
	SBL																	
PM PEAK																		
Name	NBL																	
	NBR																	
	SBL																	

TMC Response: Table 10 has been revised to include the study intersection with project trips for both AM and PM periods, consistent with the provided Queue Length Analysis. Please refer to Table 10 in the revised TIA v1.2 attached.

2. Please use the updated PFS spreadsheet dated July 2024 and forward a soft copy of your PFS spreadsheet.

TMC Response: The TIA has been updated in accordance with the PFS spreadsheet dated July 2024, provided by the County. Please see Section 11 in the revised TIA v1.2 attached. Additionally, a soft copy of the updated PFS spreadsheet has been submitted along with the revised TIA, as requested.

.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman H. As-Saidi, PE
VP of Engineering

Nikesh Poudel

From: William White <WDWhite@volusia.org>
Sent: Monday, December 9, 2024 2:23 PM
To: Nikesh Poudel
Cc: Jay I Williams; Omar Atallah; Ayman As-Saidi; 21145 FORD 472
Subject: Fw: Follow-Up on Revised TIA for Ford 472 Project – October 2024
Attachments: TIA Comment Letter Dec 2024.pdf; Queue Length Analysis Table.docx; Master PFS table 2024-01 TWK - July 2024.xlsx

Nikesh,

1. Please revise table 10 to include all study intersections to confirm the development buildout 2028-year and corresponding Development Buildout LOS using the following format, noting the referenced vested project in appendix H&N reflects a buildout Yr 2027
   Provide in a tabulated format the results of all studied signalized intersections to include current / Projected plus vested / Projected plus vested plus development to include the following parameters:
   1. ~~Intersection delay (sec/veh)~~ **Shown on tables 8 & 9**
   2. ~~Movement delay (sec/veh)~~ **Shown on tables 8 & 9**
   3. ~~Intersection LOS~~ **Shown on tables 8 & 9**
   4. ~~Movement LOS~~ **Shown on tables 8 & 9**
   5. Back of queue Ft/ln (95TH percentile) **Update Table 10 to include all study intersections with project trips, separated by AM and PM as shown in the attached Queue Length Analysis.**

   Confirmation of sufficient storage length left/right turn movement(s) if turning lanes are available.

6. Please use the updated PFS spreadsheet dated July 2024 and forward a soft copy of your PFS spreadsheet.

October 23, 2024

Mr. William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West India Avenue
Deland, Florida 32720
WDWhite@volusia.org

Re: Ford 472
Response to TIA Comments
TMC Project № 21145
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by the Volusia County Traffic Engineering dated September 16, 2024, regarding the above referenced Traffic Impact Analysis dated September 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised TIA is provided under cover reflecting the changes resulting from these comments.

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

   TMC Response: The attached traffic growth policy has been adhered to in the Traffic Impact Analysis v1.0.

2. **Referencing TIA report page 12 section 5 Improvement at intersection of SR 472 & MLK, recommendation of improvements by other vested project shall be considered but also confirmed in line with the concurrency laws requirement that developments maintain the adopted LOS standards to ensure that growth does not outpace infrastructure capacity. The TIA's proposed improvements to deficient intersections not only meet these standards but exceed them, potentially resulting in a higher LOS than required. Given that these improvements offer benefits that surpass the basic concurrency requirements, it is equitable that the costs associated with these enhancements be allocated proportionately to the developments that generate the additional traffic demand. The Proportionate Fair Share (PFS) mechanism is designed to ensure that developments contribute fairly to the costs of necessary infrastructure improvements. When improvements elevate an intersection's LOS beyond the adopted standard, the additional capacity created is primarily intended to accommodate the increased traffic generated by the development. Therefore, it is appropriate for the development to bear the cost of this additional capacity in proportion to its usage of the intersection. This approach ensures that existing residents and businesses are not subsidizing infrastructure improvements that disproportionately benefit new developments. By tying the PFS costs directly to the proportion of trips generated by the development, we ensure a fair and transparent distribution of costs. The improvements beyond the adopted LOS represent an added**

benefit to the transportation network, and it is logical that the entities creating the need for these improvements should fund them accordingly.

TMC Response: Acknowledged. The Proportionate Fair Share for all improvements listed in the TIAs of previous developments have been evaluated. The report has been updated to reflect the Proportionate Fair Share costs that Ford 472 is responsible for at the intersection of SR 472 and MLK. Please refer to Table 12 in the revised TIA v1.1 attached.

3. **Please provide for all studied intersections in tabulated format the LOS of: Existing AM/PM Peak Hour, Projected background + vested AM/PM Peak Hour, Projected background + vested with improvement AM/PM Peak Hour, & Buildout AM/PM Peak Hour.**

TMC Response: The report has been updated to include the requested LOS information in a tabulated format for all studied intersections under all conditions: Existing AM/PM Peak Hour, Projected background + vested AM/PM Peak Hour, Projected background + vested with improvement AM/PM Peak Hour, & Buildout AM/PM Peak Hour. Please refer to Table 8 and Table 9 in the revised TIA v1.1 attached.

4. **To verify proper connectivity, provide intersections concept layouts that correspond to LOS analysis for the new roadway intersections along S Blue Lake Ave. & Cassadaga Rd.**

TMC Response: The TIA report has been updated to include the LOS analysis and concept layouts for the new roadway intersections along S Blue Lake Ave. & Cassadaga Rd. Please refer to Appendix B for the concept layout and Table 8 and Table 9 for the updated LOS analysis in the revised TIA v1.1 attached.

5. **CTE confirmation with your listed proposed improvement(s) would be in line with County improvement strategy ahead of being assumed as acceptable improvement(s) as stated in the TIA guideline.**

Access Rd Improvement(s)	Valid Assumption	Invalid Assumption	Alternative Improvement to be considered	Comment
Intersection #2 – MLK Beltway and Cassadaga Road				
Northbound left turn lane	X			
Southbound right turn lane	X			
Intersection # 4 – SR 472 and Blue Lake Avenue Extension				
Westbound right turn lane	X			
Intersection #6 – Cassadaga Rd Extension and Access I				
Eastbound left turn lane	X			

TMC Response: The confirmation of the assumptions by the County has been acknowledged.

6. **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.

   TMC Response: Please note that this project will be developed in one (1) phase/stage; therefore, the proposed access driveway points have been analyzed for the full buildout of the project and access management has been evaluated accordingly, and the above statement is not applicable.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman H. As-Saidi, PE
VP of Engineering

Volusia County
Traffic Engineering

Project Name: **Ford 472**
Subject: **TIA Comments**
Date: **9-16-24**

TIA Comments

1. Refer to the attached traffic growth policy for compliance.

2. Referencing TIA report page 12 section 5 Improvement at intersection of SR 472 & MLK, recommendation of improvements by other vested project shall be considered but also confirmed in line with the concurrency laws requirement that developments maintain the adopted LOS standards to ensure that growth does not outpace infrastructure capacity. The TIA's proposed improvements to deficient intersections not only meet these standards but exceed them, potentially resulting in a higher LOS than required. Given that these improvements offer benefits that surpass the basic concurrency requirements, it is equitable that the costs associated with these enhancements be allocated proportionately to the developments that generate the additional traffic demand. The Proportionate Fair Share (PFS) mechanism is designed to ensure that developments contribute fairly to the costs of necessary infrastructure improvements. When improvements elevate an intersection's LOS beyond the adopted standard, the additional capacity created is primarily intended to accommodate the increased traffic generated by the development. Therefore, it is appropriate for the development to bear the cost of this additional capacity in proportion to its usage of the intersection. This approach ensures that existing residents and businesses are not subsidizing infrastructure improvements that disproportionately benefit new developments. By tying the PFS costs directly to the proportion of trips generated by the development, we ensure a fair and transparent distribution of costs. The improvements beyond the adopted LOS represent an added benefit to the transportation network, and it is logical that the entities creating the need for these improvements should fund them accordingly.

Background Conditions									
Intersection	Adopted LOS	AM Peak Hour				PM Peak Hour			
		Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1

3. Please provide for all studied intersections in tabulated format the LOS of: Existing AM/PM Peak Hour, Projected background + vested AM/PM Peak Hour, Projected

background + vested with improvement AM/PM Peak Hour, & Buildout AM/PM Peak Hour,

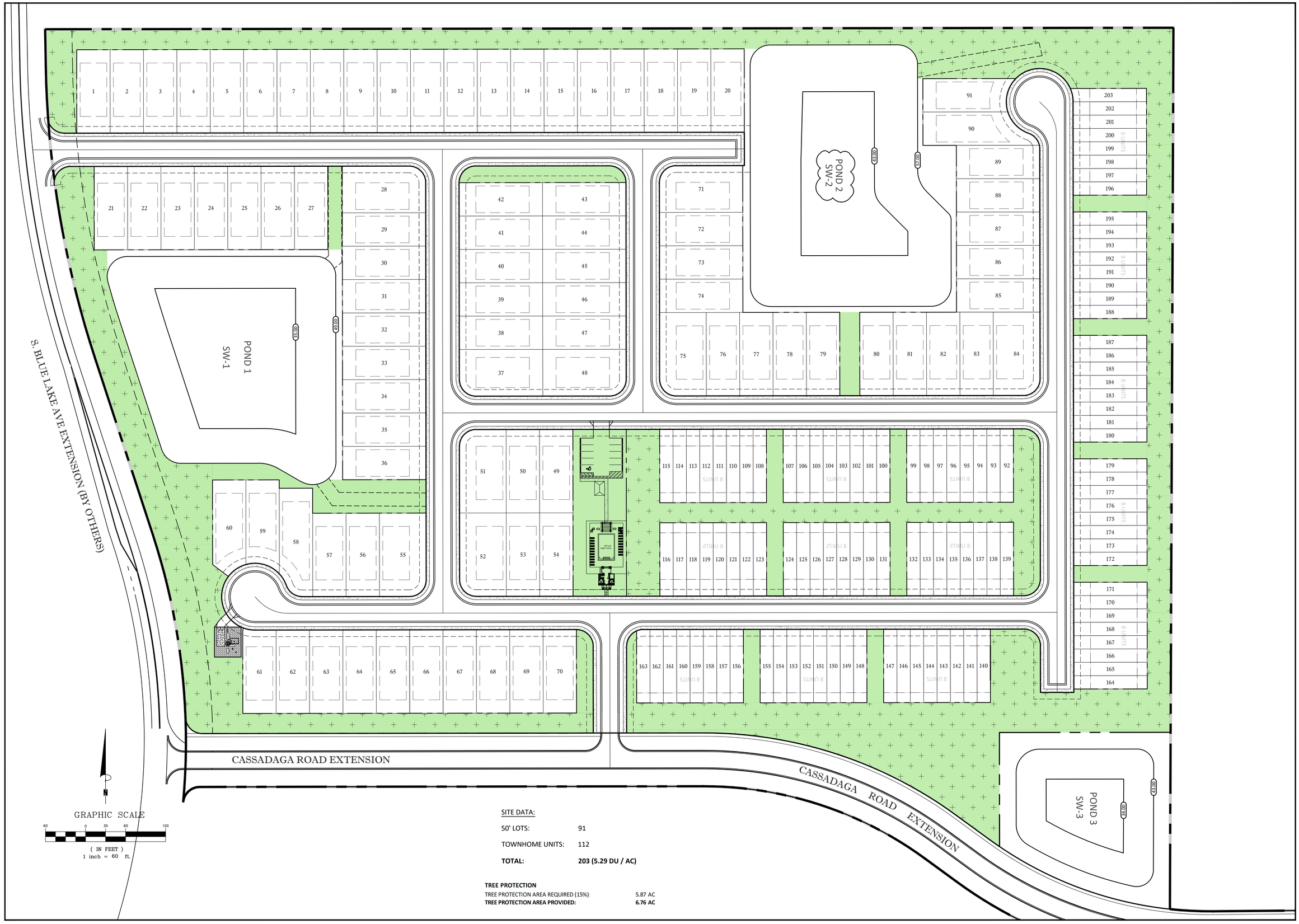
4. To verify proper connectivity, provide intersections concept layouts that correspond to LOS analysis for the new roadway intersections along S Blue Lake Ave. & Cassadaga Rd.

5. CTE confirmation with your listed proposed improvement(s) would be in line with County improvement strategy ahead of being assumed as acceptable improvement(s) as stated in the TIA guideline

Access Rd Improvement(s)	Valid Assumption	Invalid Assumption	Alternative Improvement to be considered	Comment
Intersection #2 – MLK Beltway and Cassadaga Road				
Northbound left turn lane	X			
Southbound right turn lane	X			
Intersection # 4 – SR 472 and Blue Lake Avenue Extension				
Westbound right turn lane	X			
Intersection #6 – Cassadaga Rd Extension and Access I				
Eastbound left turn lane	X			

6. 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.

Appendix B
Site Information



SITE DATA:

50' LOTS:	91
TOWNHOME UNITS:	112
TOTAL:	**203 (5.29 DU / AC)**

TREE PROTECTION

TREE PROTECTION AREA REQUIRED (15%):	5.87 AC
TREE PROTECTION AREA PROVIDED:	**6.76 AC**

KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 898-7858 FAX (407) 898-1488

DATE	REVISION

PREPARED FOR:
PULTE GROUP

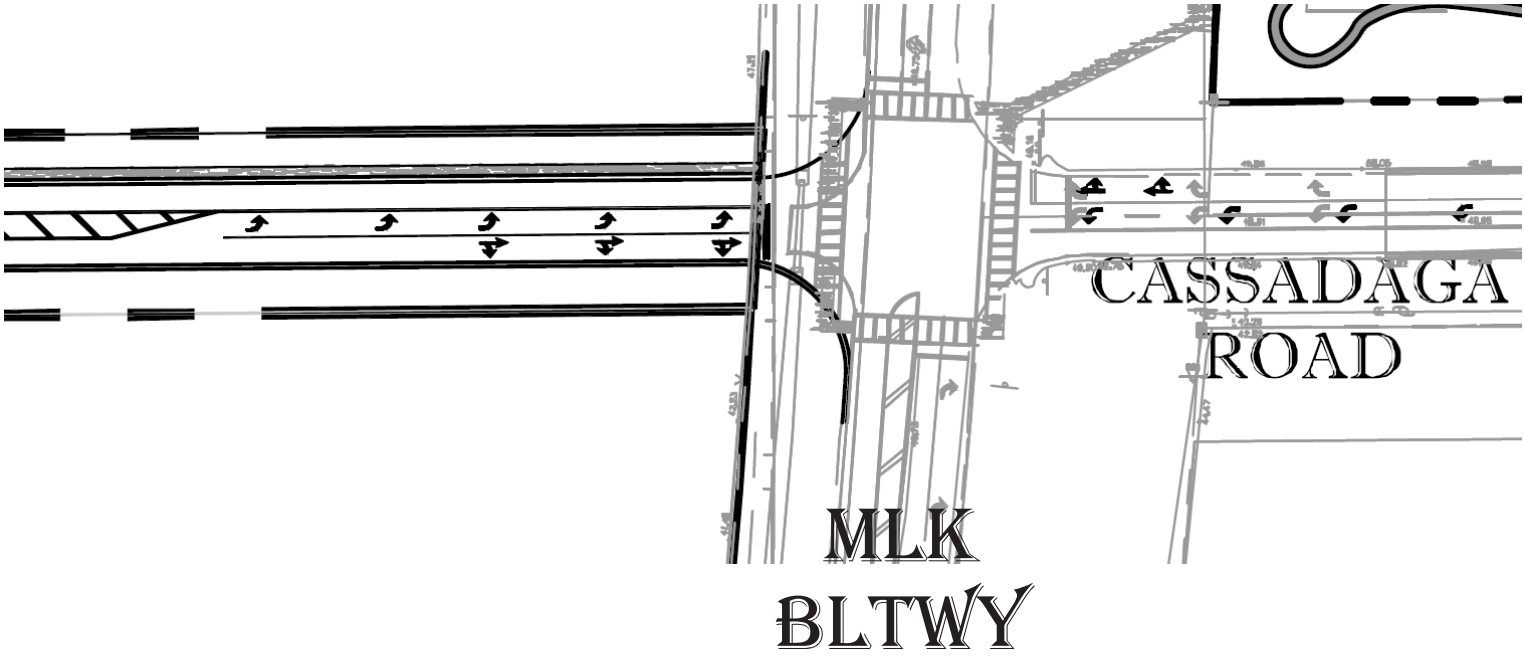
FORD 472
SUBDIVISION

CONCEPT PLAN

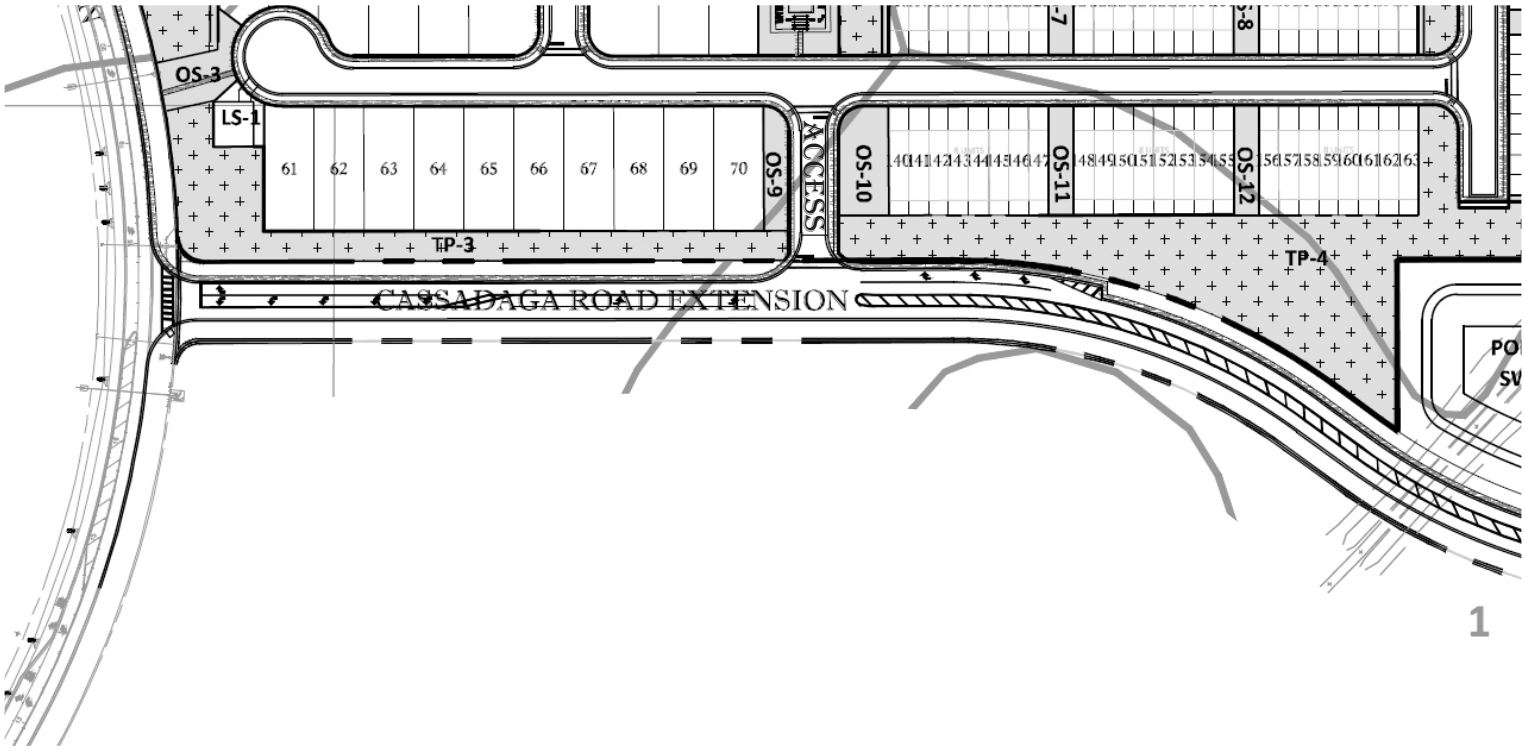
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DESIGN:	GPR
CHECKED:	SCF
JOB NO.:	1496.000
DATE:	07/25/2023

SHEET
1 OF 1

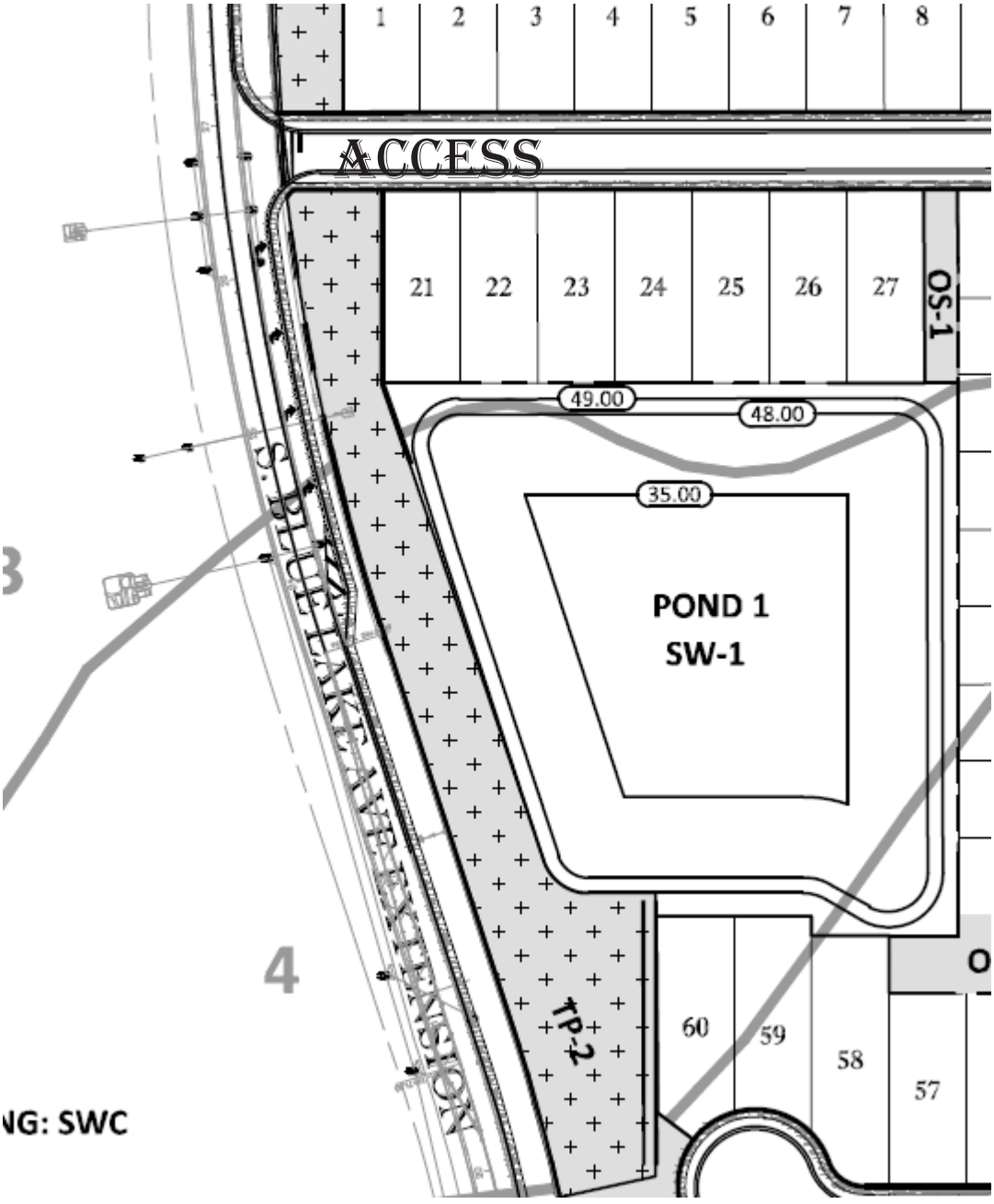
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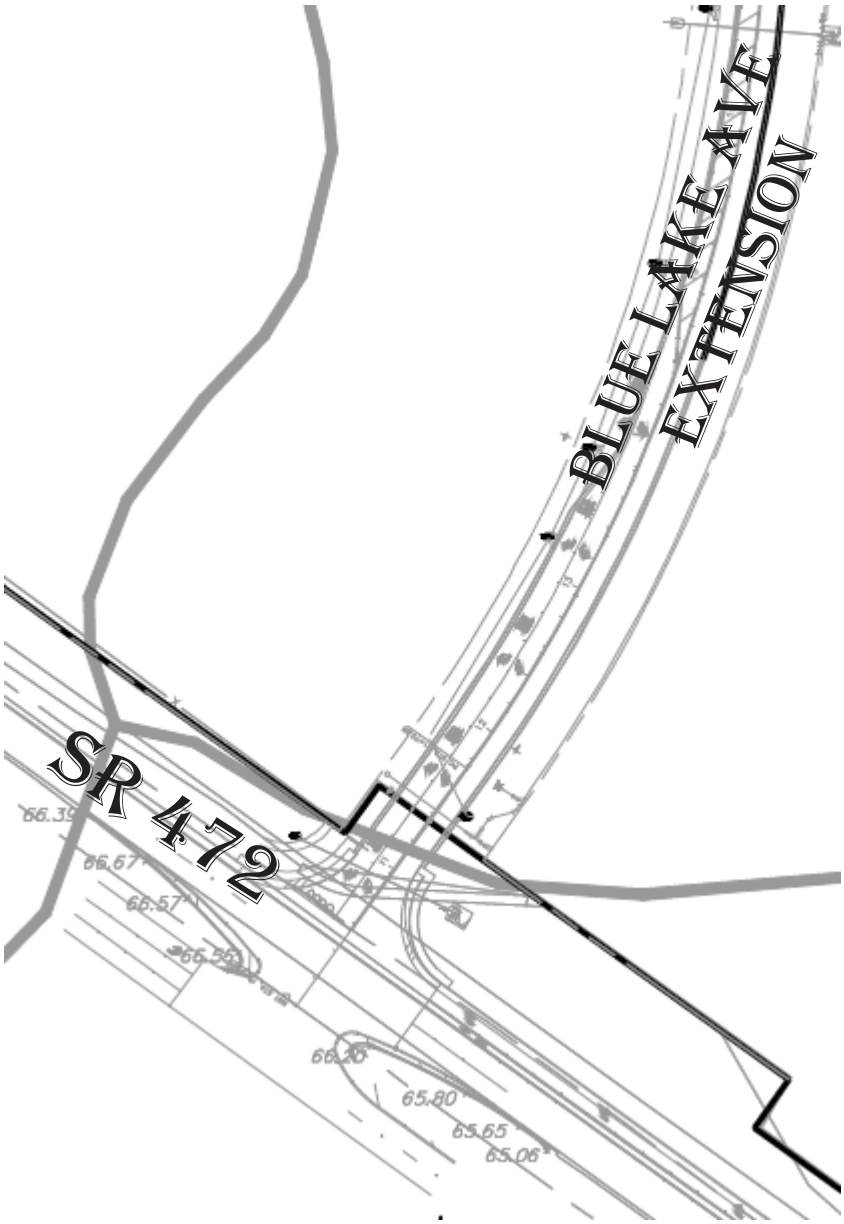
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Not to Scale



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Not to Scale



Volusia County
FLORIDA

Growth & Resource Management
Land Development

November 27, 2023

Christopher Wrenn
PulteGroup, Inc.
4901 Vineland Rd
Orlando, FL 32811

Re: Subdivision Overall Development Plan Preliminary Development Order
2022-S-ODP-0353 / 1072480
Ford 472 Subdivision

Dear Mr. Wrenn:

This letter is the Subdivision Overall Preliminary Development Order for the above-referenced development. Pursuant to the following findings, the DRC has approved the application:

1. The application was accepted on May 15, 2023, and discussed at the June 14, 2023, Technical Staff Review Meeting.

2. The DRC considered the application at their regularly scheduled meeting of October 10, 2023, and approved the Overall Development Plan application 2022-S-ODP-0353, subject to the submittal of revised plans to the satisfactory resolution of staff comments.

3. Revised plans were accepted on October 26, 2023.

A copy of the approved version of the plan, last revision dated October 18, 2023, by Sean Fortier, is enclosed.

Based on this letter you may submit an application for a Preliminary Plat Development Order. A blank application form and a checklist of exhibits and procedures are attached. A fee, as outlined in the attached fee schedule, must be paid at the time of application submittal. The Preliminary Plat application must be consistent with the approved Overall Development Plan and any remaining conditions imposed by the DRC.

Section 72-536(b) of the LDC states, “It is a violation of this division for anyone who is the owner or agent of the owner of any land to transfer, sell, agree to sell, or negotiate to sell such land by reference to, exhibition of, or other use of a plat of a subdivision of such land without having the plat approved as required by this division.”

Pursuant to Section 125.022(5), F.S., issuance of this development order by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. All other applicable state or federal permits shall be obtained before commencement of this development.

Pursuant to Section 72-502(g) of Article III Land Development, Chapter 72 Code of Ordinances (LDC), any person claiming to be aggrieved by a decision of the Enforcement Official or the DRC may file a written appeal within thirty (30) days after said decision with the Land Development Manager to have the decision reviewed by the Volusia County Council. The appeal shall state fully the specific grounds for the appeal and all of the facts relied upon by the petitioner. The County Council shall consider only those items specified in this petition.

Please feel free to contact the Land Development office if you have any questions. The project name and number must be referenced on all inquiries.

Sincerely,



Carol McFarlane, AICP
Planning and Land Development Director
cmcfarlane@volusia.org

CRM/rc
Enclosures

c: James L Rickman, Allen & Company, 16 E Plant St, Winter Garden, FL 34787
Ford Frank A, Group 7 87 5 / Group 4 12 5, Po Box 457, Deland Fl 32721
Sean Fortier, Kelly, Collins & Gentry, Inc, 1700 N Orange Av, Orlando, FL 32804
Todd Bonnett, Bonnett Design Group, LLC, 400 S Orlando Av Suite 201, Maitland, FL 32751
David Romero (via e-mail)

PARCEL DESCRIPTION

PARCEL 1
GOVERNMENT LOT 2, EXCEPT THE W 1/4 THEREOF LYING NORTH OF S.R. 15A, AND LYING SOUTH OF A LINE PARALLEL TO AND 900 FEET SOUTH OF THE NORTH LINE OF SAID GOV'T LOT 2, AND EXCEPT THE EAST 660 FEET OF THE NORTH 1056 FEET, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

AND
THE NORTH 900 FEET OF THE EAST 1/4 OF GOVERNMENT LOT 2, LYING NORTH OF S.R. 15A, EXCEPT THE NORTH 660 FEET THEREOF, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

PARCEL2
THE EAST 1/4 OF GOVERNMENT LOT 2, LYING NORTH OF STATE ROAD 15-A, EXCEPT THE NORTH 900 FEET THEREOF, AND THE WEST 1/4 OF GOVERNMENT LOT 1, LYING NORTH OF STATE ROAD 15-A, EXCEPT THE NORTH 900 FEET, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

NOTE:

PARCEL DESCRIPTION PROVIDED BY ALLEN & COMPANY, DATED 06/08/2021.

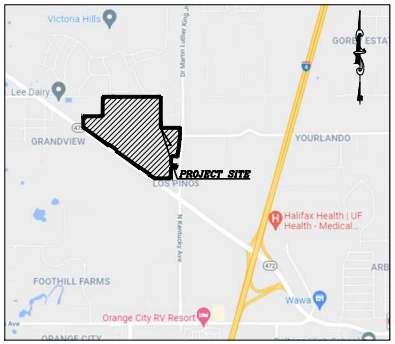
OVERALL DEVELOPMENT PLAN

FOR:

FORD 472 SUBDIVISION

NORTH OF SR 472 & WEST OF DR MARTIN LUTHER KING JR BELTWAY VOLUSIA COUNTY, FLORIDA

VICINITY MAP



SCALE: 1"=2000'

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

FORD 472 SUBDIVISION VOLUSIA COUNTY, FL

PARCEL ID #:
800100000020

PREPARED FOR:

PULTE GROUP

4901 VINELAND ROAD SUITE 460
ORLANDO, FLORIDA 32811
PHONE: (407) 661 2152

DEVELOPMENT TEAM:

DEVELOPER
PULTE GROUP
4901 VINELAND ROAD SUITE 460
ORLANDO, FLORIDA 32811
PHONE: (407) 661 2152

ENGINEER
KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE,
SUITE 400
ORLANDO, FLORIDA 32804
PHONE: (407) 898-7858
FAX: (407) 898-1488

SURVEYOR
ALLEN & COMPANY
16 EAST PLANT STREET
WINTER GARDEN, FLORIDA 34787
PHONE: (407) 654-5355

LANDSCAPE ARCHITECT
BONNET DESIGN GROUP, LLC
PHONE: (407) 463-0136

UTILITIES:

WATER & SEWER
CITY OF DELAND
1101 SOUTH AMELIA AVENUE,
DELAND, FLORIDA 32724
PHONE: (386) 626-7250

RECLAIM WATER
VOLUSIA COUNTY UTILITIES
123 W INDIANA AVE, DELAND, FLORIDA 32720
PHONE: (386) 736-2700

PREPARED BY:

KELLY, COLLINS & GENTRY, INC.
ENGINEERING • PLANNING

1700 NORTH ORANGE AVENUE
SUITE 400
ORLANDO, FLORIDA 32804
PHONE (407) 898-7858
FAX (407) 898-1488

SECTION 01 TOWNSHIP 18, RANGE 30, VOLUSIA COUNTY, FLORIDA

SHEET INDEX

SHEET TITLE	SHEET NO.
COVER SHEET	C-1.0
EROSION CONTROL & TREE PROTECTION	EC-1.0
OVERALL PLAN	C-2.0 TO C-2.1
DIMENSION PLAN	C-3.0 TO C-3.2
PAVING, GRADING, & DRAINAGE PLAN	C-4.0 TO C-4.2
UTILITY PLAN	C-5.0 TO C-5.2

Sean Fortier
2023.10.18
13:29:01-04'00'

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY SEAN C. FORTIER, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

FOR REVIEW ONLY
NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BY THIS BLOCK

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION NO.
NOT VALID FOR CONSTRUCTION UNLESS SIGNED BY THIS BLOCK

REVISIONS:

DATE	DESCRIPTION

DRAWN: GPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-1.0

EROSION CONTROL:

1. GENERAL: CONTRACTOR SHALL INSTALL ANY ADDITIONAL EROSION CONTROL WHEN NECESSARY IN ORDER TO MEET STATE AND LOCAL STANDARDS.
2. EXISTING SYSTEMS: CONTRACTOR SHALL PROTECT ALL EXISTING STORMWATER COLLECTION SYSTEMS FROM DAMAGE BY SEDIMENT OR OTHER CONSTRUCTION RELATED CAUSES.
3. CONFLICTS: CONTRACTOR SHALL COORDINATE ALL UTILITY CROSSINGS AND ADDRESS CONFLICTS PRIOR TO BEGINNING WORK IN A GIVEN AREA(S).
4. STABILIZATION:
   A. EROSION CONTROL SHALL BE MAINTAINED WITHIN CONSTRUCTION AREAS BY QUICKLY STABILIZING DISTURBED AREAS TO PREVENT THE RELEASE OF SEDIMENT. THIS SHALL BE ACCOMPLISHED USING SOD, TURBIDITY FENCES, AND OTHER MEANS ACCEPTABLE TO OWNER, ENGINEER, AND REGULATORY AGENCIES.
   B. AREAS DISTURBED THAT WILL NOT BE IMPROVED FOR A PERIOD OF 30 DAYS OR MORE SHALL RECEIVE TEMPORARY STABILIZATION AS DEEMED NECESSARY BY THE MUNICIPAL INSPECTOR.
5. BMPs:
   A. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, CONTRACTOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES BMP TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.
   B. WITH UTILIZING CONSTRUCTION PHASES, CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL ON-SITE BMPs AS DEEMED NECESSARY AND SHALL BE APPROVED BY JURISDICTIONAL AUTHORITIES.
   C. ALL BMPs SHALL BE CLEANED OF SEDIMENT WHEN 50% OR LESS OF BMP IS REACHED.
   D. ALL BMPs SHALL REMAIN IN PLACE UNTIL SUCH TIME THAT THE MUNICIPAL INSPECTOR ALLOWS REMOVAL.
   E. APPROPRIATE BMPs MUST BE IMPLEMENTED TO ENSURE THAT DISCHARGES DO NOT EXCEED SURFACE WATER QUALITY STANDARDS PER THE FDEP CONSTRUCTION GENERIC PERMIT (CGP). IF DEWATERING DEPOSITS OR INTO A COUNTY MS4, TURBIDITY MUST BE MONITORED TO ENSURE THAT DISCHARGES DO NOT EXCEED 29 NTU OVER BACKGROUND PER 62-302.530 FAC. REFER TO THE DEWATERING REQUIREMENTS IN 62-621.300(4)(a) CONSTRUCTION GENERIC PERMIT OR 62-621.300(2)(a) DEWATERING GENERIC PERMIT AS APPLICABLE.
   F. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPs SHALL BE MAINTAINED PROPERLY. MAINTENANCE SHALL INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT CONTROL BMPs AFTER EACH RAIN EVENT OF 1/2" AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGRADING, REVEGETATING, AND REMETTING, MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMPs FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPs, OR MODIFICATIONS OF THOSE INSTALLED SHALL BE REQUIRED.
   G. CONTRACTOR SHALL INSPECT BMPs AT END OF EACH WORKING DAY.
   H. SEDIMENT REMOVED FROM BMPs SHALL BE DISPOSED OF IN LANDSCAPED AREAS OUTSIDE OF STEEP SLOPES, WETLANDS, FLOODPLAINS, OR DRAINAGE SWALES AND IMMEDIATELY STABILIZED OR PLACED IN TEMPORAL STOCKPILES.
   I. BMPs USED ON SITE MUST MEET THE MINIMUM SPECIFICATIONS IN THE 2013 STATE OF FLORIDA E&SC DESIGNER AND REVIEWER MANUAL.
6. MULCH:
   A. MULCH WITH MULCH CONTROL NETTING OR EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES 3:1 AND STEEPER.
   B. STRAW MULCH SHALL BE APPLIED IN LONG STRANDS, NOT CHOPPED OR FINELY BROKEN.
7. ENTRANCE/EXIT:
   A. CONSTRUCTION ENTRANCE SHALL BE GRADED SO THAT NO SEDIMENTS LEAVE THE SITE.
   B. ALL EMPLOYEES, SUBCONTRACTORS, AND SUPPLIERS SHALL UTILIZE CONSTRUCTION ACCESS.
   C. CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE SITE AT ONE LOCATION.
   D. ALL EXIT LOCATIONS INTENDED SHALL BE USED CONTINUOUSLY AND FOR A PERIOD OF TIME SHALL HAVE STABILIZED CONSTRUCTION ENTRANCE/EXIT BMPs (TC-1 "STABILIZED CONSTRUCTION ENTRANCE/EXIT" OR TC-2 "ENTRANCE/OUTLET TIRE WASH").
   E. INSPECT ROUTINELY FOR DAMAGE AND ASSESS EFFECTIVENESS OF THE BMP. REMOVE AGGREGATE, SEPARATE AND DISPOSE OF SEDIMENT IF CONSTRUCTION ENTRANCE/EXIT IS CLOGGED NO MORE THAN 50% WITH SEDIMENT.
   F. IF APPLICABLE, ROUTE RUNOFF FROM STABILIZED ENTRANCES THROUGH A SEDIMENT TRAPPING DEVICE BEFORE DISCHARGE.
8. INLETS:
   G. ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AND PIPES SHALL BE PROTECTED FROM SILT, SAND, AND DEBRIS DURING CONSTRUCTION. ANY ACCUMULATION OF DEBRIS WITHIN THE STORM DRAINAGE PIPE SYSTEM SHALL BE REMOVED BY CONTRACTOR.
   H. PROVIDE GEOHAY HAY BALES IN FRONT OF ALL DRAINAGE CURB INLETS AND PROVIDE FILTER FABRIC UNDER THE GRATE OF ALL DITCH BOTTOM INLETS AFTER INITIAL COMPLETION OF THE DRAINAGE STRUCTURES. MAINTAIN THESE MEASURES DAILY.
9. DAILY:
   A. CONSTRUCTION SITE SHALL BE INSPECTED FOR EROSION PROBLEMS DAILY AND AFTER EACH RAINFALL GREATER THAN 0.5". A RAIN GAUGE SHALL BE ON SITE TO MEASURE THE FALL AMOUNTS.
   B. THE ADJACENT STREETS SHALL BE SWEPT AT THE END OF EACH DAY OF DIRT FROM THE CONSTRUCTION SITE. CONTRACTOR SHALL IMPLEMENT STREET SWEEPING AND VACUUMING AS NEEDED. CLEAN DIRT FROM ROADWAYS DAILY.
   C. CONSTRUCTION SITE SHALL BE CLEANED OF LITTER AND TRASH EACH DAY AND DISPOSED OF OFF-SITE.
   D. INSPECT ALL SEDIMENT CONTROL DEVICES FOR DAMAGE DAILY AND REPAIRS AS NEEDED.
   E. CONTRACTOR SHALL EMPLOY SAFETY AND ROADWAY ENTRY AND EXIT PLANS ON A DAILY/WEEKLY BASIS.
   F. HUMAN WASTEWATER SHALL BE COLLECTED ON-SITE BY THE USE OF TEMPORARY SANITARY SERVICE.
10. SILT FENCE:
   A. SILT FENCE SHALL BE IN PLACE AS SHOWN PRIOR TO CONSTRUCTION.
   B. PRIOR TO CONSTRUCTION, SILT FENCE SHALL BE INSTALLED AT THE LIMITS OF CONSTRUCTION AS DEFINED THROUGHOUT THIS PLAN SET. SEE DETAIL SHEETS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION ON EROSION CONTROL.
   C. SILT FENCE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
11. SOD: ALL DISTURBED AREAS SHALL BE SODDED EXCEPT AS SHOWN ON PLAN. ALL SOD IN RIGHT OF WAY SHALL BE ARGENTINE BAHIA. ALL SLOPES 4:1 OR GREATER SHALL BE SODDED.
12. STOCKPILES: SHALL BE ENCOMPASSED WITH SILT FENCE, SHALL NOT EXCEED 35' IN HEIGHT, AND SHALL NOT BE LOCATED NEAR SITE PERIMETER. LOCATION AND SIZE SHALL BE APPROVED BY MUNICIPAL INSPECTOR AND OTHER JURISDICTIONAL AUTHORITIES AS REQUIRED.
13. TOXIC SUBSTANCES: ALL TOXIC SUBSTANCES (IF ANY) BROUGHT ON-SITE SHALL BE HANDLED AND STORED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND STANDARDS. ALL SUBSTANCES THAT MAY BE CONSIDERED TOXIC SHALL ALSO BE HANDLED AND STORED ACCORDING TO FEDERAL, STATE, AND LOCAL LAWS AND STANDARDS.
14. DRAINAGE/GRADE: THE CONTRACTOR SHALL PROPERLY GRADE ALL EXCAVATED SURFACES TO PROVIDE POSITIVE DRAINAGE AND PREVENT PONDING OF WATER. FINAL CONTROL OF SURFACE WATER TO AVOID DAMAGE TO ADJOINING PROPERTIES OR TO FINISHED WORK ON THE SITE, AND SHALL TAKE REMEDIAL MEASURES TO PREVENT EROSION OF FRESHLY GRADED AREAS UNTIL SUCH TIME AS PERMANENT DRAINAGE AND EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
15. GRAVEL LAYER: GRAVEL LAYER SHALL BE 12" MIN THICK AND PLACED OVER GEOTEXTILE MAT.
16. SPEED: TRUCK SPEED TO BE REDUCED TO CONTROL DUST.
17. DITCHES: KEEP ALL TEMPORARY ROADWAY DITCHES CLEAR.
18. WATER DOWN: CONTRACTOR TO WATER DOWN AREAS WHEN AND WHERE DISTURBED SOIL IS RAISING AND BECOMING AIRBORNE IN ORDER TO SETTLE IT. PERMIT AS NEEDED.
19. SEDIMENT BASIN: LARGE SITES MAY REQUIRE A TEMPORARY SEDIMENT BASIN. CONTRACTOR SHALL DETERMINE LOCATION. TEMPORARY SEDIMENT BASIN SHALL BE APPROVED BY JURISDICTIONAL AUTHORITIES.
20. STORMWATER DISCHARGE: CONTRACTOR TO ABIDE BY ALL PROVISIONS OF THE FDEP GENERAL PERMIT FOR STORM WATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES.
21. DUST ABATEMENT: CONTRACTOR TO PROVIDE A DUST ABATEMENT PLAN INCLUDING A 6-FOOT HIGH SCREEN FENCE ALONG ALL PROPERTY LINES.

DEMOLITION NOTES:

1. DEMOLISH AS REQUIRED TO ACCOMPLISH WORK INDICATED IN THESE DOCUMENTS. ALL REQUIRED DEMOLITION WORK SHALL BE INCLUDED IN THE BASE BID PACKAGE SUBMITTED BY THE CONTRACTOR.
2. DO NOT ALLOW MATERIALS AND DEBRIS GENERATED BY DEMOLITION ACTIVITIES TO ACCUMULATE ON THE JOB SITE. REMOVE DAILY AND DISPOSE OF IN A LEGAL MANNER. NO ON SITE SALE OR BURNING OF REMOVED ITEMS IS PERMITTED.
3. THIS PLAN IS TO BE USED IN CONJUNCTION WITH THE ENTIRE SET OF CONSTRUCTION DRAWINGS. DO NOT REMOVE ANY ITEMS WITHOUT VERIFYING AND COORDINATING WITH ALL GENERAL TRADES AS TO HOW THEY RELATE TO THE OVERALL PROJECT.
4. THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE PUBLIC AND/OR WORKMEN ON THE SITE TO PREVENT ACCIDENTS OR INJURY TO ANY PERSON ON, ABOUT OR ADJACENT TO THE PREMISES. THE CONTRACTOR SHALL COMPLY WITH ALL LAWS, ORDINANCES, CODES AND REGULATIONS PERTAINING TO SAFETY AND THE PREVENTIONS OF ACCIDENTS.
5. THE CONTRACTOR MUST MAINTAIN ADEQUATE SUPPORTS, INSULATIONS, WATERPROOFING, EMERGENCY LIGHTING, SECURITY, ALARMS, ETC. FOR ALL OR PART OF ITEMS WHICH ARE TO REMAIN.

CONTRACTOR CERTIFICATION:

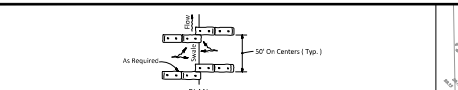
"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND, AND SHALL COMPLY WITH THE TERMS AND CONDITIONS OF THE STATE OF FLORIDA GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES AND THIS STORMWATER POLLUTION PLAN THEREUNDER."

NAME: TITLE:

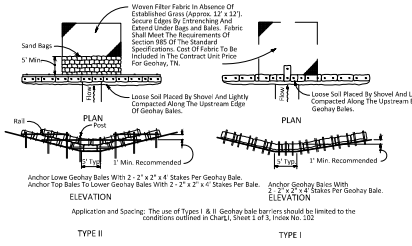
CONTRACTING FIRM: ADDRESS:

TELEPHONE #: DATE:

THIS SOIL EROSION/SEDIMENT CONTROL & DUST ABATEMENT PLAN IS FOR THE PURPOSE OF SHOWING INTENTION OF METHOD TO CONTROL STORM WATER RUNOFF & DUST DISTURBANCE CAUSED BY CONSTRUCTION ACTIVITY. CONTRACTOR SHALL ADJUST AND/OR ADD BMP'S BASED ON SPECIFIC SITE CONDITIONS & CONSTRUCTION ACTIVITY SATISFYING NPDES REQUIREMENTS. CONTRACTOR TO OBTAIN GENERAL PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES (RULE 62-621.300(4), F.A.C.)

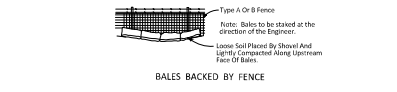


BARRIERS FOR FILL SLOPES

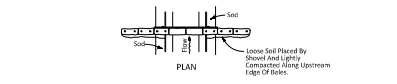


Application and Spacing: The use of Types I & II Geohay bale barriers should be limited to the conditions outlined in Chart1, Sheet 1 of 3, Index No. 102

BARRIER FOR UNPAVED DITCHES

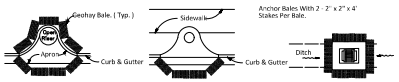


BALES BACKED BY FENCE

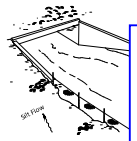


Spacing: Bale barriers for paved ditches should be spaced in accordance with Chart1, Sheet 1 of 3, Index No. 102

BARRIER FOR PAVED DITCH

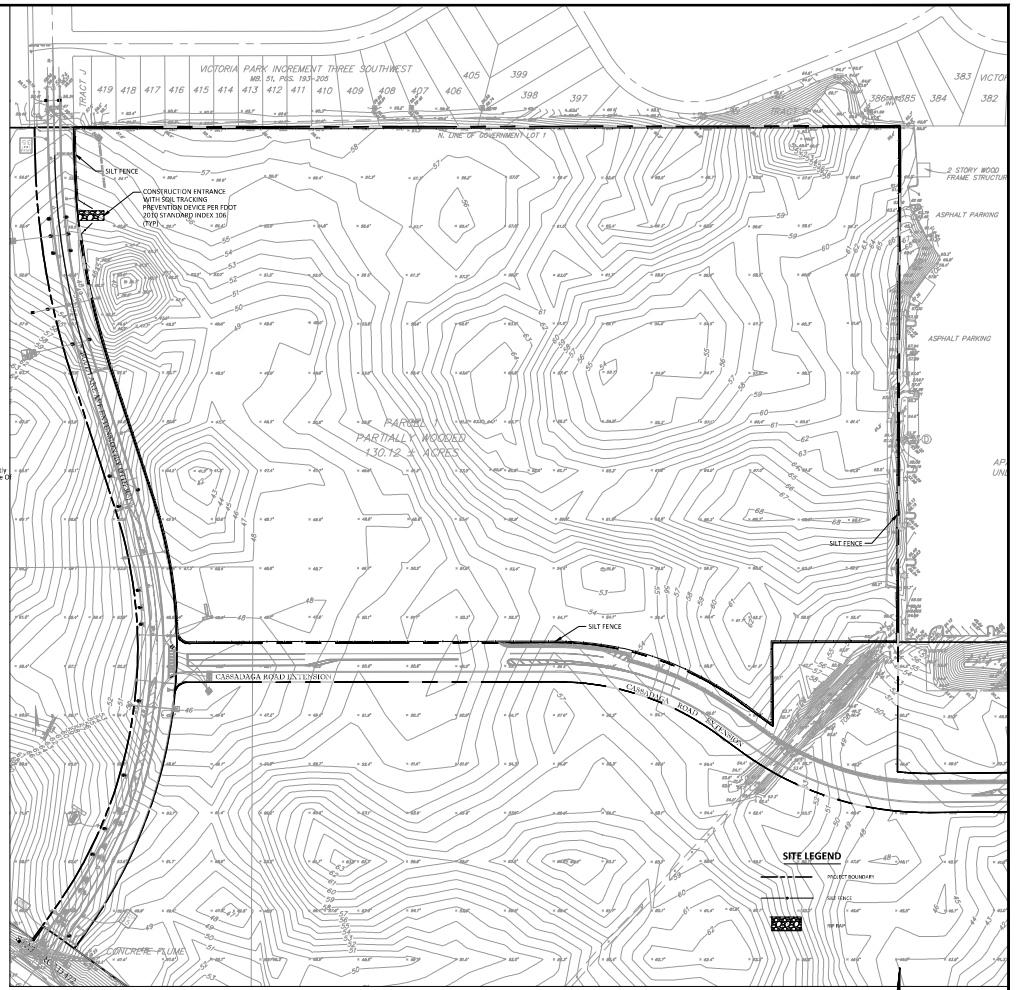


PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

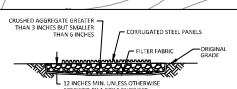


LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

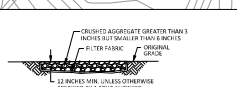
11/27/2023
Planning & Land Development Director



NOTE:
SILT FENCE SHOWN FOR SCHEMATIC PURPOSES ONLY. SILT FENCE SHOULD BE INSTALLED AT THE LIMITS OF CONSTRUCTION AS DEFINED THROUGHOUT THIS PLAN SET.



SECTION A-A
NTS

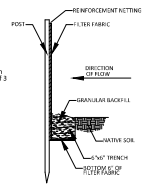


SECTION B-B
NTS

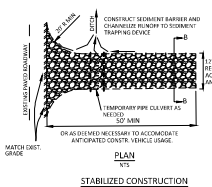
GRAPHIC SCALE



(IN FEET)
1 inch = 150 ft.

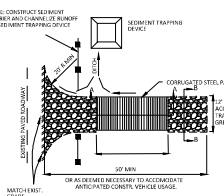


SILT BARRIER DETAIL
N.T.S.



PLAN
NTS

STABILIZED CONSTRUCTION ENTRANCE/EXIT (TYPE 1)



PLAN
NTS

STABILIZED CONSTRUCTION ENTRANCE/EXIT (TYPE 2)

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION NUMBER 27868

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #69936
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1488

REVISION | DATE

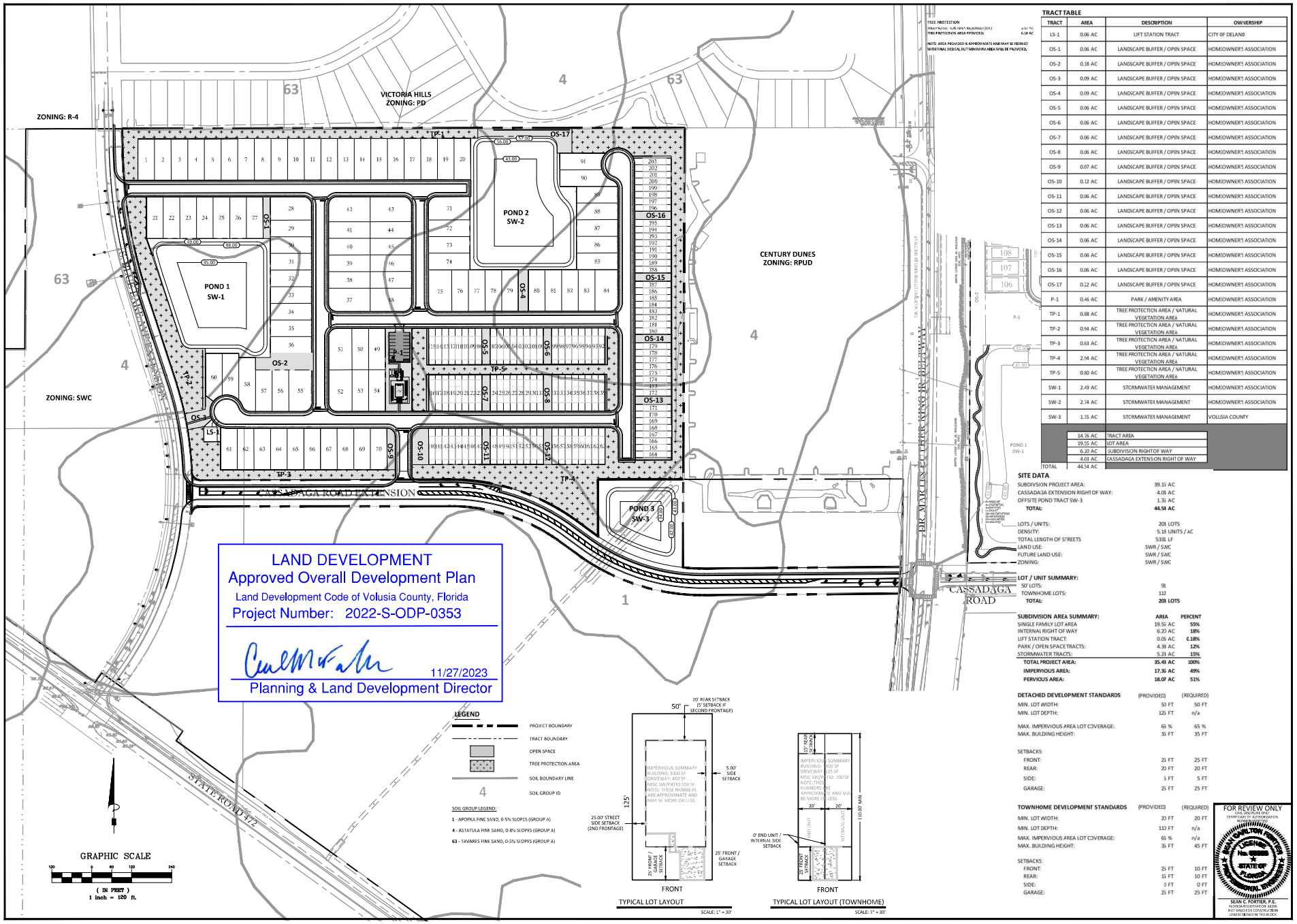
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

EROSION CONTROL & TREE REMOVAL-PROTECTION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
EC-1.0



TRACT TABLE

TRACT	AREA	DESCRIPTION	OWNERSHIP
LS-1	0.06 AC	LIFT STATION TRACT	CITY OF DELAND
OS-1	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-2	0.18 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-3	0.09 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-4	0.09 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-5	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-6	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-7	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-8	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-9	0.07 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-10	0.12 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-11	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-12	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-13	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-14	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-15	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-16	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-17	0.22 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
P-1	0.46 AC	PARK / AMENITY AREA	HOMEOWNER'S ASSOCIATION
TP-1	0.88 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-2	0.94 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-3	0.63 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-4	2.94 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-5	0.80 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
SW-1	2.49 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-2	2.74 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-3	1.35 AC	STORMWATER MANAGEMENT	VOLUSIA COUNTY
	14.76 AC	TRACT AREA	
	19.55 AC	LOT AREA	
	6.20 AC	SUBDIVISION RIGHT OF WAY	
	4.03 AC	CASSADAGA EXTENSION RIGHT OF WAY	
TOTAL	44.54 AC		

SITE DATA

SUBDIVISION PROJECT AREA:	39.15 AC
CASSADAGA EXTENSION RIGHT OF WAY:	4.03 AC
OFFSITE POND TRACT SW-3	1.35 AC
TOTAL:	**44.53 AC**
LOTS / UNITS:	208 LOTS
DENSITY:	5.18 UNITS / AC
TOTAL LENGTH OF STREETS	5331 LF
LAND USE:	SWR / SWC
FUTURE LAND USE:	SWR / SWC
ZONING:	SWR / SWC

LOT / UNIT SUMMARY:

50' LOTS:	96
TOWNHOME LOTS:	112
TOTAL:	**208 LOTS**

SUBDIVISION AREA SUMMARY:	AREA	PERCENT
SINGLE FAMILY LOT AREA	19.55 AC	55%
INTERNAL RIGHT OF WAY	6.20 AC	18%
LIFT STATION TRACT:	0.06 AC	0.18%
PARK / OPEN SPACE TRACTS:	4.38 AC	12%
STORMWATER TRACTS:	5.23 AC	15%
TOTAL PROJECT AREA:	**35.43 AC**	**100%**
IMPERVIOUS AREA:	**17.35 AC**	**49%**
PERVIOUS AREA:	**18.07 AC**	**51%**

DETACHED DEVELOPMENT STANDARDS	(PROVIDED)	(REQUIRED)
MIN. LOT WIDTH:	50 FT	50 FT
MIN. LOT DEPTH:	125 FT	n/a
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %	65 %
MAX. BUILDING HEIGHT:	35 FT	35 FT
SETBACKS:		
FRONT:	25 FT	25 FT
REAR:	20 FT	20 FT
SIDE:	5 FT	5 FT
GARAGE:	25 FT	25 FT

TOWNHOME DEVELOPMENT STANDARDS	(PROVIDED)	(REQUIRED)
MIN. LOT WIDTH:	20 FT	20 FT
MIN. LOT DEPTH:	110 FT	n/a
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %	n/a
MAX. BUILDING HEIGHT:	35 FT	45 FT
SETBACKS:		
FRONT:	25 FT	10 FT
REAR:	15 FT	10 FT
SIDE:	0 FT	0 FT
GARAGE:	25 FT	25 FT

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NO. 29000
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #65936
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION
DATE

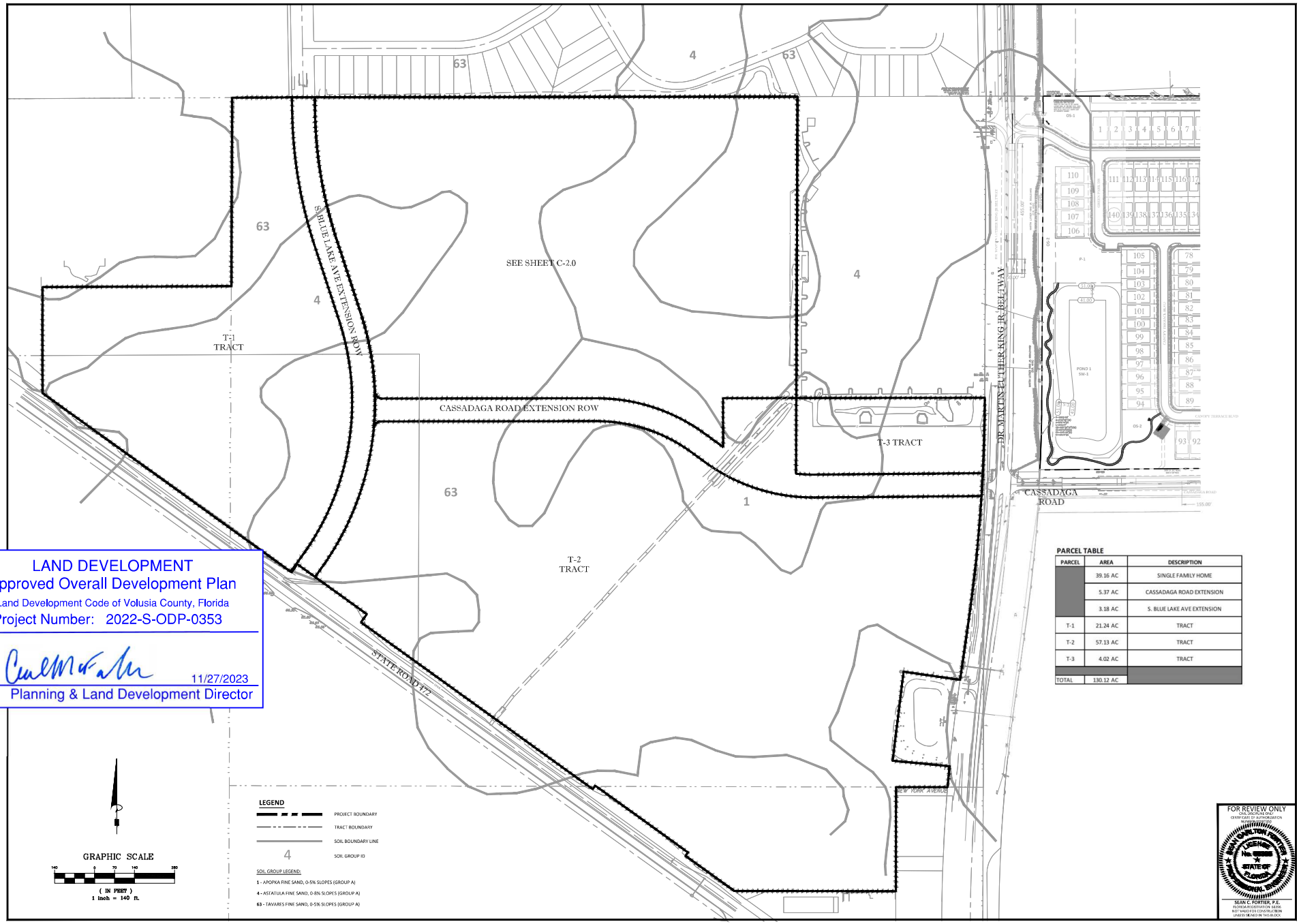
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

OVERALL PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-2.0



LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

GRAPHIC SCALE
140 0 70 140 280
(IN FEET)
1 inch = 140 ft.

LEGEND
PROJECT BOUNDARY
TRACT BOUNDARY
SOIL BOUNDARY LINE
4 SOIL GROUP ID

SOIL GROUP LEGEND:
1 - APOPKA FINE SAND, 0-5% SLOPES (GROUP A)
4 - ASTATULA FINE SAND, 0-8% SLOPES (GROUP A)
63 - TAVARES FINE SAND, 0-5% SLOPES (GROUP A)

PARCEL TABLE

PARCEL	AREA	DESCRIPTION
	39.16 AC	SINGLE FAMILY HOME
	5.37 AC	CASSADAGA ROAD EXTENSION
	3.18 AC	S. BLUE LAKE AVE EXTENSION
T-1	21.24 AC	TRACT
T-2	57.13 AC	TRACT
T-3	4.02 AC	TRACT
TOTAL	130.12 AC	

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CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NO. 35888
STATE OF FLORIDA
PROFESSIONAL ENGINEER
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #83356
NOT VALID FOR CONSTRUCTION
UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
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ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION
DATE

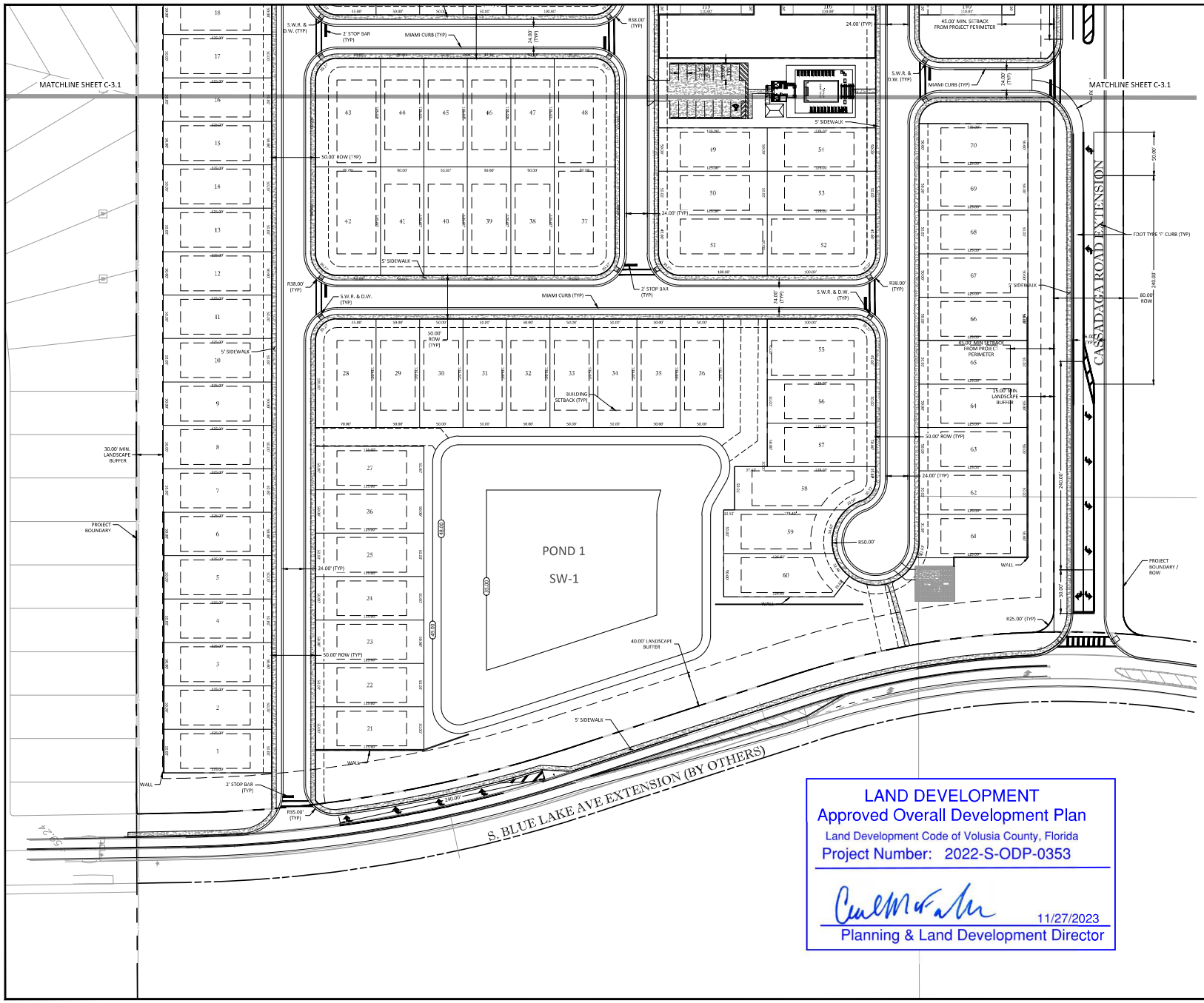
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

OVERALL PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-2.1



KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-1700 FAX (407) 896-1486

REVISION
DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

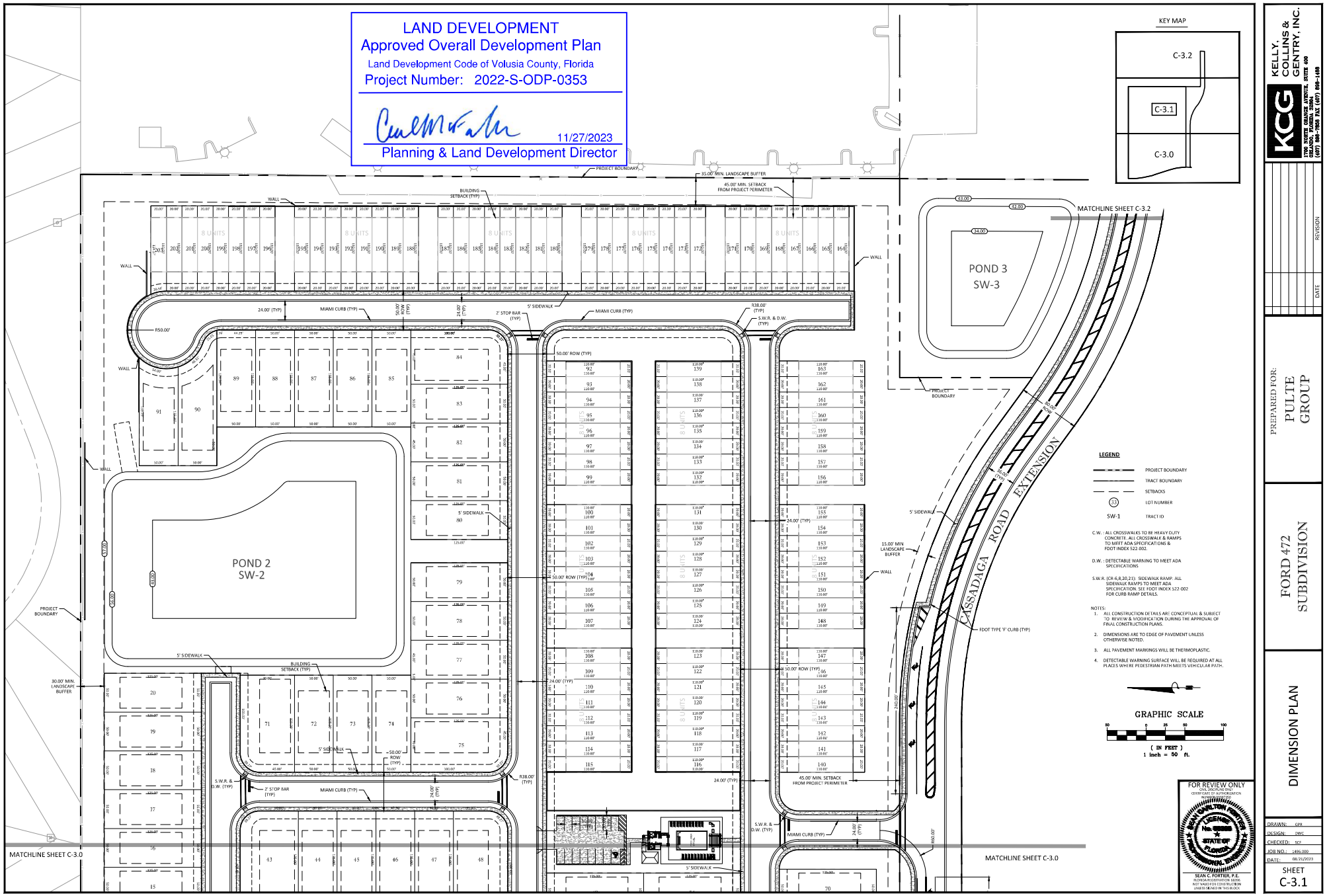
DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-3.0

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director



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ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

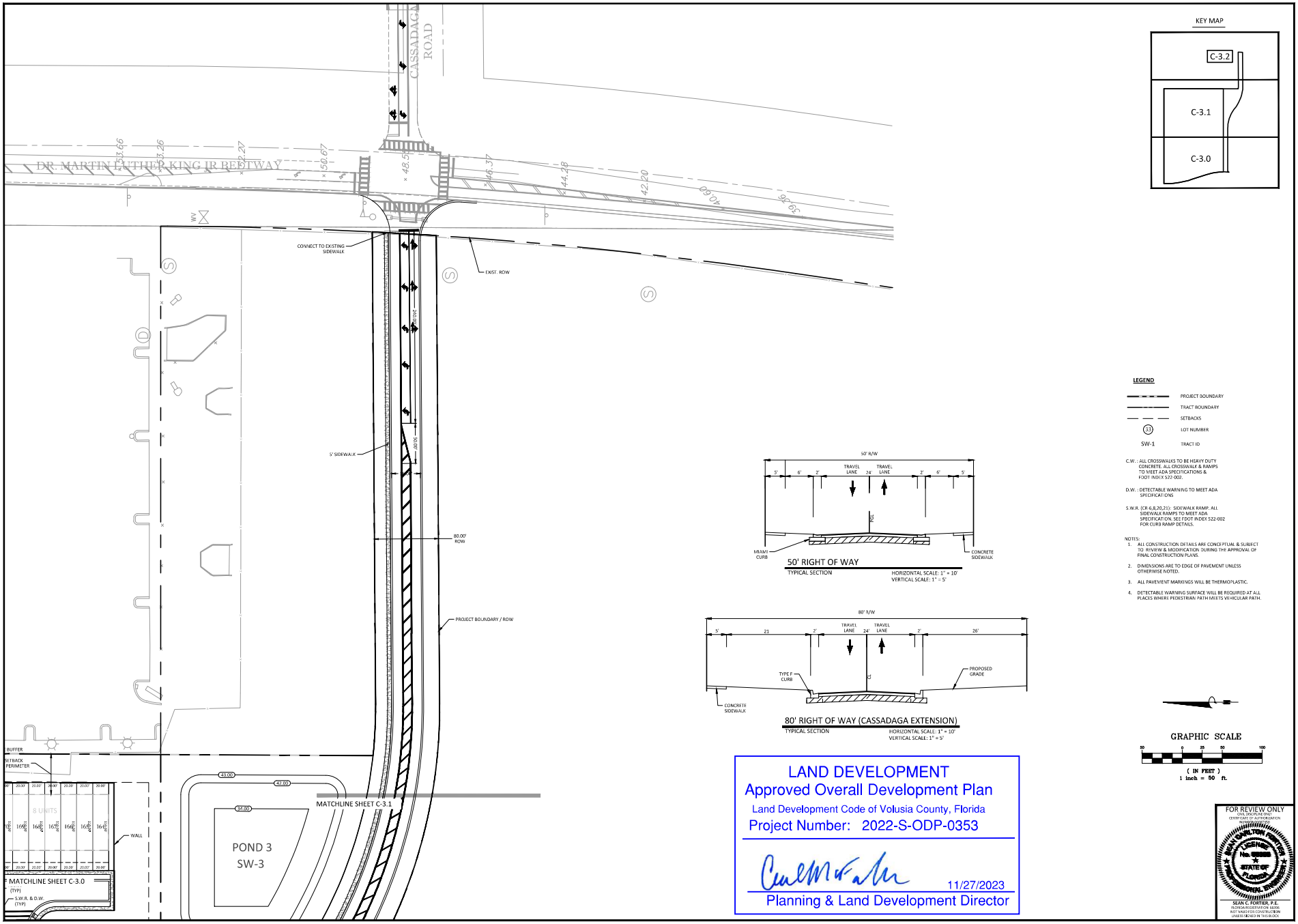
REVISION | DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023
SHEET
C-3.1



KEY MAP

50' RIGHT OF WAY
TYPICAL SECTION
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

80' RIGHT OF WAY (CASSADAGA EXTENSION)
TYPICAL SECTION
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

LEGEND

- PROJECT BOUNDARY
- TRACT BOUNDARY
- SETBACKS
- (33) LOT NUMBER
- SW-1 TRACT ID

C.W. : ALL CROSSWALKS TO BE HEAVY DUTY CONCRETE. ALL CROSSWALK & RAMPS TO MEET ADA SPECIFICATIONS & FDOT INDEX 522-002.

D.W. : DETECTABLE WARNING TO MEET ADA SPECIFICATIONS

S.W.R. (CR 6,8,20,21): SIDEWALK RAMP. ALL SIDEWALK RAMPS TO MEET ADA SPECIFICATION. SEE FDOT INDEX 522-002 FOR CURB RAMP DETAILS.

NOTES:
1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
2. DIMENSIONS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. ALL PAVEMENT MARKINGS WILL BE THERMOPLASTIC.
4. DETECTABLE WARNING SURFACE WILL BE REQUIRED AT ALL PLACES WHERE PEDESTRIAN PATH MEETS VEHICULAR PATH.

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

FOR REVIEW ONLY
ONE DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NUMBER 35169

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #83306
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION | DATE

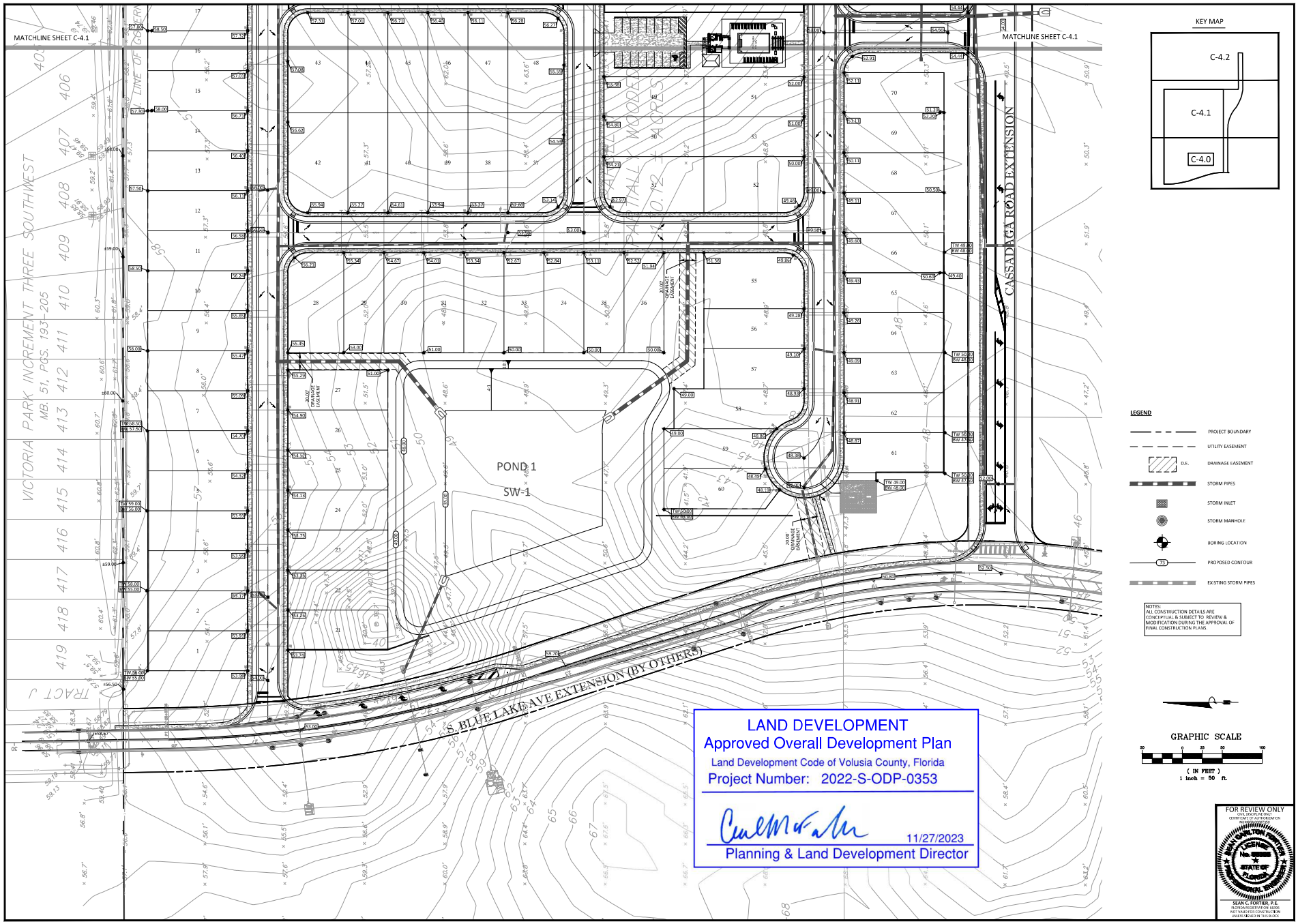
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-3.2



KELLY, COLLINS & GENTRY, INC.
1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION
DATE

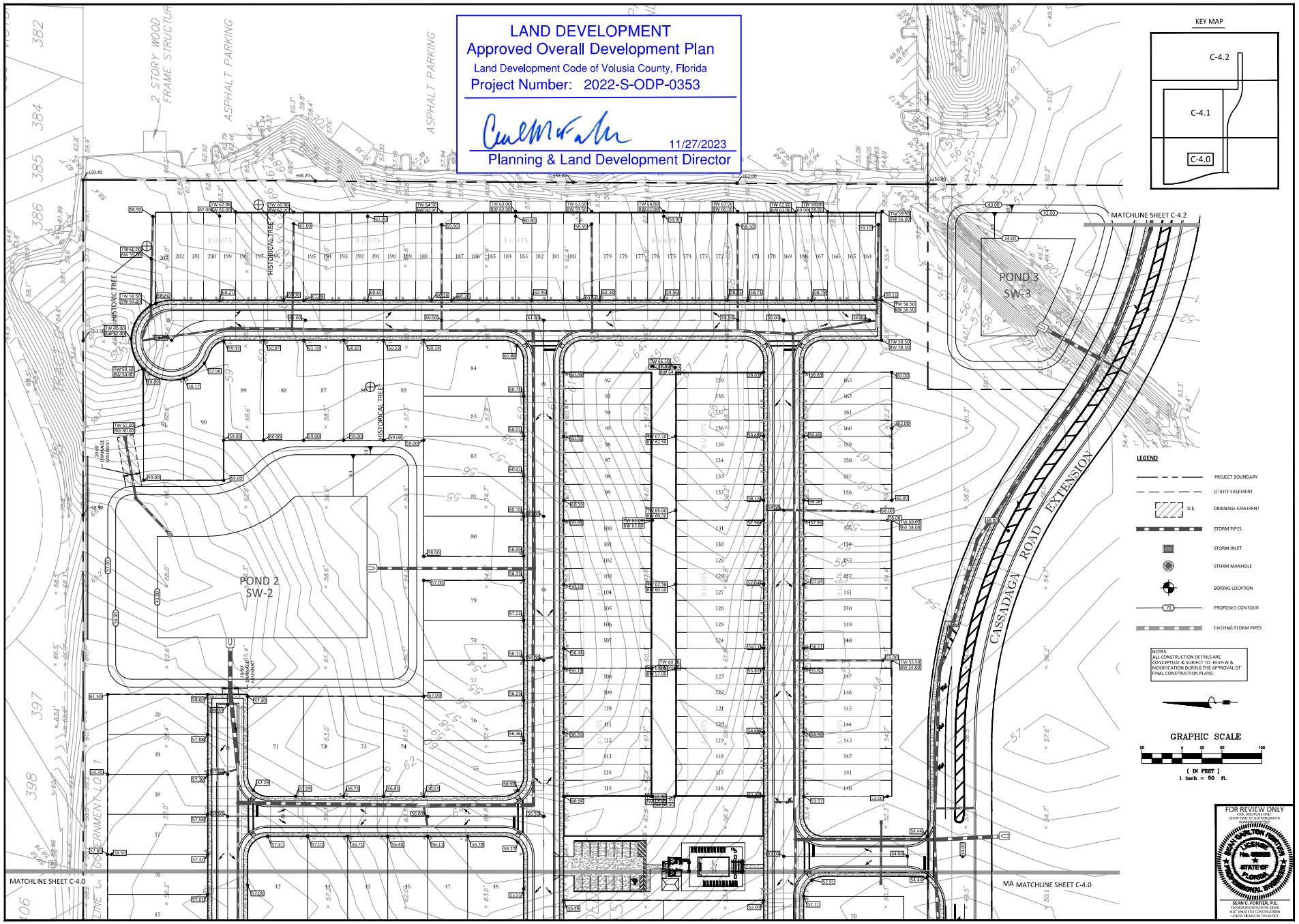
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

PAVING, GRADING, & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-4.0



KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION
DATE

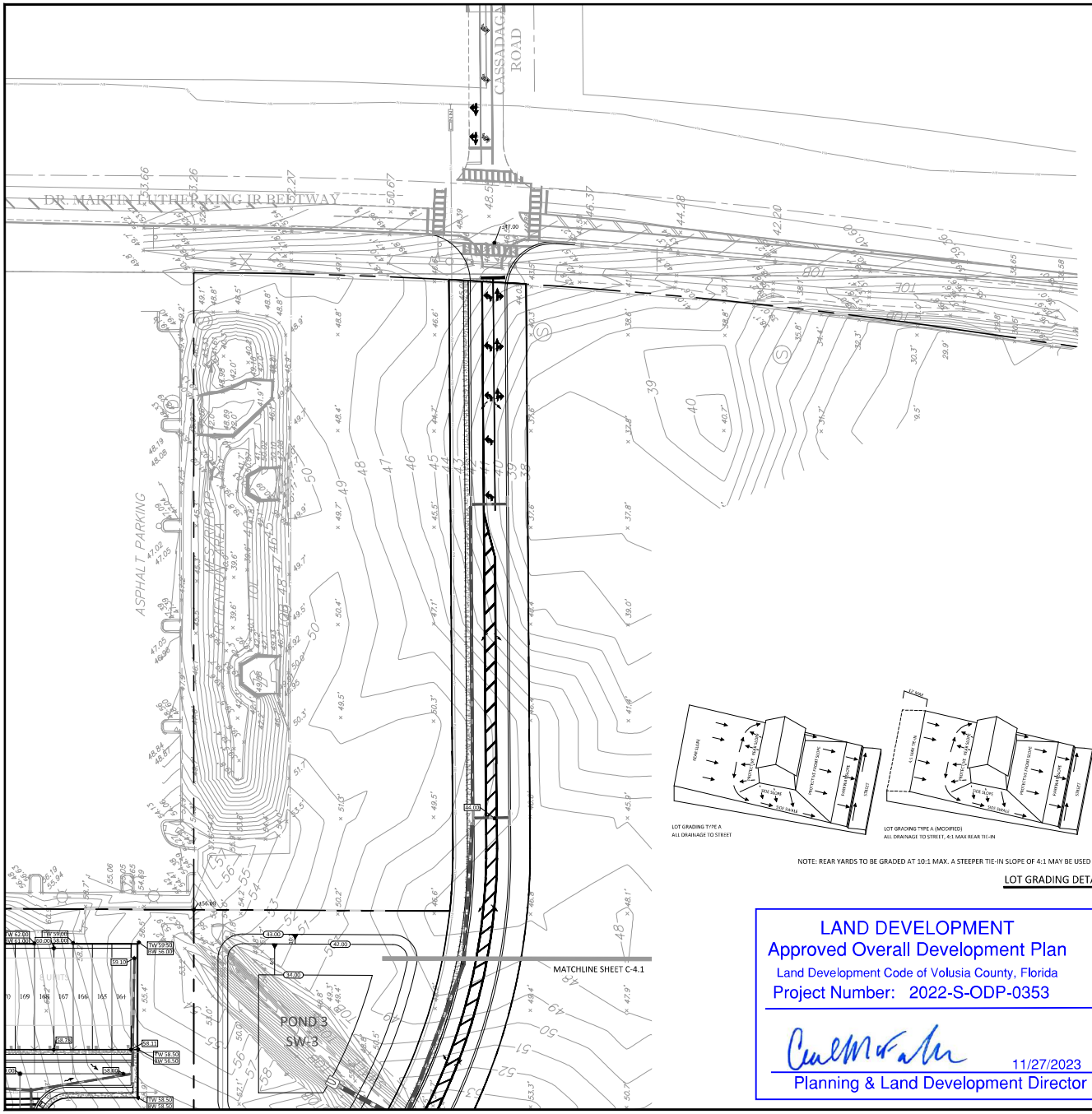
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

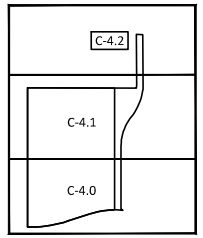
PAVING, GRADING, & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-4.1



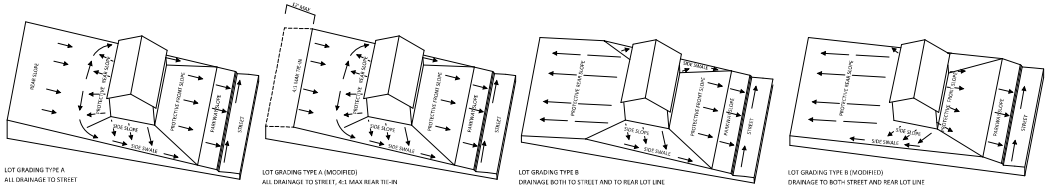
KEY MAP



LEGEND

- PROJECT BOUNDARY
- UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- STORM PIPES
- STORM INLET
- STORM MANHOLE
- BORING LOCATION
- PROPOSED CONTOUR
- EXISTING STORM PIPES

NOTES:
ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.



NOTE: REAR YARDS TO BE GRADED AT 10:1 MAX. A STEEPER TIE-IN SLOPE OF 4:1 MAY BE USED WITHIN 12' OF REAR PROPERTY LINE ONLY.

LOT GRADING DETAILS

NTS

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NUMBER 30000

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #65936
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KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-1700 FAX (407) 896-1468

REVISION | DATE

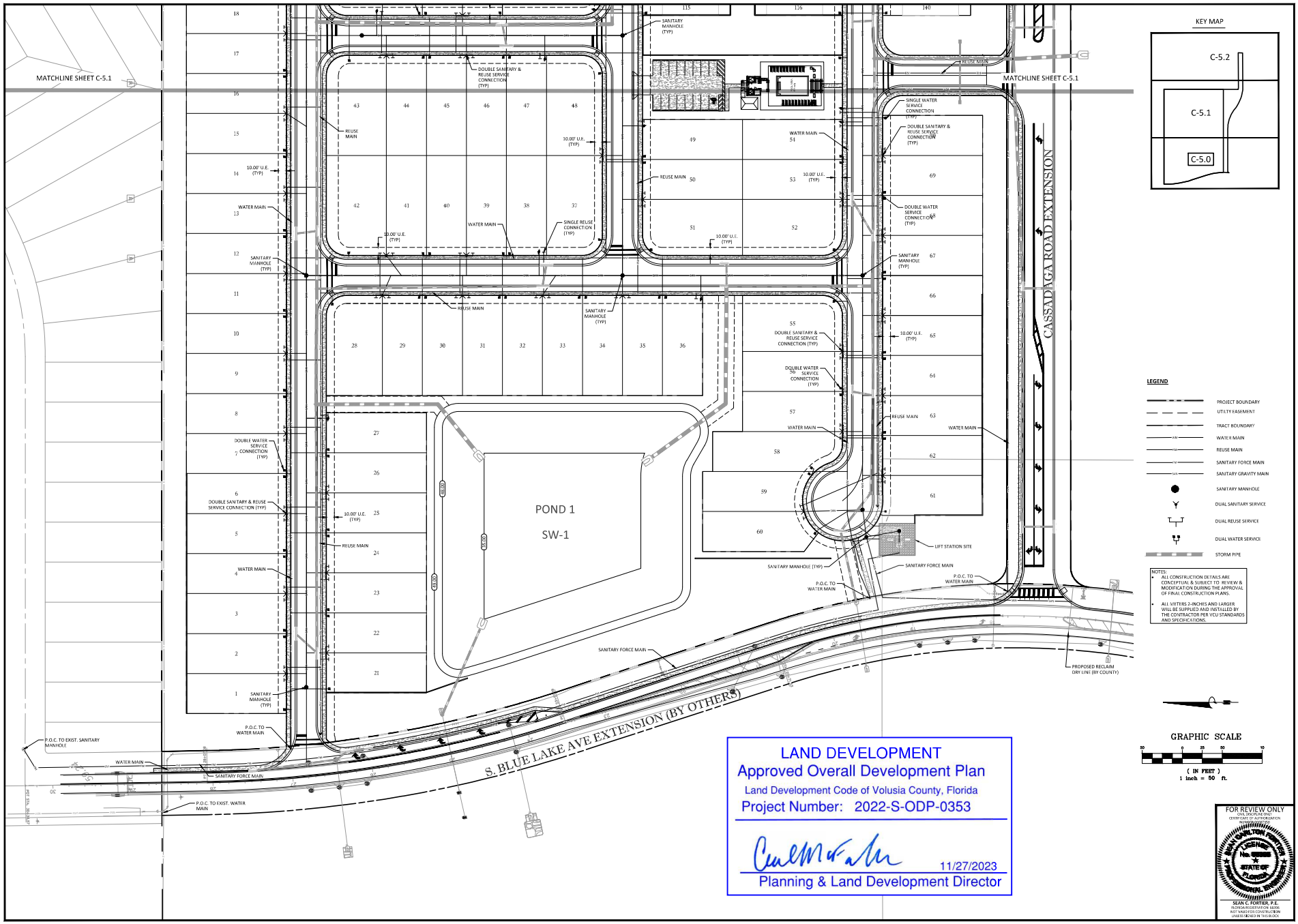
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

PAVING, GRADING & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-4.2



KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION
DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

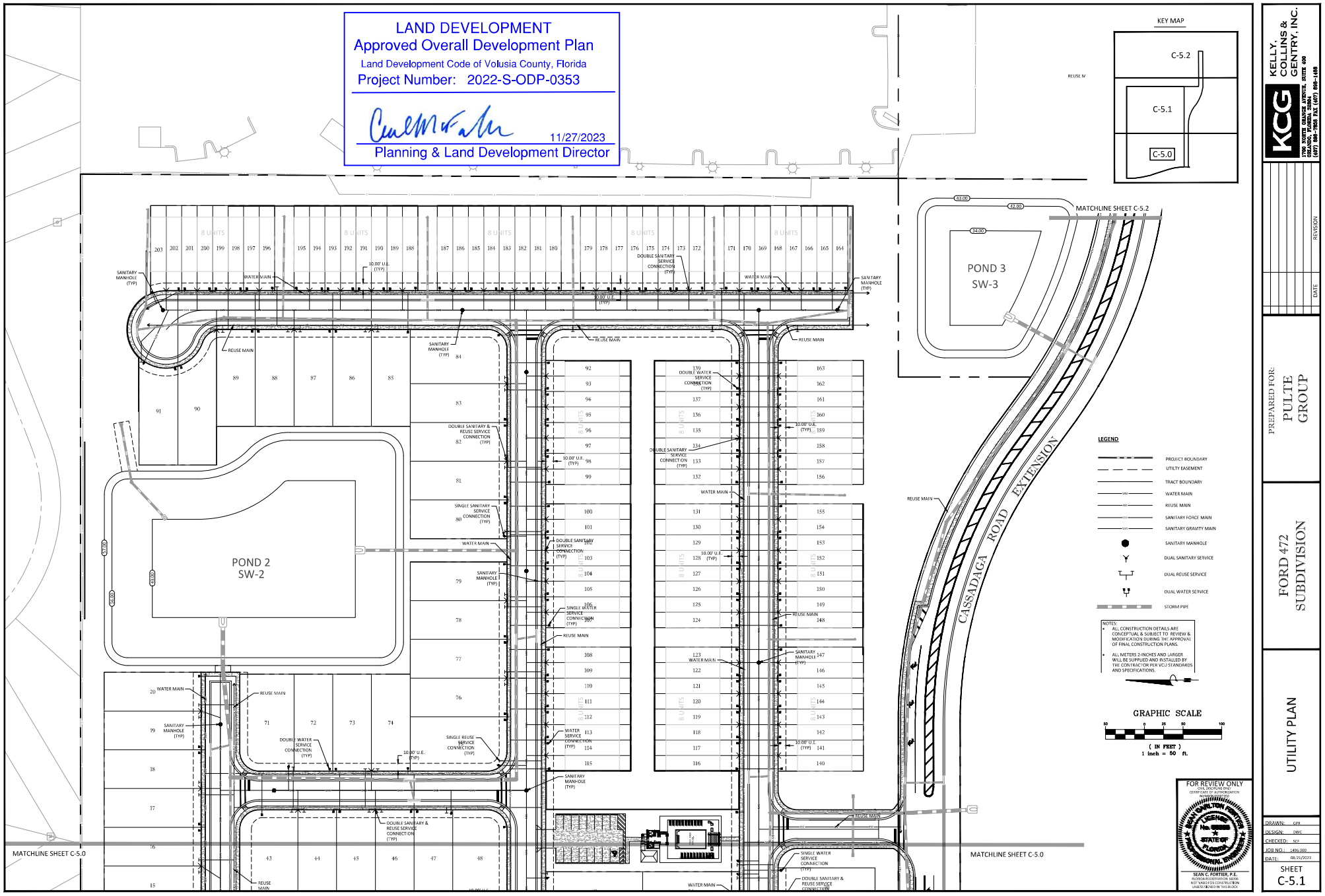
UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.0

LAND DEVELOPMENT
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11/27/2023
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ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION | DATE

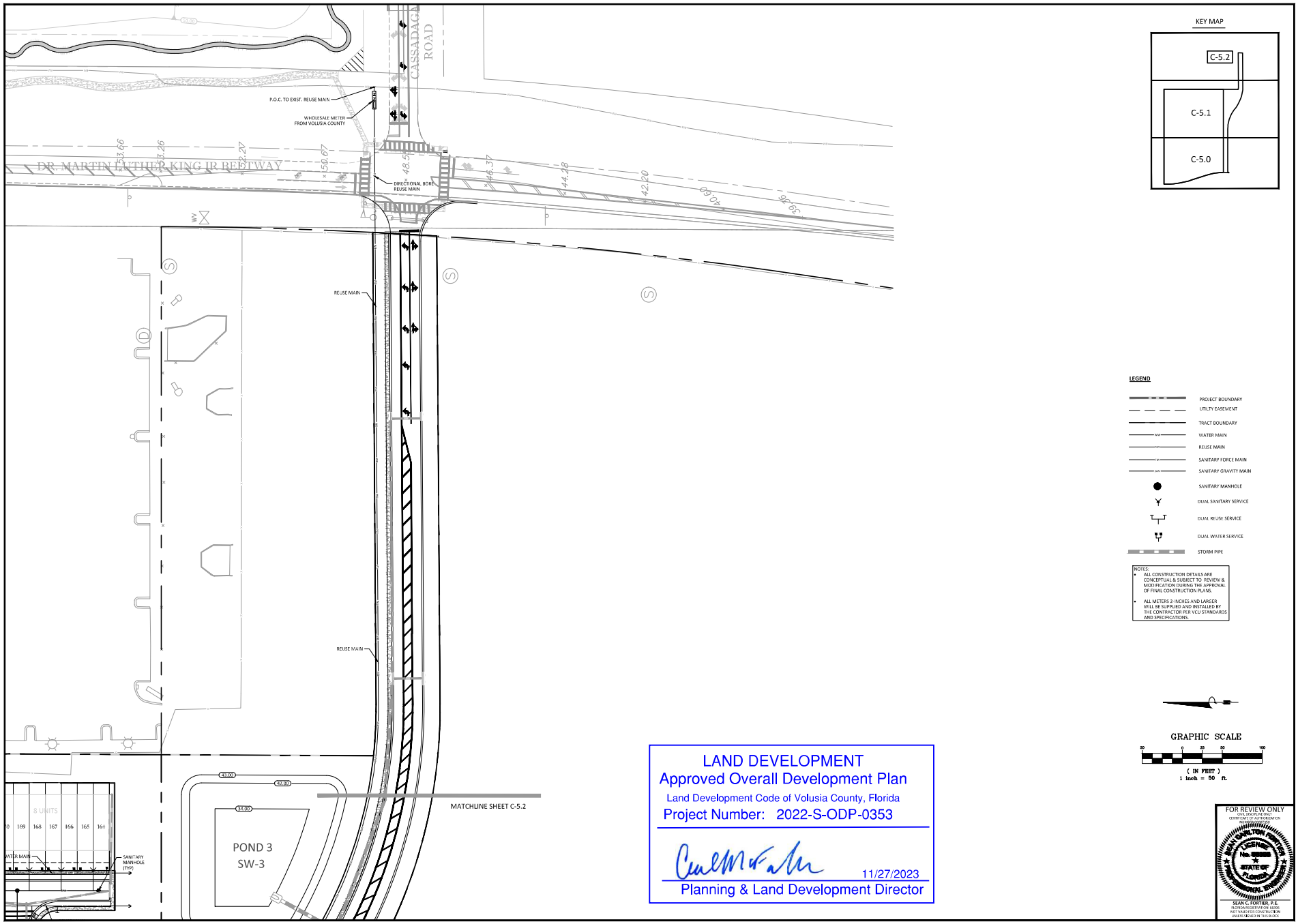
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.1



KEY MAP

LEGEND

- PROJECT BOUNDARY
- UTILITY EASEMENT
- TRACT BOUNDARY
- WATER MAIN
- REUSE MAIN
- SANITARY FORCE MAIN
- SANITARY GRAVITY MAIN
- SANITARY MANHOLE
- DUAL SANITARY SERVICE
- DUAL REUSE SERVICE
- DUAL WATER SERVICE
- STORM PIPE

NOTES:
- ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
- ALL METERS 2-INCHES AND LARGER WILL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR PER VCU STANDARDS AND SPECIFICATIONS.

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
No. 27194

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #83356
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
17700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION | DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.2

Appendix C
Study Methodology and Approval

Volusia County
Traffic Engineering

The following proposed development project has an *APPROVED TIA METHODOLOGY:*

Project: **Ford 472**

Date of Approval: **July 18, 2024**

Date of Expiration*: **January 18, 2025**

TIA Approval Required By*: **July 18, 2025**

Conditions:

The respective TIA can now be accepted for review by the county. TIAs must be completed per the River-to-Sea TPO TIA Guidelines, which can be found on the R2CTPO.org website.

Approval Signature: _____

TIA SUBMISSION TO COUNTY:

Two steps are required:

1) Submit the following items through email to Omar Atallah (Oatallah@volusia.org) and William White (Wdwhite@volusia.org)
- *PDF copy of the complete TIA (TIA needs to include completed TIA checklist)*
- *Response to Comments (if resubmitted)*

2) Due size limitations and computer input file incompatibility issues, send the following directly to VCTE by Mail or Delivery:
- *CD or USB drive containing all computer input files*

***REMINDERS:**

- TIA approval needs to be obtained within a year of the approved methodology based on the interpretation of the TPO TIA Guidelines, which state that an approved methodology is valid for up to 6 months and a TIA is valid for up to a year..

- The TIA submitted to support a development plan or use permit cannot be older than one year.

- Advisory: If the applicant waits to submit the TIA or TIA revisions, requested updates to vested trip data, growth rates, traffic count data, etc. are likely to occur. (Example: Applicant submits TIA, receives comments, but doesn't update the TIA and respond to comments until 10 months later.)

Questions about TIAs and TIA methodologies should be addressed to Omar Atallah at Oatallah@volusia.org

MEMORANDUM

June 5, 2024

Re: Ford 472 Subdivision
Traffic Impact Analysis Methodology
City of DeLand, Florida
Project № 21145, v2.1

The following is an outline of the Traffic Impact Analysis (TIA) methodology for the above referenced project. In general, the TIA will conform to the methodology requirements and guidelines documented by the River to Sea Transportation Planning Organization (R2CTPO). The memorandum also addresses Volusia County comments, as detailed in the response to comment letters provided in the **Attachments.**

Project

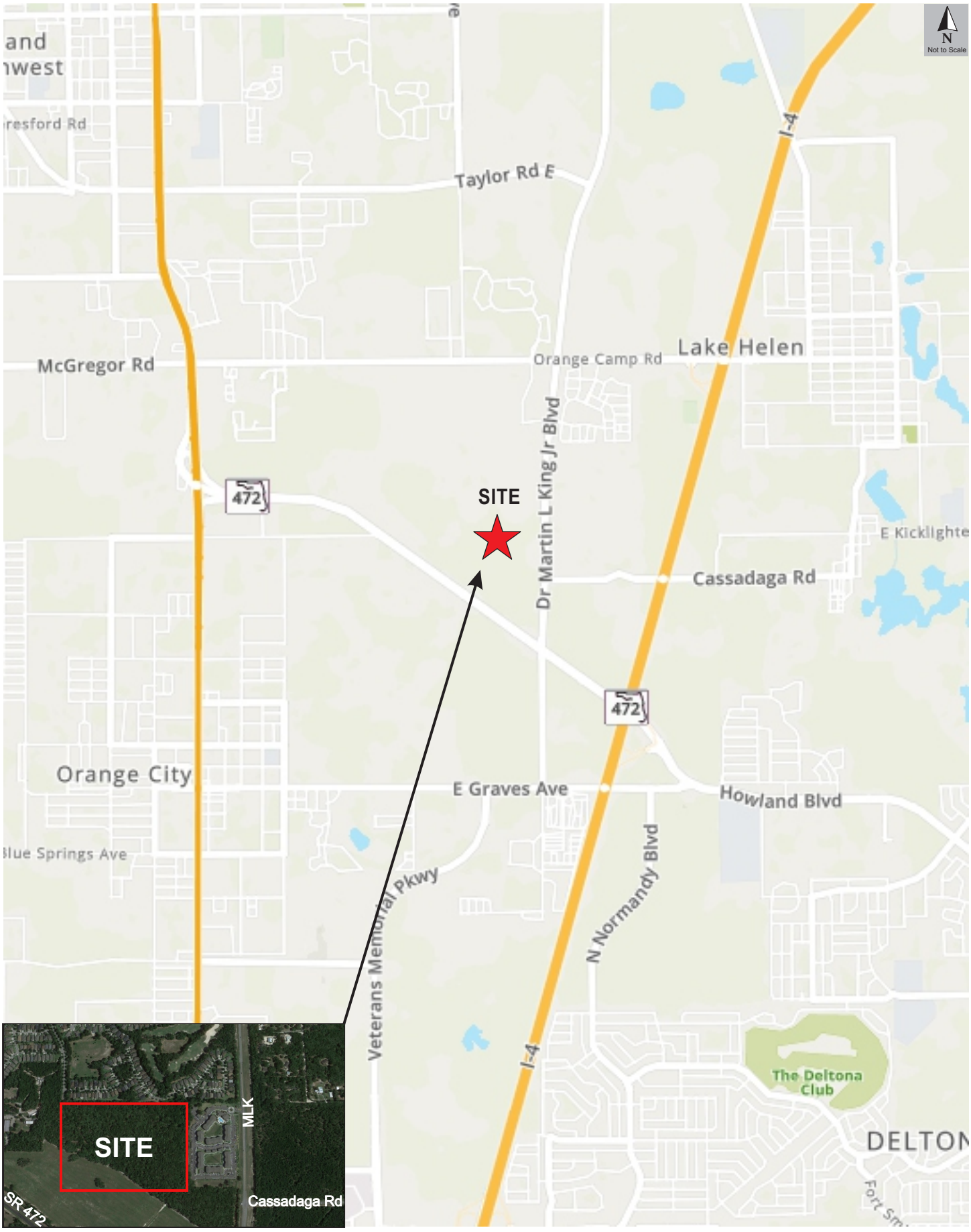
The proposed development consists of 91 single family dwelling units and 112 townhomes with an anticipated buildout year of 2028. The proposed conceptual site plan along with the approved development plan is provided in the **Attachments**. An excerpt of the contract depicting the right to create an easement for Cassadaga Road extension is also provided in the **Attachments**.

Project Location

The site is located west of Dr. Martin Luther King Jr. Beltway (MLK) and north of State Road 472 (SR 472) in the City of DeLand, Florida, as shown in **Figure 1**.

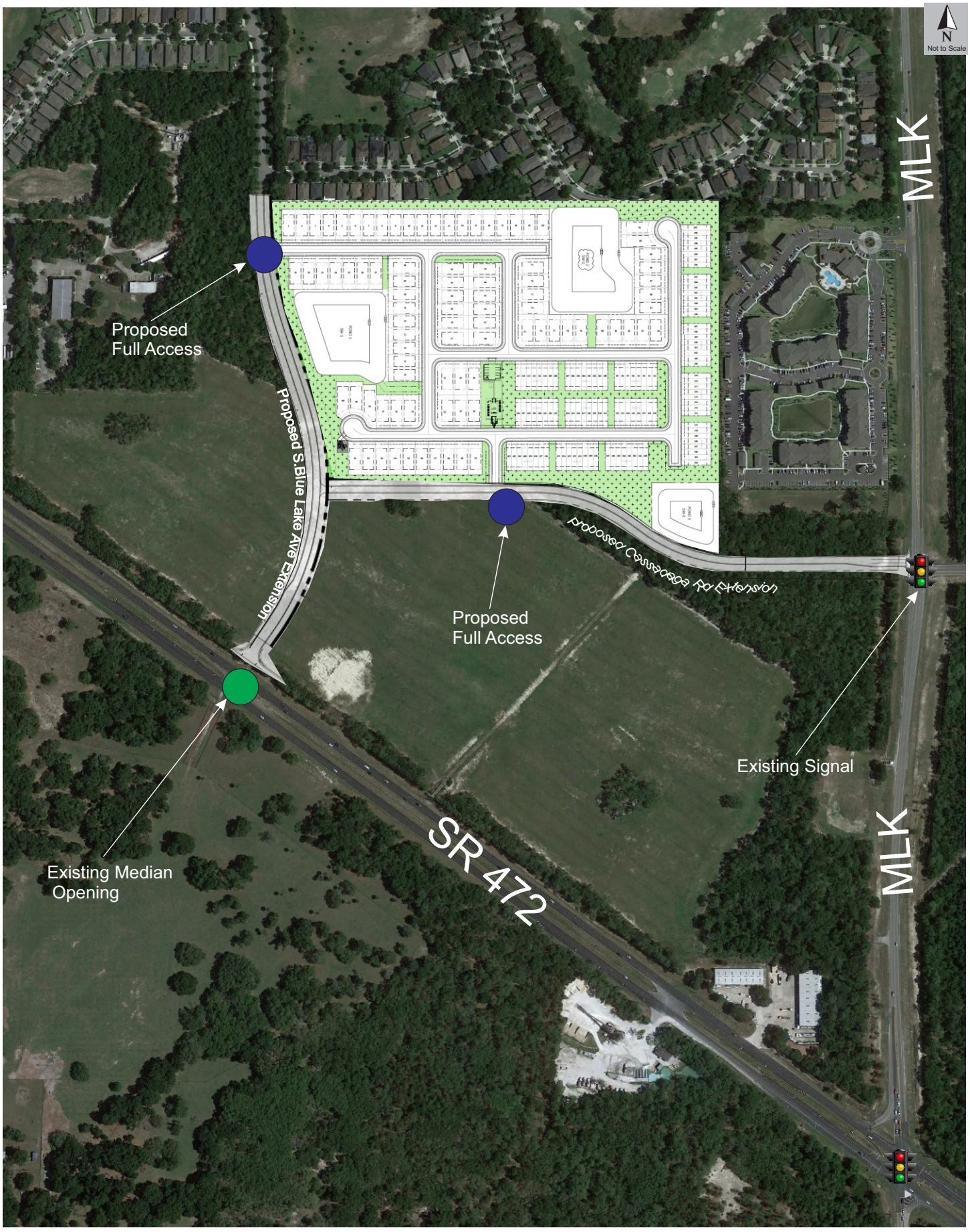
Project Access

The development is proposing to connect to the transportation network by extending Cassadaga Road and South Blue Lake Avenue to connect at SR 472 at an existing full median opening and to MLK at Cassadaga Road. Access to the site is proposed via two (2) full access driveways, one (1) each on Cassadaga Road extension and one (1) on Blue Lake Avenue Extension. The proposed access plan is shown in **Figure 2.**



Site Location Map
Ford 472
21145, v2.1

Figure 1



TMC Traffic & Mobility CONSULTANTS

Proposed Access Plan
Ford 472
21145, v2.1

Figure
2

Trip Generation

The trip generation analysis for the proposed development was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*. The trip generation calculation for the project is summarized in **Table 1** and detailed trip generation sheets are provided in **Attachments**. **Table 1** summarizes the resulting trip generation analysis.

Table 1

Trip Generation Calculation

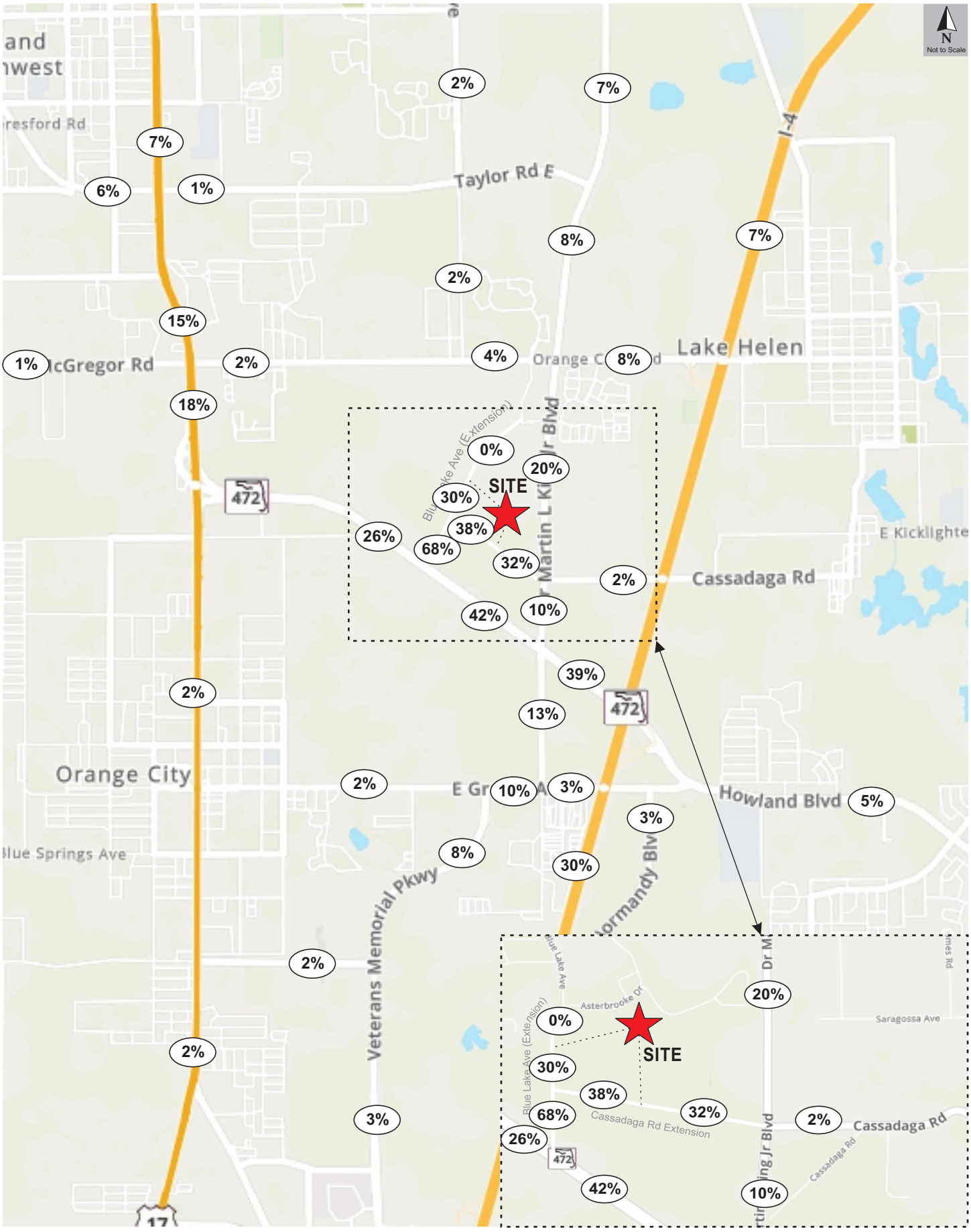
ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential	91 DU	10.17	925	0.75	68	17	51	1.00	91	57	34
215	Single Family Attached (Townhomes)	112 DU	7.17	803	0.47	53	13	40	0.56	63	37	26
Net Trip Generation				1,728		121	30	91		154	94	60

ITE Trip Generation Manual, 11th Edition

The proposed development is projected to generate 1,728 new daily trips, of which 121 trips occur during the AM peak hour and 154 trips occur during the PM peak hour. Per the River to Sea Transportation Planning (R2CTPO) traffic study guidelines, the development requires a traffic impact analysis as it generates more than 1,000 daily new trips.

Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model (CFRPM v7.0).* The model highway network was modified to add the proposed Cassadaga Road extension and S. Blue Lake Avenue connection to SR 472. The distribution was slightly adjusted to reflect modification to the local network as well as prevailing traffic flow patterns in the general area. The raw model output is included in the **Attachments.** The adjusted trip distribution is shown in **Figure 3.**

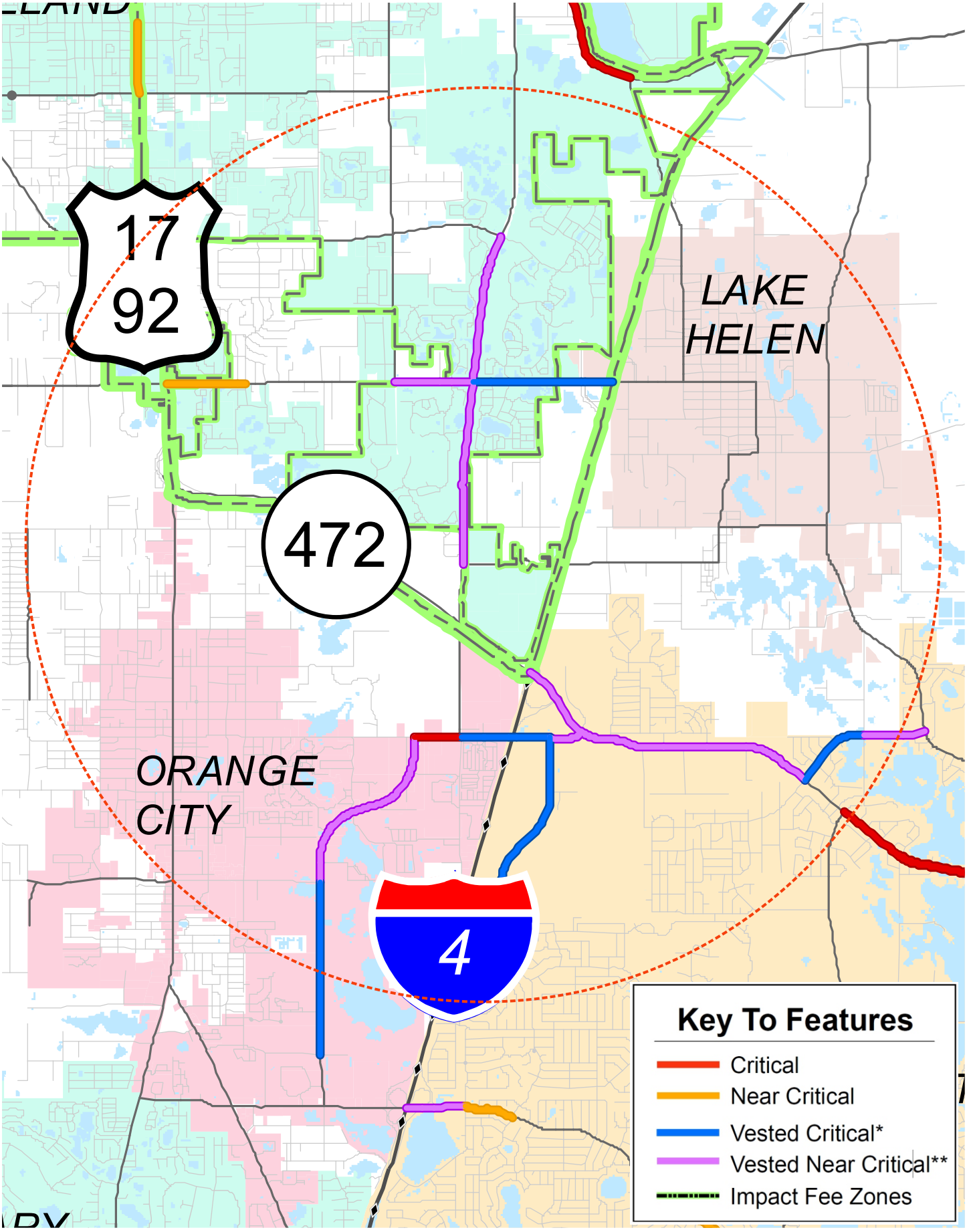


Project Trip Distribution
Ford 472
21145, v2.1

Figure 3

Study Area

Per the TIA requirements, if a project generates between 100 and 300 2-way peak hour external trips, the study area will encompass roadways with direct connection to the site or where the project's peak hour trips consume three percent (3%) or more of the 2-way peak hour generalized service volume based on the adopted level of service (LOS). In addition, the study will include Critical/Near Critical and Vested Critical/Near Vested Critical (C/NC/VC/NVC) roadway segments within a 3-mile radius. A map of the C/NC/VC/NVC segments is shown in **Figure 4**. Roadway segments, daily volumes and 2-way peak hour capacities were obtained from the *Volusia County 2021 AADT & Historical Counts*, included in the **Attachments**. The significance test for roadway segments within the 3-mile radius is provided in **Table 2.**



TMC Traffic & Mobility CONSULTANTS

3-Mile Critical/Near Critical Roadway Map
Ford 472
21145, v2.1

Figure 4

Table 2
Significance Test

Road	Segment	Sta ID	Lns	LOS Std	PK 2W Cap	C/ NC?	Project Trips				
							Dist	Volume	Signif	y/n?	Study
US 17/92	Rhode Island Ave. to Graves Ave.	5165	4	D	3,580		2%	3	0.08%	NO	NO
US 17/92	Graves Ave. to New York Ave.	5166	4	D	3,580		2%	3	0.08%	NO	NO
US 17/92	New York Ave to SR 472	445	4	D	3,580		2%	3	0.08%	NO	NO
US 17/92	SR 472 to SR 15A/Taylor Rd.	1004	6	D	5,390		18%	28	0.52%	NO	NO
US 17/92	SR 15A/Taylor Rd. to Beresford Ave.	1006	4	E	3,790		7%	11	0.29%	NO	NO
I-4	Saxon Blvd. to SR 472	1003	6	D	10,510		30%	46	0.44%	NO	NO
I-4	SR 472 to Orange Camp Rd.	485	6	D	10,510		7%	11	0.10%	NO	NO
I-4	Orange Camp Rd. to SR 44	497	6	D	10,510		7%	11	0.10%	NO	NO
SR 472	US 17/92 to CR 4101/MLK Blvd	472	4	D	5,960		42%	65	1.09%	NO	NO
SR 472	CR 4101/MLK Blvd to I-4 (end of state road)	535	4	D	3,580		39%	60	1.68%	NO	NO
Blue Lake Ave.	Orange Camp Rd. to Taylor Rd.	231	2	E	1,540		2%	3	0.19%	NO	NO
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	2	E	1,020		2%	3	0.29%	NO	**YES**
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentucky Ave.	775	2	E	1,620	C	10%	15	0.93%	NO	**YES**
Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	900a	2	E	1,620	VC	3%	5	0.31%	NO	**YES**
Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	900b	4	E	2,740	VNC	3%	5	0.18%	NO	**YES**
Hill Ave.	Taylor Rd. to Beresford Ave.	878	2	E	1,020		1%	2	0.20%	NO	NO
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	4	E	3,410	VNC	39%	60	1.76%	NO	**YES**
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	4	E	3,410	VNC	5%	8	0.23%	NO	**YES**
Howland Blvd.	Catalina Blvd. to Providence Blvd.	905	4	E	3,410		3%	5	0.15%	NO	NO
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	2	E	1,230	C	2%	3	0.24%	NO	**YES**
Macy Ave.	Ohio St. to Cassadaga Rd.	1150	2	C	1,020		2%	3	0.29%	NO	NO
McGregor Rd.	Spring Garden Ave. to US17/92	1211	2	E	1,230		1%	2	0.16%	NO	NO
Orange Camp Rd.	US 17/92 to Princeton	1380	2	E	1,270	NC	2%	3	0.24%	NO	**YES**
Orange Camp Rd.	Princeton. to Blue Lake Ave.	1382	2	E	1,540		2%	3	0.19%	NO	NO
Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (Dr MLK	1384	2	E	1,540	VNC	4%	6	0.39%	NO	**YES**
Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	1385	2	E	1,540	VC	8%	12	0.78%	NO	**YES**
Summit Ave.	SR 44 to Main St.	1791	2	E	1,230		1%	2	0.16%	NO	NO
Taylor Rd. (DL)	Stratford Dr. to Blue Lake Ave.	1818	2	E	1,540		1%	2	0.13%	NO	NO
Taylor Rd. (DL)	Blue Lake Ave. to Martin Luther King Bltwy.	1819	2	E	1,230		1%	2	0.16%	NO	NO
W. Volusia Bltwy (Vetera	Harley Strickland Blvd. to Rhode Island Ave.	1901	2	E	1,540	VC	3%	5	0.32%	NO	**YES**
W. Volusia Bltwy (Vetera	Rhode Island Ave. to Graves Ave.	1902	2	E	1,620	VNC	8%	12	0.74%	NO	**YES**
W. Volusia Bltwy (Vetera	Graves Ave to SR 472	1030	2	E	1,540		13%	20	1.30%	NO	NO
W. Volusia Bltwy (Dr MLK	SR 472 to Cassadaga Rd.	1940	2	E	1,540		10%	15	0.97%	NO	NO
W. Volusia Bltwy (Dr MLK	Cassadaga Rd. to Orange Camp Rd.	1942	2	E	1,540	VNC	20%	31	2.01%	NO	**YES**
W. Volusia Bltwy (Dr MLK	Orange Camp Rd. to Taylor Rd.	1943	2	E	1,540	VNC	8%	12	0.78%	NO	**YES**
W. Volusia Bltwy (Dr MLK	Taylor Rd. to Beresford Ave. Ext.	1945	2	E	1,540		7%	11	0.71%	NO	NO
Normandy Blvd	Graves Ave to Rhode Island	DLT-105.000	2	D	1,150	VC	3%	5	0.43%	NO	**YES**
Catalina Blvd	Howland Blvd to Sixma Road	DLT-20.020	2	D	960	VC	0%	0	0.00%	NO	**YES**
Catalina Blvd	Sixma Road to Lake Helen Osteen	DLT-20.030	2	D	960	VNC	0%	0	0.00%	NO	**YES**

NOTE: The segment **W. Volusia Bltwy.** to **Macy Ave** in **Cassadaga Rd.** requires study because it has direct connection to the site.

Based on the significance test above, the study roadway segments are as follows:

- Cassadaga Road/Cassadaga Road Extension
  - West Volusia Beltway (MLK) to Macy Avenue
  - West Volusia Beltway (MLK) to SR 472 (Proposed)
- Graves Avenue/CR 4145
  - Veterans Memorial Parkway to Kentucky Avenue
  - Kentucky Avenue to Normandy Boulevard
  - Normandy Boulevard to Howland Boulevard
- Howland Boulevard
  - I-4/SR 472 to Wolf Pack Run
  - Wolf Pack Run to Catalina Boulevard
  - Providence Boulevard to Elkcam Boulevard
- Orange Camp Road
  - US 17/92 to Princeton Road
  - Blue Lake Avenue to W. Volusia Beltway (Dr. MLK Jr)
  - W. Volusia Beltway (Dr. MLK Jr) to I-4
- W. Volusia Beltway/MLK
  - Harley Strickland to Rhode Island Avenue
  - Rhode Island Avenue to Graves Avenue
  - Graves Avenue to SR 472 (Normandy Boulevard)
  - Cassadaga Road to Orange Camp Road
  - Orange Camp Road to Taylor Road
- Catalina Boulevard
  - Howland Boulevard to Sixma Road
  - Sixma Road to Lake Helen Osteen

The study intersections are as follows:

- MLK & Orange Camp Road (roundabout)
- MLK & Cassadaga Road (unsignalized/future signal)
- MLK/Kentucky Avenue & SR 472 (signalized)
- SR 472 & Blue Lake Avenue Extension (unsignalized)
- Howland Boulevard and Minnesota Avenue (unsignalized)
- Project Access driveway on Cassadaga Road Extension (unsignalized)
- Project Access driveway on Blue Lake Avenue Extension (unsignalized)

Roadway Segment and Intersection Analysis

The traffic analysis will include existing and 2028 buildout conditions for both roadway segment and intersection capacity analysis. Roadway segments will be analyzed for the PM peak 2-way volumes. The analysis will be based on existing and service volumes as obtained from the most recent *Volusia County Average Annual Daily Traffic & Historical Counts,* included in the **Attachments***.* The intersection analysis will be conducted for the PM peak hours based on field counts, projected movements, *Synchro* software and the methods of the *Highway Capacity Manual, 7th edition (HCM)*.

Background and Buildout Traffic

Background traffic will be projected to the buildout year 2028 based on *Volusia County's Segment Growth Rates and Vested Trips Instruction Policy,* included in the **Attachments**. Buildout conditions will be analyzed by comparing the total projected traffic volumes to their service volumes at the adopted level of service LOS standard for the roadway segments and intersections. Total projected traffic volumes at buildout year 2028 will be calculated as the sum of background traffic and project trips.

Intersections volumes at buildout will be computed by adjusting the raw field counts based on the appropriate seasonal factor obtained from *FDOT Traffic Online*, then adding it to the projected traffic growth and trips generated by the development. An intersection analysis will be conducted for the AM and PM peak hour conditions, based on field counts, buildout traffic, *Synchro* software and the methods of *HCM, 7th edition*.

Planned and Programmed Improvements

The Transportation Improvements Programs for the City, County, and FDOT were reviewed to determine if any roadway or intersection improvements were funded for construction within the next few years. **Table 3** summarizes the list of roadway segments programmed for improvement as obtained from the Volusia County Road Program 2021-22, excerpts of which are included in the **Attachments.** The first two rows listed in the table below will be considered in the buildout condition analysis for this project.

Table 3

Planned & Programmed Improvements

Roadway	From	To	Improvement	Status
Howland Boulevard	Providence Blvd	Elkcam Boulevard	Widen From 2 to 4 Lanes	Under Construction
Orange Camp Road	MLK Jr. Beltway	I-4	Widen From 2 to 4 Lanes	Under Construction
Graves Avenue	Veterans Memorial Parkway	Kentucky Avenue	Widen From 2 to 3 Lanes	Design Underway
Veterans Memorial Parkway	Current limit of 4 lanes	Rhode Island Avenue	Widen From 2 to 4 Lanes	Design Underway
Beresford Road	Blue Lake Avenue	Kepler Road/MLK Jr Beltway	Extension	Design and Row Acquisition Underway
Blue Lake Avenue	Victoria Park	SR 472	Extension	Conceptual Preparation Underway

Source: 2021-22 Volusia County Road Program

Proportionate Share

If the development results in offsite impacts, the development will mitigate its impact to the deficient facilities by contributing a proportionate share. The proportionate share calculation will be based on costs approved by Volusia County Engineering and Construction Division. All proposed mitigation improvements will be consistent with the appropriate City and County comprehensive plans' transportation elements. In particular, if a proposed mitigation improvement is to widen a county roadway beyond that which is indicated on the County's adopted *Future Number of Lanes Map* (or allowed by the County Transportation Engineering since a county map amendment is pending), an alternative mitigation improvement project must be proposed.

Alternative Mode Analysis

A review of transit, pedestrian and bicycle facilities will be conducted in accordance with the R2CTPO and Volusia County requirements.

Report

A report detailing the methods, findings, and recommendations of the traffic analysis will be prepared for submittal to the City and County.

ATTACHMENTS

June 5, 2024

Mr. William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West India Avenue
Deland, Florida 32720
WDWhite@volusia.org

Re: Ford 472
Response to TIA Methodology Comments
TMC Project № 21145
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by the Volusia County Traffic Engineering dated April 15, 2024, regarding the above referenced Methodology dated November 23, 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Methodology is provided under cover reflecting the changes resulting from these comments.

1. **Traffic study will require concept plans for the development as part of the review and approval.**
   Refer to the municode code Sec. 72-577. - Conceptual or final site plan review. Conceptual site plan application.
   a) **Current zoning classification(s);**
   b) **Schematic representation of proposed use, including building size, shape and location on the site;**
   c) **Schematic representation of vehicular circulation within the site, including driveways, parking areas and loading areas;**
   d) **Schematic representation of points of connection to the public right-of-way.**

   TMC Response: Approved Overall Development Plan is provided in the Attachments.

2. **The proposed build-out as stated is year 2026. Please confirm that this is realistic build-out date.**

   TMC Response: Buildout Year is now anticipated for 2028. Relevant changes have been made in the revised Methodology.

3. **Land use used in table 2 project trip generation shall replicate the project Concept layout proposed uses and building sizes data.**

   TMC Response: The land use data in the Trip Generation table (Table 2) has been updated to reflect the concept layout proposed uses and building sizes data.

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

   TMC Response: The development is planned to be built in a single phase with the buildout year 2028.

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

   TMC Response: Noted. The traffic policy provided will be referred to for the Traffic Impact Analysis Report.

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

   TMC Response: Improvements that will be assumed for buildout condition are updated and stated in the revised Methodology.

7. **For vested Trip Database, please confirm with relevant agency/city for their updated list of vested developments.**

   TMC Response: Most recent vested trip database from Volusia County will be obtained and used in the final TIA report.

8. **Submit a recorded right-of-way / easement agreement for Cassadaga Rd extension.**

   TMC Response: We do not yet have an easement for the roadway extension, but the client is working on it. However, please see the Attachments regarding the rights to create an easement.

9. **Intersection analyses the use of latest version "HCM 7th Edition" for TIAs.**

   TMC Response: HCM 7th Edition will be used in the TIA and has been updated in the Methodology.

10. **Signal warrant analysis will be required for the signalized intersection at MLK & proposed Cassadaga Rd extension.**

    TMC Response: There is an existing traffic signal at the MLK & Cassadaga Road intersection.

11. **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.

TMC Response: Please note that this project will be developed in one (1) phase/stage; therefore, the proposed access driveway points will be analyzed for the full buildout of the project and access management will be evaluated accordingly.

12. **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 with georeferenced crash locations highlighting crash trends based on 5yrs period. The crash analysis is to include all listed study intersection(s) /segment(s) adjoining the development and intersection(s)/segment(s) with mitigated development measure(s).**

TMC Response: Acknowledged. The TIA will include a section for crash analysis to include study intersections and roadway segments adjoining the development and intersection(s)/segment(s) with mitigated development measures.

END OF COMMENTS

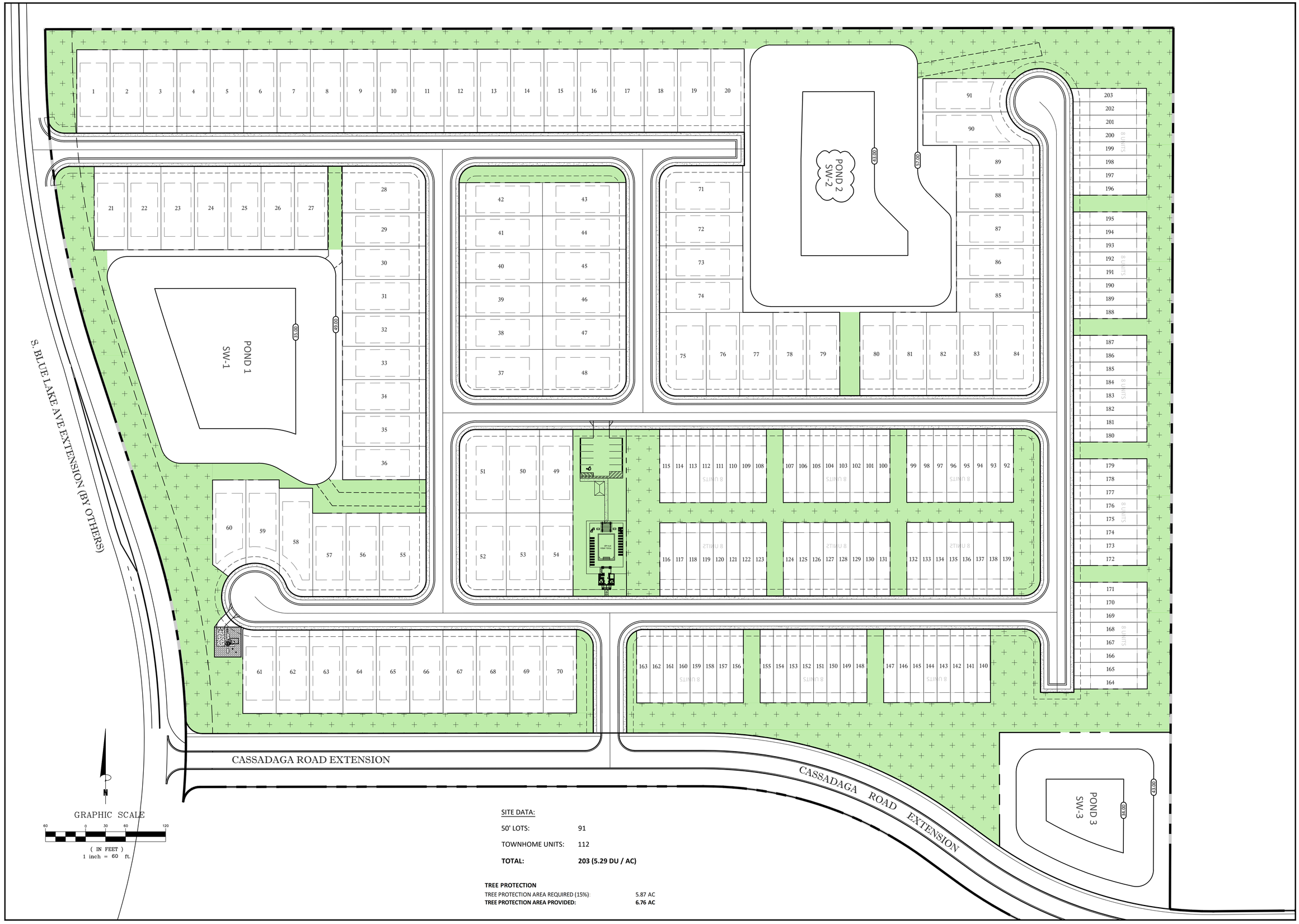
We trust these responses and the revised Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman As-Saidi, PE
VP of Engineering



SITE DATA:

50' LOTS:	91
TOWNHOME UNITS:	112
TOTAL:	**203 (5.29 DU / AC)**

TREE PROTECTION

TREE PROTECTION AREA REQUIRED (15%):	5.87 AC
TREE PROTECTION AREA PROVIDED:	**6.76 AC**

KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 898-7858 FAX (407) 898-1488

DATE	REVISION

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

CONCEPT PLAN

DRAWN:	GPR
DESIGN:	GPR
CHECKED:	SCF
JOB NO.:	1496.000
DATE:	07/25/2023

SHEET
1 OF 1

Volusia County
FLORIDA

Growth & Resource Management
Land Development

November 27, 2023

Christopher Wrenn
PulteGroup, Inc.
4901 Vineland Rd
Orlando, FL 32811

Re: Subdivision Overall Development Plan Preliminary Development Order
2022-S-ODP-0353 / 1072480
Ford 472 Subdivision

Dear Mr. Wrenn:

This letter is the Subdivision Overall Preliminary Development Order for the above-referenced development. Pursuant to the following findings, the DRC has approved the application:

1. The application was accepted on May 15, 2023, and discussed at the June 14, 2023, Technical Staff Review Meeting.

2. The DRC considered the application at their regularly scheduled meeting of October 10, 2023, and approved the Overall Development Plan application 2022-S-ODP-0353, subject to the submittal of revised plans to the satisfactory resolution of staff comments.

3. Revised plans were accepted on October 26, 2023.

A copy of the approved version of the plan, last revision dated October 18, 2023, by Sean Fortier, is enclosed.

Based on this letter you may submit an application for a Preliminary Plat Development Order. A blank application form and a checklist of exhibits and procedures are attached. A fee, as outlined in the attached fee schedule, must be paid at the time of application submittal. The Preliminary Plat application must be consistent with the approved Overall Development Plan and any remaining conditions imposed by the DRC.

Section 72-536(b) of the LDC states, “It is a violation of this division for anyone who is the owner or agent of the owner of any land to transfer, sell, agree to sell, or negotiate to sell such land by reference to, exhibition of, or other use of a plat of a subdivision of such land without having the plat approved as required by this division.”

Pursuant to Section 125.022(5), F.S., issuance of this development order by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. All other applicable state or federal permits shall be obtained before commencement of this development.

Pursuant to Section 72-502(g) of Article III Land Development, Chapter 72 Code of Ordinances (LDC), any person claiming to be aggrieved by a decision of the Enforcement Official or the DRC may file a written appeal within thirty (30) days after said decision with the Land Development Manager to have the decision reviewed by the Volusia County Council. The appeal shall state fully the specific grounds for the appeal and all of the facts relied upon by the petitioner. The County Council shall consider only those items specified in this petition.

Please feel free to contact the Land Development office if you have any questions. The project name and number must be referenced on all inquiries.

Sincerely,



Carol McFarlane, AICP
Planning and Land Development Director
cmcfarlane@volusia.org

CRM/rc
Enclosures

c: James L Rickman, Allen & Company, 16 E Plant St, Winter Garden, FL 34787
Ford Frank A, Group 7 87 5 / Group 4 12 5, Po Box 457, Deland Fl 32721
Sean Fortier, Kelly, Collins & Gentry, Inc, 1700 N Orange Av, Orlando, FL 32804
Todd Bonnett, Bonnett Design Group, LLC, 400 S Orlando Av Suite 201, Maitland, FL 32751
David Romero (via e-mail)

PARCEL DESCRIPTION

PARCEL 1
GOVERNMENT LOT 2, EXCEPT THE W 1/4 THEREOF LYING NORTH OF S.R. 15A, AND LYING SOUTH OF A LINE PARALLEL TO AND 900 FEET SOUTH OF THE NORTH LINE OF SAID GOV'T LOT 2, AND EXCEPT THE EAST 660 FEET OF THE NORTH 1056 FEET, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

AND
THE NORTH 900 FEET OF THE EAST 1/4 OF GOVERNMENT LOT 2, LYING NORTH OF S.R. 15A, EXCEPT THE NORTH 660 FEET THEREOF, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

PARCEL2
THE EAST 1/4 OF GOVERNMENT LOT 2, LYING NORTH OF STATE ROAD 15-A, EXCEPT THE NORTH 900 FEET THEREOF, AND THE WEST 1/4 OF GOVERNMENT LOT 1, LYING NORTH OF STATE ROAD 15-A, EXCEPT THE NORTH 900 FEET, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

NOTE:

PARCEL DESCRIPTION PROVIDED BY ALLEN & COMPANY, DATED 06/08/2021.

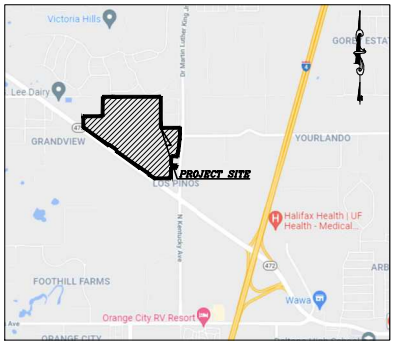
OVERALL DEVELOPMENT PLAN

FOR:

FORD 472 SUBDIVISION

NORTH OF SR 472 & WEST OF DR MARTIN LUTHER KING JR BELTWAY VOLUSIA COUNTY, FLORIDA

VICINITY MAP



SCALE: 1"=2000'

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

PARCEL ID #:
800100000020

PREPARED FOR:

PULTE GROUP

4901 VINELAND ROAD SUITE 460
ORLANDO, FLORIDA 32811
PHONE: (407) 661 2152

DEVELOPMENT TEAM:

DEVELOPER
PULTE GROUP
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ORLANDO, FLORIDA 32811
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ENGINEER
KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE,
SUITE 400
ORLANDO, FLORIDA 32804
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FAX: (407) 898-1488

SURVEYOR
ALLEN & COMPANY
16 EAST PLANT STREET
WINTER GARDEN, FLORIDA 34787
PHONE: (407) 654-5355

LANDSCAPE ARCHITECT
BONNET DESIGN GROUP, LLC
PHONE: (407) 463-0136

UTILITIES:

WATER & SEWER
CITY OF DELAND
1101 SOUTH AMELIA AVENUE,
DELAND, FLORIDA 32724
PHONE: (386) 626-7250

RECLAIM WATER
VOLUSIA COUNTY UTILITIES
123 W INDIANA AVE, DELAND, FLORIDA 32720
PHONE: (386) 736-2700

PREPARED BY:

KELLY, COLLINS & GENTRY, INC.
ENGINEERING • PLANNING

1700 NORTH ORANGE AVENUE
SUITE 400
ORLANDO, FLORIDA 32804
PHONE (407) 898-7858
FAX (407) 898-1488

SECTION 01 TOWNSHIP 18, RANGE 30, VOLUSIA COUNTY, FLORIDA

SHEET INDEX

SHEET TITLE	SHEET NO.
COVER SHEET	C-1.0
EROSION CONTROL & TREE PROTECTION	EC-1.0
OVERALL PLAN	C-2.0 TO C-2.1
DIMENSION PLAN	C-3.0 TO C-3.2
PAVING, GRADING, & DRAINAGE PLAN	C-4.0 TO C-4.2
UTILITY PLAN	C-5.0 TO C-5.2

Sean Fortier
2023.10.18
13:29:01-04'00'

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY SEAN C. FORTIER, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

FOR REVIEW ONLY
NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BY THIS BLOCK

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION NO.
NOT VALID FOR CONSTRUCTION UNLESS SIGNED BY THIS BLOCK

REVISIONS:

DATE	DESCRIPTION

DRAWN: GPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-1.0

FORD 472 SUBDIVISION VOLUSIA COUNTY, FL

EROSION CONTROL:

1. GENERAL: CONTRACTOR SHALL INSTALL ANY ADDITIONAL EROSION CONTROL WHEN NECESSARY IN ORDER TO MEET STATE AND LOCAL STANDARDS.
2. EXISTING SYSTEMS: CONTRACTOR SHALL PROTECT ALL EXISTING STORMWATER COLLECTION SYSTEMS FROM DAMAGE BY SEDIMENT OR OTHER CONSTRUCTION RELATED CAUSES.
3. CONFLICTS: CONTRACTOR SHALL COORDINATE ALL UTILITY CROSSINGS AND ADDRESS CONFLICTS PRIOR TO BEGINNING WORK IN A GIVEN AREA(S).
4. STABILIZATION:
   A. EROSION CONTROL SHALL BE MAINTAINED WITHIN CONSTRUCTION AREAS BY QUICKLY STABILIZING DISTURBED AREAS TO PREVENT THE RELEASE OF SEDIMENT. THIS SHALL BE ACCOMPLISHED USING SOD, TURBIDITY FENCES, AND OTHER MEANS ACCEPTABLE TO OWNER, ENGINEER, AND REGULATORY AGENCIES.
   B. AREAS DISTURBED THAT WILL NOT BE IMPROVED FOR A PERIOD OF 30 DAYS OR MORE SHALL RECEIVE TEMPORARY STABILIZATION AS DEEMED NECESSARY BY THE MUNICIPAL INSPECTOR.
5. BMPs:
   A. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, CONTRACTOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES BMP TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.
   B. WITH UTILIZING CONSTRUCTION PHASES, CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL ON-SITE BMPs AS DEEMED NECESSARY AND SHALL BE APPROVED BY JURISDICTIONAL AUTHORITIES.
   C. ALL BMPs SHALL BE CLEANED OF SEDIMENT WHEN 50% OR LESS OF BMP IS REACHED.
   D. ALL BMPs SHALL REMAIN IN PLACE UNTIL SUCH TIME THAT THE MUNICIPAL INSPECTOR ALLOWS REMOVAL.
   E. APPROPRIATE BMPs MUST BE IMPLEMENTED TO ENSURE THAT DISCHARGES DO NOT EXCEED SURFACE WATER QUALITY STANDARDS PER THE FDEP CONSTRUCTION GENERIC PERMIT (CGP). IF DEWATERING DEPOSITS OR INTO A COUNTY MS4, TURBIDITY MUST BE MONITORED TO ENSURE THAT DISCHARGES DO NOT EXCEED 29 NTU OVER BACKGROUND PER 62-302.530 FAC. REFER TO THE DEWATERING REQUIREMENTS IN 62-621.300(4)(a) CONSTRUCTION GENERIC PERMIT OR 62-621.300(2)(a) DEWATERING GENERIC PERMIT AS APPLICABLE.
   F. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPs SHALL BE MAINTAINED PROPERLY. MAINTENANCE SHALL INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT CONTROL BMPs AFTER EACH RAIN EVENT OF 1/2" AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGRADING, REVEGETATING, AND REMETTING, MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMPs FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPs, OR MODIFICATIONS OF THOSE INSTALLED SHALL BE REQUIRED.
   G. CONTRACTOR SHALL INSPECT BMPs AT END OF EACH WORKING DAY.
   H. SEDIMENT REMOVED FROM BMPs SHALL BE DISPOSED OF IN LANDSCAPED AREAS OUTSIDE OF STEEP SLOPES, WETLANDS, FLOODPLAINS, OR DRAINAGE SWALES AND IMMEDIATELY STABILIZED OR PLACED IN TEMPORAL STOCKPILES.
   I. BMPs USED ON SITE MUST MEET THE MINIMUM SPECIFICATIONS IN THE 2013 STATE OF FLORIDA E&SC DESIGNER AND REVIEWER MANUAL.
6. MULCH:
   A. MULCH WITH MULCH CONTROL NETTING OR EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES 3:1 AND STEEPER.
   B. STRAW MULCH SHALL BE APPLIED IN LONG STRANDS, NOT CHOPPED OR FINELY BROKEN.
7. ENTRANCE/EXIT:
   A. CONSTRUCTION ENTRANCE SHALL BE GRADED SO THAT NO SEDIMENTS LEAVE THE SITE.
   B. ALL EMPLOYEES, SUBCONTRACTORS, AND SUPPLIERS SHALL UTILIZE CONSTRUCTION ACCESS.
   C. CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE SITE AT ONE LOCATION.
   D. ALL EXIT LOCATIONS INTENDED SHALL BE USED CONTINUOUSLY AND FOR A PERIOD OF TIME SHALL HAVE STABILIZED CONSTRUCTION ENTRANCE/EXIT BMPs (TC-1 "STABILIZED CONSTRUCTION ENTRANCE/EXIT" OR TC-2 "ENTRANCE/OUTLET TIRE WASH").
   E. INSPECT ROUTINELY FOR DAMAGE AND ASSESS EFFECTIVENESS OF THE BMP. REMOVE AGGREGATE, SEPARATE AND DISPOSE OF SEDIMENT IF CONSTRUCTION ENTRANCE/EXIT IS CLOGGED NO MORE THAN 50% WITH SEDIMENT.
   F. IF APPLICABLE, ROUTE RUNOFF FROM STABILIZED ENTRANCES THROUGH A SEDIMENT TRAPPING DEVICE BEFORE DISCHARGE.
8. INLETS:
   G. ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AND PIPES SHALL BE PROTECTED FROM SILT, SAND, AND DEBRIS DURING CONSTRUCTION. ANY ACCUMULATION OF DEBRIS WITHIN THE STORM DRAINAGE PIPE SYSTEM SHALL BE REMOVED BY CONTRACTOR.
   H. PROVIDE GEOHAY HAY BALES IN FRONT OF ALL DRAINAGE CURB INLETS AND PROVIDE FILTER FABRIC UNDER THE GRATE OF ALL DITCH BOTTOM INLETS AFTER INITIAL COMPLETION OF THE DRAINAGE STRUCTURES. MAINTAIN THESE MEASURES DAILY.
9. DAILY:
   A. CONSTRUCTION SITE SHALL BE INSPECTED FOR EROSION PROBLEMS DAILY AND AFTER EACH RAINFALL GREATER THAN 0.5". A RAIN GAUGE SHALL BE ON SITE TO MEASURE THE FALL AMOUNTS.
   B. THE ADJACENT STREETS SHALL BE SWEPT AT THE END OF EACH DAY OF DIRT FROM THE CONSTRUCTION SITE. CONTRACTOR SHALL IMPLEMENT STREET SWEEPING AND VACUUMING AS NEEDED. CLEAN DIRT FROM ROADWAYS DAILY.
   C. CONSTRUCTION SITE SHALL BE CLEANED OF LITTER AND TRASH EACH DAY AND DISPOSED OF OFF-SITE.
   D. INSPECT ALL SEDIMENT CONTROL DEVICES FOR DAMAGE DAILY AND REPAIRS AS NEEDED.
   E. CONTRACTOR SHALL EMPLOY SAFETY AND ROADWAY ENTRY AND EXIT PLANS ON A DAILY/WEEKLY BASIS.
   F. HUMAN WASTEWATER SHALL BE COLLECTED ON-SITE BY THE USE OF TEMPORARY SANITARY SERVICE.
10. SILT FENCE:
   A. SILT FENCE SHALL BE IN PLACE AS SHOWN PRIOR TO CONSTRUCTION.
   B. PRIOR TO CONSTRUCTION, SILT FENCE SHALL BE INSTALLED AT THE LIMITS OF CONSTRUCTION AS DEFINED THROUGHOUT THIS PLAN SET. SEE DETAIL SHEETS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION ON EROSION CONTROL.
   C. SILT FENCE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
11. SOD: ALL DISTURBED AREAS SHALL BE SODDED EXCEPT AS SHOWN ON PLAN. ALL SOD IN RIGHT OF WAY SHALL BE ARGENTINE BAHIA. ALL SLOPES 4:1 OR GREATER SHALL BE SODDED.
12. STOCKPILES: SHALL BE ENCOMPASSED WITH SILT FENCE, SHALL NOT EXCEED 35' IN HEIGHT, AND SHALL NOT BE LOCATED NEAR SITE PERIMETER. LOCATION AND SLOPE SHALL BE APPROVED BY MUNICIPAL INSPECTOR AND OTHER JURISDICTIONAL AUTHORITIES AS REQUIRED.
13. TOXIC SUBSTANCES: ALL TOXIC SUBSTANCES (IF ANY) BROUGHT ON-SITE SHALL BE HANDLED AND STORED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND STANDARDS. ALL SUBSTANCES THAT MAY BE CONSIDERED TOXIC SHALL ALSO BE HANDLED AND STORED ACCORDING TO FEDERAL, STATE, AND LOCAL LAWS AND STANDARDS.
14. DRAINAGE/GRADE: THE CONTRACTOR SHALL PROPERLY GRADE ALL EXCAVATED SURFACES TO PROVIDE POSITIVE DRAINAGE AND PREVENT PONDING OF WATER. FINAL CONTROL OF SURFACE WATER TO AVOID DAMAGE TO ADJOINING PROPERTIES OR TO FINISHED WORK ON THE SITE, AND SHALL TAKE REMEDIAL MEASURES TO PREVENT EROSION OF FRESHLY GRADED AREAS UNTIL SUCH TIME AS PERMANENT DRAINAGE AND EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
15. GRAVEL LAYER: GRAVEL LAYER SHALL BE 12" MIN THICK AND PLACED OVER GEOTEXTILE MAT.
16. SPEED: TRUCK SPEED TO BE REDUCED TO CONTROL DUST.
17. DITCHES: KEEP ALL TEMPORARY ROADWAY DITCHES CLEAR.
18. WATER DOWN: CONTRACTOR TO WATER DOWN AREAS WHEN AND WHERE DISTURBED SOIL IS RAISING AND BECOMING AIRBORNE IN ORDER TO SETTLE IT. PERMIT AS NEEDED.
19. SEDIMENT BASIN: LARGE SITES MAY REQUIRE A TEMPORARY SEDIMENT BASIN. CONTRACTOR SHALL DETERMINE LOCATION. TEMPORARY SEDIMENT BASIN SHALL BE APPROVED BY JURISDICTIONAL AUTHORITIES.
20. STORMWATER DISCHARGE: CONTRACTOR TO ABIDE BY ALL PROVISIONS OF THE FDEP GENERAL PERMIT FOR STORM WATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES.
21. DUST ABATEMENT: CONTRACTOR TO PROVIDE A DUST ABATEMENT PLAN INCLUDING A 6-FOOT HIGH SCREEN FENCE ALONG ALL PROPERTY LINES.

DEMOLITION NOTES:

1. DEMOLISH AS REQUIRED TO ACCOMPLISH WORK INDICATED IN THESE DOCUMENTS. ALL REQUIRED DEMOLITION WORK SHALL BE INCLUDED IN THE BASE BID PACKAGE SUBMITTED BY THE CONTRACTOR.
2. DO NOT ALLOW MATERIALS AND DEBRIS GENERATED BY DEMOLITION ACTIVITIES TO ACCUMULATE ON THE JOB SITE. REMOVE DAILY AND DISPOSE OF IN A LEGAL MANNER. NO ON SITE SALE OR BURNING OF REMOVED ITEMS IS PERMITTED.
3. THIS PLAN IS TO BE USED IN CONJUNCTION WITH THE ENTIRE SET OF CONSTRUCTION DRAWINGS. DO NOT REMOVE ANY ITEMS WITHOUT VERIFYING AND COORDINATING WITH ALL GENERAL TRADES AS TO HOW THEY RELATE TO THE OVERALL PROJECT.
4. THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE PUBLIC AND/OR WORKMEN ON THE SITE TO PREVENT ACCIDENTS OR INJURY TO ANY PERSON ON, ABOUT OR ADJACENT TO THE PREMISES. THE CONTRACTOR SHALL COMPLY WITH ALL LAWS, ORDINANCES, CODES AND REGULATIONS PERTAINING TO SAFETY AND THE PREVENTIONS OF ACCIDENTS.
5. THE CONTRACTOR MUST MAINTAIN ADEQUATE SUPPORTS, INSULATIONS, WATERPROOFING, EMERGENCY LIGHTING, SECURITY, ALARMS, ETC. FOR ALL OR PART OF ITEMS WHICH ARE TO REMAIN.

CONTRACTOR CERTIFICATION:

"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND, AND SHALL COMPLY WITH THE TERMS AND CONDITIONS OF THE STATE OF FLORIDA GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES AND THIS STORMWATER POLLUTION PLAN THEREUNDER."

NAME: _____ TITLE: _____

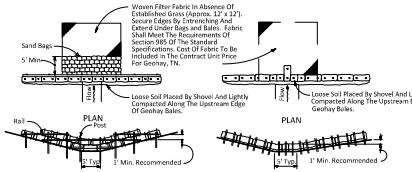
CONTRACTING FIRM: _____ ADDRESS: _____

TELEPHONE #: _____ DATE: _____

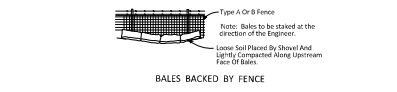
THIS SOIL EROSION/SEDIMENT CONTROL & DUST ABATEMENT PLAN IS FOR THE PURPOSE OF SHOWING INTENTION OF METHOD TO CONTROL STORM WATER RUNOFF & DUST DISTURBANCE CAUSED BY CONSTRUCTION ACTIVITY. CONTRACTOR SHALL ADJUST AND/OR ADD BMP'S BASED ON SPECIFIC SITE CONDITIONS & CONSTRUCTION ACTIVITY SATISFYING NPDES REQUIREMENTS. CONTRACTOR TO OBTAIN GENERAL PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES (RULE 62-621.300(4), F.A.C.)



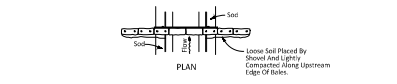
BARRIERS FOR FILL SLOPES



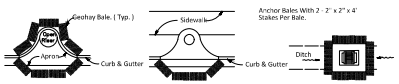
BARRIER FOR UNPAVED DITCHES



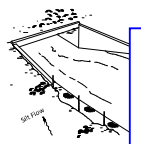
BALES BACKED BY FENCE



BARRIER FOR PAVED DITCH

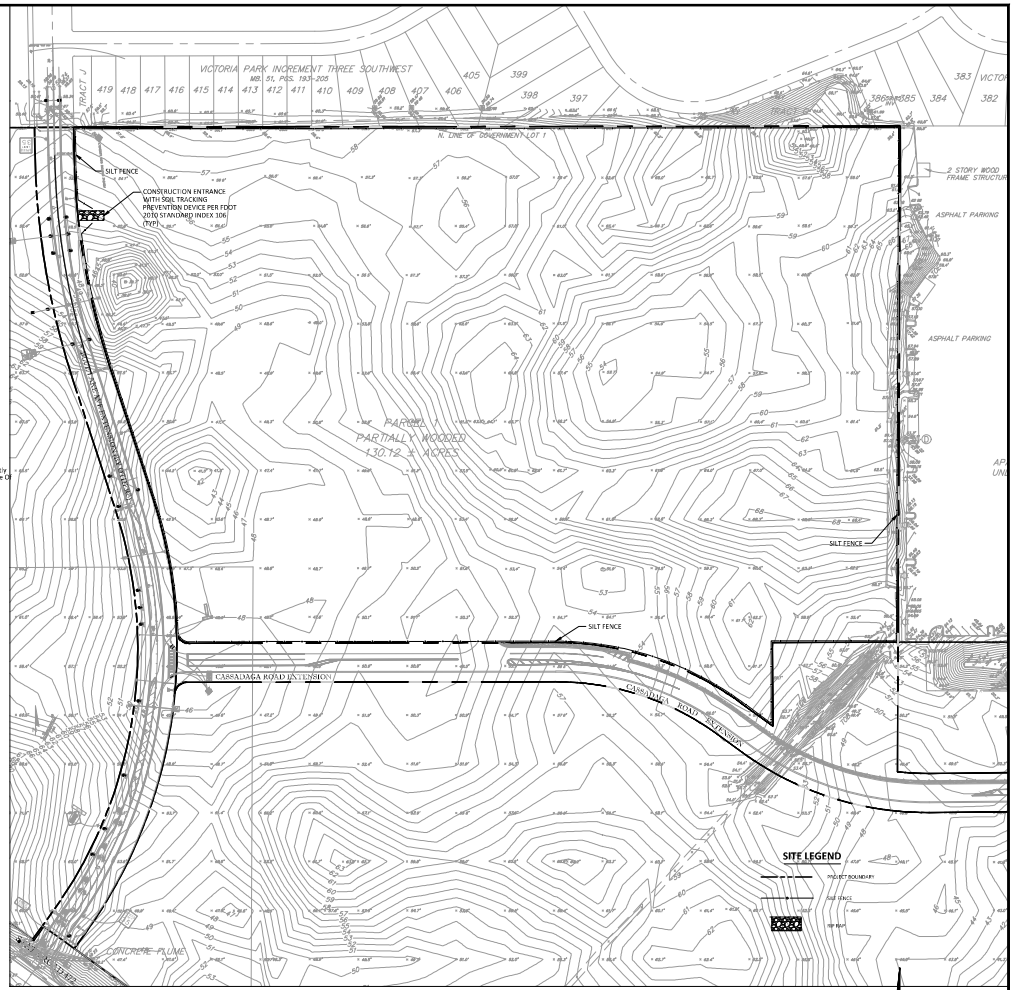


PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

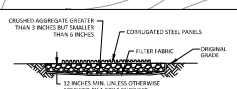


LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

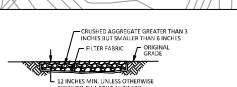
11/27/2023
Planning & Land Development Director



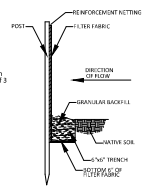
NOTE:
SILT FENCE SHOWN FOR SCHEMATIC PURPOSES ONLY. SILT FENCE SHOULD BE INSTALLED AT THE LIMITS OF CONSTRUCTION AS DEFINED THROUGHOUT THIS PLAN SET.



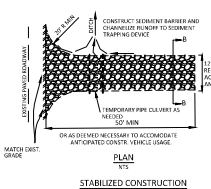
SECTION A-A
NTS



SECTION B-B
NTS

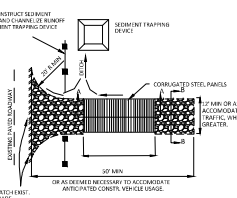


SILT BARRIER DETAIL
N.T.S.



PLAN
NTS

STABILIZED CONSTRUCTION ENTRANCE/EXIT (TYPE 1)



PLAN
NTS

STABILIZED CONSTRUCTION ENTRANCE/EXIT (TYPE 2)

GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
1 inch = 150 ft.

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION NUMBER 29000
LICENSED STATE OF FLORIDA
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #69936
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1776 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-1900 FAX (407) 896-1488

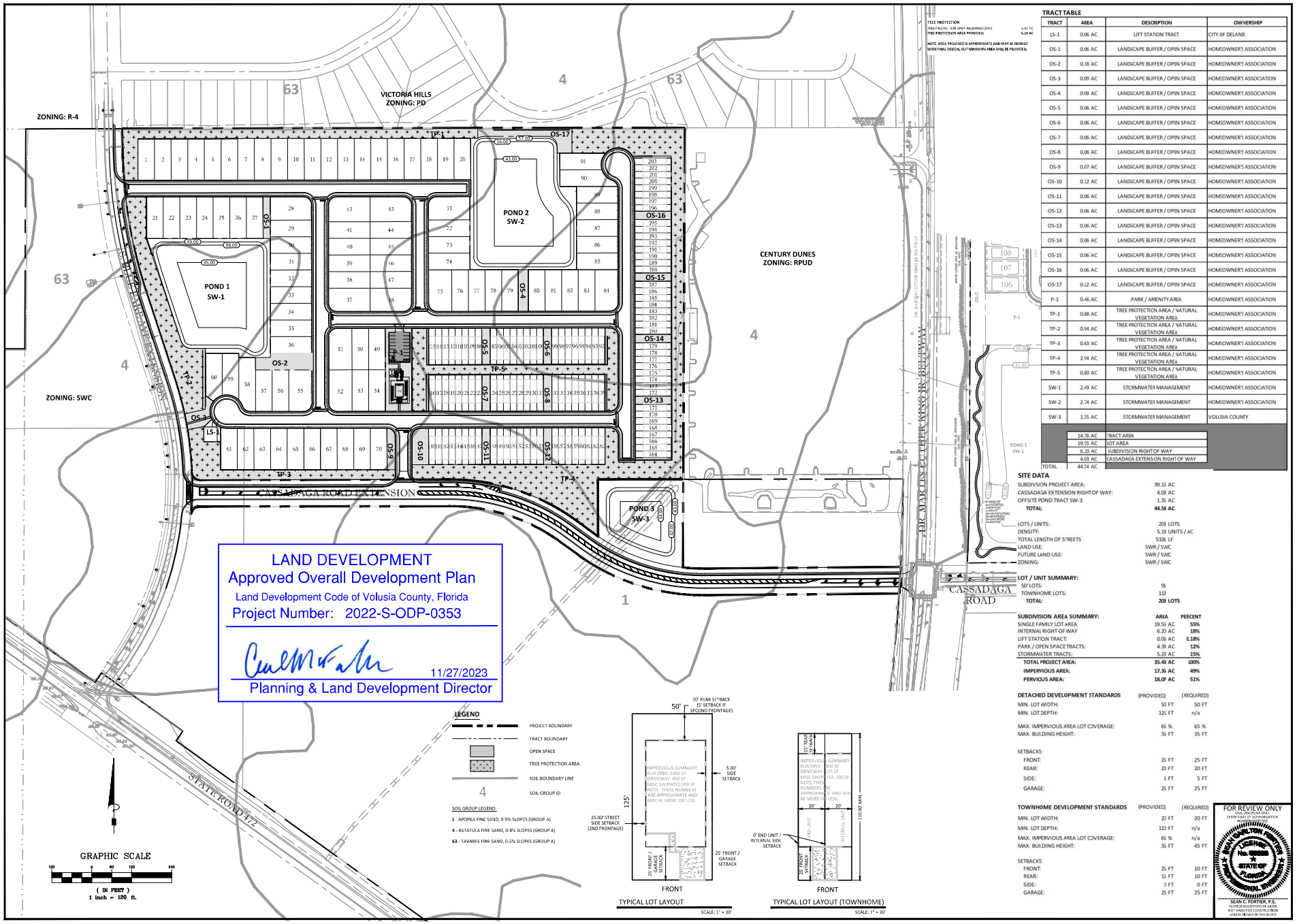
REVISION
DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

EROSION CONTROL & TREE REMOVAL-PROTECTION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023
SHEET
EC-1.0



TRACT TABLE

TRACT	AREA	DESCRIPTION	OWNERSHIP
LS-1	0.06 AC	LIFT STATION TRACT	CITY OF DELAND
OS-1	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-2	0.18 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-3	0.09 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-4	0.09 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-5	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-6	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-7	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-8	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-9	0.07 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-10	0.12 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-11	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-12	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-13	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-14	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-15	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-16	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-17	0.22 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
P-1	0.46 AC	PARK / AMENITY AREA	HOMEOWNER'S ASSOCIATION
TP-1	0.88 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-2	0.94 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-3	0.63 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-4	2.94 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-5	0.80 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
SW-1	2.49 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-2	2.74 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-3	1.35 AC	STORMWATER MANAGEMENT	VOLUSIA COUNTY

	14.76 AC	TRACT AREA
	19.55 AC	LOT AREA
	6.20 AC	SUBDIVISION RIGHT OF WAY
	4.03 AC	CASSADAGA EXTENSION RIGHT OF WAY
TOTAL	44.54 AC	

TREE PROTECTION
TREE PROTECTION AREA REQUIRED (15%): 6.67 AC
TREE PROTECTION AREA PROVIDED: 6.18 AC
NOTE: AREA PROVIDED IS APPROXIMATE AND MAY BE REVISED WITH FINAL DESIGN, BUT MINIMUM AREA WILL BE PROVIDED.

SITE DATA

SUBDIVISION PROJECT AREA:	39.15 AC
CASSADAGA EXTENSION RIGHT OF WAY:	4.03 AC
OFFSITE POND TRACT SW-3	1.35 AC
TOTAL:	**44.54 AC**
LOTS / UNITS:	208 LOTS
DENSITY:	5.18 UNITS / AC
TOTAL LENGTH OF STREETS	5331 LF
LAND USE:	SWR / SWC
FUTURE LAND USE:	SWR / SWC
ZONING:	SWR / SWC

LOT / UNIT SUMMARY:

50' LOTS:	96
TOWNHOME LOTS:	112
TOTAL:	**208 LOTS**

SUBDIVISION AREA SUMMARY:

	AREA	PERCENT
SINGLE FAMILY LOT AREA	19.55 AC	55%
INTERNAL RIGHT OF WAY	6.20 AC	18%
LIFT STATION TRACT:	0.06 AC	0.18%
PARK / OPEN SPACE TRACTS:	4.38 AC	12%
STORMWATER TRACTS:	5.23 AC	15%
TOTAL PROJECT AREA:	**35.43 AC**	**100%**
IMPERVIOUS AREA:	**17.35 AC**	**49%**
PERVIOUS AREA:	**18.07 AC**	**51%**

DETACHED DEVELOPMENT STANDARDS	(PROVIDED)	(REQUIRED)
MIN. LOT WIDTH:	50 FT	50 FT
MIN. LOT DEPTH:	125 FT	n/a
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %	65 %
MAX. BUILDING HEIGHT:	35 FT	35 FT
SETBACKS:		
FRONT:	25 FT	25 FT
REAR:	20 FT	20 FT
SIDE:	5 FT	5 FT
GARAGE:	25 FT	25 FT

TOWNHOME DEVELOPMENT STANDARDS	(PROVIDED)	(REQUIRED)
MIN. LOT WIDTH:	20 FT	20 FT
MIN. LOT DEPTH:	110 FT	n/a
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %	n/a
MAX. BUILDING HEIGHT:	35 FT	45 FT
SETBACKS:		
FRONT:	25 FT	10 FT
REAR:	15 FT	10 FT
SIDE:	0 FT	0 FT
GARAGE:	25 FT	25 FT

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NUMBER 30007
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #65936
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1776 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION
DATE

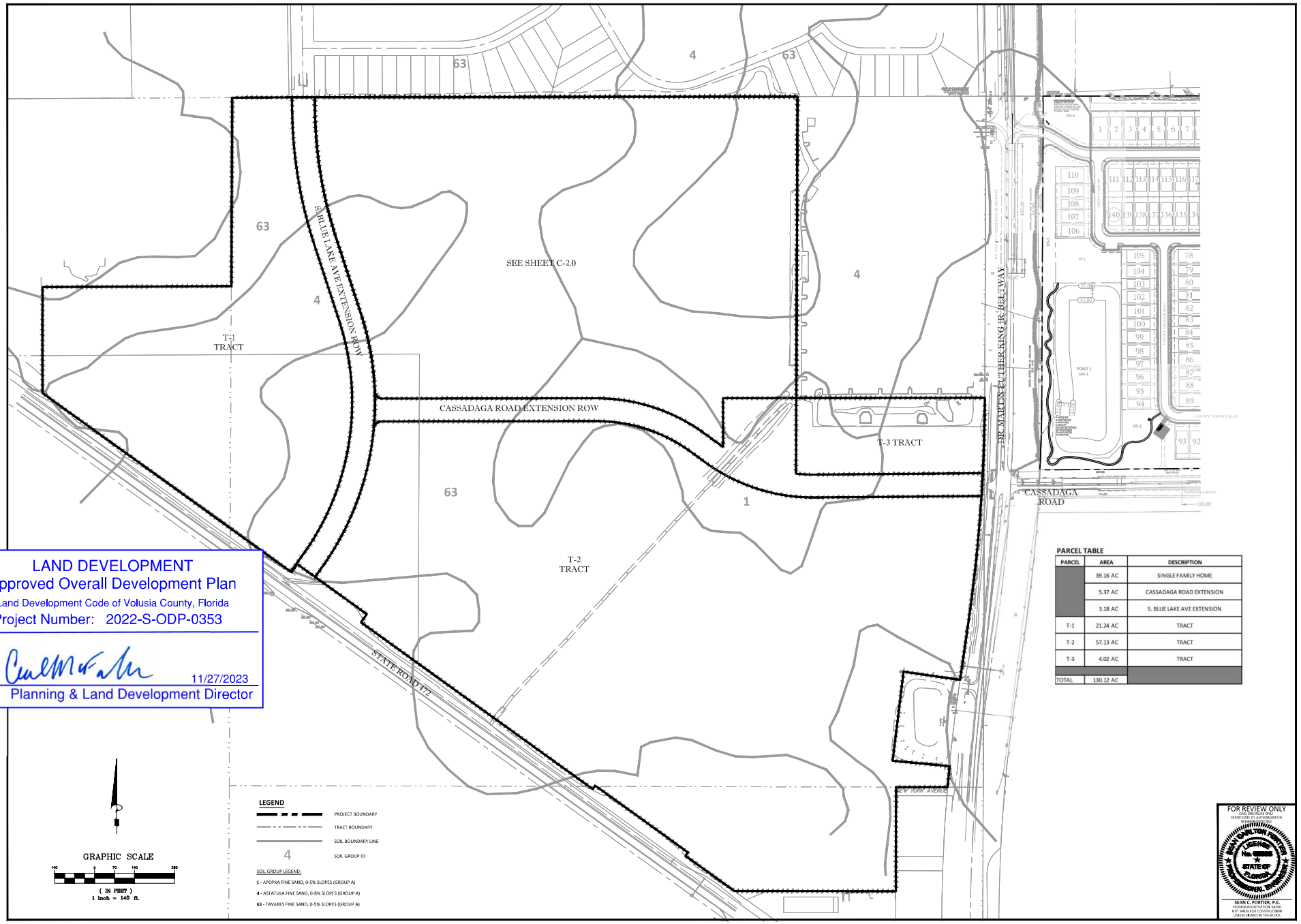
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

OVERALL PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-2.0



LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

PARCEL TABLE

PARCEL	AREA	DESCRIPTION
	39.16 AC	SINGLE FAMILY HOME
	5.37 AC	CASSADAGA ROAD EXTENSION
	3.18 AC	S. BLUE LAKE AVE EXTENSION
T-1	21.24 AC	TRACT
T-2	57.13 AC	TRACT
T-3	4.02 AC	TRACT
TOTAL	130.12 AC	

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NO. 30000
STATE OF FLORIDA
PROFESSIONAL ENGINEER
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #65936
NOT VALID FOR CONSTRUCTION
UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 540-7800 FAX (407) 896-1468

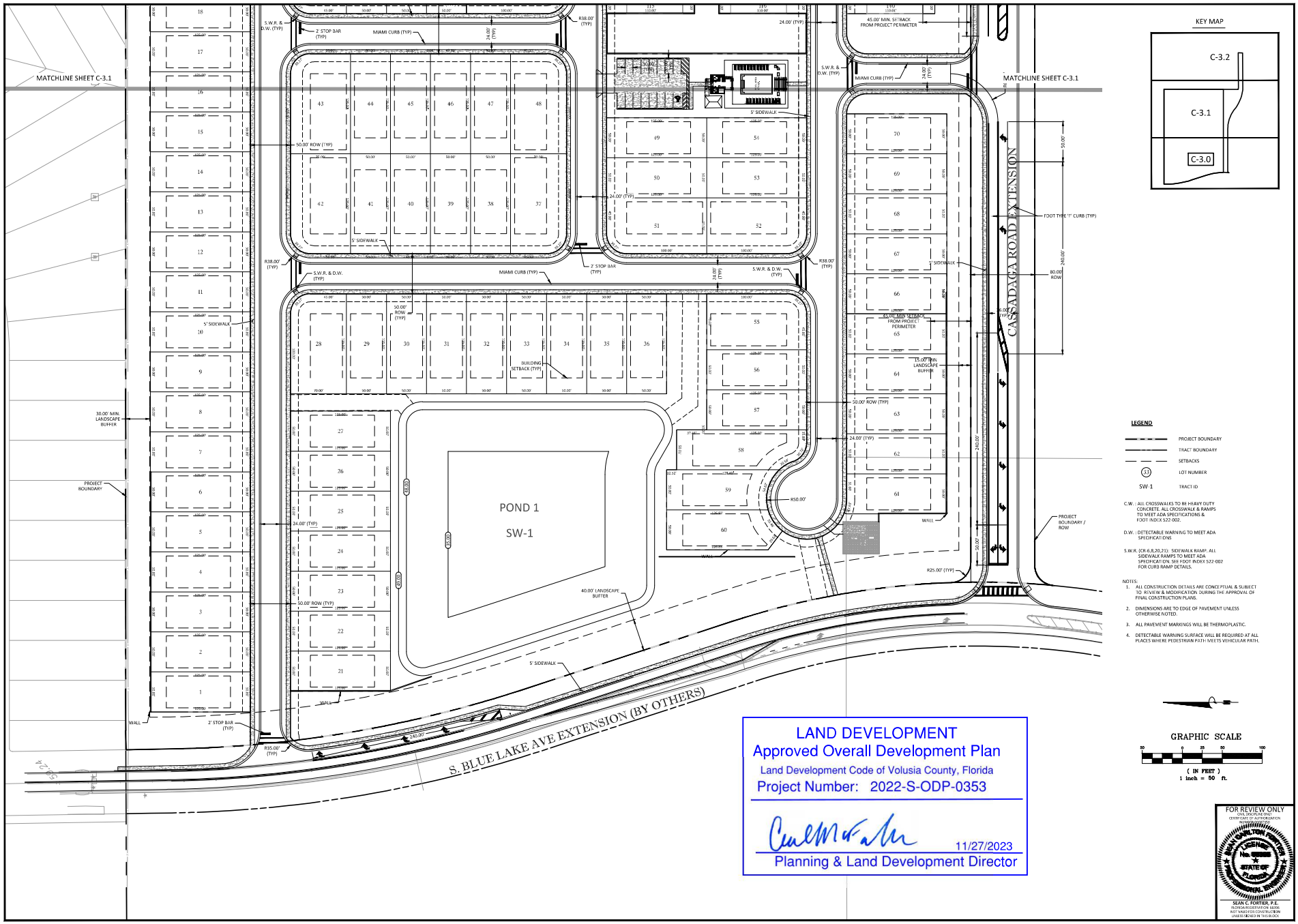
REVISION
DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

OVERALL PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023
SHEET
C-2.1



KELLY, COLLINS & GENTRY, INC.
1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION
DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

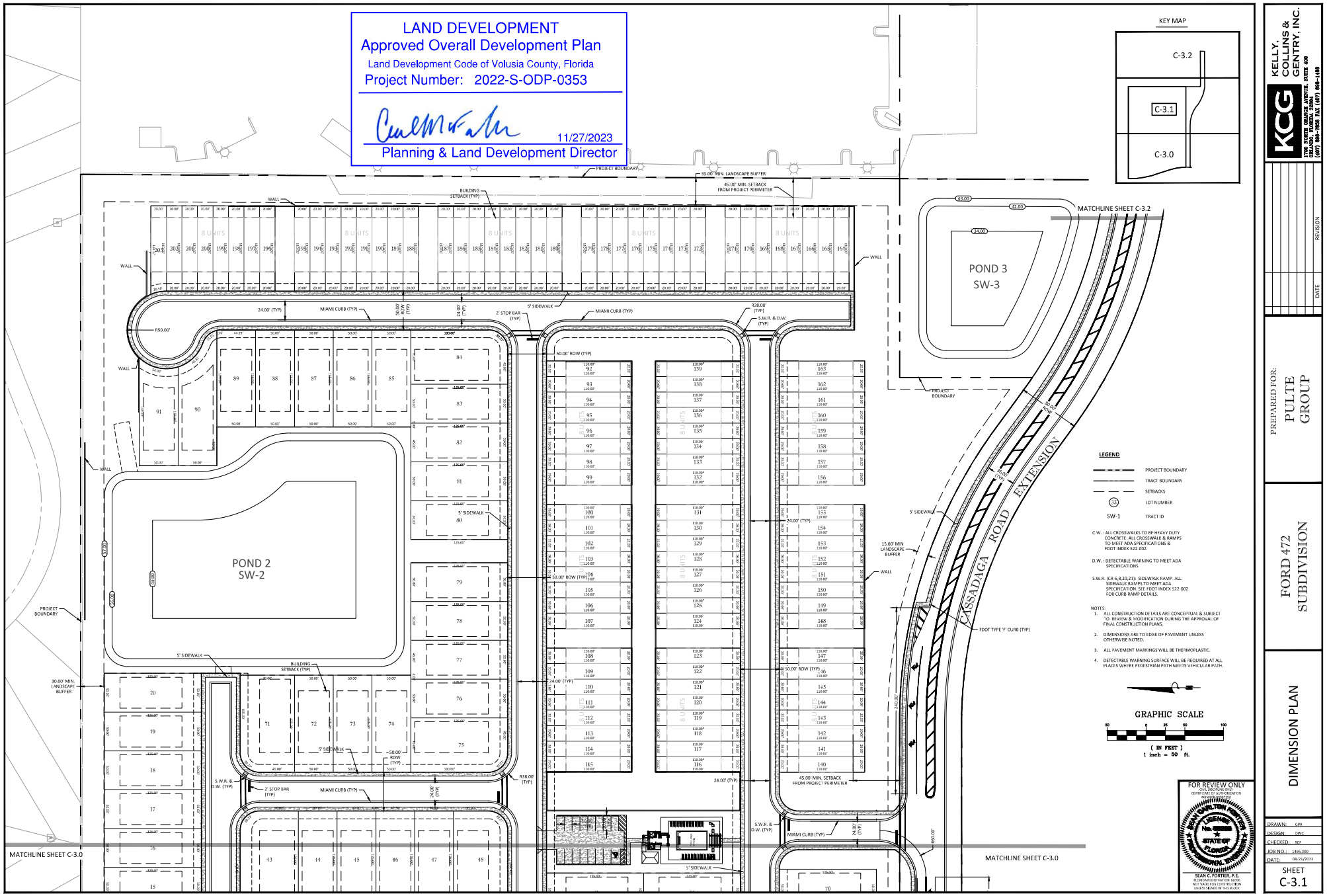
DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-3.0

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
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11/27/2023
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KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION
DATE

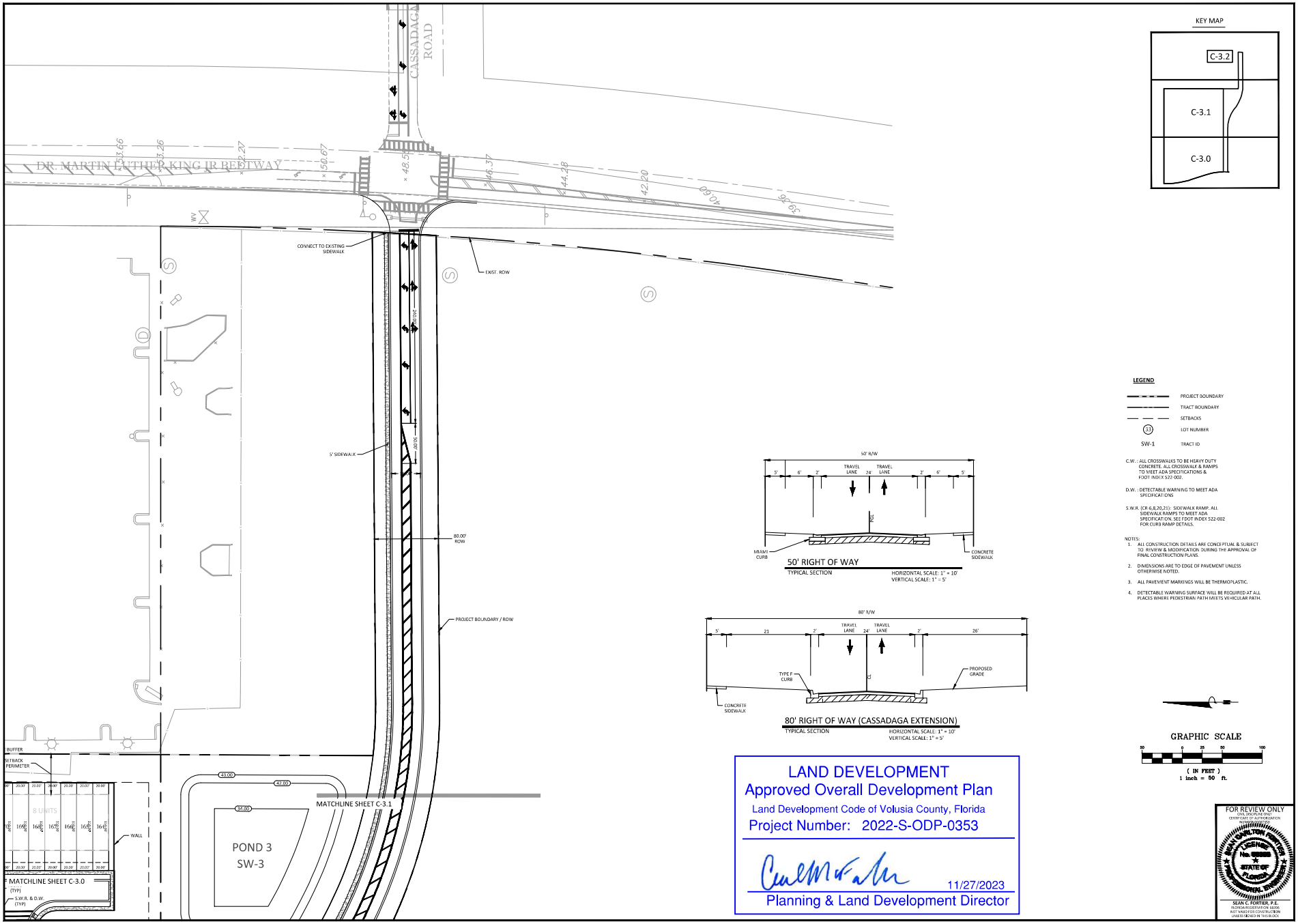
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-3.1



KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-1700 FAX (407) 896-1468

REVISION | DATE

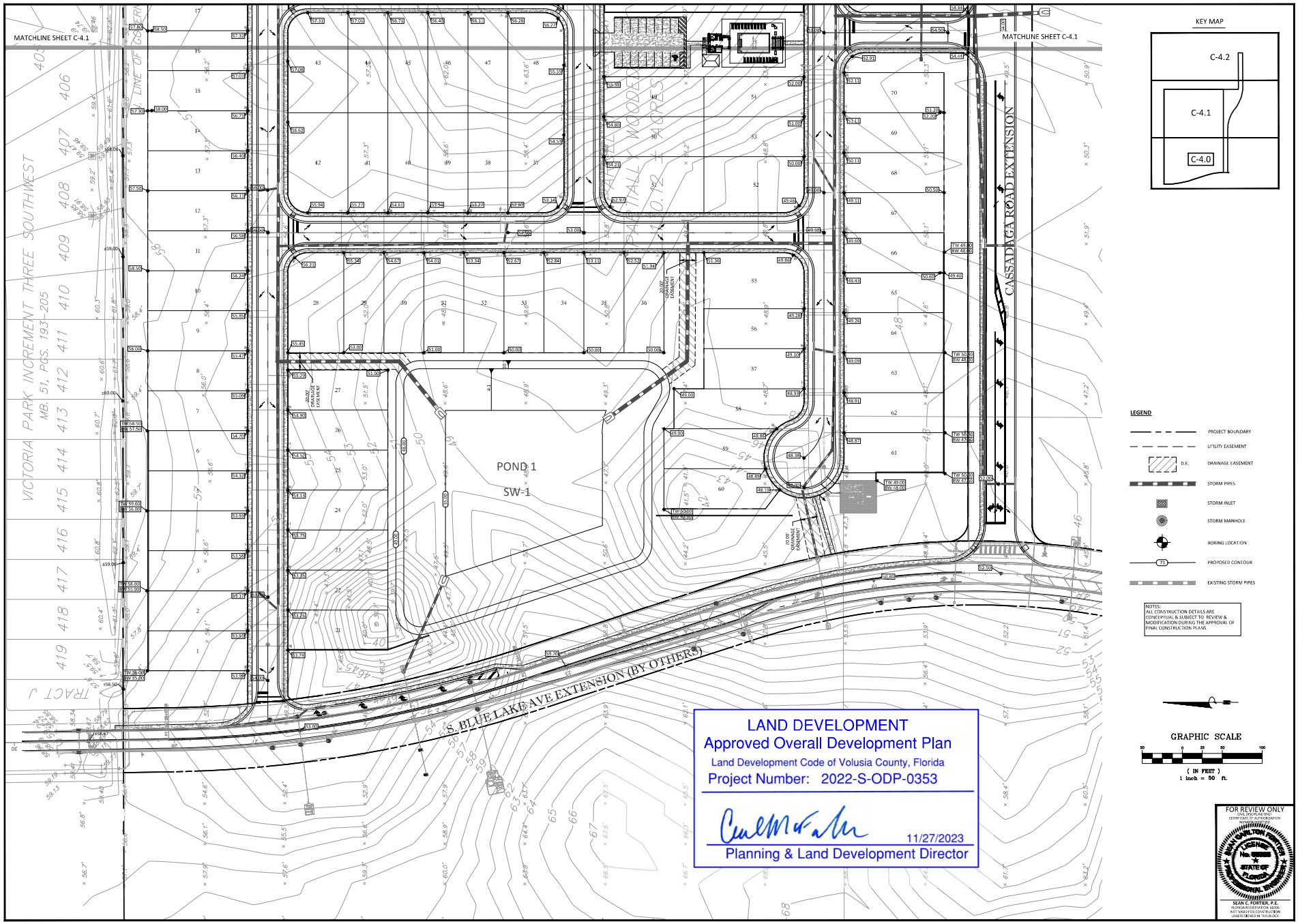
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-3.2



KELLY, COLLINS & GENTRY, INC.
1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION | DATE

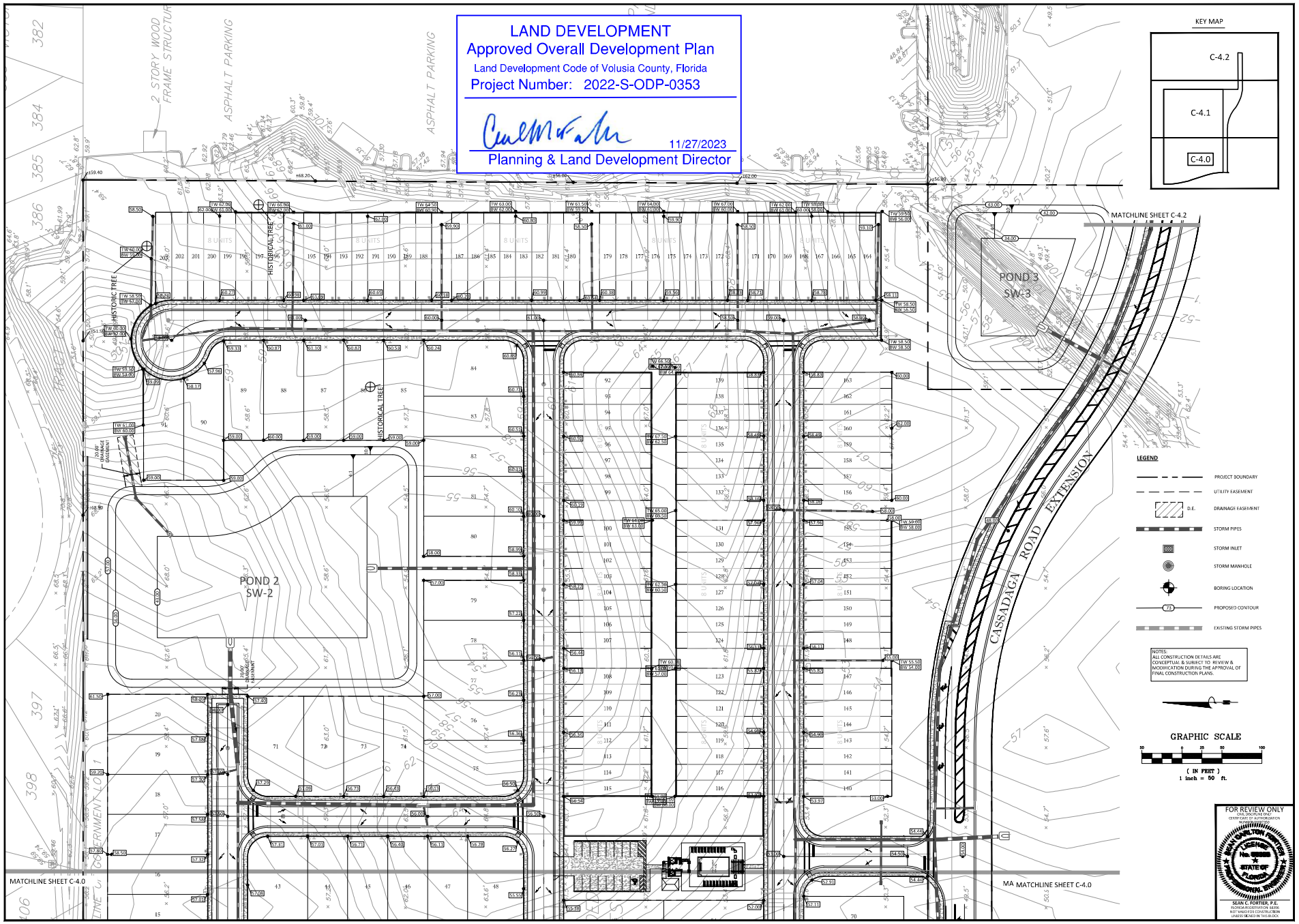
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

PAVING, GRADING, & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-4.0



KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION | DATE

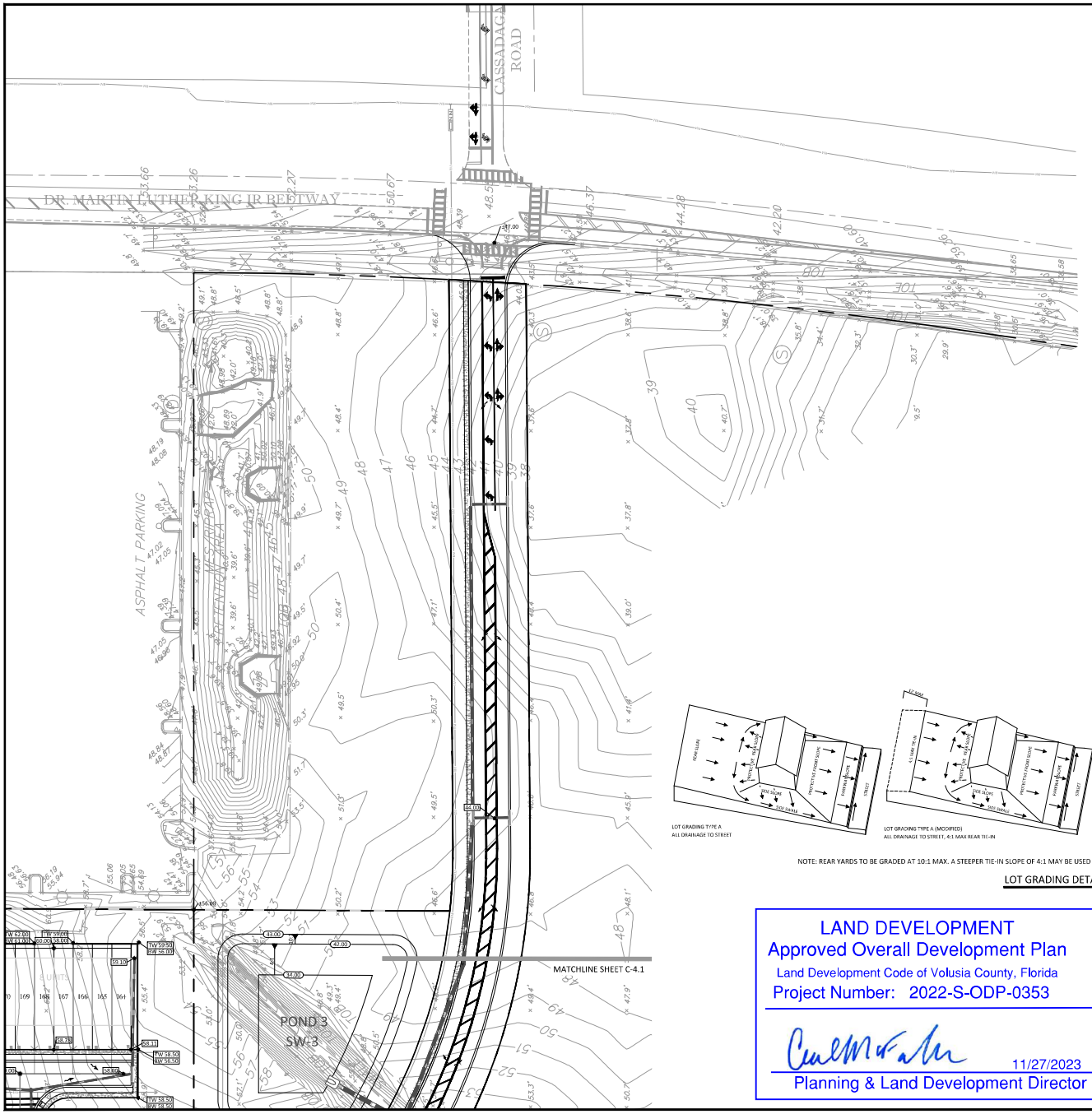
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

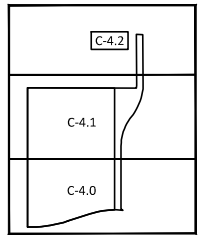
PAVING, GRADING, & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-4.1



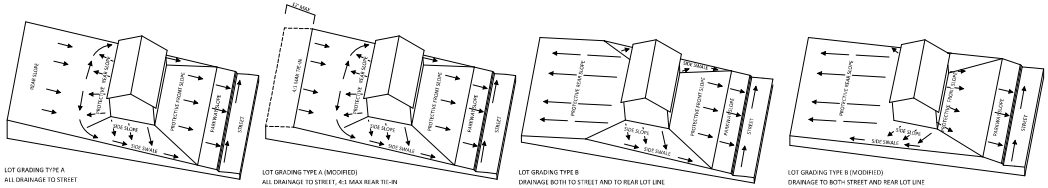
KEY MAP



LEGEND

- PROJECT BOUNDARY
- UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- STORM PIPES
- STORM INLET
- STORM MANHOLE
- BORING LOCATION
- PROPOSED CONTOUR
- EXISTING STORM PIPES

NOTES:
ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.



NOTE: REAR YARDS TO BE GRADED AT 10:1 MAX. A STEEPER TIE-IN SLOPE OF 4:1 MAY BE USED WITHIN 12' OF REAR PROPERTY LINE ONLY.

LOT GRADING DETAILS

NTS

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

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CERTIFICATE OF AUTHORIZATION
NUMBER 6988

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #82836
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KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-1700 FAX (407) 896-1468

REVISION | DATE

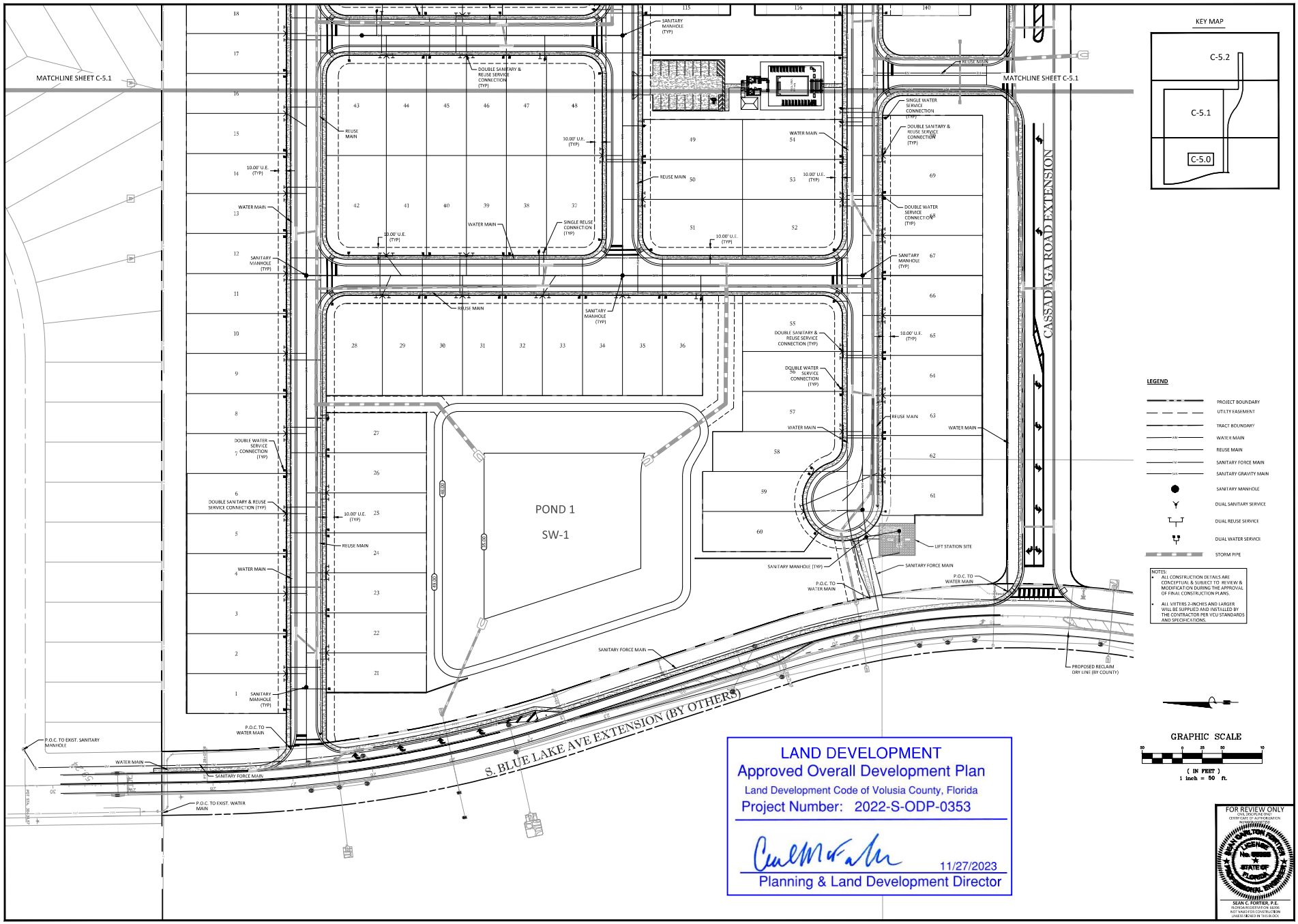
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

PAVING, GRADING & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-4.2



KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION
DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

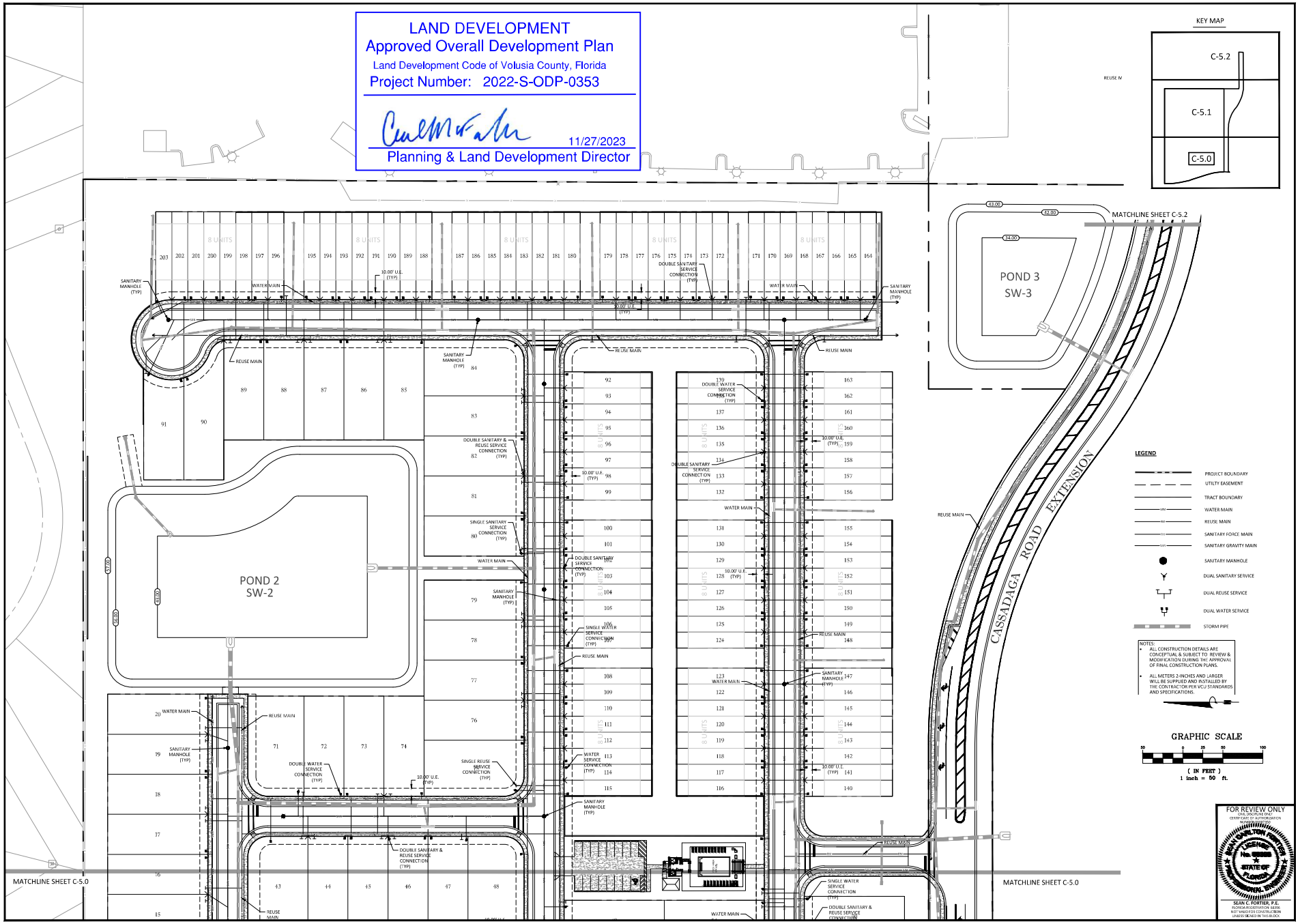
UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.0

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director



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1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION | DATE

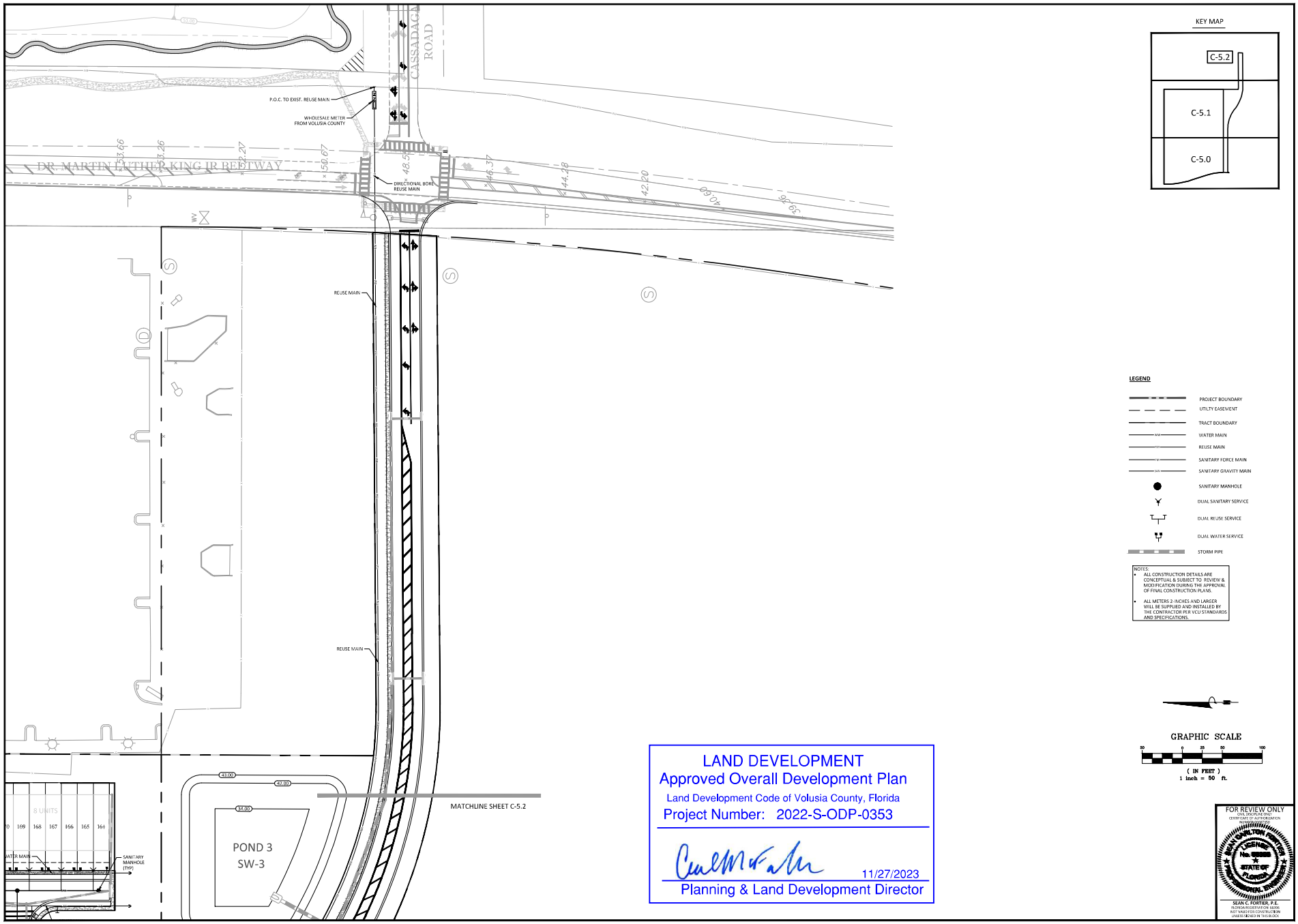
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-5.1



KEY MAP

LEGEND

- PROJECT BOUNDARY
- UTILITY EASEMENT
- TRACT BOUNDARY
- WATER MAIN
- REUSE MAIN
- SANITARY FORCE MAIN
- SANITARY GRAVITY MAIN
- SANITARY MANHOLE
- DUAL SANITARY SERVICE
- DUAL REUSE SERVICE
- DUAL WATER SERVICE
- STORM PIPE

NOTES:
- ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
- ALL METERS 2-INCHES AND LARGER WILL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR PER VCU STANDARDS AND SPECIFICATIONS.

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
No. 27194

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #83356
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION | DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.2

6.3. Access Road. In the event a governmental authority requires, or Buyer desires, an access road (the "**Access Road**") connecting the Property to Dr. Martin Luther King, Jr. Boulevard, Seller agrees to dedicate or (at Seller's option) grant the easement or right of way necessary to satisfy such requirements across property Seller owns or controls, located to the east of the Property. Seller agrees to provide the easement or right of way at no additional cost to Buyer, and Buyer agrees to design, permit

and construct, at Buyer's expense, the necessary road, utilities and improvements related to the Access Road as provided in the Development Permits. Buyer and Seller will work together in good faith to determine the exact location, dimensions, terms and conditions of the Access Road to be documented by written agreement of the parties prior to the expiration of the Inspection Period, to the extent it is a requirement. Seller's obligation under this section are conditioned upon the parties agreeing to and entering into such written agreement and agreeing upon the design, plans and specifications of the Access Road.

Single-Family Detached Housing
(210)

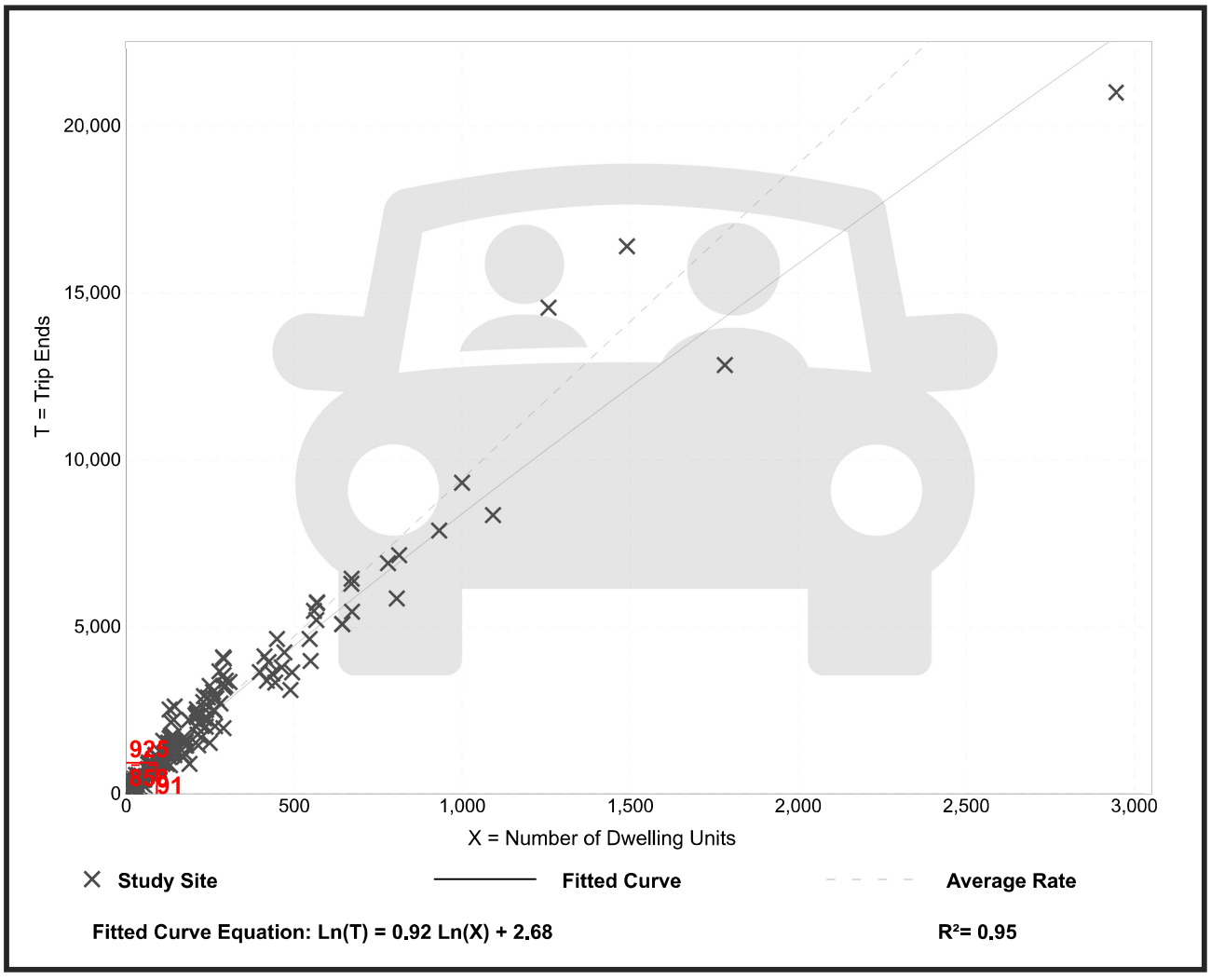
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

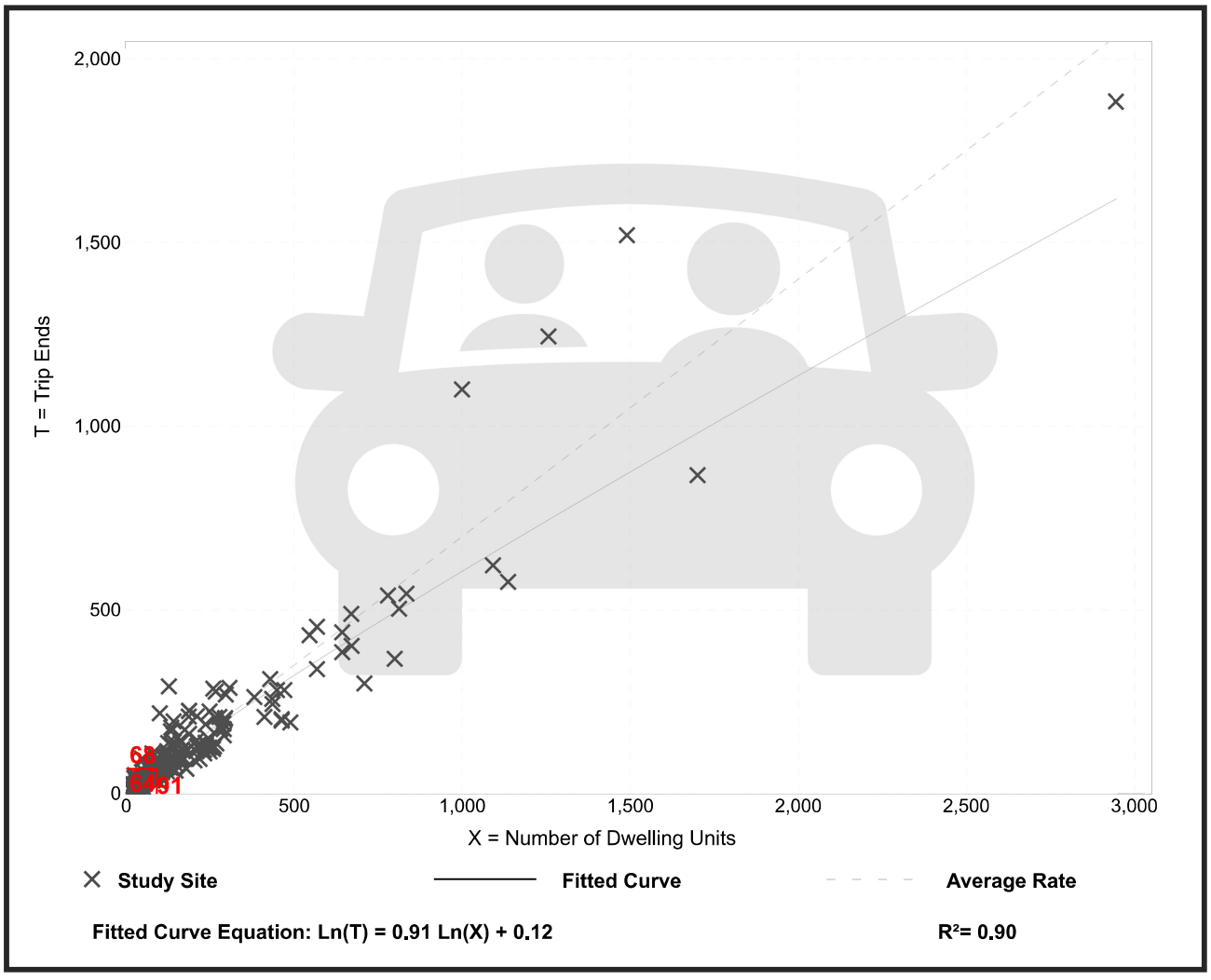
Single-Family Detached Housing
(210)

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:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

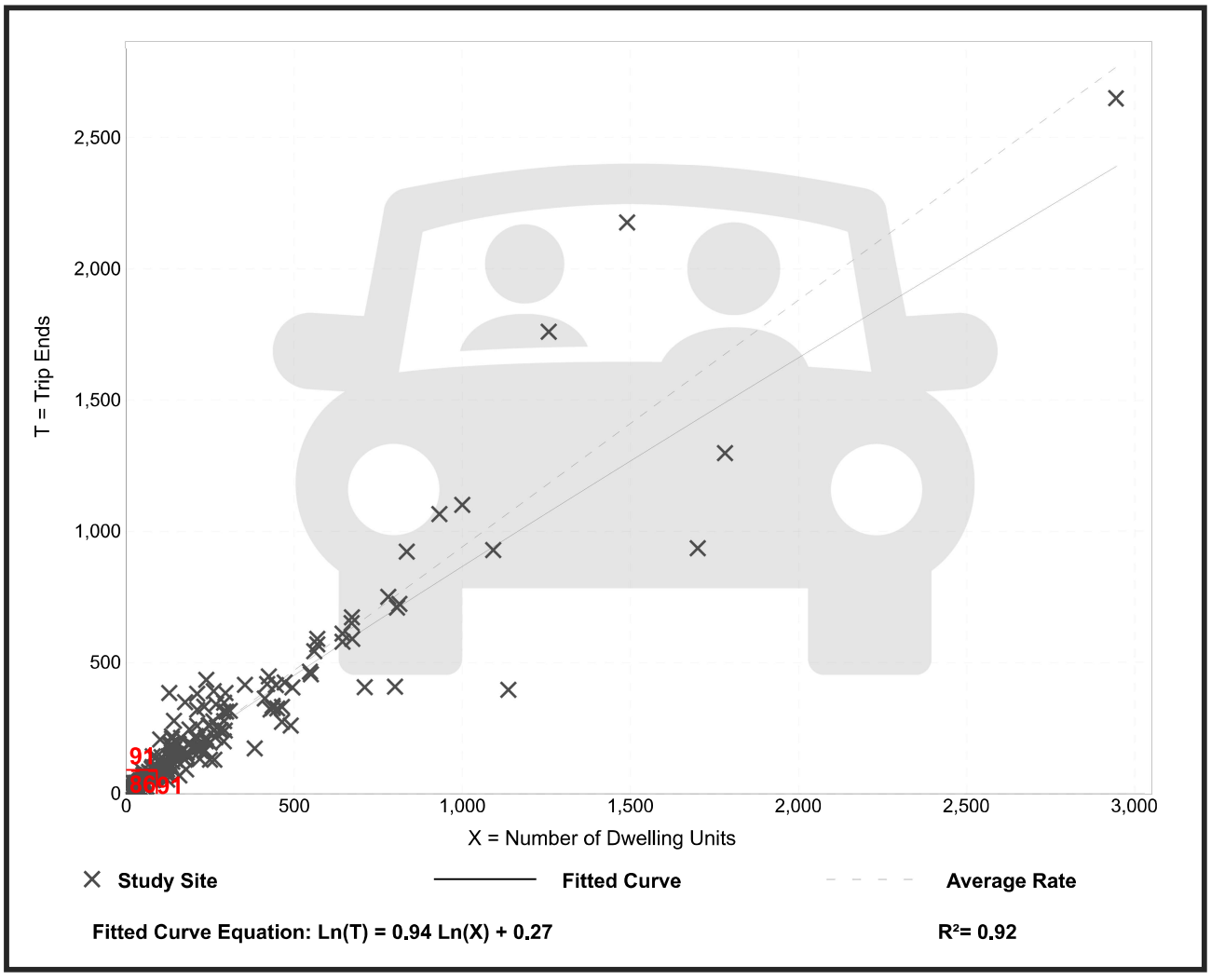
Single-Family Detached Housing
(210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Single-Family Attached Housing
(215)

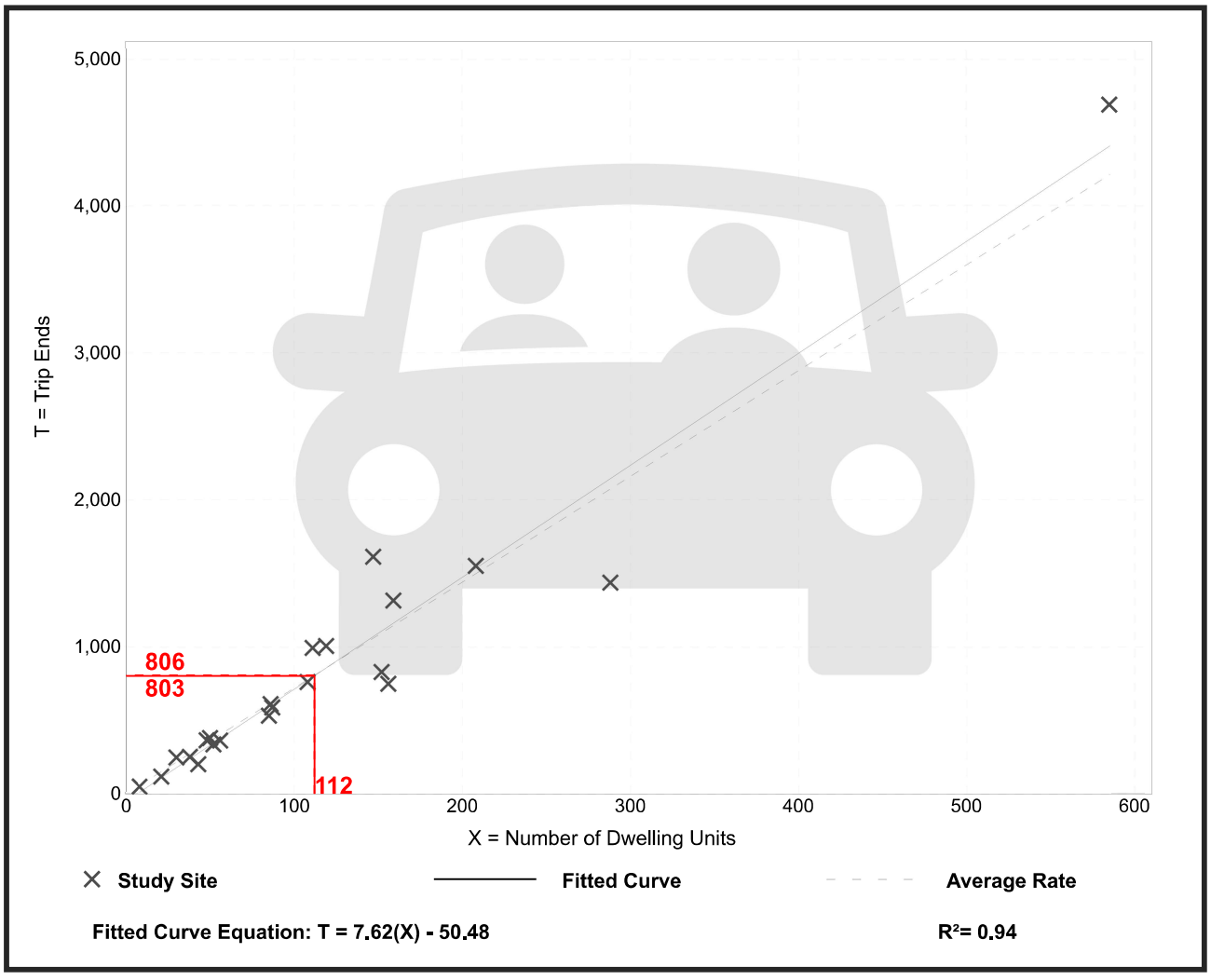
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

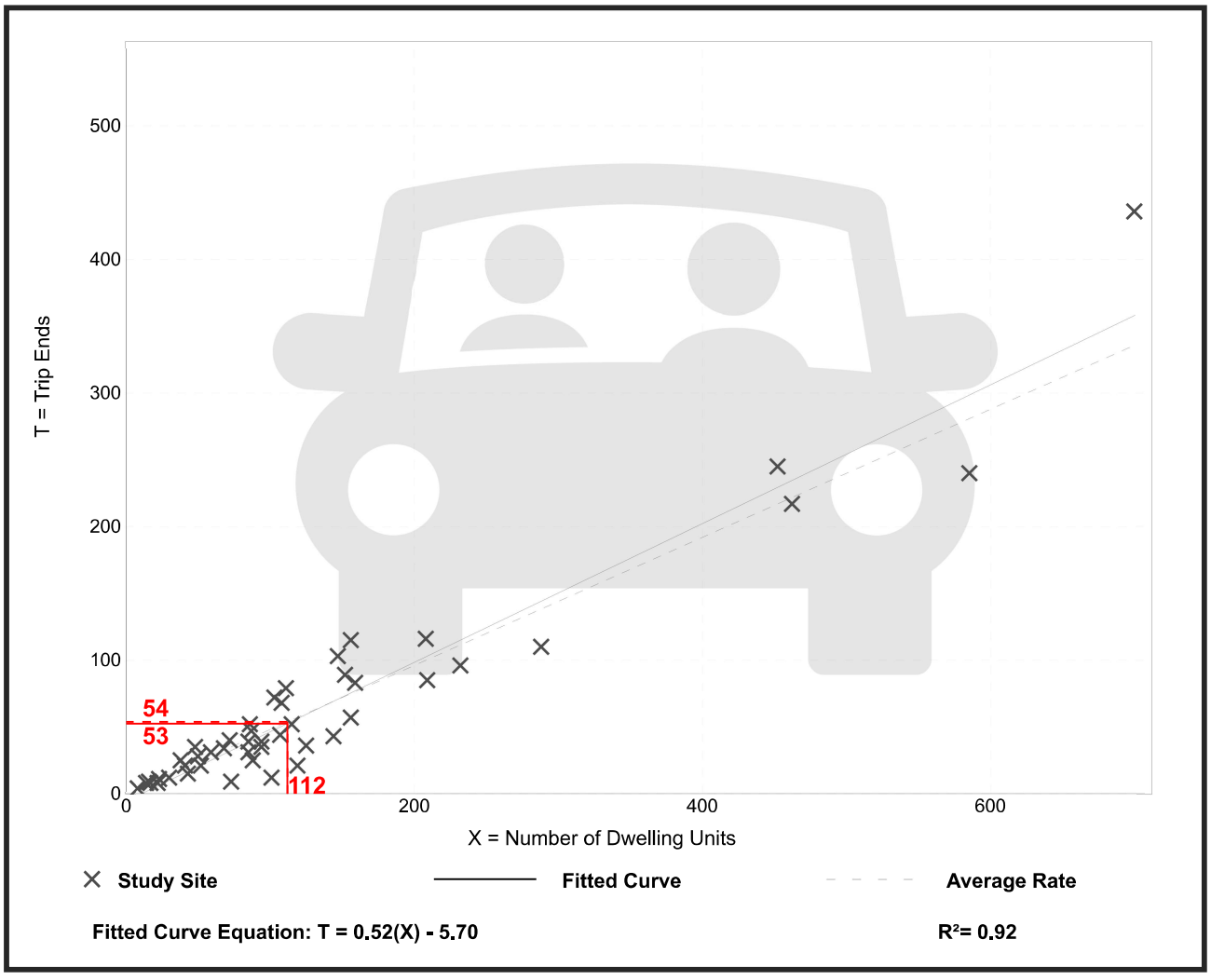
Single-Family Attached Housing
(215)

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: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



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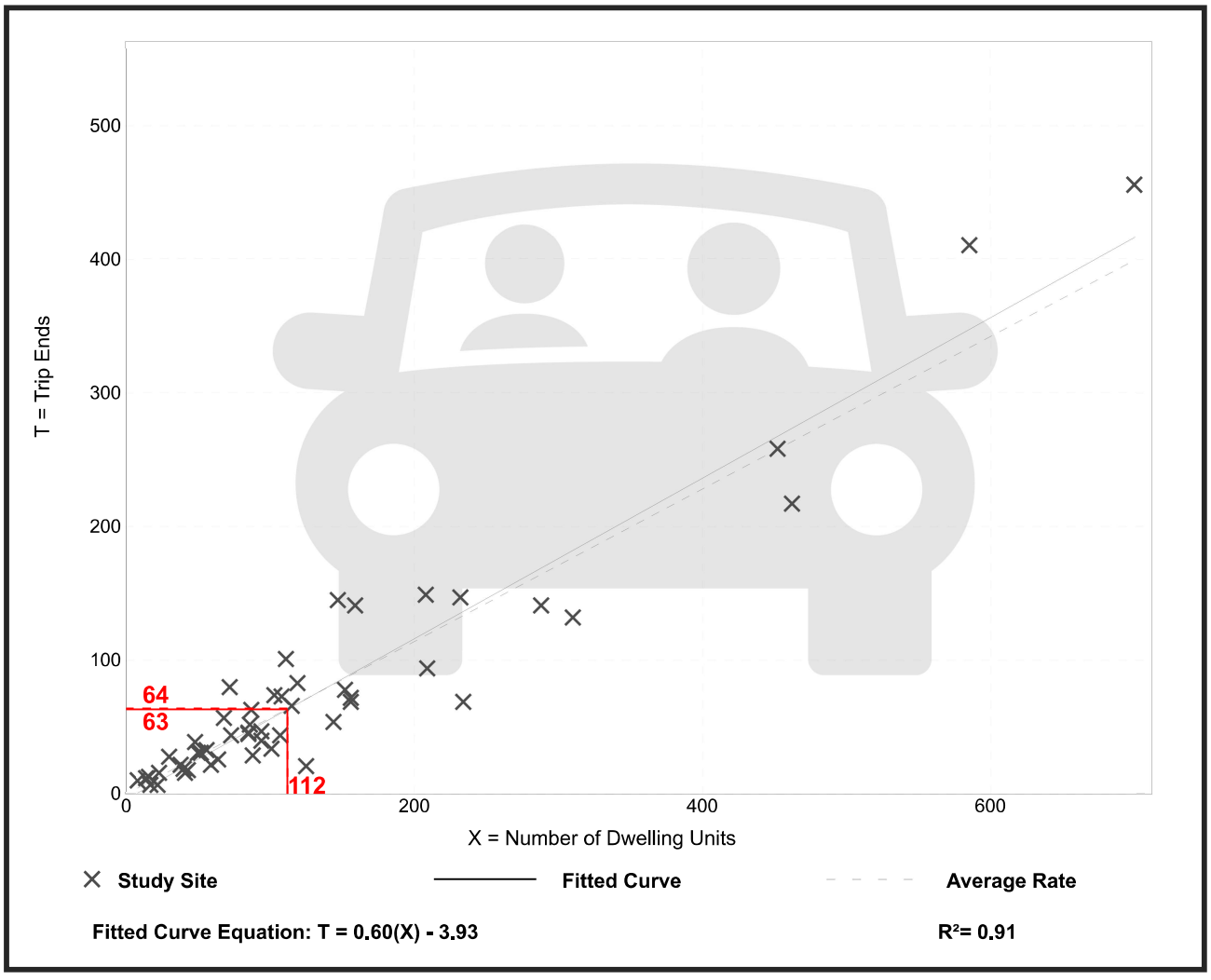
Single-Family Attached Housing
(215)

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:	51
Avg. Num. of Dwelling Units:	136
Directional Distribution:	59% entering, 41% exiting

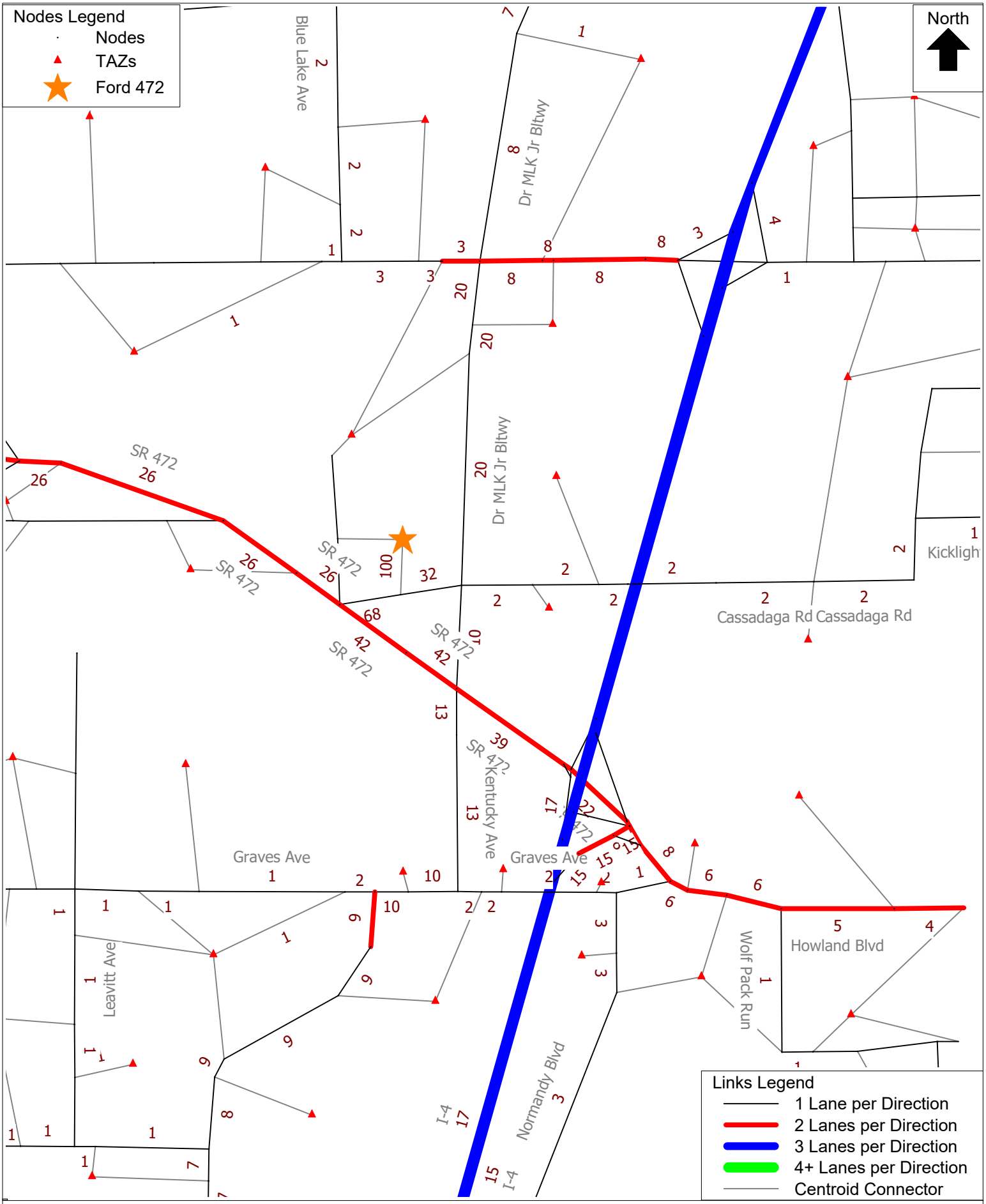
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



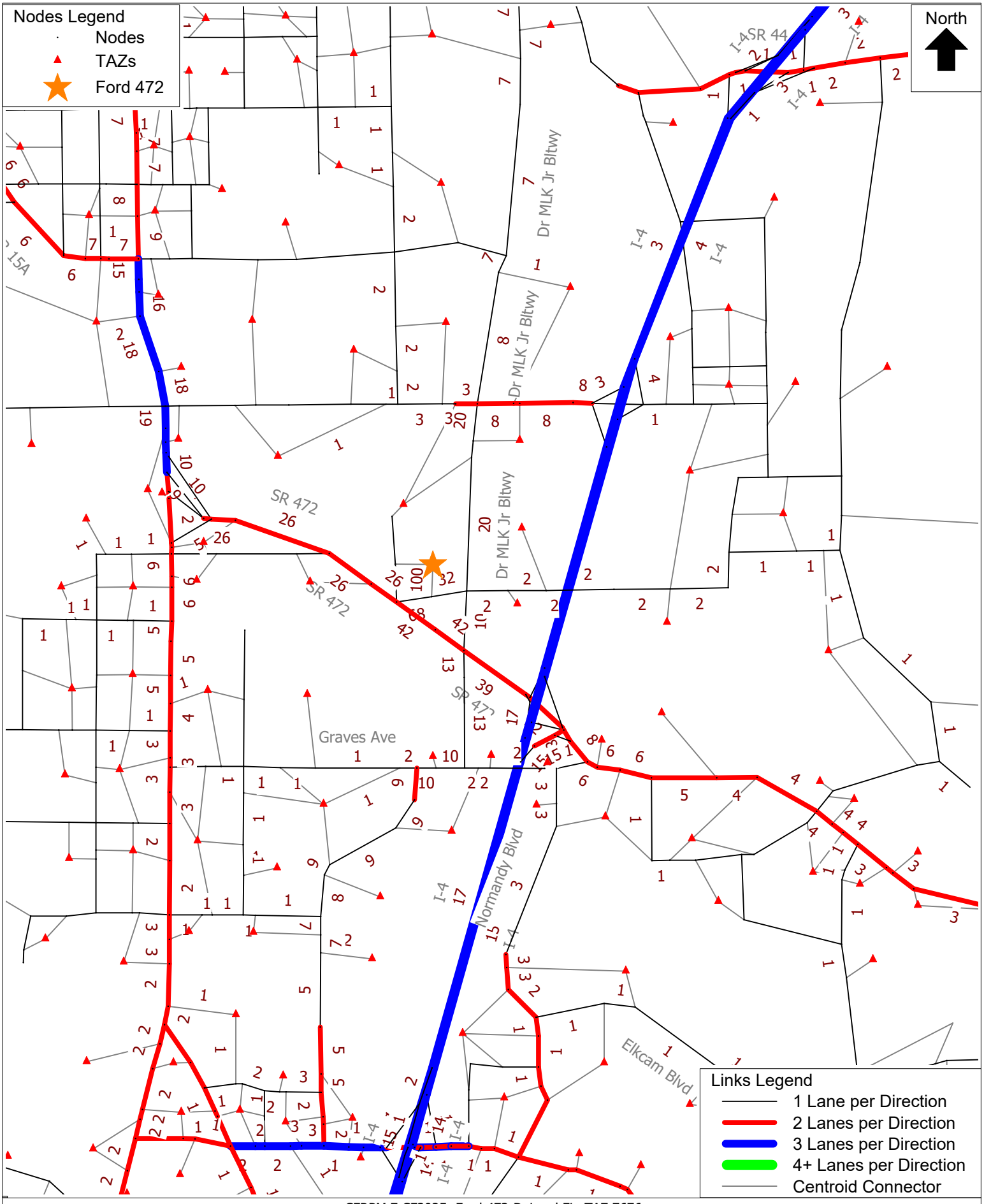
Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers



CFRPM 7 CF2025 -Ford 472-DeLand FL. TAZ 7676
Project Distribution
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cube

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CFRPM 7 CF2025 -Ford 472-DeLand FL. TAZ 7676
Project Distribution
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cube

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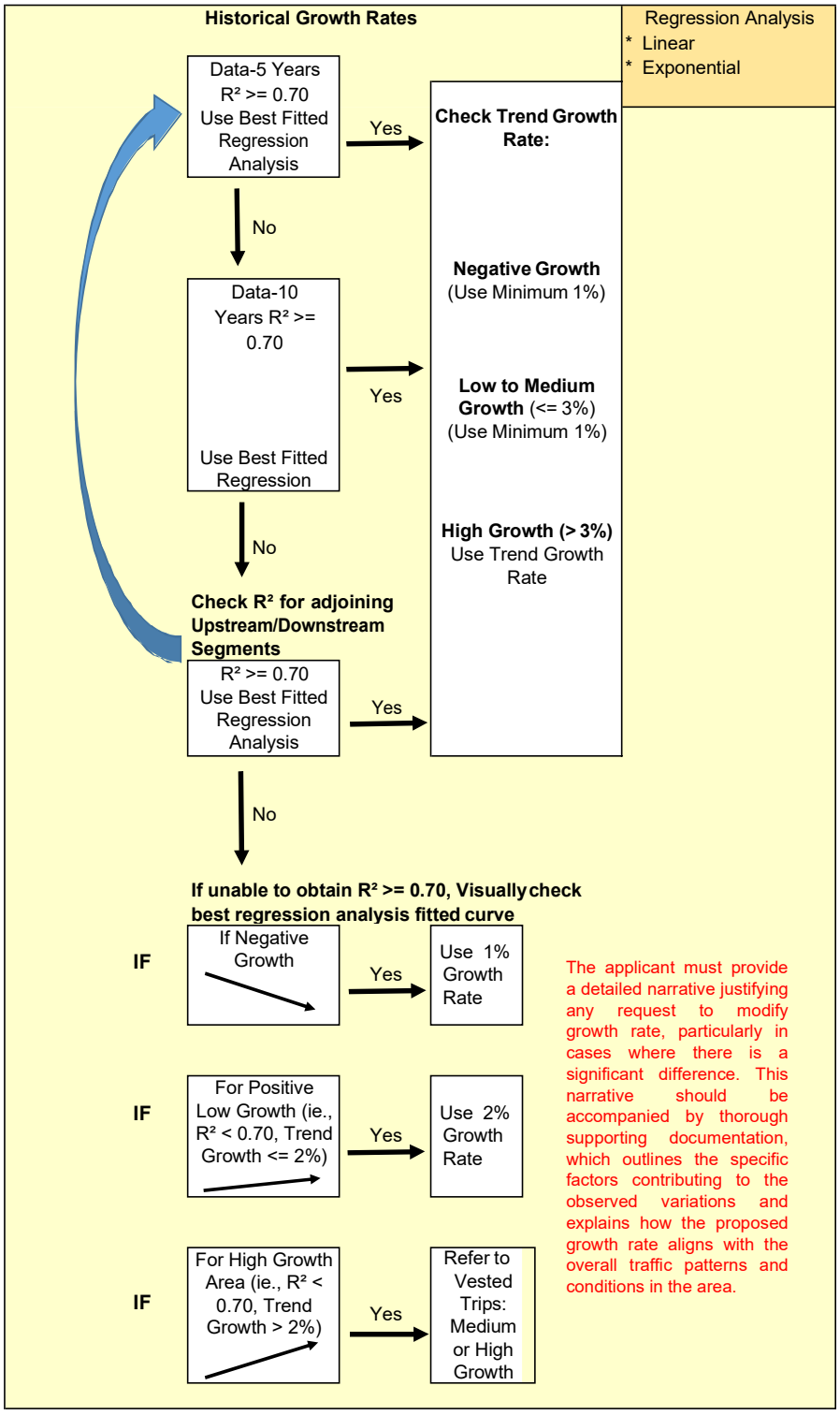
Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed	2020 QLOS Facility Type	2010 Federal Functional Classification	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	EST 2021 AADT	VC 2021 Allowable LOS	DAILY 2021 LOS Capacity	DAILY V/C Ratio	DAILY LOS	EST 2021 AM Peak	EST 2021 PM Peak	PEAK 2Way 2021 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	F_Type_20	Fun_Class_2010	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_20	LOS_20	AMPKHR_2	PMPKHR_2	2W_Cap_21	Lanes_20
I-4	Seminole Co. to Dirksen Dr.	484	FDOT	Yes	3.58	65	UA_FWIS_6L	Principal Arterial - Interstate - Urban	102,500	106,500	108,000	110,000	113,000	110,000	112,000	114,000	111,000	104,000		D	113,600	0.92	D			10,510	6
I-4	Dirksen Dr. to Saxon Blvd.	484	FDOT	Yes	2.79	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	93,600	93,900	96,400	99,800	106,510	108,000	-	112,700	111,000	104,000		D	113,600	0.92	D			10,510	6
I-4	Saxon Blvd. to SR 472	1003	FDOT	Yes	3.15	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	79,500	88,000	88,500	89,500	92,500	90,000	92,000	94,000	99,000	93,000		D	113,600	0.82	C			10,510	6
I-4	SR 472 to Orange Camp Rd.	485	FDOT	Yes	2.12	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	70,500	77,500	77,000	78,000	80,500	71,000	72,500	74,000	82,000	77,000		D	113,600	0.68	C			10,510	6
I-4	Orange Camp Rd. to SR 44	497	FDOT	Yes	2.56	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	62,000	55,500	60,500	65,500	71,500	74,500	77,000	79,000	80,000	78,000		D	113,600	0.69	C			10,510	6
I-4	SR 44 to US 92 Connector	486	FDOT	Yes	10.31	70	UA_FWIS_6L	Principal Arterial - Interstate - Rural	54,000	55,000	55,000	56,000	57,000	58,000	65,500	65,500	66,500	59,500		C	93,900	0.63	B			8,450	6
I-4	US 92 Connector to I-95	491	FDOT	Yes	3.52	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	43,000	40,000	40,000	41,000	41,500	42,000	46,000	47,000	48,000	51,000		D	113,600	0.45	B			10,510	6
I-95	Brevard Co. to SR 442/Indian River Blvd.	0436-B	FDOT	Yes	11.45	70	RUA_FW_6L	Principal Arterial - Interstate - Urban/Rural	30,500	30,000	26,500	27,500	36,000	29,000	29,000	30,500	33,000	32,000		C	69,000	0.46	B			7,250	6
I-95	SR 442/Indian River Blvd. to SR 44	503	FDOT	Yes	4.84	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	31,000	31,000	32,500	35,000	36,000	46,500	41,500	42,500	47,000	46,000		D	113,600	0.40	B			10,510	6
I-95	SR 44 to SR 421/Dunlawton Ave.	133	FDOT	Yes	6.99	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	36,600	36,900	36,600	37,700	37,000	40,700	-	-	24,000	43,000		D	113,600	0.38	B			10,510	6
I-95	SR 421/Dunlawton Ave. to I-4/SR 400/Beville	494	FDOT	Yes	4.57	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	44,500	42,500	45,000	46,500	47,500	49,500	51,500	-	68,000	74,500		D	113,600	0.66	C			10,510	6
I-95	I-4/SR 400/Beville Rd. to US 92/ISB	494	FDOT	Yes	1.26	65	UA_FWIS_6L + AUX	Principal Arterial - Interstate - Urban	74,500	71,500	71,500	75,500	77,000	66,500	62,500	66,500	68,000	74,500		D	113,600	0.66	C			10,510	6
I-95	US 92/ISB to LPGA Blvd.	494	FDOT	Yes	3.56	65	UA_FWIS_6L	Principal Arterial - Interstate - Urban	74,500	71,500	71,500	75,500	77,000	66,500	62,500	66,500	68,000	74,500		D	113,600	0.66	C			10,510	6
I-95	LPGA Blvd. to SR 40/Granada Blvd	534	FDOT	Yes	2.64	70	UA_FWIS_6L + AUX	Principal Arterial - Interstate - Urban	76,000	69,500	70,000	74,000	77,000	85,000	87,000	78,500	85,500	83,000		D	133,600	0.62	B			12,310	6
I-95	SR 40/Granada Blvd to US 1	495	FDOT	Yes	5.55	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	62,500	66,500	63,500	64,500	66,000	50,500	47,500	50,500	53,000	58,000		D	113,600	0.51	B			10,510	6
I-95	US 1 to Flagler Co. Line/Old Dixie	496	FDOT	Yes	5.00	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	60,500	64,500	69,500	70,500	72,500	66,000	62,000	65,500	67,000	73,500		D	113,600	0.65	C			10,510	6
US 1	Brevard Co. to Kennedy Pkwy.	531	FDOT	Yes	3.97	55	RUA_UFH_2W_4L	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000		C	31,200	0.13	B			4,270	4
US 1	Kennedy Pkwy. to Putnam Grove Rd.	531	FDOT	Yes	1.63	65	RDA_UFH_2W_4L	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000		C	42,300	0.09	B			4,020	4
US 1	Putnam Grove Rd. to Halifax Ave.	531	FDOT	Yes	0.57	65	RDA_UFH_2W_4L	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000		C	42,300	0.09	B			4,020	4
US 1	Halifax Ave. to H.H. Birch Rd.	9929	FDOT	Yes	2.05	45	RDA_UFH_2W_4L	Principal Arterial - Other - Rural	11,000	11,100	11,100	11,400	12,400	13,300	13,600	14,100	14,300	13,400		C	42,300	0.32	B			4,020	4
US 1	H.H. Birch Rd. to Volco Rd.	9929	FDOT	Yes	3.70	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	11,000	11,100	11,100	11,400	12,400	13,300	13,600	14,100	14,300	13,400		D	39,800	0.34	C			3,580	4
US 1	Volco Rd. to SR 442/Indian River Blvd.	27	FDOT	Yes	2.26	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	18,900	19,000	18,800	18,200	20,400	21,500	21,500	22,500	23,500	22,500		D	39,800	0.57	C			3,580	4
US 1	SR 442/Indian River Blvd. to Park Ave.	5170	FDOT	Yes	1.49	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,500	25,500	25,000	24,500	25,500	27,500	28,500	29,500	25,500	24,500		D	39,800	0.62	C			3,580	4
US 1	Park Ave. to 10th Ave.	5168	FDOT	Yes	1.00	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	25,500	25,000	25,000	26,000	26,000	26,000	27,000	26,000	25,000		D	39,800	0.63	C			3,580	4
US 1	10th Ave. to Canal St./Bus. SR 44	5154	FDOT	Yes	1.52	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	22,000	21,500	18,600	18,700	19,500	24,000	22,500	22,000	22,000	22,000		D	32,400	0.68	D			2,920	4
US 1	Canal St./Bus. SR 44 to Turnbull Bay Rd.	5155	FDOT	Yes	1.34	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	22,500	24,500	22,000	23,000	24,000	26,500	24,500	25,500	26,500	24,000		D	39,800	0.60	C			3,580	4
US 1	Turnbull Bay Rd. to Art Center Ave.	5159	FDOT	Yes	2.24	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	23,500	22,500	23,500	24,500	25,500	26,500	27,500	26,000	26,000	25,000		D	39,800	0.63	C			3,580	4
US 1	Art Center Ave. to SR 5A/Nova Rd.	13	FDOT	Yes	3.19	45	UA_UFH_2W_4L_D	Principal Arterial - Other - Urban	19,400	19,600	20,500	21,500	21,500	25,000	26,000	25,500	24,500	23,500		D	66,200	0.35	B			5,960	4
US 1	SR 5A/Nova Rd. to Commonwealth	152	FDOT	Yes	1.23	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	14,100	13,800	13,900	13,200	13,800	15,400	15,700	15,700	15,900	15,500		D	39,800	0.39	C			3,580	4
US 1	Commonweath to SR 421/Dunlawton Ave.	5057	FDOT	Yes	1.37	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	20,500	19,600	20,300	20,500	21,500	20,500	20,400	21,000	21,000	20,200		D	39,800	0.51	C			3,580	4
US 1	SR 421/Dunlawton Ave. to Reed Canal Rd.	213	FDOT	Yes	1.18	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	24,500	24,500	24,500	26,500	25,000	28,500	25,500	26,500	25,000	24,000		D	39,800	0.60	C			3,580	4
US 1	Reed Canal Rd. to Big Tree Rd.	5061	FDOT	Yes	1.17	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	25,000	26,500	27,500	28,500	27,000	28,000	27,500	27,500	23,000		D	39,800	0.58	C			3,580	4
US 1	Big Tree Rd. to Bellewood Ave.	5063	FDOT	Yes	0.45	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,500	24,500	27,000	29,000	30,000	-	-	-	24,500	23,500		D	39,800	0.59	C			3,580	4
US 1	Bellewood Ave. to SR 400/Beville Rd	5063	FDOT	Yes	0.27	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	28,000	27,500	26,000	29,000	30,000	26,500	26,000	27,000	24,500	23,500		D	39,800	0.59	C			3,580	4
US 1	SR 400/Beville Rd to Bellevue Ave.	452	FDOT	Yes	1.05	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	32,500	30,000	29,500	33,000	32,000	34,000	30,500	33,000	33,000	32,000		D	39,800	0.80	C			3,580	4
US 1	Bellevue Ave. to Orange Ave.	5066	FDOT	Yes	0.72	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	28,000	29,500	28,000	29,500	30,500	28,500	29,000	30,000	30,500	29,500		D	39,800	0.74	C			3,580	4
US 1	Orange Ave. to US 92/ISB	5070	FDOT	Yes	0.30	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	28,000	26,000	29,000	26,500	27,500	31,000	28,500	29,500	31,000	30,000		D	32,400	0.93	D			2,920	4
US 1	US 92/ISB to Fairview/Main St.	5074	FDOT	Yes	0.66	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	24,000	23,500	26,000	30,500	31,500	-	-	-	28,000	27,000		D	32,400	0.83	D			2,920	4
US 1	Fairview/Main St. to SR 430/Mason Ave.	5074	FDOT	Yes	0.54	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	27,000	27,000	27,500	27,000	28,000	27,000	27,000	26,000	28,000	27,000		D	32,400	0.83	D			2,920	4
US 1	SR 430/Mason Ave. to LPGA Blvd.	1018	FDOT	Yes	1.47	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	26,000	21,500	24,000	24,500	23,500	24,500	24,000	25,500	25,500	24,000		D	32,400	0.74	D			2,920	4
US 1	LPGA Blvd. to Hand Ave.	1018	FDOT	Yes	2.00	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,000	21,500	24,000	24,500	23,500	24,500	24,000	25,500	25,500	24,000		D	39,800	0.60	C			3,580	4
US 1	Hand Ave. to SR 40/Granada Blvd.	5142	FDOT	Yes	0.84	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,500	19,000	20,300	20,800	21,500	22,000	23,000	23,500	24,000	23,000		D	39,800	0.58	C			3,580	4
US 1	SR 40/Granada Blvd. to SR 5A/Nova Rd.	1019	FDOT	Yes	1.83	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,300	16,400	16,600	17,500	18,100	19,300	20,000	19,100	19,300	19,500		D	39,800	0.49	C			3,580	4
US 1	SR 5A/Nova Rd. to Airport Rd.	100	FDOT	Yes	1.13	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,000	22,500	25,500	26,500	26,000	28,500	29,500	30,500	32,000	31,000		D	39,800	0.78	C			3,580	4
US 1	Airport Rd. to I-95	351	FDOT	Yes	2.81	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	20,500	19,400	20,200	21,000	22,500	23,000	24,500	23,500	23,500	22,500		D	39,800	0.57	C			3,580	4
US 1	I-95. to Flagler Co Line	536	FDOT	Yes	1.53	60	UA_UFH_2W_4L_D	Principal Arterial - Other - Urban	15,100	13,400	14,300	14,200	14,800	16,000	16,800	17,200	18,200	17,600		D	66,200	0.27	B			5,960	4
US 17/92	Seminole Co. to Barwick Rd.	0040-S	FDOT	Yes	0.52	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	19,800	19,300	22,000	22,500	26,500	27,500	29,500	31,000	33,000	32,000		D	39,800	0.80	C			3,580	4
US 17/92	Barwick Rd to Ft. Florida Rd.	0040-S	FDOT	Yes	0.76	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	19,800	19,300	22,000	22,500	26,500	27,500	29,500	31,000	33,000	32,000		D	39,800	0.80	C			3,580	4
US 17/92	Ft. Florida Rd. to Dirksen Dr.	101	FDOT	Yes	0.72	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	19,800	19,300	23,000	24,000	23,000	28,500	28,000	30,000	30,000	29,000		D	39,800	0.73	C			3,580	4
US 17/92	Dirksen Dr. to Valencia Rd.	479.1	FDOT	Yes	1.05	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	21,500	21,500	21,000	22,500	22,000	24,000	25,000	24,500	23,500		D	39,800	0.59	C			3,580	4
US 17/92	Valencia Rd to Highbanks Rd.	7	FDOT	Yes	0.74	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	21,500	21,500	21,500	24,000	24,500	25,500	25,500	25,500	24,500		D	39,800	0.62	C			3,580	4
US 17/92	Highbanks Rd. to DeBary Plantation Blvd	8	FDOT	Yes	0.92	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	26,000	22,000	23,000	24,500	25,500	25,000	25,000	25,000	24,000		D	39,800	0.60	C			3,580	4
US 17/92	DeBary Plantation Blvd to Saxon Blvd.	509	FDOT	Yes	0.61	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	26,000	26,000	25,500	27,500	30,500	29,500	32,000	31,500	30,500		D	39,800	0.77	C			3,580	4
US 17/92	Saxon Blvd. to Enterprise Rd.	539	FDOT	Yes	0.80	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	26,000	17,600	18,600	19,400	21,000	22,000	23,000	24,000	23,000		D	39,800	0.58	C			3,580	4
US 17/92	Enterprise Rd. to Rhode Island Ave.	444	FDOT	Yes	0.75	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	32,500	29,500	30,500	29,000	32,000	31,500	31,000	33,000	32,000	31,000		D	39,800	0.78	C			3,580	4
US 17/92	Rhode Island Ave. to Graves Ave.	5165	FDOT	Yes	1.01	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	29,000	26,500	29,000	27,500	28,500	31,000	32,000	32,000	32,000	31,000		D	39,800	0.78	C			3,580	4
US 17/92	Graves Ave. to New York Ave.	5166	FDOT	Yes	1.00	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	29,000	27,500	26,500	27,500	28,500	29,500	29,500	30,500	31,000	30,000		D	39,800	0.75	C			3,580	4
US 17/92	New York Ave to SR 472	445	FDOT	Yes	0.75	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	26,000	27,000	25,000	28,000	29,000	30,000	30,000	30,000	29,000		D	39,800	0.73	C			3,580	4
US 17/92	SR 472 to SR 15A/Taylor Rd.	1004	FDOT	Yes	1.75	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	44,000	41,000	45,000	42,000	47,000	47,000	47,500	55,500	54,500	52,500		D	59,900	0.88	C			5,390	6
US 17/92	SR 15A/Taylor Rd. to Beresford Ave.	1006	FDOT	Yes	1.02	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	27,000	27,000	27,500	23,500	33,500	30,000	31,000	32,000	31,000		E	42,190	0.73	C			3,790	4
US 17/92	Beresford Ave. to Euclid Ave.	5173	FDOT	Yes	0.49	35	UA_SSAC2_2W_2L	Principal Arterial - Other - Urban	18,000	16,800	16,600	16,400	17,000	16,300	18,500	19,300	19,400	18,700		E	16,380	1.14	F			1,480	2
US 17/92	Euclid Ave. to SR 44/New York Ave.	5004	FDOT	Yes	0.49	30	UA_SSAC2_2W_2L	Principal Arterial - Other - Urban	16,600	15,100	16,300	14,800	15,400	17,200	17,800	13,000	13,200	12,800		E	15,600	0.82	D			1,410	2
US 17/92	SR 44/New York Ave. to Plymouth Ave.	5008	FDOT	Yes	1.01	30	UA_SSAC2_2W_2L	Principal Arterial - Other - Urban	16,400	16,000	16,300	15,500	16,100	18,200	16,200	19,100	19,300	18,700		DeLand	19,150	0.98	DeLand			1,410	2
US 17/92	Plymouth Ave. to US 92/ISB	66	FDOT	Yes	0.83	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,500	22,500	20,500	21,000	22,000	23,000	21,500	22,500	23,000	22,000		E	42,190	0.52	C			3,790	4
US 17	US 92 to Mercers Fernery Rd.	1000	FDOT	Yes	0.68	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	30,000	27,500	29,000	29,000	30,000	33,500	29,000	37,500	33,000	32,000		E	42,190	0.76	C			3,790	4
US 17	Mercers Fernery Rd. to Glenwood Rd.	69	FDOT	Yes	0.51	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	20,500	20,500	19,500	21,000	24,500	25,500	26,000	26,000	25,000		D	39,800	0.63	C			3,580	4
US 17	Glenwood Rd. to SR 15A/CR 15A	236	FDOT	Yes	1.64	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	14,500	13,700	13,500	13,500	14,800	14,800	17,300	15,200	15,000	14,600		D	39,800	0.37	C			3,580	4
US 17	SR 15A/CR 15A to Reynolds Rd	476	FDOT	Yes	2.76	45	UA_UFH_2W_4L_D	Principal Arterial - Other - Urban	16,400	16,000	15,800	16,200	17,200	17,200	18,500	18,100	18,300	17,700		D	66,200	0.27	B			5,960	4
US 17	Reynolds Rd to Spring Garden Ranch Rd.	519	FDOT	Yes	1.09	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	10,100	10,200	10,100	10,000	10,400	11,400	11,600	12,000	11,600	11,200		D	24,200	0.46	B			2,180	2
US 17	Spring Garden Ranch Rd. to Lake Winona Rd	104	FDOT	Yes	0.56	45	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	7,500	7,400	7,300	7,400	8,100	8,400	8,600	9,000	9,600	9,400		D	24,200	0.39	B			2,180	2
US 17	Lake Winona Rd. to SR 40	104	FDOT	Yes	4.93	45	RUA_UFH_2W_2L_	Principal Arterial - Other - Rural	7,500	7,400	7,300	7,400	8,100	8,400	8,600	9,000	9,600	9,400		C	18,000	0.52	B			1,620	2
US 17	SR 40 to Washington Ave.	448	FDOT	Yes	5.02	45	RDA_UFH_2W_2L_	Principal Arterial - Other - Rural	6,300	5,700	6,200	5,500	6,100	6,200	6,600	7,400	7,600	7,400		C	15,700	0.47	B			1,490	2
US 17	Washington Ave. to CR 305/Lk George Rd	46	FDOT	Yes	5.28	55	RDA_UFH_2W_2L_	Principal Arterial - Other - Rural	4,600	4,300	4,500	4,400	4,900	5,000	5,400	5,300	6,100	5,900		C	15,700	0.38	B			1,490	2
US 17	CR 305/Lk George Rd to Putnam County	280	FDOT	Yes	3.41	60	RUA_UFH_2W_2L_	Principal Arterial - Other - Rural	4,400	4,400	4,400	4,200	4,800	5,200	5,400	5,900	5,900	5,700		C	18,000	0.32	B			1,620	2
US 92	US 17 to Jacobs Rd.	1001	FDOT	Yes	1.41	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,000	24,500	25,500	24,500	25,500	28,000	28,500	28,500	24,500	26,500		D	39,800	0.67	C			3,580	4
US 92	Jacobs Rd. to Kepler Rd.	5	FDOT	Yes	1.23	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,000	22,500	22,500	22,500	26,000	26,000	25,000	25,000	25,000	24,000		D	39,800	0.60	C			3,580	4
US 92	Kepler Rd. to Old Daytona Rd.	9925	FDOT	Yes	1.32	65	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	13,400	13,000	13,000	14,100	15,100	16,400	16,200	16,200	16,200	14,200		D	39,800	0.36	C			3,580	4
US 92	Old Daytona Rd. to Red John Dr.	9925	FDOT	Yes	7.20	55	RUA_UFH_2W_4L_	Principal Arterial - Other - Urban/Rural	13,400	13,000	13,000	14,100	15,100	16,400	16,200	16,200	16,200	14,200		C	44,900	0.32	B			4,270	4
US 92	Red John Dr. to I-4 EB Ramp	478.2	FDOT	Yes	2.26	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	20,000	19,800	19,800	16,400	17,600	18,600	19,100	18,400	19,500	18,900		D	39,800	0.47	C			3,580	4
US 92	I-4 EB Ramp to LPGA Blvd.	478.1	FDOT	Yes	0.58	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	20,000	19,800	25,200	16,400	17,600	18,600	19,100	18,400	19,500	18,900		D	39,800	0.47	C			3,580	4
US 92	LPGA Blvd. to I-95	532	FDOT	Yes	2.03	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	24,500	25,000	26,500	27,000	32,000	30,000	29,500	31,000	30,000		D	39,800	0.75	C			3,580	4
US 92	I-95 to Williamson Blvd.	508	FDOT	Yes	0.71	50	UA_SSAC1_2W_8L	Principal Arterial - Other - Urban	40,500	40,500	37,500	43,000	45,000	39,000	39,000	46,500	47,500	46,500		C	78,800	0.59	C			7,090	8
US 92	Williamson Blvd. to Bill France Blvd.	5172	FDOT	Yes	1.13	50	UA_SSAC1_2W_8L	Principal Arterial - Other - Urban	43,000	41,500	42,000	43,500	41,000	50,500	40,500	41,500	46,000	45,000		C	78,800	0.57	C			7,090	8
US 92	Bill France Blvd. to SR 483/Clyde Morris Blvd.	5094	FDOT	Yes	0.86	50	UA_SSAC1_2W_8L	Principal Arterial - Other - Urban	39,500	35,500	36,000	35,500	36,500	37,500	38,500	38,000	39,000	38,000		D	78,800	0.48	C			7,210	8
US 92	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	5096	FDOT	Yes	0.93	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	43,000	39,000	36,000	36,500	37,500	44,500	41,500	40,000	41,000	40,000		D	59,900	0.67	C			5,390	6
US 92	SR 5A/Nova Rd. to Martin Luther King Blvd.	5099	FDOT	Yes	0.78	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,500	27,500	26,000	28,500	29,500	28,000	27,500	28,500	29,000	28,000		D	39,800	0.70	C			3,580	4
US 92	Martin Luther King Blvd. to US 1	5104	FDOT	Yes	0.38	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,500	26,000	22,000	24,500	25,500	26,000	27,000	-	23,500	22,500		D	39,800	0.57	C			3,580	4
US 92	US 1 to Beach St.	5105	FDOT	Yes	0.23	30	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	17,500	17,300	15,200	18,100	18,800	23,500	22,500	23,000	23,000	15,000		D	32,400	0.46	D			2,920	4
US 92	Beach St. to SR 441/Peninsula Dr.	337	FDOT	Yes	0.88	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	13,500	18,100	13,200	14,300	16,100	22,300	27,000	25,000	23,000	22,000		D	39,800	0.55	C			3,580	4
US 92	SR 441/Peninsula Dr. to SR A1A/Atlantic	5109	FDOT	Yes	0.30	30	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	8,900	9,900	8,200	7,900	8,200	11,700	12,400	14,300	14,500	14,100		D	32,400	0.44	C			2,920	4
SR A1A - Dunlawton Ave.	US 1 to SR A1A/Atlantic Ave.	427	FDOT	Yes	1.25	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	27,000	26,000	26,000	28,000

SR A1A - Atlantic Ave. North	Harvard Dr. to SR 40/Granada Blvd.	5124	FDOT		Yes	1.70	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	16,600	17,600	16,400	15,600	16,200	17,200	17,800	19,400	19,500	18,900		D	32,400	0.58	D			2,920	4
SR A1A - Ocean Shore Blvd.	SR 40/Granada Blvd. to Neptune Ave	5125	FDOT		Yes	0.70	35	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	15,600	12,300	14,000	16,600	17,200	16,200	17,000	17,400	15,900	15,500		D	24,200	0.64	C			2,180	2
SR A1A - Ocean Shore Blvd.	Neptune Ave to Ormond Mall	174	FDOT		Yes	1.69	40	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	18,500	15,100	15,400	15,700	16,000	15,800	16,400	15,000	15,200	14,700		D	24,200	0.61	C			2,180	2
SR A1A - Ocean Shore Blvd.	Ormond Mall to High Bridge Rd	368	FDOT		Yes	6.42	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	15,500	15,300	15,800	15,500	16,100	15,500	16,200	16,600	16,700	16,300		D	24,200	0.67	C			2,180	2
SR A1A - Ocean Shore Blvd.	High Bridge Rd toFlagler Co Line	368	FDOT		Yes	1.26	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	15,500	15,300	15,800	15,500	16,100	15,500	16,200	16,600	16,700	16,300		D	24,200	0.67	C			2,180	2
SR 5A - Nova Rd.	US 1. to Spruce Creek Rd	458	FDOT		Yes	1.44	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,800	16,300	16,800	17,900	17,200	17,800	19,100	18,800	21,500	20,500		D	39,800	0.52	C			3,580	4
SR 5A - Nova Rd.	Spruce Creek Rd. to SR 421/Dunlawton Ave.	1016	FDOT		Yes	1.08	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	23,500	25,000	24,500	26,000	27,000	26,000	29,500	25,000	28,000	27,000		D	39,800	0.68	C			3,580	4
SR 5A - Nova Rd.	SR 421/Dunlawton Ave. to Madeline Ave	1017.2	FDOT		Yes	1.30	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,500	25,500	26,000	27,000	28,000	26,500	27,500	27,000	27,000	18,000		D	39,800	0.45	C			3,580	4
SR 5A - Nova Rd.	Madeline Ave. to Big Tree	363.2	FDOT		Yes	1.61	50	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	27,000	25,500	26,500	26,500	26,500	27,000	26,000	27,000	29,500	28,500		D	49,850	0.57	C			4,490	5
SR 5A - Nova Rd.	Big Tree to SR 400/Beville Rd.	363.1	FDOT		Yes	0.70	50	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	27,000	25,500	26,500	26,500	26,500	27,000	26,000	27,000	29,500	28,500		D	59,900	0.48	C			5,390	6
SR 5A - Nova Rd.	SR 400/Beville Rd. to Bellevue Ave.	348	FDOT		Yes	1.00	50	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	34,000	33,000	33,000	34,500	35,500	37,000	36,500	37,500	36,000	35,000		D	59,900	0.58	C			5,390	6
SR 5A - Nova Rd.	Bellevue Ave. to US 92/ISB	5090	FDOT		Yes	1.07	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	32,500	32,000	33,000	32,500	34,500	36,000	35,000	36,000	37,000	35,000		D	59,900	0.58	C			5,390	6
SR 5A - Nova Rd.	US 92/ISB to SR 430/Mason Ave.	5088	FDOT		Yes	1.22	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	30,000	30,000	31,000	31,500	31,000	32,000	36,000	31,500	35,500	34,500		D	59,900	0.58	C			5,390	6
SR 5A - Nova Rd.	SR 430/Mason Blvd to LPGA Blvd.	366	FDOT		Yes	1.47	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	27,500	27,000	25,500	26,500	28,500	29,000	34,500	35,500	32,500	31,500		D	59,900	0.53	C			5,390	6
SR 5A - Nova Rd.	LPGA Blvd. to Hand Ave.	528	FDOT		Yes	2.06	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	28,000	28,500	26,000	26,500	27,500	29,000	34,000	26,500	29,000	28,000		D	59,900	0.47	C			5,390	6
SR 5A - Nova Rd.	Hand Ave. to SR 40/Granada Ave	510	FDOT		Yes	1.15	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	24,000	28,500	27,500	25,500	26,500	27,500	28,000	29,000	28,500	27,500		D	59,900	0.46	C			5,390	6
SR 5A - Nova Rd.	SR 40/Granada Ave to Wilmette Ave.	518	FDOT		Yes	0.51	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	24,000	23,500	23,500	23,500	24,500	24,000	25,500	25,500	25,500	21,500		D	59,900	0.36	C			5,390	6
SR 5A - Nova Rd.	Wilmette Ave. to US 1	459	FDOT		Yes	1.00	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	12,800	12,300	12,400	13,100	13,600	14,000	13,600	14,300	14,800	14,400		D	39,800	0.36	C			3,580	4
SR 11	US 17 to CR 15A	4	FDOT		Yes	2.45	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	6,100	6,000	6,300	6,200	6,400	7,700	6,900	7,100	6,700	6,500		D	24,200	0.27	B			2,180	2
SR 11	CR 15A to SR 40	527	FDOT		Yes	9.19	60	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	2,700	2,700	2,800	2,900	3,100	3,400	3,700	3,900	3,900	3,900		C	6,450	0.60	C			620	2
SR 11	SR 40 to Flagler Co. Line	0009-F				2.42	60	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	2,000	2,200	2,100	2,400	2,400	2,800	2,800	2,700	2,700	3,500		C	6,450	0.54	C			620	2
SR 15A	US 17/92/Taylor to New Hampshire Ave.	1005	FDOT		Yes	1.17	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	19,700	19,000	20,500	21,000	21,900	22,500	25,000	26,000	26,000	25,000		D	39,800	0.63	C			3,580	4
SR 15A	New Hampshire Ave. to Beresford Ave.	6	FDOT		Yes	0.59	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	20,500	21,000	20,100	23,000	23,500	24,000	26,000	26,000	25,000		D	39,800	0.63	C			3,580	4
SR 15A	Beresford Ave. to SR 44/New York Ave.	474	FDOT		Yes	1.00	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,500	21,000	22,000	22,000	24,000	25,000	25,500	26,500	27,000	26,000		D	39,800	0.65	C			3,580	4
SR 15A	SR 44/New York Ave. to Plymouth Ave.	463	FDOT		Yes	1.01	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,900	23,000	23,000	25,000	25,000	26,000	27,000	28,000	28,000	27,000		D	39,800	0.68	C			3,580	4
SR 15A	Plymouth Ave. to CR 92	537	FDOT		Yes	0.83	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	22,500	18,900	21,500	20,800	21,500	21,800	25,500	24,000	25,000	24,000		D	39,800	0.60	C			3,580	4
SR 15A	CR 92 to Glenwood Rd.	465	FDOT		Yes	1.20	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	13,800	13,100	13,600	13,400	14,000	14,700	15,600	17,400	17,600	13,600		D	39,800	0.34	C			3,580	4
SR 15A	Glenwood Rd. to US 17	466	FDOT		Yes	1.11	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	10,300	10,200	10,600	10,500	10,900	10,900	12,200	12,600	12,600	12,200		D	39,800	0.31	C			3,580	4
SR 40	Lake County to Emporia Rd.	533	FDOT		Yes	0.86	55	RDA_UFH_2W_2L	Principal Arterial - Other - Rural	7,000	6,800	6,300	6,800	7,000	8,700	8,500	9,800	8,700	8,500		C	15,700	0.54	B			1,490	2
SR 40	Emporia Rd. to US 17	344	FDOT		Yes	5.58	55	RDA_UFH_2W_2L	Principal Arterial - Other - Rural	6,500	6,600	5,900	6,200	7,600	8,500	8,000	8,200	8,400	8,200		C	15,700	0.52	B			1,490	2
SR 40	US 17 to SR 11	530	FDOT		Yes	6.69	60	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	4,800	5,400	5,500	5,600	5,800	6,900	6,800	7,200	6,900	6,700		C	8,600	0.78	C			820	2
SR 40	SR 11 to Pinto Lane	530	FDOT		Yes	6.83	60	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	4,800	5,400	5,500	5,600	5,800	6,900	6,800	7,200	6,900	6,700		C	8,600	0.78	C			820	2
SR 40	Pinto Lane to Rima Ridge Rd (urban boundar	523	FDOT		Yes	1.25	60	RDA_UFH_2W_4L	Principal Arterial - Other - Urban/Rural	10,600	9,400	9,400	10,000	10,400	11,100	11,800	11,600	13,700	13,300		C	#REF!	#REF!	B			4,020	4
SR 40	Rima Ridge Rd to Tymber Creek Rd.	499	FDOT		Yes	4.36	60	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	26,500	27,000	27,000	28,000	30,500	35,000	31,500	31,500	26,500		D	39,800	0.67	C			3,580	4
SR 40	Tymber Creek Rd. to I-95	499	FDOT		Yes	0.79	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	26,500	27,000	27,000	28,000	30,500	35,000	31,500	31,500	26,500		D	39,800	0.67	C			3,580	4
SR 40	I-95 to Clyde Morris Blvd.	522	FDOT		Yes	1.58	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	36,000	33,000	33,500	34,500	35,500	35,500	38,000	34,500	35,500	36,000		D	39,800	0.90	C			3,580	4
SR 40	Clyde Morris Blvd. to SR 5A/Nova Rd.	489	FDOT		Yes	1.06	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	33,000	33,000	32,000	33,000	33,000	32,000	34,000	34,500	36,500	35,500		D	39,800	0.89	C			3,580	4
SR 40	SR5A/Nova Rd. to US 1	1020	FDOT		Yes	1.33	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	30,000	30,000	30,000	30,000	31,000	31,000	32,000	33,500	34,000	31,000		D	39,800	0.78	C			3,580	4
SR 40	US 1 to Halifax Ave.	171	FDOT		Yes	1.11	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	34,000	33,500	34,000	31,500	31,000	34,500	38,500	39,500	39,500	38,500		D	32,400	1.19	F			2,920	4
SR 40	Halifax Ave. to SR A1A	5128	FDOT		Yes	0.37	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	20,500	18,000	18,900	19,500	20,400	20,200	21,000	21,000	19,200	18,500		D	32,400	0.57	D			2,920	4
SR 44	Lake Co. to Shell Rd.	1007	FDOT		Yes	1.19	55	RDA_UFH_2W_2L	Principal Arterial - Other - Rural	9,000	9,400	9,200	9,600	10,000	12,900	11,000	12,200	12,300	11,900		C	15,700	0.76	C			1,490	2
SR 44	Shell Rd. to Grand Ave.	1007	FDOT		Yes	1.26	45	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	9,000	9,400	9,200	9,600	10,000	12,900	11,000	12,200	12,300	11,900		D	24,200	0.49	C			2,180	2
SR 44	Grand Ave. to Old New York/Hazen Rd.	290	FDOT		Yes	0.70	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	9,700	9,300	9,700	9,800	10,100	10,800	11,200	12,400	12,600	12,200		D	24,200	0.50	C			2,180	2
SR 44	Old New York/Hazen Rd. to SR 15A/Spring G	274	FDOT		Yes	0.71	40	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	11,800	11,500	11,700	11,600	11,900	12,800	13,200	13,900	14,100	13,700		D	24,200	0.57	C			2,180	2
SR 44	SR 15A/Spring Garden Ave. to Stone St.	447	FDOT		Yes	0.50	40	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	11,300	11,300	10,600	10,800	11,500	11,700	11,500	11,700	10,500	10,100		E	18,939	0.53	C			1,712	2
SR 44	Stone St. to Clara Ave.	5012	FDOT		Yes	0.51	35-40	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	11,100	10,900	10,600	10,300	10,700	10,800	11,200	11,000	11,200	10,800		E	18,939	0.57	C			1,712	2
SR 44	Clara Ave. to Amelia Ave.	5015	FDOT		Yes	0.50	25-35	UA_SSAC2_2W_2L	Principal Arterial - Other - Urban	9,200	8,600	8,700	8,600	9,000	9,300	9,700	9,900	7,700	7,500		D	14,800	0.51	D			1,410	2
SR 44	Amelia Ave. to Hill Ave.	80	FDOT		Yes	1.00	35/40/45	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	13,300	13,000	14,100	12,200	12,600	13,100	13,500 -		12,300	11,900		E	18,939	0.63	C			1,712	2
SR 44	Hill Ave. to Blue Lake Ave.	80	FDOT		Yes	0.51	45	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	13,300	13,000	12,600	11,900	14,000	12,600	12,500	12,900	12,300	11,900		DeLand	19,800	0.60				1,712	2
SR 44	Blue Lake Ave. to Kepler Rd.	19	FDOT		Yes	0.94	45	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	16,400	15,600	15,900	14,300	16,900	15,700	17,500	17,300	17,300	16,700		DeLand	20,800	0.80				1,712	2
SR 44	Kepler Rd. to Summit Ave.	259	FDOT		Yes	1.18	45-50	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	18,300	17,800	18,000	16,700	17,200	20,200	19,400	21,500	19,800	19,200		DeLand	19,800	0.97				1,712	2
SR 44	Summit Ave. to I-4	538	FDOT		Yes	0.98	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,800	17,500	17,000	15,200	15,800	18,100	21,500	20,500	22,000	21,000		D	39,800	0.53	C			3,580	4
SR 44	I-4 to Prevatt Ave.	480	FDOT		Yes	0.74	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,400	17,200	19,900	18,700	20,500	21,500	21,500	21,500	22,500	21,500		D	39,800	0.54	C			3,580	4
SR 44	Prevatt Ave. to Pioneer Tr.	41	FDOT		Yes	5.93	65	RUA_UFH_2W_4L	Principal Arterial - Other - Rural	13,600	14,900	16,700	16,400	17,600	19,500	13,900	14,300	15,800	15,400		C	44,900	0.34	B			4,270	4
SR 44	Pioneer Tr. to SR 415/CR 415	1011	FDOT		Yes	3.56	65	RUA_UFH_2W_4L	Principal Arterial - Other - Rural	10,500	9,900	12,200	12,500	12,900	14,500	15,600	15,700	15,200	14,800		C	44,900	0.33	B			4,270	4
SR 44	SR 415/CR 415 to Samsula Dr.	1012	FDOT		Yes	1.14	65	RDA_UFH_2W_4L	Principal Arterial - Other - Rural	15,800	13,500	15,700	17,000	17,600	20,500	22,000	21,500	22,000	21,000		C	42,300	0.50	B			4,020	4
SR 44	Samsula Dr. to Airport Rd	423	FDOT		Yes	1.70	65	RDA_UFH_2W_4L	Principal Arterial - Other - Urban/Rural	16,200	14,400	18,300	17,400	19,200	20,000	22,000	15,600	15,800	15,400		C	42,300	0.36	B			4,020	4
SR 44	Airport Rd. to I-95	423	FDOT		Yes	2.05	65	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,200	14,400	18,300	17,400	19,200	20,000	22,000	15,600	15,800	15,400		D	39,800	0.39	C			3,580	4
SR 44	I-95 to Mission Dr	515	FDOT		Yes	2.83	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,000	27,500	30,000	27,500	28,500	35,000	31,500	35,500	34,500	33,500		D	39,800	0.84	C			3,580	4
SR 44	Mission Dr. to Live Oak	514	FDOT		Yes	1.35	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	17,800	18,700	19,600	18,300	19,000	19,500	18,000	23,500	20,500	19,700		D	39,800	0.49	C			3,580	4
SR 44/SR A1A/S Causeway	Live Oak to Peninsula Ave.	207	FDOT		Yes	1.30	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	24,000	26,500	26,500	27,000	29,500	30,000	23,500	32,500	27,500	26,500		D	39,800	0.67	C			3,580	4
SR 44/SR A1A/S Causeway	Peninsula Ave. to Saxon Dr.	5180	FDOT		Yes	0.35	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	22,500	23,000	22,000	23,000	24,500	25,500	28,000	28,000	22,000		D	39,800	0.55	C			3,580	4
SR 44/SR A1A/3rd Ave/Atlantic	Saxon Dr. to 6th Ave	5043	FDOT		Yes	0.50	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	14,000	15,300	14,200	14,000	14,600	12,700	17,500	17,900	13,300	12,900		D	39,800	0.32	C			3,580	4
SR 44 (Business) - Canal St.	SR 44/Lytle St to Pioneer Trail	516	FDOT		Yes	0.17	40	UA_SSAC1_2W_2L	Minor Arterial - Urban	11,400	10,800	11,300	10,500	10,900	9,500	9,800	10,000	10,200	9,900		D	17,700	0.56	C			1,600	2
SR 44 (Business) - Canal St.	Pioneer Tr. to US 1	111	FDOT		Yes	0.76	40	UA_SSAC1_2W_2L	Minor Arterial - Urban	11,700	11,100	11,600	11,500	12,500	11,500	11,900	12,600	12,800	12,400		D	17,700	0.70	C			1,600	2
SR 46	Seminole Co. to Brevard Co.	0416-B			Yes	5.44	55	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	5,600	6,000	5,600	5,300	7,100	5,900	7,400	7,600	8,100	7,900		C	18,000	0.44	B			1,620	2
SR 400 - Beville Rd.	I-95 to Williamson Blvd.	501	FDOT		Yes	0.28	55	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	24,000	24,000	26,500	28,000	29,000	26,000	28,500	29,000	31,500	30,500		D	59,900	0.51	C			5,390	6
SR 400 - Beville Rd.	Williamson Blvd. to SR 483/Clyde Morris Blvc	5189	FDOT		Yes	1.91	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	26,500	28,500	31,000	32,000	30,500	30,500	31,500	30,500	29,500		D	39,800	0.74	C			3,580	4
SR 400 - Beville Rd.	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	511	FDOT		Yes	0.68	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	32,000	33,000	33,000	33,000	34,000	32,000	33,000	33,500	35,500	34,500		D	39,800	0.87	C			3,580	4
SR 400 - Beville Rd.	SR 5A/Nova Rd. to US 1	502	FDOT		Yes	1.34	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	23,000	24,000	24,500	25,500	26,500	27,000	26,500	26,000	24,500	23,500		D	39,800	0.59	C			3,580	4
SR 415	Seminole Co. to Enterprise-Osteen Rd.	25	FDOT		Yes	4.39	55	UA_UFH_2W_4L_D	Minor Arterial - Urban/Rural	16,800	16,800	16,800	17,000	17,500	18,300	21,500	23,000	24,000	23,000		D	66,200	0.35	D			5,960	4
SR 415	Enterprise-Osteen Rd. to Howland Blvd.	437	FDOT		Yes	1.83	45	UA_SSAC1_2W_4L	Minor Arterial - Urban	15,100	15,200	15,200	15,400	15,500	17,300	17,700	19,800	19,900	19,300		D	39,800	0.48	C			3,580	4
SR 415	Howland Blvd. to Acorn Lake Rd	321	FDOT		Yes	0.88	45	UA_SSAC1_2W_4L	Minor Arterial - Urban	5,900	6,500	6,500	6,600	7,300	8,600	7,900	8,100	8,600	8,400		D	39,800	0.21	C			3,580	4
SR 415	Acorn Lake Rd to SR 44	1009	FDOT		Yes	10.49	55	RUA_UFH_2W_2L	Minor Arterial - Rural	8,300	7,700	9,000	9,000	9,400	11,700	12,700	13,200	12,200	11,400		C	18,000	0.63	C			1,620	2
SR 421 - Dunlawton Ave.	Williamson to Clyde Morris Blvd.	517	FDOT		Yes	1.07	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	39,500	38,500	45,500	48,000	46,000	47,500	49,000	52,500	53,500	52,000		D	59,900	0.87	C			5,390	6
SR 421 - Dunlawton Ave.	Clyde Morris Blvd. to SR 5A/Nova Rd.	1014	FDOT		Yes	1.31	50	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	28,500	26,500	28,500	29,000	38,500	41,500	42,500	41,000	40,000	39,000		D	59,900	0.65	C			5,390	6
SR 421 - Dunlawton Ave.	SR5A/Nova Rd. to Spruce Creek Rd.	1015	FDOT		Yes	0.91	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	28,000	27,500	29,500	30,500	31,500	33,000	32,000	33,000	32,000		D	39,800	0.80	C			3,580	4
SR 421 - Dunlawton Ave.	Spruce Creek Rd. to US 1	5181	FDOT		Yes	0.71	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,000	25,500	25,000	26,000	27,000	27,500	28,500	28,500	26,500	25,500		D	39,800	0.64	C			3,580	4
SR 430 - Mason Ave.	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	5197	FDOT		Yes	0.99	35	UA_SSAC2_2W_4L	Minor Arterial - Urban	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700		D	24,300	0.85	D			2,190	4
SR 430 - Mason Ave.	SR 5A/Nova Rd. to US 1	5197	FDOT		Yes	1.08	35	UA_SSAC2_2W_4L	Minor Arterial - Urban	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700		D	24,300	0.85	D			2,190	4
SR 430 - Mason Ave.	US 1 to Beach St.	5197	FDOT		Yes	0.30	35	UA_SSAC2_2W_4L	Minor Arterial - Urban	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700		D	32,400	0.64	D			2,920	4
SR 430 - Oakridge Blvd. - EB	Beach St. to Peninsula Dr	5196E	FDOT		Yes	0.70	40	UA_SSAC1_1W_2L	Minor Arterial - Urban	5,500	5,300	5,600	5,900	6,400	7,200	6,500	7,500	11,000	9,200		D	23,880	0.39	C			2,150	2
SR 430 - Oakridge Blvd. - EB	Peninsula Dr to SR A1A/Atlantic	5195	FDOT		Yes	0.28	40	UA_SSAC1_1W_2L	Minor Arterial - Urban	4,700	3,600	4,100	4,200	4,400	4,600	5,400	6,000	4,900	4,800		D	23,880	0.20	C			2,150	2
SR 430 - Seabreeze Bridge - WB	Beach St. to Peninsula Dr	5196W	FDOT		Yes	1.01	40	UA_SSAC1_1W_2L	Minor Arterial - Urban	8,100	7,100	7,200	6,400	6,600 -	-	-		11,500	9,900		D	23,880	0.41	C			2,150	2
SR 430 - Seabreeze Bridge - WB	Peninsula Dr to SR A1A/Atlantic	5191	FDOT		Yes	0.29	30	UA_SSAC2_1W_2L	Minor Arterial - Urban	5,300	4,300	4,900	4,900	5,100	5,800	6,400	7,000	6,000	5,800		D	19,440	0.30	C			1,750	2
SR 441 - Peninsula Dr.	SR A1A/Dunlawton to Florida Shores	5188	FDOT		Yes	2.42	40	UA_SSAC1_2W_2L	Minor Arterial - Urban	5,600	5,300	5,400	5,600	5,400	5,600	5,900	5,700	6,000	5,800		D	17,700	0.33	C			1,600	2
SR 441 - Peninsula Dr.	Florida Shores to Silver Beach Ave.	5187	FDOT		Yes	2.34	35	UA_SSAC1_2W_2L	Minor Arterial - Urban	8,700	9,400	9,300	8,300	8,700	9,000	8,800	8,800	9,000	8,400		D	17,700	0.47	C			1,600	2
SR 441 - Peninsula Dr.	Silver Beach Ave. to US 92/ISB	5187	FDOT		Yes	0.65	35	UA_SSAC1_2W_2L	Minor Arterial - Urban	8,700	9,400	9,300	8,300	8,700	9,000	8,800	8,800	9,000	8,400		D	17,700	0.47	C			1,600	2
SR 442 - Indian River Blvd.	I-95 to Air Park Rd.	170	FDOT		Yes	2.09	55	UA_SSAC1_2W_4L	Minor Arterial - Urban	8,900	9,500	9,920	10,200	10,800	11,400	12,100	12,600	13,200	12,300		D	39,800	0.31	C			3,580	4
SR 442 - Indian River Blvd.	Air Park Rd. to US 1	5190	FDOT		Yes	1.69	45	UA_SSAC1_2W_4L	Minor Arterial - Urban	16,400	16,100	16,800	16,400	17,000	17,600	17,000	16,500	18,000	17,500		D	39,800	0.44	C			3,580	4
SR 472	US 17/92 to CR 4101/MLK Blvd	472	FDOT		Yes	2.31	60	UA_UFH_2W_4L_D	Principal Arterial - Other - Urban	19,700	20,100	21,000	21,400	23,000	24,000	24,000	29,000	29,000	24,000		D	66,200	0.36	B			5,960	4
SR 472	CR 4101/MLK Blvd to I-4 (end of state road)	535

Airport Rd. (PO)	Williamson Blvd to Pioneer Tr.	64	County		Yes	2.50	45	UA_UFH_2W_2L_U	Major Collector - Urban	6,000	6,160	6,040	6,120	7,690	8,430	7,590	7,170	6,600	6,260	7,380	E	32,600	0.23	B	520	630	2,930	2
Airport Rd. (NSB)	Pioneer Tr. to Luna Bella Ln	67	County		Yes	1.60	45	UA_UFH_2W_2L_D	Major Collector - Urban	3,110	3,300	3,320	3,550	3,930	4,570	7,590	4,180	4,320	4,540	5,020	E	34,230	0.15	B	320	420	3,080	2
Airport Rd. (NSB)	Luna Bella Ln to SR 44	68	County		Yes	1.80	45	UA_UFH_2W_2L_D	Major Collector - Urban	2,250	2,610	2,770	3,270	3,760	4,780	7,590	5,150	5,470	6,160	6,860	E	34,230	0.20	B	490	530	3,080	2
Amelia Ave.	SR 44 to Ohio Ave.	73	County		Yes	0.15	30	UA_NSSRC2_2W_4	Major Collector - Urban	10,380	10,580	10,650	10,430	9,410	10,990	11,250	11,780	14,830	8,480	8,530	E	22,820	0.37	C	510	760	2,060	4
Amelia Ave.	Ohio Ave. to Minnesota Ave.	74	County		Yes	0.15	30	UA_NSSRC2_2W_2	Major Collector - Urban	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	2
Amelia Ave.	Minnesota Ave. to Plymouth Ave.	75	County		Yes	0.50	30	UA_NSSRC2_2W_2	Major Collector - Urban	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	2
Amelia Ave.	Plymouth Ave. to US 92	77	County		Yes	0.85	35	UA_NSSRC2_2W_2	Major Collector - Urban	6,610	6,080	6,700	6,980	6,050	7,430	7,050	6,870	6,360	5,040	5,530	E	14,040	0.39	C	280	500	1,270	2
Ariel Rd.	Beacon Light Rd. to US 1	91	County			1.20	35	RUA_UFH_2W_2L_	Local	560	540	540	540	640	670	550	690	590	590	660	C	6,450	0.10	B	50	70	620	2
Arredondo Grant Rd.	Spring Garden Ranch Rd. to James St.	100	County		Yes	0.60	30	RUA_UFH_2W_2L_	Major Collector - Urban/Rural	1,100	1,140	1,020	1,000	-	1,030	1,150	1,230	1,240	1,120	1,260	C	6,450	0.20	B	110	130	620	2
Arredondo Grant Rd.	James St. to SR 11	101	County		Yes	2.00	35	RUA_UFH_2W_2L_	Major Collector - Rural	510	580	600	610	-	700	780	810	860	850	880	C	6,450	0.14	B	70	100	620	2
Atlantic Ave. (PI)	Beach St. to Major St	110	County		Yes	2.80	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,760	2,930	2,910	2,630	8,840	3,310	3,420	3,000	2,740	2,390	4,030	E	13,640	0.30	C	210	370	1,020	2
Atlantic Ave. (DBS)	Major St to Marcelle Ave.	111	County		Yes	1.30	35	UA_NSSRC2_2W_2	Minor Collector - Urban	6,780	9,420	9,420	9,260	9,600	9,670	9,720	7,680	11,050	9,940	11,030	E	13,640	0.81	D	660	890	1,020	2
Atlantic Ave. (DBS)	Marcelle Ave. to Phillis Ave.	113	County		Yes	0.75	35	UA_NSSRC2_2W_2	Minor Collector - Urban	8,250	11,990	11,760	11,450	11,850	12,920	12,330	9,970	12,090	11,040	12,890	E	14,740	0.87	D	710	1,040	1,330	2
Atlantic Ave. (DBS)	Phillis Ave. to SR A1A/Dunlawton Ave	115	County		Yes	0.40	35	UA_NSSRC2_2W_2	Minor Collector - Urban	9,170	13,680	13,050	12,920	14,770	15,190	13,540	12,970	15,730	11,290	11,850	E	14,740	0.80	D	740	960	1,330	4
Atlantic Ave/Turtle Mound Rd.	Canaveral Nat'l Park to Turtle Mound Rd.	1872	County		Yes	7.65	45	UA_NSSRC2_2W_2	Principal Arterial - Other - Urban	2,230	2,610	2,450	2,180	2,960	3,050	1,770	2,170	3,140	3,440	3,260	E	13,640	0.24	C	180	300	1,020	2
Atlantic Ave/Turtle Mound Rd.	Turtle Mound Rd. to Saxon Dr.	116	County		Yes	1.60	45	UA_NSSRC1_2W_2	Principal Arterial - Other - Urban	5,580	6,560	6,390	5,520	4,190	6,690	4,850	5,000	7,370	7,030	6,780	E	17,050	0.40	C	430	570	1,540	2
Atlantic Ave/Turtle Mound Rd.	Saxon Dr to Hiles Blvd.	118	County		Yes	0.45	45	UA_NSSRC1_2W_2	Principal Arterial - Other - Urban	5,650	6,530	6,370	5,450	7,470	7,300	5,380	5,000	7,310	7,560	7,100	E	17,050	0.42	C	450	560	1,540	2
Atlantic Ave/Turtle Mound Rd.	Hiles Blvd. to 27th Ave.	120	County		Yes	1.55	45	UA_NSSRC1_2W_2	Principal Arterial - Other - Urban	9,900	11,900	11,400	9,650	8,370	11,630	9,600	9,600	13,370	12,250	13,440	E	17,050	0.79	C	740	1,030	1,540	2
Atlantic Ave/Turtle Mound Rd.	27th Ave. to 6th Ave.	122	County		Yes	1.45	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	13,430	16,510	14,560	12,960	14,450	12,070	15,900	12,720	11,630	18,120	15,010	E	37,970	0.40	C	1,120	1,140	3,410	4
Beach/Riverside/Beach (OB)	Division Ave. to SR 40	131	County		Yes	0.60	35	UA_NSSRC2_2W_2	Major Collector - Urban	6,860	6,800	6,620	7,280	6,700	8,530	6,940	8,090	7,480	6,610	7,490	E	13,640	0.55	D	520	650	1,020	2
Beach/Riverside/Beach (OB)	SR 40 to Wilmette Ave.	132	County		Yes	0.70	35	UA_NSSRC2_2W_2	Major Collector - Urban	8,780	8,780	8,070	8,950	8,610	9,310	7,800	9,700	8,870	9,580	9,180	E	16,000	0.57	D	700	790	1,440	2
Beach/Riverside/Beach (OB)	Wilmette Ave. to Inglesa Ave.	135	County		Yes	2.55	35	UA_NSSRC2_2W_2	Major Collector - Urban	5,660	5,740	5,300	5,410	7,390	6,250	5,410	6,930	6,330	7,250	6,490	E	16,000	0.41	D	470	630	1,440	2
Beach/Riverside/Beach (OB)	Inglesa Ave to Pine Tree Dr.	137	County		Yes	1.10	35	UA_NSSRC2_2W_2	Major Collector - Urban	2,000	1,950	1,830	1,840	2,010	2,160	2,140	2,650	2,500	3,570	2,860	E	16,000	0.18	C	180	290	1,440	2
Beacon Light Rd.	Halifax Ave. to Ariel Rd.	140	County		Yes	2.75	35	RUA_UFH_2W_2L_	Minor Collector - Rural	190	210	170	180	190	240	250	240	280	290	300	C	6,450	0.05	B	20	30	620	2
Beacon Light Rd.	Ariel Rd. to Volco Rd.	141	County		Yes	1.25	35	RUA_UFH_2W_2L_	Minor Collector - Rural	430	370	380	410	390	500	520	460	400	470	600	C	6,450	0.09	B	40	60	620	2
Bellevue Ave. Extension	CR 415/Tomoka Farms Rd to Williamson Blv	151	County		Yes	0.50	35	UA_NSSRC2_2W_2	Minor Collector - Urban	4,970	5,010	5,290	5,290	6,210	5,520	6,100	7,310	6,940	5,880	6,260	E	13,640	0.46	D	440	550	1,020	2
Bellevue Ave. Extension	Williamson Blvd to SR 483/Clyde Morris Blvd	153	County		Yes	2.50	45	UA_NSSRC1_2W_2	Minor Collector - Urban	2,760	2,410	2,570	2,880	2,540	3,250	3,160	4,350	4,060	3,430	3,130	E	13,640	0.23	C	230	310	1,230	2
Beresford Ave.	Beresford Rd. to Fatio Rd	161	County		Yes	0.70	35	UA_NSSRC1_2W_2	Major Collector - Urban	1,280	1,340	1,340	820	1,320	1,560	2,110	1,810	2,100	2,180	2,310	E	13,640	0.17	C	190	220	1,020	2
Beresford Ave.	Fatio Rd. to SR 15A	162	County		Yes	1.30	30	UA_NSSRC2_2W_2	Major Collector - Urban	3,590	3,720	3,540	3,750	3,240	3,440	4,160	4,320	4,650	4,100	4,490	E	13,640	0.33	C	370	400	1,020	2
Beresford Ave.	SR 15A to US 17/92	164	County		Yes	1.75	30	UA_NSSRC2_2W_2	Major Collector - Urban	4,810	4,760	4,740	4,130	-	4,780	5,210	5,070	5,010	5,050	5,170	E	13,640	0.38	C	260	440	1,020	2
Beresford Ave.	US 17/92 to Amelia Ave	165	County		Yes	0.25	35	UA_NSSRC2_2W_2	Major Collector - Urban	9,700	9,520	9,750	9,520	9,490	10,410	10,480	12,250	11,380	10,310	10,530	E	14,740	0.71	D	600	900	1,330	2
Beresford Ave.	Amelia Ave. to Hill Ave.	167	County		Yes	1.00	40	UA_NSSRC1_2W_2	Major Collector - Urban	5,600	5,970	6,070	5,710	5,280	5,710	7,090	7,930	6,570	6,610	7,320	E	17,900	0.41	C	550	690	1,620	2
Beresford Ave.	Hill Ave. to Blue Lake Ave.	169	County		Yes	1.35	40	UA_NSSRC1_2W_2	Future - Major Collector - Urban	2,980	3,300	3,460	3,240	-	3,780	4,440	5,170	4,380	4,300	3,950	E	13,640	0.29	C	300	370	1,230	2
Beresford Ave.	Blue Lake Ave. to MLK (Kepler Rd.)	Future Rd	County		Yes	0.80	40	UA_NSSRC1_2W_2	Future - Major Collector - Urban	-	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	-	-	1,230	0
Beresford Ave.	MLK (Kepler Rd.) to SR 44	Future Rd	County		Yes	0.75	40	UA_NSSRC1_2W_2	Future - Major Collector - Urban	-	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	-	-	1,230	0
Beresford Rd.	SR 15A to Spring Garden Ave.	180	County			0.40	30	UA_NSSRC2_2W_2	Major Collector - Urban	470	940	890	860	-	3,520	1,000	5,270	620	480	530	E	13,640	0.04	C	40	50	1,020	2
Beresford Rd.	Spring Garden Ave. to Fatio Rd.	181	County			0.75	30	UA_NSSRC2_2W_2	Major Collector - Urban	670	710	630	670	-	850	780	690	850	550	840	E	13,640	0.06	C	60	80	1,020	2
Beresford Rd.	Fatio Rd.. to Beresford Ave	182	County			1.30	30	UA_NSSRC2_2W_2	Major Collector - Urban	1,030	1,060	950	1,120	1,150	1,370	1,370	1,630	1,700	1,740	1,930	E	13,640	0.14	C	160	200	1,020	2
Beresford Rd.	Beresford Ave. to Old New York Ave.	183	County			0.30	35	UA_NSSRC2_2W_2	Major Collector - Urban	1,990	2,050	1,980	2,100	2,130	2,640	2,620	2,980	2,970	3,420	3,640	E	13,640	0.27	C	280	360	1,020	2
Big Tree Rd.	Clyde Morris Blvd. to Nova Rd.	192	County		Yes	1.10	35	UA_NSSRC2_2W_2	Minor Collector - Urban	7,700	8,080	7,200	7,670	5,680	8,750	5,850	6,520	6,920	6,040	6,550	E	13,640	0.48	D	420	570	1,020	2
Big Tree Rd.	Nova Rd. to Magnolia Ave.	193	County		Yes	0.40	35	UA_NSSRC2_2W_2	Minor Collector - Urban	12,230	11,460	11,040	11,350	11,820	13,740	13,190	13,990	12,950	11,220	12,370	E	14,740	0.84	D	830	1,030	1,330	2
Big Tree Rd.	Magnolia Ave. to Kenilworth Ave.	195	County		Yes	0.45	35	UA_NSSRC2_2W_2	Minor Collector - Urban	10,850	10,160	9,290	10,010	9,970	12,190	11,380	11,860	10,810	9,690	10,670	E	14,740	0.72	D	750	720	1,330	3
Big Tree Rd.	Kenilworth Ave. to US 1	196	County		Yes	0.55	35	UA_NSSRC2_2W_2	Minor Collector - Urban	7,270	6,790	6,570	6,970	8,930	8,880	8,110	8,640	8,180	7,200	7,770	E	14,740	0.53	D	470	620	1,330	3
Blackburn Rd.	CR 3 to Emporia Rd	211	County			1.25	35	RUA_UFH_2W_2L_	Minor Collector - Rural	550	550	550	560	640	650	580	590	610	640	730	C	6,450	0.11	B	60	70	620	2
Blackwelder Rd.	Lake Winona Rd. to SR 11	221	County			3.25	35	RUA_UFH_2W_2L_	Local	180	180	170	170	220	210	150	210	200	210	210	C	6,450	0.03	B	20	20	620	2
Blue Lake Ave.	SR 472 to Orange Camp Rd	Future Rd	County		Yes	1.05	45	UA_NSSRC1_2W_2	Major Collector - Urban	-	-	-	-	-	-	-	-	-	-	-	E	17,050	-	-	-	-	1,540	2
Blue Lake Ave.	Orange Camp Rd. to Taylor Rd.	231	County		Yes	1.05	45	UA_NSSRC1_2W_2	Major Collector - Urban	4,110	4,250	3,980	4,180	-	4,660	5,140	4,750	6,480	5,470	5,480	E	17,050	0.32	C	620	530	1,540	2
Blue Lake Ave.	Taylor Rd. to Beresford Ave.	232	County		Yes	1.05	45	UA_NSSRC1_2W_2	Major Collector - Urban	5,200	5,730	5,440	5,820	5,080	5,770	6,910	8,240	8,800	7,460	7,580	E	13,640	0.56	C	600	730	1,230	2
Blue Lake Ave.	Beresford Ave. to Voorhis Ave.	234	County		Yes	0.75	30	UA_NSSRC1_2W_2	Major Collector - Urban	4,180	4,310	4,010	3,750	4,480	4,420	4,610	5,290	4,950	4,970	5,270	E	13,640	0.39	C	410	530	1,020	2
Blue Lake Ave.	Voorhis Ave. to SR 44	235	County		Yes	0.25	30	UA_NSSRC2_2W_2	Major Collector - Urban	3,480	3,520	3,370	3,520	3,550	3,570	3,900	4,560	3,640	3,890	4,140	E	13,640	0.30	C	330	400	1,020	2
Blue Lake Ave.	SR 44 to Minnesota Ave.	236	County		Yes	0.55	30	UA_NSSRC2_2W_2	Major Collector - Urban	4,330	4,190	4,060	4,500	3,880	4,200	5,380	4,920	6,290	5,390	5,720	E	13,640	0.42	D	430	520	1,020	2
Blue Lake Ave.	Minnesota Ave. to Plymouth Ave.	237	County		Yes	1.00	40	UA_NSSRC1_2W_2	Major Collector - Urban	5,780	5,380	5,200	5,670	5,680	5,790	6,750	7,750	7,950	7,040	7,250	E	13,640	0.53	C	560	670	1,230	2
Blue Springs Av (West)	Sparkman Dr to Lawton Dr	239	County			0.60	35	UA_NSSRC2_2W_2	Minor Collector - Urban	5,830	5,410	5,080	5,460	4,020	4,200	5,920	5,600	5,920	5,140	5,090	E	13,640	0.37	C	470	450	1,020	2
Brownlee Rd.	Raulerson Rd. #1 to Raulerson Rd.	240	County			1.70	35	RUA_UFH_2W_2L_	Local	140	180	180	190	160	180	170	190	160	140	200	C	6,450	0.03	B	10	20	620	2
Cardinal Blvd.	SR 421/Dunlawton Ave. to Demotte Ave	245	County			0.15	30	UA_NSSRC2_2W_2	Minor Collector - Urban					1,280	1,690	1,110	1,110	1,080	1,450	1,440	E	13,640	0.11	C	70	130	1,020	2
Cardinal Blvd.	Demotte Ave. to Marcelle Ave	260	County			0.90	30	UA_NSSRC2_2W_2	Minor Collector - Urban	5,090	5,160	4,740	4,740	5,230	7,190	5,030	5,190	5,780	5,380	5,650	E	13,640	0.41	D	350	470	1,020	2
Cardinal Blvd.	Marcelle Ave to Major St.	261	County			1.00	30	UA_NSSRC2_2W_2	Local	790	870	730	820	880	1,330	810	690	780	810	910	E	13,640	0.07	C	50	80	1,020	2
Carter Rd.	SR 11 to Marsh Rd.	270	County			1.75	40	UA_NSSRC1_2W_2	Local	1,400	1,460	1,420	1,520	-	1,700	1,700	1,800	1,860	1,750	1,830	E	13,640	0.13	C	120	160	1,230	2
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	County		Yes	1.80	30	UA_NSSRC2_2W_2	Major Collector - Urban	1,970	2,190	2,010	1,900	2,260	2,200	2,500	2,400	2,220	2,380	2,720	E	13,640	0.20	C	350	250	1,020	2
Clara Ave.	SR 15A to New Hampshire Ave.	301	County			0.50	30	UA_NSSRC2_2W_2	Major Collector - Urban	1,640	1,640	1,850	1,870	-	1,820	2,100	2,050	2,080	1,780	1,820	E	13,640	0.13	C	120	160	1,020	2
Clara Ave.	New Hampshire Ave. to Beresford Ave.	303	County			0.50	30	UA_NSSRC2_2W_2	Major Collector - Urban	2,070	2,040	2,270	2,200	-	2,350	3,050	2,860	2,710	2,660	2,770	E	13,640	0.20	C	170	270	1,020	2
Clifton Rd.	Lake Winona Rd. to SR 11	311	County			1.70	30	RUA_UFH_2W_2L_	Local	190	160	170	160	170	230	170	210	180	210	190	C	6,450	0.03	B	20	20	620	2
Clyde Morris Blvd.	Taylor Rd. to SR 421/Dunlawton Ave	330	County		Yes	0.95	40	UA_NSSRC1_2W_2	Minor Arterial - Urban	10,060	9,900	9,190	9,390	8,810	11,220	10,440	10,520	9,910	8,210	9,520	E	17,050	0.56	C	1,010	930	1,540	2
Clyde Morris Blvd.	SR 421/Dunlawton Ave. to Willow Run Blvd.	332	County		Yes	0.65	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	21,310	19,060	18,420	19,280	21,080	21,990	20,230	21,070	18,660	16,850	19,850	E	37,970	0.52	C	1,210	1,560	3,410	4
Clyde Morris Blvd.	Willow Run Blvd. to Madeline Ave.	333	County		Yes	1.30	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	22,750	21,460	20,000	21,710	20,770	22,480	23,240	24,390	21,430	18,820	23,970	E	37,970	0.63	C	1,440	1,950	3,410	4
Clyde Morris Blvd.	Madeline Ave. to Big Tree Rd.	335	County		Yes	1.00	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	24,200	22,260	20,800	22,910	25,110	20,770	24,230	21,490	20,350	21,160	22,050	E	37,970	0.58	C	1,280	1,860	3,410	4
Clyde Morris Blvd.	Big Tree Rd. to SR 400/Beville Rd.	337	County		Yes	0.90	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	24,600	22,880	21,790	23,460	21,760	23,500	24,140	24,280	23,720	19,700	20,620	E	36,070	0.57	C	1,240	1,700	3,240	4
Clyde Morris Blvd.	SR 430/Mason Ave. to Bill France Blvd.	338	County		Yes	0.60	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	13,140	12,310	11,990	12,960	13,930	14,960	14,750	17,520	15,440	13,530	14,860	E	37,970	0.39	C	970	1,170	3,410	4
Clyde Morris Blvd.	Bill France Blvd. to LPGA Blvd.	341	County		Yes	1.25	50	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	13,450	12,880	12,290	13,370	14,540	13,480	15,910	16,280	15,950	13,940	15,900	E	37,970	0.42	C	1,090	1,330	3,410	4
Clyde Morris Blvd.	LPGA Blvd. to Hand Ave.	343	County		Yes	1.50	50	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	14,070	13,560	12,280	13,520	13,440	15,250	15,620	15,440	14,640	13,350	17,350	E	37,970	0.46	C	1,240	1,470	3,410	4
Clyde Morris Blvd.	Hand Ave to SR 40/Granada Blvd.	348	County		Yes	0.80	35	UA_NSSRC2_2W_4	Principal Arterial - Other - Urban	12,340	11,940	11,230	11,670	12,230	12,130	12,460	14,400	12,900	11,980	12,700	E	30,420	0.42	C	880	1,030	2,740	4
Commonwealth Blvd.	Spruce Creek Rd. to Orange Ave.	360	County			0.55	30	UA_NSSRC2_2W_2	Minor Collector - Urban	5,250	5,450	5,220	5,180	5,460	5,450	5,530	5,430	5,540	5,260	5,570	E	13,640	0.41	C	350	470	1,020	2
Commonwealth Blvd.	Orange Ave. to US 1	361	County			0.35	30	UA_NSSRC2_2W_2	Minor Collector - Urban	3,670	3,540	3,530	3,620	3,890	3,920	3,840	3,680	3,870	3,850	3,870	E	13,640	0.28	C	230	330	1,020	2
CR 3	Ponce DeLeon Blvd. to Lake Winona Rd.	380	County		Yes	0.45	45	UA_NSSRC1_2W_2	Local	670	610	690	680	-	870	850	910	940	960	1,180	E	13,640	0.09	C	70	110	1,230	2
CR 3	Lake Winona Rd. to SR 40	380	County		Yes	5.04	35	RDA_UFH_2W_2L_	Local	670	610	680	680	-	870	850	910	940	960	1,180	C	11,775	0.10	B	70	110	1,230	2
CR 3	SR 40 to Emporia Rd	382	County		Yes	3.40	45	RDA_UFH_2W_2L_	Minor Collector - Rural	700	680	720	690	-	890	1,030	1,060	910	1,310	1,490	C	11,775	0.13	B	100	120	1,230	2
CR 3	Emporia Rd to Washington Ave.	384	County		Yes	1.20	30	RDA_UFH_2W_2L_	Minor Collector - Rural	1,650	1,680	1,660	1,580	1,750	2,190	2,300	2,130	2,130	1,780	1,890	C	11,775	0.16	B	130	200	1,230	2
CR 3	Washington Ave. to 'US 17	386	County		Yes	2.20	35	RDA_UFH_2W_2L_	Minor Collector - Rural	1,040	1,100	1,060	1,250	1,160	1,330	1,100	1,140	1,140	1,240	1,230	C	11,775	0.10	B	70	100	1,230	2
CR 15A	US 17 to Airport Rd.	440	County		Yes	0.90	50	UA_UFH_2W_2L_U	Minor Arterial - Urban	4,220	4,160	3,980	4,120	-	4,770	4,810	4,720	4,390	5,420	5,230	E	24,450	0.21	B	330	480	2,200	2
CR 15A	Airport Rd. to SR 11	441	County		Yes	1.25	40	UA_UFH_2W_2L_U	Minor Arterial - Urban	2,190	2,060	2,070	2,130	-	2,680	2,610	2,480	2,780	3,070	2,940	E	24,450	0.12	B	200	280	2,200	2
CR 92 (Intn'l Spdwy Blvd.)	SR 15A to Stone St.	450	County		Yes	0.25	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	11,970	11,770	12,070	11,940	13,310	14,620	14,060	13,620	15,300	14,360	13,780	E	37,970	0.36	C	780	1,100	3,410	4
CR 92 (Intn'l Spdwy Blvd.)	Stone St. to US 17/92	452	County		Yes	0.75	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	14,370	14,000	14,510	13,800	15,230	16,440	15,250	13,230	14,530	13,960	14,720	E	37,970	0.39	C	790	1,220	3,410	4
CR 305 (Bunnell Rd.)	US 17 to Cowart Rd.	460	County		Yes	1.50	50	RUA_UFH_2W_2L_	Major Collector - Rural	1,490	1,420	1,360	1,460	1,560	1,790	1,750	1,850	1,900	1,780	2,110	C	6,450	0.33	B	200	210	620	2
CR 305 (Bunnell Rd.)	Cowart Rd. to Flagler Co.	461	County		Yes	3.00	50	RUA_UFH_2W_2L_	Major Collector - Rural	990	890	910	990	-	1,370	1,270	1,360	1,390	1,330	1,600	C	6,450	0.25	B	160	170	620	2
Cow Creek Rd.	SR 442 to Volco Rd.	420	County		Yes	3.50	50	RUA_UFH_2W_2L_	Local	750	740	760	850	840	860	800	900	1,050	750	990	C	6,450	0.15	B	70	90	620	2
Cowart Rd.	Bunnell Rd to Little Brown Church Rd.	430	County			2.05	40	RUA_UFH_2W_2L_	Local	260	230	220	250	230	250	290	320	230	240	280	C	6,450	0.04	B	20	20	620	2
Daugharty Rd. (S. End)	Marsh Rd. to SR 11	470	County		Yes	0.80	35	RUA_UFH_2W_2L_	Local	510	510	490	520	-	560	500	520	530	520	520	C	6,450	0.08	B	30	50	620	2
Daugharty Rd.	SR 11 to Marsh Rd.	472	County			0.95	35	RUA_UFH_2W_2L_	Minor Collector - Rural	550	550	510	580	-	760	720	700	800	830	860	C	6,450	0.13	B	70	80	620	2
Demotte Ave.	Peninsula Dr. to Cardinal Blvd	500	County			0.20	35	UA_NSSRC2_2W_2	Minor Collector - Urban	3,940	4,480	4,050	4,120	4,690	6,270	4,610	4,740	5,190	5,060	5,090	E	13,640	0.47	C	340	490	1,020	2
Derbyshire Rd.	SR 430/Mason Ave. to LPGA Blvd.	511	County			1.45	30	UA_NSSRC2_2W_2	Major Collector - Urban	5,950	5,980	5,870	6,130	6,330	6,590	6,410	8,230	7,940	7,310	8,000	E	13,640	0.59	D	480	650	1,020	2
Derbyshire Rd.	LPGA Blvd. to Flomich St.	512	County		Yes	0.75	30	UA_NSSRC2_2W_2	Major Collector - Urban	7,930	7,470	7,320	7,280	6,040	8,020	7,300	8,790	8,890	8,010	7,900	E	13,640	0.58	D	460	650	1,020	2
Dirksen/DeBary/Doyle	US 17/92 to Sunrise Blvd.	520	County		Yes	1.75	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	6,910	6,230	6,190	6,680	7,780	10,270	8,050	8,290	8,360	7,400	8,470	E	13,640	0.62	C	590	930	1,230	2
Dirksen/DeBary/Doyle	Sunrise Blvd to WB I-4

Dunn/George Engram/Fairview/Main	Bill France Blvd. to Clyde Morris Blvd.	718	County		Yes	0.85	35	UA_NSSRC2_2W_2	Minor Arterial - Urban	10,550	10,400	10,150	10,730	#REF!	12,880	10,510	14,510	14,390	11,550	11,600	E	14,740	0.79	D	730	960	1,330	2								
Dunn/George Engram/Fairview/Main	Clyde Morris Blvd. to SR 5A/Nova Rd.	719	County		Yes	1.00	40	UA_NSSRC1_2W_4	Minor Arterial - Urban	10,430	10,310	10,230	10,830	10,640	10,870	10,800	11,500	11,760	8,360	9,330	E	37,970	0.25	C	600	770	3,410	4								
Dunn/George Engram/Fairview/Main	SR 5A/Nova Rd. to US 1	720	County		Yes	1.20	35	UA_NSSRC2_2W_4	Minor Arterial - Urban	5,570	5,060	5,380	4,990	9,640	10,550	10,750	11,790	11,040	8,950	9,260	E	30,420	0.30	C	550	770	2,740	4								
Dunn/George Engram/Fairview/Main	US 1 to Beach St	631	County		Yes	0.40	30	UA_NSSRC2_2W_2	Minor Arterial - Urban	6,980	6,330	6,560	6,190	5,880	5,350	5,620	6,080	6,290	4,870	5,710	E	14,040	0.41	C	300	490	1,270	2								
Dunn/George Engram/Fairview/Main	Beach St. to Peninsula Dr.	1170	County		Yes	0.60	30	UA_NSSRC2_2W_2	Minor Arterial - Urban	6,010	5,700	5,540	5,210	8,020	7,190	7,440	8,410	8,470	5,280	6,330	E	14,040	0.45	C	330	540	1,270	2								
Emporia Rd.	SR 40 to Peterson/Blackburn	560	County		Yes	3.00	40	RUA_UFH_2W_2L	Minor Collector - Rural	690	720	690	660 -		910	860	850	920	920	1,090	C	6,450	0.17	B	70	100	620	2								
Emporia Rd.	Peterson/Blackburn to US 17	564	County		Yes	1.45	40	RUA_UFH_2W_2L	Minor Collector - Rural	1,280	1,230	1,320	1,060 -		1,250	1,220	1,110	1,100	1,290	1,700	C	6,450	0.26	B	150	130	620	2								
Enterprise Ave. (NSB)	Pioneer Tr. to Halleck St.	570	County			0.10	35	UA_NSSRC2_2W_2	Major Collector - Urban	7,460	7,000	7,740	7,900	8,210	8,550	9,760	9,230	9,530	9,080	9,800	E	13,640	0.72	D	630	830	1,020	2								
Enterprise Rd.	DeBary Ave. to Deltona Blvd.	581	County		Yes	1.10	35	UA_NSSRC2_2W_2	Minor Arterial - Urban	7,800	7,150	7,270	7,390	7,050	8,300	8,660	9,320	7,630	7,680	8,520	E	14,040	0.61	D	640	720	1,270	2								
Enterprise Rd.	Deltona Blvd. to Highbanks Rd.	582	County		Yes	0.50	35	UA_NSSRC2_2W_4	Minor Arterial - Urban	15,330	14,620	14,110	15,010	15,820	14,130	16,650	16,720	17,920	15,730	16,690	E	30,420	0.55	D	1,010	1,370	2,740	4								
Enterprise Rd.	Highbanks Rd. to Saxon Blvd.	584	County		Yes	1.55	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	23,460	23,750	21,590	23,790	20,550	20,510	25,710	19,820	25,290	19,830	20,900	E	37,970	0.55	C	1,270	1,740	3,410	4								
Enterprise Rd.	Saxon Blvd. to Harley Strickland Blvd.	585	County		Yes	0.50	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	23,670	22,790	20,710	22,110	23,120	23,900	23,240	19,220	23,680	22,540	23,370	E	37,970	0.62	C	1,370	1,940	3,410	4								
Enterprise Rd.	Harley Strickland Blvd. to US 17/92	586	County		Yes	0.50	35	UA_NSSRC2_2W_4	Minor Arterial - Urban	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	4								
Enterprise-Osteen Rd.	Providence to Garfield Rd	600	County		Yes	1.50	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,690	2,470	2,470	2,490	2,630	3,110	3,360	3,350	3,920	3,490	3,500	E	13,640	0.26	C	240	370	1,020	2								
Enterprise-Osteen Rd.	Garfield Rd to Reed Ellis Rd.	601	County		Yes	1.70	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,850	1,690	1,690	1,760	1,960	2,400	2,930	2,860	3,100	2,900	2,970	E	13,640	0.22	C	220	330	1,020	2								
Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415	602	County		Yes	2.50	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,160	1,080	1,160	1,140	1,250	1,480	1,360	1,250	1,250	1,310	1,280	E	13,640	0.09	C	70	120	1,020	2								
Euclid Ave.	Grand to Fatio Rd.	610	County			0.25	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,190	1,080	1,150	1,030	1,130	1,190	1,310	1,300	1,420	1,220	1,390	E	13,640	0.10	C	90	120	1,020	2								
Euclid Ave.	Fatio Rd. to Woodward Ave.	611	County			0.25	30	UA_NSSRC2_2W_2	Minor Collector - Urban	1,360	1,270	1,330	1,220	1,360	1,390	1,460	1,570	1,590	1,490	1,620	E	13,640	0.12	C	110	140	1,020	2								
Euclid Ave.	Woodward Ave. to SR 15A	612	County			0.50	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,310	2,300	2,290	2,140	2,280	2,320	2,440	2,640	2,570	2,530	2,650	E	13,640	0.19	C	200	240	1,020	2								
Euclid Ave.	SR 15A to Adelle Ave.	613	County			0.75	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,440	2,510	2,430	2,380	2,450	2,830	2,790	3,130	2,970	2,880	2,960	E	13,640	0.22	C	200	270	1,020	2								
Euclid Ave.	Adelle Ave. to US 17/92	614	County			0.50	30	UA_NSSRC2_2W_2	Minor Collector - Urban	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	2								
Flomich St.	Derbyshire Rd. to SR 5A/Nova Rd.	650	County		Yes	0.30	30	UA_NSSRC2_2W_2	Major Collector - Urban	5,450	5,570	5,430	5,140	4,900	5,300	5,470	5,540	5,510	4,820	5,100	E	13,640	0.37	C	280	440	1,020	2								
French Ave.	Beginning of road to Blue Springs Park	690	County			1.00	30	UA_NSSRC2_2W_2	Minor Collector - Urban	140	180	130	270 -		200 -		160	150	150	230	E	13,640	0.02	C	10	30	1,020	2								
French Ave.	Blue Springs Park to Lawton Ave./Hamilton	691	County			1.25	35	UA_NSSRC2_2W_2	Minor Collector - Urban	520	670	480	1,260 -		710 -		1,000	1,040	1,100	1,090	E	13,640	0.08	C	40	130	1,020	2								
Garfield Ave.	SR 44 to Plymouth Ave.	700	County			1.00	30	UA_NSSRC2_2W_2	Local	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								
Garfield Ave.	Plymouth Ave. to US 92	702	County			0.85	30	UA_NSSRC2_2W_2	Local	2,310	2,220	2,100	2,280 -		2,390	2,760	3,100	2,830	2,370	2,510	E	13,640	0.18	C	160	210	1,020	2								
Garfield Rd.	Doyle Rd. to Enterprise-Osteen Rd	711	County			0.90	40	UA_NSSRC1_2W_2	Minor Collector - Urban	1,860	1,680	1,530	1,550	1,670	1,900	2,130	1,850	2,220	1,920	2,020	E	13,640	0.15	C	140	200	1,230	2								
Glencoe Rd.	Taylor Rd. to Paige Ave.	730	County			1.50	40	UA_NSSRC1_2W_2	Minor Collector - Urban	1,310	1,300	1,410	1,510	1,660	1,740	1,810	2,040	2,110	2,260	2,540	E	13,640	0.19	C	190	250	1,230	2								
Glencoe Rd.	Paige Ave. to SR 44	731	County			1.10	35	UA_NSSRC2_2W_2	Minor Collector - Urban	3,710	3,780	3,820	3,720	4,030	4,280 -				4,500	5,360	E	13,640	0.39	C	380	460	1,020	2								
Glencoe Rd.	SR 44 to Pioneer Tr.	732	County			0.85	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,670	1,820	1,930	1,870	1,570	1,500	1,590	1,770	1,800	1,850	2,080	E	13,640	0.15	C	140	190	1,020	2								
Glenwood Rd.	Grand Ave. to SR 15A	741	County			1.60	35	UA_NSSRC2_2W_2	Minor Collector - Urban	4,210	4,170	4,030	4,040 -		4,360	4,120	4,380	4,500	4,360	4,210	E	13,640	0.31	C	250	370	1,020	2								
Glenwood Rd.	SR 15A to US 17	743	County			1.25	35	UA_NSSRC2_2W_2	Major Collector - Urban	2,140	2,140	2,050	2,000 -		2,400	2,260	2,340	2,390	2,110	1,750	E	13,640	0.13	C	120	200	1,020	2								
Grand Av/CR 4053	Old New York Ave. to SR 44	748	County		Yes	0.60	30	UA_NSSRC2_2W_2	Major Collector - Urban	810	860	830	940	970 -			1,230	1,550	1,870	1,980	2,290	E	13,640	0.17	C	170	250	1,020	2								
Grand Av/CR 4053	SR 44 to Minnesota Ave.	750	County		Yes	0.90	35	UA_NSSRC2_2W_2	Major Collector - Urban	2,250	1,820	2,190	2,280	2,570	3,090	3,010	3,630	4,090	3,860	4,440	E	13,640	0.33	C	310	470	1,020	2								
Grand Av/CR 4053	Minnesota Ave. to Plymouth Ave.	751	County		Yes	0.50	40	UA_NSSRC1_2W_2	Major Collector - Urban	1,240	1,270	1,260	1,240	1,410	1,760	1,530	1,680	1,900	1,780	1,880	E	13,640	0.14	C	130	180	1,230	2								
Grand Av/CR 4053	Plymouth Ave. to Glenwood Rd.	752	County		Yes	2.10	40	UA_NSSRC1_2W_2	Major Collector - Urban	1,910	2,010	2,080	1,990	2,330	2,680	2,310	2,570	2,650	2,570	2,800	E	13,640	0.21	C	200	250	1,230	2								
Grand Av/CR 4053	Glenwood Rd. to Lemon St.	754	County		Yes	1.30	35	UA_NSSRC2_2W_2	Major Collector - Urban	3,700	3,630	3,550	3,550	3,860	4,010	4,020	4,200	4,270	3,950	4,070	E	14,740	0.28	C	270	370	1,330	2								
Grand Av/CR 4053	Lemon St. to Retta St.	756	County		Yes	1.80	40	UA_NSSRC1_2W_2	Major Collector - Urban	1,740	1,720	1,700	1,740	1,990	2,100	1,860	2,190	2,200	2,280	2,300	E	13,640	0.17	C	160	210	1,230	2								
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentucky Ave.	775	County		Yes	0.30	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2								
Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	900a	County		Yes	0.60	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2								
Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	900b	County		Yes	0.25	35	UA_NSSRC2_2W_4	Minor Arterial - Urban	13,790	11,840	12,970	13,640	14,510	15,310	14,060	15,520	16,040	16,310	19,290	E	30,420	0.63	D	1,290	1,650	2,740	4								
Greens Dairy Rd.	SR 15A to Stone St.	780	County			0.50	30	UA_NSSRC2_2W_2	Local	120	90	100	120 -		150	200	210	230	200	160	E	13,640	0.01	C	10	20	1,020	2								
Halleck St. (NSB)	Wayne Ave. to Enterprise Ave.	810	County		Yes	0.20	30	UA_NSSRC2_2W_2	Major Collector - Urban	6,170	5,780	5,890	6,450	6,530	6,410	6,940	7,200	6,940	6,830	7,390	E	13,640	0.54	D	110	180	1,020	2								
Hand Ave.	Williamson Blvd. to Clyde Morris Blvd.	830	County		Yes	1.25	50	UA_NSSRC1_2W_2	Major Collector - Urban	7,660	7,900	6,750	8,330	9,520	8,720	6,880	9,860	9,590		9,480	E	17,050	0.56	A	640	770	1,540	2								
Hand Ave.	Clyde Morris Blvd. to Shangri La Dr.	832	County		Yes	0.75	50	UA_NSSRC1_2W_2	Major Collector - Urban	13,220	13,090	10,230	13,950	14,870	15,370	16,690	17,010	16,350	14,340	15,180	E	17,050	0.89	C	1,050	1,230	1,540	2								
Hand Ave.	Shangri La Dr. to SR 5A/Nova Rd.	833	County		Yes	0.25	45	UA_NSSRC1_2W_4	Major Collector - Urban	14,880	14,320	13,350	14,950	16,320	15,820	17,270	18,250	17,000	13,370	16,410	E	37,970	0.43	C	1,090	1,360	3,410	4								
Hazen Rd.	SR 44 to Plymouth Ave.	850	County		Yes	1.00	40	UA_NSSRC1_2W_2	Major Collector - Urban	1,050	1,240	1,250	1,400 -		1,480	1,680	1,980	1,650	1,440	1,790	E	13,640	0.13	C	140	180	1,230	2								
Hazen Rd.	Plymouth Ave. to Mercers Fernery Rd.	852	County			1.50	35	UA_NSSRC2_2W_2	Major Collector - Urban	720	700	800	820	680	850	910	1,020	1,380	840	910	E	13,640	0.07	C	130	80	1,020	2								
Highbridge Rd.	Walter Boardman Ln. to John Anderson Dr.	871	County		Yes	1.60	30	RDA_UFH_2W_2L	Major Collector - Rural	1,830	2,100	1,750	2,020	2,480	2,770	2,210	2,570	3,160		3,390	C	11,775	0.29	A	200	290	1,120	2								
Highbridge Rd.	John Anderson Dr. to SR A1A	872	County		Yes	0.20	30	UA_NSSRC2_2W_2	Major Collector - Urban	1,520	1,780	1,490	1,660	2,170	2,380	2,120	2,110	2,680	2,490	2,940	E	13,640	0.22	C	170	240	1,020	2								
Hill Ave.	Taylor Rd. to Beresford Ave.	878	County			1.00	30	UA_NSSRC2_2W_2	Local	430	480	550	820 -		1,070	1,030	1,260	1,140	1,060	1,080	E	13,640	0.08	C	80	110	1,020	2								
Hill Ave.	Beresford Ave. to Voorhis Ave.	881	County			0.75	30	UA_NSSRC2_2W_2	Major Collector - Urban	2,310	2,370	2,200	2,510 -		2,680	2,780	2,840	2,980	2,430	2,450	E	13,640	0.18	C	230	240	1,020	2								
Hill Ave.	Voorhis Ave. to SR 44	882	County			0.25	30	UA_NSSRC2_2W_2	Major Collector - Urban	2,530	2,780	2,540	2,760 -		3,220	3,150	3,710	3,590	3,060	3,130	E	13,640	0.23	C	270	280	1,020	2								
Hill Ave./Jacobs Rd.	Plymouth Ave. to US 92	950	County		Yes	0.85	40	UA_NSSRC1_2W_2	Major Collector - Urban	5,870	5,190	5,820	5,900	6,170	7,590	7,510	8,420	8,270	7,230	7,390	E	13,640	0.54	C	600	560	1,230	2								
Hontoon Rd.	end of road to Botts Landing Rd.	890	County			2.00	35	UA_NSSRC2_2W_2	Minor Collector - Urban	870	790	840	880	1,000	1,090	1,040	930	970	970	1,120	C	5,260	0.21	C	80	100	1,020	2								
Hontoon Rd.	Botts Landing Rd. to Old New York Ave.	891	County			1.15	40	UA_NSSRC1_2W_2	Minor Collector - Urban	3,050	2,840	2,820	2,990	3,180	3,450	3,240	3,020	3,190	2,950	3,540	C	12,100	0.29	C	240	290	1,230	2								
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	FDOT		Yes	0.40	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	30,490	29,890	27,480	30,590	36,570	32,320	38,300	36,990	34,320	30,660	31,360	E	37,970	0.83	C	2,080	2,530	3,410	4								
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	County		Yes	1.15	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4								
Howland Blvd.	Catalina Blvd. to Providence Blvd.	905	County		Yes	0.35	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4								
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	County		Yes	2.10	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	16,890	14,140	15,150	16,430	16,780	17,220	18,800	18,930	17,430	13,580	14,120	E	13,640	1.04	E	970	1,110	1,230	2								
Howland Blvd.	Elkcam Blvd. to Lake Helen-Osteen Rd.	908	County		Yes	0.30	45/40	UA_NSSRC1_2W_4	Minor Arterial - Urban	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								
Howland Blvd.	Lake Helen-Osteen Rd. to Newmark Dr.	909	County		Yes	0.70	40	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4								
Howland Blvd.	Newmark Dr. to Courtland Blvd.	911	County		Yes	1.15	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4								
Howland Blvd.	Courtland Blvd. to Ft Smith Blvd.	913	County		Yes	1.80	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4								
Howland Blvd.	Ft Smith Blvd. to SR 415	915	County		Yes	0.65	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4								
I-4 Frontage Rd.	Summit Ave. to Orange Camp Rd.	Future Ro	County		Yes	2.00	45	UA_NSSRC1_2W_2	n/c	-	-	-	-	-	-	-	-	-	-	-	-	12,100	-	-	-	-	1,230	0								
I-4 Frontage Rd.	Orange Campe Rd. to Cassadaga Rd.	Future Ro	County		Yes	1.35	45	UA_NSSRC1_2W_4	n/c	-	-	-	-	-	-	-	-	-	-	-	E	37,970	-	-	-	-	3,410	0								
I-4 Frontage Rd.	Cassadaga Rd. to SR 472	Future Ro	County		Yes	0.70	45	UA_NSSRC1_2W_4	n/c	-	-	-	-	-	-	-	-	-	-	-	E	37,970	-	-	-	-	3,410	0								
Indian Lake Rd.	Tiger Bay Rd. to US 92	935	County			0.80	40	UA_NSSRC1_2W_2	Local	6,090	5,550	5,180	5,150	5,870	6,660	6,590	6,370	6,470	4,710	5,250	E	13,640	0.38	C	490	490	1,230	2								
John Anderson Dr.	Halifax Dr to Lynnhurst	972	County		Yes	0.85	30	UA_NSSRC2_2W_2	Major Collector - Urban	5,390	5,520	6,730	4,370	5,180	5,790	5,520	5,200	5,570	5,060	3,590	E	13,640	0.26	C	280	290	1,020	2								
John Anderson Dr.	Lynnhurst to Highbridge Rd.	974	County		Yes	7.40	35	UA_NSSRC2_2W_2	Major Collector - Urban	3,590	3,960	4,570	3,240	3,700	4,190	4,080	3,870	3,940	3,670	3,890	E	13,640	0.29	C	290	340	1,020	2								
John Anderson Hwy.	Walter Boardman Lane to Flagler Co.	990	County		Yes	1.00	5 NB / 30 S	RDA_UFH_2W_2L	Minor Collector - Rural	1,000	1,140	900	950	1,150	1,190	1,170	1,200	1,180	1,230	1,420	C	11,775	0.12	B	90	130	1,120	2								
Josephine St./10th St.	Old Mission Rd. to Tatum Blvd.	1000	County		Yes	0.30	30	UA_NSSRC2_2W_2	Major Collector - Urban	5,810	5,860	5,910	5,820	4,830	6,650	6,230	5,590	7,020	5,840	6,010	E	13,640	0.44	D	610	530	1,020	2								
Josephine St./10th St. (NSB)	Tatum Blvd. to US 1	1002	County		Yes	1.80	35	UA_NSSRC2_2W_2	Major Collector - Urban	7,350	7,140 -			4,940	6,990 -						E	14,040		A	30	40	1,270	2								
Kathy Dr. (N. Penin.)	John Anderson Dr. to SR A1A	1011	County			0.44	30	UA_NSSRC2_2W_2	Local	420	460	470	460	410	500	410	440	430	430	470	E	13,640	0.03	C	690	910	1,020	2								
Kennedy Pkwy (Old SR 3)	US 1 to Park Entrance	1020	Federal			4.00	55	RUA_UFH_2W_2L	Major Collector - Rural	700	660 -						850	850	850		C	6,450		B	120	140	620	2								
Kicklighter Rd.	Macy Ave. to Lake Helen-Osteen/Prevatt	1051	County		Yes	0.75	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,080	1,810	1,690	1,680	1,820	2,020	2,100	2,190	2,110	1,880	1,950	E	13,640	0.14	C	410	200	1,020	2								
Lake George Rd.	Bream Dr. to US 17	1062	County			3.90	30	RUA_UFH_2W_2L	Local	860	820	740	780	810	810	850	880	790	710	730	C	6,450	0.11	B	50	60	620	2								
Lake Helen-Osteen Rd.	Howland Blvd. to Elkcam Blvd.	1070	County		Yes	0.40	35	UA_NSSRC2_2W_2	Minor Arterial - Urban	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	2								
Lake Helen-Osteen Rd.	Elkcam Blvd. to Haulover Blvd.	1071	County		Yes	1.75	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2								
Lake Helen-Osteen Rd.	Haulover Blvd. to Catalina Blvd.	1072	County		Yes	0.50	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	C	1,040	1,090	1,230	2								
Lake Helen-Osteen Rd.	Catalina Blvd. to Captain Dr	1073	County		Yes	0.40	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2								
Lake Helen-Osteen Rd.	Captain Dr. to Kicklighter Rd.	1076	County		Yes	1.40	40	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2								
Prevatt Ave.	Kicklighter Rd to Lake Pearl Dr.	1520	County		Yes	1.50	40	UA_NSSRC1_2W_2	Minor Arterial - Urban	4,800	4,390	4,570	3,910 -		4,640	5,070	5,220	4,600	4,540	6,080	C	15,120	0.40	C	590	530	1,540	2								
Prevatt Ave.	Lake Pearl Dr. to SR 44	1523	County		Yes	1.80	55	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2								
Lake Winona Rd.	CR 3 to US 17	1080	County		Yes	0.15	35	RUA_UFH_2W_2L	Local	160	170	170	220 -		350	290	260	200	220	280	C	6,450	0.04	B	20	30	620	2								
Lake Winona Rd.	US 17 to Blackwelder Rd.	1081	County		Yes	2.25	35	RUA_UFH_2W_2L	Minor Collector - Rural	880	800	800	980 -		1,030	980	1,110	1,130	1,070	1,050	C	6,450	0.16	B	80	90	620	2								
Lake Winona Rd.	Blackwelder Rd. to SR 40	1082	County		Yes	3.70	35	RUA_UFH_2W_2L	Minor Collector - Rural	150	120	140	160 -		200	170	190	200	130	190	C	6,450	0.03	B	20	20	620	2			

Volusia County's Segment Growth Rates and Vested Trips Instructions Policy



The applicant must provide a detailed narrative justifying any request to modify growth rate, particularly in cases where there is a significant difference. This narrative should be accompanied by thorough supporting documentation, which outlines the specific factors contributing to the observed variations and explains how the proposed growth rate aligns with the overall traffic patterns and conditions in the area.

AND

IF there are - Vested Trips

Negative Growth (Use Minimum 1%):

\+ Vested Trips

Low to Medium Growth (<= 3%)(Use Minimum 1%):

\+ Vested Trips

High Growth (> 3%):

Use the Highest # of the two (growth rate or vested trips). Need to submit supporting documentation & justification.

HIGH GROWTH & HIGH VESTED TRIPS

If there are Vested Trips from multiple approved projects on segment.
And, Vested Trips comprise of multiple uses that would normally have significant interaction (residential, retail, office, restaurant, etc…).

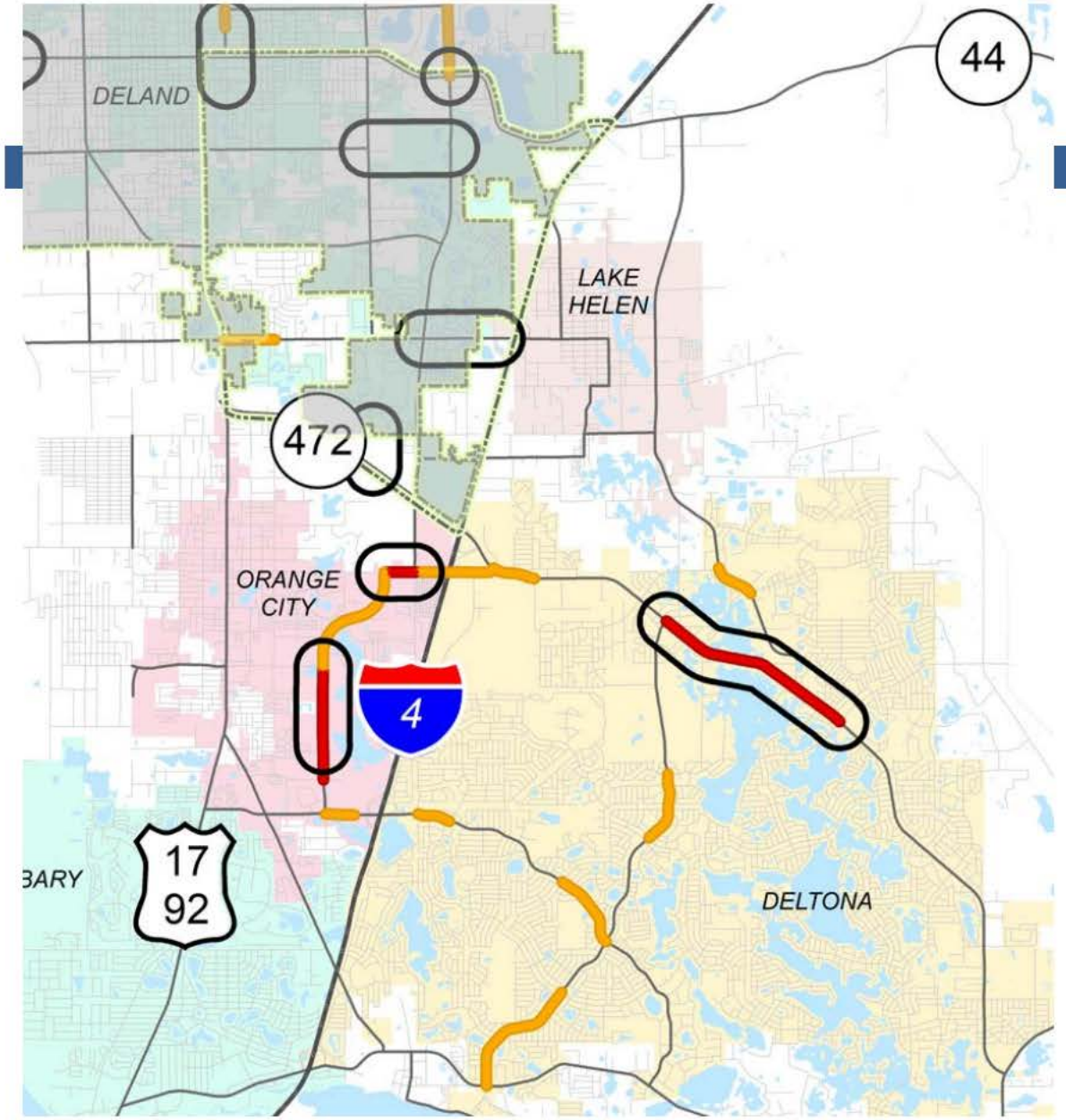
And, Vested Trips make up more than 30% of the total future background traffic.

Then, Vested Trips can be reduced by 30% upon request by the Applicant

Signed:_____ Date:_____

Jay Williams, PE, PTOE

ZONE 3



Deltona

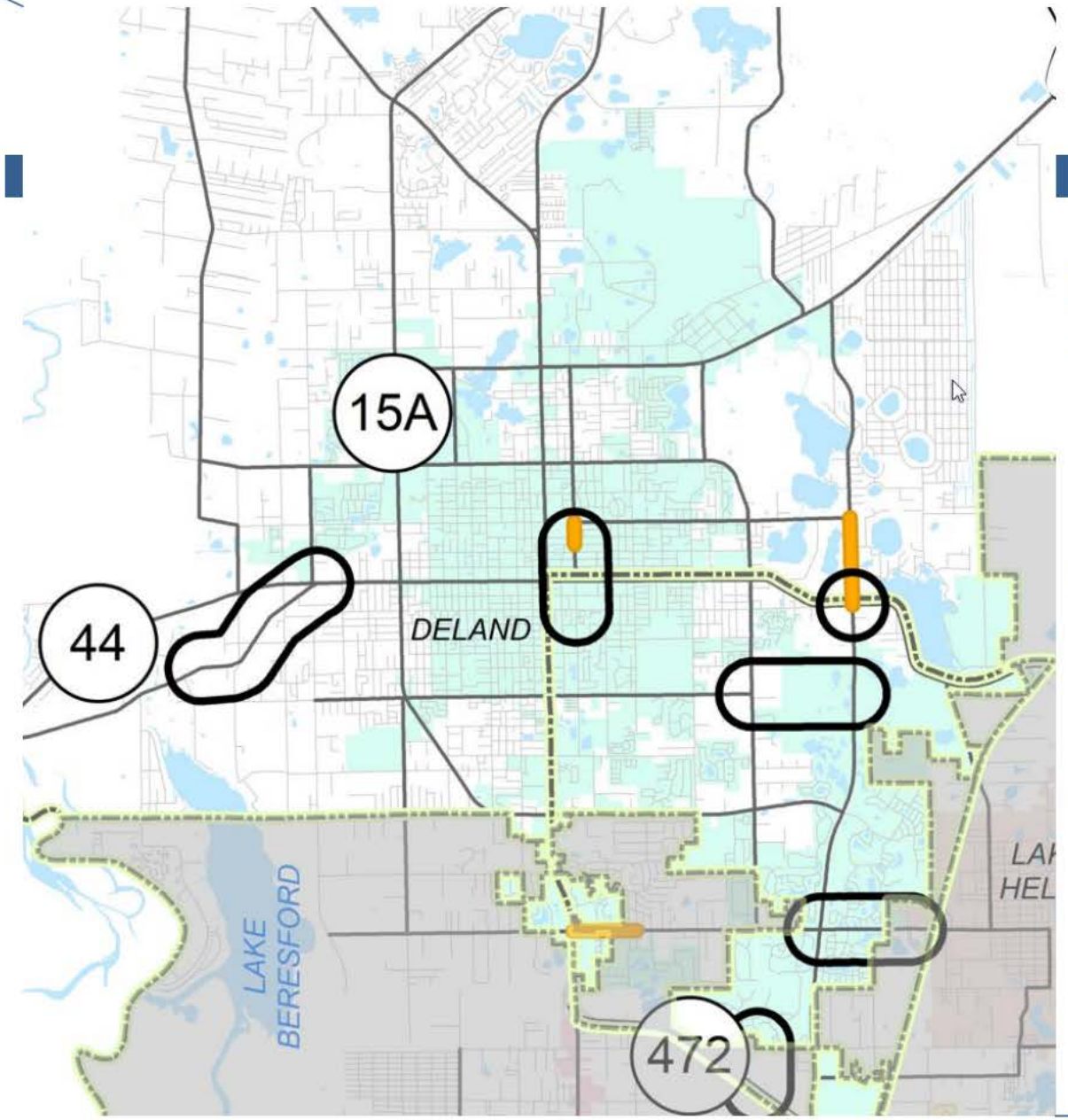
- Howland Blvd widening from Providence Blvd to Elkcam Blvd
  (Construction Underway)

Orange City

- Graves Ave widening from 2 Lanes to 3 Lanes Veterans Memorial Pkwy to Kentucky Av
  (Design Underway)

- Veterans Memorial Pkwy widening from current limits of 4 Lanes to Rhode Island Av
  (Design Underway)

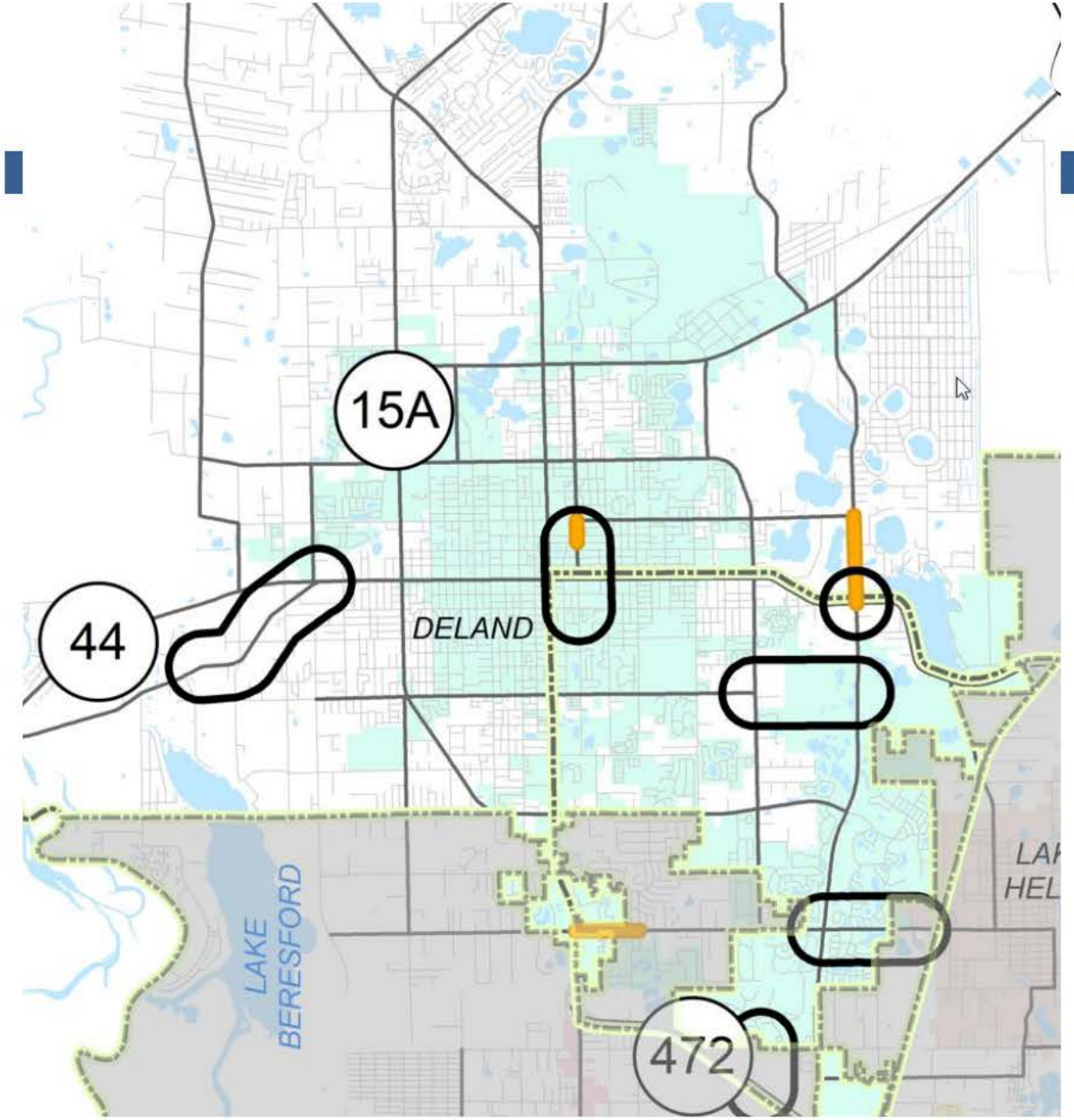
ZONE 4



DeLand

- Orange Camp Rd widening from Martin Luther King Jr. Btwy to I-4
  (Construction Underway)
- Old New York Av Add Paved Shoulders SR 44 to Shell Rd
  (Design Underway)
- Beresford Rd Extension from Blue Lake Av to Kepler Rd/Martin Luther King Jr. Btwy
  (Design & ROW Acquisition Underway)

ZONE 4



- **Amelia Av Lane Reduction from Voorhis Ave to Ohio Ave**
  (Design & ROW Acquisition Underway)
- **Blue Lake Av Extension from Blue Lake Av in Victoria Park to SR 472**
  (Design & ROW Acquisition Underway)

Appendix D
ITE Trip Generation Sheets

Single-Family Detached Housing
(210)

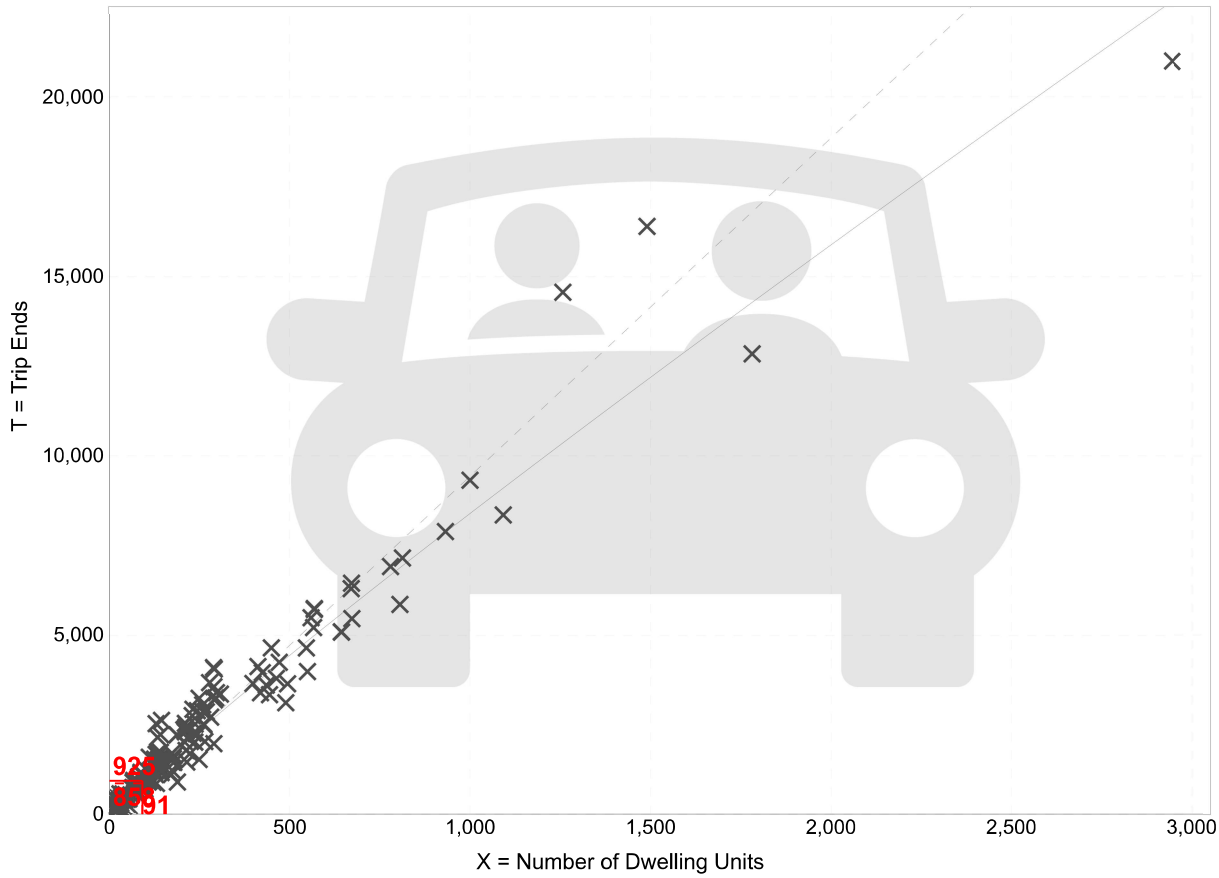
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68 **R^2= 0.95**

Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

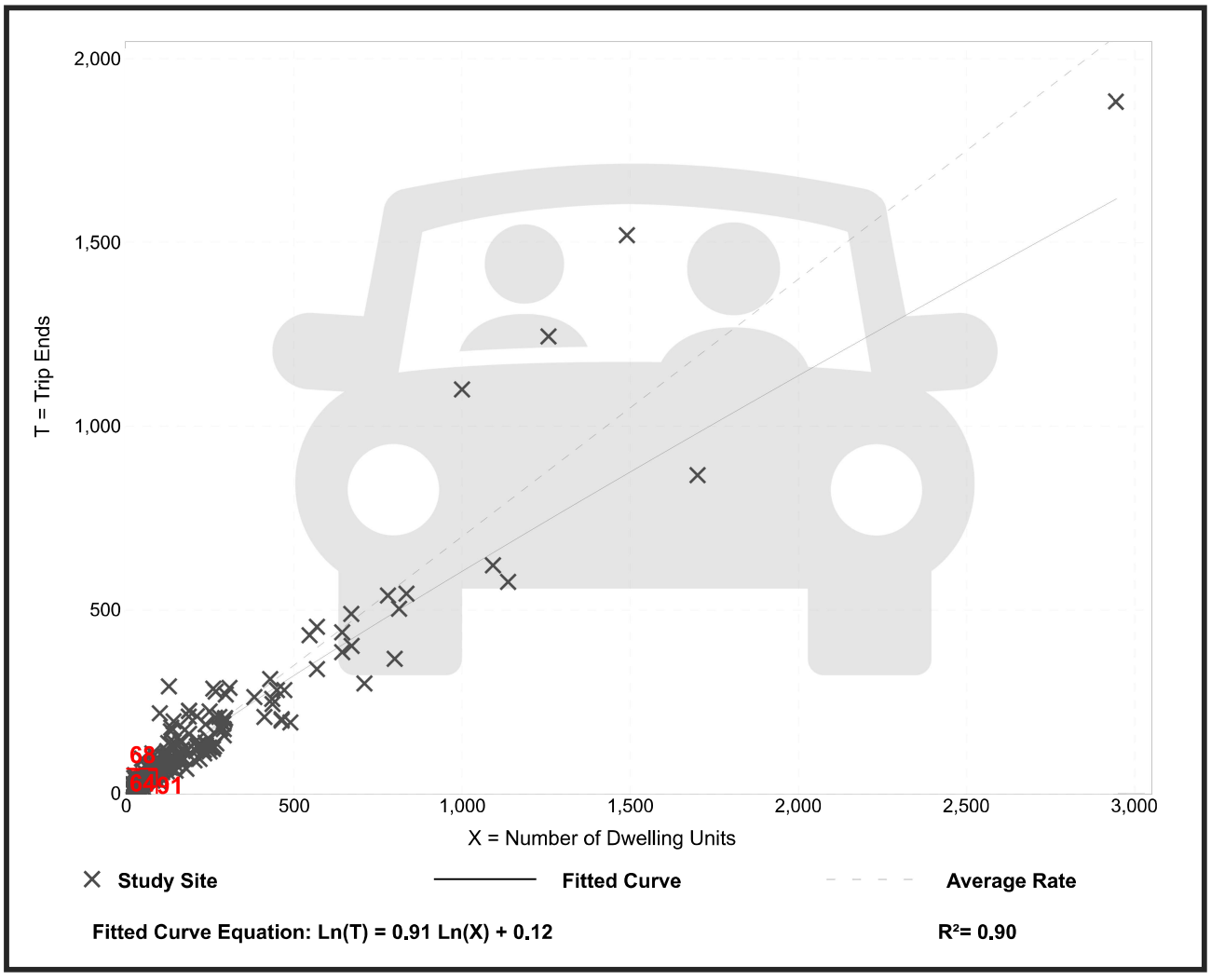
Single-Family Detached Housing
(210)

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: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

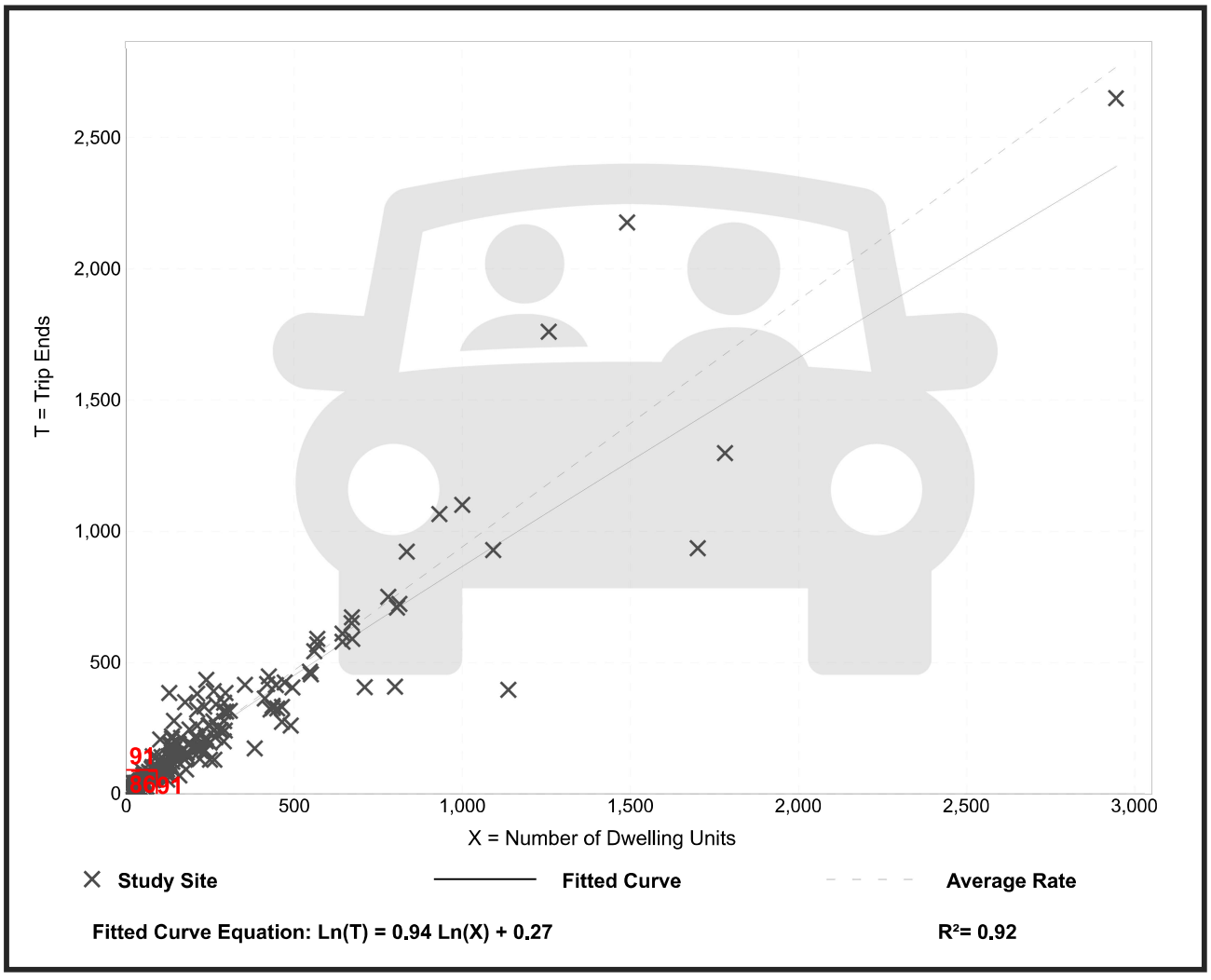
Single-Family Detached Housing
(210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Single-Family Attached Housing
(215)

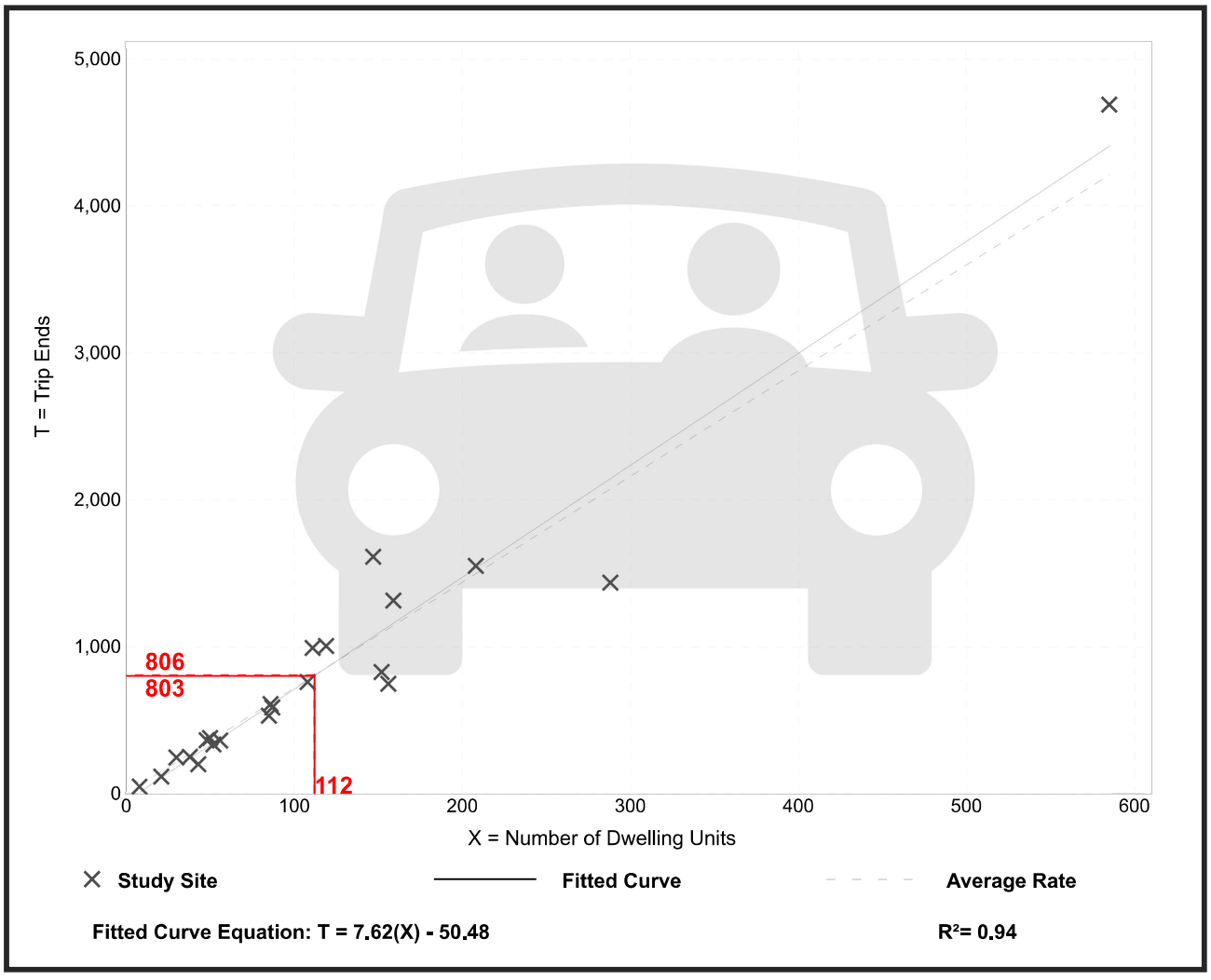
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

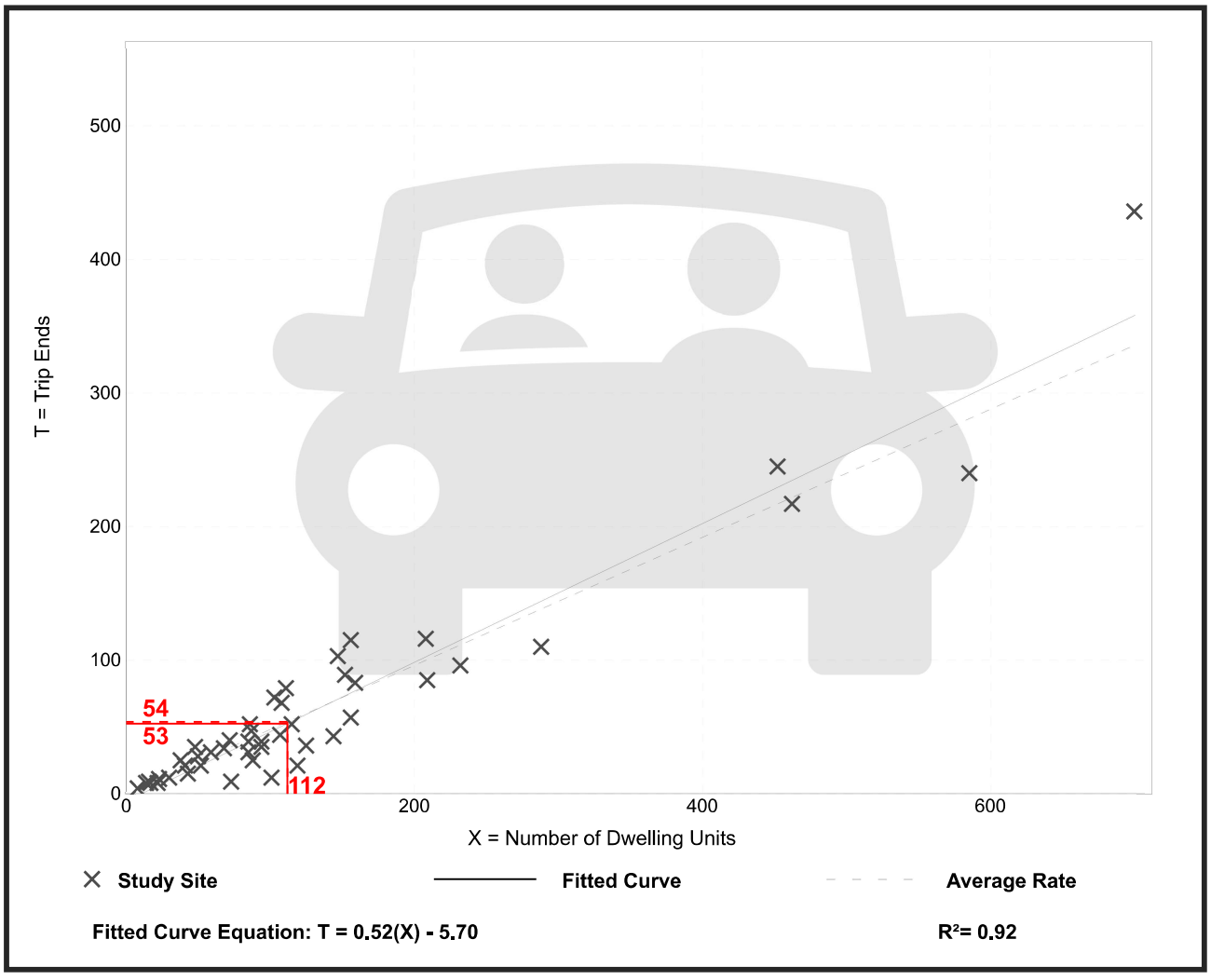
Single-Family Attached Housing
(215)

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:	46
Avg. Num. of Dwelling Units:	135
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

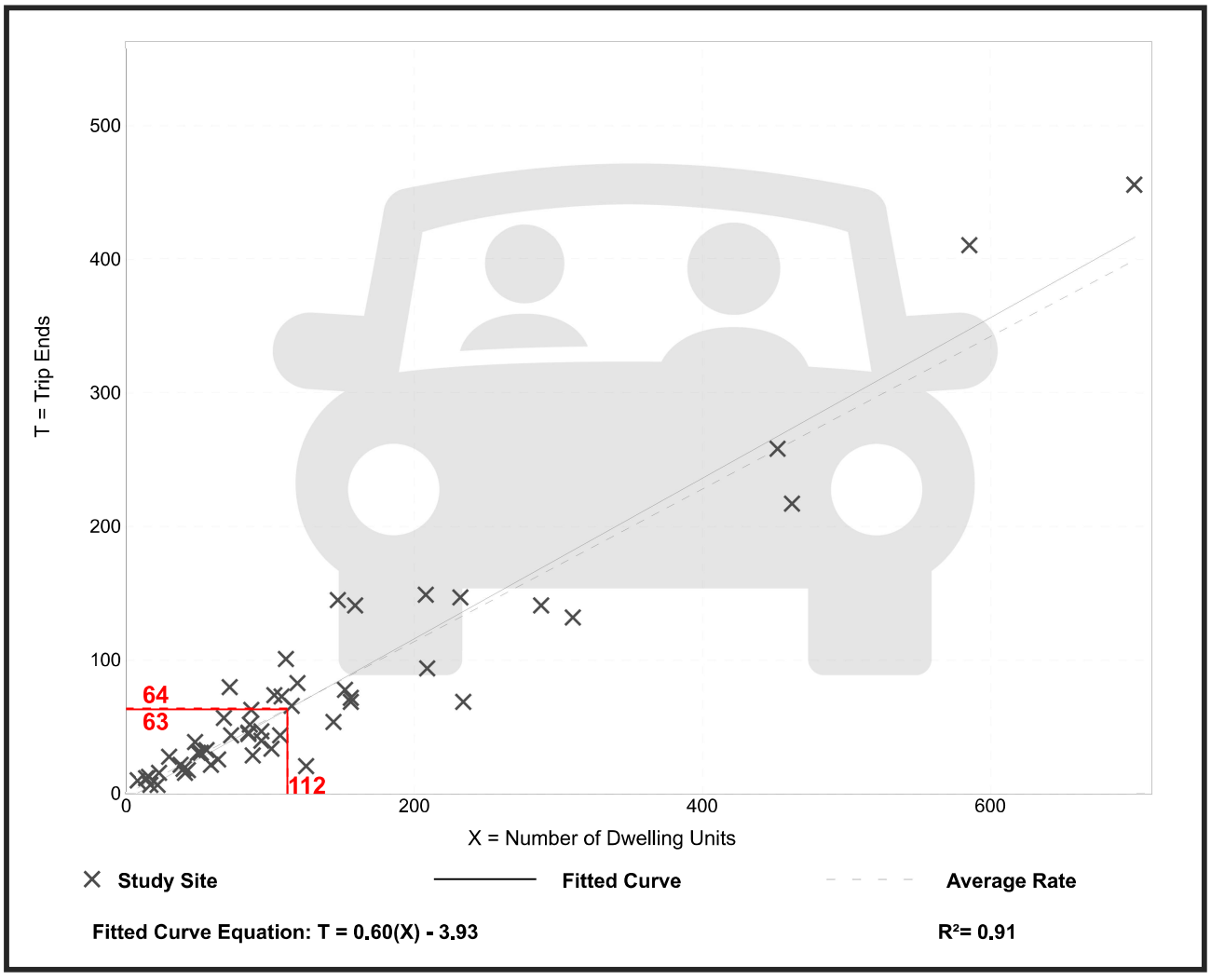
Single-Family Attached Housing
(215)

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:	51
Avg. Num. of Dwelling Units:	136
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

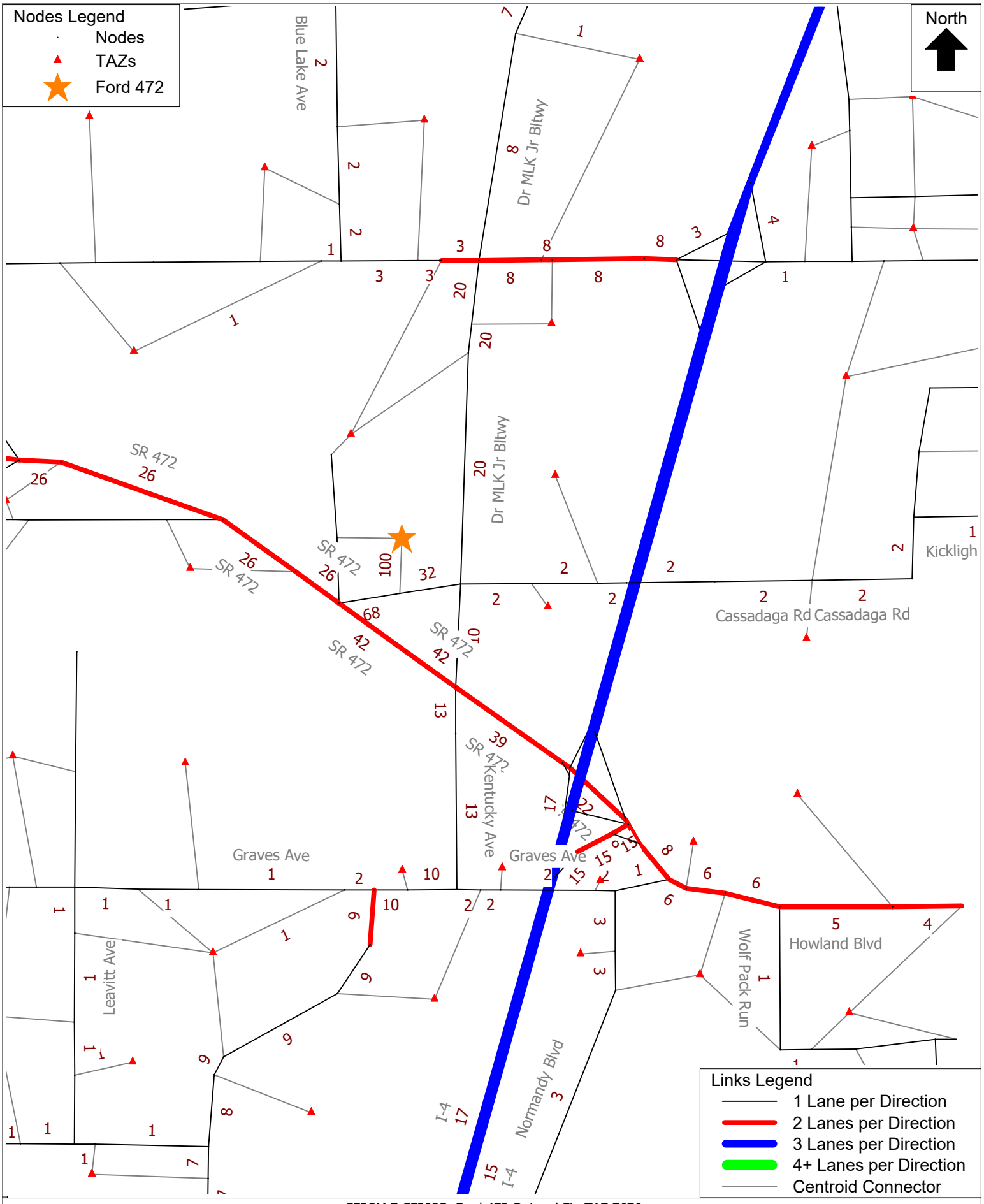
Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

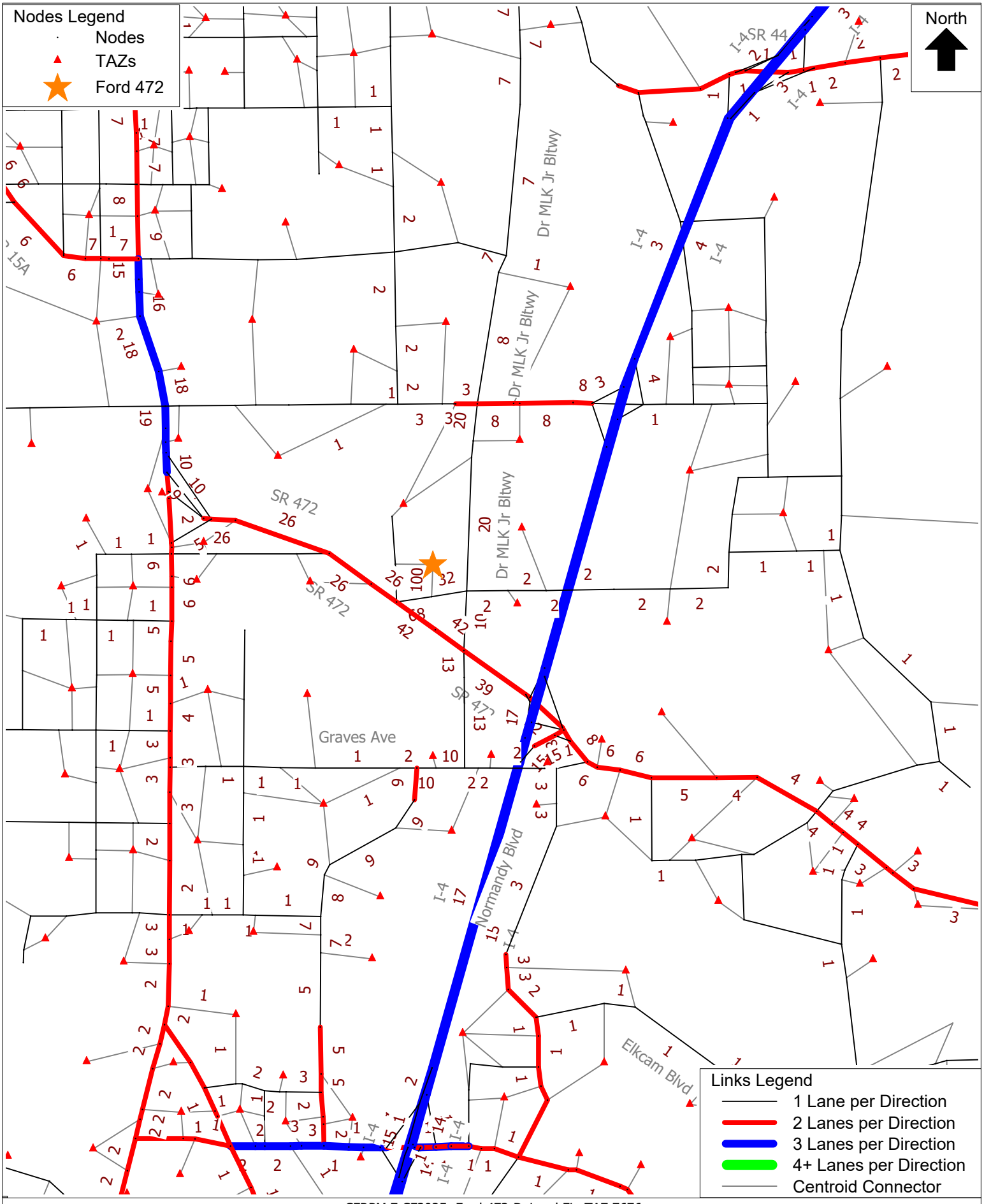
Appendix E
Model Distribution Plots



CFRPM 7 CF2025 -Ford 472-DeLand FL. TAZ 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P21145\OUTPUT\HWYLOAD_SL_AllDay_A25.NET Fri 20 Aug 2021

cube

(Licensed to)



CFRPM 7 CF2025 -Ford 472-DeLand FL. TAZ 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P21145\OUTPUT\HWYLOAD_SL_AllDay_A25.NET Fri 20 Aug 2021

cube

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Appendix F
2022 Volusia County AADT and Historical Counts

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed	2021 QLOS Facility Type	2010 Federal Functional Classification	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	F_Type_21	Fun_Class_2010	AADT_11	AADT_12	AADT_13	AADT_14	AADT_15	AADT_16	AADT_17	AADT_18	AADT_19	AADT_20	AADT_21	AADT_22	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	County	Yes	1.80	30	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	1,970	2,190	2,010	1,900	2,260	2,200	2,500	2,400	2,220	2,380	2,750	2,500	E	13,640	0.18	C	140	210	1,020	2
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentuck	775	County	Yes	0.30	45	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	**17,570**	17,140	16,750	17,160	18,780	19,180	19,190	19,590	**21,760**	19,090	19,750	20,000	E	17,900	1.12	F	1,230	1,635	1,620	2
Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	900a	County	Yes	0.60	45	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	13,790	11,840	12,970	13,640	14,510	15,310	14,060	15,520	16,040	15,580	16,370	19,700	E	17,900	1.10	C	1,420	1,675	1,620	2
Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	900b	County	Yes	0.25	35	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	13,790	11,840	12,970	13,640	14,510	15,310	14,060	15,520	16,040	16,310	18,540	16,100	E	30,420	0.53	D	1,140	1,340	2,740	4
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	FDOT	Yes	0.40	45	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	30,490	29,890	27,480	30,590	36,570	32,320	38,300	36,990	34,320	30,660	31,040	30,900	E	37,970	0.81	C	2,185	2,410	3,410	4
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	County	Yes	1.15	45	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	28,010	27,440	25,280	27,770	31,520	30,270	30,040	31,480	30,520	26,130	28,510	27,100	E	37,970	0.71	C	1,975	2,125	3,410	4
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	County	Yes	2.10	45	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	16,890	14,140	15,150	16,430	16,780	17,220	18,800	18,930	**17,430**	13,580	13,980	13,900	E	13,640	1.02	E	945	1,020	1,230	2
Orange Camp Rd.	US 17/92 to Princeton	1380	County	Yes	0.75	35	UA_NSSRC2_2W_2L_U_WL	Minor Arterial - Urban	9,020	9,640	9,080	9,320	11,480	11,800	12,370	13,170	14,220	13,570	13,600	13,200	E	14,040	0.94	E	840	1,160	1,270	2
Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (I	1384	County	Yes	0.55	50	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	8,880	9,600	9,330	9,980	11,700	12,110	12,650	13,910	14,220	13,660	14,510	12,400	E	17,050	0.73	C	845	1,075	1,540	2
Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	1385	County	Yes	1.00	50	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	10,910	11,300	10,870	10,700	12,020	12,050	13,080	15,040	14,430	13,230	14,200	13,300	E	17,050	0.78	C	1,310	1,170	1,540	2
W. Volusia Bltwy (Veteran	Harley Strickland Blvd. to Rhode Islan	1901	County	Yes	1.22	55	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	13,810	15,170	18,000	17,750	**18,830**	**20,170**	**19,290**	**19,420**	**21,190**	**19,030**	**19,440**	**18,800**	E	**17,050**	**1.10**	F	**1,030**	**1,480**	**1,540**	2
W. Volusia Bltwy (Veteran	Rhode Island Ave. to Graves Ave.	1902	County	Yes	1.50	45	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	14,100	14,830	15,510	15,510	18,510	16,430	14,420	13,400	16,420	13,800	14,870	14,100	E	17,900	0.79	C	850	1,100	1,620	2
W. Volusia Bltwy (Veteran	Graves Ave to SR 472	1030	County	Yes	0.80	45	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	7,970	9,010	9,050	9,320	10,380	10,670	10,350	10,570	10,900	9,420	10,830	11,000	E	17,050	0.65	C	690	910	1,540	2
W. Volusia Bltwy (Dr MLK	Cassadaga Rd. to Orange Camp Rd.	1942	County	Yes	1.40	55	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	9,940	10,280	10,320	10,840	11,860	12,050	11,130	12,540	12,370	10,760	11,570	9,150	E	17,050	0.54	C	620	755	1,540	2
W. Volusia Bltwy (Dr MLK	Orange Camp Rd. to Taylor Rd.	1943	County	Yes	1.00	55	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	11,240	11,850	11,440	12,050	14,330	13,800	12,670	14,480	12,240	12,210	12,840	11,000	E	17,050	0.65	C	845	910	1,540	2

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 79 - VOLUSIA

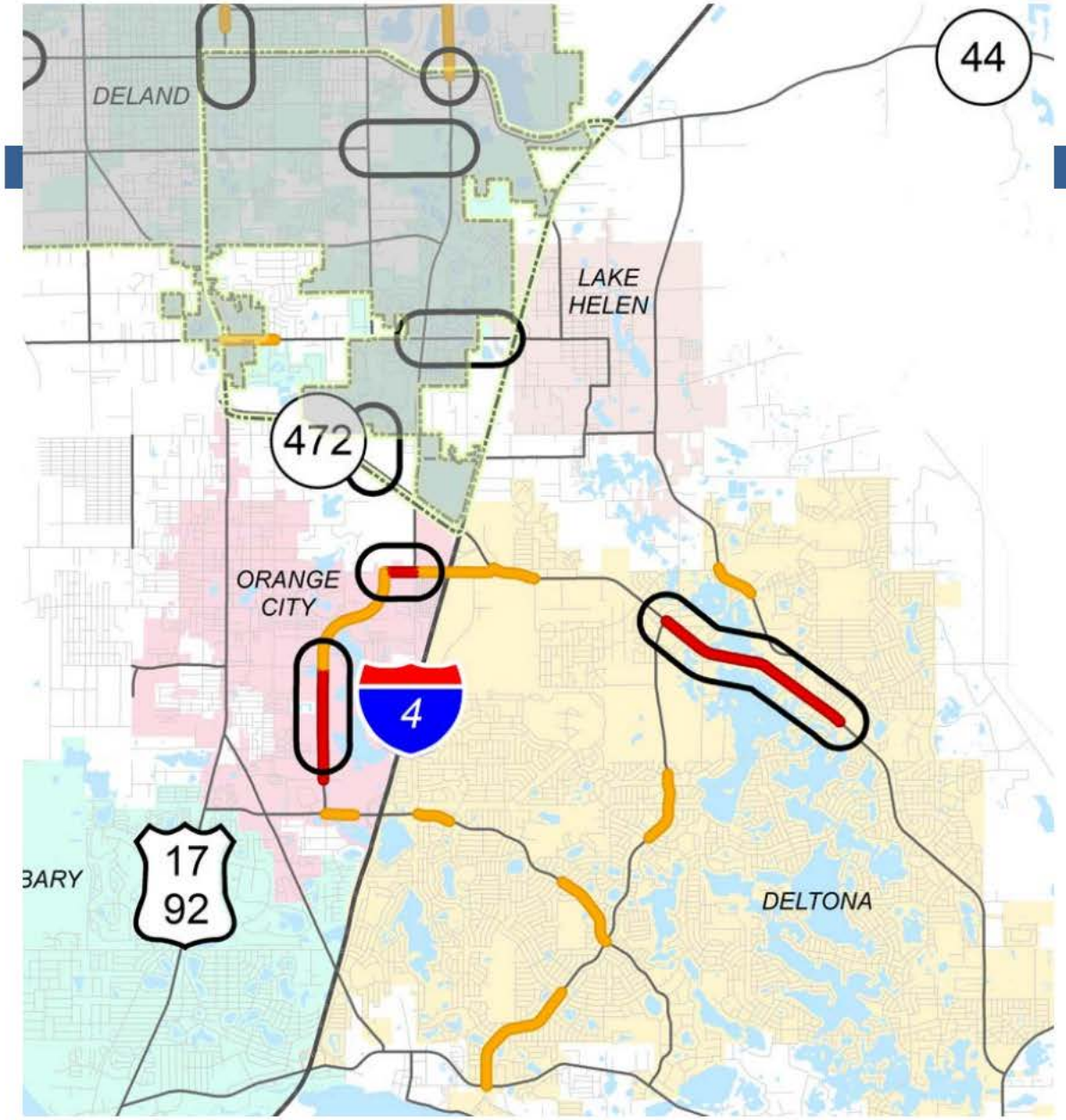
SITE: 8193 - CATALINA BLVD, 800' N OF HOWLAND BLVD - OFF SYSTEM HPMS 21

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2900 F	N 1400	S 1500	9.00	59.10	9.80
2022	2700 C	N 1300	S 1400	9.00	58.80	3.50
2021	12500 C	N 6100	S 6400	9.00	58.20	10.90
2020	10900 S	N 5200	S 5700	9.00	58.70	4.00
2019	11300 F	N 5400	S 5900	9.00	59.00	6.70
2018	11100 C	N 5300	S 5800	9.00	60.00	5.10
2017	12000 T	N 6000	S 6000	9.00	60.90	3.10
2016	11600 S	N 5800	S 5800	9.00	61.40	2.40
2015	11000 F	N 5500	S 5500	9.00	60.20	2.90
2014	10600 C	N 5300	S 5300	9.00	59.20	3.60

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
Planned and Programmed Improvements

ZONE 3



Deltona

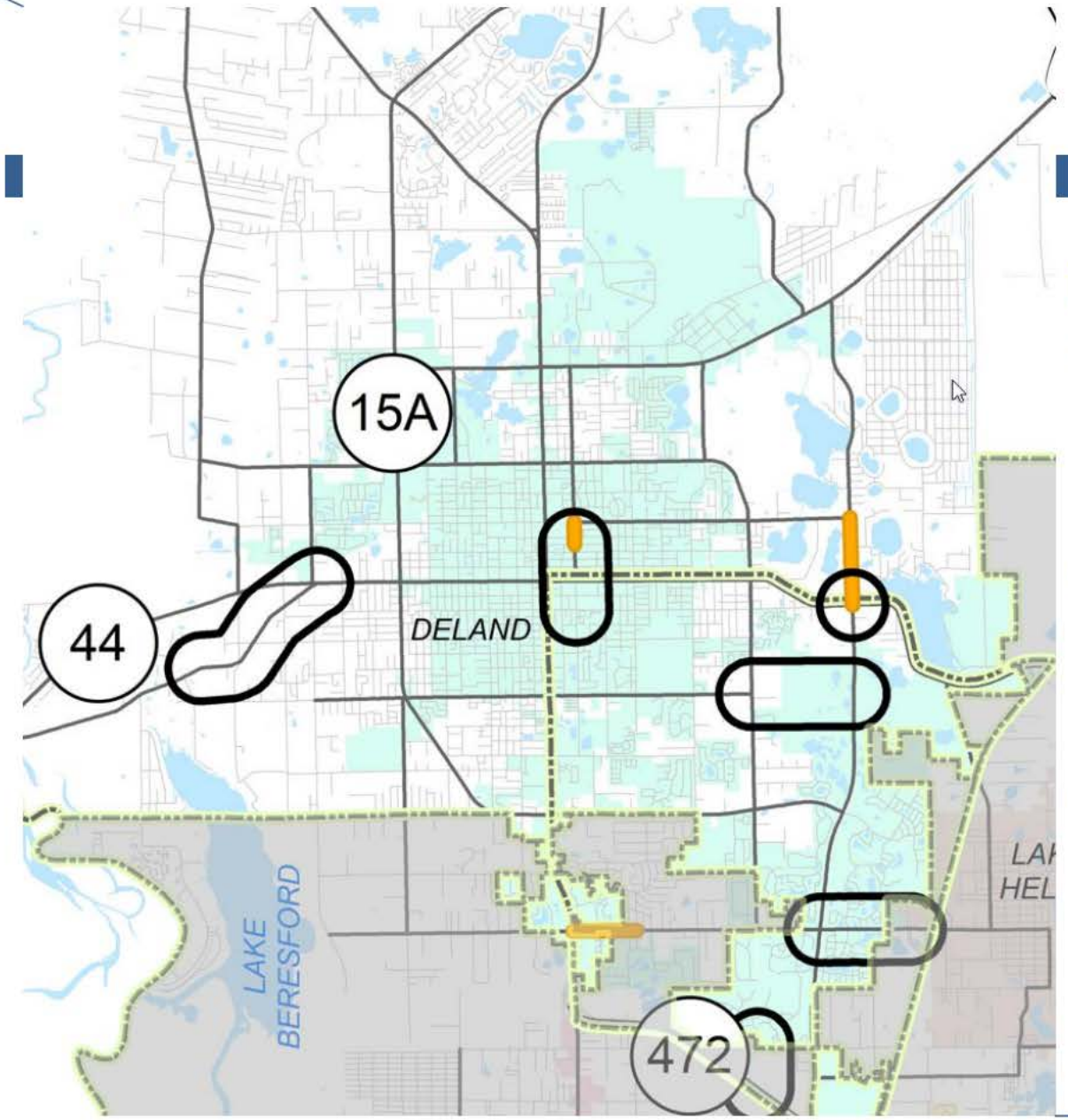
- Howland Blvd widening from Providence Blvd to Elkcam Blvd
  (Construction Underway)

Orange City

- Graves Ave widening from 2 Lanes to 3 Lanes Veterans Memorial Pkwy to Kentucky Av
  (Design Underway)

- Veterans Memorial Pkwy widening from current limits of 4 Lanes to Rhode Island Av
  (Design Underway)

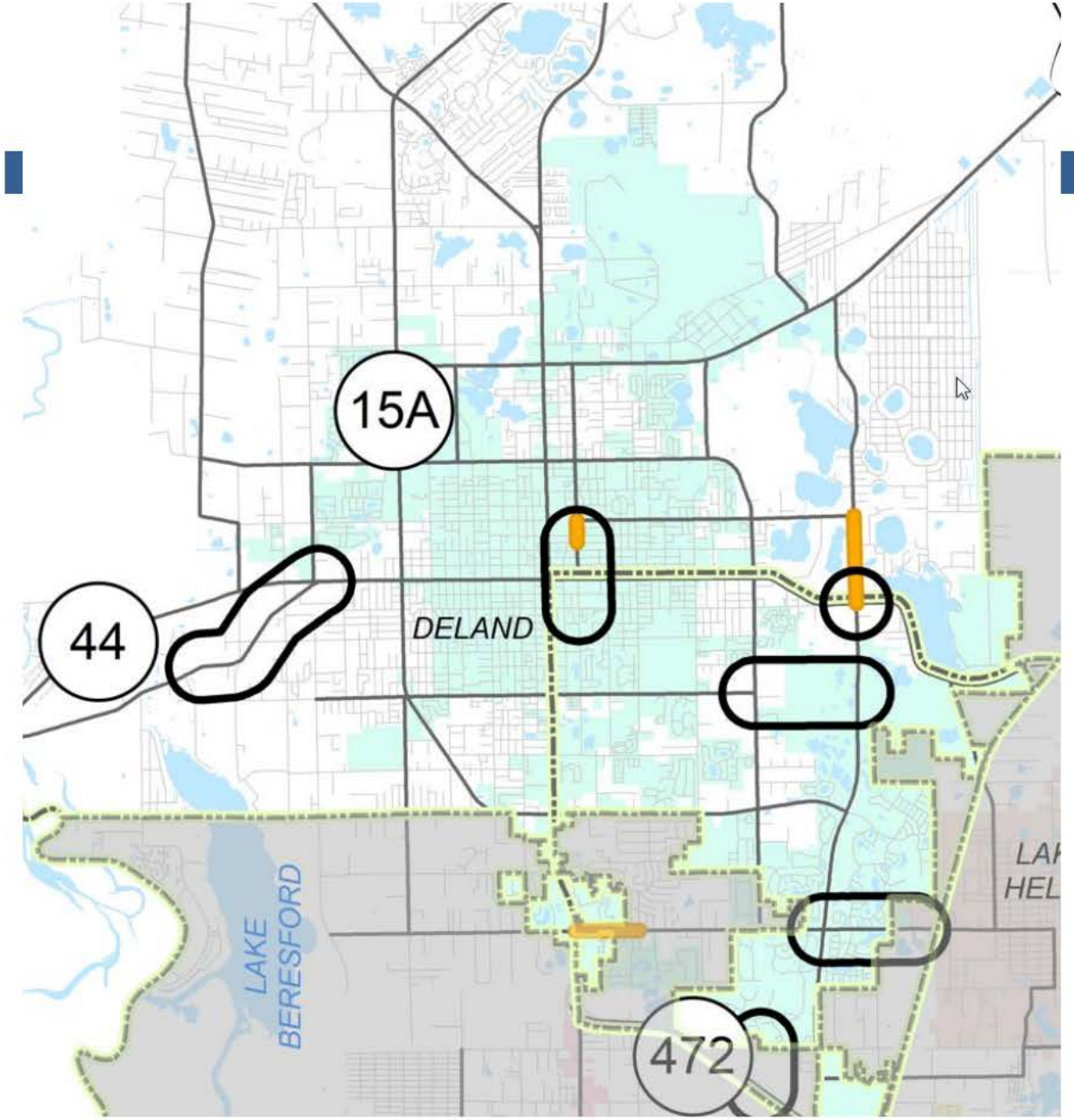
ZONE 4



DeLand

- **Orange Camp Rd widening from Martin Luther King Jr. Btwy to I-4**
  (Construction Underway)
- **Old New York Av Add Paved Shoulders SR 44 to Shell Rd**
  (Design Underway)
- **Beresford Rd Extension from Blue Lake Av to Kepler Rd/Martin Luther King Jr. Btwy**
  (Design & ROW Acquisition Underway)

ZONE 4



- **Amelia Av Lane Reduction from Voorhis Ave to Ohio Ave**
  (Design & ROW Acquisition Underway)
- **Blue Lake Av Extension from Blue Lake Av in Victoria Park to SR 472**
  (Design & ROW Acquisition Underway)

Appendix H
Recommended Improvements in Previous TIAs

TM BTR AT DELAND CROSSINGS
Project № 22012, v1.1
December 2022

TRAFFIC IMPACT ANALYSIS
CITY OF DELAND
FLORIDA

Prepared by:

Traffic & Mobility Consultants
3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

Taylor Morrison of Florida Inc
2600 Lake Lucien Drive, Suite 350
Maitland, Florida 32751

3.6 Intersection Improvements

The following improvements are recommended at the intersection of SR 472 and Dr. Martin Luther King Jr Beltway and should be incorporated at project buildout:

- SR 472 and Dr. Martin Luther King Jr Beltway –
  - Construct a westbound left turn lane
  - Construct a northbound left turn lane and a through lane
  - Construct a southbound left turn lane and a through lane
  - Optimize the signal timing

With the recommended improvements, the intersection is projected to operate at an overall adequate LOS. The results of the analysis are summarized in **Table 8** for the background and buildout scenarios**.**

Table 8
Improved Intersection Capacity Analysis Summary

Intersection	Traffic Control	Time Period	Scenario	EB			WB			NB			SB			Overall	
				Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
SR 472 & Dr. MLK Jr Bltwy	Signal	AM	Background	42.3	D	0.97	37.2	D	0.76	72.7	E	0.87	68.6	E	0.86	48.9	D
			Buildout	43.4	D	0.99	37.5	D	0.76	71.8	E	0.87	70.7	E	0.87	49.7	D
		PM	Background	52.9	D	1.14	49.0	D	1.03	71.9	E	0.86	65.6	E	0.86	55.7	E
			Buildout	58.7	E	1.23	49.6	D	1.03	65.9	E	0.86	66.7	E	0.86	57.4	E

Average delay is expressed in seconds/vehicle

The analysis indicates that the intersection of SR 472 and Dr. Martin Luther King Jr Beltway is projected to operate at adequate LOS due to the improvements. The adjusted analysis worksheets are included in **Appendix L**.

KITTELSON & ASSOCIATES

DELAND TECH PARK TRAFFIC IMPACT ANALYSIS

DELAND, FLORIDA

July 2023



YEAR 2027 FUTURE BACKGROUND INTERSECTION CAPACITY ANALYSIS (WITH BACKGROUND RELATED IMPROVMENTS)

The background intersection lane configurations are shown in **Figure 12**. To help improve operations at the intersections showing an overall LOS F or overcapacity movements under the year 2027 PM peak hour future background conditions, the following background related improvements are recommended:

- SR 472 at Kentucky Avenue/Dr Martin Luther King Jr Beltway
  - Add one additional eastbound through lane (v/c ratio is 0.97 on east leg of intersection)
  - Add one additional westbound through lane (v/c ratio is 0.97 on east leg of intersection)
  - Add exclusive northbound left turn lane
  - Use protected/permitted phasing for northbound/southbound left turn movements
  - Optimize signal timings/splits (eliminate the split phase operation)
- Kentucky Avenue at Graves Avenue
  - Add one additional eastbound through lane (v/c ratio is 1.36 on west leg of intersection in background condition)
  - Add one additional southbound left turn lane
  - Add overlap phasing on the southbound right turn movement
  - Optimize signal timings/splits)
- Veteran's Memorial Parkway at Rhode Island Avenue
  - Add southbound shared through-right lane and remove exclusive southbound right turn lane. There is an acceleration lane on the south leg of this intersection that can be converted to a second receiving lane.
- Howland Boulevard at Graves Avenue/Halifax Crossing Boulevard
  - Add one additional eastbound through lane (v/c ratio is 1.05 on both legs of intersection)
  - Add one additional westbound through lane (v/c ratio is 1.05 on both legs of intersection)

With the above recommended improvements, these intersections are expected to operate at an overall LOS E or better and no overcapacity movements. The results of the improved background conditions are presented in **Table 9** and the Synchro intersection report printouts are provided in **Appendix M**.

Table 9: Year 2027 Future Background Intersection Capacity Analysis (With Background Improvements)

Intersection	Intersection Control Type	PM Peak Hour		
		v/c	Delay	LOS
SR 472 at Kentucky Ave./Dr Martin Luther King Jr Bltwy.	Signalized	0.98	58.2	E
Kentucky Ave. at Graves Ave.	Signalized	0.93	42.0	D
Veteran's Memorial Pkwy. at Rhode Island Ave.	Signalized	0.92	38.2	D
Howland Blvd. at Graves Ave./Halifax Crossing Blvd.	Signalized	0.94	39.6	D

Note: The operational results presented for each intersection represent the worst movement v/c ratio and overall intersection delay and LOS.

Appendix I

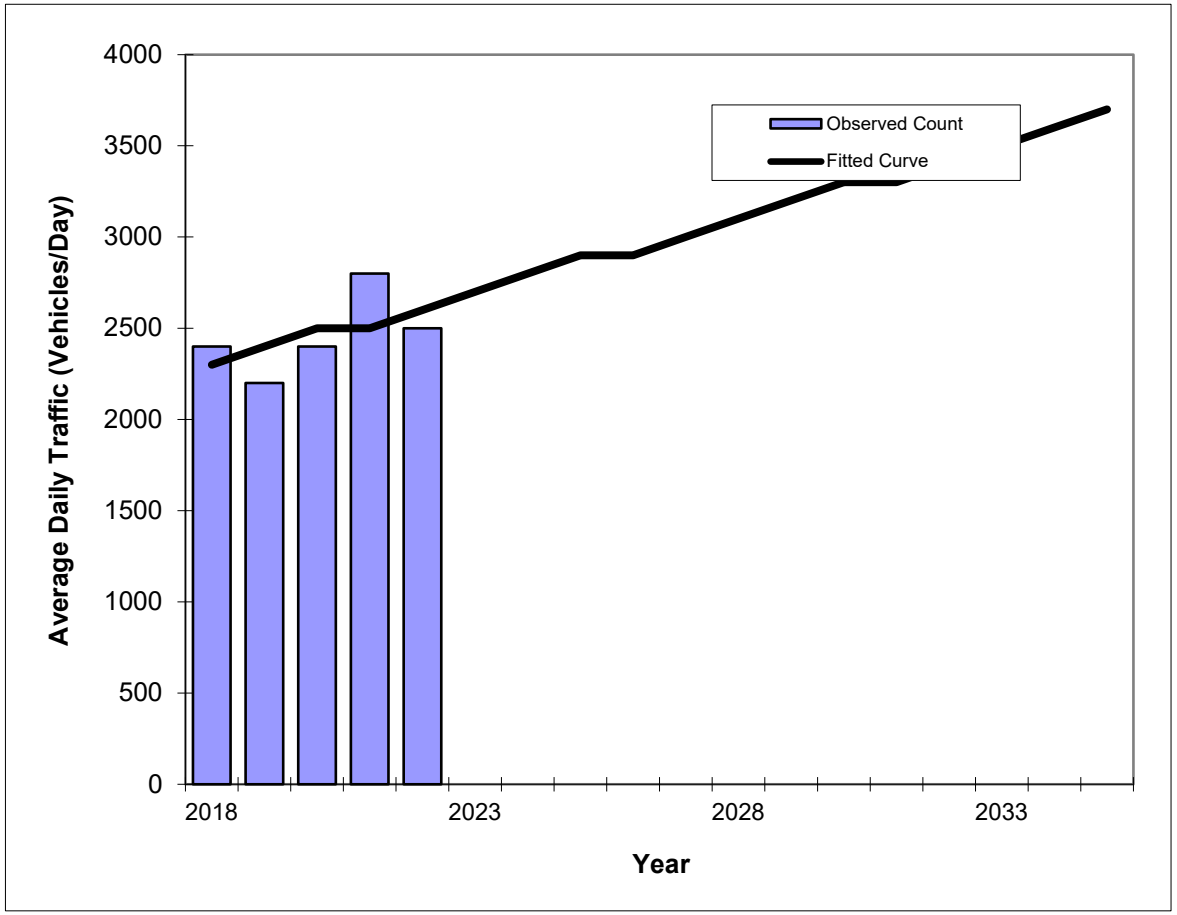
Historical Growth trend Analysis Worksheets, Vested Trip Information and Segment Growh Rates and Vested Trips Instruction Policy

Traffic Trends - V03.a

CASSADAGA RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	280
Highway:	CASSADAGA RD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	2400	2300
2019	2200	2400
2020	2400	2500
2021	2800	2500
2022	2500	2600
2026 Opening Year Trend		
2026	N/A	2900
2027 Mid-Year Trend		
2027	N/A	3000
2028 Design Year Trend		
2028	N/A	3100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	80
Trend R-squared:	33.33%
Trend Annual Historic Growth Rate:	3.26%
Trend Growth Rate (2022 to Design Year):	3.21%
Printed:	6-Aug-24

Straight Line Growth Option

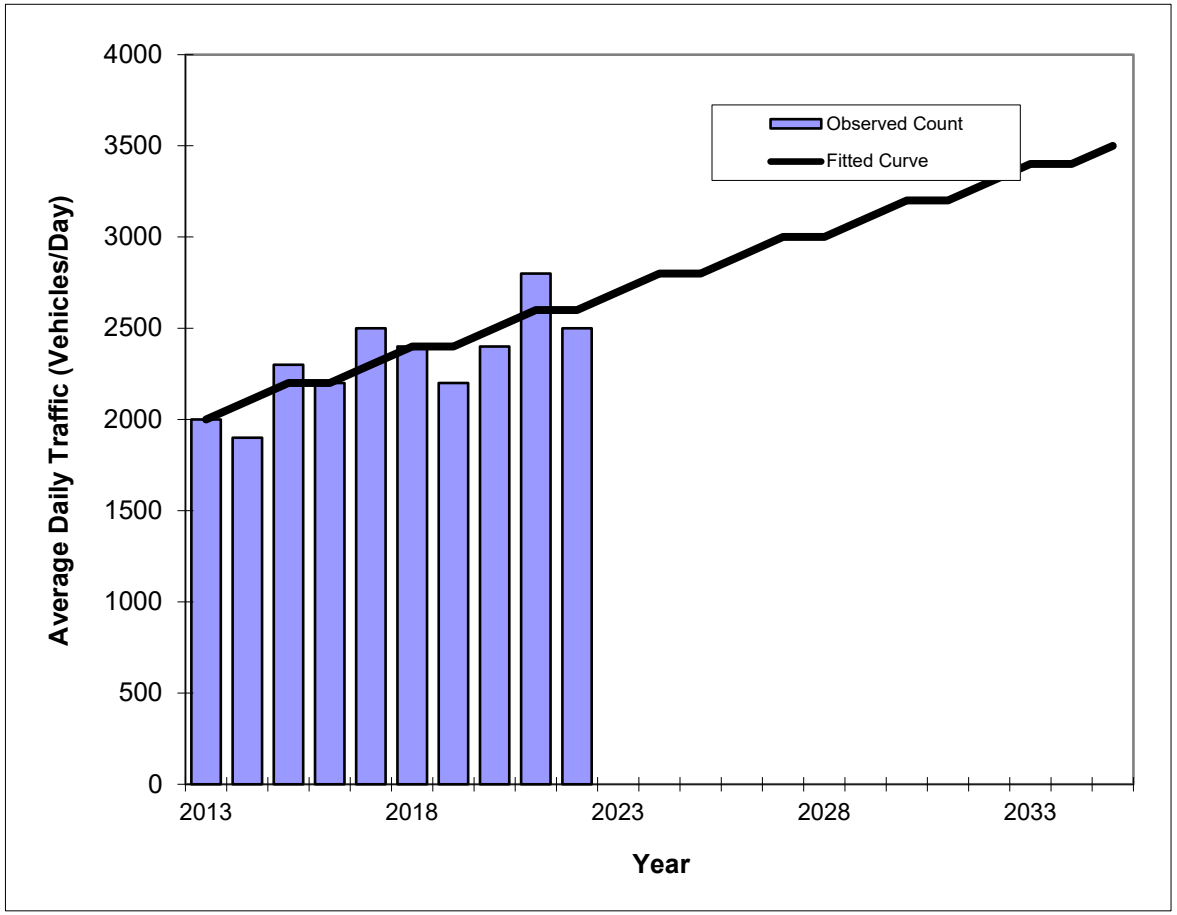
***Axle-Adjusted**

Traffic Trends - V03.a

CASSADAGA RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	280
Highway:	CASSADAGA RD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	2000	2000
2014	1900	2100
2015	2300	2200
2016	2200	2200
2017	2500	2300
2018	2400	2400
2019	2200	2400
2020	2400	2500
2021	2800	2600
2022	2500	2600
2026 Opening Year Trend		
2026	N/A	2900
2027 Mid-Year Trend		
2027	N/A	3000
2028 Design Year Trend		
2028	N/A	3000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	68
Trend R-squared:	61.71%
Trend Annual Historic Growth Rate:	3.33%
Trend Growth Rate (2022 to Design Year):	2.56%
Printed:	6-Aug-24

Straight Line Growth Option

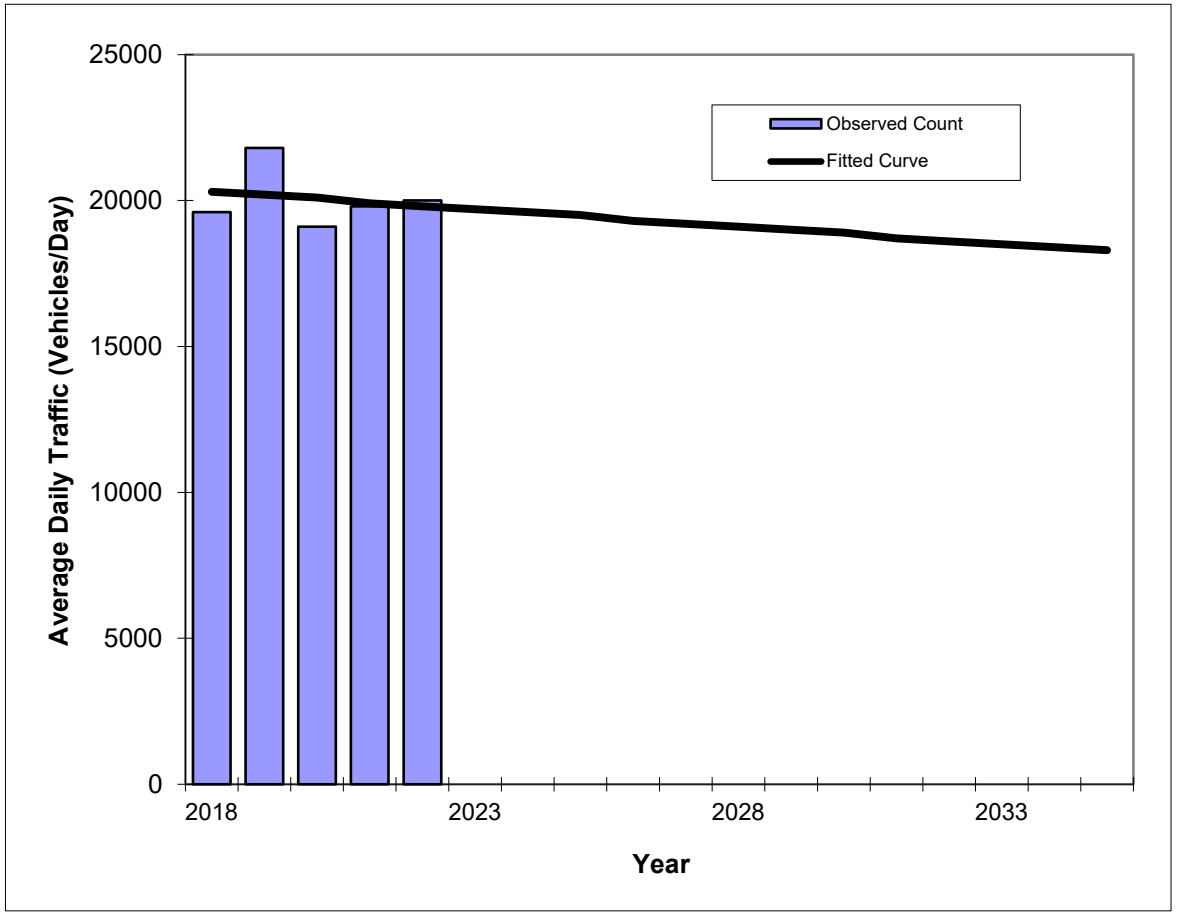
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	775
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	19600	20300
2019	21800	20200
2020	19100	20100
2021	19800	19900
2022	20000	19800
2026 Opening Year Trend		
2026	N/A	19300
2027 Mid-Year Trend		
2027	N/A	19200
2028 Design Year Trend		
2028	N/A	19100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-120
Trend R-squared:	3.40%
Trend Annual Historic Growth Rate:	-0.62%
Trend Growth Rate (2022 to Design Year):	-0.59%
Printed:	6-Aug-24

Straight Line Growth Option

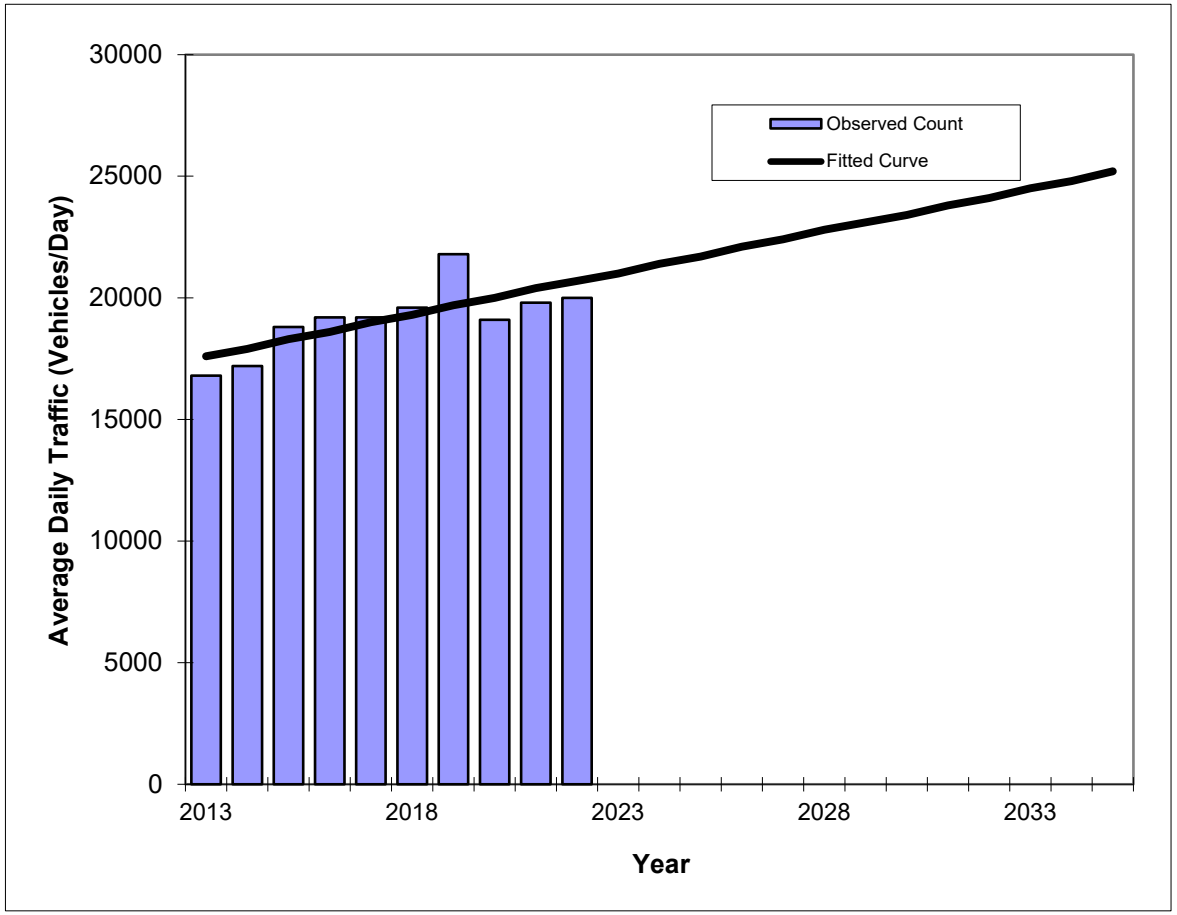
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	775
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	16800	17600
2014	17200	17900
2015	18800	18300
2016	19200	18600
2017	19200	19000
2018	19600	19300
2019	21800	19700
2020	19100	20000
2021	19800	20400
2022	20000	20700
2026 Opening Year Trend		
2026	N/A	22100
2027 Mid-Year Trend		
2027	N/A	22400
2028 Design Year Trend		
2028	N/A	22800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	344
Trend R-squared:	54.65%
Trend Annual Historic Growth Rate:	1.96%
Trend Growth Rate (2022 to Design Year):	1.69%
Printed:	6-Aug-24

Straight Line Growth Option

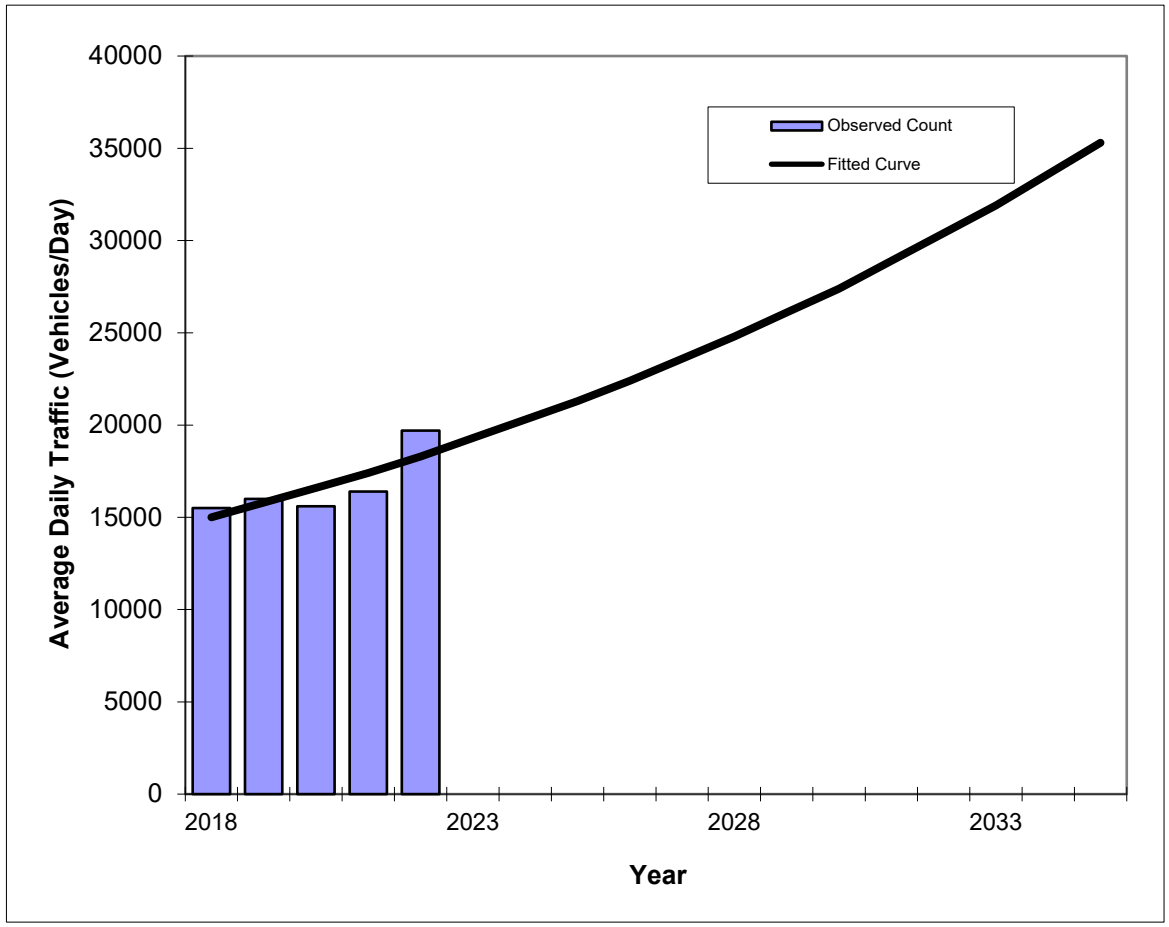
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	900a
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	15500	15000
2019	16000	15800
2020	15600	16600
2021	16400	17400
2022	19700	18300
2026 Opening Year Trend		
2026	N/A	22400
2027 Mid-Year Trend		
2027	N/A	23600
2028 Design Year Trend		
2028	N/A	24800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	64.59%
Compounded Annual Historic Growth Rate:	5.10%
Compounded Growth Rate (2022 to Design Year):	5.20%
Printed:	20-Aug-24

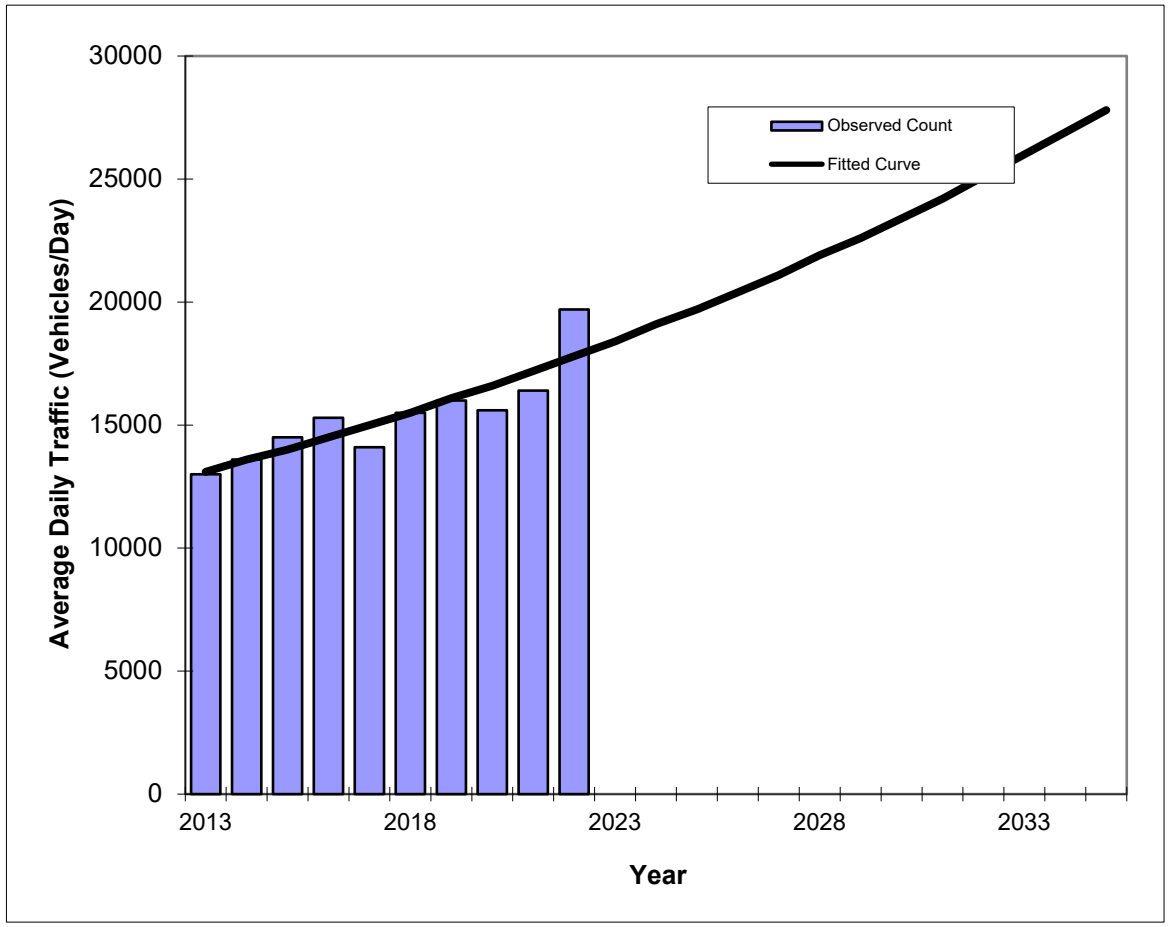
Exponential Growth Option

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	900a
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	13000	13100
2014	13600	13600
2015	14500	14000
2016	15300	14500
2017	14100	15000
2018	15500	15500
2019	16000	16100
2020	15600	16600
2021	16400	17200
2022	19700	17800
2026 Opening Year Trend		
2026	N/A	20400
2027 Mid-Year Trend		
2027	N/A	21100
2028 Design Year Trend		
2028	N/A	21900
TRANPLAN Forecasts/Trends		

Trend R-squared:	79.70%
Compounded Annual Historic Growth Rate:	3.47%
Compounded Growth Rate (2022 to Design Year):	3.52%
Printed:	20-Aug-24

Exponential Growth Option

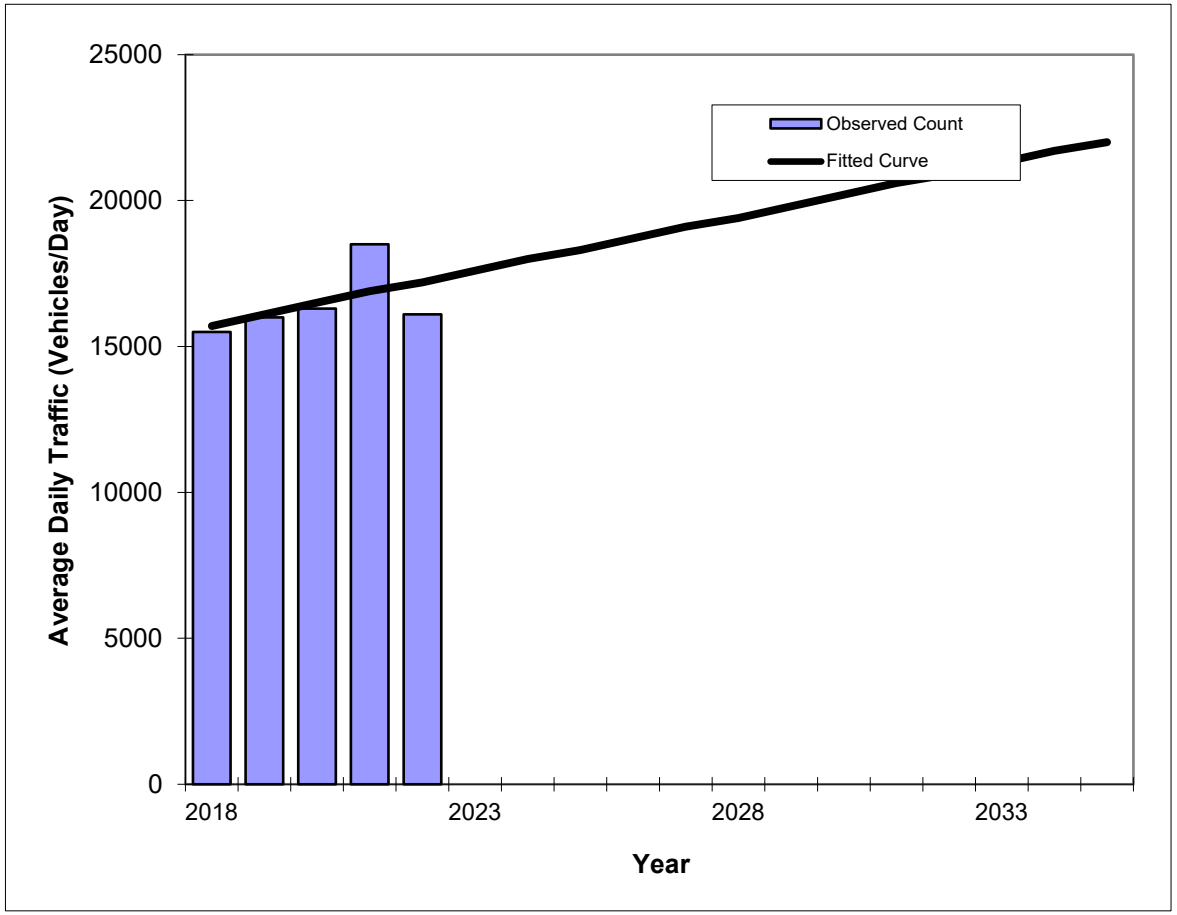
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	900b
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	15500	15700
2019	16000	16100
2020	16300	16500
2021	18500	16900
2022	16100	17200
2026 Opening Year Trend		
2026	N/A	18700
2027 Mid-Year Trend		
2027	N/A	19100
2028 Design Year Trend		
2028	N/A	19400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	370
Trend R-squared:	25.13%
Trend Annual Historic Growth Rate:	2.39%
Trend Growth Rate (2022 to Design Year):	2.13%
Printed:	6-Aug-24

Straight Line Growth Option

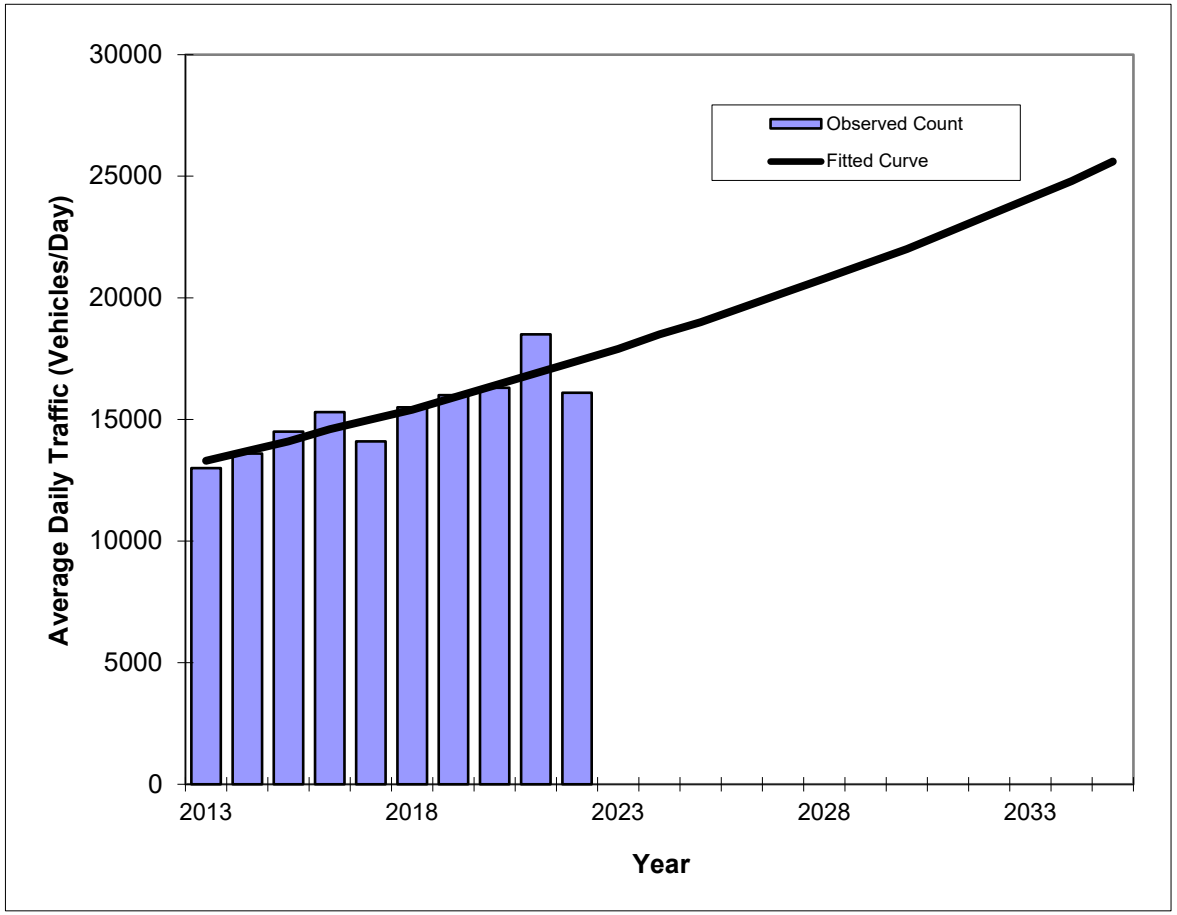
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	900b
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	13000	13300
2014	13600	13700
2015	14500	14100
2016	15300	14600
2017	14100	15000
2018	15500	15400
2019	16000	15900
2020	16300	16400
2021	18500	16900
2022	16100	17400
2026 Opening Year Trend		
2026	N/A	19600
2027 Mid-Year Trend		
2027	N/A	20200
2028 Design Year Trend		
2028	N/A	20800
TRANPLAN Forecasts/Trends		

Trend R-squared:	76.75%
Compounded Annual Historic Growth Rate:	3.03%
Compounded Growth Rate (2022 to Design Year):	3.02%
Printed:	6-Aug-24

Exponential Growth Option

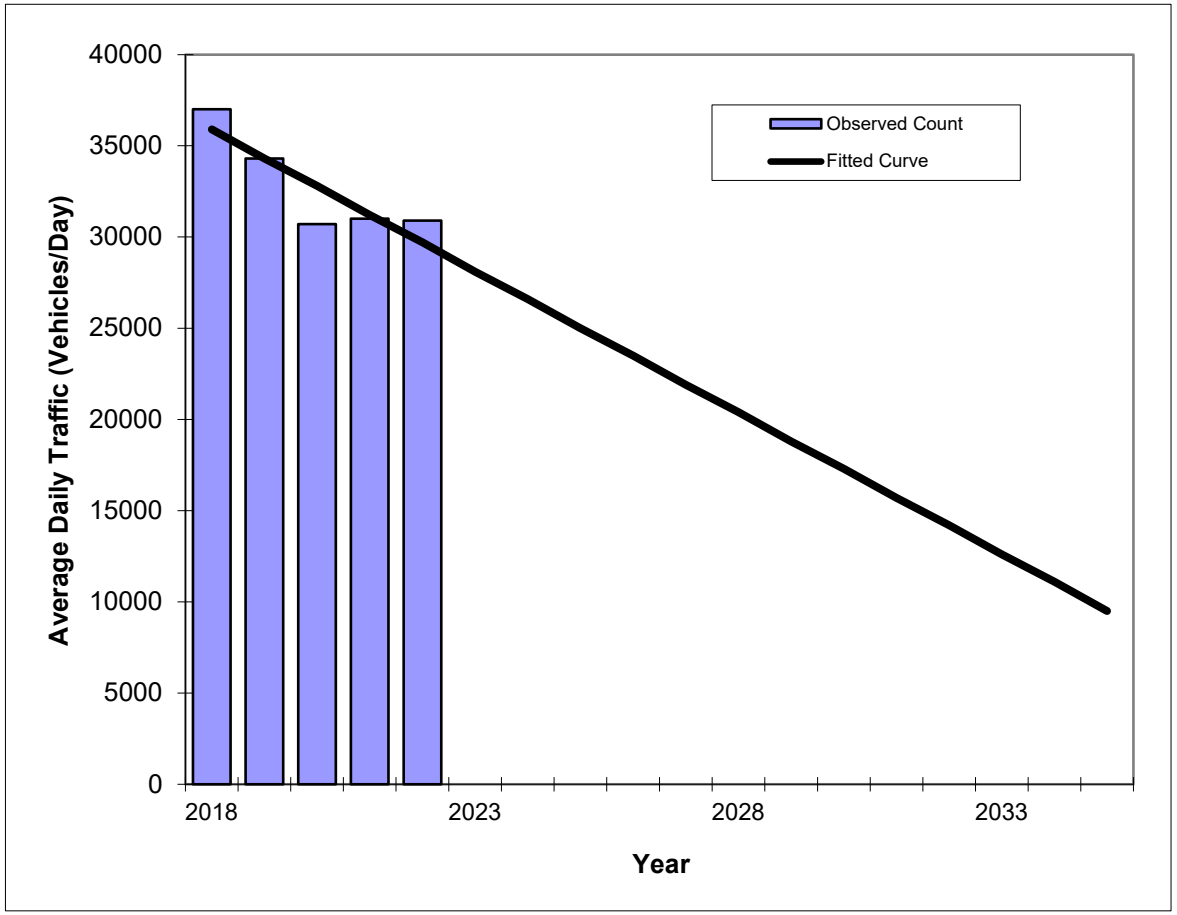
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	901
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	37000	35900
2019	34300	34300
2020	30700	32800
2021	31000	31200
2022	30900	29700
2026 Opening Year Trend		
2026	N/A	23500
2027 Mid-Year Trend		
2027	N/A	21900
2028 Design Year Trend		
2028	N/A	20400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-1,550
Trend R-squared:	77.13%
Trend Annual Historic Growth Rate:	-4.32%
Trend Growth Rate (2022 to Design Year):	-5.22%
Printed:	6-Aug-24

Straight Line Growth Option

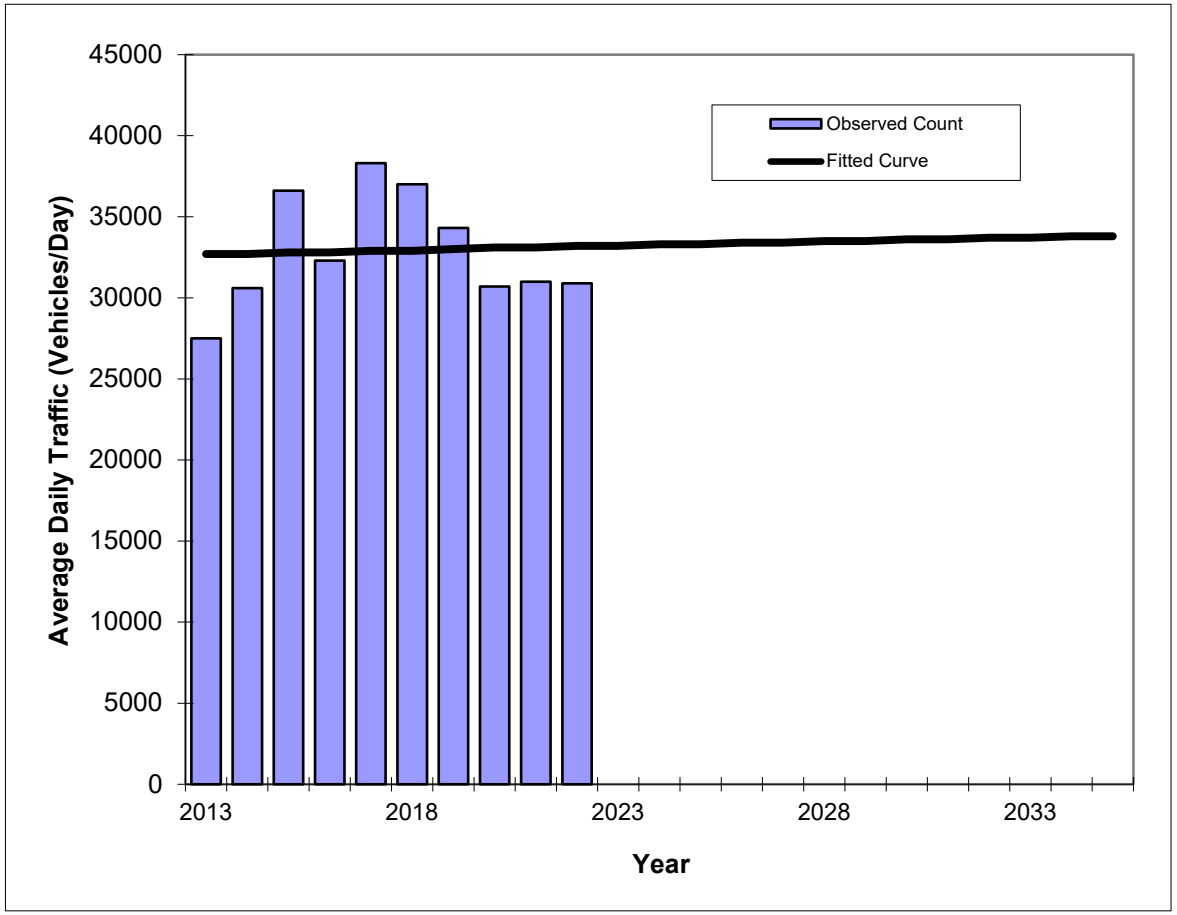
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	901
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	27500	32700
2014	30600	32700
2015	36600	32800
2016	32300	32800
2017	38300	32900
2018	37000	32900
2019	34300	33000
2020	30700	33100
2021	31000	33100
2022	30900	33200
2026 Opening Year Trend		
2026	N/A	33400
2027 Mid-Year Trend		
2027	N/A	33400
2028 Design Year Trend		
2028	N/A	33500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	52
Trend R-squared:	0.21%
Trend Annual Historic Growth Rate:	0.17%
Trend Growth Rate (2022 to Design Year):	0.15%
Printed:	6-Aug-24

Straight Line Growth Option

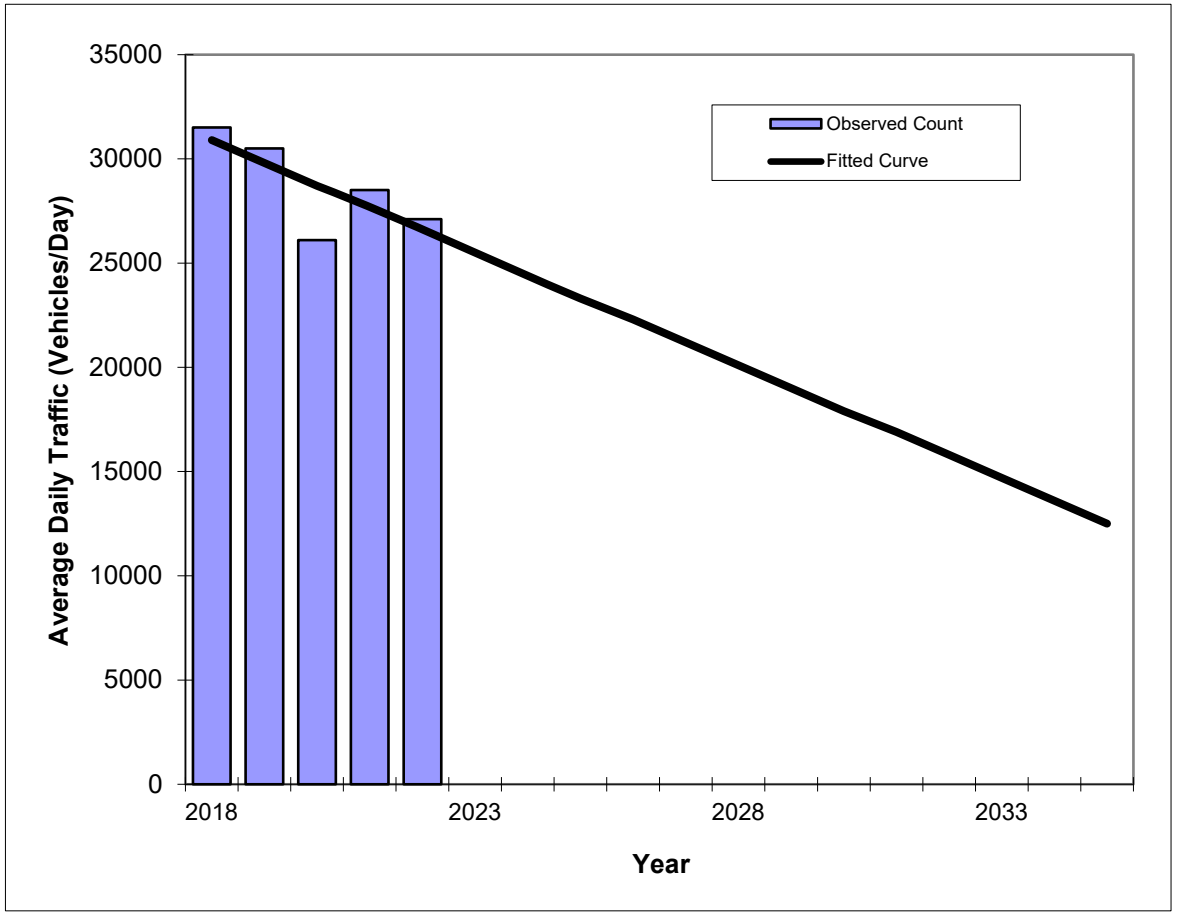
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	903
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	31500	30900
2019	30500	29800
2020	26100	28700
2021	28500	27700
2022	27100	26600
2026 Opening Year Trend		
2026	N/A	22300
2027 Mid-Year Trend		
2027	N/A	21200
2028 Design Year Trend		
2028	N/A	20100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-1,080
Trend R-squared:	57.09%
Trend Annual Historic Growth Rate:	-3.48%
Trend Growth Rate (2022 to Design Year):	-4.07%
Printed:	6-Aug-24

Straight Line Growth Option

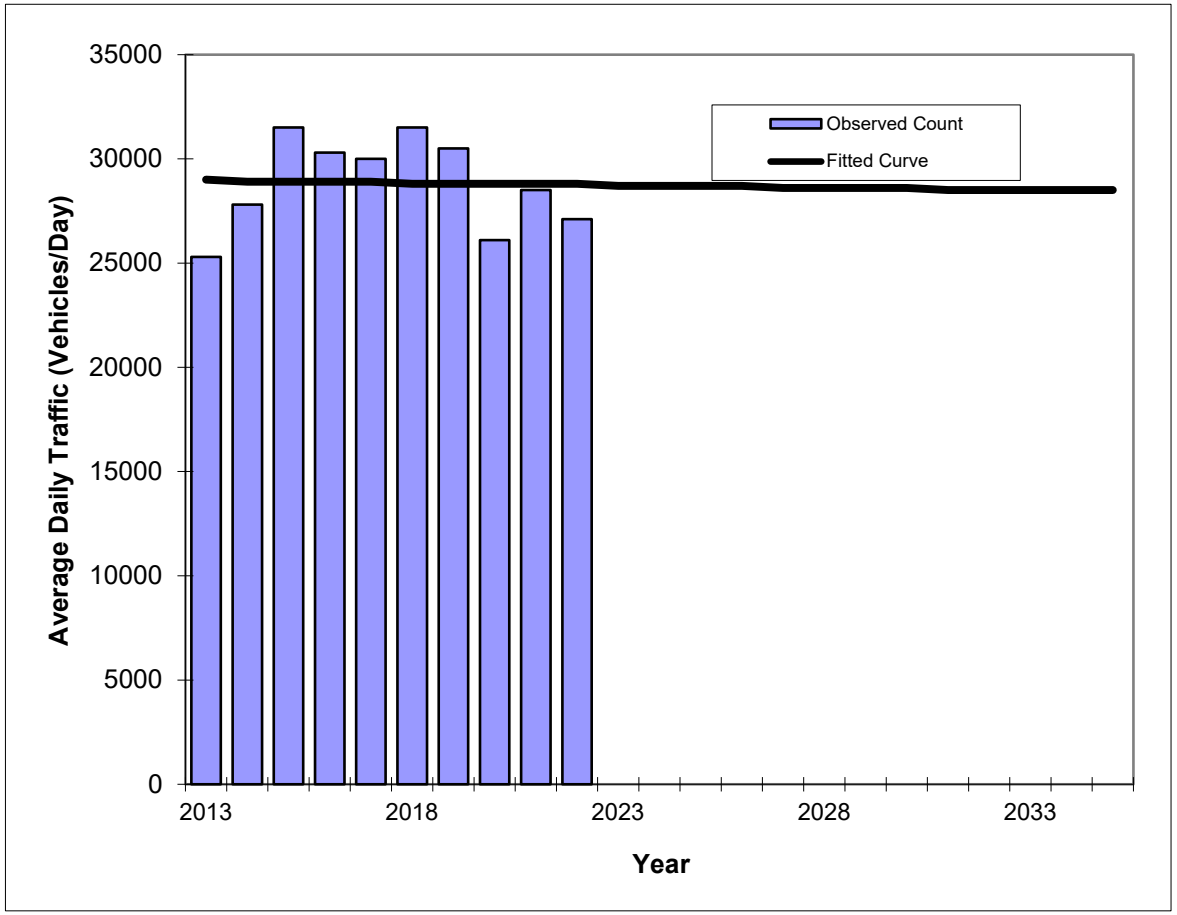
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	903
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	25300	29000
2014	27800	28900
2015	31500	28900
2016	30300	28900
2017	30000	28900
2018	31500	28800
2019	30500	28800
2020	26100	28800
2021	28500	28800
2022	27100	28800
2026 Opening Year Trend		
2026	N/A	28700
2027 Mid-Year Trend		
2027	N/A	28600
2028 Design Year Trend		
2028	N/A	28600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-23
Trend R-squared:	0.10%
Trend Annual Historic Growth Rate:	-0.08%
Trend Growth Rate (2022 to Design Year):	-0.12%
Printed:	6-Aug-24

Straight Line Growth Option

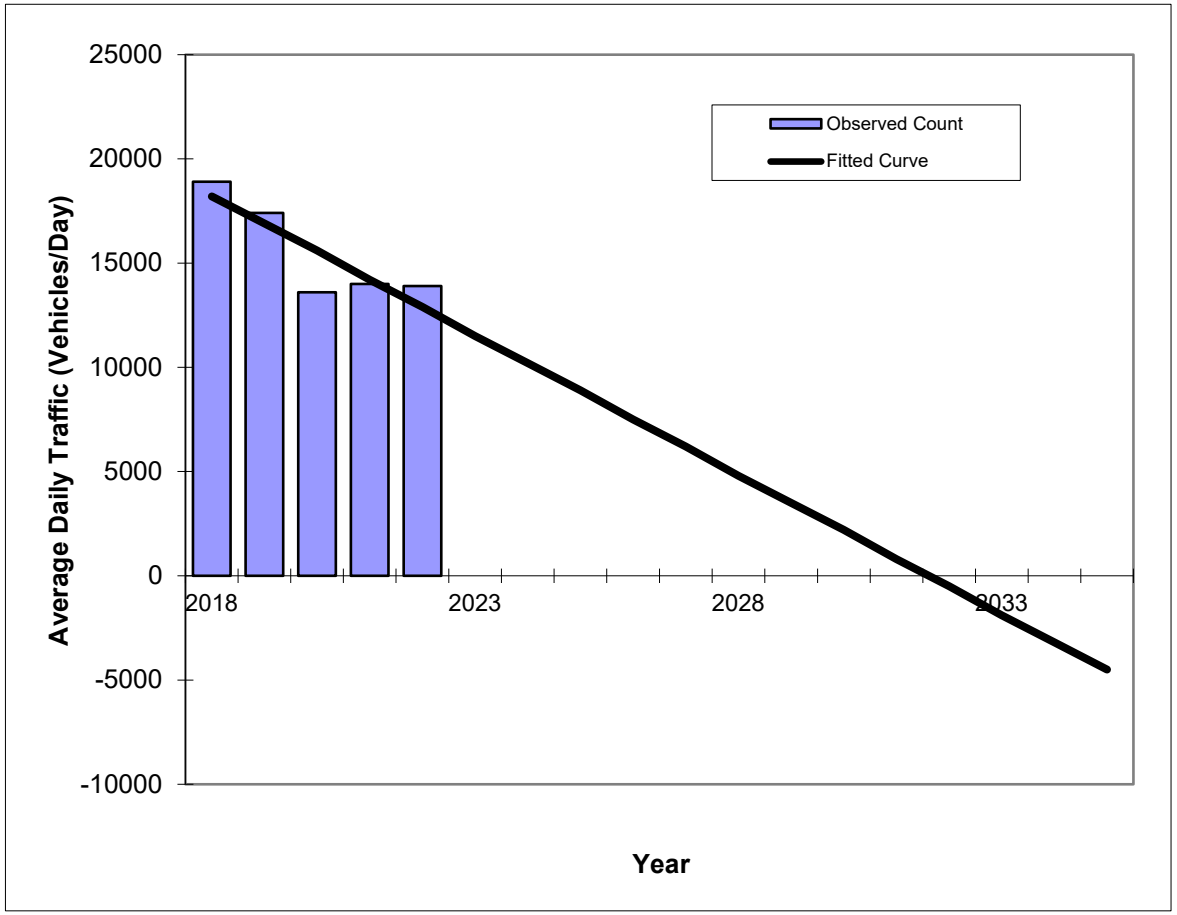
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	906
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	18900	18200
2019	17400	16900
2020	13600	15600
2021	14000	14200
2022	13900	12900
2026 Opening Year Trend		
2026	N/A	7500
2027 Mid-Year Trend		
2027	N/A	6200
2028 Design Year Trend		
2028	N/A	4800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-1,340
Trend R-squared:	76.18%
Trend Annual Historic Growth Rate:	-7.28%
Trend Growth Rate (2022 to Design Year):	-10.47%
Printed:	6-Aug-24

Straight Line Growth Option

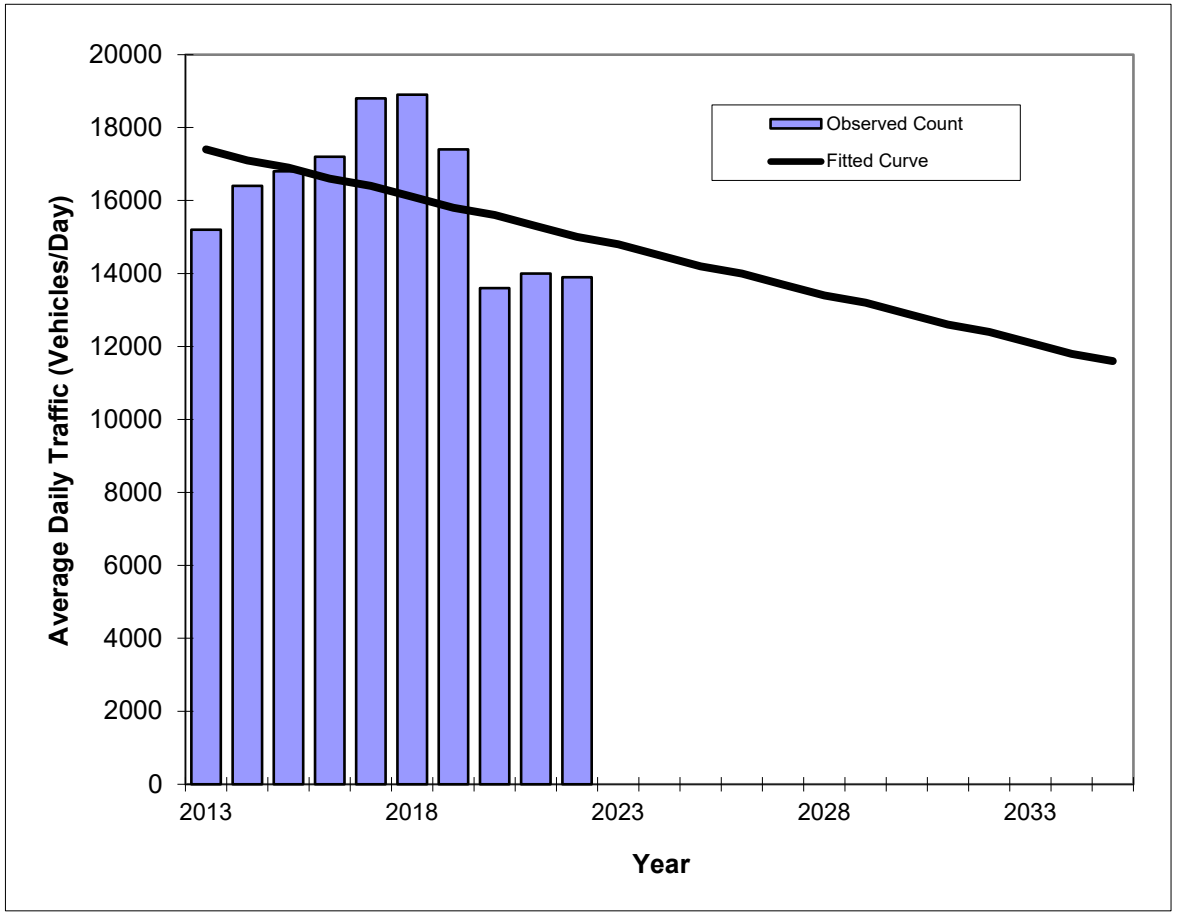
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	906
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15200	17400
2014	16400	17100
2015	16800	16900
2016	17200	16600
2017	18800	16400
2018	18900	16100
2019	17400	15800
2020	13600	15600
2021	14000	15300
2022	13900	15000
2026 Opening Year Trend		
2026	N/A	14000
2027 Mid-Year Trend		
2027	N/A	13700
2028 Design Year Trend		
2028	N/A	13400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-265
Trend R-squared:	16.72%
Trend Annual Historic Growth Rate:	-1.53%
Trend Growth Rate (2022 to Design Year):	-1.78%
Printed:	6-Aug-24

Straight Line Growth Option

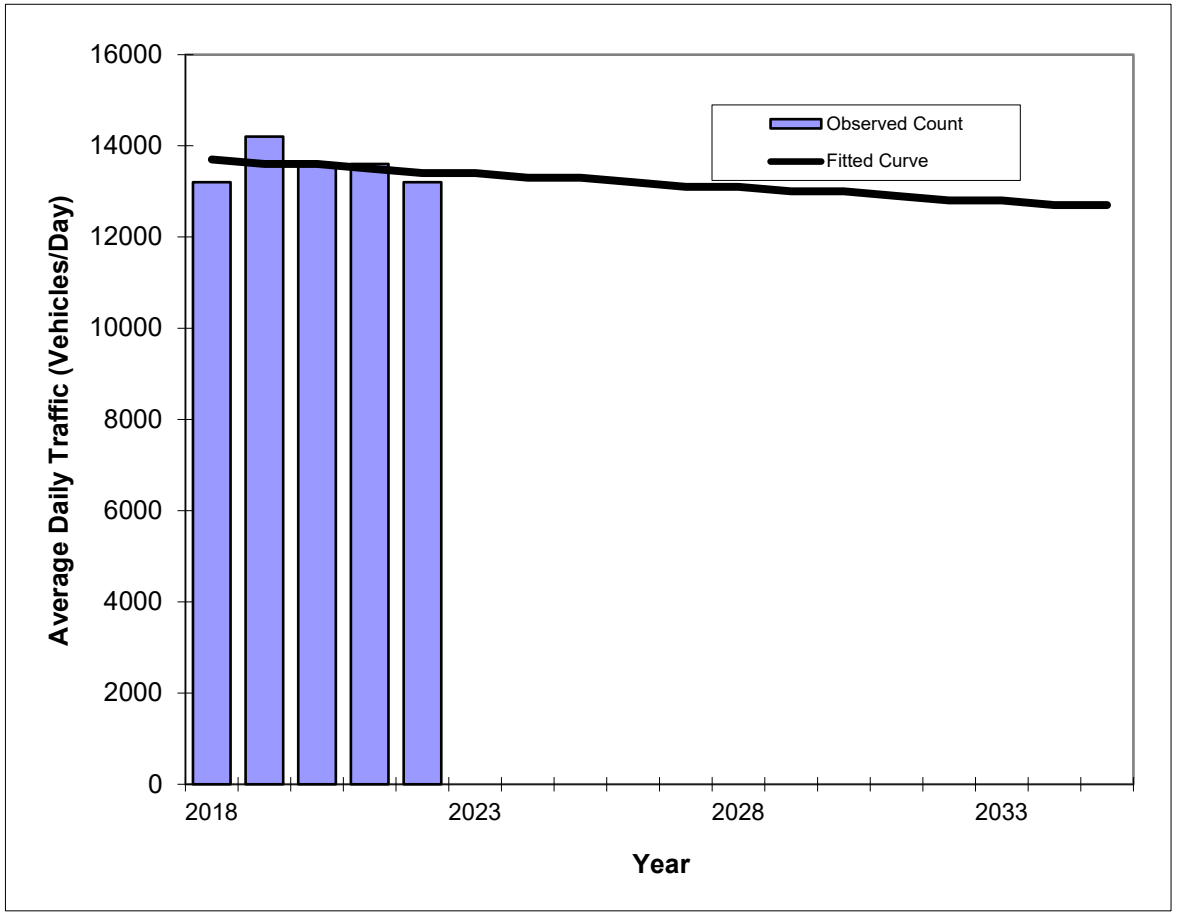
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1380
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	13200	13700
2019	14200	13600
2020	13600	13600
2021	13600	13500
2022	13200	13400
2026 Opening Year Trend		
2026	N/A	13200
2027 Mid-Year Trend		
2027	N/A	13100
2028 Design Year Trend		
2028	N/A	13100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-60
Trend R-squared:	5.36%
Trend Annual Historic Growth Rate:	-0.55%
Trend Growth Rate (2022 to Design Year):	-0.37%
Printed:	6-Aug-24

Straight Line Growth Option

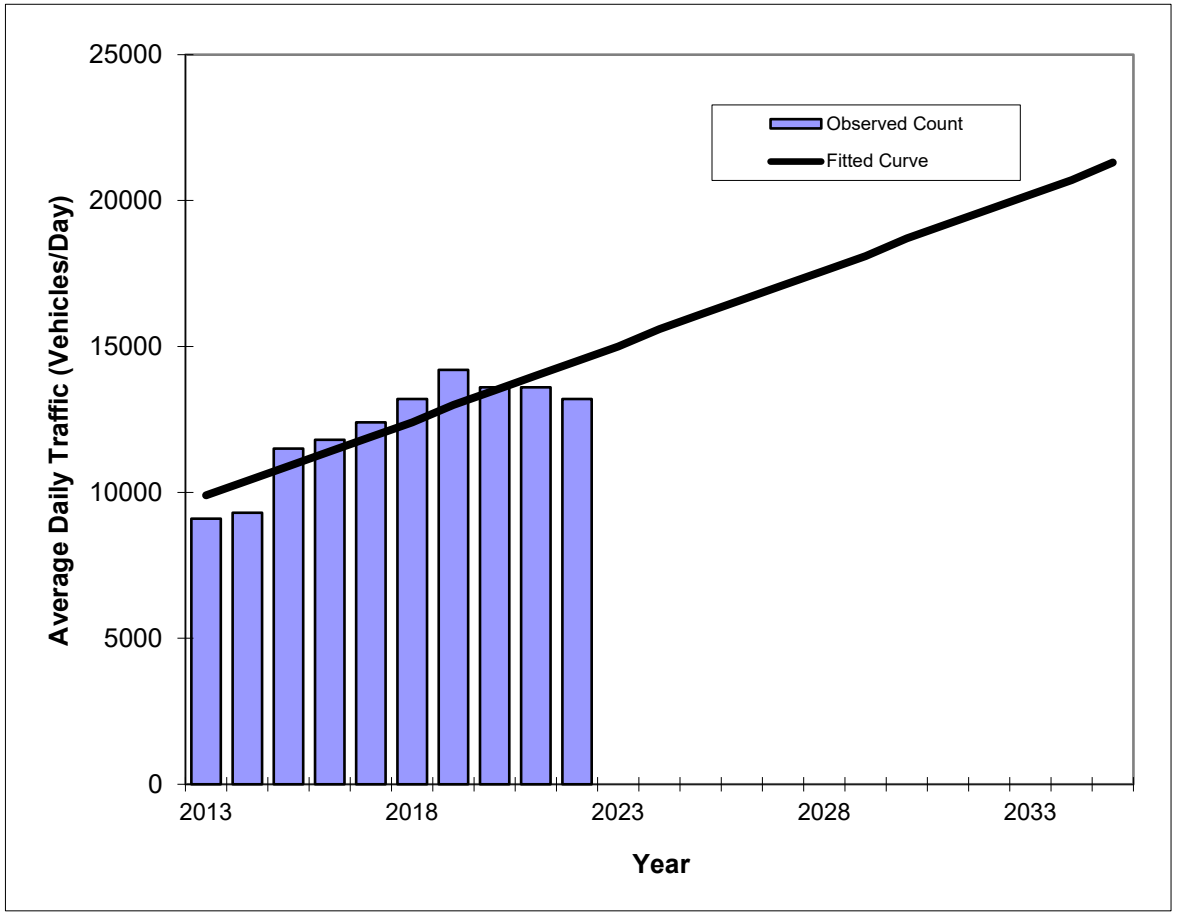
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1380
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	9100	9900
2014	9300	10400
2015	11500	10900
2016	11800	11400
2017	12400	11900
2018	13200	12400
2019	14200	13000
2020	13600	13500
2021	13600	14000
2022	13200	14500
2026 Opening Year Trend		
2026	N/A	16600
2027 Mid-Year Trend		
2027	N/A	17100
2028 Design Year Trend		
2028	N/A	17600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	518
Trend R-squared:	77.38%
Trend Annual Historic Growth Rate:	5.16%
Trend Growth Rate (2022 to Design Year):	3.56%
Printed:	6-Aug-24

Straight Line Growth Option

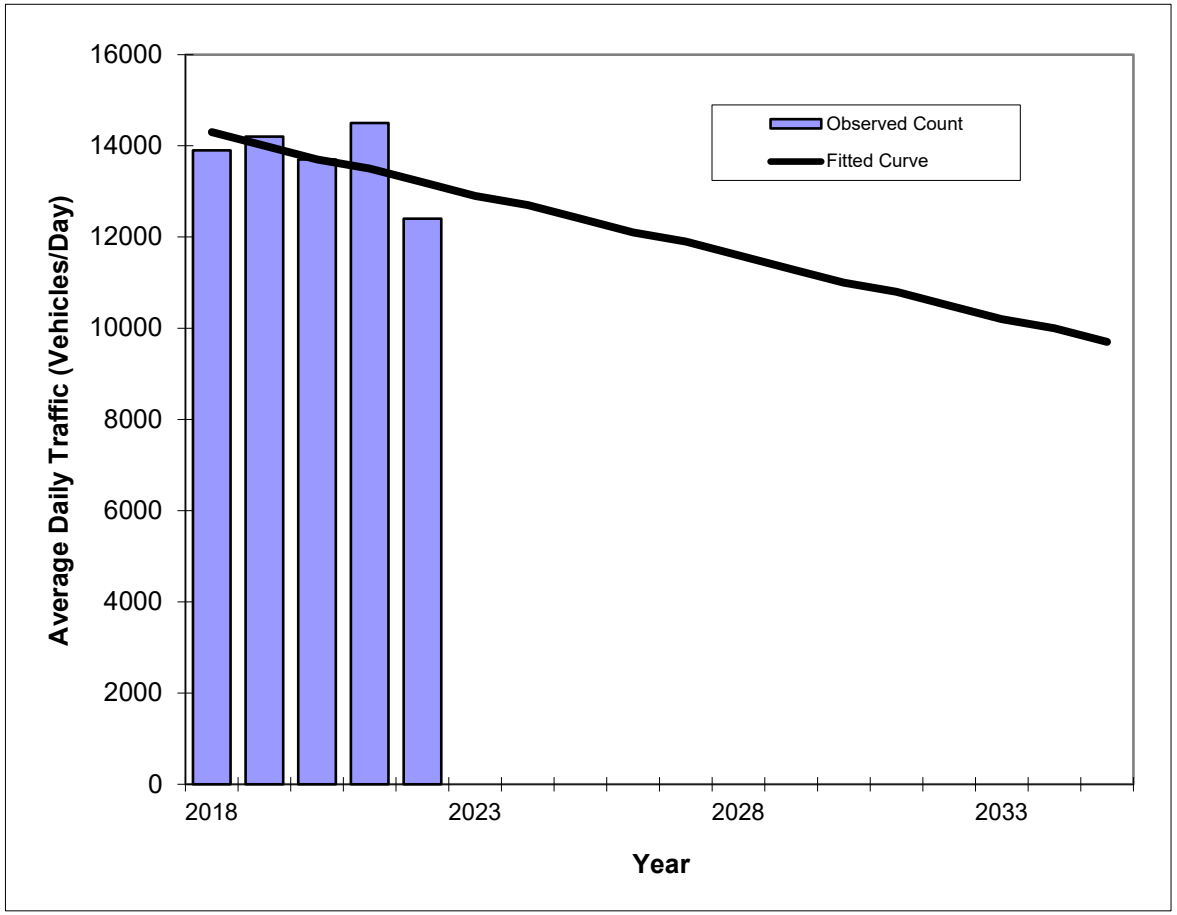
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1384
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	13900	14300
2019	14200	14000
2020	13700	13700
2021	14500	13500
2022	12400	13200
2026 Opening Year Trend		
2026	N/A	12100
2027 Mid-Year Trend		
2027	N/A	11900
2028 Design Year Trend		
2028	N/A	11600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-270
Trend R-squared:	27.91%
Trend Annual Historic Growth Rate:	-1.92%
Trend Growth Rate (2022 to Design Year):	-2.02%
Printed:	6-Aug-24

Straight Line Growth Option

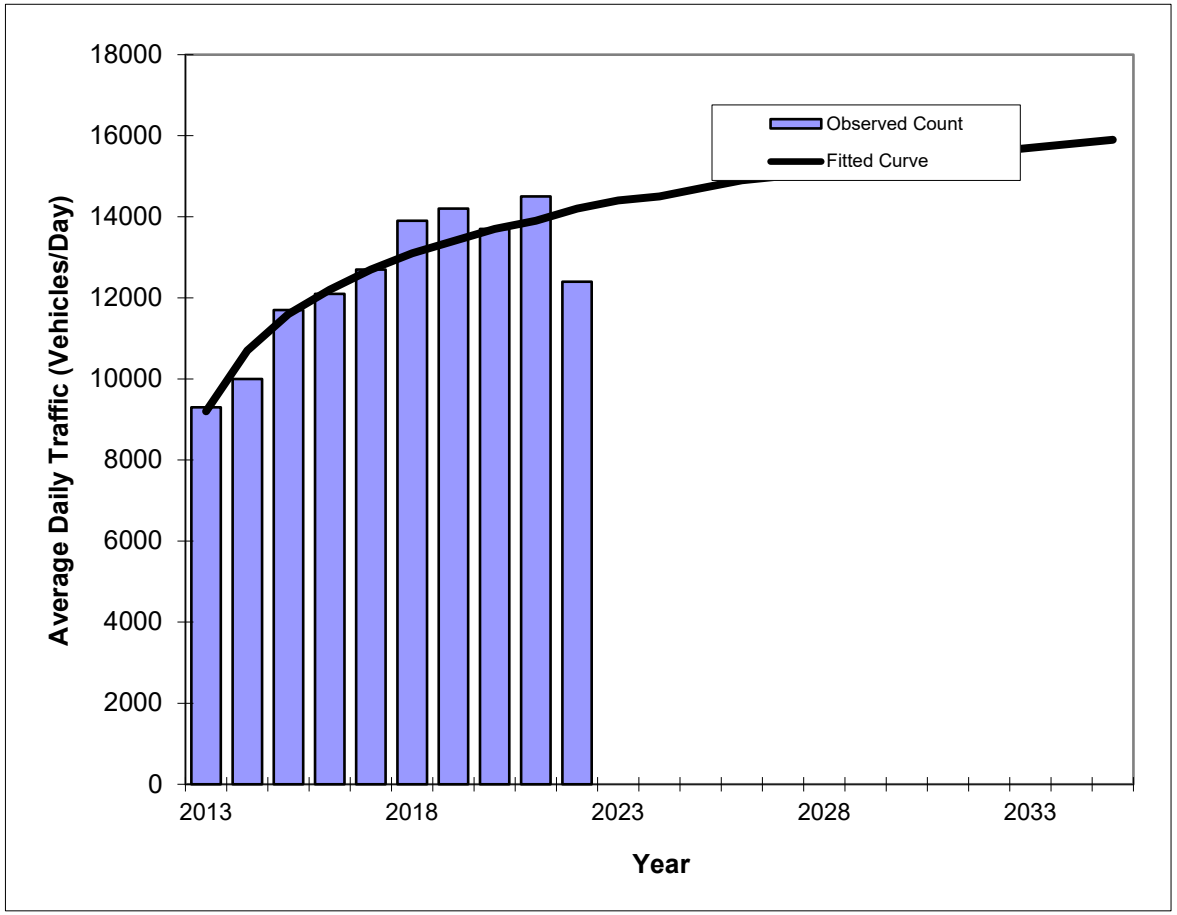
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1384
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	9300	9200
2014	10000	10700
2015	11700	11600
2016	12100	12200
2017	12700	12700
2018	13900	13100
2019	14200	13400
2020	13700	13700
2021	14500	13900
2022	12400	14200
2026 Opening Year Trend		
2026	N/A	14900
2027 Mid-Year Trend		
2027	N/A	15000
2028 Design Year Trend		
2028	N/A	15200
TRANPLAN Forecasts/Trends		

Trend R-squared:	80.82%
Compounded Annual Historic Growth Rate:	4.94%
Compounded Growth Rate (2022 to Design Year):	1.14%
Printed:	6-Aug-24

Decaying Exponential Growth Option

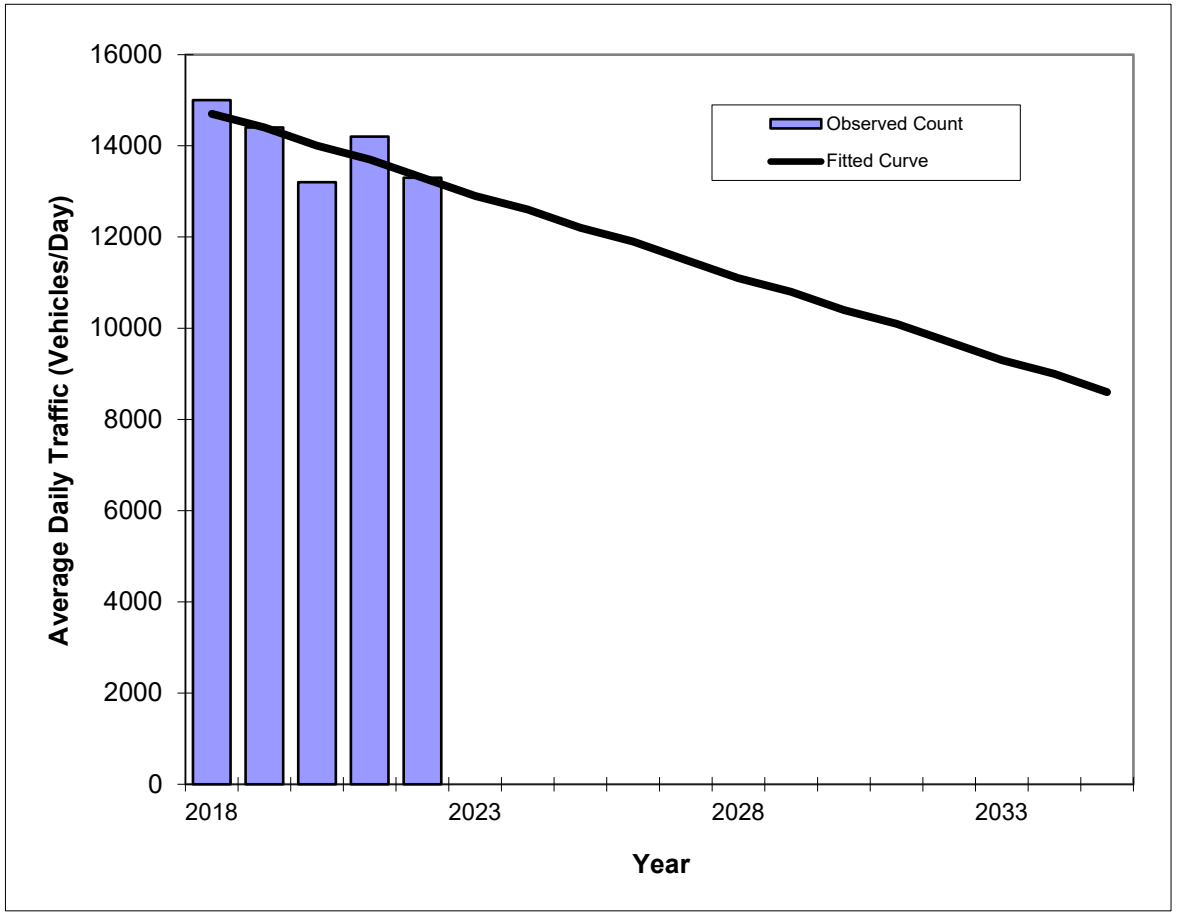
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1385
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	15000	14700
2019	14400	14400
2020	13200	14000
2021	14200	13700
2022	13300	13300
2026 Opening Year Trend		
2026	N/A	11900
2027 Mid-Year Trend		
2027	N/A	11500
2028 Design Year Trend		
2028	N/A	11100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-360
Trend R-squared:	55.67%
Trend Annual Historic Growth Rate:	-2.38%
Trend Growth Rate (2022 to Design Year):	-2.76%
Printed:	6-Aug-24

Straight Line Growth Option

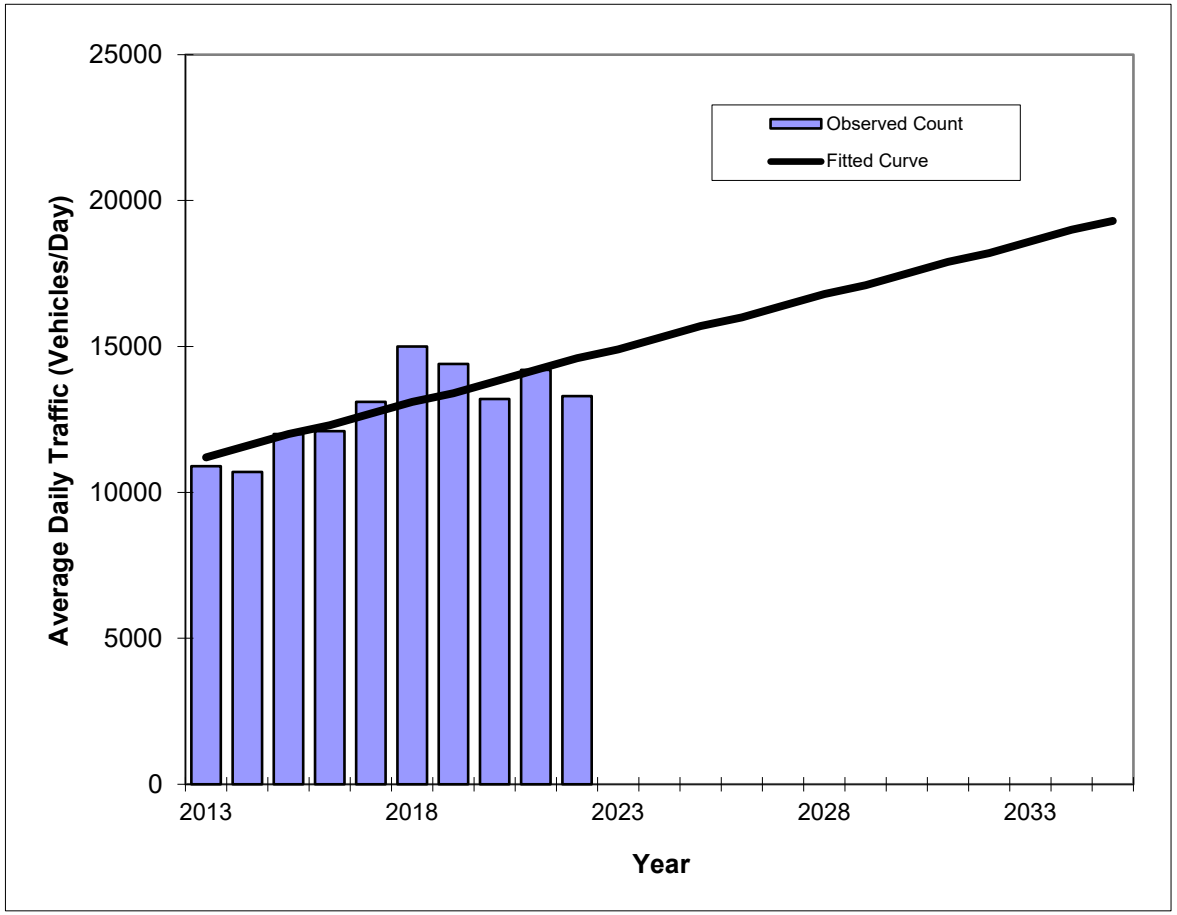
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1385
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	10900	11200
2014	10700	11600
2015	12000	12000
2016	12100	12300
2017	13100	12700
2018	15000	13100
2019	14400	13400
2020	13200	13800
2021	14200	14200
2022	13300	14600
2026 Opening Year Trend		
2026	N/A	16000
2027 Mid-Year Trend		
2027	N/A	16400
2028 Design Year Trend		
2028	N/A	16800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	369
Trend R-squared:	59.37%
Trend Annual Historic Growth Rate:	3.37%
Trend Growth Rate (2022 to Design Year):	2.51%
Printed:	6-Aug-24

Straight Line Growth Option

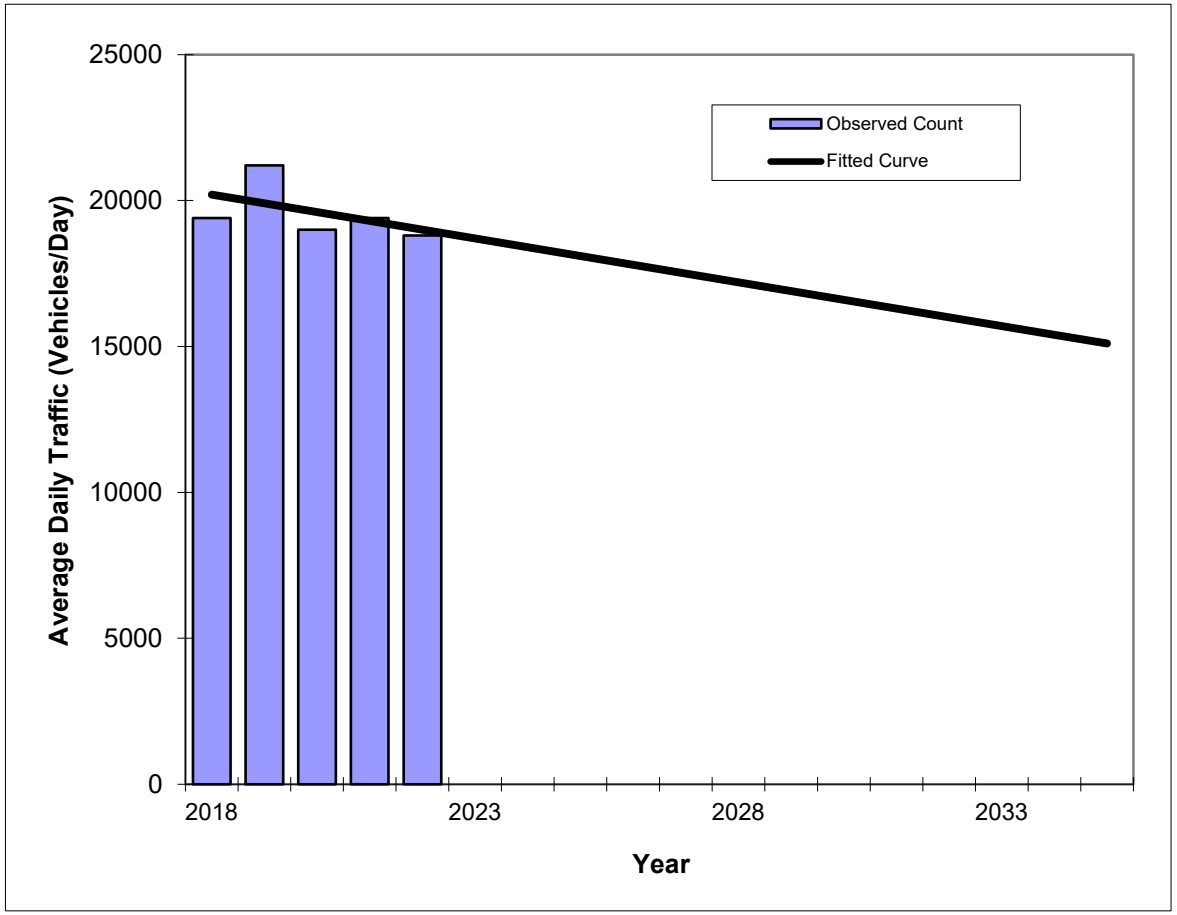
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1901
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	19400	20200
2019	21200	19900
2020	19000	19600
2021	19400	19300
2022	18800	19000
2026 Opening Year Trend		
2026	N/A	17800
2027 Mid-Year Trend		
2027	N/A	17500
2028 Design Year Trend		
2028	N/A	17200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-300
Trend R-squared:	24.78%
Trend Annual Historic Growth Rate:	-1.49%
Trend Growth Rate (2022 to Design Year):	-1.58%
Printed:	6-Aug-24

Straight Line Growth Option

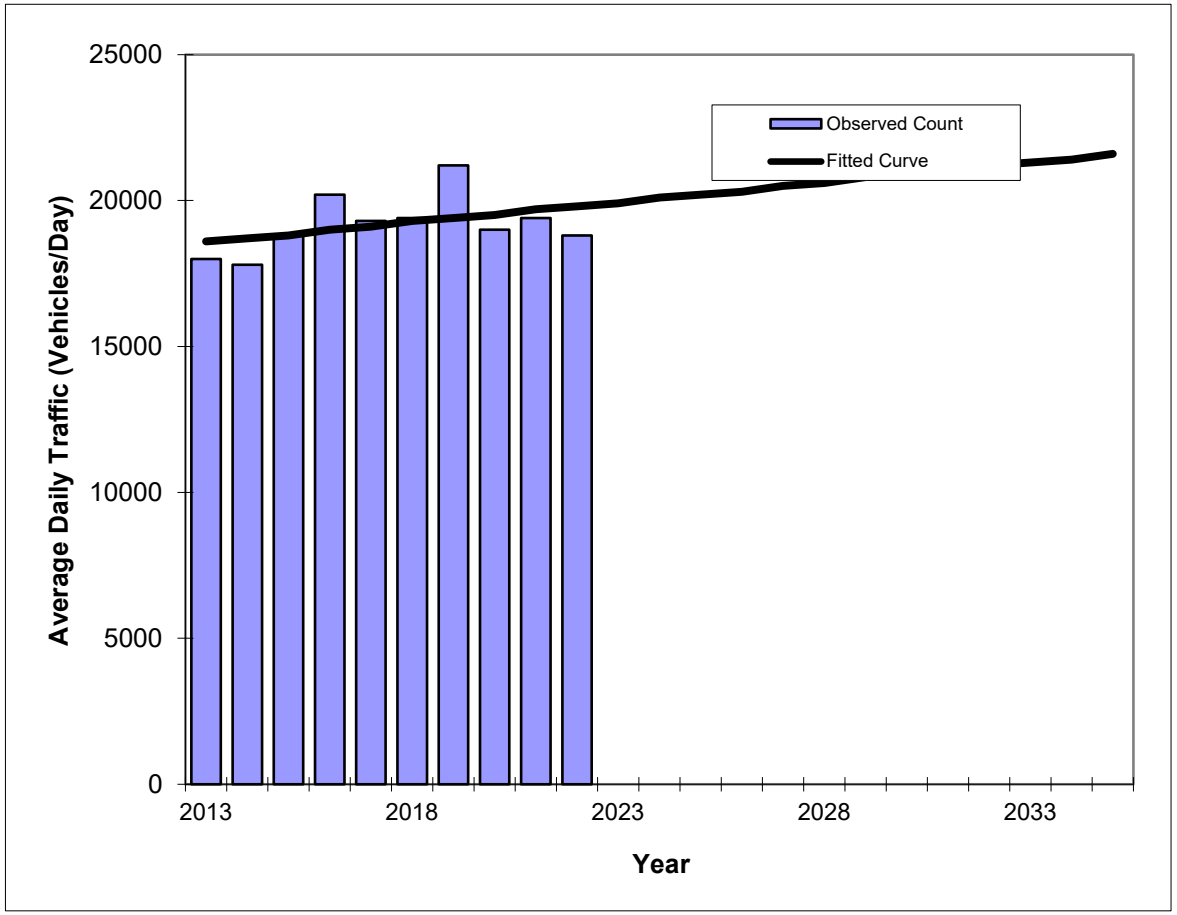
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1901
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18000	18600
2014	17800	18700
2015	18800	18800
2016	20200	19000
2017	19300	19100
2018	19400	19300
2019	21200	19400
2020	19000	19500
2021	19400	19700
2022	18800	19800
2026 Opening Year Trend		
2026	N/A	20300
2027 Mid-Year Trend		
2027	N/A	20500
2028 Design Year Trend		
2028	N/A	20600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	136
Trend R-squared:	17.34%
Trend Annual Historic Growth Rate:	0.72%
Trend Growth Rate (2022 to Design Year):	0.67%
Printed:	6-Aug-24

Straight Line Growth Option

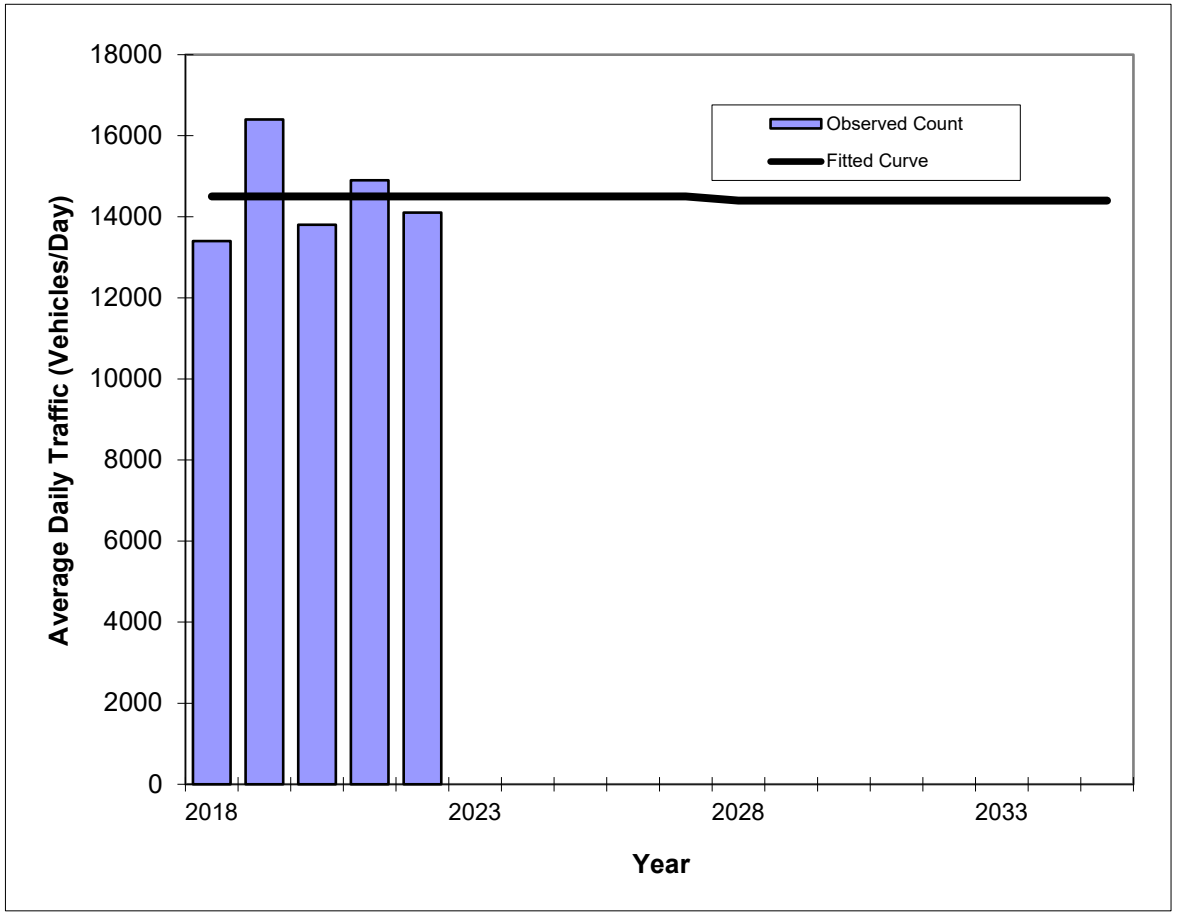
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1902
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	13400	14500
2019	16400	14500
2020	13800	14500
2021	14900	14500
2022	14100	14500
2026 Opening Year Trend		
2026	N/A	14500
2027 Mid-Year Trend		
2027	N/A	14500
2028 Design Year Trend		
2028	N/A	14400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-10
Trend R-squared:	0.02%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2022 to Design Year):	-0.11%
Printed:	6-Aug-24

Straight Line Growth Option

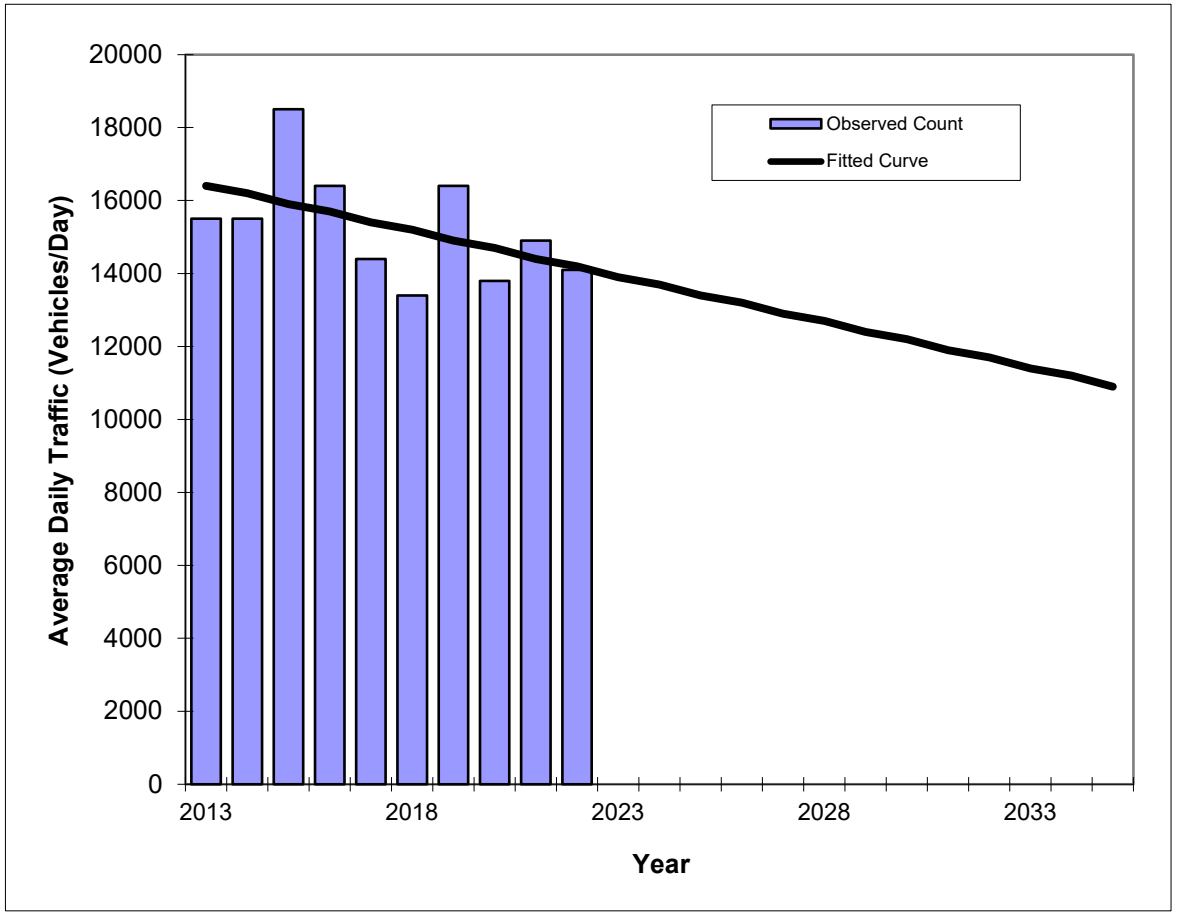
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1902
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15500	16400
2014	15500	16200
2015	18500	15900
2016	16400	15700
2017	14400	15400
2018	13400	15200
2019	16400	14900
2020	13800	14700
2021	14900	14400
2022	14100	14200
2026 Opening Year Trend		
2026	N/A	13200
2027 Mid-Year Trend		
2027	N/A	12900
2028 Design Year Trend		
2028	N/A	12700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-250
Trend R-squared:	24.60%
Trend Annual Historic Growth Rate:	-1.49%
Trend Growth Rate (2022 to Design Year):	-1.76%
Printed:	6-Aug-24

Straight Line Growth Option

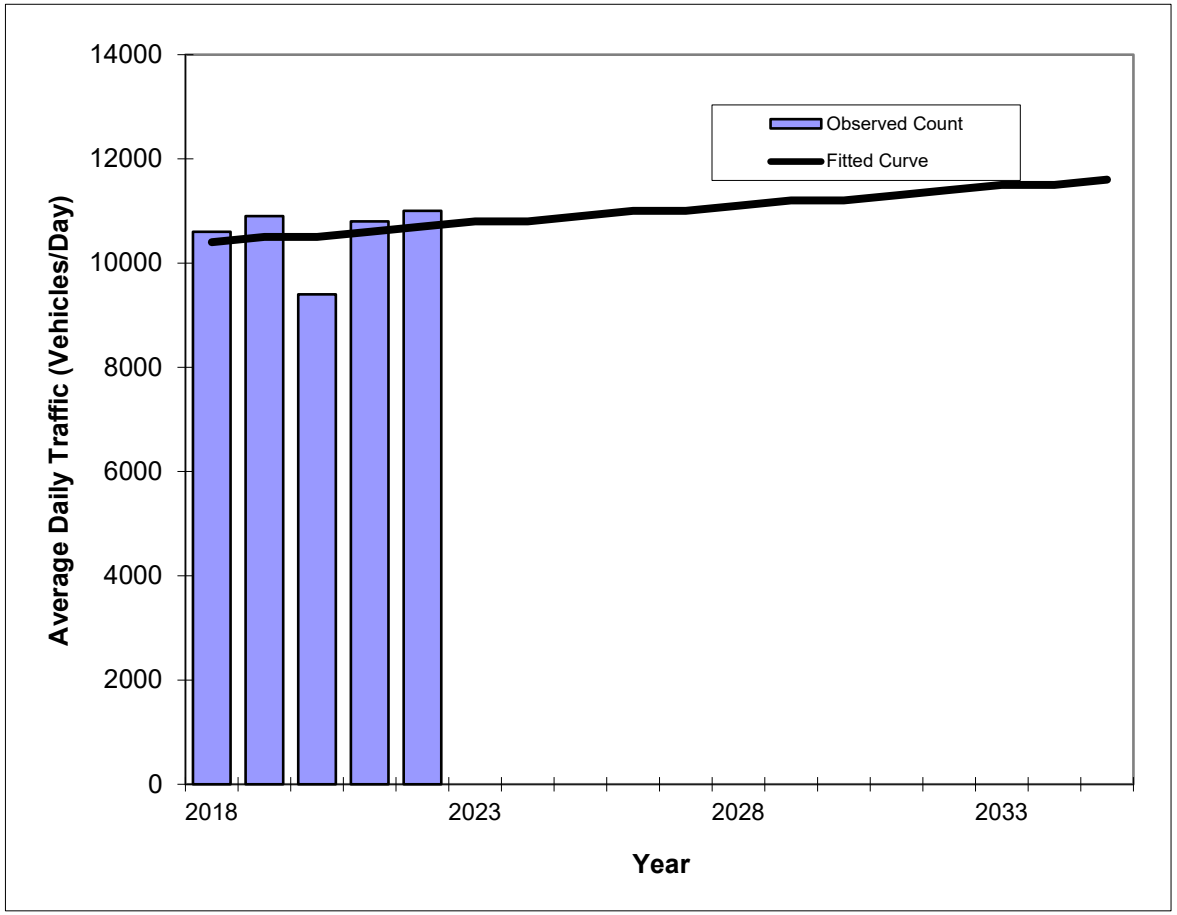
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1030
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	10600	10400
2019	10900	10500
2020	9400	10500
2021	10800	10600
2022	11000	10700
2026 Opening Year Trend		
2026	N/A	11000
2027 Mid-Year Trend		
2027	N/A	11000
2028 Design Year Trend		
2028	N/A	11100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	70
Trend R-squared:	2.86%
Trend Annual Historic Growth Rate:	0.72%
Trend Growth Rate (2022 to Design Year):	0.62%
Printed:	6-Aug-24

Straight Line Growth Option

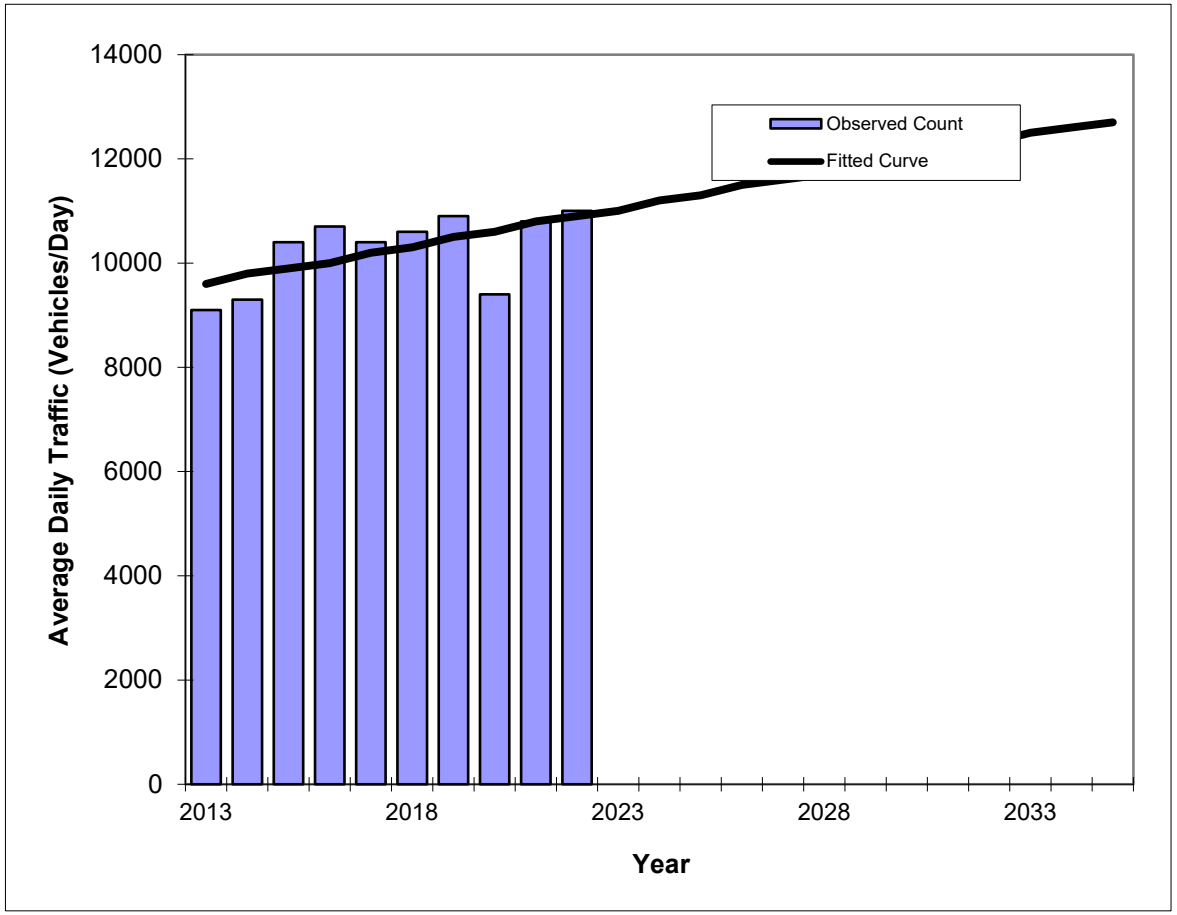
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1030
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	9100	9600
2014	9300	9800
2015	10400	9900
2016	10700	10000
2017	10400	10200
2018	10600	10300
2019	10900	10500
2020	9400	10600
2021	10800	10800
2022	11000	10900
2026 Opening Year Trend		
2026	N/A	11500
2027 Mid-Year Trend		
2027	N/A	11600
2028 Design Year Trend		
2028	N/A	11700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	142
Trend R-squared:	36.04%
Trend Annual Historic Growth Rate:	1.50%
Trend Growth Rate (2022 to Design Year):	1.22%
Printed:	6-Aug-24

Straight Line Growth Option

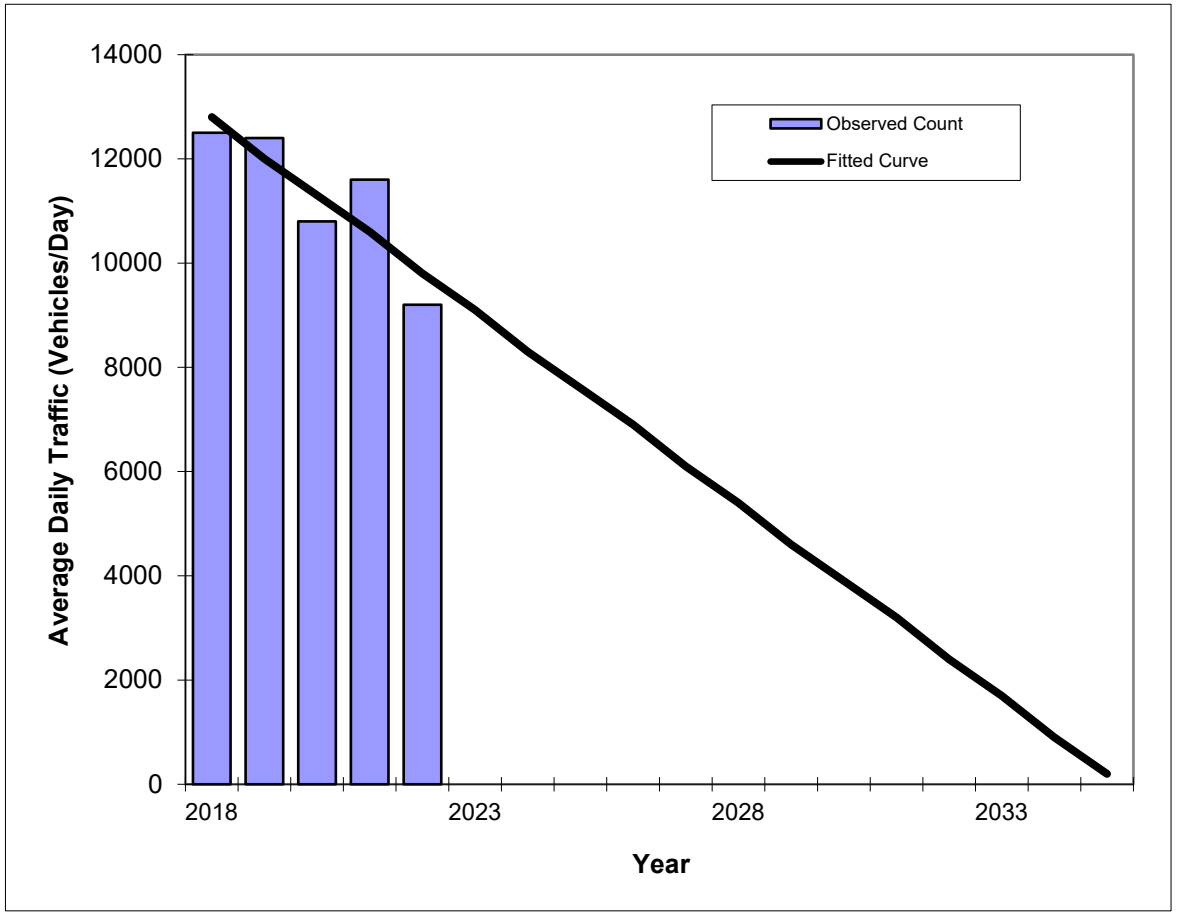
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1942
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	12500	12800
2019	12400	12000
2020	10800	11300
2021	11600	10600
2022	9200	9800
2026 Opening Year Trend		
2026	N/A	6900
2027 Mid-Year Trend		
2027	N/A	6100
2028 Design Year Trend		
2028	N/A	5400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-740
Trend R-squared:	74.00%
Trend Annual Historic Growth Rate:	-5.86%
Trend Growth Rate (2022 to Design Year):	-7.48%
Printed:	6-Aug-24

Straight Line Growth Option

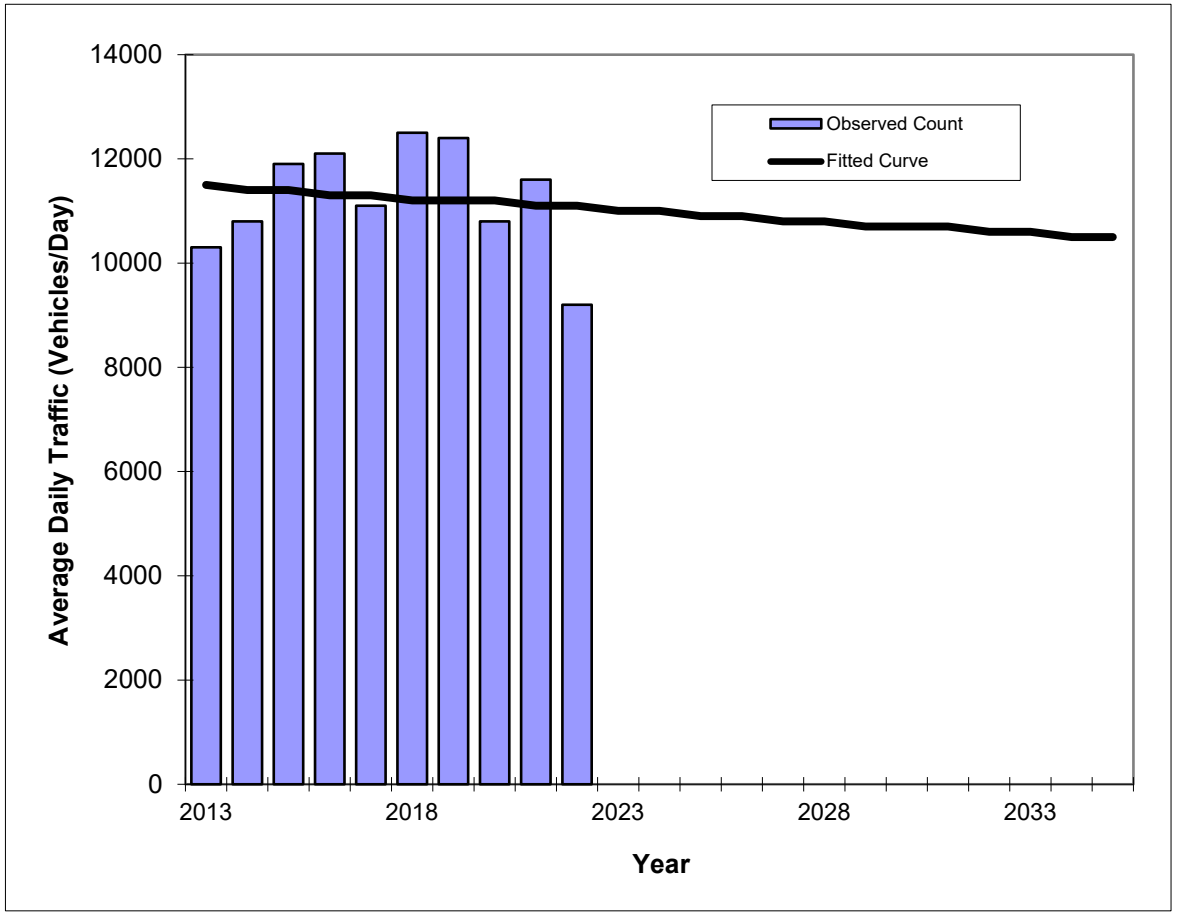
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1942
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	10300	11500
2014	10800	11400
2015	11900	11400
2016	12100	11300
2017	11100	11300
2018	12500	11200
2019	12400	11200
2020	10800	11200
2021	11600	11100
2022	9200	11100
2026 Opening Year Trend		
2026	N/A	10900
2027 Mid-Year Trend		
2027	N/A	10800
2028 Design Year Trend		
2028	N/A	10800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-45
Trend R-squared:	1.76%
Trend Annual Historic Growth Rate:	-0.39%
Trend Growth Rate (2022 to Design Year):	-0.45%
Printed:	6-Aug-24

Straight Line Growth Option

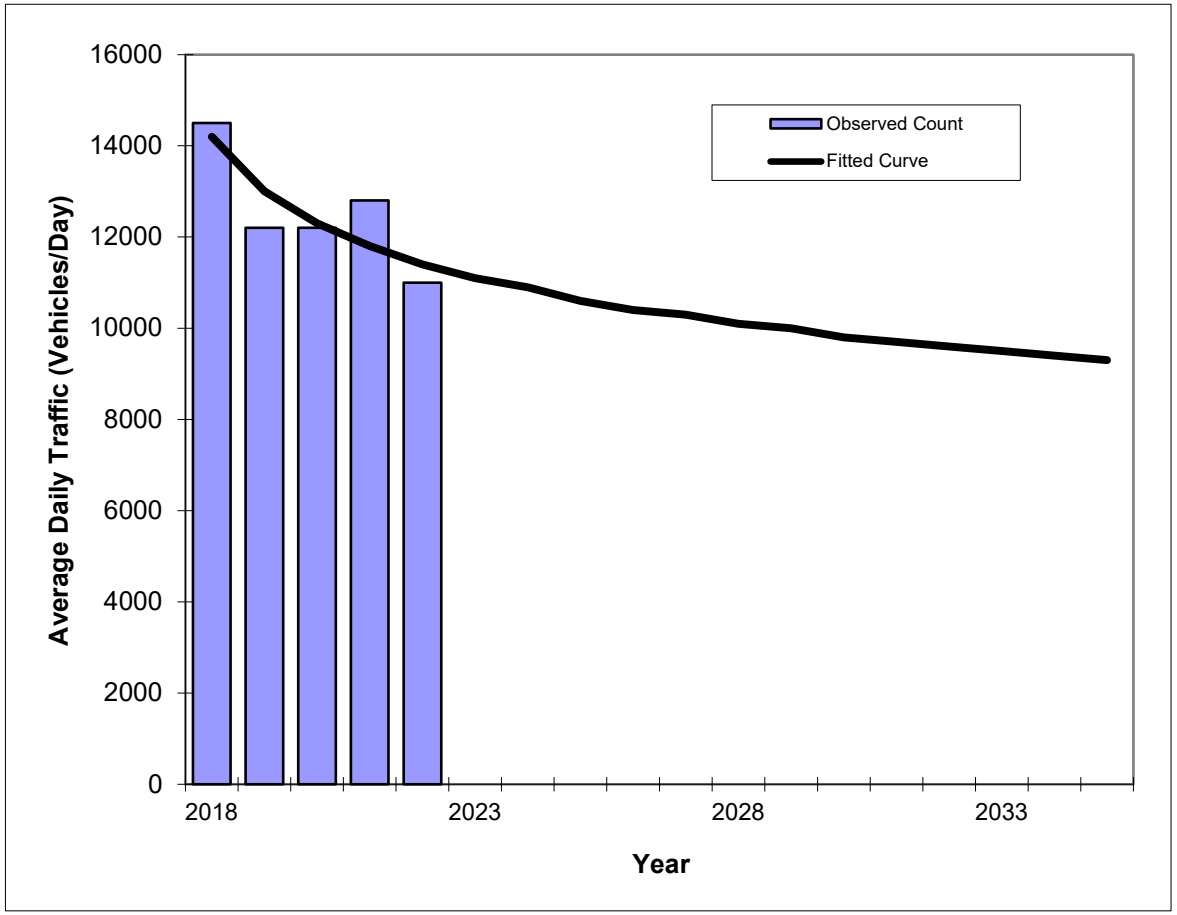
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1943
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	14500	14200
2019	12200	13000
2020	12200	12300
2021	12800	11800
2022	11000	11400
2026 Opening Year Trend		
2026	N/A	10400
2027 Mid-Year Trend		
2027	N/A	10300
2028 Design Year Trend		
2028	N/A	10100
TRANPLAN Forecasts/Trends		

Trend R-squared:	70.70%
Compounded Annual Historic Growth Rate:	-5.34%
Compounded Growth Rate (2022 to Design Year):	-2.00%
Printed:	6-Aug-24

Decaying Exponential Growth Option

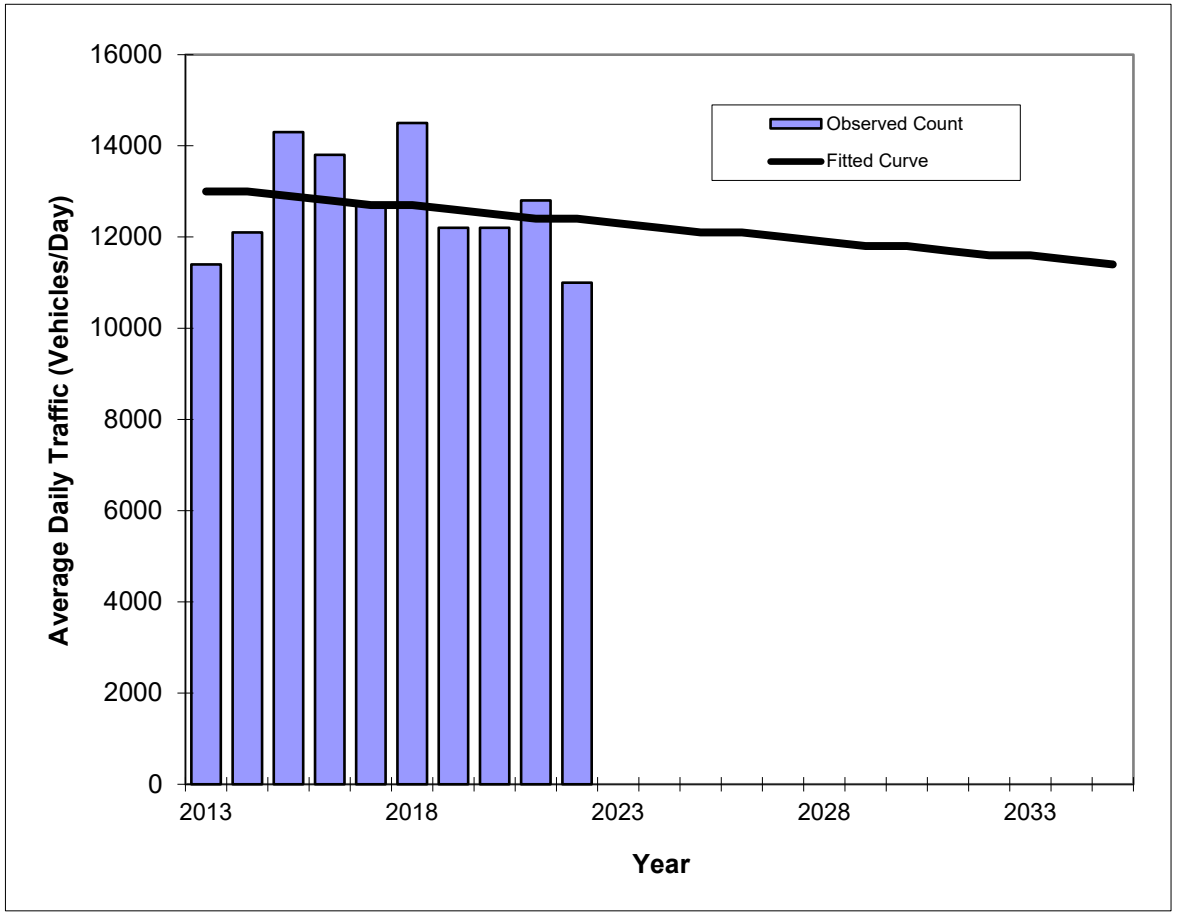
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1943
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11400	13000
2014	12100	13000
2015	14300	12900
2016	13800	12800
2017	12700	12700
2018	14500	12700
2019	12200	12600
2020	12200	12500
2021	12800	12400
2022	11000	12400
2026 Opening Year Trend		
2026	N/A	12100
2027 Mid-Year Trend		
2027	N/A	12000
2028 Design Year Trend		
2028	N/A	11900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-74
Trend R-squared:	3.62%
Trend Annual Historic Growth Rate:	-0.51%
Trend Growth Rate (2022 to Design Year):	-0.67%
Printed:	6-Aug-24

Straight Line Growth Option

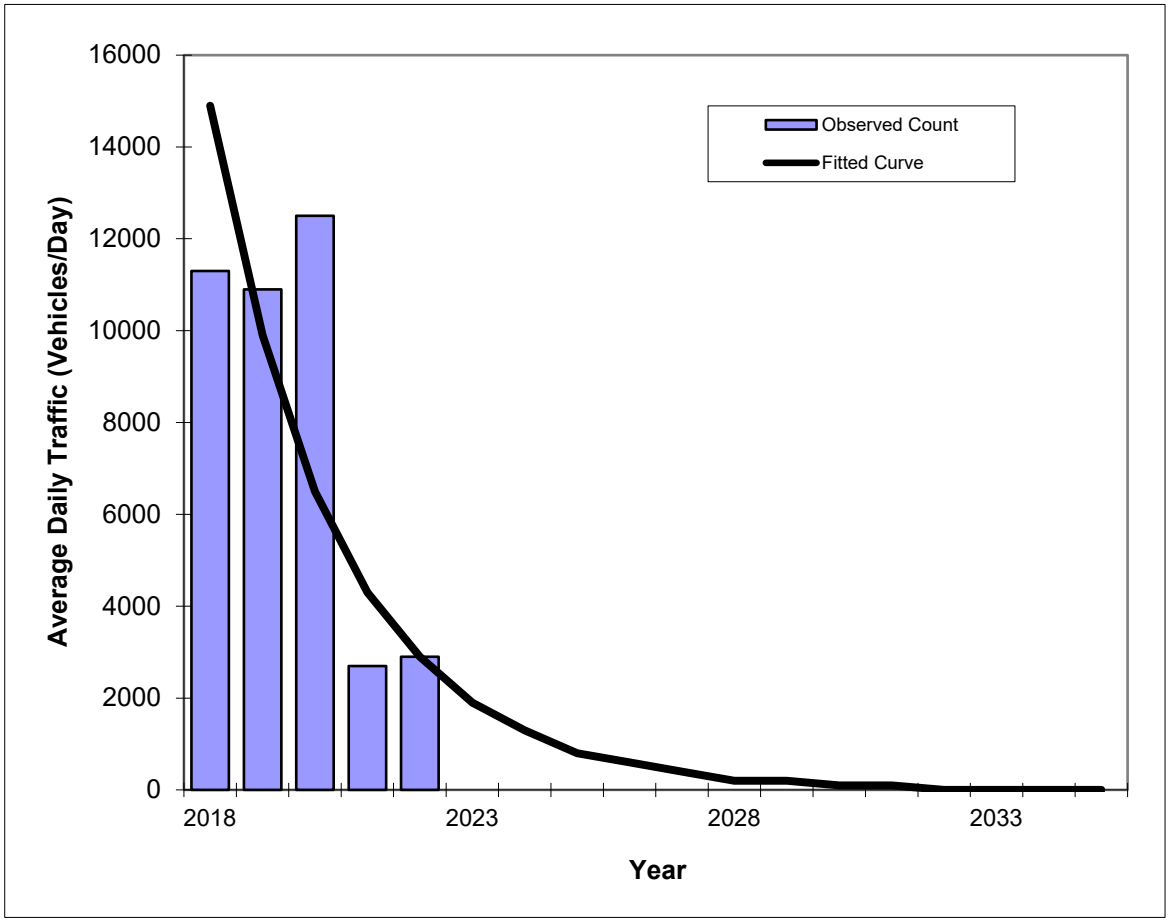
***Axle-Adjusted**

Traffic Trends - V03.a

CATALINA BLVD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	8193
Highway:	CATALINA BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	11300	14900
2019	10900	9900
2020	12500	6500
2021	2700	4300
2022	2900	2900
2026 Opening Year Trend		
2026	N/A	600
2027 Mid-Year Trend		
2027	N/A	400
2028 Design Year Trend		
2028	N/A	200
TRANPLAN Forecasts/Trends		

Trend R-squared:	69.89%
Compounded Annual Historic Growth Rate:	-33.58%
Compounded Growth Rate (2022 to Design Year):	-35.96%
Printed:	6-Aug-24

Exponential Growth Option

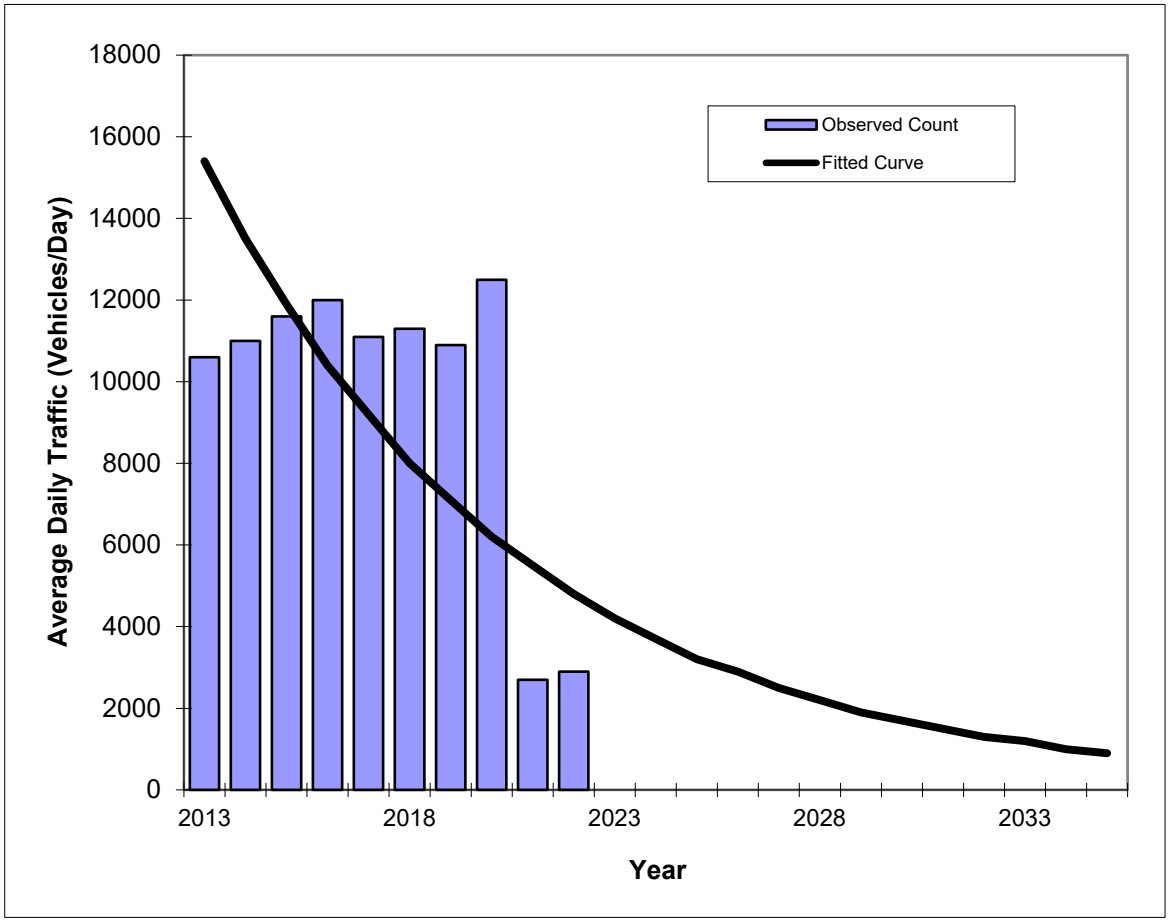
***Axle-Adjusted**

Traffic Trends - V03.a

CATALINA BLVD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	8193
Highway:	CATALINA BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	10600	15400
2014	11000	13500
2015	11600	11900
2016	12000	10400
2017	11100	9200
2018	11300	8000
2019	10900	7100
2020	12500	6200
2021	2700	5500
2022	2900	4800
2026 Opening Year Trend		
2026	N/A	2900
2027 Mid-Year Trend		
2027	N/A	2500
2028 Design Year Trend		
2028	N/A	2200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	43.83%
Compounded Annual Historic Growth Rate:	-12.15%
Compounded Growth Rate (2022 to Design Year):	-12.19%
Printed:	6-Aug-24

Exponential Growth Option

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)****

Updated #######

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

Roadway	Segment	2021PM Pk Hr (VCTE) (VCTE Staff note: RED font = FDOT pk volumes based on daily V/C proportion.)	Capacity	2020 Parc Hill (50% Removed)	SWAC Phase IA Trips 11,444 (removed 13% Integra Dunes)	Victoria Park Ph 2 Remaining Trips per city (reduced by 75%)	Victoria Park Ph 3 trips per city (0% removed)	Halifax Crossing s/ BPUD (37% Removed)	Hawthorne Landing	Rivera Bella East Unit 8&9 REMOVED 50%	Ft Florida Commons	Riverbend 2008	Springview Unit 8 REMOVED 90%	Canterwood ALF	Vineland Reserve	Fernanda Place (85% removed)	Enterprise Osteen (Reflects only 189 units as wsvd-l)	Enterprise Osteen East	Lincoln Oaks 2019	133 S. Courtland Blvd	Doyle Road Tract	Reserve at Victoria 2019	Park Lake Estates 2020	Crosswinds 2020	Beresford Woods 2019	DeBary Town Center	T.11 Kepler at SR 44 2019	Azalea Walk 2019 (20% removed)	Estates at Pelham Square 2019	Animal ER Critical Care 2019	Liberty Station, Orange City 2019	The Crossings, Orange City 2020	Eloah Estates 2022	Deltona Village PUD 2010 (see PUD trip tracker) 375 remaining not reflected on network	Deltona Village 2020/Mango Street	Portland Industrial 2020	Orange City Oncology 2025	Canopy Terrace/Kirk Subdivision	Grandview Gardens	Three Island Lake South	Villages at Pelham Square	Oak Hammock Reserve	Dean River Estates	Circle K at SR 40/US 17	Total Vested Trips	Lastest AADT plus Vested trips	V/C with Vested trips	V/C without Vested Trips	
I-4 Segments based on AADT V/C																																														
Graves Ave	VMP to Kentucky Ave	1640	1620	38	40	1	9	111																					13	143	44		98											470	2110	1.30	1.01	Critical
Graves Ave	Kentucky to Normandy	1420	1620		80	1	9	352																						311	44	19	109											925	2345	1.45	0.88	Vested Critical
Graves Ave	Normandy Blvd to Howland Blvd	1590	2740		80	1	9	352																						311	44	19	175											991	2581	0.94	0.58	Vested Near Critical
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	Vested Near Critical
Howland Blvd	Wolf Pack Run to Catalina Blvd	2310	3410		119			238							10															152	133	25	98					8					783	3093	0.91	0.68	Vested Near Critical
Howland Blvd	Providence Blvd to Elkcam	1110	1080					89							16															63	82		98					8					289	1389	1.14	0.96	Critical
Orange Camp Rd+B14	I-7/32 to Princeton	1,150	1270	0	20	8	57															19	16		11					3	20			14										168	1318	1.04	0.91	Near Critical
Orange Camp Rd	Blue Lake Ave to MLK	1,210	1540	0	20	11	80															22	16	4						3	20	2		21										197	1407	0.91	0.75	Vested Near Critical
Orange Camp Rd	MLK to I-4	1,170	1540		40	17	111															59	49	9						3	10	3		54										353	1523	0.99	0.76	Vested Critical
MLK	Taylor to Orange Camp	1030	1540				8	59														123	101	0										54										345	1375	0.89	0.67	Vested Near Critical
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	Vested Near Critical
Kentucky	SR 472 to Graves	910	1540																											67	162	10		31										270	1180	0.77	0.59	
VMP	Graves Ave to Rhode Island	1200	1620	49	90	1	10																							48	91	8		35										332	1532	0.95	0.74	Vested Near Critical
VMP	Rhode Island to Harley Strickland	1490	1620	235	80	1	3																							35	20			23										397	1887	1.16	0.92	Vested Critical
Catalina Blvd	Howland Blvd to Sixma Road	1002	960																												123								3					*126*	1128	1.18	1.04	Vested Critical
Catalina Blvd	Sixma Rd to Lake Helen Osteen	856	960																												110													*110*	966	1.01	0.89	Vested Near Critical

Table 5: Future Buildout Roadway Volumes

Roadway	Segment	2027 2-Way PM Background Volume	Model Distribution	Buildout Trips	2027 2-Way PM Buildout Volume
Dr Martin Luther King Jr Beltway	SR 472 to Cassadaga Rd.	1,524	16.25%	198	1,722
	Cassadaga Rd. to Orange Camp Rd.	1,685	21.30%	260	1,945
	Orange Camp Rd. to Taylor Rd.	1,634	7.50%	92	1,726
	Taylor Rd. to Beresford Ave.	1,425	6.60%	81	1,506
Kentucky Avenue	Graves Ave. to SR 472	1,489	9.10%	111	1,600
Veteran's Memorial Parkway	Rhode Island Ave. to Graves Ave.	1,566	4.60%	56	1,622
Cassadaga Road	Dr. Martin Luther King Jr Bltwy. to Macy Ave.	308	9.80%	120	428
Orange Camp Road	Blue Lake Ave. to Dr Martin Luther King Jr Bltwy.	1,670	4.80%	59	1,729
Graves Avenue	Veteran's Memorial Pkwy. to Kentucky Ave.	2,203	7.00%	85	2,288
Howland Boulevard	I-4/SR 472 to Wolf Pack Rn.	3,580	15.28%	186	3,766
	Wolf Pack Rn. to Catalina Blvd.	3,307	11.60%	142	3,449
	Catalina Blvd. to Providence Blvd.	2,336	10.07%	123	2,459
SR 472	US 17/92 to Martin Luther King Jr Bltwy.	3,193	16.74%	204	3,397
	Martin Luther King Jr Bltwy. to I-4	3,466	26.40%	322	3,788
Macy Avenue	Ohio St. to Cassadaga Rd.	193	6.60%	81	274
Kicklighter Road	Macy Ave. to Lake Helen-Osteen Rd./Prevatt Ave.	270	5.60%	68	338
Normandy Blvd.	Graves Ave. to Rhode Island Ave.	1,547	5.65%	69	1,616

3.3 Roadway Segment Analysis

Roadway segment capacity was analyzed based on the adopted peak hour capacities, as obtained from the *Volusia County 2021 AADT & Historical Counts*. The analysis compares the roadway PM peak traffic to the segment capacity to determine if the segment's LOS operation is adequate. The analysis was conducted for the existing, projected background, and projected buildout traffic. **Table 4** summarizes the roadway capacity analysis.

Table 4
Roadway Capacity Analysis

Roadway Segment	Seg ID	# of Lns	2Way Cap	Existing		Background		Project Total			
				Vol	Adeq?	Vol	Adeq?	Dist	Trips	Vol	Adeq?
US 17 / 92											
SR 472 to SR 15A / Taylor Rd*	1,004	6	5,390	1,027	YES	1,190	YES	10%	12	1,202	YES
Graves Ave / CR 4145											
Veteran's Memorial Pkwy to Kentucky Ave	775	2	1,620	1,640	**NO**	1,905	**NO**	15%	18	1,923	**NO**
Kentucky Ave to Normandy Blvd	900a	2	1,620	1,420	YES	1,880	**NO**	5%	6	1,886	**NO**
Normandy Blvd to Howland Blvd	900b	4	2,740	1,590	YES	2,050	YES	5%	6	2,056	YES
Orange Camp Rd											
US 17 / 92 to Princeton Rd	1,380	2	1,270	1,160	YES	1,364	**NO**	3%	4	1,368	**NO**
Princeton Rd to Blue Lake Ave	1,382	2	1,540	1,170	YES	1,402	YES	4%	5	1,407	YES
Blue Lake Ave to W Volusia Bltwy (Dr. MLK Jr)	1,384	2	1,540	1,220	YES	1,531	YES	5%	6	1,537	YES
W Volusia Bltwy (Dr. MLK Jr) to I-4	1,385	2	1,540	1,920	**NO**	2,409	**NO**	5%	6	2,415	**NO**
W. Volusia Bltwy											
Saxon Blvd to Harley Strickland Blvd	1,900	4	3,410	1,280	YES	1,527	YES	5%	6	1,533	YES
Harley Strickland Blvd to Rhode Island Ave	1,901	2	1,540	1,490	YES	1,748	**NO**	5%	6	1,754	**NO**
Rhode Island Ave to Graves Ave	1,902	2	1,620	1,200	YES	1,408	YES	10%	12	1,420	YES
SR 472 to Cassadaga Rd	1,940	2	1,540	1,050	YES	1,232	YES	70%	85	1,317	YES

** 2021 volume obtained from FDOT's Florida Traffic Online*

The following roadway segments are projected to operate above their adopted capacities due to existing traffic volumes or projected background growth:

- Graves Avenue / CR 4145 from Veteran's Memorial Parkway to Normandy Boulevard
- Orange Camp Road from US 17/92 to Princeton Road
- Orange Camp Road from W Volusia Beltway to I-4
- W Volusia Beltway from Harley Strickland Boulevard to Rhode Island Avenue

It is recommended that the four (4) roadway segments be widened from 2-lanes to 4-lanes, and it should also be noted that the proposed development does not cause any roadway segments to become deficient.

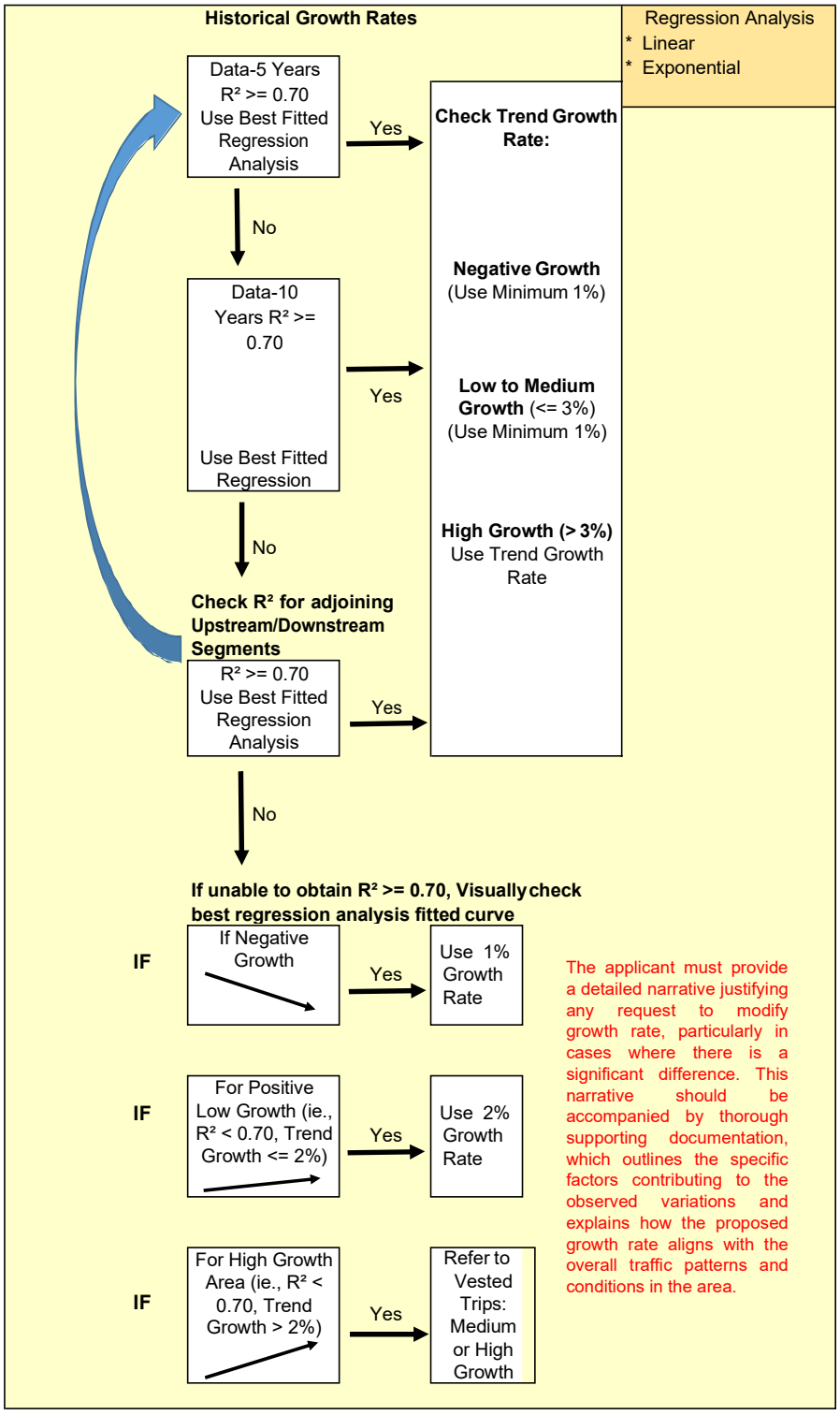
Segment Information			Deland Tech Park	TM BTR	Vested Trip Database
Roadway	From	To			
Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	Macy Ave	120	0	0
Cassadaga Rd*	W. Volusia Bltwy (Dr. MLK Bltwy)	Blue Lake Ave (Extension)	0	0	0
Graves Ave	Veterans Memorial Pkwy	Kentucky Ave	85	18	470
Graves Ave	Kentucky Ave	Normandy Blvd	0	6	925
Graves Ave	Normandy Blvd	Howland Blvd	0	6	991
Howland Blvd	I-4/SR 472	Wolf Pack Run	186	0	868
Howland Blvd	Wolf Pack Run	Catalina Blvd	142	0	783
Howland Blvd	Providence Blvd	Elkcam Blvd	0	0	289
Orange Camp Rd	US 17/92	Princeton Rd	0	4	168
Orange Camp Rd	Blue Lake Ave	W. Volusia Bltwy (Dr. MLK Bltwy)	59	6	197
Orange Camp Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	I-4	0	6	355
W. Volusia Bltwy (Veterans Memorial Pkwy)	Harley Strickland Blvd	Rhode Island Ave	0	6	397
W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave	Graves Ave	56	12	332
W. Volusia Bltwy (Kentucky Ave)	Graves Ave	SR 472	111	0	270
W. Volusia Bltwy (Dr. MLK Bltwy)	Cassadaga Rd	Orange Camp Rd	260	0	382
W. Volusia Bltwy (Dr. MLK Bltwy)	Orange Camp Rd	Taylor Rd	92	0	345
Catalina Blvd**	Howland Blvd	Sixma Rd	0	0	126
Catalina Blvd**	Sixma Rd	Lake Helen Osteen	0	0	110

Vested trips obtained from *Volusia County Vested Trip Database* and also include trips from Deland Tech Park and TM BTR (Yardley)

*This segments is an extension and do not currently exist. The only trips that will be using this segment would be the project trips.

**No data in *Volusia County 2022 AADT* . Historical AADT obtained from *Florida Traffic Online (FTO) 2023* . Existing PM Peak Hour Volume estimated using AADT, K factor and D Factor

Volusia County's Segment Growth Rates and Vested Trips Instructions Policy



The applicant must provide a detailed narrative justifying any request to modify growth rate, particularly in cases where there is a significant difference. This narrative should be accompanied by thorough supporting documentation, which outlines the specific factors contributing to the observed variations and explains how the proposed growth rate aligns with the overall traffic patterns and conditions in the area.

AND

IF there are - Vested Trips

Negative Growth (Use Minimum 1%):

\+ Vested Trips

Low to Medium Growth (<= 3%)(Use Minimum 1%):

\+ Vested Trips

High Growth (> 3%):

Use the Highest # of the two (growth rate or vested trips). Need to submit supporting documentation & justification.

HIGH GROWTH & HIGH VESTED TRIPS

If there are Vested Trips from multiple approved projects on segment.
And, Vested Trips comprise of multiple uses that would normally have significant interaction (residential, retail, office, restaurant, etc…).

And, Vested Trips make up more than 30% of the total future background traffic.

Then, Vested Trips can be reduced by 30% upon request by the Applicant

Signed:_____ Date:_____

Jay Williams, PE, PTOE

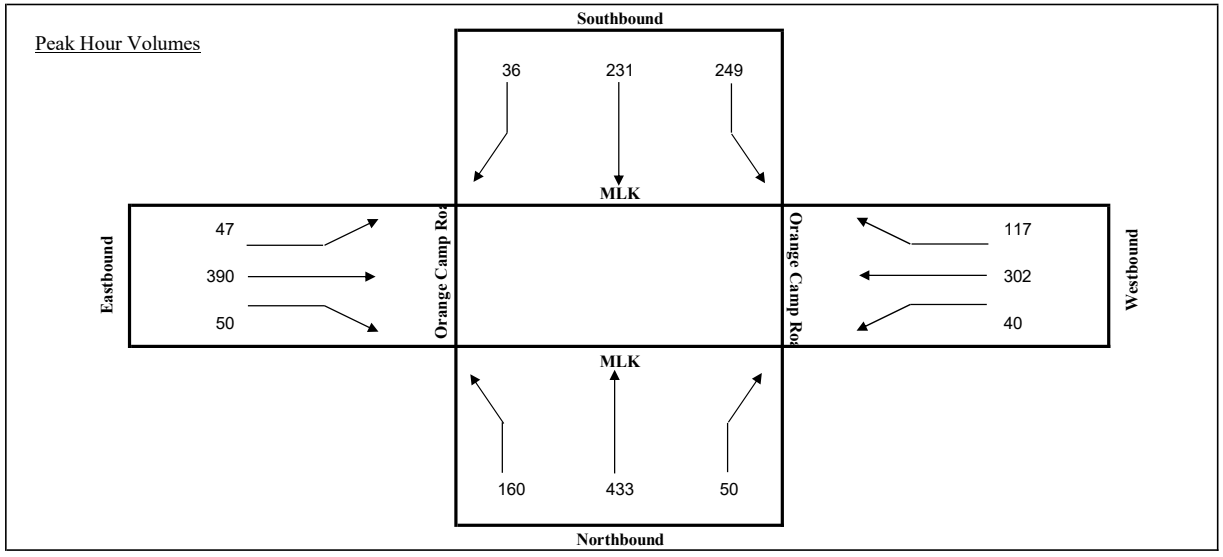
Appendix J
Turning Movement Counts, Seasonal Factor Report and Signal Timing

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Orange Camp Road
Date: 6/12/2024

			MLK			MLK			Orange Camp Road			Orange Camp Road			
			NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	21	56	8	44	49	6	10	90	10	5	59	14	372
7:15 AM	7:30 AM	25	64	13	62	65	7	7	110	11	6	67	17	454
7:30 AM	7:45 AM	40	88	10	74	66	10	12	116	14	6	69	28	533
7:45 AM	8:00 AM	41	127	14	69	53	12	14	103	11	11	77	31	563
8:00 AM	8:15 AM	35	111	12	56	59	5	10	92	9	10	86	30	515
8:15 AM	8:30 AM	44	107	14	50	53	9	11	79	16	13	70	28	494
8:30 AM	8:45 AM	40	85	10	66	60	4	13	89	11	9	58	30	475
8:45 AM	9:00 AM	31	77	14	58	50	7	9	75	12	8	65	22	428
Total for:	7:00 AM	8:00 AM	127	335	45	249	233	35	43	419	46	28	272	90	1922
Total for:	8:00 AM	9:00 AM	150	380	50	230	222	25	43	335	48	40	279	110	1912
Tota Peak Hour:	7:30 AM	8:30 AM	160	433	50	249	231	36	47	390	50	40	302	117	2105
Overall PHF:	0.93														

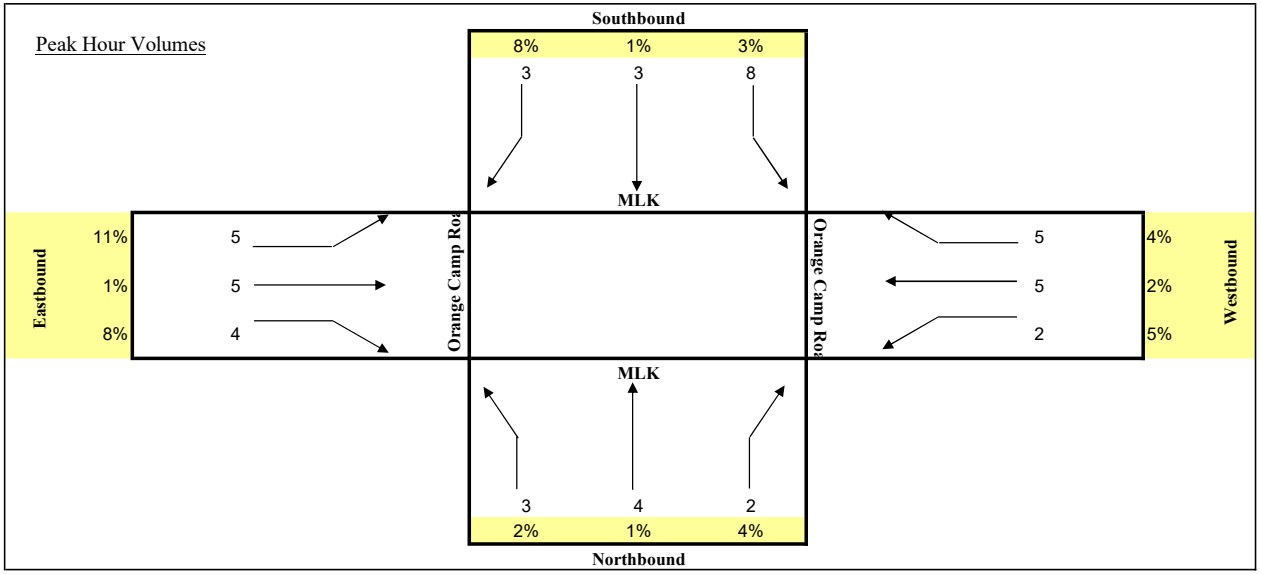


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Orange Camp Road
Date: 6/12/2024

		MLK NB			MLK SB			Orange Camp Road EB			Orange Camp Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	2	2	1	0	1	1	3	1	1	0	2	2	16
7:15 AM	7:30 AM	0	1	1	2	1	0	0	2	0	0	1	1	9
7:30 AM	7:45 AM	1	0	0	1	0	1	1	0	0	2	0	0	6
7:45 AM	8:00 AM	1	1	0	4	0	1	2	1	1	1	3	1	16
8:00 AM	8:15 AM	1	0	1	1	2	0	0	1	0	0	1	1	8
8:15 AM	8:30 AM	0	0	1	0	1	1	2	0	2	0	1	3	11
8:30 AM	8:45 AM	1	3	0	3	0	1	1	3	1	1	0	0	14
8:45 AM	9:00 AM	0	0	0	1	1	0	1	0	0	0	2	1	6
Total for:	7:00 AM	8:00 AM	4	4	2	7	2	3	6	4	2	3	6	4	47
Total for:	8:00 AM	9:00 AM	2	3	2	5	4	2	4	4	3	1	4	5	39
Tota Peak Hour:	7:45 AM	8:45 AM	3	4	2	8	3	3	5	5	4	2	5	5	49
Overall PHF:	0.77														

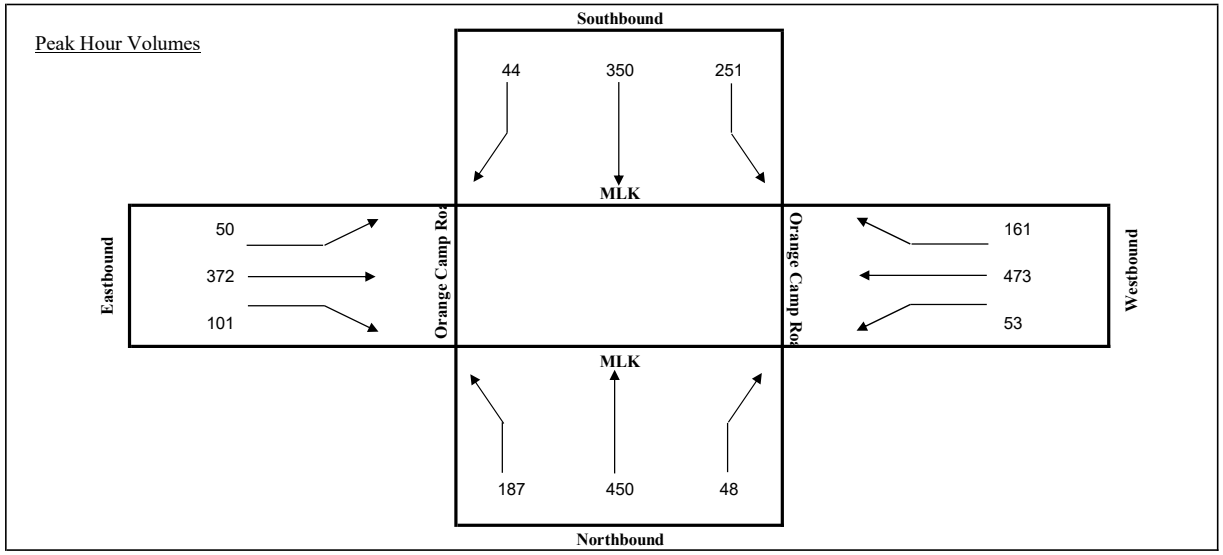


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Orange Camp Road
Date: 6/12/2024

			MLK			MLK			Orange Camp Road			Orange Camp Road			
			NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	31	131	6	49	67	8	12	86	22	7	110	36	565
4:15 PM	4:30 PM	35	132	11	61	70	11	16	96	20	12	125	42	631
4:30 PM	4:45 PM	49	115	11	66	88	9	11	89	28	15	111	41	633
4:45 PM	5:00 PM	53	98	15	59	92	14	9	102	24	16	117	37	636
5:00 PM	5:15 PM	50	105	11	65	100	10	14	85	29	10	120	41	640
5:15 PM	5:30 PM	62	113	14	62	84	10	10	79	24	17	111	40	626
5:30 PM	5:45 PM	52	94	8	55	74	14	15	91	30	21	99	35	588
5:45 PM	6:00 PM	49	102	11	60	80	10	13	82	26	16	102	34	585
Total for:	4:00 PM	5:00 PM	168	476	43	235	317	42	48	373	94	50	463	156	2465
Total for:	5:00 PM	6:00 PM	213	414	44	242	338	44	52	337	109	64	432	150	2439
Tota Peak Hour:	4:15 PM	5:15 PM	187	450	48	251	350	44	50	372	101	53	473	161	2540
Overall PHF:	0.99														

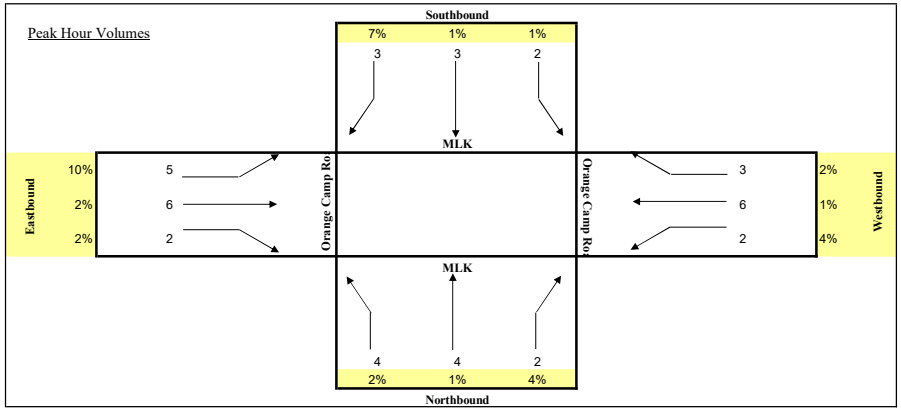


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Orange Camp Road
Date: 6/12/2024

		MLK NB			MLK SB			Orange Camp Road EB			Orange Camp Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	2	0	0	2	1	3	2	0	0	1	1	13
4:15 PM	4:30 PM	0	2	1	1	0	0	1	3	0	1	2	0	11
4:30 PM	4:45 PM	2	0	1	1	0	0	0	1	1	1	3	1	11
4:45 PM	5:00 PM	1	0	0	0	1	2	1	0	1	0	0	1	7
5:00 PM	5:15 PM	0	1	0	1	1	0	1	1	0	0	0	0	5
5:15 PM	5:30 PM	1	0	1	2	0	1	0	0	0	0	2	0	7
5:30 PM	5:45 PM	0	0	0	0	1	0	0	1	0	1	2	0	5
5:45 PM	6:00 PM	1	1	0	1	0	0	1	1	1	0	1	1	8
Total for:	4:00 PM	5:00 PM	4	4	2	2	3	3	5	6	2	2	6	3	42
Total for:	5:00 PM	6:00 PM	2	2	1	4	2	1	2	3	1	1	5	1	25
Tota Peak Hour:	4:00 PM	5:00 PM	4	4	2	2	3	3	5	6	2	2	6	3	42
Overall PHF:	0.81														

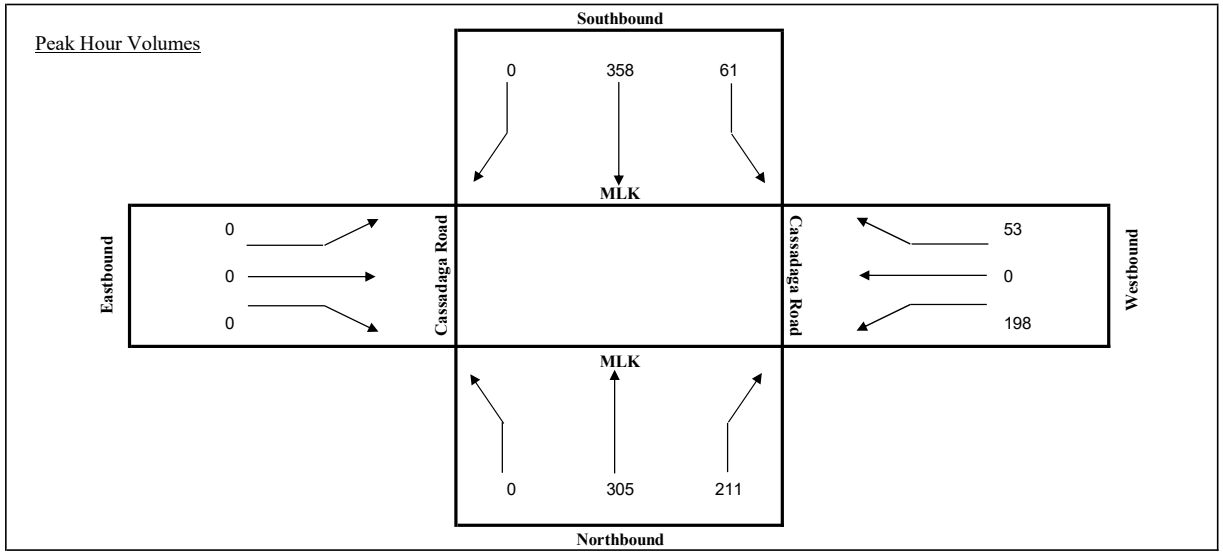


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

			MLK NB			MLK SB			Cassadaga Road EB			Cassadaga Road WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM		0	59	44	10	69	0	0	0	0	27	0	7	216
7:15 AM	7:30 AM		0	82	53	12	71	0	0	0	0	35	0	8	261
7:30 AM	7:45 AM		0	79	50	13	73	0	0	0	0	47	0	12	274
7:45 AM	8:00 AM		0	83	54	18	96	0	0	0	0	58	0	16	325
8:00 AM	8:15 AM		0	69	51	17	102	0	0	0	0	51	0	11	301
8:15 AM	8:30 AM		0	74	56	13	87	0	0	0	0	42	0	14	286
8:30 AM	8:45 AM		0	62	50	16	63	0	0	0	0	37	0	10	238
8:45 AM	9:00 AM		0	56	41	11	68	0	0	0	0	34	0	12	222
Total for:	7:00 AM	8:00 AM	0	303	201	53	309	0	0	0	0	167	0	43	1076
Total for:	8:00 AM	9:00 AM	0	261	198	57	320	0	0	0	0	164	0	47	1047
Tota Peak Hour:	7:30 AM	8:30 AM	0	305	211	61	358	0	0	0	0	198	0	53	1186
Overall PHF:	0.91														

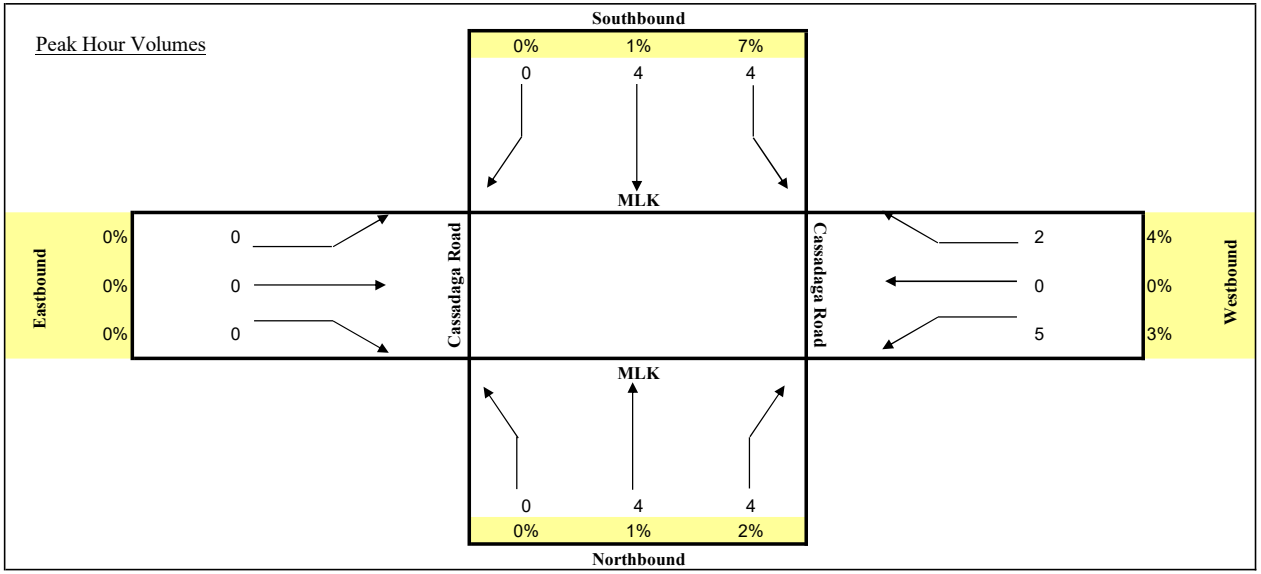


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

		MLK NB			MLK SB			Cassadaga Road EB			Cassadaga Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	2	0	1	2	0	0	0	0	2	0	1	8
7:15 AM	7:30 AM	0	1	2	1	1	0	0	0	0	1	0	0	6
7:30 AM	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
7:45 AM	8:00 AM	0	1	0	1	1	0	0	0	0	3	0	0	6
8:00 AM	8:15 AM	0	2	1	2	2	0	0	0	0	1	0	1	9
8:15 AM	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	8:45 AM	0	0	2	2	0	0	0	0	0	1	0	1	6
8:45 AM	9:00 AM	0	2	0	1	1	0	0	0	0	2	0	1	7
Total for:	7:00 AM	8:00 AM	0	4	3	3	4	0	0	0	0	6	0	2	22
Total for:	8:00 AM	9:00 AM	0	5	3	5	3	0	0	0	0	4	0	3	23
Tota Peak Hour:	7:15 AM	8:15 AM	0	4	4	4	4	0	0	0	0	5	0	2	23
Overall PHF:	0.64														

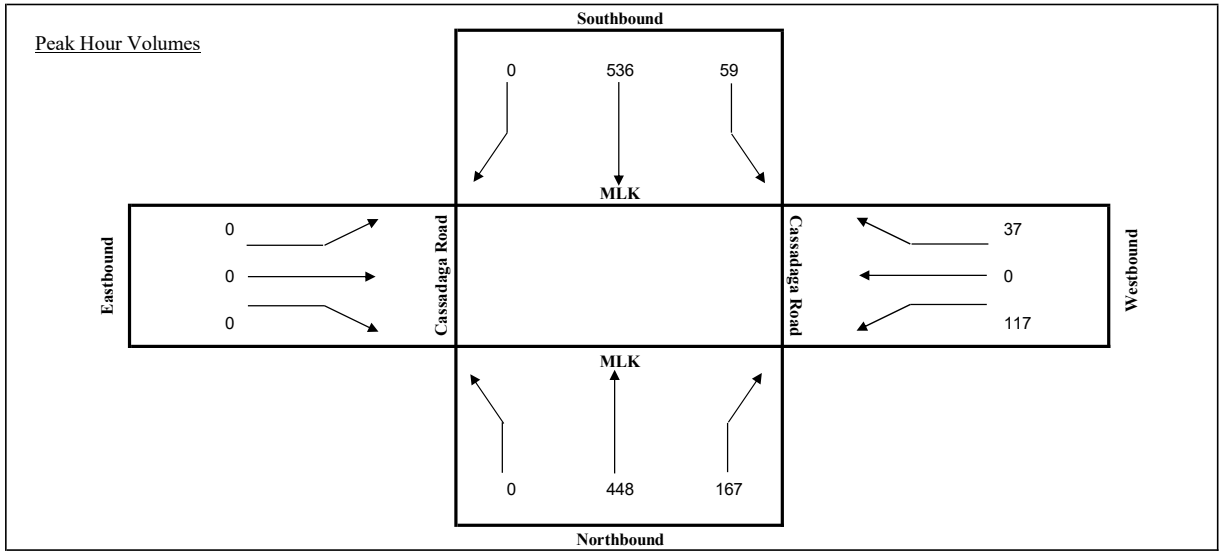


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

			MLK NB			MLK SB			Cassadaga Road EB			Cassadaga Road WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM		0	101	24	11	111	0	0	0	0	17	0	11	275
4:15 PM	4:30 PM		0	101	33	13	112	0	0	0	0	26	0	7	292
4:30 PM	4:45 PM		0	100	39	22	136	0	0	0	0	36	0	13	346
4:45 PM	5:00 PM		0	116	45	16	131	0	0	0	0	32	0	9	349
5:00 PM	5:15 PM		0	107	41	12	115	0	0	0	0	21	0	7	303
5:15 PM	5:30 PM		0	125	42	9	154	0	0	0	0	28	0	8	366
5:30 PM	5:45 PM		0	116	37	17	128	0	0	0	0	35	0	3	336
5:45 PM	6:00 PM		0	96	30	13	118	0	0	0	0	30	0	7	294
Total for:	4:00 PM	5:00 PM	0	418	141	62	490	0	0	0	0	111	0	40	1262
Total for:	5:00 PM	6:00 PM	0	444	150	51	515	0	0	0	0	114	0	25	1299
Tota Peak Hour:	4:30 PM	5:30 PM	0	448	167	59	536	0	0	0	0	117	0	37	1364
Overall PHF:	0.93														

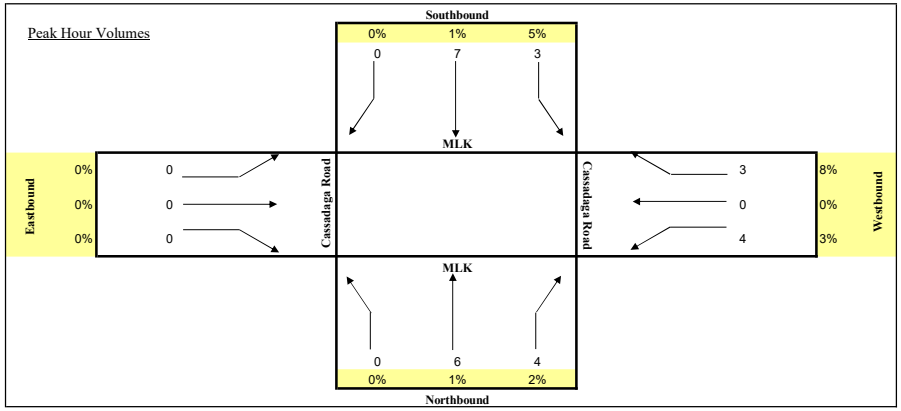


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

		MLK NB			MLK SB			Cassadaga Road EB			Cassadaga Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	3	0	1	2	0	0	0	0	0	0	1	7
4:15 PM	4:30 PM	0	0	0	0	1	0	0	0	0	1	0	1	3
4:30 PM	4:45 PM	0	3	3	2	0	0	0	0	0	0	0	0	8
4:45 PM	5:00 PM	0	1	0	0	2	0	0	0	0	2	0	0	5
5:00 PM	5:15 PM	0	0	1	1	1	0	0	0	0	0	0	2	5
5:15 PM	5:30 PM	0	2	0	0	4	0	0	0	0	2	0	1	9
5:30 PM	5:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	3
5:45 PM	6:00 PM	0	1	0	1	1	0	0	0	0	0	0	1	4
Total for:	4:00 PM	5:00 PM	0	7	3	3	5	0	0	0	0	3	0	2	23
Total for:	5:00 PM	6:00 PM	0	3	2	2	6	0	0	0	0	4	0	4	21
Tota Peak Hour:	4:30 PM	5:30 PM	0	6	4	3	7	0	0	0	0	4	0	3	27
Overall PHF:	0.75														

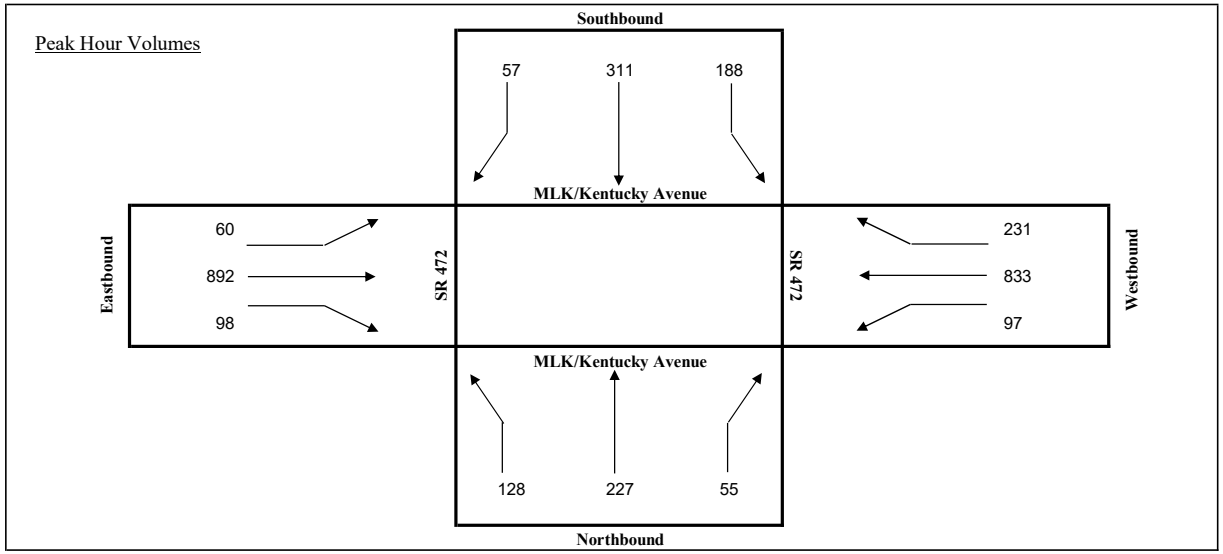


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK/Kentucky Avenue
Intersection (E/W): SR 472
Date: 6/12/2024

			MLK/Kentucky Avenue			MLK/Kentucky Avenue			SR 472			SR 472			
			NB			SB			EB			WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM		27	51	6	29	53	13	10	209	11	17	187	43	656
7:15 AM	7:30 AM		30	62	11	36	60	10	16	209	11	11	199	57	712
7:30 AM	7:45 AM		25	67	12	44	67	9	12	210	19	20	212	50	747
7:45 AM	8:00 AM		35	59	17	52	86	16	11	237	21	22	214	67	837
8:00 AM	8:15 AM		37	50	12	51	81	21	17	240	33	30	210	54	836
8:15 AM	8:30 AM		31	51	14	41	77	11	20	205	25	25	197	60	757
8:30 AM	8:45 AM		23	42	11	37	57	6	15	217	31	19	191	55	704
8:45 AM	9:00 AM		21	52	12	29	62	10	12	180	24	17	169	33	621
Total for:	7:00 AM	8:00 AM	117	239	46	161	266	48	49	865	62	70	812	217	2952
Total for:	8:00 AM	9:00 AM	112	195	49	158	277	48	64	842	113	91	767	202	2918
Tota Peak Hour:	7:30 AM	8:30 AM	128	227	55	188	311	57	60	892	98	97	833	231	3177
Overall PHF:	0.95														

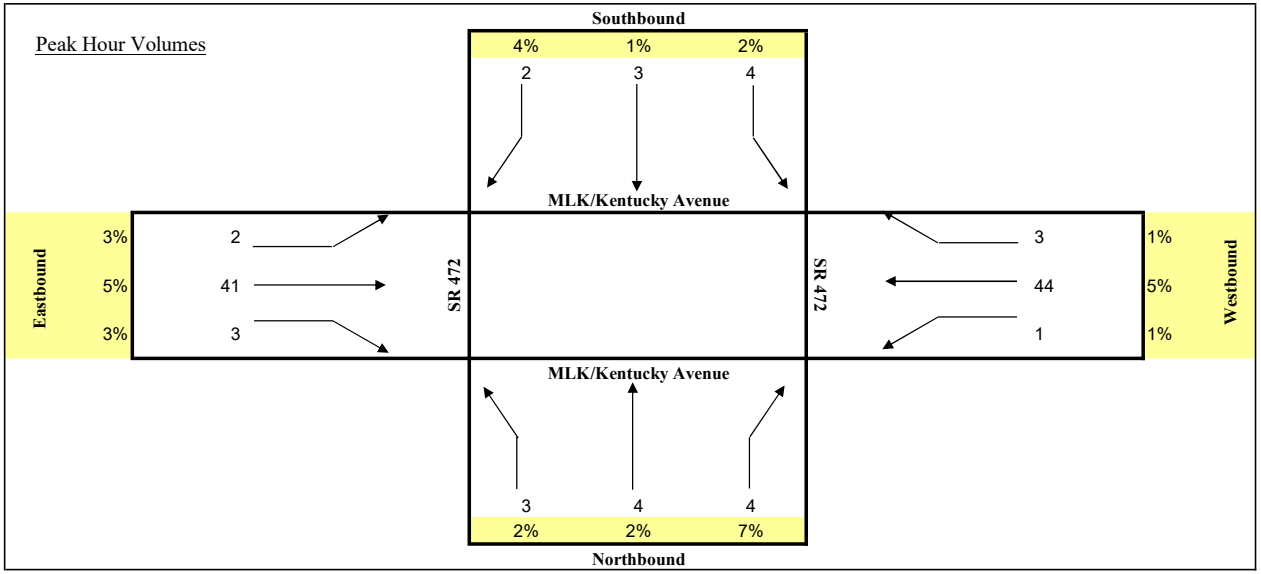


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK/Kentucky Avenue
Intersection (E/W): SR 472
Date: 6/12/2024

		MLK/Kentucky Avenue			MLK/Kentucky Avenue			SR 472			SR 472			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	1	2	1	1	2	1	0	8	2	2	10	1	31
7:15 AM	7:30 AM	0	1	2	0	2	0	1	11	0	0	9	1	27
7:30 AM	7:45 AM	0	1	1	0	0	0	0	7	0	1	13	0	23
7:45 AM	8:00 AM	2	1	1	3	0	1	0	13	1	0	10	0	32
8:00 AM	8:15 AM	1	1	0	1	1	1	1	10	2	0	12	2	32
8:15 AM	8:30 AM	0	1	0	0	0	0	0	9	0	1	8	1	20
8:30 AM	8:45 AM	0	0	1	1	0	0	1	9	1	1	11	1	26
8:45 AM	9:00 AM	1	2	0	0	1	1	0	5	0	0	6	0	16
Total for:	7:00 AM	8:00 AM	3	5	5	4	4	2	1	39	3	3	42	2	113
Total for:	8:00 AM	9:00 AM	2	4	1	2	2	2	2	33	3	2	37	4	94
Tota Peak Hour:	7:15 AM	8:15 AM	3	4	4	4	3	2	2	41	3	1	44	3	114
Overall PHF:	0.89														

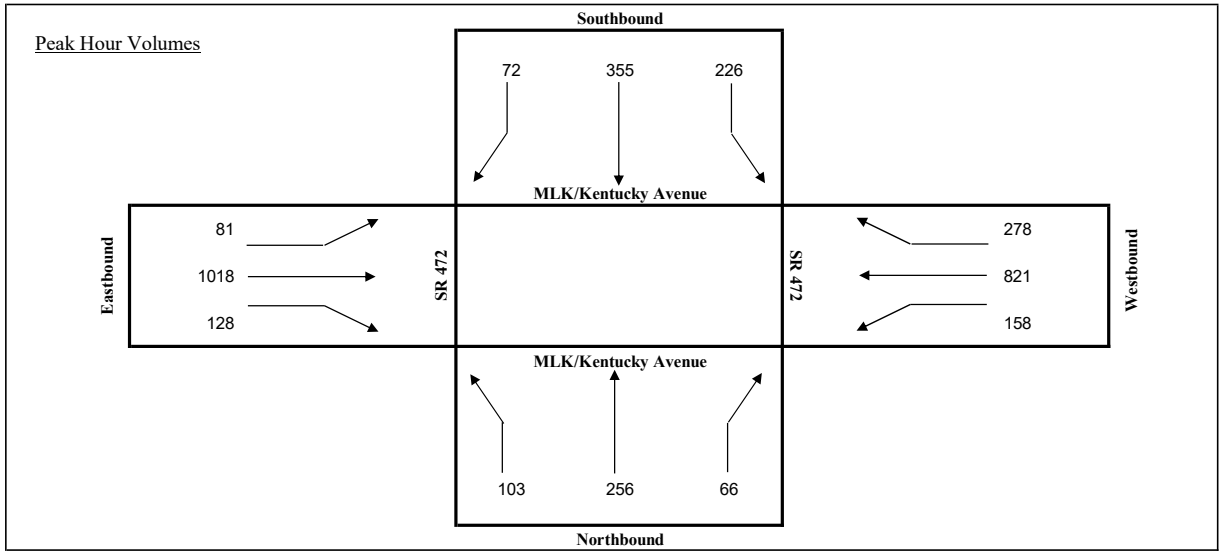


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK/Kentucky Avenue
Intersection (E/W): SR 472
Date: 6/12/2024

			MLK/Kentucky Avenue			MLK/Kentucky Avenue			SR 472			SR 472			
			NB			SB			EB			WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM		25	53	22	51	63	14	21	205	30	34	193	50	761
4:15 PM	4:30 PM		30	59	19	48	71	19	21	247	36	31	202	54	837
4:30 PM	4:45 PM		28	64	21	58	95	19	20	296	42	37	212	55	947
4:45 PM	5:00 PM		25	65	13	56	92	15	22	257	28	41	224	74	912
5:00 PM	5:15 PM		25	60	16	49	70	17	21	242	26	43	181	67	817
5:15 PM	5:30 PM		25	67	16	63	98	21	18	223	32	37	204	82	886
5:30 PM	5:45 PM		18	58	16	52	99	19	16	242	26	35	193	79	853
5:45 PM	6:00 PM		20	44	11	53	86	15	14	212	22	37	185	68	767
Total for:	4:00 PM	5:00 PM	108	241	75	213	321	67	84	1005	136	143	831	233	3457
Total for:	5:00 PM	6:00 PM	88	229	59	217	353	72	69	919	106	152	763	296	3323
Tota Peak Hour:	4:30 PM	5:30 PM	103	256	66	226	355	72	81	1018	128	158	821	278	3562
Overall PHF:	0.94														

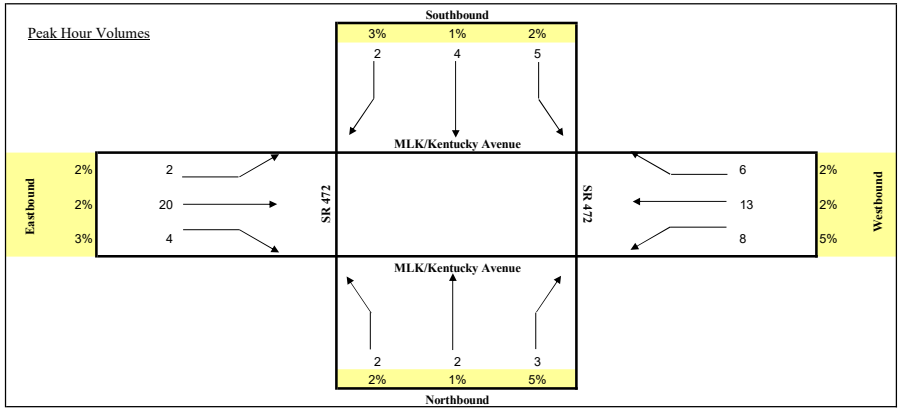


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK/Kentucky Avenue
Intersection (E/W): SR 472
Date: 6/12/2024

		MLK/Kentucky Avenue			MLK/Kentucky Avenue			SR 472			SR 472			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	0	2	1	1	0	1	2	0	1	5	2	16
4:15 PM	4:30 PM	0	0	0	1	0	1	0	1	1	1	6	0	11
4:30 PM	4:45 PM	0	1	0	0	0	0	2	5	2	3	5	3	21
4:45 PM	5:00 PM	1	0	0	2	1	1	0	3	2	2	4	1	17
5:00 PM	5:15 PM	1	0	1	0	1	0	0	6	0	1	2	1	13
5:15 PM	5:30 PM	0	1	2	3	2	1	0	6	0	2	2	1	20
5:30 PM	5:45 PM	0	0	0	0	2	0	0	2	1	2	4	1	12
5:45 PM	6:00 PM	0	0	1	1	0	0	1	4	0	1	3	0	11
Total for:	4:00 PM	5:00 PM	2	1	2	4	2	2	3	11	5	7	20	6	65
Total for:	5:00 PM	6:00 PM	1	1	4	4	5	1	1	18	1	6	11	3	56
Tota Peak Hour:	4:30 PM	5:30 PM	2	2	3	5	4	2	2	20	4	8	13	6	71
Overall PHF:	0.85														

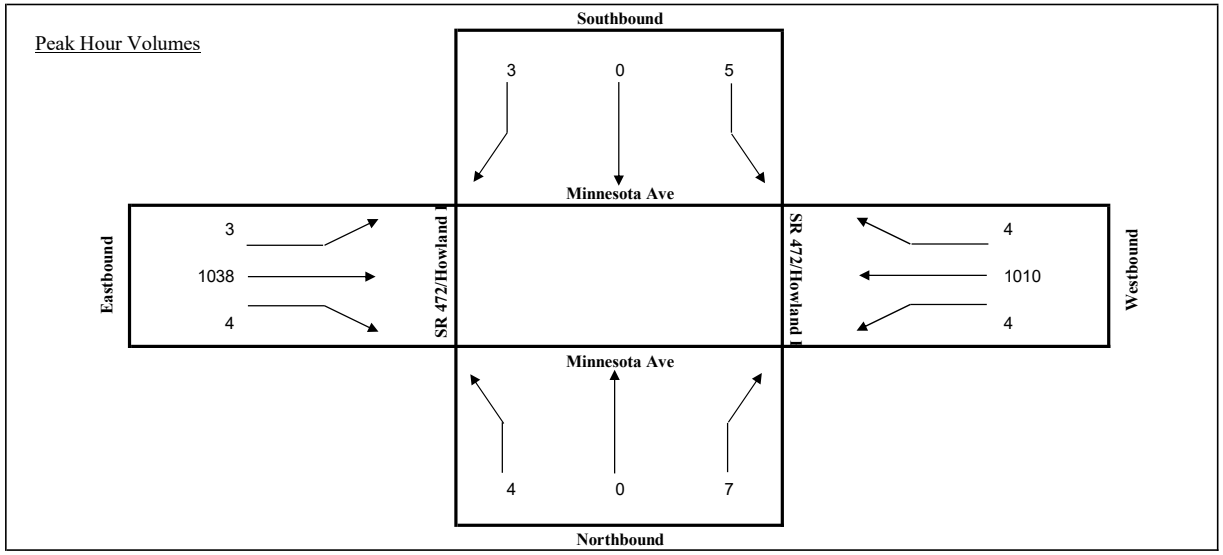


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Minnesota Ave
Intersection (E/W): SR 472/Howland Blvd
Date: 6/12/2024

		Minnesota Ave			Minnesota Ave			SR 472/Howland Blvd			SR 472/Howland Blvd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	1	0	3	1	0	0	2	226	0	0	223	4	460
7:15 AM	7:30 AM	1	0	2	1	0	0	2	232	0	2	234	2	476
7:30 AM	7:45 AM	1	0	0	0	0	1	2	240	1	1	243	1	490
7:45 AM	8:00 AM	0	0	1	1	0	0	1	269	0	1	263	1	537
8:00 AM	8:15 AM	3	0	5	1	0	1	0	281	2	1	266	2	562
8:15 AM	8:30 AM	0	0	1	3	0	1	0	248	1	1	238	0	493
8:30 AM	8:45 AM	1	0	1	0	0	0	2	261	1	0	219	2	487
8:45 AM	9:00 AM	1	0	1	2	0	0	0	217	3	2	197	0	423
Total for:	7:00 AM	8:00 AM	3	0	6	3	0	1	7	967	1	4	963	8	1963
Total for:	8:00 AM	9:00 AM	5	0	8	6	0	2	2	1007	7	4	920	4	1965
Tota Peak Hour:	7:30 AM	8:30 AM	4	0	7	5	0	3	3	1038	4	4	1010	4	2082
Overall PHF:	0.93														

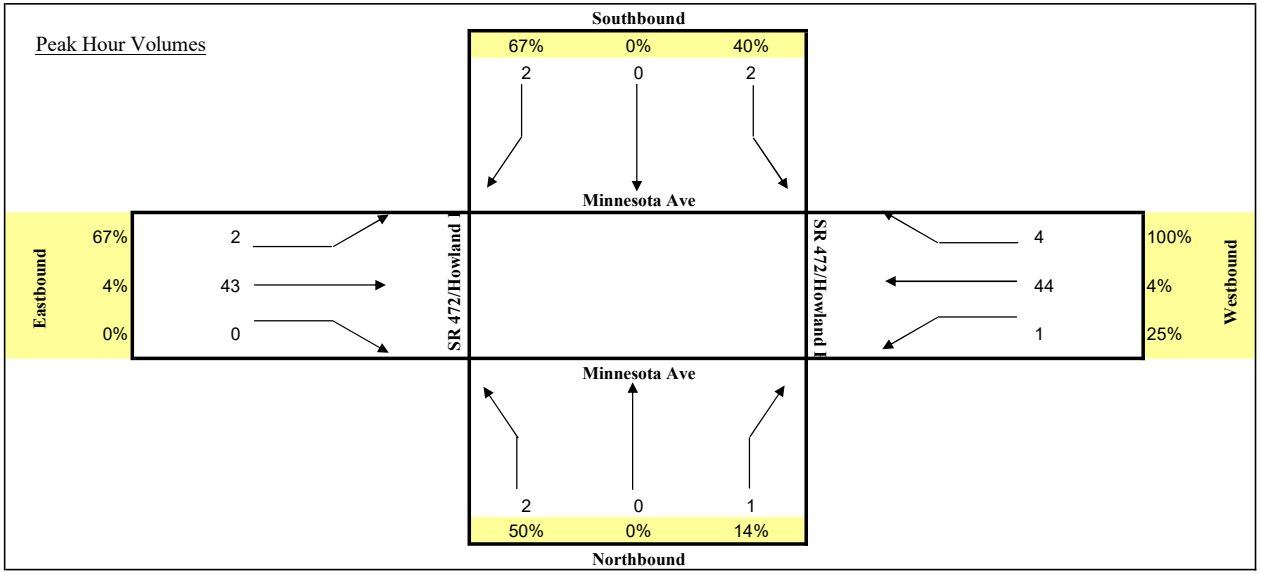


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Minnesota Ave
Intersection (E/W): SR 472/Howland Blvd
Date: 6/12/2024

		Minnesota Ave			Minnesota Ave			SR 472/Howland Blvd			SR 472/Howland Blvd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	0	0	1	0	0	2	9	0	0	10	2	24
7:15 AM	7:30 AM	1	0	0	1	0	0	1	11	0	0	8	1	23
7:30 AM	7:45 AM	0	0	0	0	0	1	0	7	0	0	13	0	21
7:45 AM	8:00 AM	0	0	0	0	0	0	1	14	0	1	11	1	28
8:00 AM	8:15 AM	1	0	1	1	0	1	0	11	0	0	12	2	29
8:15 AM	8:30 AM	0	0	0	2	0	0	0	7	0	0	8	0	17
8:30 AM	8:45 AM	1	0	0	0	0	0	1	11	1	0	10	1	25
8:45 AM	9:00 AM	0	0	1	1	0	0	0	6	1	1	7	0	17
Total for:	7:00 AM	8:00 AM	1	0	0	2	0	1	4	41	0	1	42	4	96
Total for:	8:00 AM	9:00 AM	2	0	2	4	0	1	1	35	2	1	37	3	88
Tota Peak Hour:	7:15 AM	8:15 AM	2	0	1	2	0	2	2	43	0	1	44	4	101
Overall PHF:	0.87														

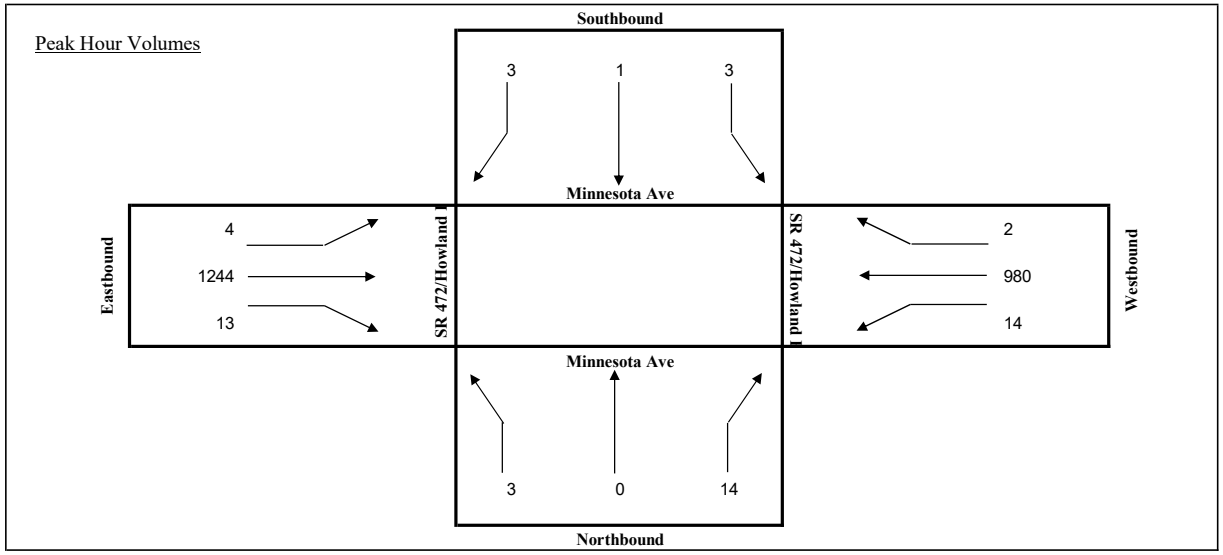


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Minnesota Ave
Intersection (E/W): SR 472/Howland Blvd
Date: 6/12/2024

			Minnesota Ave			Minnesota Ave			SR 472/Howland Blvd			SR 472/Howland Blvd			
			NB			SB			EB			WB			
	Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
	4:00 PM	4:15 PM	2	0	6	0	0	3	1	250	7	3	227	2	501
	4:15 PM	4:30 PM	0	0	4	2	0	1	0	300	3	6	244	1	561
	4:30 PM	4:45 PM	1	0	5	0	0	0	0	354	5	2	256	0	623
	4:45 PM	5:00 PM	2	0	2	1	0	1	1	305	3	5	258	0	578
	5:00 PM	5:15 PM	0	0	3	0	1	1	3	285	2	1	222	1	519
	5:15 PM	5:30 PM	0	1	2	1	0	0	3	271	7	4	253	2	544
	5:30 PM	5:45 PM	1	0	2	2	0	1	0	279	5	4	225	0	519
	5:45 PM	6:00 PM	0	0	4	1	0	0	1	245	7	5	213	1	477
Total for:	4:00 PM	5:00 PM	5	0	17	3	0	5	2	1209	18	16	985	3	2263
Total for:	5:00 PM	6:00 PM	1	1	11	4	1	2	7	1080	21	14	913	4	2059
Tota Peak Hour:	4:15 PM	5:15 PM	3	0	14	3	1	3	4	1244	13	14	980	2	2281
Overall PHF:	0.92														

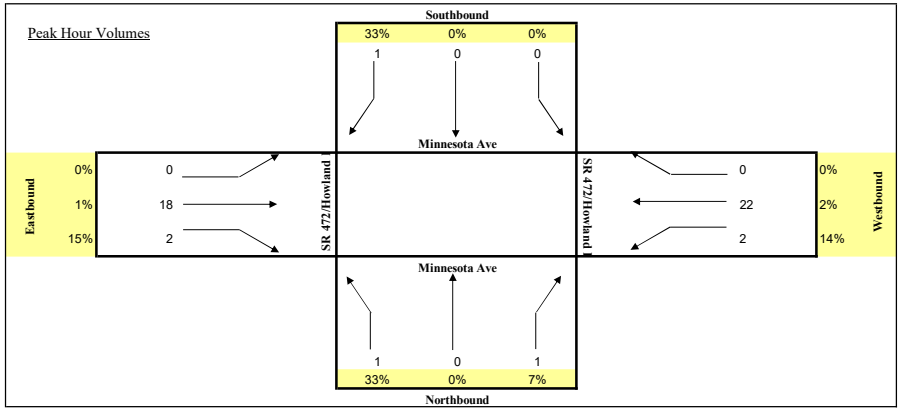


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Minnesota Ave
Intersection (E/W): SR 472/Howland Blvd
Date: 6/12/2024

		Minnesota Ave			Minnesota Ave			SR 472/Howland Blvd			SR 472/Howland Blvd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	0	0	0	0	1	0	3	1	0	6	0	12
4:15 PM	4:30 PM	0	0	1	0	0	0	0	1	0	1	6	0	9
4:30 PM	4:45 PM	0	0	0	0	0	0	0	9	0	0	5	0	14
4:45 PM	5:00 PM	0	0	0	0	0	0	0	5	1	1	5	0	12
5:00 PM	5:15 PM	0	0	1	0	0	1	0	5	0	0	3	0	10
5:15 PM	5:30 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
5:30 PM	5:45 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
5:45 PM	6:00 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
Total for:	4:00 PM	5:00 PM	1	0	1	0	0	1	0	18	2	2	22	0	47
Total for:	5:00 PM	6:00 PM	0	0	1	0	0	1	0	19	0	0	13	0	34
Tota Peak Hour:	4:00 PM	5:00 PM	1	0	1	0	0	1	0	18	2	2	22	0	47
Overall PHF:	0.84														



2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7900 VOLUSIA COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.06
2	01/08/2023 - 01/14/2023	1.01	1.06
3	01/15/2023 - 01/21/2023	1.01	1.06
4	01/22/2023 - 01/28/2023	0.99	1.04
5	01/29/2023 - 02/04/2023	0.98	1.03
* 6	02/05/2023 - 02/11/2023	0.96	1.01
* 7	02/12/2023 - 02/18/2023	0.95	1.00
* 8	02/19/2023 - 02/25/2023	0.94	0.99
* 9	02/26/2023 - 03/04/2023	0.93	0.98
*10	03/05/2023 - 03/11/2023	0.92	0.97
*11	03/12/2023 - 03/18/2023	0.92	0.97
*12	03/19/2023 - 03/25/2023	0.93	0.98
*13	03/26/2023 - 04/01/2023	0.94	0.99
*14	04/02/2023 - 04/08/2023	0.95	1.00
*15	04/09/2023 - 04/15/2023	0.97	1.02
*16	04/16/2023 - 04/22/2023	0.97	1.02
*17	04/23/2023 - 04/29/2023	0.98	1.03
*18	04/30/2023 - 05/06/2023	0.98	1.03
19	05/07/2023 - 05/13/2023	0.99	1.04
20	05/14/2023 - 05/20/2023	1.00	1.05
21	05/21/2023 - 05/27/2023	1.01	1.06
22	05/28/2023 - 06/03/2023	1.02	1.07
23	06/04/2023 - 06/10/2023	1.03	1.08
24	06/11/2023 - 06/17/2023	1.04	1.09
25	06/18/2023 - 06/24/2023	1.04	1.09
26	06/25/2023 - 07/01/2023	1.05	1.11
27	07/02/2023 - 07/08/2023	1.06	1.12
28	07/09/2023 - 07/15/2023	1.06	1.12
29	07/16/2023 - 07/22/2023	1.06	1.12
30	07/23/2023 - 07/29/2023	1.06	1.12
31	07/30/2023 - 08/05/2023	1.06	1.12
32	08/06/2023 - 08/12/2023	1.06	1.12
33	08/13/2023 - 08/19/2023	1.06	1.12
34	08/20/2023 - 08/26/2023	1.05	1.11
35	08/27/2023 - 09/02/2023	1.05	1.11
36	09/03/2023 - 09/09/2023	1.04	1.09
37	09/10/2023 - 09/16/2023	1.04	1.09
38	09/17/2023 - 09/23/2023	1.03	1.08
39	09/24/2023 - 09/30/2023	1.02	1.07
40	10/01/2023 - 10/07/2023	1.01	1.06
41	10/08/2023 - 10/14/2023	1.00	1.05
42	10/15/2023 - 10/21/2023	0.99	1.04
43	10/22/2023 - 10/28/2023	0.99	1.04
44	10/29/2023 - 11/04/2023	0.99	1.04
45	11/05/2023 - 11/11/2023	0.99	1.04
46	11/12/2023 - 11/18/2023	1.00	1.05
47	11/19/2023 - 11/25/2023	1.00	1.05
48	11/26/2023 - 12/02/2023	1.00	1.05
49	12/03/2023 - 12/09/2023	1.00	1.05
50	12/10/2023 - 12/16/2023	1.01	1.06
51	12/17/2023 - 12/23/2023	1.01	1.06
52	12/24/2023 - 12/30/2023	1.01	1.06
53	12/31/2023 - 12/31/2023	1.01	1.06

* PEAK SEASON

09-MAR-2024 18:41:41 830UPD 5_7900_PKSEASON.TXT

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Sig #471, CR 4101 (MLK Beltway) @ Cassadaga Rd.
Orange City

FREE: X

DATE: 10/24/2022

SIGNAL #: 471

CO-ORD:

Design By: Sean Castello

NETWORK #:

Volusia County FLORIDA

Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION		SB		WB	SBL	NB			
TURN TYPE		-		SPLIT LAG	PROT	-			
MIN GREEN		17		7	5	17			
EXTENSION		3		3	3	3			
YELLOW		5.5		4.0	5.5	5.5			
RED CLR		2.0		2.8	2.0	2.0			
WALK									
PED CLR									
MAX 1		70		50	30	70			
MAX 2									
MAX 3		-		-		-			
DYM MAX									
DYM STP									
RECALL		MIN		-		MIN			
DETECTOR		LOCK		NON-LOCK	NON-LOCK	LOCK			
FLASH		YELLOW		RED	RED	YELLOW			

COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8	
CYCLE				-	-	-	-	-	
OFFSET				-	-	-	-	-	

PHASE	1	2	3	4	5	6	7	8	
PATTERN 1									
PATTERN 2									
PATTERN 3									
PATTERN 4	-	-	-	-	-	-	-	-	
PATTERN 5	-	-	-	-	-	-	-	-	
PATTERN 6	-	-	-	-	-	-	-	-	
PATTERN 7	-	-	-	-	-	-	-	-	

Controller IP		Switch IP		Camera IP	
Controller Gateway		Switch Gateway		Camera Gateway	

REMARKS:

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: I71, CR 4101 (MLK Beltway) @ Cassada
Orange City

FREE: X

DATE: 10/24/2022

SIGNAL #: 471

CO-ORD:

Design By: Sean Castello

NETWORK #:

Volusia County FLORIDA

TIME OF DAY SCHEDULE

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
	TIME	00:00-00:00							
MON #1	PATTERN	FREE							P2
	TIME	00:00-00:00							
TUES #1	PATTERN	FREE							
	TIME	00:00-00:00							
WED #1	PATTERN	FREE							P4
	TIME	00:00-00:00							
THU #1	PATTERN	FREE							
	TIME	00:00-00:00							
FRI #1	PATTERN	FREE							P6
	TIME	00:00-00:00							
SAT #1	PATTERN	FREE							
	TIME	00:00-00:00							
SUN #1	PATTERN	FREE							P8

CONTROLLER TYPE		CONDITION OF OVERHEAD	GOOD	PROGRAM NUMBER
Econolite ASC/3		OVERHEAD STREET NAMES	NO	
PHASES:	8Φ	ILLUMINATED STREET NAMES	YES	SIGNAL OWNER
CABINET TYPE	V	PRE-EMPTION	YES	Controller IP Address / FDOT
CABINET DATE		PRE-EMPTION TYPE	INFRARED	0 / LED YES

REMARKS:

Seq #4	2	1	4	3	Seq #5	1	2	3	4	Seq #7	1	2	4	3
	5	6				6	5				6	5		

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: SR 472 @ CR 4101 (MLK Beltway)
Orange City

FREE: [ ]

DATE: 5/16/2022

SIGNAL #: 222

CO-ORD: [X]

Design By: Sean Castello

NETWORK #: OC/Deltona Area Network # 90

Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION	EBL	WB	SB	NB	WBL	EB			
TURN TYPE	PROT	-	SPLIT LEAD	SPLIT LAG	PROT	-			
MIN GREEN	5	17	7	7	5	17			
EXTENSION	3	4	4	4	3	4			
YELLOW	5.5	5.5	5.6	5.5	5.5	5.5			
RED CLR	2.8	2.8	3.8	3.3	2.8	2.8			
WALK									
PED CLR									
MAX 1	25	60	35	35	35	60			
MAX 2									
MAX 3		-		-		-			
DYM MAX		90		35		90			
DYM STP		10		10		10			
RECALL		MIN		-		MIN			
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK			
FLASH	RED	YELLOW	RED	RED	RED	YELLOW			

COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8	
CYCLE	150	130	150	-	-	-	-	-	
OFFSET	93	99	0	-	-	-	-	-	

PHASE	1	2	3	4	5	6	7	8	
PATTERN 1	19	57	37	37	19	57			
PATTERN 2	19	43	31	37	19	43			
PATTERN 3	19	59	35	37	20	58			
PATTERN 4	-	-	-	-	-	-	-	-	
PATTERN 5	-	-	-	-	-	-	-	-	
PATTERN 6	-	-	-	-	-	-	-	-	
PATTERN 7	-	-	-	-	-	-	-	-	

Controller IP	10.40.91.25	Switch IP	10.40.90.25	Camera IP	10.40.92.25
Controller Gateway	10.40.91.1	Switch Gateway	10.40.90.1	Camera Gateway	10.40.92.1

REMARKS:

Pattern #1	2	1	4	3	Pat #2	1	2	3	4	Pat #3	1	2	4	3		
Seq #4	5	6			Seq #5	6	5			Seq #7	6	5				

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: SR 472 @ CR 4101 (MLK Beltway)
Orange City

FREE: [ ]

DATE: 5/16/2022

SIGNAL #: 222

CO-ORD: [X]

Design By: Sean Castello

NETWORK #: OC/Deltona Area Network # 90

TIME OF DAY SCHEDULE

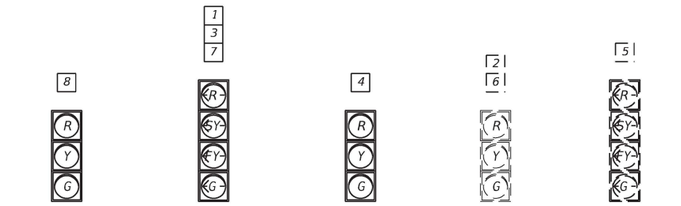
BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
MON #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				P2
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
TUES #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
WED #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				P4
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
THU #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
FRI #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				P6
	TIME	00:00-00:00							
SAT #2	PATTERN	FREE							
	TIME	00:00-00:00							
SUN #2	PATTERN	FREE							P8

CONTROLLER TYPE		CONDITION OF OVERHEAD	GOOD	PROGRAM NUMBER	
Econolite ASC/3		OVERHEAD STREET NAMES	NO		
PHASES:	8Φ	ILLUMINATED STREET NAMES	YES	02.62.00	SIGNAL OWNER
CABINET TYPE	V	PRE-EMPTION	YES	Controller IP Address	FDOT
CABINET DATE	03/2008	PRE-EMPTION TYPE	INFRARED	10.40.91.25	LED YES

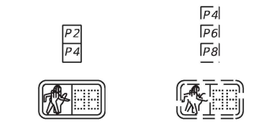
REMARKS:

Seq #4					Seq #5					Seq #7				
	2	1	4	3		1	2	3	4		1	2	4	3
	5	6				6	5				6	5		

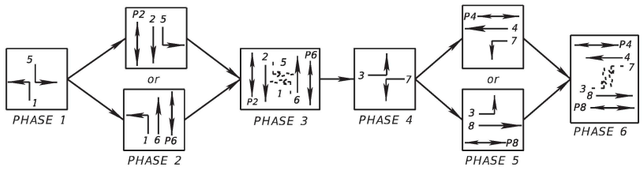
TRAFFIC SIGNAL HEAD DETAILS



PEDESTRIAN SIGNAL HEAD DETAILS



S.O.P. 10 (MOD)



EXISTING RADAR DETECTION

(R2) (R4)

(SEE VEHICLE DETECTION NOTES)

RADAR DETECTION PAY ITEMS

(R1) (R5) (R6) (R7) (R8)

660-3-12	2 EA
660-3-52	2 EA
660-3-62	1 EA

CABINET PAY ITEMS

632-7-1	1 PI
660-3-51	1 EA
671-2-40	1 EA

LEGEND:

- EXISTING SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PROPOSED SIGNAL HEAD
- EXISTING VEHICLE DETECTOR
- MODIFIED VEHICLE DETECTOR
- PROPOSED VEHICLE DETECTOR

RADAR DETECTION CONNECTION CHART

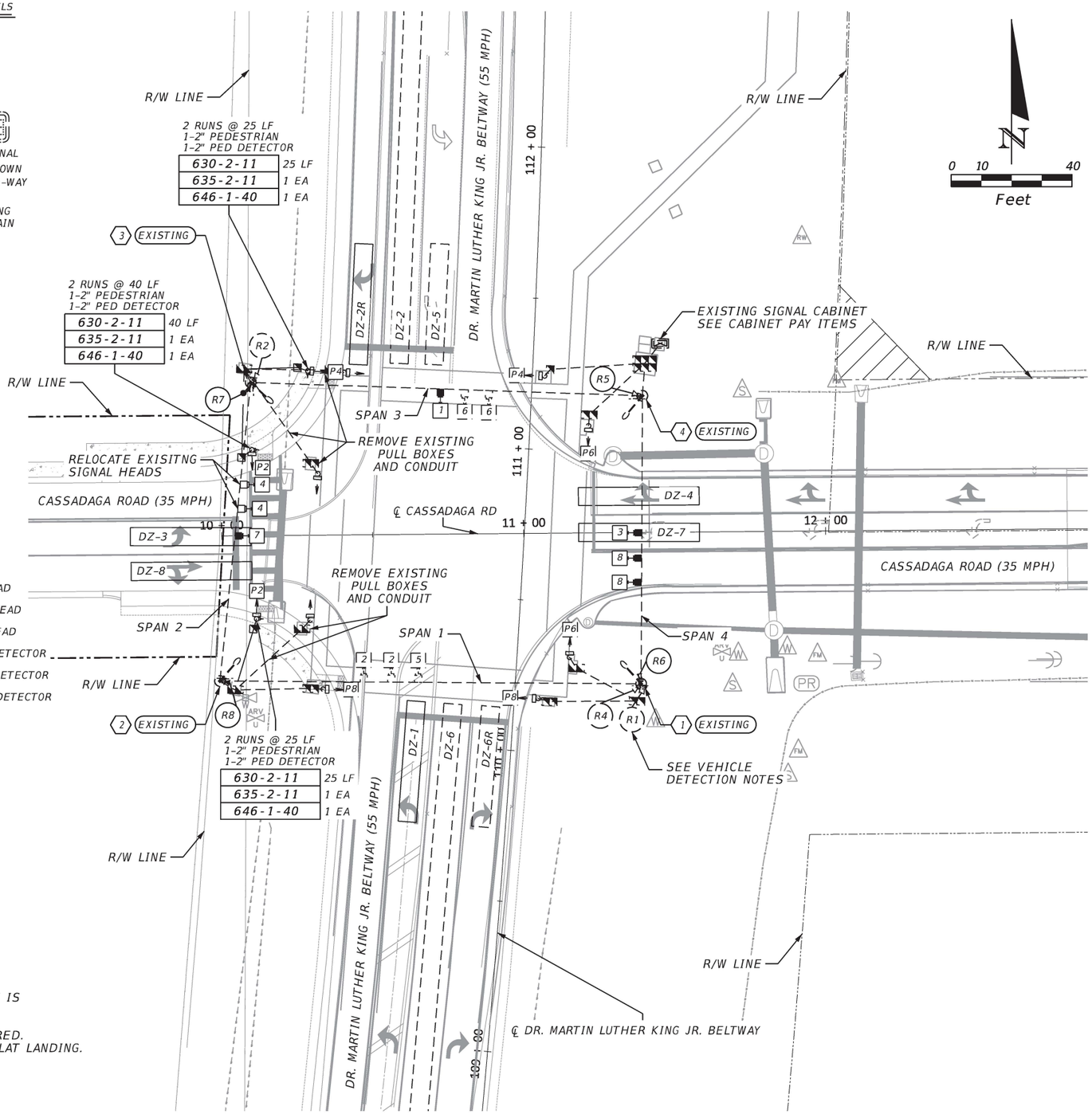
DETECTOR ID	DETECTION ZONE	DELAY TIME (SEC)	DETECTION ZONE DIMENSION	DETECTOR TYPE
R2	DZ-2	-	EXISTING	ADVANCE
R4	DZ-6	-	EXISTING	ADVANCE
R5	DZ-5	-	EXISTING	PRESENCE
	DZ-2R	10	6' X 40'	PRESENCE
R6	DZ-4	-	6' X 40'	PRESENCE
	DZ-7	-	6' X 40'	PRESENCE
R7	DZ-3	-	6' X 40'	PRESENCE
	DZ-8	-	6' X 40'	PRESENCE
R8	DZ-1	-	6' X 40'	PRESENCE
	DZ-6R	10	EXISTING	PRESENCE

SIZE AND PLACEMENT OF RADAR DETECTION ZONES ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

INITIAL CONTROLLER TIMINGS

	PHASE	NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
	TIMING FUNCTION								
	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	5.0	10.0	5.0	7.0	5.0	10.0	5.0	7.0
	EXTENSION	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	MAXIMUM GREEN 1	30.0	70.0	30.0	60.0	30.0	70.0	30.0	60.0
	MAXIMUM GREEN 2	--	--	--	--	--	--	--	--
	YELLOW CLEARANCE	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
	ALL RED	3.0	2.0	3.0	2.1	3.0	2.0	3.0	2.1
	PEDESTRIAN WALK	--	7.0	--	7.0	--	7.0	--	7.0
	PED. CLEARANCE	--	13.0	--	18.0	--	19.0	--	18.0
	RECALL	--	MIN	--	--	--	MIN	--	--
	FLASH	R	Y	R	R	R	Y	R	R

SIGNAL TIMINGS TO BE ADJUSTED BY VOLUSIA COUNTY BASED ON THE OBSERVED TRAFFIC FLOW WITHIN TWO WEEKS AFTER INSTALLATION.



SIGNALIZATION NOTES:

1. THE MAJOR STREET IS DR. MARTIN LUTHER KING JR. BELTWAY (SPEED LIMIT 55 MPH) AND THE MINOR STREET IS CASSADAGA ROAD (SPEED LIMIT 35 MPH).
2. THE MAJOR STREET MOVEMENTS ARE 1,2,5&6, AND THE MINOR STREET MOVEMENTS ARE 3,4,7&8.
3. DURING FLASH OPERATION, MOVEMENTS 2&6 SHALL FLASH YELLOW, AND MOVEMENT 1,3,4,5,7&8 SHALL FLASH RED.
4. CONTRACTOR TO ENSURE ALL PEDESTRIAN DETECTORS ARE IMMEDIATELY ADJACENT TO A MINIMUM 48" X 48" FLAT LANDING.
5. CONTRACTOR SHALL USE EXISITNG CONDUIT UNLESS OTHERWISE NOTED ON THE PLANS.

VEHICLE DETECTION NOTES:

1. REMOVE DETECTOR R1. EXISTING CABLE TO REMAIN.
2. RELOCATE DETECTOR R5 FROM POLE 3 TO POLE 4. UTILIZE CABLE FROM REMOVED DETECTOR R3.
3. RELOCATE DETECTOR R6 FROM POLE 3 TO POLE 1. UTILIZE CABLE FROM REMOVED DETECTOR R1.
4. DETECTOR R7 TO UTILIZE CABLE FROM RELOCATED DETECTOR R5.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BLVD, SUITE 265
ORLANDO, FL 32803
OFFICE: (407) 531-5332
FAX: (407) 531-5331
JEREMY M. CROWE, P.E. 77064
CERTIFICATE OF AUTHORIZATION NO.:30024

Volusia County FLORIDA

SIGNALIZATION PLAN SIGNAL NO. 471

SHEET NO. T-5

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

4/24/2024 3:07:31 PM kv
P:\21145.1 Cassadaga Rd & Dr Martin Luther King Jr Beltway SIG DES\300 - CADD\Signalization\PLANS601.dgn

Appendix K
Excerpts of TM BTR TIAs

Project No. 22012 TM BTR Deland, v1.1

Intersection Volumes

Period	Tgen	Enter	Exit	DR MLK	SF	AGR	Years	Legend
AM Peak		23	72	4.30%	0.00	2.00%	3	Backg'd + (Project) = Total

Intersection= Orange Camp Rd & Dr. MLK Jr Bltwy — 1

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	46	1.00	46	1.06		49	0				0	49	49
EB	T	463	1.00	463	1.06		491	0				0	491	491
	R	55	1.00	55	1.06		58	0	38	5%		1	97	58 + [38] + (1) = 97
	L	42	1.00	42	1.06		45	0	70	5%		1	116	45 + [70] + (1) = 116
WB	T	343	1.00	343	1.06		364	0				0	364	364
	R	136	1.00	136	1.06		144	0				0	144	144
	L	158	1.00	158	1.13		178	0	14		5%	4	196	178 + [14] + (4) = 196
NB	T	369	1.00	369	1.13		417	0	20		10%	7	444	417 + [20] + (7) = 444
	R	42	1.00	42	1.13		47	0	25		5%	4	76	47 + [25] + (4) = 76
	L	331	1.00	331	1.13		374	0				0	374	374
SB	T	248	1.00	248	1.13		280	0	51	10%		2	333	280 + [51] + (2) = 333
	R	41	1.00	41	1.13		46	0				0	46	46

Intersection= Cassadaga Rd & Dr. MLK Jr Bltwy — 2

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	0	1.00	0	1.06		0	0				0	0	
EB	T	0	1.00	0	1.06		0	0				0	0	
	R	0	1.00	0	1.06		0	0				0	0	
	L	227	1.00	227	1.06		241	0	12		70%	50	303	241 + [12] + (50) = 303
WB	T	0	1.00	0	1.06		0	0				0	0	
	R	54	1.00	54	1.06		57	0	39		5%	4	100	57 + [39] + (4) = 100
	L	0	1.00	0	1.13		0	0				0	0	
NB	T	343	1.00	343	1.13		387	0	38		20%	14	439	387 + [38] + (14) = 439
	R	240	1.00	240	1.13		271	0	14			0	285	271 + [14] = 285
	L	77	1.00	77	1.13		87	0	70	25%		6	163	87 + [70] + (6) = 163
SB	T	360	1.00	360	1.13		406	0	143			0	549	406 + [143] = 549
	R	0	1.00	0	1.13		0	0				0	0	

Intersection= SR 472 & Dr. MLK Jr Bltwy — 3

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	88	1.00	88	1.06		93	0	21	15%		3	117	93 + [21] + (3) = 117
EB	T	915	1.00	915	1.06		970	0	82			0	1052	970 + [82] + = 1052
	R	103	1.00	103	1.06		109	0				0	109	109
	L	106	1.00	106	1.06		112	0	19			0	131	112 + [19] = 131
WB	T	864	1.00	864	1.06		916	0	34			0	950	916 + [34] = 950
	R	289	1.00	289	1.06		306	0	23	35%		8	337	306 + [23] + (8) = 337
	L	138	1.00	138	1.13		156	0				0	156	156
NB	T	185	1.00	185	1.13		209	0	9	20%		5	223	209 + [9] + (5) = 223
	R	56	1.00	56	1.13		63	0	56			0	119	63 + [56] = 119
	L	212	1.00	212	1.13		239	0	116		35%	25	380	239 + [116] + (25) = 380
SB	T	320	1.00	320	1.13		361	0	3		20%	14	378	361 + [3] + (14) = 378
	R	57	1.00	57	1.13		64	0	5		15%	11	80	64 + [5] + (11) = 80

Intersection= Kentucky Ave & Graves Ave — 4

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	159	1.00	159	1.00		159	0	46	15%		3	208	159 + [46] + (3) = 208
EB	T	359	1.00	359	1.00		359	119				0	478	359 + {119} = 478
	R	4	1.00	4	1.00		4	0				0	4	4
	L	2	1.00	2	1.00		2	0				0	2	2
WB	T	598	1.00	598	1.00		598	146				0	744	598 + {146} = 744
	R	204	1.00	204	1.00		204	0	13	5%		2	219	204 + [13] + (2) = 219
	L	6	1.00	6	1.13		7	0				0	7	7
NB	T	10	1.00	10	1.13		11	0				0	11	11
	R	9	1.00	9	1.13		10	0				0	10	10
	L	163	1.00	163	1.13		184	0	5		5%	4	193	184 + [5] + (4) = 193
SB	T	7	1.00	7	1.13		8	0				0	8	8
	R	361	1.00	361	1.13		408	0	18		15%	11	437	408 + [18] + (11) = 437

Project No. 22012 TM BTR Deland, v1.1

Intersection Volumes

Period	Tgen	Enter	Exit	DR MLK	SF	AGR	Years	Legend
PM Peak		76	45	4.30%	0.00	2.00%	3	Backg'd

Intersection= Orange Camp Rd & Dr. MLK Jr Bltwy — 1

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	53	1.00	53	1.06		56	0				0	56	56
EB	T	341	1.00	341	1.06		361	0				0	361	361
	R	103	1.00	103	1.06		109	0	33	5%		4	146	109 + [33] + (4) = 146
	L	68	1.00	68	1.06		72	0	60	5%		4	136	72 + [60] + (4) = 136
WB	T	454	1.00	454	1.06		481	0				0	481	481
	R	172	1.00	172	1.06		182	0				0	182	182
	L	256	1.00	256	1.13		289	0	54		5%	2	345	289 + [54] + (2) = 345
NB	T	355	1.00	355	1.13		401	0	73		10%	5	479	401 + [73] + (5) = 479
	R	40	1.00	40	1.13		45	0	92		5%	2	139	45 + [92] + (2) = 139
	L	244	1.00	244	1.13		275	0				0	275	275
SB	T	354	1.00	354	1.13		400	0	44	10%		8	452	400 + [44] + (8) = 452
	R	55	1.00	55	1.13		62	0				0	62	62

Intersection= Cassadaga Rd & Dr. MLK Jr Bltwy — 2

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	0	1.00	0	1.06		0	0				0	0	
EB	T	0	1.00	0	1.06		0	0				0	0	
	R	0	1.00	0	1.06		0	0				0	0	
	L	116	1.00	116	1.06		123	0	46		70%	32	201	123 + [46] + (32) = 201
WB	T	0	1.00	0	1.06		0	0				0	0	
	R	28	1.00	28	1.06		30	0	145		5%	2	177	30 + [145] + (2) = 177
	L	0	1.00	0	1.13		0	0				0	0	
NB	T	482	1.00	482	1.13		544	0	142		20%	9	695	544 + [142] + (9) = 695
	R	167	1.00	167	1.13		189	0	51			0	240	189 + [51] = 240
	L	59	1.00	59	1.13		67	0	60	25%		19	146	67 + [60] + (19) = 146
SB	T	570	1.00	570	1.13		644	0	123			0	767	644 + [123] = 767
	R	0	1.00	0	1.13		0	0				0	0	

Intersection= SR 472 & Dr. MLK Jr Bltwy — 3

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	109	1.00	109	1.06		116	0	18	15%		11	145	116 + [18] + (11) = 145
EB	T	1113	1.00	1,113	1.06		1180	0	71			0	1251	1180 + [71] = 1251
	R	137	1.00	137	1.06		145	0				0	145	145
	L	156	1.00	156	1.06		165	0	70			0	235	165 + [70] = 235
WB	T	844	1.00	844	1.06		895	0	127			0	1022	895 + [127] = 1022
	R	278	1.00	278	1.06		295	0	106	35%		27	428	295 + [106] + (27) = 428
	L	123	1.00	123	1.13		139	0				0	139	139
NB	T	271	1.00	271	1.13		306	0	8	20%		15	329	306 + [8] + (15) = 329
	R	83	1.00	83	1.13		94	0	48			0	142	94 + [48] = 142
	L	210	1.00	210	1.13		237	0	100		35%	16	353	237 + [100] + (16) = 353
SB	T	291	1.00	291	1.13		329	0	13		20%	9	351	329 + [13] + (9) = 351
	R	69	1.00	69	1.13		78	0	20		15%	7	105	78 + [20] + (7) = 105

Intersection= Kentucky Ave & Graves Ave — 4

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	336	1.00	336	1.00		336	0	40	15%		11	387	336 + [40] + (11) = 387
EB	T	677	1.00	677	1.00		677	146				0	823	677 + {146} = 823
	R	10	1.00	10	1.00		10	0				0	10	10
	L	13	1.00	13	1.00		13	0				0	13	13
WB	T	514	1.00	514	1.00		514	119				0	633	514 + {119} = 633
	R	139	1.00	139	1.00		139	0	11	5%		4	154	139 + [11] + (4) = 154
	L	17	1.00	17	1.13		19	0				0	19	19
NB	T	10	1.00	10	1.13		11	0				0	11	11
	R	9	1.00	9	1.13		10	0				0	10	10
	L	223	1.00	223	1.13		252	0	17		5%	2	271	252 + [17] + (2) = 271
SB	T	8	1.00	8	1.13		9	0				0	9	9
	R	350	1.00	350	1.13		395	0	66		15%	7	468	395 + [66] + (7) = 468

Appendix L
Projected Intersection Volume Calculation

Project No. 21145 Ford 472
Intersection Volumes

Analysis Period	Factors SF	Factors AGR	Factors Years	Tgen Enter	Tgen Exit	Legend
AM Peak	1.04	1.00%	4	30	91	Backg'd + (Tech Park) + [TM BTR] + (Project) = Total

Intersection: Dr. MLK Bltwy & Orange Camp Rd — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Volumes
	L	0	160	1.04	**166**	1.04	**173**	14	4	**191**	0%	4%	**4**	**195**	173 + {14} + [4] + (4) = 195
NB	T	2	433	1.04	**450**	1.04	**468**	20	7	**495**	0%	8%	**7**	**502**	468 + {20} + [7] + (7) = 502
	R	0	50	1.04	**52**	1.04	**54**	25	4	**83**	0%	8%	**7**	**90**	54 + {25} + [4] + (7) = 90
	L	0	249	1.04	**259**	1.04	**269**			**269**	0%	0%	**0**	**269**	269
SB	T	2	231	1.04	**240**	1.04	**250**	51	2	**303**	8%	0%	**2**	**305**	250 + {51} + [2] + (2) = 305
	R	0	36	1.04	**37**	1.04	**38**			**38**	0%	0%	**0**	**38**	38
	L	0	47	1.04	**49**	1.05	**51**			**51**	0%	0%	**0**	**51**	51
EB	T	2	390	1.04	**406**	1.05	**425**			**425**	0%	0%	**0**	**425**	425
	R	1	50	1.04	**52**	1.05	**54**	38	1	**93**	4%	0%	**2**	**95**	54 + {38} + [1] + (2) = 95
	L	0	40	1.04	**42**	1.05	**44**	70	1	**115**	8%	0%	**2**	**117**	44 + {70} + [1] + (2) = 117
WB	T	2	302	1.04	**314**	1.05	**328**			**328**	0%	0%	**0**	**328**	328
	R	0	117	1.04	**122**	1.05	**128**			**128**	0%	0%	**0**	**128**	128

Intersection: Dr. MLK Bltwy & Cassadaga Rd — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**1***			**1**	10%	0%	**3**	**4**	1 + (3) = 4
NB	T	1	305	1.04	317	1.04	**330**	38	14	**382**	0%	0%	**0**	**382**	330 + {38} + [14] = 382
	R	1	211	1.04	219	1.04	**228**	14		**242**	0%	0%	**0**	**242**	228 + {14} = 242
	L	1	61	1.04	63	1.04	**66**	70	6	**142**	0%	0%	**0**	**142**	66 + {70} + [6] = 142
SB	T	1	358	1.04	372	1.04	**387**	143		**530**	0%	0%	**0**	**530**	387 + {143} = 530
	R	0	0	1.04	0	1.04	**1***			**1**	20%	0%	**6**	**7**	1 + (6) = 7
	L	1	0	1.04	0	1.10	**2***			**2**	0%	20%	**18**	**20**	2 + {18} = 20
EB	T	1	0	1.04	0	1.10	**2***			**2**	0%	2%	**2**	**4**	2 + (2) = 4
	R	0	0	1.04	0	1.10	**3***			**3**	0%	10%	**9**	**12**	3 + {9} = 12
	L	1	198	1.04	206	1.10	**227**	12	50	**289**	0%	0%	**0**	**289**	227 + {12} + [50] = 289
WB	T	1	0	1.04	0	1.10	**0**			**0**	2%	0%	**1**	**1**	(1)
	R	0	53	1.04	55	1.10	**61**	39	4	**104**	0%	0%	**0**	**104**	61 + {39} + [4] = 104

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Dr. MLK Bltwy / Kentucky Ave & SR 472 — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	128	1.04	133	1.08	**144**			**144**	3%	0%	**1**	**145**	144 + (1) = 145
NB	T	1	227	1.04	236	1.08	**255**	9	5	**269**	10%	0%	**3**	**272**	255 + {9} + [5] + (3) = 272
	R	1	55	1.04	57	1.08	**62**	56		**118**	0%	0%	**0**	**118**	62 + {56} = 118
	L	1	188	1.04	196	1.08	**212**	116	25	**353**	0%	0%	**0**	**353**	212 + {116} + [25] = 353
SB	T	1	311	1.04	323	1.08	**349**	3	14	**366**	0%	10%	**9**	**375**	349 + {3} + [14] + (9) = 375
	R	1	57	1.04	59	1.08	**64**	5	11	**80**	0%	0%	**0**	**80**	64 + {5} + [11] = 80
	L	1	60	1.04	62	1.04	**64**	21	3	**88**	0%	0%	**0**	**88**	64 + {21} + [3] = 88
EB	T	2	892	1.04	928	1.04	**965**	82		**1047**	0%	39%	**35**	**1082**	965 + {82} + (35) = 1082
	R	1	98	1.04	102	1.04	**106**			**106**	0%	3%	**3**	**109**	106 + (3) = 109
	L	1	97	1.04	101	1.04	**105**	19		**124**	0%	0%	**0**	**124**	105 + {19} = 124
WB	T	2	833	1.04	866	1.04	**901**	34		**935**	39%	0%	**11**	**946**	901 + {34} + (11) = 946
	R	1	231	1.04	240	1.04	**250**	23	8	**281**	0%	0%	**0**	**281**	250 + {23} + [8] = 281

Intersection: SR 472 & Blue Lake Ave (Ext.) — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**8***			**8**	0%	42%	**38**	**46**	8 + (38) = 46
SB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	1	0	1.04	0	1.04	**8***			**8**	0%	26%	**24**	**32**	8 + (24) = 32
	L	1	0	1.04	0	1.04	**3***			**3**	26%	0%	**8**	**11**	3 + (8) = 11
EB	T	2	1050	1.04	1,092	1.04	**1136**	103	3	**1242**	0%	0%	**0**	**1242**	1136 + {103} + [3] = 1242
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
WB	T	2	1018	1.04	1,059	1.04	**1101**	39	11	**1151**	0%	0%	**0**	**1151**	1101 + {39} + [11] = 1151
	R	1	0	1.04	0	1.04	**2***			**2**	42%	0%	**12**	**14**	2 + (12) = 14

EBT obtained adding EBT, SBL and NBR at the intersection of Howland Blvd (SR 472) and Minnesota Ave.
WBT obtained adding WBT, SBR and NBL at the intersection of MLK and SR 472.
Vested Trips from Tech Park and TM BTR estimated using vested trips from MLK and SR 472.
*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: SR 472 & Minnesota Ave — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4
NB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	7	1.04	7	1.04	**7**			**7**	0%	0%	**0**	**7**	7
	L	0	5	1.04	5	1.04	**5**			**5**	0%	0%	**0**	**5**	5
SB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
	L	1	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
EB	T	2	1038	1.04	1,080	1.04	**1123**	103	3	**1229**	26%	0%	**8**	**1237**	1123 + {103} + [3] + (8) = 1237
	R	1	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4
	L	0	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4
WB	T	2	1010	1.04	1,050	1.04	**1092**	39	11	**1142**	0%	26%	**24**	**1166**	1092 + {39} + [11] + (24) = 1166
	R	0	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4

Intersection: Cassadaga Rd (Ext.) & Access I — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	1	0	1.04	0	1.04	**0**			**0**	0%	32%	**29**	**29**	(29)
SB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	38%	**35**	**35**	(35)
	L	1	0	1.04	0	1.04	**0**			**0**	38%	0%	**11**	**11**	(11)
EB	T	1	0	1.04	0	1.04	**7***			**7**	0%	0%	**0**	**7**	7
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
WB	T	1	0	1.04	0	1.04	**2***			**2**	0%	0%	**0**	**2**	2
	R	1	0	1.04	0	1.04	**0**			**0**	32%	0%	**10**	**10**	(10)

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Blue Lake Ave (Ext.) & Access II — 7

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	1	0	1.04	0	1.04	**7***			**7**	0%	0%	**0**	**7**	7
	R	1	0	1.04	0	1.04	**0**			**0**	30%	0%	**9**	**9**	(9)
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
SB	T	1	0	1.04	0	1.04	**23***			**23**	0%	0%	**0**	**23**	23
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	30%	**27**	**27**	(27)
WB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Blue Lake Ave (Ext.) & Cassadaga Rd (Ext.) — 8

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	1		1.04	0	1.04	**5***			**5**	30%	0%	**9**	**14**	5 + (9) = 14
	R	0		1.04	0	1.04	**0**			**0**	38%	0%	**11**	**11**	(11)
	L	0		1.04	0	1.04	**7***			**7**	0%	0%	**0**	**7**	7
SB	T	1		1.04	0	1.04	**16***			**16**	0%	30%	**27**	**43**	16 + (27) = 43
	R	0		1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
EB	T	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	R	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	L	1		1.04	0	1.21	**0**			**0**	0%	38%	**35**	**35**	(35)
WB	T	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	R	0		1.04	0	1.21	**2**			**2**	0%	0%	**0**	**2**	2

*Background Volumes Estimated using ITE Trip Generation Manual 11th Edition.

Project No. 21145 Ford 472
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.04	1.00%	4	94	60	Backg'd + {Tech Park} + [TM BTR] + (Project) = Total

Intersection: Dr. MLK Bltwy & Orange Camp Rd — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Volumes
	L	0	187	1.04	**194**	1.04	**202**	54	2	**258**	0%	4%	**2**	**260**	202 + {54} + [2] + (2) = 260
NB	T	2	450	1.04	**468**	1.04	**487**	73	5	**565**	0%	8%	**5**	**570**	487 + {73} + [5] + (5) = 570
	R	0	48	1.04	**50**	1.04	**52**	92	2	**146**	0%	8%	**5**	**151**	52 + {92} + [2] + (5) = 151
	L	0	251	1.04	**261**	1.04	**271**			**271**	0%	0%	**0**	**271**	271
SB	T	2	350	1.04	**364**	1.04	**379**	44	8	**431**	8%	0%	**8**	**439**	379 + {44} + [8] + (8) = 439
	R	0	44	1.04	**46**	1.04	**48**			**48**	0%	0%	**0**	**48**	48
	L	0	50	1.04	**52**	1.05	**54**			**54**	0%	0%	**0**	**54**	54
EB	T	2	372	1.04	**387**	1.05	**405**			**405**	0%	0%	**0**	**405**	405
	R	1	101	1.04	**105**	1.05	**110**	33	4	**147**	4%	0%	**3**	**150**	110 + {33} + [4] + (3) = 150
	L	0	53	1.04	**55**	1.05	**58**	60	4	**122**	8%	0%	**8**	**130**	58 + {60} + [4] + (8) = 130
WB	T	2	473	1.04	**492**	1.05	**514**			**514**	0%	0%	**0**	**514**	514
	R	0	161	1.04	**167**	1.05	**175**			**175**	0%	0%	**0**	**175**	175

Intersection: Dr. MLK Bltwy & Cassadaga Rd — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**3***			**3**	10%	0%	**9**	**12**	3 + (9) = 12
NB	T	1	448	1.04	466	1.04	**485**	142	9	**636**	0%	0%	**0**	**636**	485 + {142} + [9] = 636
	R	1	167	1.04	174	1.04	**181**	51		**232**	0%	0%	**0**	**232**	181 + {51} = 232
	L	1	59	1.04	61	1.04	**63**	60	19	**142**	0%	0%	**0**	**142**	63 + {60} + [19] = 142
SB	T	1	536	1.04	557	1.04	**579**	123		**702**	0%	0%	**0**	**702**	579 + {123} = 702
	R	0	0	1.04	0	1.04	**3***			**3**	20%	0%	**19**	**22**	3 + (19) = 22
	L	1	0	1.04	0	1.10	**2***			**2**	0%	20%	**12**	**14**	2 + (12) = 14
EB	T	1	0	1.04	0	1.10	**0**			**0**	0%	2%	**1**	**1**	(1)
	R	0	0	1.04	0	1.10	**2***			**2**	0%	10%	**6**	**8**	2 + (6) = 8
	L	1	117	1.04	122	1.10	**134**	46	32	**212**	0%	0%	**0**	**212**	134 + {46} + [32] = 212
WB	T	1	0	1.04	0	1.10	**1***			**1**	2%	0%	**2**	**3**	1 + (2) = 3
	R	0	37	1.04	38	1.10	**42**	145	2	**189**	0%	0%	**0**	**189**	42 + {145} + [2] = 189

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Dr. MLK Bltwy / Kentucky Ave & SR 472 — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	103	1.04	107	1.08	**116**			**116**	3%	0%	**3**	**119**	116 + (3) = 119
NB	T	1	256	1.04	266	1.08	**287**	8	15	**310**	10%	0%	**9**	**319**	287 + {8} + [15] + (9) = 319
	R	1	66	1.04	69	1.08	**75**	48		**123**	0%	0%	**0**	**123**	75 + {48} = 123
	L	1	226	1.04	235	1.08	**254**	100	16	**370**	0%	0%	**0**	**370**	254 + {100} + [16] = 370
SB	T	1	355	1.04	369	1.08	**399**	13	9	**421**	0%	10%	**6**	**427**	399 + {13} + [9] + (6) = 427
	R	1	72	1.04	75	1.08	**81**	20	7	**108**	0%	0%	**0**	**108**	81 + {20} + [7] = 108
	L	1	81	1.04	84	1.04	**87**	18	11	**116**	0%	0%	**0**	**116**	87 + {18} + [11] = 116
EB	T	2	1018	1.04	1,059	1.04	**1101**	71		**1172**	0%	39%	**23**	**1195**	1101 + {71} + (23) = 1195
	R	1	128	1.04	133	1.04	**138**			**138**	0%	3%	**2**	**140**	138 + {2} = 140
	L	1	158	1.04	164	1.04	**171**	70		**241**	0%	0%	**0**	**241**	171 + {70} = 241
WB	T	2	821	1.04	854	1.04	**888**	127		**1015**	39%	0%	**37**	**1052**	888 + {127} + (37) = 1052
	R	1	278	1.04	289	1.04	**301**	106	27	**434**	0%	0%	**0**	**434**	301 + {106} + [27] = 434

Intersection: SR 472 & Blue Lake Ave (Ext.) — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**6***			**6**	0%	42%	**25**	**31**	6 + (25) = 31
SB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	1	0	1.04	0	1.04	**4***			**4**	0%	26%	**16**	**20**	4 + (16) = 20
	L	1	0	1.04	0	1.04	**10***			**10**	26%	0%	**24**	**34**	10 + (24) = 34
EB	T	2	1261	1.04	1,311	1.04	**1363**	89	11	**1463**	0%	0%	**0**	**1463**	1363 + {89} + [11] = 1463
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
WB	T	2	996	1.04	1,036	1.04	**1077**	147	7	**1231**	0%	0%	**0**	**1231**	1077 + {147} + [7] = 1231
	R	1	0	1.04	0	1.04	**7***			**7**	42%	0%	**40**	**47**	7 + (40) = 47

EBT obtained addnq EBT, SBL and NBR at the intersection of Howland Blvd (SR 472) and Minnesota Ave.
WBT obtained addnq WBT, SBR and NBL at the intersection of MLK and SR 472.
Vested Trips from Tech Park and TM BTR estimated using vested trips from MLK and SR 472.
*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: SR 472 & Minnesota Ave — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
NB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	14	1.04	15	1.04	**16**			**16**	0%	0%	**0**	**16**	16
	L	0	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
SB	T	1	1	1.04	1	1.04	**1**			**1**	0%	0%	**0**	**1**	1
	R	0	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
	L	1	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4
EB	T	2	1244	1.04	1,294	1.04	**1346**	89	11	**1446**	26%	0%	**24**	**1470**	1346 + {89} + [11] + (24) = 1470
	R	1	13	1.04	14	1.04	**15**			**15**	0%	0%	**0**	**15**	15
	L	0	14	1.04	15	1.04	**16**			**16**	0%	0%	**0**	**16**	16
WB	T	2	980	1.04	1,019	1.04	**1060**	147	7	**1214**	0%	26%	**16**	**1230**	1060 + {147} + [7] + (16) = 1230
	R	0	2	1.04	2	1.04	**2**			**2**	0%	0%	**0**	**2**	2

Intersection: Cassadaga Rd (Ext.) & Access I — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	1	0	1.04	0	1.04	**0**			**0**	0%	32%	**19**	**19**	(19)
SB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	38%	**23**	**23**	(23)
	L	1	0	1.04	0	1.04	**0**			**0**	38%	0%	**36**	**36**	(36)
EB	T	1	0	1.04	0	1.04	**4***			**4**	0%	0%	**0**	**4**	4
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
WB	T	1	0	1.04	0	1.04	**7***			**7**	0%	0%	**0**	**7**	7
	R	1	0	1.04	0	1.04	**0**			**0**	32%	0%	**30**	**30**	(30)

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Blue Lake Ave (Ext.) & Access II — 7

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	1	0	1.04	0	1.04	**24***			**24**	0%	0%	**0**	**24**	24
	R	1	0	1.04	0	1.04	**0**			**0**	30%	0%	**28**	**28**	(28)
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
SB	T	1	0	1.04	0	1.04	**14***			**14**	0%	0%	**0**	**14**	14
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	30%	**18**	**18**	(18)
WB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Blue Lake Ave (Ext.) & Cassadaga Rd (Ext.) — 8

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Redirect	Vested	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	1		1.04	0	1.04	**17***			**17**	30%	0%	**28**	**45**	17 + (28) = 45
	R	0		1.04	0	1.04	**0**			**0**	38%	0%	**36**	**36**	(36)
	L	0		1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
SB	T	1		1.04	0	1.04	**17***			**17**	0%	30%	**18**	**35**	17 + (18) = 35
	R	0		1.04	0	1.04	**4***			**4**	0%	0%	**4**	**4**	4
	L	0		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
EB	T	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	R	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	L	1		1.04	0	1.21	**0**			**0**	0%	38%	**23**	**23**	(23)
WB	T	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	R	0		1.04	0	1.21	**7***			**7**	0%	0%	**0**	**7**	7

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Appendix M
HCM Analysis Worksheets

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	546	514	718	576
Demand Flow Rate, veh/h	568	530	734	591
Vehicles Circulating, veh/h	595	737	793	573
Vehicles Exiting, veh/h	569	790	370	694
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.7	9.9	14.0	8.6
Approach LOS	A	A	B	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	267	301	249	281	345	389	278	313
Cap Entry Lane, veh/h	781	856	685	759	651	724	797	873
Entry HV Adj Factor	0.962	0.962	0.971	0.970	0.979	0.979	0.974	0.975
Flow Entry, veh/h	257	290	242	273	338	381	271	305
Cap Entry, veh/h	751	824	665	736	637	708	776	851
V/C Ratio	0.342	0.351	0.363	0.370	0.530	0.538	0.349	0.359
Control Delay, s/veh	9.0	8.5	10.3	9.6	14.5	13.5	8.9	8.4
LOS	A	A	B	A	B	B	A	A
95th %tile Queue, veh	2	2	2	2	3	3	2	2

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	612	615	826	656
Demand Flow Rate, veh/h	639	634	844	674
Vehicles Circulating, veh/h	759	816	828	697
Vehicles Exiting, veh/h	612	856	570	753
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.8	12.7	17.7	11.2
Approach LOS	B	B	C	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.469	0.531	0.470	0.530	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	300	339	298	336	397	447	317	357
Cap Entry Lane, veh/h	672	745	637	710	630	702	711	785
Entry HV Adj Factor	0.959	0.957	0.970	0.970	0.978	0.980	0.973	0.975
Flow Entry, veh/h	288	324	289	326	388	438	309	348
Cap Entry, veh/h	644	713	618	688	617	688	692	765
V/C Ratio	0.447	0.455	0.468	0.473	0.630	0.636	0.446	0.455
Control Delay, s/veh	12.3	11.5	13.2	12.2	18.4	17.1	11.6	10.8
LOS	B	B	B	B	C	C	B	B
95th %tile Queue, veh	2	2	2	3	4	5	2	2

Intersection	
Intersection Delay, s/veh	14.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	614	617	847	658
Demand Flow Rate, veh/h	641	636	865	676
Vehicles Circulating, veh/h	763	829	828	704
Vehicles Exiting, veh/h	617	864	576	761
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.9	12.9	18.4	11.3
Approach LOS	B	B	C	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.471	0.529	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	301	340	299	337	407	458	318	358
Cap Entry Lane, veh/h	669	742	630	702	630	702	706	781
Entry HV Adj Factor	0.959	0.957	0.970	0.970	0.978	0.980	0.973	0.975
Flow Entry, veh/h	289	325	290	327	398	449	309	349
Cap Entry, veh/h	641	710	611	681	617	689	687	761
V/C Ratio	0.450	0.458	0.475	0.480	0.646	0.652	0.450	0.459
Control Delay, s/veh	12.4	11.6	13.5	12.5	19.1	17.7	11.7	11.0
LOS	B	B	B	B	C	C	B	B
95th %tile Queue, veh	2	2	3	3	5	5	2	2

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	550	722	720	678
Demand Flow Rate, veh/h	576	744	735	696
Vehicles Circulating, veh/h	705	743	732	765
Vehicles Exiting, veh/h	756	724	549	722
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.2	13.2	12.7	12.7
Approach LOS	B	B	B	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.469	0.531	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	271	305	350	394	345	390	327	369
Cap Entry Lane, veh/h	706	780	681	755	688	762	668	741
Entry HV Adj Factor	0.954	0.956	0.970	0.971	0.980	0.978	0.974	0.973
Flow Entry, veh/h	259	292	339	383	338	381	318	359
Cap Entry, veh/h	673	746	661	733	675	745	650	721
V/C Ratio	0.384	0.391	0.514	0.522	0.501	0.512	0.490	0.498
Control Delay, s/veh	10.6	9.9	13.6	12.7	13.1	12.3	13.2	12.3
LOS	B	A	B	B	B	B	B	B
95th %tile Queue, veh	2	2	3	3	3	3	3	3

Intersection	
Intersection Delay, s/veh	19.0
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	612	819	979	757
Demand Flow Rate, veh/h	642	844	999	777
Vehicles Circulating, veh/h	853	912	763	922
Vehicles Exiting, veh/h	846	850	732	834
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.7	21.3	20.3	19.0
Approach LOS	B	C	C	C

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	302	340	397	447	470	529	365	412
Cap Entry Lane, veh/h	616	688	583	654	669	742	578	649
Entry HV Adj Factor	0.952	0.954	0.969	0.971	0.979	0.980	0.975	0.974
Flow Entry, veh/h	288	324	385	434	460	519	356	401
Cap Entry, veh/h	586	656	565	635	655	728	564	632
V/C Ratio	0.490	0.494	0.681	0.683	0.702	0.713	0.631	0.635
Control Delay, s/veh	14.4	13.2	22.3	20.4	20.9	19.8	19.8	18.3
LOS	B	B	C	C	C	C	C	C
95th %tile Queue, veh	3	3	5	5	6	6	4	5

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	617	827	992	765
Demand Flow Rate, veh/h	648	852	1014	785
Vehicles Circulating, veh/h	869	920	763	932
Vehicles Exiting, veh/h	848	857	754	840
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.2	22.0	20.9	19.7
Approach LOS	B	C	C	C

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.471	0.529	0.469	0.531	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	305	343	400	452	477	537	369	416
Cap Entry Lane, veh/h	607	678	579	650	669	742	573	643
Entry HV Adj Factor	0.951	0.953	0.971	0.969	0.978	0.980	0.975	0.975
Flow Entry, veh/h	290	327	389	438	466	526	360	406
Cap Entry, veh/h	577	647	562	630	654	727	558	627
V/C Ratio	0.503	0.506	0.691	0.696	0.713	0.723	0.644	0.647
Control Delay, s/veh	14.9	13.7	22.9	21.2	21.5	20.4	20.6	18.9
LOS	B	B	C	C	C	C	C	C
95th %tile Queue, veh	3	3	5	6	6	6	5	5



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	206	55	317	219	63	372
Future Volume (veh/h)	206	55	317	219	63	372
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1841	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	226	48	348	188	69	409
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	2	2	4	2
Cap, veh/h	298	265	630	534	409	1023
Arrive On Green	0.17	0.17	0.34	0.34	0.06	0.55
Sat Flow, veh/h	1753	1560	1870	1585	1753	1870
Grp Volume(v), veh/h	226	48	348	188	69	409
Grp Sat Flow(s),veh/h/ln	1753	1560	1870	1585	1753	1870
Q Serve(g_s), s	6.2	1.3	7.7	4.5	1.2	6.4
Cycle Q Clear(g_c), s	6.2	1.3	7.7	4.5	1.2	6.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	298	265	630	534	409	1023
V/C Ratio(X)	0.76	0.18	0.55	0.35	0.17	0.40
Avail Cap(c_a), veh/h	632	562	908	769	666	1575
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	20.0	17.9	13.6	12.6	9.3	6.6
Incr Delay (d2), s/veh	4.0	0.3	0.8	0.4	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	2.3	4.3	7.9	0.5	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.9	18.3	14.4	13.0	9.5	6.9
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h	274		536			478
Approach Delay, s/veh	22.9		13.9			7.3
Approach LOS	C		B			A

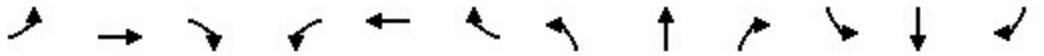
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		35.1		15.4	10.6	24.5
Change Period (Y+Rc), s		7.5		6.8	7.5	7.5
Max Green Setting (Gmax), s		42.5		18.2	10.5	24.5
Max Q Clear Time (g_c+I1), s		8.4		8.2	3.2	9.7
Green Ext Time (p_c), s		2.2		0.6	0.1	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	3	289	0	104	1	382	242	142	530	1
Future Volume (veh/h)	2	2	3	289	0	104	1	382	242	142	530	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1870	1841	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	2	2	2	318	0	102	1	420	213	156	582	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	4	2	4	2	2	2	4	2	2
Cap, veh/h	307	69	69	532	0	328	153	512	434	295	673	1
Arrive On Green	0.06	0.08	0.08	0.19	0.00	0.21	0.00	0.27	0.27	0.09	0.36	0.36
Sat Flow, veh/h	1781	858	858	1753	0	1585	1781	1870	1585	1753	1867	3
Grp Volume(v), veh/h	2	0	4	318	0	102	1	420	213	156	0	583
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1753	0	1585	1781	1870	1585	1753	0	1870
Q Serve(g_s), s	0.1	0.0	0.2	12.3	0.0	4.3	0.0	16.6	8.9	4.9	0.0	22.9
Cycle Q Clear(g_c), s	0.1	0.0	0.2	12.3	0.0	4.3	0.0	16.6	8.9	4.9	0.0	22.9
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	307	0	138	532	0	328	153	512	434	295	0	674
V/C Ratio(X)	0.01	0.00	0.03	0.60	0.00	0.31	0.01	0.82	0.49	0.53	0.00	0.86
Avail Cap(c_a), veh/h	713	0	1170	710	0	1081	635	1479	1253	618	0	1478
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	33.5	24.0	0.0	26.6	22.4	26.9	24.1	19.7	0.0	23.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.1	0.0	0.5	0.0	3.3	0.9	1.5	0.0	3.5
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(95%),veh/ln	0.1	0.0	0.1	8.6	0.0	2.9	0.0	11.2	6.0	3.3	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	0.0	33.6	25.1	0.0	27.1	22.4	30.2	24.9	21.2	0.0	27.0
LnGrp LOS	C		C	C		C	C	C	C	C		C
Approach Vol, veh/h		6			420			634			739	
Approach Delay, s/veh		32.1			25.6			28.4			25.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	36.0	12.0	22.4	15.5	29.1	22.0	12.4
Change Period (Y+Rc), s	8.5	7.5	7.0	6.1	8.5	7.5	7.0	6.1
Max Green Setting (Gmax), s	21.5	62.5	23.0	53.9	21.5	62.5	23.0	53.9
Max Q Clear Time (g_c+I1), s	2.0	24.9	2.1	6.3	6.9	18.6	14.3	2.2
Green Ext Time (p_c), s	0.0	3.5	0.0	0.6	0.3	3.0	0.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	4	12	289	1	104	4	382	242	142	530	7
Future Volume (veh/h)	20	4	12	289	1	104	4	382	242	142	530	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1870	1841	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	22	4	13	318	1	102	4	420	213	156	582	8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	4	2	4	2	2	2	4	2	2
Cap, veh/h	309	32	105	523	3	330	156	516	437	296	671	568
Arrive On Green	0.06	0.08	0.08	0.19	0.21	0.21	0.01	0.28	0.28	0.09	0.36	0.36
Sat Flow, veh/h	1781	387	1257	1753	15	1572	1781	1870	1585	1753	1870	1585
Grp Volume(v), veh/h	22	0	17	318	0	103	4	420	213	156	582	8
Grp Sat Flow(s),veh/h/ln	1781	0	1644	1753	0	1587	1781	1870	1585	1753	1870	1585
Q Serve(g_s), s	0.9	0.0	0.8	12.5	0.0	4.4	0.1	16.8	9.0	5.0	23.2	0.3
Cycle Q Clear(g_c), s	0.9	0.0	0.8	12.5	0.0	4.4	0.1	16.8	9.0	5.0	23.2	0.3
Prop In Lane	1.00		0.76	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	0	138	523	0	333	156	516	437	296	671	568
V/C Ratio(X)	0.07	0.00	0.12	0.61	0.00	0.31	0.03	0.81	0.49	0.53	0.87	0.01
Avail Cap(c_a), veh/h	710	0	1108	696	0	1069	626	1461	1238	613	1461	1238
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	33.9	24.2	0.0	26.7	22.4	27.0	24.2	19.9	23.9	16.5
Incr Delay (d2), s/veh	0.1	0.0	0.4	1.1	0.0	0.5	0.1	3.2	0.8	1.5	3.6	0.0
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(95%),veh/ln	0.7	0.0	0.6	8.7	0.0	3.0	0.1	11.3	6.0	3.3	14.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	0.0	34.3	25.3	0.0	27.2	22.5	30.2	25.1	21.4	27.5	16.6
LnGrp LOS	C		C	C		C	C	C	C	C	C	B
Approach Vol, veh/h		39			421			637			746	
Approach Delay, s/veh		31.7			25.8			28.4			26.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	36.2	12.0	22.9	15.5	29.6	22.1	12.8
Change Period (Y+Rc), s	8.5	7.5	7.0	6.1	8.5	7.5	7.0	6.1
Max Green Setting (Gmax), s	21.5	62.5	23.0	53.9	21.5	62.5	23.0	53.9
Max Q Clear Time (g_c+I1), s	2.1	25.2	2.9	6.4	7.0	18.8	14.5	2.8
Green Ext Time (p_c), s	0.0	3.5	0.0	0.7	0.3	3.0	0.6	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

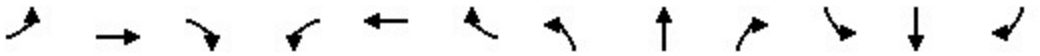


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	38	466	174	61	557
Future Volume (veh/h)	122	38	466	174	61	557
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	131	29	501	135	66	599
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	2	2	4	2
Cap, veh/h	226	201	664	563	350	1071
Arrive On Green	0.13	0.13	0.35	0.35	0.06	0.57
Sat Flow, veh/h	1753	1560	1870	1585	1753	1870
Grp Volume(v), veh/h	131	29	501	135	66	599
Grp Sat Flow(s),veh/h/ln	1753	1560	1870	1585	1753	1870
Q Serve(g_s), s	3.4	0.8	11.3	2.9	1.0	9.6
Cycle Q Clear(g_c), s	3.4	0.8	11.3	2.9	1.0	9.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	226	201	664	563	350	1071
V/C Ratio(X)	0.58	0.14	0.75	0.24	0.19	0.56
Avail Cap(c_a), veh/h	666	593	957	811	627	1660
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	19.6	18.5	13.6	10.9	9.3	6.4
Incr Delay (d2), s/veh	2.4	0.3	2.1	0.2	0.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	1.3	6.3	5.4	0.4	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	18.8	15.7	11.1	9.6	6.9
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h	160		636			665
Approach Delay, s/veh	21.4		14.7			7.2
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		13.0	10.4	24.5
Change Period (Y+Rc), s		7.5		6.8	7.5	7.5
Max Green Setting (Gmax), s		42.5		18.2	10.5	24.5
Max Q Clear Time (g_c+I1), s		11.6		5.4	3.0	13.3
Green Ext Time (p_c), s		3.6		0.3	0.1	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

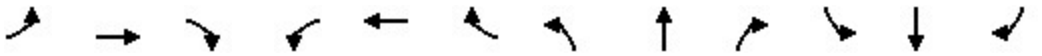
HCM 7th Signalized Intersection Summary
2: Dr MLK Bltwy & Cassadaga Rd Ext/Cassadaga Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	212	0	189	3	636	232	142	702	3
Future Volume (veh/h)	2	0	2	212	0	189	3	636	232	142	702	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1870	1841	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	2	0	2	228	0	191	3	684	197	153	755	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	4	2	4	2	2	2	4	2	2
Cap, veh/h	222	0	115	420	0	255	170	770	652	246	893	4
Arrive On Green	0.05	0.00	0.07	0.14	0.00	0.16	0.00	0.41	0.41	0.07	0.48	0.48
Sat Flow, veh/h	1781	0	1585	1753	0	1585	1781	1870	1585	1753	1862	7
Grp Volume(v), veh/h	2	0	2	228	0	191	3	684	197	153	0	758
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1753	0	1585	1781	1870	1585	1753	0	1869
Q Serve(g_s), s	0.1	0.0	0.1	11.0	0.0	11.0	0.1	32.5	8.0	4.7	0.0	34.0
Cycle Q Clear(g_c), s	0.1	0.0	0.1	11.0	0.0	11.0	0.1	32.5	8.0	4.7	0.0	34.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	222	0	115	420	0	255	170	770	652	246	0	897
V/C Ratio(X)	0.01	0.00	0.02	0.54	0.00	0.75	0.02	0.89	0.30	0.62	0.00	0.85
Avail Cap(c_a), veh/h	557	0	891	595	0	891	563	1220	1034	513	0	1219
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	41.3	32.4	0.0	38.4	20.4	26.2	18.9	21.1	0.0	21.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.1	0.0	4.4	0.0	5.3	0.3	2.5	0.0	4.2
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	0.1	0.0	0.1	8.2	0.0	8.0	0.1	19.8	5.3	3.2	0.0	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	0.0	41.3	33.5	0.0	42.8	20.4	31.4	19.2	23.6	0.0	26.0
LnGrp LOS	D		D	C		D	C	C	B	C		C
Approach Vol, veh/h		4			419			884			911	
Approach Delay, s/veh		39.1			37.7			28.7			25.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	53.5	12.0	21.5	15.4	47.0	20.4	13.1
Change Period (Y+Rc), s	8.5	7.5	7.0	6.1	8.5	7.5	7.0	6.1
Max Green Setting (Gmax), s	21.5	62.5	23.0	53.9	21.5	62.5	23.0	53.9
Max Q Clear Time (g_c+I1), s	2.1	36.0	2.1	13.0	6.7	34.5	13.0	2.1
Green Ext Time (p_c), s	0.0	4.9	0.0	1.3	0.3	4.9	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1	8	212	3	189	12	636	232	142	702	22
Future Volume (veh/h)	14	1	8	212	3	189	12	636	232	142	702	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1870	1841	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	15	1	9	228	3	191	13	684	197	153	755	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	4	2	4	2	2	2	4	2	2
Cap, veh/h	220	12	105	413	4	251	178	770	652	246	876	742
Arrive On Green	0.05	0.07	0.07	0.14	0.16	0.16	0.02	0.41	0.41	0.07	0.47	0.47
Sat Flow, veh/h	1781	161	1449	1753	25	1564	1781	1870	1585	1753	1870	1585
Grp Volume(v), veh/h	15	0	10	228	0	194	13	684	197	153	755	24
Grp Sat Flow(s),veh/h/ln	1781	0	1610	1753	0	1589	1781	1870	1585	1753	1870	1585
Q Serve(g_s), s	0.7	0.0	0.6	11.0	0.0	11.2	0.4	32.5	8.0	4.7	34.5	0.8
Cycle Q Clear(g_c), s	0.7	0.0	0.6	11.0	0.0	11.2	0.4	32.5	8.0	4.7	34.5	0.8
Prop In Lane	1.00		0.90	1.00		0.98	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	0	117	413	0	255	178	770	652	246	876	742
V/C Ratio(X)	0.07	0.00	0.09	0.55	0.00	0.76	0.07	0.89	0.30	0.62	0.86	0.03
Avail Cap(c_a), veh/h	555	0	905	588	0	893	550	1219	1033	513	1219	1033
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	41.5	32.4	0.0	38.5	20.4	26.2	19.0	21.1	22.7	13.8
Incr Delay (d2), s/veh	0.1	0.0	0.3	1.2	0.0	4.6	0.2	5.3	0.3	2.5	4.8	0.0
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(95%),veh/ln	0.6	0.0	0.4	8.2	0.0	8.1	0.3	19.8	5.3	3.2	20.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.2	0.0	41.8	33.6	0.0	43.1	20.5	31.4	19.2	23.7	27.5	13.8
LnGrp LOS	D		D	C		D	C	C	B	C	C	B
Approach Vol, veh/h		25			422			894			932	
Approach Delay, s/veh		39.0			37.9			28.6			26.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	52.4	12.0	21.5	15.4	47.0	20.4	13.1
Change Period (Y+Rc), s	8.5	7.5	7.0	6.1	8.5	7.5	7.0	6.1
Max Green Setting (Gmax), s	21.5	62.5	23.0	53.9	21.5	62.5	23.0	53.9
Max Q Clear Time (g_c+I1), s	2.4	36.5	2.7	13.2	6.7	34.5	13.0	2.6
Green Ext Time (p_c), s	0.0	4.9	0.0	1.3	0.3	4.9	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	928	102	101	866	240	133	236	57	196	323	59
Future Volume (veh/h)	62	928	102	101	866	240	133	236	57	196	323	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	65	977	74	106	912	161	140	248	0	206	340	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	83	1154	494	127	1233	545	123	217		325	334	
Arrive On Green	0.05	0.32	0.32	0.07	0.35	0.35	0.19	0.19	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	652	1156	1572	1781	1826	1585
Grp Volume(v), veh/h	65	977	74	106	912	161	388	0	0	206	340	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1808	0	1572	1781	1826	1585
Q Serve(g_s), s	5.4	38.4	5.2	8.8	34.0	11.2	28.2	0.0	0.0	16.0	27.4	0.0
Cycle Q Clear(g_c), s	5.4	38.4	5.2	8.8	34.0	11.2	28.2	0.0	0.0	16.0	27.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.36		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1154	494	127	1233	545	340	0		325	334	
V/C Ratio(X)	0.79	0.85	0.15	0.84	0.74	0.30	1.14	0.00		0.63	1.02	
Avail Cap(c_a), veh/h	127	1154	494	127	1233	545	340	0		325	334	
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	0.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	70.8	47.2	35.9	68.8	42.8	35.4	60.9	0.0	0.0	56.7	61.3	0.0
Incr Delay (d2), s/veh	16.2	7.7	0.6	35.9	4.0	1.4	92.9	0.0	0.0	3.5	51.0	0.0
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(95%),veh/ln	5.0	24.4	3.5	8.9	21.2	7.8	31.1	0.0	0.0	11.6	23.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.0	54.9	36.6	104.7	46.8	36.7	153.8	0.0	0.0	60.1	112.3	0.0
LnGrp LOS	F	D	D	F	D	D	F			E	F	
Approach Vol, veh/h		1116			1179			388			546	
Approach Delay, s/veh		55.6			50.6			153.8			92.6	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	60.8		37.0	19.0	57.0		37.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	48.7		28.2	10.7	48.7		27.4				
Max Q Clear Time (g_c+I1), s	7.4	36.0		30.2	10.8	40.4		29.4				
Green Ext Time (p_c), s	0.0	4.9		0.0	0.0	3.8		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		71.8
HCM 7th LOS		E

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Dr MLK Bltwy & SR 472

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1047	106	124	935	281	144	269	118	353	366	80
Future Volume (veh/h)	88	1047	106	124	935	281	144	269	118	353	366	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	93	1102	79	131	984	204	152	283	0	372	385	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	113	1154	494	127	1172	518	119	221		325	334	
Arrive On Green	0.06	0.32	0.32	0.07	0.33	0.33	0.19	0.19	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	632	1177	1572	1781	1826	1585
Grp Volume(v), veh/h	93	1102	79	131	984	204	435	0	0	372	385	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1809	0	1572	1781	1826	1585
Q Serve(g_s), s	7.7	45.5	5.5	10.7	38.8	15.1	28.2	0.0	0.0	27.4	27.4	0.0
Cycle Q Clear(g_c), s	7.7	45.5	5.5	10.7	38.8	15.1	28.2	0.0	0.0	27.4	27.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.35		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1154	494	127	1172	518	340	0		325	334	
V/C Ratio(X)	0.82	0.96	0.16	1.03	0.84	0.39	1.28	0.00		1.14	1.15	
Avail Cap(c_a), veh/h	127	1154	494	127	1172	518	340	0		325	334	
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	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	69.4	49.6	36.1	69.6	46.4	38.5	60.9	0.0	0.0	61.3	61.3	0.0
Incr Delay (d2), s/veh	30.5	17.7	0.7	88.3	7.3	2.2	146.4	0.0	0.0	88.1	91.7	0.0
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(95%),veh/ln	7.8	29.8	3.8	12.6	24.3	9.9	39.4	0.0	0.0	28.3	29.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.8	67.3	36.8	158.0	53.7	40.7	207.3	0.0	0.0	149.4	153.0	0.0
LnGrp LOS	F	E	D	F	D	D	F			F	F	
Approach Vol, veh/h		1274			1319			435			757	
Approach Delay, s/veh		67.8			62.0			207.3			151.2	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	58.2		37.0	19.0	57.0		37.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	48.7		28.2	10.7	48.7		27.4				
Max Q Clear Time (g_c+I1), s	9.7	40.8		30.2	12.7	47.5		29.4				
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	98.5
HCM 7th LOS	F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1082	109	124	947	281	145	272	118	353	375	80
Future Volume (veh/h)	88	1082	109	124	947	281	145	272	118	353	375	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	93	1139	82	131	997	204	153	286	0	372	395	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	113	1154	494	127	1172	518	119	222		325	334	
Arrive On Green	0.06	0.32	0.32	0.07	0.33	0.33	0.19	0.19	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	631	1179	1572	1781	1826	1585
Grp Volume(v), veh/h	93	1139	82	131	997	204	439	0	0	372	395	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1809	0	1572	1781	1826	1585
Q Serve(g_s), s	7.7	47.8	5.8	10.7	39.5	15.1	28.2	0.0	0.0	27.4	27.4	0.0
Cycle Q Clear(g_c), s	7.7	47.8	5.8	10.7	39.5	15.1	28.2	0.0	0.0	27.4	27.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.35		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1154	494	127	1172	518	340	0		325	334	
V/C Ratio(X)	0.82	0.99	0.17	1.03	0.85	0.39	1.29	0.00		1.14	1.18	
Avail Cap(c_a), veh/h	127	1154	494	127	1172	518	340	0		325	334	
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	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	69.4	50.3	36.2	69.6	46.6	38.5	60.9	0.0	0.0	61.3	61.3	0.0
Incr Delay (d2), s/veh	30.5	23.6	0.7	88.3	7.9	2.2	151.1	0.0	0.0	88.1	103.3	0.0
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(95%),veh/ln	7.8	32.0	3.9	12.6	24.8	9.9	40.1	0.0	0.0	28.3	31.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.8	73.9	36.9	158.0	54.5	40.7	212.0	0.0	0.0	149.4	164.6	0.0
LnGrp LOS	F	E	D	F	D	D	F			F	F	
Approach Vol, veh/h		1314			1332			439			767	
Approach Delay, s/veh		73.5			62.5			212.0			157.2	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	58.2		37.0	19.0	57.0		37.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	48.7		28.2	10.7	48.7		27.4				
Max Q Clear Time (g_c+I1), s	9.7	41.5		30.2	12.7	49.8		29.4				
Green Ext Time (p_c), s	0.0	3.8		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		102.2
HCM 7th LOS		F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1059	133	164	854	289	107	266	69	235	369	75
Future Volume (veh/h)	84	1059	133	164	854	289	107	266	69	235	369	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	89	1127	108	174	909	214	114	283	0	250	393	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	109	1177	504	139	1227	543	98	243		302	309	
Arrive On Green	0.06	0.33	0.33	0.08	0.35	0.35	0.19	0.19	0.00	0.17	0.17	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	521	1294	1572	1781	1826	1585
Grp Volume(v), veh/h	89	1127	108	174	909	214	397	0	0	250	393	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1815	0	1572	1781	1826	1585
Q Serve(g_s), s	7.4	46.6	7.7	11.7	34.0	15.5	28.2	0.0	0.0	20.3	25.4	0.0
Cycle Q Clear(g_c), s	7.4	46.6	7.7	11.7	34.0	15.5	28.2	0.0	0.0	20.3	25.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.29		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	1177	504	139	1227	543	341	0		302	309	
V/C Ratio(X)	0.82	0.96	0.21	1.25	0.74	0.39	1.16	0.00		0.83	1.27	
Avail Cap(c_a), veh/h	127	1177	504	139	1227	543	341	0		302	309	
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	0.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	69.6	49.1	36.1	69.2	43.0	36.9	60.9	0.0	0.0	60.2	62.3	0.0
Incr Delay (d2), s/veh	28.7	17.8	1.0	159.4	4.1	2.1	101.0	0.0	0.0	15.3	142.3	0.0
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(95%),veh/ln	7.5	30.4	5.2	18.2	21.2	10.1	32.5	0.0	0.0	15.2	35.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.2	66.9	37.1	228.5	47.0	39.1	161.9	0.0	0.0	75.5	204.6	0.0
LnGrp LOS	F	E	D	F	D	D	F			E	F	
Approach Vol, veh/h		1324			1297			397			643	
Approach Delay, s/veh		66.6			70.0			161.9			154.4	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	60.5		37.0	20.0	58.0		35.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	50.7		28.2	11.7	49.7		25.4				
Max Q Clear Time (g_c+I1), s	9.4	36.0		30.2	13.7	48.6		27.4				
Green Ext Time (p_c), s	0.0	5.4		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	93.6
HCM 7th LOS	F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Dr MLK Bltwy & SR 472

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1172	138	241	1015	434	116	310	123	370	421	108
Future Volume (veh/h)	116	1172	138	241	1015	434	116	310	123	370	421	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	123	1247	114	256	1080	369	123	330	0	394	448	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	127	1177	504	139	1192	527	93	249		302	309	
Arrive On Green	0.07	0.33	0.33	0.08	0.34	0.34	0.19	0.19	0.00	0.17	0.17	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	493	1323	1572	1781	1826	1585
Grp Volume(v), veh/h	123	1247	114	256	1080	369	453	0	0	394	448	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1816	0	1572	1781	1826	1585
Q Serve(g_s), s	10.3	49.7	8.1	11.7	43.9	30.8	28.2	0.0	0.0	25.4	25.4	0.0
Cycle Q Clear(g_c), s	10.3	49.7	8.1	11.7	43.9	30.8	28.2	0.0	0.0	25.4	25.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.27		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1177	504	139	1192	527	341	0		302	309	
V/C Ratio(X)	0.97	1.06	0.23	1.84	0.91	0.70	1.33	0.00		1.31	1.45	
Avail Cap(c_a), veh/h	127	1177	504	139	1192	527	341	0		302	309	
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	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	69.5	50.1	36.2	69.2	47.4	43.1	60.9	0.0	0.0	62.3	62.3	0.0
Incr Delay (d2), s/veh	69.7	43.4	1.0	405.6	11.5	7.5	166.0	0.0	0.0	154.4	214.9	0.0
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(95%),veh/ln	11.4	38.3	5.6	33.3	27.6	18.3	42.5	0.0	0.0	35.3	44.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	139.2	93.5	37.3	474.8	58.9	50.6	226.9	0.0	0.0	216.7	277.2	0.0
LnGrp LOS	F	F	D	F	E	D	F			F	F	
Approach Vol, veh/h		1484			1705			453			842	
Approach Delay, s/veh		93.0			119.5			226.9			248.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	59.0		37.0	20.0	58.0		35.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	50.7		28.2	11.7	49.7		25.4				
Max Q Clear Time (g_c+I1), s	12.3	45.9		30.2	13.7	51.7		27.4				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	145.9
HCM 7th LOS	F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1195	140	241	1052	434	119	319	123	370	427	108
Future Volume (veh/h)	116	1195	140	241	1052	434	119	319	123	370	427	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	123	1271	116	256	1119	369	127	339	0	394	454	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	127	1177	504	139	1192	527	93	248		302	309	
Arrive On Green	0.07	0.33	0.33	0.08	0.34	0.34	0.19	0.19	0.00	0.17	0.17	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	495	1321	1572	1781	1826	1585
Grp Volume(v), veh/h	123	1271	116	256	1119	369	466	0	0	394	454	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1816	0	1572	1781	1826	1585
Q Serve(g_s), s	10.3	49.7	8.3	11.7	46.2	30.8	28.2	0.0	0.0	25.4	25.4	0.0
Cycle Q Clear(g_c), s	10.3	49.7	8.3	11.7	46.2	30.8	28.2	0.0	0.0	25.4	25.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.27		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1177	504	139	1192	527	341	0		302	309	
V/C Ratio(X)	0.97	1.08	0.23	1.84	0.94	0.70	1.36	0.00		1.31	1.47	
Avail Cap(c_a), veh/h	127	1177	504	139	1192	527	341	0		302	309	
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	0.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	69.5	50.1	36.3	69.2	48.2	43.1	60.9	0.0	0.0	62.3	62.3	0.0
Incr Delay (d2), s/veh	69.7	50.5	1.1	405.6	15.0	7.5	182.0	0.0	0.0	154.0	223.0	0.0
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(95%),veh/ln	11.4	40.1	5.7	33.3	29.4	18.3	45.0	0.0	0.0	35.1	45.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	139.2	100.6	37.4	474.8	63.2	50.6	242.9	0.0	0.0	216.3	285.3	0.0
LnGrp LOS	F	F	D	F	E	D	F			F	F	
Approach Vol, veh/h		1510			1744			466			848	
Approach Delay, s/veh		98.9			120.9			242.9			253.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	59.0		37.0	20.0	58.0		35.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	50.7		28.2	11.7	49.7		25.4				
Max Q Clear Time (g_c+I1), s	12.3	48.2		30.2	13.7	51.7		27.4				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	150.7
HCM 7th LOS	F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1242	1151	14	46	32
Future Vol, veh/h	11	1242	1151	14	46	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	515	-	-	275	275	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	1350	1251	15	50	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1266	0	-	0	1950	626
Stage 1	-	-	-	-	1251	-
Stage 2	-	-	-	-	699	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	545	-	-	-	56	427
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	545	-	-	-	55	427
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	27.82
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	545	-	-	-	160	427
HCM Lane V/C Ratio	0.022	-	-	-	0.312	0.081
HCM Control Delay (s/veh)	11.8	-	-	-	37.3	14.2
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	1463	1231	47	31	20
Future Vol, veh/h	34	1463	1231	47	31	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	515	-	-	275	275	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	1590	1338	51	34	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1389	0	-	0	2207	669
Stage 1	-	-	-	-	1338	-
Stage 2	-	-	-	-	869	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	489	-	-	-	38	400
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	371	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	489	-	-	-	35	400
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	371	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.29	0	31.27
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	489	-	-	-	130	400
HCM Lane V/C Ratio	0.076	-	-	-	0.259	0.054
HCM Control Delay (s/veh)	13	-	-	-	42.1	14.5
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1080	4	4	1050	4	4	0	7	5	0	3
Future Vol, veh/h	3	1080	4	4	1050	4	4	0	7	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1161	4	4	1129	4	4	0	8	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1133	0	0	1166	0	0	1743	2312	583	1727	2312	567
Stage 1	-	-	-	-	-	-	1170	1170	-	1140	1140	-
Stage 2	-	-	-	-	-	-	573	1142	-	587	1172	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	612	-	-	595	-	-	55	38	456	57	38	467
Stage 1	-	-	-	-	-	-	205	265	-	214	274	-
Stage 2	-	-	-	-	-	-	472	273	-	463	264	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	612	-	-	595	-	-	54	37	456	55	37	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	138	-	153	138	-
Stage 1	-	-	-	-	-	-	204	264	-	212	272	-
Stage 2	-	-	-	-	-	-	465	271	-	453	263	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.04	19.44	23.38
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	261	612	-	-	595	-	-	204
HCM Lane V/C Ratio	0.045	0.005	-	-	0.007	-	-	0.042
HCM Control Delay (s/veh)	19.4	10.9	-	-	11.1	-	-	23.4
HCM Lane LOS	C	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1229	4	4	1142	4	4	0	7	5	0	3
Future Vol, veh/h	3	1229	4	4	1142	4	4	0	7	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1322	4	4	1228	4	4	0	8	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1232	0	0	1326	0	0	1953	2571	663	1906	2571	616
Stage 1	-	-	-	-	-	-	1330	1330	-	1239	1239	-
Stage 2	-	-	-	-	-	-	623	1241	-	667	1332	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	561	-	-	517	-	-	38	26	404	42	26	433
Stage 1	-	-	-	-	-	-	163	222	-	186	246	-
Stage 2	-	-	-	-	-	-	441	245	-	414	222	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	561	-	-	517	-	-	38	25	404	40	25	433
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	116	-	131	116	-
Stage 1	-	-	-	-	-	-	162	221	-	184	244	-
Stage 2	-	-	-	-	-	-	434	243	-	404	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.04	22.47	26.37
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	561	-	-	517	-	-	177
HCM Lane V/C Ratio	0.054	0.006	-	-	0.008	-	-	0.049
HCM Control Delay (s/veh)	22.5	11.5	-	-	12	-	-	26.4
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1237	4	4	1166	4	4	0	7	5	0	3
Future Vol, veh/h	3	1237	4	4	1166	4	4	0	7	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1330	4	4	1254	4	4	0	8	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1258	0	0	1334	0	0	1974	2605	667	1936	2605	629
Stage 1	-	-	-	-	-	-	1339	1339	-	1265	1265	-
Stage 2	-	-	-	-	-	-	635	1267	-	672	1341	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	549	-	-	513	-	-	37	24	401	40	24	425
Stage 1	-	-	-	-	-	-	161	220	-	179	239	-
Stage 2	-	-	-	-	-	-	433	238	-	412	219	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	549	-	-	513	-	-	36	24	401	38	24	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	114	-	127	113	-
Stage 1	-	-	-	-	-	-	160	219	-	178	237	-
Stage 2	-	-	-	-	-	-	426	236	-	402	218	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.04	22.71	27.05
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	549	-	-	513	-	-	172
HCM Lane V/C Ratio	0.055	0.006	-	-	0.008	-	-	0.05
HCM Control Delay (s/veh)	22.7	11.6	-	-	12.1	-	-	27.1
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1294	14	15	1019	2	3	0	15	3	1	3
Future Vol, veh/h	4	1294	14	15	1019	2	3	0	15	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1407	15	16	1108	2	3	0	16	3	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	1422	0	0	2010	2565	711	1853	2572	555
Stage 1	-	-	-	-	-	-	1423	1423	-	1141	1141	-
Stage 2	-	-	-	-	-	-	587	1142	-	712	1430	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	625	-	-	475	-	-	35	26	376	46	25	475
Stage 1	-	-	-	-	-	-	143	200	-	213	274	-
Stage 2	-	-	-	-	-	-	463	273	-	389	198	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	625	-	-	475	-	-	33	25	376	42	24	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	114	-	136	109	-
Stage 1	-	-	-	-	-	-	142	199	-	206	264	-
Stage 2	-	-	-	-	-	-	442	264	-	370	197	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.19	19.6	25.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	625	-	-	475	-	-	187
HCM Lane V/C Ratio	0.074	0.007	-	-	0.034	-	-	0.041
HCM Control Delay (s/veh)	19.6	10.8	-	-	12.9	-	-	25.1
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1446	15	16	1214	2	3	0	16	3	1	3
Future Vol, veh/h	4	1446	15	16	1214	2	3	0	16	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1572	16	17	1320	2	3	0	17	3	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1322	0	0	1588	0	0	2284	2945	794	2150	2952	661
Stage 1	-	-	-	-	-	-	1589	1589	-	1355	1355	-
Stage 2	-	-	-	-	-	-	695	1357	-	795	1597	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	519	-	-	409	-	-	21	15	331	27	14	405
Stage 1	-	-	-	-	-	-	112	166	-	157	216	-
Stage 2	-	-	-	-	-	-	399	216	-	347	164	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	519	-	-	409	-	-	20	14	331	24	14	405
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	89	-	102	84	-
Stage 1	-	-	-	-	-	-	111	165	-	151	207	-
Stage 2	-	-	-	-	-	-	377	206	-	326	163	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.18	22.47	31.44
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	519	-	-	409	-	-	144
HCM Lane V/C Ratio	0.091	0.008	-	-	0.042	-	-	0.053
HCM Control Delay (s/veh)	22.5	12	-	-	14.2	-	-	31.4
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1470	15	16	1230	2	3	0	16	3	1	3
Future Vol, veh/h	4	1470	15	16	1230	2	3	0	16	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1598	16	17	1337	2	3	0	17	3	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1339	0	0	1614	0	0	2318	2989	807	2180	2996	670
Stage 1	-	-	-	-	-	-	1615	1615	-	1373	1373	-
Stage 2	-	-	-	-	-	-	704	1374	-	808	1623	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	511	-	-	400	-	-	20	14	324	26	13	400
Stage 1	-	-	-	-	-	-	108	161	-	153	212	-
Stage 2	-	-	-	-	-	-	394	211	-	341	160	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	511	-	-	400	-	-	19	13	324	23	13	400
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	86	-	99	81	-
Stage 1	-	-	-	-	-	-	107	160	-	147	203	-
Stage 2	-	-	-	-	-	-	372	202	-	320	158	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.18	22.99	32.18
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	511	-	-	400	-	-	140
HCM Lane V/C Ratio	0.094	0.009	-	-	0.043	-	-	0.054
HCM Control Delay (s/veh)	23	12.1	-	-	14.4	-	-	32.2
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	7	2	10	29	35
Future Vol, veh/h	11	7	2	10	29	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	275	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	12	8	2	11	32	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	13	0	-	0	34	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1605	-	-	-	980	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1605	-	-	-	972	1082
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.44	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1605	-	-	-	1029
HCM Lane V/C Ratio	0.007	-	-	-	0.068
HCM Control Delay (s/veh)	7.3	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	4	7	30	19	23
Future Vol, veh/h	36	4	7	30	19	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	275	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	39	4	8	33	21	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	40	0	-	0	90	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1569	-	-	-	910	1075
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1569	-	-	-	888	1075
Mov Cap-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.62	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1569	-	-	-	981
HCM Lane V/C Ratio	0.025	-	-	-	0.047
HCM Control Delay (s/veh)	7.4	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	0	7	9	0	23
Future Vol, veh/h	27	0	7	9	0	23
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	-	-	275	-	-
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	29	0	8	10	0	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	33	8	0	0	-	-
Stage 1	8	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	981	1075	-	-	0	-
Stage 1	1015	-	-	-	0	-
Stage 2	998	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	981	1075	-	-	-	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.78	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	981	-
HCM Lane V/C Ratio	-	-	0.03	-
HCM Control Delay (s/veh)	-	-	8.8	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	0	0	28	0	0
Future Vol, veh/h	18	0	0	28	0	0
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	-	-	275	-	-
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	20	0	0	30	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	-	-
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1022	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	1022	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	0
HCM LOS	-		

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

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	2	14	11	7	43
Future Vol, veh/h	35	2	14	11	7	43
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	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	38	2	15	12	8	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	83	21	0	0	27	0
Stage 1	21	-	-	-	-	-
Stage 2	62	-	-	-	-	-
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	919	1056	-	-	1587	-
Stage 1	1001	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	914	1056	-	-	1587	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.07	0	1.02
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	914	1056	252	-
HCM Lane V/C Ratio	-	-	0.042	0.002	0.005	-
HCM Control Delay (s/veh)	-	-	9.1	8.4	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	7	45	36	4	28
Future Vol, veh/h	23	7	45	36	4	28
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	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	25	8	49	39	4	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	108	68	0	0	88	0
Stage 1	68	-	-	-	-	-
Stage 2	39	-	-	-	-	-
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	890	995	-	-	1508	-
Stage 1	954	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	887	995	-	-	1508	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.05	0	0.92
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	887	995	225	-
HCM Lane V/C Ratio	-	-	0.028	0.008	0.003	-
HCM Control Delay (s/veh)	-	-	9.2	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Appendix N
HCM Analysis Worksheets-Improved

HCM 7th Signalized Intersection Summary
3: Dr MLK Bltwy & SR 472

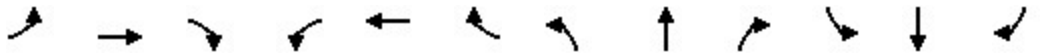
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1047	106	124	935	281	144	269	118	353	366	80
Future Volume (veh/h)	88	1047	106	124	935	281	144	269	118	353	366	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	93	1102	79	131	984	204	152	283	0	372	385	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	97	1294	554	165	1260	558	202	396		489	491	
Arrive On Green	0.05	0.36	0.36	0.05	0.36	0.36	0.11	0.11	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	3554	1522	3456	3526	1560	1781	3497	1572	3456	3469	1585
Grp Volume(v), veh/h	93	1102	79	131	984	204	152	283	0	372	385	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1728	1763	1560	1781	1749	1572	1728	1735	1585
Q Serve(g_s), s	5.5	30.0	3.7	3.9	26.1	10.2	8.7	8.2	0.0	10.9	11.3	0.0
Cycle Q Clear(g_c), s	5.5	30.0	3.7	3.9	26.1	10.2	8.7	8.2	0.0	10.9	11.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	1294	554	165	1260	558	202	396		489	491	
V/C Ratio(X)	0.96	0.85	0.14	0.80	0.78	0.37	0.75	0.71		0.76	0.78	
Avail Cap(c_a), veh/h	97	1294	554	165	1260	558	305	600		592	595	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.5	30.8	22.4	49.5	30.1	24.9	45.1	44.9	0.0	43.3	43.5	0.0
Incr Delay (d2), s/veh	78.8	7.2	0.5	23.2	4.9	1.9	5.6	2.4	0.0	4.7	5.6	0.0
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(95%),veh/ln	7.9	18.8	2.3	3.9	16.3	6.7	7.2	6.4	0.0	8.4	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.4	38.0	22.9	72.7	34.9	26.8	50.7	47.3	0.0	48.0	49.1	0.0
LnGrp LOS	F	D	C	E	C	C	D	D		D	D	
Approach Vol, veh/h		1274			1319			435			757	
Approach Delay, s/veh		43.6			37.4			48.5			48.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	45.8		20.7	13.3	46.5		24.5				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	5.7	28.3		18.0	5.0	29.0		18.0				
Max Q Clear Time (g_c+I1), s	7.5	28.1		10.7	5.9	32.0		13.3				
Green Ext Time (p_c), s	0.0	0.1		1.2	0.0	0.0		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1082	109	124	946	281	145	272	118	353	375	80
Future Volume (veh/h)	88	1082	109	124	946	281	145	272	118	353	375	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	93	1139	82	131	996	204	153	286	0	372	395	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	97	1283	550	165	1250	553	203	398		498	499	
Arrive On Green	0.05	0.36	0.36	0.05	0.35	0.35	0.11	0.11	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	3554	1522	3456	3526	1560	1781	3497	1572	3456	3469	1585
Grp Volume(v), veh/h	93	1139	82	131	996	204	153	286	0	372	395	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1728	1763	1560	1781	1749	1572	1728	1735	1585
Q Serve(g_s), s	5.5	31.6	3.8	3.9	26.7	10.2	8.7	8.3	0.0	10.8	11.5	0.0
Cycle Q Clear(g_c), s	5.5	31.6	3.8	3.9	26.7	10.2	8.7	8.3	0.0	10.8	11.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	1283	550	165	1250	553	203	398		498	499	
V/C Ratio(X)	0.96	0.89	0.15	0.80	0.80	0.37	0.75	0.72		0.75	0.79	
Avail Cap(c_a), veh/h	97	1283	550	165	1250	553	305	600		592	595	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.5	31.5	22.6	49.5	30.5	25.2	45.1	44.9	0.0	43.1	43.4	0.0
Incr Delay (d2), s/veh	78.8	9.3	0.6	23.2	5.3	1.9	5.6	2.4	0.0	4.3	6.1	0.0
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(95%),veh/ln	7.9	20.0	2.4	3.9	16.7	6.8	7.3	6.5	0.0	8.3	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.4	40.9	23.2	72.7	35.8	27.1	50.7	47.3	0.0	47.4	49.5	0.0
LnGrp LOS	F	D	C	E	D	C	D	D		D	D	
Approach Vol, veh/h		1314			1331			439			767	
Approach Delay, s/veh		46.0			38.1			48.5			48.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	45.5		20.8	13.3	46.2		24.7				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	5.7	28.3		18.0	5.0	29.0		18.0				
Max Q Clear Time (g_c+I1), s	7.5	28.7		10.7	5.9	33.6		13.5				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	0.0		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	44.0
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1172	138	241	1015	434	116	310	123	370	421	108
Future Volume (veh/h)	116	1172	138	241	1015	434	116	310	123	370	421	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	123	1247	114	256	1080	369	123	330	0	394	448	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	140	1354	580	276	1348	597	206	404		496	498	
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.12	0.12	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	3554	1522	3456	3526	1560	1781	3497	1572	3456	3469	1585
Grp Volume(v), veh/h	123	1247	114	256	1080	369	123	330	0	394	448	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1728	1763	1560	1781	1749	1572	1728	1735	1585
Q Serve(g_s), s	8.5	41.8	6.3	9.2	34.1	23.9	8.2	11.5	0.0	13.8	15.9	0.0
Cycle Q Clear(g_c), s	8.5	41.8	6.3	9.2	34.1	23.9	8.2	11.5	0.0	13.8	15.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	1354	580	276	1348	597	206	404		496	498	
V/C Ratio(X)	0.88	0.92	0.20	0.93	0.80	0.62	0.60	0.82		0.79	0.90	
Avail Cap(c_a), veh/h	140	1354	580	276	1348	597	257	504		498	500	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.0	36.9	25.9	57.1	34.4	31.2	52.5	54.0	0.0	51.8	52.6	0.0
Incr Delay (d2), s/veh	43.0	11.7	0.8	35.1	5.1	4.8	2.8	8.3	0.0	8.6	19.1	0.0
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(95%),veh/ln	9.2	26.1	4.1	9.0	20.8	14.2	6.7	9.2	0.0	10.6	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.0	48.6	26.7	92.2	39.4	36.0	55.3	62.2	0.0	60.4	71.8	0.0
LnGrp LOS	F	D	C	F	D	D	E	E		E	E	
Approach Vol, veh/h		1484			1705			453			842	
Approach Delay, s/veh		51.2			46.6			60.3			66.5	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.1	56.1		23.3	18.3	55.9		27.5				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	9.8	44.2		18.0	10.0	44.0		18.0				
Max Q Clear Time (g_c+I1), s	10.5	36.1		13.5	11.2	43.8		17.9				
Green Ext Time (p_c), s	0.0	4.7		0.9	0.0	0.1		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	53.2
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1195	140	241	1052	434	119	319	123	370	427	108
Future Volume (veh/h)	116	1195	140	241	1052	434	119	319	123	370	427	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	123	1271	116	256	1119	369	127	339	0	394	454	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	140	1352	579	268	1338	592	210	413		498	500	
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.12	0.12	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	3554	1522	3456	3526	1560	1781	3497	1572	3456	3469	1585
Grp Volume(v), veh/h	123	1271	116	256	1119	369	127	339	0	394	454	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1728	1763	1560	1781	1749	1572	1728	1735	1585
Q Serve(g_s), s	8.5	43.1	6.4	9.2	36.1	24.0	8.5	11.8	0.0	13.8	16.1	0.0
Cycle Q Clear(g_c), s	8.5	43.1	6.4	9.2	36.1	24.0	8.5	11.8	0.0	13.8	16.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	1352	579	268	1338	592	210	413		498	500	
V/C Ratio(X)	0.88	0.94	0.20	0.95	0.84	0.62	0.60	0.82		0.79	0.91	
Avail Cap(c_a), veh/h	140	1352	579	268	1338	592	257	504		498	500	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.0	37.4	26.0	57.4	35.2	31.5	52.4	53.8	0.0	51.7	52.7	0.0
Incr Delay (d2), s/veh	43.0	13.8	0.8	42.5	6.3	4.9	2.8	8.8	0.0	8.5	20.5	0.0
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(95%),veh/ln	9.2	27.2	4.2	9.3	22.0	14.3	7.0	9.5	0.0	10.5	13.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.0	51.2	26.7	100.0	41.6	36.4	55.1	62.7	0.0	60.2	73.2	0.0
LnGrp LOS	F	D	C	F	D	D	E	E		E	E	
Approach Vol, veh/h		1510			1744			466			848	
Approach Delay, s/veh		53.3			49.0			60.6			67.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.1	55.8		23.5	18.0	55.9		27.6				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	9.8	44.2		18.0	9.7	44.3		18.0				
Max Q Clear Time (g_c+I1), s	10.5	38.1		13.8	11.2	45.1		18.1				
Green Ext Time (p_c), s	0.0	3.9		0.9	0.0	0.0		0.0				

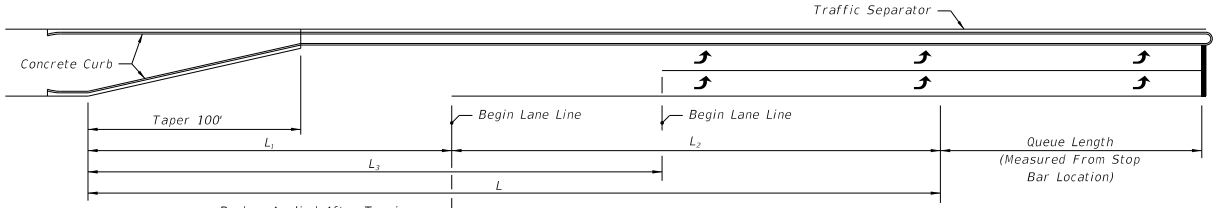
Intersection Summary	
HCM 7th Control Delay, s/veh	55.0
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

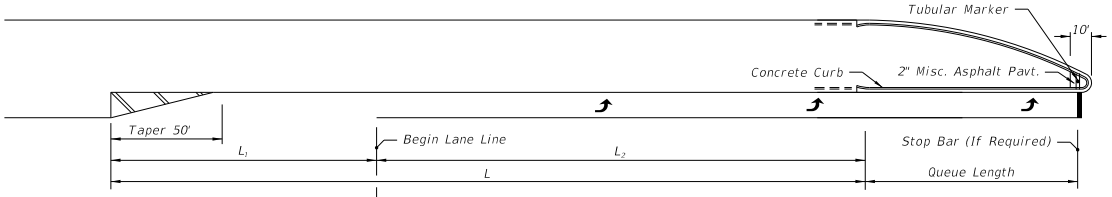
Appendix O
FDM Exhibit 212-1

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



Brakes Applied After Turning
Vehicle Clears Through Lane;
Entry Speed:
10 mph Below Design Speed
For Low Speed Roadways
Average Running Speed For
High Speed Roadways

DOUBLE LEFT TURN



Brakes Applied After Turning
Vehicle Clears Through Lane;
Entry Speed:
10 mph Below Design Speed
For Low Speed Roadways
Average Running Speed For
High Speed Roadways

SINGLE LEFT TURN

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:
1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
   - Entry Speed of 40 mph
   - Brake to stop distance (L_2) of 135 ft.
   - Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2024

Appendix P
Volusia County Land Development Code Turn Lane Guidelines

Major DW	355	365	370	385
Signalized, 4 lanes or more	370	380	385	1320*

DW = Driveway

Minor DW = Maximum ADT of 500 or a maximum peak hour volume of 50

Intermediate DW = Maximum ADT of 1,500 or maximum peak hour volume of 150

Major DW = Maximum ADT of 5,000 or maximum peak hour volume of 500

*Desirable spacing.

Driveway centerline spacing may be increased if the required turn lane storage or transition is increased by any governmental agency. Minimum driveway centerline spacing may be decreased if one-way driveways are utilized and accepted by the DRC.

(4) *Special driveway requirements.* In the case of a land use with special driveway needs, an applicant may submit a traffic engineering study requesting deviations from the requirements of this section. If deviations from driveway requirements are permitted, substitute requirements which deviate no more than necessary to serve the special land use needs may be applied to the development in order to minimize the impact on the adjacent street.

(5) *Turn lanes requirements.*

a. *Turn lane requirements immediately adjacent to the development.*

1. A left-turn lane of 12 feet in width, conforming to Table VI, shall be provided at each driveway when the average daily trip ends of the driveway is 1,000 vehicles or more and/or the average peak hour inbound left-turn volume is 25 vehicles or more. Increased queue lengths (waiting vehicle storage) may be required by the CTE to provide for additional storage, based upon a peak hour entering volume greater than 75 vehicles in the peak hour. No queue length is required if the peak hour entering volume is 75 vehicles in the peak hour or less.
2. 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. Increased storage and transition queue lengths (waiting vehicle storage) may be

required by the CTE to provide for additional storage, based upon a peak hour entering volume greater than 150 vehicles in the peak hour. No queue length is required if the peak hour entering volume is 150 vehicles in the peak hour or less.

b. *Additional improvements immediately adjacent to the development.* At intersections, with a thoroughfare which abut the development, the following improvements shall be provided:

1. A right-turn lane of 12 feet in width, conforming to subsection (e)(5) and Table VI, shall be provided if the development will generate 100 or more right turns during the peak hour.
2. A left-turn lane of 12 feet in width conforming to subsection (e)(5) and Table VI, shall be provided if the street's speed limit is 35 miles per hour or greater and if the development will generate 25 or more left turns during the peak hour.

c. *Through lane pavement transition tapers.* A through lane pavement transition taper shall be provided on all streets and roadways where the through lane is offset to provide for right turn lanes, left turn lanes, lane width changes and an increase or reduction in the number of through lanes. The through lane pavement transition taper length shall be based upon FDOT Standard Index #526 and 17346, and calculated using the following formulas:

For design speeds less than or equal to 40 m.p.h. use:

$$L = \frac{WS^2}{60}$$

For design speeds greater than or equal to 45 m.p.h. use:

L	=	WS
L	=	the pavement transition taper length in feet.
W	=	the width of the through lane lateral transition in feet (offset).

TABLE VI. TURN LANE DIMENSIONAL REQUIREMENTS

EXPAND

Speed Limit (mph)	Urban Section Deceleration Length (feet)*	Rural Section Deceleration Length (feet)*
30	145	145
35	155	155
40	185	185
45	240	320
50	N/A**	385
55	N/A**	455

Appendix Q
VOTRAN Bus Route Information

We drive a great bargain

Votran



English/Español January 2024

For DeLand, Deltona, Orange City, and DeBary

Area Bus Service Guide

WEST VOLUSIA



VO to GO

Text VO and your bus stop ID to 321123 to receive a real-time update of the next bus to arrive at your stop.

Download the free myStop app

my

myStop brings rider information to your mobile devices. Plan trips, track buses in real time or setup rider alerts to receive up-to-date notifications about possible delays, detours or schedule changes to each route.

How to contact us

Votran, 950 Big Tree Road, South Daytona, FL 32119

Telephone **386-756-7496** Fax **386-756-7487**

website **www.votran.org**

FOR INFORMATION:

Greater Daytona Beach Area **386-761-7700**

West Volusia **386-943-7033**

Buses displaying "Out of Service" do not stop for passengers.

Votran

We drive a great bargain

A service of Volusia County Government

Welcome



Thank you for choosing Votran, a service of Volusia County Government. Votran is a safe, affordable and convenient option. We hope you'll continue to ride Votran every day...to work, to school, to shop, and to play.

How to use the bus map and timetables

System map

Find your street or the street nearest to you on the map. Note the name, number and color of the route nearest you. Bus departure times can be found on the timetable for this route.

Find your destination on the map. Look for the nearest bus route to this location. If this route is different from the first route you have selected, look at the second timetable and map and check where a transfer may be made. Most transfers are made at **Market Place, Providence/Fort Smith Boulevards and Amelia SuperStop at Northgate Plaza.**

> "Votran's mission is to identify and safely meet the mobility needs of Volusia County. This mission will be accomplished through a courteous, dependable and environmentally-sound team committment to quality service."

Timetable

Check the timetable on the schedule under your route number and look for the time point (cross streets) closest to where you would like to board the bus. Follow the column down the timetable and find a departure time convenient for your trip. Read across the line to the time point closest to your destination transfer point to find your arrival time.

If your boarding or destination point is between two timepoints, the bus will arrive at your destination at a time between the time the bus passes the first timepoint and arrives at the second timepoint. If your trip appears difficult to plan or you have questions, please call **386-943-7033** for assistance. We will help you plan your trip.

Fares - exact fare only

(Subject to change without notice)

Votran does not issue transfers. We recommend that you purchase an all day pass.

ADULT	**$1.75**
SENIOR CITIZENS (65 OR OLDER)	**$0.85**
DISABLED	**$0.85**
YOUTHS (AGES 7-18)	**$0.85**
CHILDREN (under age 7)	**FREE**

Children must be accompanied by a fare-paying adult passenger. Limited to three children.

Passengers must show valid proof of status when paying a reduced fare or showing a reduced fare pass.

SENIOR CITIZENS (65 AND OLDER):
Government ID or license, U.S. Medicare card (red, white and blue), passport, etc.

DISABLED:
Valid agency ID: Conklin Center, ACT, WORC, Medicare card (red, white and blue), passport, (Not Medicaid Gold Card) or Votran ID card indicating "disabled."

YOUTH (AGES 7-18):
Government ID or license showing valid proof of age, school ID (not college ID)

SAVE MONEY WITH VALUE PASSES

Value passes offer convenience and cost-savings for frequent riders. There are multiple options to suit your travel need.

1-DAY PASS	**$3.75**
3-DAY PASS	**$7.50**
7-DAY PASS	**$13.00**
31-DAY PASS	**$46.00**

SENIOR CITIZENS/DISABLED/YOUTH

1-DAY PASS	**$1.85**
3-DAY PASS	**$3.75**
7-DAY PASS	**$6.50**
31-DAY PASS	**$23.00**

- Passes offer unlimited rides for the duration of the pass.
- Fares can be paid with cash, tokens or passes.
- One-day passes are available on-board all fixed route buses.
- Other value passes are available for purchase at the following locations:

VOTRAN OFFICE:	Weekdays, 8:00 a.m. – 5:00 p.m.
TRANSFER PLAZA:	Monday – Saturday, 7:30 a.m. – 5:00 p.m.
DELTONA REGIONAL PUBLIC LIBRARY:	2150 Eustace Ave, Deltona Call (386) 289-7207 Cash only.
HISTORIC COURTHOUSE	Treasury and Billing Office 125 W. New York Ave, Room 120 DeLand, FL 32720 Monday – Friday, 8:00 a.m. – 4:30 p.m.

Purchase Fare Passes online at votran.org.

Travel tips

1. **EXACT FARE**
When boarding always have exact change ready with proper ID card. Operators are not allowed to make change, handle or deposit fares.

2. **REDUCED FARE**
If you qualify for reduced fares, have your U.S. Medicare, proof of age or Votran ID card ready.

3. **SMOKING, EATING AND DRINKING**
Extinguish your cigarettes and finish your food and soft drink before boarding. All are prohibited. This includes electronic smoking devices.

4. **GETTING ON BUS**
When you have arrived at the street location where you need to catch the bus, stand near a designated stop or where there is no sign, stand at the far side of the intersection, not the near side. The bus will not stop in midblock. Watch for your bus to determine the correct route number before signaling the operator to stop. Signal the bus operator by raising your hand.

5. **GETTING OFF BUS**
When you get within a block of your destination, signal the operator to stop by pushing the yellow strip next to the window or by pulling the cord. Stay seated until the bus comes to a complete stop, then move to the rear of the bus to exit. Wait until the green light above the door signals you to push the vertical bars.

6. **PET CARRIERS ON BUS**
Small dogs or cats may ride Votran provided they are in a pet carrier. Pet carriers will need to fit between the riders feet or in the riders lap. Pet carriers may not block the aisle nor be placed in a seat. Small dogs that exhibit excessive barking or aggression will be asked to leave the bus.

7. **BAGGAGE AND STROLLERS**
You may carry on items that can be safely stowed on board once you are seated. Due to safety regulations Votran is unable to permit items such as bicycles, surf boards, or any article that will block the aisles. Bike racks are provided on the exterior of all buses. Strollers must be folded prior to boarding the bus.

8. **NO SHOES, NO SHIRT, NO SERVICE!**

9. **HOLIDAYS**
Votran routes operate on a limited schedule for New Years Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day and Christmas Day. Log into our website at **www.votran.org** for more details.

10. **HAVE A COMMENT, MISUNDERSTANDING OR COMMENDATION?**
Should you wish to make a comment, outline a misunderstanding or commendation of an employee, please contact our office at **386-943-7033**. Please note the bus route, bus number, time of day and location involved in the matter. You also may describe it in writing and mail it to Votran, 950 Big Tree Rd., South Daytona, FL 32119, or report it through our website **www.votran.org**.

11. **UNFORSEEN EVENTS WILL DELAY BUSES.**

SCHEDULE IS SUBJECT TO CHANGE WITHOUT NOTICE

Points of interest served by Votran

Point of Interest	See Map	Grid Ref	Votran Routes
ATTRACTION/RECREATION			
Dupont Lakes	West Volusia	I6	21, 22
GOVERNMENT/SOCIAL SERVICE			
DeLand City Hall/Government Center	West Volusia	E3	20, VoRide
Deltona City Hall	West Volusia	I6	21, 22, 23
Deltona Library	West Volusia	I5	21, 22, 23
DeBary City Hall	West Volusia	K3	20, 23, 31, 33
Methodist Children's Home	West Volusia	K4	21, 22
Orange City City Hall	West Volusia	H3	20, 31
Thomas C. Kelly County Admin Center	West Volusia	E3	20, 31, VoRide
HOSPITALS/MEDICAL CENTERS			
AdventHealth - DeLand	West Volusia	D2	20, VoRide
AdventHealth - Orange City	West Volusia	I3	23, 33
Ambulatory Surgical Ctr of Central FL	West Volusia	E2	20, VoRide
Deltona Healthcare Rehab Cntr	West Volusia	I6	21, 22
V.A. Clinic Deltona	West Volusia	J4	21, 22
V.C. Health Department	West Volusia	I3	23, 33
SCHOOLS/COLLEGES/UNIVERSITIES			
BCU - Deltona Campus	West Volusia	J5	23, 33
DeLand Middle School	West Volusia	F3	20, 31, VoRide
DeLand High School	West Volusia	E3	VoRide
Daytona State College - DeLand	West Volusia	F5	VoRide
Daytona State College - Deltona	West Volusia	I6	21, 22, 23
Deltona Christian School	West Volusia	K5	21, 22
Deltona Middle School	West Volusia	K4	21, 22
Discovery Elementary School	West Volusia	J4	21, 22
Friendship Elementary School	West Volusia	I7	21, 22
Galaxy Middle School	West Volusia	I5	21, 22
Heritage Middle School	West Volusia	J7	21, 22
Orange City Elementary School	West Volusia	H3	20, 31
Pine Ridge High School	West Volusia	J7	21, 22
Southwestern Middle School	West Volusia	F2	20, 31, VoRide
Spirit Elementary School	West Volusia	J5	23, 33
Starke Elementary School	West Volusia	F3	20, 31, VoRide
Stetson University	West Volusia	E3	20, 31, VoRide
Sunrise Elementary School	West Volusia	K7	21, 22
Timbercrest Elementary School	West Volusia	I5	21, 22
SHOPPING CENTERS			
Breezewood Plaza	West Volusia	I3	20, 31
Country Club Corners - Publix	West Volusia	G3	20, 31, VoRide
Crowne Centre Plaza	West Volusia	J3	20, 21, 22, 23, 33
DeBary Commons Shopping Ctr	West Volusia	J3	20, 23, 31, 33
DeLand Plaza	West Volusia	E3	20, VoRide
Deltona Plaza	West Volusia	J4	21, 22
Dogwood Plaza	West Volusia	I3	20, 31
Dupont Lakes Shopping Center	West Volusia	I7	21, 22, 23
Four Townes Shopping Center	West Volusia	I3	20, 31
Marketplace Shopping Center	West Volusia	J3	20, 21, 22, 23, 33
Northgate Shopping Center	West Volusia	D3	20, 31, 60, VoRide
Oakbrook Professional Center	West Volusia	E2	20, VoRide
Orange City Plaza	West Volusia	I3	20, 31
Saxon Plaza Shopping Center	West Volusia	J4	23, 33
Three Seasons Plaza	West Volusia	I3	20, 31
Village Marketplace	West Volusia	I3	20
Walmart - DeLand	West Volusia	D3	20, VoRide
Walmart - Osteen	West Volusia	K7	21, 22
Walmart - South DeLand	West Volusia	F3	20, 31, VoRide
West Volusia Shopping Center	West Volusia	G3	20, 31
Whispering Pines Plaza	West Volusia	I3	20, 31
Woodland Plaza	West Volusia	F3	20, 31, VoRide
TRANSPORTATION			
Amelia SuperStop	West Volusia	D3	20, 31, 60, VoRide
DeLand Municipal Airport	West Volusia	D3	60
Market Place Transfer Center	West Volusia	J3	20, 21, 22, 23, 33
DeLand Intermodal Transfer Facility	West Volusia	E3	20, 31, VoRide
Saxon Park and Ride	West Volusia	J4	23, 33
SunRail - Debary	West Volusia	F5	31, 33
DeLand Amtrak	West Volusia	E1	VoRide

Other services

PERSONS WITH DISABILITIES
All regular fixed buses are equipped for wheelchair accessibility. Votran's Gold service provides door-to-door transportation to persons unable to use the regular fixed bus service. Transportation is provided daily between 6 a.m. – 6 p.m. with a charge of **$3.00** per trip. Applications for Gold service can be obtained from **votran.org** or by request by calling **386-322-5100**. All applicants must be certified by their doctors.

Greater Daytona Beach Area **386-761-7700**

West Volusia **386-943-7033**

COMMUTER ASSISTANCE SERVICES
If bus services are unable to meet your needs, please consider car or van pooling to reach your destination. Votran offers a variety of commuter assistance services to persons who travel to work within Volusia County or to neighboring areas. To learn more please visit our web site or reach us toll-free at **866-610-RIDE**.

BIKES STOW AND GO
All Votran fixed route buses are equipped with bicycle racks that accommodate up to two bicycles. Racks are available on a first-come, first-served basis, so be prepared to secure your bicycle if the positions are full.

LOST AND FOUND
If you've lost something on the bus, please call **386-756-7496** between 8 a.m. – 5 p.m., Monday – Friday.

Bienvenidos



Muchas gracias por elegir Votran, un servicio del Gobierno del Condado de Volusia. Votran es la opción de transporte segura, al alcance y más conveniente. Esperamos continúe usted viajando con Votran todos los días...al trabajo, la escuela, las tiendas, y a jugar.

Como usar el Horario y el Mapa de las rutas Votran

El Mapa Del Sistema Votran

Encuentre la calle donde usted está ubicado o la calle más cerca de usted en el mapa. Fíjese en el nombre, el número, y el color de la ruta más cerca. La hora de salida del autobús se puede ver en el horario de esta ruta.

Encuentre la localización del lugar adonde usted quiere ir en el mapa. Busque la ruta del autobús más cerca a esta localidad. Si esta ruta es diferente a la primera ruta que usted escogió, mire a la segunda ruta y su horario y busque en donde usted puede hacer un transbordo. El transbordo se puede hacer en **'Market Place', 'Providence/Fort Smith' bulevares y Amelia Super Stop en Northgate Plaza.**

> "La misión de Votran es identificar y satisfacer las necesidades de mobilidad en forma segura por el condado de Volusia. Esta misión se logrará a través de un cortés, confiable y un equipo ecológico compromiso a servicio de calidad."

Horario

Revíse la parte que indica el horario del autobús debajo del número de la ruta que usted ha determinado como la mejor para su viaje, y busque la calle o el punto de embarcar que está más cerca a donde usted quiere tomar el autobús. Siga la columna a través del horario hasta que usted encuentre una hora de salida conveniente para su viaje. Lea hacía abajo de esta linea hasta la hora y lugar más cerca de donde usted quiere ir para estimar su hora de llegada.

Si su calle o punto de embarcar o desembarcar el autobús está en el medio de dos paradas, usted puede calcular su llegada con la hora de llegada de la parada antes y de la parada después de la suya. Su autobús llegará a una hora entre estos dos horarios. Si su viaje le parece difícil de planear, o si usted tiene preguntas o necesita ayuda, por favor de llamar este número, **386-943-7033.**

Tarifa - Exacta Solamente

(Conforme a cambio sin aviso)

Votran no emite traslados. Le recomendamos que compre un pase de día entero.

ADULTOS	**$1.75**
CIUDADANOS MAYORES (DE 65 AÑOS)	**$0.85**
PERSONAS INCAPACITADAS	**$0.85**
JOVENES (ENTRE LAS EDADES DE 7 A 18 AÑOS)	**$0.85**
NIÑOS (menores de 7 años de edad)	**GRATIS**

Todo niño debe de ser acompañado por un pasajero adulto con tarifa pagada. Limitado a tres (3) niños.

Todo pasajero debe de mostrar la prueba válida de su estado personal al pagar el precio reducido del pase, o demostrar su pase reducido.

CIUDADANOS JUBILADOS (DESDE 65 AÑOS Y MÁS DE EDAD):
Identificación del gobierno o licencia, tarjeta de Medicare de los EEUU. (rojo, blanco y azul), pasaporte, etc.

INCAPACITADOS:
Identificación valida de la agencia emisora: Conklin Center, ACT, WORC, Tarjeta de Medicare (rojo, blanco y azul), pasaporte, (No se acepta la tarjeta de oro de Medicaid) o tarjeta de identificación de Votran indicando la palabra "disabled."

JÓVENES (DESDE LAS EDADES DE 7 A 18 AÑOS):
Identificación del gobierno o licencia que demuestra la prueba válida de la edad, identificación escolar (no se acepta tarjeta de identificación universitaria).

AHORE SU DINERO COMPRANDO LOS PASES DE TRANSPORTACIÓN

Los pasos del valor ofrecen la conveniencia y los coste-ahorros para los jinetes frecuentes. Hay opciones múltiples para satisfacer su necesidad del recorrido.

PASE DE UN DÍA	**$3.75**
PASE DE 3 DÍAS	**$7.50**
PASE DE 7 DÍAS	**$13.00**
PASE DE 31 DÍA	**$46.00**

PERSONAS JUBILADAS/INCAPACITADOS/JÓVENES

PASE DE UN DÍA	**$1.85**
PASE DE 3 DÍAS	**$3.75**
PASE DE 7 DÍAS	**$6.50**
PASE DE 31 DÍA	**$23.00**

- Los pases ofrecen paseos ilimitados para la duración del paseo.
- Las tarifas se pueden pagar con dinero en efectivo, fichas, o pases.
- Pases de un día están disponibles a bordo todos los autobuses con rutas fijas.
- Otros pases están disponibles para la venta en las siguientes localizaciones:

OFICINA DE VOTRAN:	días laborales, 8:00 a.m. – 5:00 p.m.
PLAZA DE TRANSFERENCIA:	lunes a sábado, 7:30 a.m. – 5:00 p.m.
DELTONA REGIONAL PUBLIC LIBRARY (BIBLIOTECA REGIONAL):	2150 Eustace Ave, Deltona Llame al (386) 289-7207 Únicamente efectivo.
HISTORIC COURTHOUSE	Treasury and Billing Office 125 W. New York Ave, Room 120 DeLand, FL 32720 lunes a viernes, 8:00 a.m. – 5:00 p.m.

Compra de una tarifa pasa en línea en votran.org.

Lo que necesita para el recorrido

1. **TARIFA EXACTA**
Al abordar siempre tenga listo el cambio exacto con la tarjeta apropiada de identificación. No se permite a los operadores a hacer cambio, manejar o depositar el dinero.

2. **PRECIOS REDUCIDOS**
Si usted califica a recibir precios reducidos, tenga listo su tarjeta de Medicare de los EEUU, prueba de su edad, o tarjeta de identificación de Votran.

3. **EL FUMAR, COMER, Y CONSUMIR BEBIDA**
Extinga sus cigarrillos y acabe de alimentarse con comida y refrescos antes de subir. Se prohíben todos. Esto incluye dispositivos electronicós fumadores.

4. **SUBIRSE EN EL AUTOBUS**
Cuando usted ha llegado a la localización en la calle donde usted necesita tomar el autobús, debe de pararse cerca de una parada designada o donde no hay una señal, debe de pararse a los mas lejano de la intersección, no al lado cercano. El autobús no se parará en medio bloque de la calle. Asómese a su autobús para determinar el número correcto de la ruta antes que le señale al operador que se pare. Señale al operador del autobús levantando su mano.

5. **BAJAR DEL AUTOBUS**
Cuando usted ya llegue dentro un bloque de su destinación, señale al operador para que se pare oprimiendo la tira amarilla al lado de la ventana o jalando la cuerda. Permanezca sentado hasta que el autobús se pare completamente. Después muévase a la parte trasera del autobús para salir. Espere hasta que la luz verde sobre la puerta le señale que empuje las barras verticales.

6. **PORTADORES DE MASCOTAS EN EL AUTOBUS**
Perros o gatos pequeños pueden montar Votran siempre que estén en unportador de mascotas. Los portadores deben caber entre sus pies orencima de sus piernas. Los portadores no pueden bloquear el pasillo oser colocados en un asiento. Los perros pequeños que exhiben excesivosladridos o agresión se les pedirá que bajen el autobús.

7. **MALETAS Y COCHES**
Usted puede cargar adentro artículos que se puedan guardar con seguridad a bordo una vez que esté sentado. Debido a las normas de seguridad, Votran no puede permitir artículos tales como bicicletas, tablas de surfear, o cualquier artículo que bloquee los pasillos. Los estantes de bicicletas se proveen en el exterior de todos los autobuses. Cochecitos debe doblarse antes de abordar el autobus.

8. **¡NO ZAPATOS, NO CAMISA, NO SERVICIO!**

9. **DIAS FERIADOS**
Las Rutas de Votran operan en un horario limitado para el Día de Año Nuevo, Memorial Day, el 4 de julio, Labor Day, Thanksgiving Day y el Dia de Navidad. Inicie sesión en nuestro sitio web en **www.votran.org** para más detalles.

10. **¿TIENE ALGUN COMENTARIO, UN MALENTENDIDO, O UNA RECOMENDACION?**
Si usted desea hacer un comentario, dar un resumen sobre un malentendido o elogiar un empleado, por favor comuníquese con nuestra oficina llamando al **386-943-7033**. Favor de anotar la ruta del autobús, número del autobús, la hora del día y la localización implicada en el caso. Usted también puede describir en detalle por escrito y enviarlo por correo postal a Votran, 950 Big Tree Rd., South Daytona, FL 32119, informe a través de nuestro sitio web **www.votran.org**.

11. **EVENTOS IMPREVISTOS RETRASARAN LOS AUTOBUSES**

ESTE HORARIO PUEDE CAMBIAR SIN AVISO

WEST VOLUSIA BUS SERVICE

- All times shown in **bold** are p.m. trips.
- All trips shown in ▭ do not operate on Saturdays.
- All trips shown in ▭ operate on Saturdays only.

Schedule is subject to change without notice

20 DeLand/Orange City

MON-SAT: ***Northbound from Market Place to Deland***

Charles Beall/ Angeles	Market Place *(Arrive)*	Market Place *(Depart)*	Volusia/ Rhode Island	Volusia/ French	Woodland/ Orange Camp	DeLand ITF Gate 2	Thomas C. Kelly County Adm.Ctr	AdventHealth DeLand	Int'l Speedway/ S.R. 15-A	Amelia SuperStop
-:-	-:-	-:-	5:45	5:49	5:55	6:03	-:-	-:-	-:-	6:13
-:-	-:-	6:16	6:24	6:29	6:37	6:47	6:52	6:59	7:04	7:10
-:-	-:-	-:-	6:38	6:43	6:50	-:-	-:-	-:-	-:-	7:10
-:-	-:-	7:25	7:31	7:36	7:42	7:53	8:00	8:08	8:13	8:19
-:-	-:-	8:25	8:31	8:36	8:42	8:53	9:00	9:08	9:13	9:19
9:03	9:13	9:25	9:31	9:36	9:42	9:53	10:00	10:08	10:13	10:19
9:55	10:05	10:25	10:31	10:36	10:42	10:53	11:00	11:08	11:13	11:19
10:55	11:05	11:25	11:31	11:36	11:42	11:53	**12:00**	**12:08**	**12:13**	**12:19**
11:55	**12:05**	**12:25**	**12:31**	**12:36**	**12:42**	**12:53**	**1:00**	**1:08**	**1:13**	**1:19**
12:55	**1:05**	**1:25**	**1:31**	**1:36**	**1:42**	**1:53**	**2:00**	**2:08**	**2:13**	**2:19**
1:55	**2:05**	**2:25**	**2:31**	**2:36**	**2:42**	**2:53**	**3:00**	**3:08**	**3:13**	**3:19**
2:55	**3:05**	**3:25**	**3:31**	**3:36**	**3:42**	**3:53**	**4:00**	**4:08**	**4:13**	**4:19**
3:55	**4:05**	**4:25**	**4:31**	**4:36**	**4:42**	**4:53**	**5:00**	**5:08**	**5:13**	**5:19**
4:55	**5:05**	**5:25**	**5:31**	**5:36**	**5:42**	**5:53**	**6:00**	**6:08**	**6:13**	**6:19**
5:55	**6:05**	**6:25**	**6:31**	**6:36**	**6:42**	**6:53**	**7:00**	**7:08**	**7:13**	**7:19**

MON-SAT ***Southbound from Deland to Market Place***

Amelia SuperStop	Walmart Deland	Amelia SuperStop	Int'l Speedway/ S.R. 15-A	AdventHealth DeLand	Thomas C. Kelly Co. Admin. Ctr	DeLand ITF Gate 1 *(Depart)*	Woodland/ McGregor	Volusia/ French	Volusia/ Rhode Island	Market Place	Charles Beall/ Angeles
6:14	6:23	6:28	6:35	6:39	6:45	6:50	7:00	7:07	7:11	7:20	-:-
7:14	7:19	7:26	7:33	7:37	7:43	7:50	8:00	8:07	8:11	8:20	-:-
8:14	-:-	-:-	-:-	-:-	-:-	8:24	8:34	8:40	8:44	8:53	9:03
8:29	8:34	8:41	8:49	8:54	9:01	9:15	9:24	9:30	9:34	9:45	9:55
9:29	9:34	9:41	9:49	9:54	10:01	10:15	10:24	10:30	10:34	10:45	10:55
10:29	10:34	10:41	10:49	10:54	11:01	11:15	11:24	11:30	11:34	11:45	11:55
11:29	11:34	11:41	11:49	11:54	**12:01**	**12:15**	**12:24**	**12:30**	**12:34**	**12:45**	**12:55**
12:29	**12:34**	**12:41**	**12:49**	**12:54**	**1:01**	**1:15**	**1:24**	**1:30**	**1:34**	**1:45**	**1:55**
1:29	**1:34**	**1:41**	**1:49**	**1:54**	**2:01**	**2:15**	**2:24**	**2:30**	**2:34**	**2:45**	**2:55**
2:29	**2:34**	**2:41**	**2:49**	**2:54**	**3:01**	**3:15**	**3:24**	**3:30**	**3:34**	**3:45**	**3:55**
3:29	**3:34**	**3:41**	**3:49**	**3:54**	**4:01**	**4:15**	**4:24**	**4:30**	**4:34**	**4:45**	**4:55**
4:29	**4:34**	**4:41**	**4:49**	**4:54**	**5:01**	**5:15**	**5:24**	**5:30**	**5:34**	**5:45**	**5:55**
5:29	**5:34**	**5:41**	**5:49**	**5:54**	**6:01**	**6:15**	**6:24**	**6:30**	**6:34**	**6:45**	-:-
6:20	**6:29**	-:-	-:-	-:-	-:-	**6:40**	**6:50**	**6:57**	-:-	-:-	-:-
6:24	**6:29**	**6:36**	**6:44**	**6:49**	**6:56**	**7:10**	**7:19**	**7:25**	**7:29**	**7:38**	-:-
7:20	**7:29**	-:-	-:-	-:-	-:-	**7:40**	**7:50**	**7:57**	**8:01**	-:-	-:-

21 Deltona

MON-SAT: ***Outbound from Market Place to Walmart/Osteen via Providence/Ft. Smith***

Market Place	Deltona Plaza	Providence/ Normandy	Methodist Children's Home	Providence/ Normandy	Providence/ Tivoli	Walmart/ Osteen
-:-	-:-	-:-	-:-	-:-	5:08	5:20
6:25	6:33	6:40	6:46	6:52	6:57	7:11
-:-	-:-	-:-	-:-	-:-	7:04	7:18
8:25	8:33	8:40	8:46	8:52	8:57	9:11
10:25	10:33	10:40	10:46	10:52	10:57	11:11
12:25	**12:33**	**12:40**	**12:46**	**12:52**	**12:57**	**1:11**
2:25	**2:33**	**2:40**	**2:46**	**2:52**	**2:57**	**3:11**
4:25	**4:33**	**4:40**	**4:46**	**4:52**	**4:57**	**5:11**
6:25	**6:33**	**6:40**	**6:46**	**6:52**	**6:57**	**7:11**

MON-SAT: ***Inbound Walmart/Osteen to Market Place via Elkcam/Providence***

Walmart/ Osteen	Pine Ridge High School	Howland/ Elkcam	Newmark/ Montecito	Providence/ Ft. Smith	Deltona City Hall	Deltona Library	Providence/ Tivoli	Providence/ Normandy	Deltona Plaza	Market Place
5:21	5:24	5:31	5:36	5:40	-:-	5:46	5:52	5:56	6:03	6:15
7:19	7:22	7:29	7:34	7:38		7:44	7:50	7:54	8:01	8:13
7:22	7:25	7:32	7:37	7:41	7:45	7:47	7:53	7:57	8:04	8:19
9:22	9:25	9:32	9:37	9:41	9:45	9:47	9:53	9:57	10:04	10:19
11:22	11:25	11:32	11:37	11:41	11:45	11:47	11:53	11:57	**12:04**	**12:19**
1:22	**1:25**	**1:32**	**1:37**	**1:41**	**1:45**	**1:47**	**1:53**	**1:57**	**2:04**	**2:19**
3:22	**3:25**	**3:32**	**3:37**	**3:41**	**3:45**	**3:47**	**3:53**	**3:57**	**4:04**	**4:19**
5:22	**5:25**	**5:32**	**5:37**	**5:41**	**5:45**	**5:47**	**5:53**	**5:57**	**6:04**	**6:19**
7:19	**7:22**	**7:29**	-:-	-:-	-:-	-:-	-:-	-:-	-:-	-:-

22 Deltona

MON-SAT: ***Outbound from Market Place to Walmart/Osteen via Elkcam/Providence***

Market Place	Deltona Plaza	Providence/ Normandy	Providence/ Tivoli	Deltona City Hall	Deltona Library	Elkcam/ Howland	Pine Ridge High School	Walmart/ Osteen
-:-	-:-	5:52	5:57	-:-	6:03	6:11	6:18	6:22
7:25	7:33	7:40	7:45	7:51	7:54	8:03	8:10	8:15
9:25	9:33	9:40	9:45	9:51	9:54	10:03	10:10	10:15
11:25	11:33	11:40	11:45	11:51	11:54	**12:03**	**12:10**	**12:15**
1:25	**1:33**	**1:40**	**1:45**	**1:51**	**1:54**	**2:03**	**2:10**	**2:15**
3:25	**3:33**	**3:40**	**3:45**	**3:51**	**3:54**	**4:03**	**4:10**	**4:15**
5:25	**5:33**	**5:40**	**5:45**	**5:51**	**5:54**	**6:03**	**6:10**	**6:15**

MON-SAT: ***Inbound from Walmart/Osteen to Market Place via Ft. Smith/Providence***

Walmart/ Osteen	Providence/ Tivoli	Providence/ Normandy	Methodist Children's Home	Providence/ Normandy	Deltona Plaza	Market Place
6:24	6:37	6:41	6:47	6:54	7:01	7:18
8:24	8:37	8:41	8:47	8:54	9:01	9:18
10:24	10:37	10:41	10:47	10:54	11:01	11:18
12:24	**12:37**	**12:41**	**12:47**	**12:54**	**1:01**	**1:18**
2:24	**2:37**	**2:41**	**2:47**	**2:54**	**3:01**	**3:18**
4:24	**4:37**	**4:41**	**4:47**	**4:54**	**5:01**	**5:18**
6:20	**6:33**	**6:37**	**6:43**	**6:50**	**6:57**	**7:14**

ROUTE 22 DOES NOT OPERATE ON HOLIDAYS
LA RUTA 22, NO TRABAJA EN LOS DIAS DE FIESTA

23 Orange City

MON-FRI: ***Eastbound from Market Place to Ft. Smith/Providence***

Market Place	Charles Beall/ Angeles	Saxon Blvd Market Place	AdventHealth Orange City	Saxon/Tivoli	Providence/ Ft. Smith
-:-	5:24	5:31	5:35	5:45	5:49
6:20	6:28	6:35	6:39	6:49	6:53
7:20	7:28	7:35	7:39	7:49	7:53
8:20	8:28	8:35	8:39	8:49	8:53
9:20	9:28	9:35	9:39	9:49	9:53
10:20	10:28	10:35	10:39	10:49	10:53
11:20	11:28	11:35	11:39	11:49	11:53
12:20	**12:28**	**12:35**	**12:39**	**12:49**	**12:53**
1:20	**1:28**	**1:35**	**1:39**	**1:49**	**1:53**
2:25	-:-	-:-	**2:31**	**2:41**	**2:45**
3:25	-:-	-:-	**3:31**	**3:41**	**3:45**
4:25	-:-	-:-	**4:31**	**4:41**	**4:45**
5:25	-:-	-:-	**5:31**	**5:41**	**5:45**

MON-FRI: ***Westbound from Providence/Ft. Smith to Market Place***

Providence/ Ft. Smith	Saxon Blvd Park & Ride	Market Place
5:49	6:01	6:16
6:53	7:05	7:20
7:53	8:05	8:20
8:53	9:05	9:20
9:53	10:05	10:20
10:53	11:05	11:20
11:53	**12:05**	**12:20**
12:53	**1:05**	**1:20**
1:53	**2:05**	**2:20**
2:45	**2:57**	**3:12**
3:45	**3:57**	**4:12**
4:45	**4:57**	**5:12**
5:45	**5:57**	**6:12**

SAT ONLY: ***Eastbound from Market Place to Ft. Smith/Providence***

Market Place	Charles Beall/ Angeles	Saxon Blvd Market Place	AdventHealth Orange City	Saxon/Tivoli	Providence/ Ft. Smith
-:-	-:-	-:-	6:39	6:49	6:53
7:20	7:28	7:35	7:39	7:49	7:53
8:20	8:28	8:35	8:39	8:49	8:53
9:20	9:28	9:35	9:39	9:49	9:53
10:20	10:28	10:35	10:39	10:49	10:53
11:20	11:28	11:35	11:39	11:49	11:53
12:20	**12:28**	**12:35**	**12:39**	**12:49**	**12:53**
1:20	**1:28**	**1:35**	**1:39**	**1:49**	**1:53**
2:20	**2:28**	**2:35**	**2:39**	**2:49**	**2:53**
3:20	**3:28**	**3:35**	**3:39**	**3:49**	**3:53**
4:20	**4:28**	**4:35**	**4:39**	**4:49**	**4:53**
5:20	**5:28**	**5:35**	**5:39**	**5:49**	**5:53**

SAT ONLY: ***Westbound from Providence/Ft. Smith to Market Place***

Providence/ Ft. Smith	Saxon Blvd Park & Ride	Market Place
6:53	7:05	7:20
7:53	8:05	8:20
8:53	9:05	9:20
9:53	10:05	10:20
10:53	11:05	11:20
11:53	**12:05**	**12:20**
12:53	**1:05**	**1:20**
1:53	**2:05**	**2:20**
2:53	**3:05**	**3:20**
3:53	**4:05**	**4:20**
4:53	**5:05**	**5:20**
5:53	**6:05**	**6:20**

31 SunRail - US 17-92

MON-FRI ONLY: ***Southbound to SunRail DeBary Station***

Amelia Super Stop	DeLand ITF *(Departs)*	Woodland/ McGreggor	Volusia/ Graves	Charles Beall/ Saxon	Charles Beall/ Highbanks	DeBary SunRail Station	SunRail Departs
4:43	4:53	5:00	5:05	5:12	5:16	5:20	5:30
5:13	5:23	5:30	5:35	5:42	5:46	5:50	6:00
5:43	5:53	6:00	6:05	6:12	6:16	6:20	6:30
6:13	6:23	6:30	6:35	6:42	6:46	6:50	7:00
6:43	6:53	7:00	7:05	7:12	7:16	7:20	7:30
7:08	7:18	7:25	7:30	7:37	7:41	7:45	8:00
7:43	7:53	8:00	8:05	8:12	8:16	8:20	9:00
3:15	**3:31**	**3:40**	**3:47**	**3:56**	**4:02**	**4:08**	**4:30**
3:45	**4:01**	**4:10**	**4:17**	**4:26**	**4:32**	**4:38**	**5:00**
4:15	**4:31**	**4:40**	**4:47**	**4:56**	**5:02**	**5:08**	**5:30**
4:45	**5:01**	**5:10**	**5:17**	**5:26**	**5:32**	**5:38**	-:-
5:15	**5:31**	**5:40**	**5:47**	**5:56**	**6:02**	**6:08**	-:-
5:45	**6:01**	**6:10**	**6:17**	**6:26**	**6:32**	**6:38**	**6:50**
6:18	**6:34**	**6:43**	**6:50**	**6:59**	**7:05**	**7:11**	-:-
6:48	**7:04**	**7:13**	**7:20**	**7:29**	**7:35**	**7:41**	**8:10**

MON-FRI ONLY: ***Northbound to Amelia Super Stop***

SunRail Arrives	DeBary SunRail Station	Charles Beall/ Highbanks	Saxon/ Charles Beall	Volusia/ Graves	Woodland/ McGreggor	DeLand ITF *(departs)*	Amelia Super Stop
-:-	5:25	5:30	5:33	5:39	5:44	5:57	6:06
-:-	5:55	6:00	6:03	6:09	6:14	6:27	6:36
-:-	6:25	6:30	6:33	6:39	6:44	6:52	7:01
-:-	6:55	7:00	7:03	7:09	7:14	7:27	7:36
7:18	7:25	7:30	7:33	7:39	7:44	7:57	8:06
7:48	7:55	8:00	8:03	8:09	8:14	8:27	8:36
2:43	**3:25**	**3:30**	**3:33**	**3:39**	**3:44**	**4:00**	**4:09**
3:48	**3:55**	**4:00**	**4:03**	**4:09**	**4:14**	**4:30**	**4:39**
-:-	**4:25**	**4:30**	**4:33**	**4:39**	**4:44**	**5:00**	**5:09**
4:48	**4:55**	**5:00**	**5:03**	**5:09**	**5:14**	**5:30**	**5:39**
5:18	**5:25**	**5:30**	**5:33**	**5:39**	**5:44**	**6:00**	**6:09**
5:48	**5:55**	**6:00**	**6:03**	**6:09**	**6:14**	**6:30**	**6:39**
6:18	**6:25**	**6:30**	**6:33**	**6:39**	**6:44**	**7:00**	**7:09**
6:53	**7:05**	**7:10**	**7:13**	**7:19**	**7:24**	**7:40**	**7:49**
7:23	**7:35**	**7:40**	**7:43**	**7:49**	**7:54**	**8:10**	**8:19**
7:53	**8:05**	**8:10**	**8:13**	**8:19**	**8:24**	**8:40**	**8:49**

33 SunRail - Dupont Lakes

MON-FRI ONLY: ***Westbound to SunRail DeBary Station***

Dupont Lakes Shopping Ctr	Deltona City Hall	Saxon Blvd Park & Ride*	Saxon Blvd Market Place*	DeBary SunRail Station	SunRail Departs
4:25	4:35	4:50	4:58	5:15	5:30
5:25	5:35	5:50	5:58	6:15	6:30
6:25	6:35	6:50	6:58	7:15	7:30
2:25	**2:35**	**2:50**	**2:58**	**3:15**	**3:30**
4:25	**4:35**	**4:50**	**4:58**	**5:15**	**5:30**
-:-	-:-	-:-	**6:25**	**6:42**	**6:50**

MON-FRI ONLY: ***Eastbound to Dupont Lakes***

SunRail Arrives	DeBary SunRail Station	Saxon Blvd Market Place*	AdventHealth Orange City	Saxon Blvd Park & Ride*	Deltona City Hall	Dupont Lakes Shopping Ctr
7:18	7:28	7:40	7:44	7:48	8:06	8:20
8:18	8:28	8:40	8:44	8:48	9:06	9:20
2:43	**3:20**	**3:32**	**3:36**	**3:40**	**3:58**	**4:12**
5:18	**5:28**	**5:40**	**5:44**	**5:48**	**6:06**	**6:20**
6:53	**6:58**	**7:07**	**7:11**	**7:14**	**7:24**	**7:37**

* Buses do not enter Deltona City Hall, Park & Ride, or Market Place. Bus stops are located on the main road.
** Los autobuses no entran en el Ayuntamiento de Deltona, Park & Ride o Market Place. Las paradas de autobús se encuentran en la carretera principal.*

60 East/West Connector

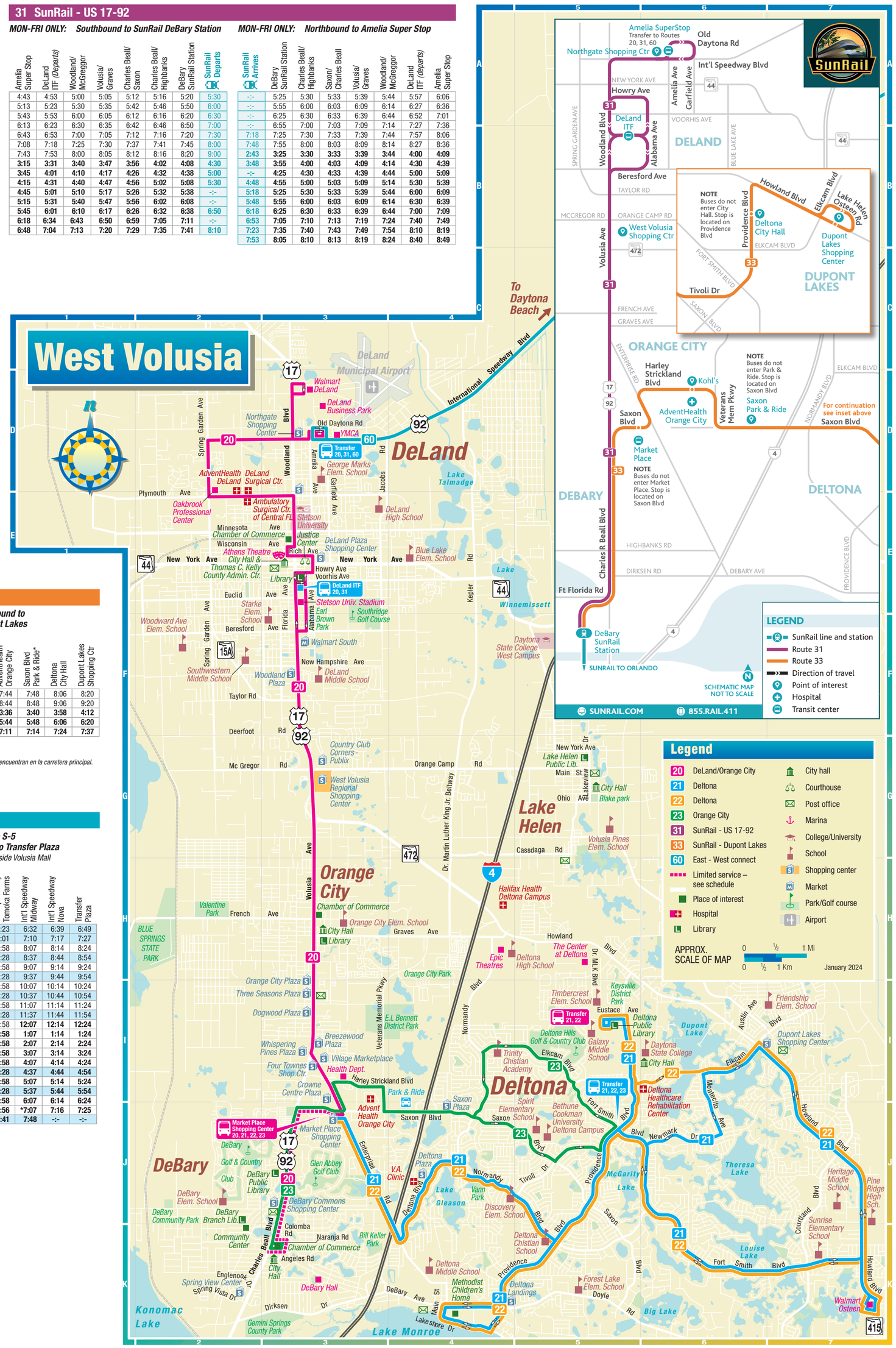
MON-SAT: ***Departs Gate S-5 Westbound to Amelia Superstop***
Does not go inside Volusia Mall

Transfer Plaza	Int'l Speedway Nova	Int'l Speedway Midway	Int'l Speedway Tomoka Farms	Branch Jail	Int'l Speedway Kepler Rd	Amelia Super Stop
-:-	-:-	5:15	5:20	-:-	5:36	5:40
-:-	-:-	*5:57	6:03	-:-	6:19	6:23
6:32	6:40	6:45	6:53	7:01	7:13	7:19
-:-	-:-	6:56	7:01	-:-	7:13	7:19
7:02	7:10	7:15	7:23	7:31	7:43	7:49
7:32	7:40	7:45	7:53	8:01	8:13	8:19
8:02	8:10	8:15	8:23	8:31	8:43	8:49
8:32	8:40	8:45	8:53	9:01	9:13	9:19
9:02	9:10	9:15	9:23	9:31	9:43	9:49
9:32	9:40	9:45	9:53	10:01	10:13	10:19
10:02	10:10	10:15	10:23	10:31	10:43	10:49
10:32	10:40	10:45	10:53	11:01	11:13	11:19
11:32	11:40	11:45	11:53	**12:01**	**12:13**	**12:19**
12:32	**12:40**	**12:45**	**12:53**	**1:01**	**1:13**	**1:19**
1:32	**1:40**	**1:45**	**1:53**	**2:01**	**2:13**	**2:19**
2:32	**2:40**	**2:45**	**2:53**	**3:01**	**3:13**	**3:19**
3:02	**3:10**	**3:15**	**3:23**	**3:31**	**3:43**	**3:49**
3:32	**3:40**	**3:45**	**3:53**	**4:01**	**4:13**	**4:19**
4:02	**4:10**	**4:15**	**4:23**	**4:31**	**4:43**	**4:49**
4:32	**4:40**	**4:45**	**4:53**	**5:01**	**5:13**	**5:19**
5:32	**5:40**	**5:45**	**5:53**	**6:01**	**6:13**	**6:19**
6:32	**6:40**	**6:45**	**6:53**	**7:01**	**7:13**	**7:19**

MON-SAT: ***Arrives Gate S-5 Eastbound to Transfer Plaza***
Does not go inside Volusia Mall

Amelia Super Stop	Int'l Speedway Kepler Rd	Branch Jail	Int'l Speedway Tomoka Farms	Int'l Speedway Midway	Int'l Speedway Nova	Transfer Plaza
5:51	5:56	6:12	6:23	6:32	6:39	6:49
6:29	6:34	6:50	7:01	7:10	7:17	7:27
7:26	7:31	7:47	7:58	8:07	8:14	8:24
7:56	8:01	8:17	8:28	8:37	8:44	8:54
8:26	8:31	8:47	8:58	9:07	9:14	9:24
8:56	9:01	9:17	9:28	9:37	9:44	9:54
9:26	9:31	9:47	9:58	10:07	10:14	10:24
9:56	10:01	10:17	10:28	10:37	10:44	10:54
10:26	10:31	10:47	10:58	11:07	11:14	11:24
10:56	11:01	11:17	11:28	11:37	11:44	11:54
11:26	11:31	11:47	11:58	**12:07**	**12:14**	**12:24**
12:26	**12:31**	**12:47**	**12:58**	**1:07**	**1:14**	**1:24**
1:26	**1:31**	**1:47**	**1:58**	**2:07**	**2:14**	**2:24**
2:26	**2:31**	**2:47**	**2:58**	**3:07**	**3:14**	**3:24**
3:26	**3:31**	**3:47**	**3:58**	**4:07**	**4:14**	**4:24**
3:56	**4:01**	**4:17**	**4:28**	**4:37**	**4:44**	**4:54**
4:26	**4:31**	**4:47**	**4:58**	**5:07**	**5:14**	**5:24**
4:56	**5:01**	**5:17**	**5:28**	**5:37**	**5:44**	**5:54**
5:26	**5:31**	**5:47**	**5:58**	**6:07**	**6:14**	**6:24**
6:24	**6:29**	**6:45**	**6:56**	***7:07**	**7:16**	**7:25**
*****7:23**	**7:27**	-:-	**7:41**	**7:48**	-:-	-:-

* Serves the Daytona Airport at 5:55 a.m. Westbound and 7:05 p.m. Eastbound.
** Sirve al aeropuerto de Daytona a las 5:55 a.m. en dirección oeste y a las 7:05 p.m. hacia el este.*
***The last eastbound trip ends at Clyde Morris. Passengers may deboard at Midway and take Route 10. Night Service at :31 past the hour to go to the Intermodal Transit Facility at Earl St. and A1A.
****El último viaje en dirección este termina en Clyde Morris. Los pasajeros pueden desembarcar en Midway y tomar el servicio nocturno de la ruta 10 a las: 31 después de la hora para ir a la instalación de tránsito intermodal en Earl St. y A1A.*



Appendix R
Signal Four Analytics Crash Data

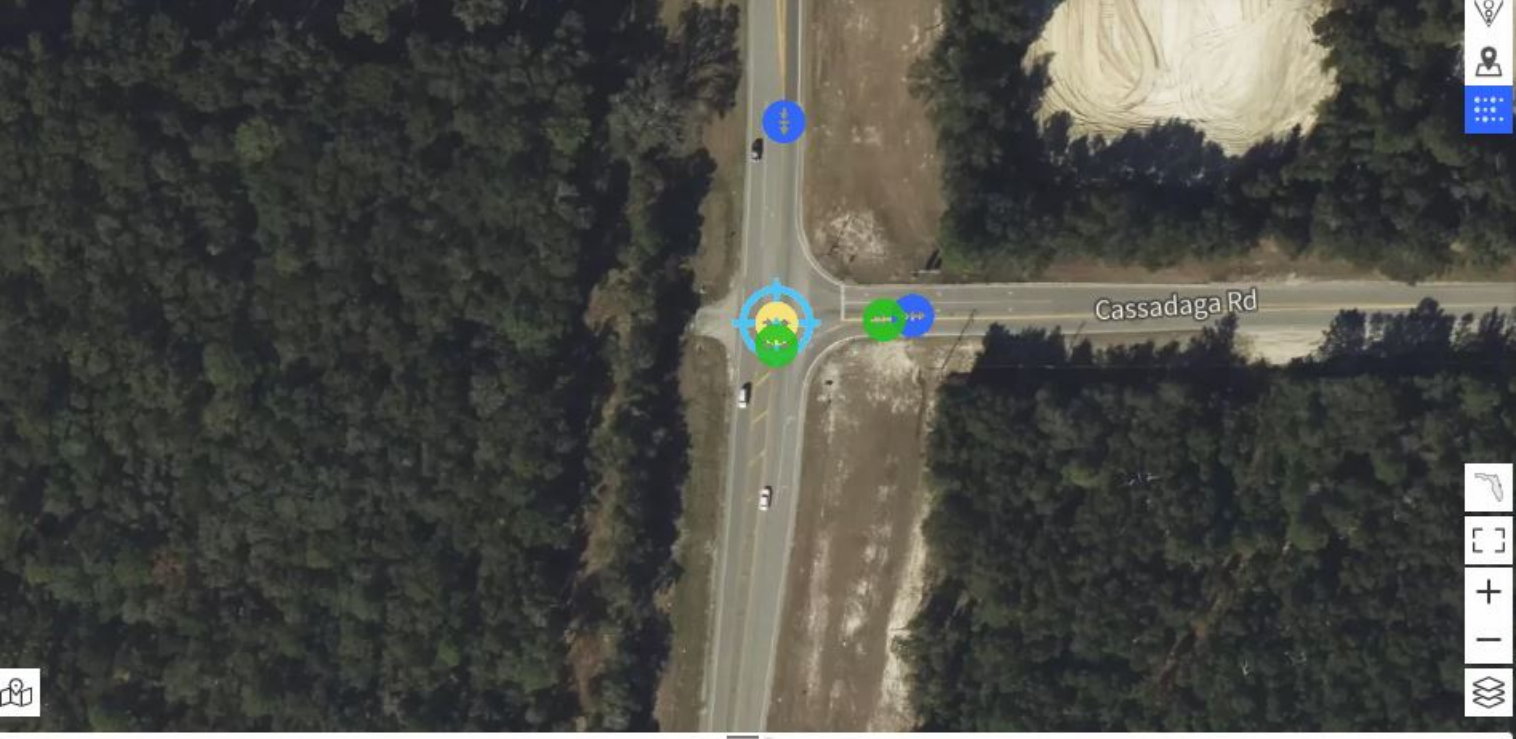
MLK Beltway and Cassadaga Road

REPORT_NUMBER	CRASH_YEAR	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	ON_STREET_ROAD_HIGHWAY	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	TYPE_OF_INTERSECTION	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2
88074562	2019	2	1	8	36	Volusia	Deland	Urban	CASSADAGA ROAD	East	COUNTY ROAD 4101	T-Intersect	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Intersectio	None			None	
88074557	2019	2	2	8	36	Volusia	Deland	Urban	CASSADAGA ROAD	East	COUNTY ROAD 4101	T-Intersect	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Intersectio	None			None	
87240604	2019	3	3	8	48	Volusia	Orange Cit	Rural	COUNTY ROAD 4101 (	North	CASSADAGA RD	Not at Inte	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Non-Juncti	None			None	
24974479	2022	2	2	8	36	Volusia	Deland	Rural	COUNTY ROAD 4101 (DR. MLK BE		CASSADAGA ROAD	Not at Inte	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Non-Juncti	Work Zone			None	
25074130	2023	2	4	8	0	Volusia	Unincorpo	Rural	COUNTY ROAD 4101	South	CASSADAGA ROAD	Not at Inte	N	Dark - Ligh	Clear	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Non-Juncti	None			None	

ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN	S4_IS_INTERSECTION_RELATED	S4_IS_LANE_DEPARTURE_RELATED	S4_IS_SPEEDING_RELATED	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_POSSIBLE_INJURY_COUNT	S4_NON_INCAPACITATING_INJURY_COUNT	S4_INCAPACITATING_INJURY_COUNT	S4_FATALITY_COUNT	S4_FATALITY_WITHIN_30_DAYS_COUNT
	N					TROOPER	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	No Injury	DAY	N	N	N	N	N	Y	Y	N	N	1	0	0	0	0	0	0
	N					TROOPER	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	Possible Injury	DAY	N	N	N	Y	N	N	Y	N	N	1	1	1	0	0	0	0
	N					SERGEANT	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	Possible Injury	DAY	N	N	N	N	N	N	N	N	N	1	2	2	0	0	0	0
	Y	Activity Are	Work on Sh	Y	N	TPR	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	Non-Incapacitating I	DAY	N	N	N	N	N	N	N	N	N	1	1	0	1	0	0	0
	N					TPR	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	No Injury	NIGHT	N	N	N	Y	N	N	N	N	N	4	0	0	0	0	0	0

S4_NON_TRAFFIC_FATALITY_COUNT	S4_TRAILER_COUNT	S4_MOTORCYCLE_COUNT	S4_MOPED_COUNT	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT	S4_MOTORCYCLIST_FATALITY_COUNT	S4_IS_PEDESTRIAN_INVOLVED	S4_PEDESTRIAN_INCAPACITATING_INJURY_COUNT	S4_PEDESTRIAN_FATALITY_COUNT	S4_IS_BICYCLIST_INVOLVED	S4_BICYCLIST_INCAPACITATING_INJURY_COUNT	S4_BICYCLIST_FATALITY_COUNT	S4_CITATION_COUNT	S4_CITATION_AMOUNT	S4_PROPERTY_DAMAGE_COUNT	S4_PROPERTY_DAMAGE_AMOUNT	S4_VEHICLE_DAMAGE_COUNT	S4_VEHICLE_DAMAGE_AMOUNT	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0				N	0	0	N	0	0	0	0	0	0	1	1000	1000	0
0	0	0	0	0	0	0	2	1	0	0	0	0	0	0				N	0	0	N	0	0	1	0	0	0	2	8000	8000	0
0	0	0	0	0	0	0	3	0	0	0	0	0	0	0				N	0	0	N	0	0	1	0	0	0	3	21500	21500	0
0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	N	0	0	N	0	0	2	0	0	0	2	2000	2000	1
0	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	N	0	0	N	0	0	1	0	0	0	2	15000	15000	0

S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_X	S4_Y	S4_LATITUDE	S4_LONGITUDE
0	0	Preliminary	Editor Map	474153.9	3204263	28.96614	-81.2653
0	0	Preliminary	Editor Map	474160.4	3204264	28.96615	-81.2652
0	0	Preliminary	Editor Map	474131	3204309	28.96655	-81.2655
0	0	Preliminary	Computer	474129.2	3204263	28.96613	-81.2655
0	0	Preliminary	Editor Map	474129.2	3204258	28.96609	-81.2655



Injury Summary | Common Attributes | FDOT Attributes

	Total	Fatal Crashes	Serious Injury Cras...	Injury Crashes	Property Damage ...
Crashes	5	0	0	3	2
Fatalities (within 30 Days)	0	0	0	0	0
Incapacitating Injuries	0	0	0	0	0
Non-Incapacitating Injuries	1	0	0	1	0
Possible Injuries	3	0	0	3	0
No Injuries	8	0	0	3	5
Non-Traffic Fatalities	0	0	0	0	0

SR 472 & S Blue Lake Avenue

REPORT_NUMBER	CRASH_YEAR	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	
88091687	2019	Daylight	Clear	Dry	Rear End	Incapacitating Injury	DAY	
24654910	2022	Dark - Not Lighted	Clear	Dry	Sideswipe	No Injury	NIGHT	



Appendix S
Volusia County Master Proportionate Share Table and Relevant Information

Master Prop Fair Share approved costs & formulas

12/10/2024

Updated 10/23. FDOT Cost Per Mile Reports were calculated 10-22 therefore the 9-23 CPI for Transportation Services of 9.1% is applied. If there is already a county project with estimates based on itemized estimated costs then those amounts are used. Bridge estimates are $300/sf.

Roadway/ Intersection	Segment	Length	Improvement	Cost per Lane Mile (FDOT 11/22)	Additional Cost	Improvement Cost	Design + CEI (25%)	ROW/Mitigation/ Other Costs	2022 Total Improvement Cost	CPI - Trans Svcs (9.2%)	2023-24 Total Improvement Cost	Existing Capacity	Improved Capacity	Capacity Increase	Project Trips	Project Percentage	Prop Share	Prop Share
Graves Ave	Leavitt Ave to VMP	1.18	Widen 2 to 4 lanes, urban	$4,717,890		$5,567,110	$1,391,778		$6,958,888	$640,218	$7,599,105.42	1,620	3,410	1,790		0.00%	$0.00	updated LREs in PFS spreadsheet
	VMP to Kentucky Ave	0.33	Widen 2 to 4 lanes, urban	$4,717,890	$300,000	$1,856,904	$464,226		$2,321,130	$213,544	$2,534,673.55	1,620	3,410	1,790	15	0.84%	$21,240.28	updated LREs in PFS spreadsheet
	Kentucky Ave to 4L at overpass	0.38	Widen 2 to 4 lanes, rural	$3,250,379	$12,050,000	$13,285,144	$3,321,286		$16,606,430	$1,527,792	$18,134,221.59	1,620	3,410	1,790	5	0.28%	$50,654.25	detailed est
Howland Blvd	Forest Edge to Wolf Pack Run	0.25	Widen 4 to 6 lanes, urban	$4,723,934	$300,000	$1,480,984	$370,246		$1,851,229	$170,313	$2,021,542.48	3,410	5,120	1,710		0.00%	$0.00	detailed est
	I-4/SR 472 to Wolf Pack Run	0.40	Widen 4 to 6 lanes, urban	$4,723,934	$480,000	$2,369,574	$592,393		$2,961,967	$272,501	$3,234,467.96	3,410	5,120	1,710	14	0.82%	$26,481.02	detailed est
	Wolf Pack Run to Catalina Blvd	1.20	Widen 4 to 6 lanes, urban	$4,723,934	$1,870,000	$7,538,721	$1,884,680		$9,423,401	$866,953	$10,290,353.89	3,410	5,120	1,710		0.00%	$0.00	detailed est
Kentucky Ave	Graves Ave to SR 472	0.80	Widen 2 to 4 lanes, rural	$3,250,379	$1,715,000	$4,315,303	$1,078,826		$5,394,129	$496,260	$5,890,388.87	1,540	3,410	1,870	20	1.07%	$62,998.81	detailed est
Orange Camp Road	US 17-92 to MLK	2.15	Widen 2 to 4 lanes, urban	Sales Surtax					$19,080,000	$1,755,360	$20,835,360.00							Sales Surtax
Broken out	US 17-92 to Princeton	0.55	Widen 2 to 4 lanes, urban	$8,874,418					$4,880,930	$449,046	$5,329,975.81	1,270	3,410	2,140	3	0.14%	$7,471.93	Sales Surtax
Broken out	Princeton to Blue Lake	1.05	Widen 2 to 4 lanes, urban	$8,874,418					$0	$0	$0.00	1,540	3,410	1,870		0.00%		Sales Surtax
Broken out	Blue Lake to MLK	0.55	Widen 2 to 4 lanes, urban	$8,874,418					$4,880,930	$449,046	$5,329,975.45	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Veterans Memorial Pkwy	SR 472 to Graves Ave	1.00	Widen 2 to 4 lanes, rural	Sales Surtax					$15,000,000	$1,380,000	$16,380,000.00	1,620	3,410	1,790		0.00%	$0.00	Sales Surtax
	Graves Ave to Harley Strickland	2.62	Widen 2 to 4 lanes, rural	Sales Surtax					$9,800,000	$901,600	$10,701,600.00							Sales Surtax
Broken out	Parc Hill Driveway to Rhode Island	0.42	Widen 2 to 4 lanes, rural	ARPA					$4,285,000	$394,220	$4,679,220.00	1,540	3,410	1,870		0.00%	$0.00	Aug 2021 ARPA Presentation to CC
Broken out	Harley Strickland Blvd to Rhode Island	1.22	Widen 2 to 4 lanes, rural	ARPA					$12,446,905	$1,145,115	$13,592,020.00	1,540	3,410	1,870	5	0.27%	$36,342.30	Aug 2021 ARPA Presentation to CC
	Rhode Island to Graves Avenue	1.40	Widen 2 to 4 lanes, rural	ARPA					$7,358,000	$676,936	$8,034,936.00	1,620	3,410	1,790		0.00%	$0.00	Aug 2021 ARPA Presentation to CC
West Volusia Beltway (Kepler Road/MLK)	SR 472 to US 92	7.93	Widen 2 to 4 lanes, rural	Sales Surtax					$44,550,000	$4,098,600	$48,648,600.00							Sales Surtax
Broken out	US 92 to Minnesota Ave	1.90	Widen 2 to 4 lanes, rural	$6,197,772		$11,775,767			$11,775,767	$1,083,371	$12,859,137.35	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Minnesota Ave to SR 44	0.76	Widen 2 to 4 lanes, rural	$6,197,772		$4,710,307			$4,710,307	$433,348	$5,143,654.94	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	SR 44 to E Euclid Ave	0.75	Widen 2 to 4 lanes, rural	$6,197,772		$1,375.53			$1,376	$127	$1,502.08	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	E Euclid Ave to Beresford Ave	0.75	Widen 2 to 4 lanes, rural	$6,197,772		$3,272.80			$3,273	$301	$3,573.90	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Beresford Ave to Taylor Rd	1.05	Widen 2 to 4 lanes, rural	$6,197,772		$6,507,661			$6,507,661	$598,705	$7,106,365.38	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Taylor Rd to Orange Camp Rd	1.04	Widen 2 to 4 lanes, rural	$6,197,772		$6,445,683			$6,445,683	$593,003	$7,038,685.70	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Orange Camp Rd to Cassadaga Rd	1.28	Widen 2 to 4 lanes, rural	$6,197,772		$7,933,148			$7,933,148	$729,850	$8,662,997.79	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Cassadaga Rd to SR 472	0.40	Widen 2 to 4 lanes, rural	$6,197,772		$2,479,109			$2,479,109	$228,078	$2,707,186.81	1,540	3,410	1,870	15	0.80%	$21,715.40	Sales Surtax

Segment

	Yellow highlighted segments were available in the Master PropShare and used directly for PropShare calculations.
	Orange highlighted segments were estimated based on data from similar road segments, adjusted for length differences, for PropShare calculations.
	Gray Highlights represent the segments whose data were used to estimate Orange Highlight segments.

Model	Cost Per Mile	Report
Rural		
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	$4,054,799.93	Report
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$4,864,537.52	Report
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03	$5,706,368.51	Report
New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	$7,951,226.49	Report
New Construction Divided 4 Lane Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R05	$10,097,170.21	Report
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R06	$6,767,484.45	Report
New Construction Divided 6 Lane Rural Road with 5' Paved Shoulders Inside and Out: R07	$9,608,322.81	Report
New Construction Divided 6 Lane Rural Interstate with 10' Paved Shoulders Inside and Out: R08	$11,768,829.26	Report
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	$869,856.58	Report
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate: R10	$1,017,259.79	Report
Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	$725,185.30	Report
Mill and Resurface 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	$1,006,207.20	Report
Mill and Resurface 4 Lane Rural Road with 5' Paved Shoulders: R13	$1,564,875.63	Report
Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	$1,650,420.86	Report
Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	$1,900,930.32	Report
Mill and Resurface 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	$1,888,819.25	Report
Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	$2,353,319.54	Report
Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	$2,712,032.04	Report
Mill and Resurface 1 Additional Lane Rural Interstate: R19	$446,396.49	Report
Mill and Resurface 1 Additional Lane Rural Arterial: R20	$373,714.37	Report
Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders: R21	$4,225,423.96	Report
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	$5,088,776.22	Report
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	$4,836,960.89	Report
Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R24	$7,113,435.51	Report
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10': R25	$6,668,747.14	Report
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out: R26	$5,295,850.61	Report
Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R27	$7,831,556.14	Report
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300': R28	$270,409.62	Report
Widen Divided Rural 4-Lane for Right Turn Lane, 300': R29	$266,905.26	Report

Volusia Growth Management Commission

November 5, 2025

Carol Kuhn, Planning Director
City of DeLand
120 S. Florida Avenue
DeLand, FL 32720

RE: City of DeLand, Small Scale Comprehensive Plan Amendments
VGMC #25-035 – SMLU25-118, 955 W. New York Avenue
VGMC #25-036 – SMLU25-083, 210 Ridgewood Avenue
VGMC #25-037 – SMLU25-025, North of SR472, East of S. Blue Lake Avenue
Certificate of Consistency

Dear Ms. Kuhn,

VGMC Case Nos. 25-035, 25-036 and 25-037 qualify for certification in accordance with Chapter 90, Article II. of the Volusia County Code of Ordinances, Volusia Growth Management Commission Consistency Certification Rules and Organization. Based upon the lack of objection filed by another unit of local government, VGMC Case Nos. 25-035, 25-036 and 25-037 are hereby deemed certified as consistent effective November 4, 2025 without the need for a public hearing.

The Volusia Growth Management Commission appreciates the efforts of the City of DeLand to further intergovernmental cooperation and coordination in Volusia County. If you have any questions regarding this matter, please do not hesitate to call me.

Sincerely,

Debbie Connors

Debbie Connors
VGMC Chair

210 South Beach Street, Suite 202, Daytona Beach, FL 32114
Tel: 386-947-1875 ■ Email: vgmc@volusia.org

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Second Reading of Ordinance No. 2025-24, Changing the Zoning for ±39.24 Acres of Property, Located North of SR 472 and East of South Blue Lake Avenue, from Volusia County Southwest Activity Center Community (SWR) and Volusia County Southwest Activity Center Commerce (SWC) to Canopy Preserve PD (Planned Development). First Reading held on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Christopher Carson, Senior Planner

ATTACHMENTS: ORD-2025-24 , Exhibit A - Legal Description, Exhibit B-Canopy Preserve PD Agreement, Exhibit A - Legal Description - Canopy Preserve, Exhibit B - Concept Plan, Exhibit C - Landscape Plan, Exhibit D - Signage, Exhibit E - Elevations, Exhibit F - Model Home, Exhibit G - Buffer, Plat Boundary 5-22-25 S&S, Z24-024 Staff Report - CanopyPreserve, Revised Project Narrative letter (2-26-2025), TIA 21145 Ford 472 v1.3 e-SS (rev 02-13-25), 25-02-25-001-R Signed Concurrency Letter (2), Z25-024 Aerial, Z25-024 Zoning

APPROVED BY: Michael Pleus, City Manager, November 13, 2025

SUMMARY/HIGHLIGHT:

The applicant has been working with the County since 2021 seeking approval to construct a subdivision with a combination of single-family homes and townhomes. The project was initially put on hold because of a conflict between the minimum density requirements of the County's Comprehensive Plan and the dimensional requirements for single-family residences in the Southwest Activity Center zoning designation. The Southwest Activity Center was originally visioned as a major employment and commerce center near the I-4 interchange with a variety of housing choices to support the employment base. To spur economic development, and to resolve the conflicts between the Comprehensive Plan and the Zoning, County staff proposed modifications to the SWR and SWC zoning designations, which were approved in 2023. The applicant then proceeded with plat and construction plan review for the subdivision.

The City and the County of Volusia have a long-standing utility service agreement (USA) which regulates the provision of utilities by the City outside the corporate limits of the City. In November of 2022, the City and the County concluded a years-long negotiation process to amend the USA to include additional areas outside City limits that would be served by City utilities. One of the areas added included the subject property.

If this project had been in the City's utility service area when it started the development review process, the developer would have been required to obtain utilities from the City and because of its contiguity to the city limits, would have been required to annex and then go through a land use and zoning change prior to undertaking development review. However, since the developer was already fairly far along in the development review and entitlement process, the developer was entitled to proceed with development in the County and under County regulations.

To avoid further project delays, the applicant continued with plat approval, while concurrently submitting applications for incorporation into the City. The application for rezoning is accompanied by a request for annexation (AN25-026) and a request for a small-scale future land use map amendment (SMLU25-025).

The City could simply annex the property and not change the future land use and zoning designations for the property, in which case the property would retain its county land use and zoning designations and would subject to the County's subdivision regulations pursuant to Section 171.062(2), Florida Statutes. City staff believes that it is much better to change the land use and zoning designations to City designations as it will be much more conducive to the City's ongoing regulation of the development.

During the review of those applications, the applicant received County approval to begin site and infrastructure work to service the development. That construction activity is currently ongoing. The property was partially wooded and undeveloped. It did not appear to contain any wetlands and does not lie within the 100-year flood zone.

If the requests are approved, the County will continue to monitor and inspect all improvements required by the development order. Prior to any vertical construction, the City will inspect access and utilities for life safety. A site plan will be required for the community amenity center. Building permits for the individual lots will be administered through the City. The City has received several complaints from nearby residents regarding construction activity. The City is currently coordinating with both the County and the applicant to resolve resident concerns.

At the September 10, 2025 Planning Board meeting, the Board voted unanimously (5-0) to recommend approval of the request for rezoning.

On October 6, 2025, the City Commission approved the PD rezoning on first reading.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Strategic Focus Area: Institute Smart Growth Principles.

SUSTAINABILITY:

N/A

FISCAL IMPACT:

There is no fiscal impact due to the PD rezoning.

RECOMMENDATION:

Staff recommends approval of Second Reading to rezone from Volusia County Southwest Activity Center Community (SWR) and Volusia County Southwest Activity Center Commerce (SWC) to Canopy Preserve PD (Planned Development).

BACKGROUND/DISCUSSION:

The applicant is requesting a change of zoning for ±39.24 acres from Volusia County Southwest Activity Center Community (SWR) and Volusia County Southwest Activity Center Commerce (SWC) to Canopy Preserve PD (Planned Development). The application for rezoning is accompanied by a request for annexation (AN25-026) and a request for a small-scale future land use map amendment (SMLU25-025).

The proposed PD rezoning will allow for the applicant to develop the site into a 91-unit single-family and 112-unit townhome residential subdivision. Included in the PD are standards which are outlined in the staff report.

The analysis presented in the staff report suggests the proposed PD rezoning meets the criteria of Sec. 33-32 and 33-135 and is consistent with the Comprehensive Plan, future land use, zoning and character of the

surrounding area, and will not have an impact upon public health, safety and welfare.

At the September 10, 2025, Planning Board meeting, the Board voted unanimously (5-0) to recommend approval of the request for a PD rezoning. On October 6, 2025, the City Commission approved the PD Rezoning request on first reading.

The request for the land use amendment has be transmitted to Volusia Growth Management Commission (VGMC) for review.

ORDINANCE NO. 2025 - 24

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, CHANGING THE ZONING FROM VOLUSIA COUNTY'S SOUTHWEST ACTIVITY CENTER COMMUNITY (SWR) AND SOUTHWEST ACTIVITY CENTER COMMERCE (SWC) TO CITY OF DELAND'S CANOPY PRESERVE PLANNED DEVELOPMENT (PD), ON PROPERTY LOCATED NORTH OF STATE ROAD 472 AND EAST OF SOUTH BLUE LAKE AVENUE; APPROVING A PLANNED DEVELOPMENT PLAN CONSISTING OF APPROXIMATELY 39.24 ACRES OF PROPERTY; MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the Applicant, Mark Watts (hereinafter referred to as "Applicant"), on behalf of the owner Pulte Home Company, LLC owns approximately 39.24 +/- acres of land located north of State Road 472 and east of South Blue Lake Avenue, which is more particularly described in the legal description attached hereto as Exhibit "A" and by this reference made a part hereof; and

WHEREAS, the Applicant has applied for a change of zoning designation from Volusia County's Southwest Activity Center Community (SWR) and Southwest Activity Center Commerce (SWC) to City of DeLand's Canopy Preserve Planned Development (PD); and

WHEREAS, the Applicant wishes to amend the zoning to planned development to develop the property into single family homes and townhomes; and

WHEREAS, said rezoning is consistent with both the Comprehensive Plan and the purpose and intent of Section 33-32 of the Code of Ordinances of the City of DeLand (the "Code"); and

WHEREAS, the Applicant has submitted an application for the approval of a development plan in order to amend the property zoning designation so as to change certain development standards for the property described in Exhibit "A" (hereinafter the "Property" or the "Project"); and

WHEREAS, the proposed development plan meets or exceeds the minimum conditions and standards for the PD District with respect to minimum development size, perimeter setbacks, comprehensive plan consistency, internal compatibility, external compatibility, open spaces, sidewalks, environmental constraints, internal access and circulation, external transportation access, off-street parking, public facilities and unified control; and

WHEREAS, the proposed development plan is consistent with the Low Density Residential land use designation.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission has held a public hearing to approve the change of zoning from Volusia County's Southwest Activity Center Community (SWR) and Southwest Activity Center Commerce (SWC) to City of DeLand's Canopy Preserve Planned Development (PD) on the property located at north of State Road 472 and east of South Blue Lake Avenue, consisting of approximately 39.24 +/- acres.

Section 2. Pursuant to the determination made at public hearing, the City Commission hereby amends the Comprehensive Zoning Map of the City to include the land described in Exhibit "A" as Canopy Preserve PD, Planned Development District.

Section 3. The zoning of the Property as Planned Development District (PD), is made pursuant to Section 33-32 of the Code and the development of the Property shall take place in accordance with that Section and in substantial compliance with the Development Plan Agreement, Maps and other supporting documentation submitted by Applicant which shall be filed and retained for public inspection in the office of the City Planning Department and constitute a supplement to the official Zoning Map of the City.

Section 4. The approved Development Plan for Canopy Preserve PD, Planned Development District, including the Development Plan Agreement, Map and other supporting documentation (on file with the City Planning Department), are attached hereto as Exhibit "B" and by this reference made a part hereof.

Section 5. The failure of the approved Development Plan to address a particular permit, condition, term or restriction shall not relieve the Applicant of the necessity of complying with any law governing said permitting requirements, conditions, terms or restrictions, as same may be amended or enacted from time to time in the future. All current land development regulations of the City are applicable to the PD District except to the extent that they conflict with a specific provision of the approved Development Plan.

Section 6. At the time of development, the Applicant shall comply with all relevant building codes and development standards contained in the City's Code of Ordinances or in the Development Plan; provided, however, that the development standards contained in the adopted Development Plan shall supersede comparable standards contained in the Code of Ordinances.

Section 7. Pursuant to Article 5 of the City's Land Development Regulations, the Applicant shall comply with all applicable infrastructure regulations.

Section 8. The Planning Director is hereby directed to change the Comprehensive Zoning Map of the City of DeLand to conform with the change of zoning enacted in this Ordinance.

Section 9. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 10. This Ordinance shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 17th day of November.

_____
Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: October 06, 2025
Adopted on second reading: November 17, 2025

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

TITLE DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF VOLUSIA, STATE OF FLORIDA AND IS DESCRIBED AS FOLLOWS:

A PARCEL OF LAND LYING IN GOVERNMENT LOT 4, SECTION 12, TOWNSHIP 17 SOUTH, RANGE 29 EAST AND GOVERNMENT LOT 1, SECTION 13, TOWNSHIP 17 SOUTH, RANGE 29 EAST, VOLUSIA COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 4, RUN THENCE S 00°02'59" W ALONG THE EAST LINE OF SAID GOVERNMENT LOT 4 A DISTANCE OF 400.00 FEET TO THE POINT OF BEGINNING, THENCE CONTINUE S 00°02'59" W ALONG SAID EAST LINE OF DISTANCE OF 867.52 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF STATE ROAD #44, BEING ON A CURVE CONCAVE TO THE SOUTH, HAVING A CENTRAL ANGLE OF 06°08'51", A RADIUS OF 7714.49 FEET, A CHORD BEARING OF S85°19'00" W AND A CHORD DISTANCE OF 827.33 FEET, THENCE RUN ALONG THE ARC AND SAID NORTHERLY RIGHT OF WAY LINE AN ARC DISTANCE OF 827.72 FEET TO A POINT IN SAID GOVERNMENT LOT 1, THENCE RUN N 07°45'26" W A DISTANCE OF 3.60 FEET TO A POINT ON THE NORTH LINE OF SAID GOVERNMENT LOT 1, ALSO BEING THE SOUTH LINE OF GOVERNMENT LOT 4, SAID POINT BEING ON THE WEST LINE OF THE EAST 825.00 FEET OF SAID GOVERNMENT LOT 4, THENCE RUN N 00°02'59" E ALONG SAID WEST LINE A DISTANCE OF 570.00 FEET, THENCE RUN N 89°44'24" W A DISTANCE OF 388.20 FEET, THENCE RUN N 00°55'19" E A DISTANCE OF 360.95 FEET, THENCE RUN S 89°56'42" E, A DISTANCE OF 1207.70 FEET TO THE POINT OF BEGINNING.

CONTAINING 20.137 ACRES, MORE OR LESS.

PLANNED DEVELOPMENT AGREEMENT

THE CITY COMMISSION OF THE

CITY OF DELAND, FLORIDA

Case # Z25-024

Application of

PULTE HOME COMPANY, LLC

ORDINANCE # 2025-____

ORDER AND RESOLUTION

GRANTING A REQUEST FOR CHANGE OF ZONING

FROM VOLUSIA COUNTY SWR AND SWC TO CANOPY PRESERVE PD

The application of Pulte Home Company, LLC, hereinafter, "Applicant", for rezoning was heard by and before the City Commission, DeLand Florida, on October 6, 2025 (First Reading) and November 17, 2025 (Second Reading). Based upon the verified Application and other supporting documents, maps, charts, overlays, other evidence and instruments; the advice, report, and recommendations of the Community Development Department and other Departments and agencies of the City of DeLand, Florida; and the testimony adduced and evidence received at the Public Hearing on this Application by the Planning Board on September 10, 2025, and otherwise being fully advised, the City Commission does hereby find and determine as follows:

GENERAL FINDINGS

A. That the application of Pulte Home Company, LLC was duly and properly filed herein on February 12, 2025 as required by law.

B. That all fees and costs which are by law, regulation, or Ordinance required to be borne and paid by the applicant have been paid.

C. That the Applicant is the owner of a 39.24 +/- acre parcel of land which is the subject of this Development Agreement and which land is situated in DeLand, Florida and more particularly described in the attached Exhibit “A” (hereinafter sometimes referred to as the “Property”).

D. That the Applicant has complied with the Planned Development Plan provision as required by Land Development Regulations of the Code of Ordinances of the City of DeLand.

E. That the Applicant has complied with the "Due Public Notice" requirements of the City Commission, Land Development Regulations of the Code of Ordinances of the City of DeLand.

F. That the legal owner of the property, Pulte Home Company, LLC, agrees with the provisions of the Development Agreement, agrees to be bound by the terms hereof and is a party to this Development Agreement.

FINDINGS REGARDING REZONING

A. That the Applicant has applied for a change of zoning from the present zoning classification of the parcels described in Exhibit “A” from Volusia County Southwest Activity Center Community (SWR) AND Southwest Activity Center Commerce (SWC) to City of DeLand CANOPY PRESERVE Planned Development (PD). The Property has a future land use designation of Low Density Residential.

B. That the said rezoning to a PD is consistent with both the City of DeLand Comprehensive Plan and the intent and purpose of the City of DeLand Development Regulations contained in Chapter 33 of the Code of Ordinances of the City of DeLand (the “LDR”) and does promote the public health, safety, morals, general welfare and orderly growth of the area affected by the rezoning request.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED BY THE CITY OF DELAND, FLORIDA, IN OPEN MEETING DULY ASSEMBLED IN THE CITY COMMISSION CHAMBERS, 120 SOUTH FLORIDA AVENUE, DELAND, FLORIDA, THIS 17th DAY OF NOVEMBER 2025, AS FOLLOWS:

A. That the Application of Pulte Home Company, LLC, a Florida limited liability company, for the rezoning of the subject parcel is hereby granted.

B. That the zoning classification of the subject parcels described in Exhibit “A” attached hereto is hereby amended to CANOPY PRESERVE PD as described in the Land Development Regulations.

C. That the Official Zoning Map of the City of DeLand, is hereby amended to show the rezoning of said parcels to CANOPY PRESERVE PD.

D. That the provisions of the “Development Agreement” as hereinafter set forth is consistent with the LDR and with respect to any conflict between the LDR and the Development Agreement, the provisions of the Development Agreement shall govern. The LDR shall govern with respect to any matter not covered by the Development Agreement. The City of DeLand will ensure overall compliance with the Development Agreement.

E. Unless otherwise provided for herein the Development Agreement, the Land Development Regulations shall apply to the PD.

F. Except as otherwise stated herein, nothing in the Development Agreement is intended to abridge the requirements of the Land Development Regulations and any other City Ordinances.

DEVELOPMENT AGREEMENT

A. Development Concept. The intent of this Development Agreement is to allow for the continued development of the Property as a residential subdivision according to that certain Ford 472 Preliminary Plat approved by the County of Volusia under application number 2024-S-PPL-0145 prior to the Property being annexed into the City of DeLand. At the time of this Agreement, development of the Property is in process pursuant to the Ford 472 Preliminary Plat approved by the County of Volusia, and the City acknowledges that permitting, inspections and review of the public infrastructure within the Ford 472 Preliminary Plat approved by the County of Volusia is being undertaken by the County of Volusia. The City of DeLand shall be responsible for permitting, inspection and review of vertical construction within the Property in compliance with this Agreement. In addition, the City of DeLand will be responsible for all permitting, inspection and review for any portion of the Property that requires site development and has not received a final development order from the County of Volusia prior to the date on which annexation of the Property into the City is effective.

B. Planned Development Plan. The Planned Development Plan shall consist of this Development Agreement and the Overall Plan prepared by Kelly, Collins & Gentry, Inc. dated August 28, 2025. The Overall Plan is hereby approved and incorporated in this Ordinance by reference as Exhibit “B”. The Planned Development Plan shall be filed and retained for public inspection in the Planning Department and it shall constitute a supplement to the Official Zoning Map of the City of DeLand.

C. Amendments. All amendments of the Planned Development Plan shall require the review and recommendation of the Planning Board and action by the City

Commission in the same manner as a rezoning of the Property. No administrative amendments may be authorized.

D. Subdivision Approval. After the Planned Development Plan is recorded, and prior to any vertical construction, except as permitted by Fla. Stat. § 177.073, the Ford 472 Preliminary Plat approved by the County of Volusia plat shall be recorded in the manner required in the City of DeLand Land Development Regulations.

E. Site Plan Approval. Any improvements to a portion of the property other than construction of single-family residences or townhomes, such as amenity center, shall require the review and approval of a final site plan as required by the Land Development Regulations.

F. Unified Ownership. The owner of the Property or its successors or assigns shall maintain unified ownership of all portions of the Property that have not been subjected to a recorded final subdivision plat.

G. Phases of Development. The project will be developed in one phase in accordance with the Ford 472 Preliminary Plat approved by the County of Volusia. Mass-graded areas shall be stabilized with vegetative cover. No open burning shall be permitted. Construction materials and dumpsters shall not be stored on the paved portion of the roadway. No vertical construction materials or combustibles may be stored onsite until the utilities and roads have been inspected and approved by the County of Volusia and such inspections and approvals are reviewed and accepted by the City of DeLand utilities/engineering and fire prevention. No certificate of occupancy may be issued until after recording of the Final Plat and the necessary infrastructure serving the development is installed, approved by the County of Volusia and/or the City, as applicable, and otherwise placed into service.

H. Model Homes and Temporary Sales Offices. A model center consisting of one (1) single-family model home and one (1) townhome building and up to nine (9) single-family units and twenty-four (24) townhome units of the approved lots are authorized to receive building permits and commence construction prior to recording the final plat, and once the annexation, land use, and rezoning applications have been reviewed and approved by the City Commission. Model lot locations are shown on Exhibit "F". Building permits may be issued and construction can commence once the City of DeLand Utilities and Fire Prevention Departments have accepted all County inspections of the utilities infrastructure, roads and that water service sufficient to meet required fire flow is available to the site and site access is available to support emergency vehicles.

I. Land Uses Within the PD. The approximate location and size of land use areas are shown on the Overall Plan, attached hereto as Exhibit "B". The following land uses shall be allowed as permitted principal uses and structures along with their customary accessory uses and structures:

Permitted Uses:

Single-family dwellings

Multiple-family dwellings (townhomes)

Any customary accessory uses or structures associated with single family and multifamily (townhome) dwellings

Clubhouses, parks, walking trails and other neighborhood amenities

Prohibited Uses:

Any use or structure not otherwise permitted herein

J. Development Standards. All development for the property shall rely upon the standards set forth below – to the extent that a provision herein conflicts with the

Approved Subdivision Plat, and the provisions of the City Land Development Regulations zoning classification shall control. The gross maximum density for the Property shall not exceed 5.2 units/acre.

1. Single Family Residential:

a) Minimum Lot Area: 6,250 sq. ft.

b) Minimum Floor Area: 1,662 sq. ft. (under heat & air)

c) Minimum Lot Width: 50 ft.

d) Maximum Building Height: 35 ft.

e) Minimum Building Separation: 10 ft

f) Minimum Setbacks:

i. Side: 5 ft.

ii. Front: 25 ft.

iii. Rear: 20 ft.

iv. Garage: 25 ft.

g) Maximum Impervious Surface Area: 65%

h) Maximum number of single-family units: 91 units

2. Multiple Family (Townhouse) Residential:

a) Minimum Lot Area: 2,200 sq. ft.

b) Minimum Floor Area: 1,552 sq. ft (under heat & air)

c) Minimum Lot Width: 20 ft.

d) Maximum Building Height: 35 ft.

e) Maximum Townhouse Building Length: 160 ft.

f) Minimum Building Separation: 50 feet between fronts or rears of principal buildings and 25 feet between any other combinations of

principal building arrangements.

i. Front: 25 ft.

ii. Rear: 15 ft.

iii. Garage: 25 ft.

g) Maximum Impervious Surface Area: 70% Overall Townhome area
85% Per Townhome lot

h) Maximum number of townhome units: 112 units

3. Accessory Structures. Unless otherwise stated herein, all accessory structures shall meet the development standards of the City of DeLand Land Development Regulations

4. Parking Standards.

1. The Ford 472 Preliminary Plat approved by the County of Volusia shall provide parking at a rate of 2 spaces per SFR unit and 2 spaces per Townhome unit in accordance with the requirements of Sec. 72-286 of the Volusia County Land Development Code. Default standards requiring ten feet of vehicle separation from any property line shall not apply to internal lot lines. Each parcel shall be designed to accommodate no less than two (2) parking spaces via use of on-lot driveway, which shall be a minimum of sixteen feet (16') wide.

2. Parking shown for the amenity center may be modified to provide additional amenity space for residents, so long as pedestrian access is provided, and bicycle parking/bike rack facilities are available for residents.

5. Buffer Standards. The purpose of the buffers is to provide enhanced screening to soften the views from adjacent right of ways and provide an

element of privacy for residents. Except as otherwise specifically provided for in this Development Agreement, the perimeter buffers of the development shall at a minimum comply with the landscape buffer width and planting requirements provided for in the City of DeLand Land Development Regulations. As shown on Exhibit "G", the buffers shall be as follows:

LOCATION	**TYPE**
NORTH	25' Landscape Buffer with: 4 canopy trees per 100 linear feet 4 understory per 100 linear feet 27 shrubs per 100 linear feet
SOUTH	SFR – 30'min. Landscape Buffer MF – 15'min. Landscape Buffer with: 4 canopy trees per 100 linear feet 4 understory per 100 linear feet 27 shrubs per 100 linear feet
EAST	N/A
WEST	30' min. Landscape Buffer with: 4 canopy trees per 100 linear feet 4 understory per 100 linear feet 27 shrubs per 100 linear feet

A six-foot-high continuous visual screen shall also be provided. The screen shall be comprised of tree protection area and landscaping. The approved landscape plans for the Property are attached as Exhibit "C" ("Landscape Plan").

6. Internal Boundaries:

Landscape buffers shall not be required between residential lots and common areas or amenities within the Property.

7. Signage:

a) General Terms: Monument signs shall have a decorative cap, a complimentary masonry base and shall be internally or externally lit. The signage installed for the project will be consistent with the elevations attached as Exhibit “D”. The location of the monument signs are generally depicted on the Landscape Plan. Signs may be permitted within the landscape buffers, but not within Tree Protection Areas. Building signs are permitted within amenity areas and shall comply the Land Development Regulations.

8. Open Space. Open space and/or common area shall meet the requirements of the City of DeLand Land Development Regulations except as otherwise expressly provided for in this Development Agreement or depicted on the PD Overall Plan.

9. Tree Protection Area. 15% of the property’s total square footage has been designated for tree protection area, compliant with Volusia County’s Land Development Regulations and approved by the County. Any future redevelopment shall meet the requirement of the City’s LDR’s. All planted trees shall be owned and maintained by the homeowners’ association established for the Property and shall be consistent with the approved Landscape Plan. Any damage to infrastructure (streets, sidewalks, driveways, etc.) due to trees shall be the responsibility of the HOA.

10. Compliance. In the event that future development cannot comply with the standards set forth herein, then said entitlements shall be processed through an amendment to this Development Agreement.

11. Architecture. Building architecture shall endeavor to achieve general compatibility with surrounding properties and shall meet the requirements of City of DeLand Land Development Regulations. Architectural elevations for the multifamily (townhome) dwellings include elements to provide for varying roof styles, varying materials and color finishes for the horizontal surfaces, articulation and fenestration. The architectural elevations are and a map showing the building location within the Property by style and color are attached hereto as Exhibit "E" and are hereby approved. The architectural style will include a mixed theme of farmhouse, traditional, Florida mediterranean and coastal styles.

12. Dark Sky Lighting Standards. All lighting shall be downward and of the full cut-off shield variety in which the light source is recessed and shielded in a manner which prohibits upward light overspill into the night sky, except as otherwise permitted by the Land Development Regulations.

K. Environmental Considerations. The development shall comply with the requirements for preservation of environmental resources as set forth in the Land Development Regulations. The development has been laid out in a manner to best accommodate the existing topography and drainage conditions identified on the Property. All landscaping, including buffers, will comply with the Ford 472 Preliminary Plat approved by the County of Volusia.

L. Sewage Disposal, Potable Water and Reclaimed Water. Provision for sewage disposal, potable and reclaimed water needs of the PD will be provided in accordance with the Comprehensive Plan, the Land Development Regulations and State of Florida Administrative Code 64E-6.

M. Stormwater Drainage. Provision for stormwater retention shall be in accordance with the Ford 472 Preliminary Plat approved by the County of Volusia and to meet all other applicable City of DeLand regulations. Specifically, the stormwater retention was designed to accommodate a 100-year, 24-hour storm event, which shall be retained onsite.

N. Low Impact Development Standards. All mulching will be conducted in accordance with the most current version of the Florida Green Industries Best Management Practices (BMPs) handbook guidelines. Mowing in common areas shall be done in accordance with the most current version of the Florida Green Industries BMPs handbook and by certified landscaping contractors. Mowing adjacent to swales shall be performed such that no clippings are deposited into any swales or water bodies. All clippings that may have been deposited on impervious surfaces will be swept back into the vegetated area. All pesticide applications in common areas shall be done by a certified professional in accordance with the most current version of the Florida Green Industries BMPs handbook.

O. Access and Transportation System Improvements. All access and transportation system improvements were approved as part of the Ford 472 Preliminary Plat approved by the County of Volusia. Site access improvements shall include the construction of an extension of Cassadaga Road from its existing intersection with Martin Luther King, Jr. Boulevard west to a new intersection with Blue Lake Avenue. The

Applicant shall construct the Cassadaga Road extension and dedicate the roadway, once completed, to the County of Volusia.

P. Maintenance Association. The applicant shall provide for a centrally managed maintenance entity to serve the parcels and common areas/shared use facilities in the development, if any, including, but not limited to shared stormwater facilities, non-publicly maintained roadways, sidewalks, or common areas, and perform the ongoing duties set forth herein.

With respect to the enforcement of said agreements, covenants, easements or restrictions entered into between the Applicant and the owners or occupiers of property within the CANOPY PRESERVE PD, the City of DeLand shall only enforce the provisions of the "Development Agreement" and City of DeLand Land Development Regulations, whichever is applicable, and not the private agreements entered into between the aforementioned parties.

Q. Reverter Provision: The terms of this Development Agreement shall be vested upon recordation of the Approved Subdivision Plat, which shall occur within five (5) years from the effective date of this ordinance. If not vested within said time frame, this Development Agreement shall automatically terminate and be of no further force or effect, unless the City Commission, for good cause shown, shall extend the time period indicated in this paragraph. Thereafter, the City Commission may rezone the Property as may be necessary or appropriate to protect adjoining properties or the public health, safety and welfare.

R. Binding Effect of Plans; Recording; and Effective Date. The Planned Development Plan, including any and all amendments shall bind and inure to the benefit of the owner of the Property and its successors in title or interest. The CANOPY

PRESERVE PD zoning, provisions of the "Development Agreement," and all approved plans shall run with the land and shall be administered in a manner consistent with the City of DeLand Land Development Regulations.

This Ordinance and all subsequent amendments shall be filed with the Clerk of the Court and recorded within forty-five (45) days following execution of the document by the City Commission, in the Official Records of Volusia County, Florida. One copy of the document, bearing the book and page number of the Official Record in which the document was recorded, shall be submitted to the City of DeLand Planning Division for placement in the public file. The date of recording of this document shall constitute the effective date of the CANOPY PRESERVE PD or its subsequent amendments. The applicant shall pay all filing costs for recording documents.

DONE and ORDERED by the City Commission, City of DeLand, Florida, this ____ day of _____, 2025.

ATTEST: City Commission of DeLand Florida

_____ _____

Michael P. Pleus
City Manager

Christopher M. Cloudman
Mayor

STATE OF FLORIDA
CITY OF DELAND

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this ____ day of _____, 202__, by Michael P. Pleus and Christopher M. Cloudman, as City Manager and Mayor of the City of DeLand, respectively, on behalf of the City of DeLand, and who are personally known to me.

NOTARY PUBLIC, STATE OF FLORIDA
Type or Print Name:
_____
Commission No.:_____
My Commission Expires:_____

WITNESSES:

APPLICANT/OWNER:
PULTE HOME COMPANY, LLC
a Florida limited liability company

_____

By:_____
_____, Manager

_____
Printed Name

_____

_____
Printed Name

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this ____ day of _____, 202__, by _____ as _____ of PULTE HOME COMPANY, LLC, who is personally known to me or who has produced _____ as identification.

NOTARY PUBLIC, STATE OF FLORIDA

Type or Print Name:

_____

Commission No.:_____

My Commission Expires:_____

EXHIBIT "A"
LEGAL DESCRIPTION

A PARCEL OF LAND COMPRISING A PORTION OF GOVERNMENT LOT 1, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SECTION 35, TOWNSHIP 17 SOUTH, RANGE 30 EAST BEING A POINT ON THE NORTH LINE OF AFORESAID GOVERNMENT LOT 1, ALSO BEING A POINT ON THE SOUTH LINE OF VICTORIA PARK INCREMENT THREE SOUTHWEST AS RECORDED IN MAP BOOK 51, PAGES 193 THROUGH 205 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN NORTH 89°55'33" EAST ALONG THE SOUTH LINE OF SAID SECTION 35, SAID NORTH LINE OF GOVERNMENT LOT 1 AND SAID SOUTH LINE OF SAID VICTORIA PARK INCREMENT THREE SOUTHWEST FOR A DISTANCE OF 1666.26 FEET; THENCE DEPARTING SAID NORTH LINE AND SAID SOUTH LINES RUN SOUTH 00°13'58" WEST FOR A DISTANCE OF 1055.76 FEET; THENCE RUN SOUTH 89°55'33" WEST FOR A DISTANCE OF 256.47 FEET; THENCE RUN SOUTH 00°04'26" EAST FOR A DISTANCE OF 165.32 FEET; THENCE RUN NORTH 60°28'40" WEST FOR A DISTANCE OF 126.03 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 790.00 FEET, WITH A CHORD BEARING OF NORTH 75°16'34" WEST, AND A CHORD DISTANCE OF 403.56 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°35'47" FOR A DISTANCE OF 408.08 FEET TO THE POINT OF TANGENCY; THENCE RUN SOUTH 89°55'33" WEST FOR A DISTANCE OF 694.57 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE NORTHEASTERLY HAVING A RADIUS OF 25.00 FEET, WITH A CHORD BEARING OF NORTH 46°04'55" WEST, AND A CHORD DISTANCE OF 34.73 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°59'04" FOR A DISTANCE OF 38.39 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SOUTH BLUE LAKE AVENUE ACCORDING TO OFFICIAL RECORDS BOOK 8336, PAGE 276 OF AFORESAID PUBLIC RECORDS. ALSO BEING A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY HAVING A RADIUS OF 995.00 FEET. WITH A CHORD BEARING OF NORTH 10°06'00" WEST, AND A CHORD DISTANCE OF 277.30 FEET; THENCE RUN THE FOLLOWING BEARING AND DISTANCES ALONG SAID EASTERLY RIGHT-OF-WAY LINE: NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°01'13" FOR A DISTANCE OF 278.21 FEET TO A POINT OF TANGENCY; THENCE RUN NORTH 18°06'36" WEST FOR A DISTANCE OF 280.11 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE EASTERLY HAVING A RADIUS OF 1488.00 FEET, WITH A CHORD BEARING OF NORTH 09°34'01" WEST, AND A CHORD DISTANCE OF 442.10 FEET; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°05'11" FOR A DISTANCE OF 443.74 FEET TO THE POINT OF TANGENCY; THENCE RUN NORTH 01°01'25" WEST A DISTANCE OF 56.09 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 17 SOUTH, RANGE 30 EAST, ALSO BEING AFORESAID NORTH LINE OF GOVERNMENT LOT 1 AND SAID SOUTH LINE OF SAID VICTORIA PARK INCREMENT THREE SOUTHWEST; THENCE RUN NORTH 89°43'05" EAST ALONG SAID SOUTH LINES AND SAID NORTH LINE FOR A DISTANCE OF 24.02 FEET TO THE POINT OF BEGINNING.

CONTAINS 39.24 ACRES MORE OR LESS.

EXHIBIT “B”

OVERALL PLAN

EXHIBIT "C"
APPROVED LANDSCAPE PLAN

EXHIBIT "D"

APPROVED SUBDIVISION SIGNAGE

EXHIBIT "E"

APPROVED TOWNHOME ELEVATIONS AND LAYOUT MAP

EXHIBIT "F"

MODEL HOME LOCATION PLAN

EXHIBIT "G"

LANDSCAPE BUFFER PLAN

EXHIBIT "A"
LEGAL DESCRIPTION

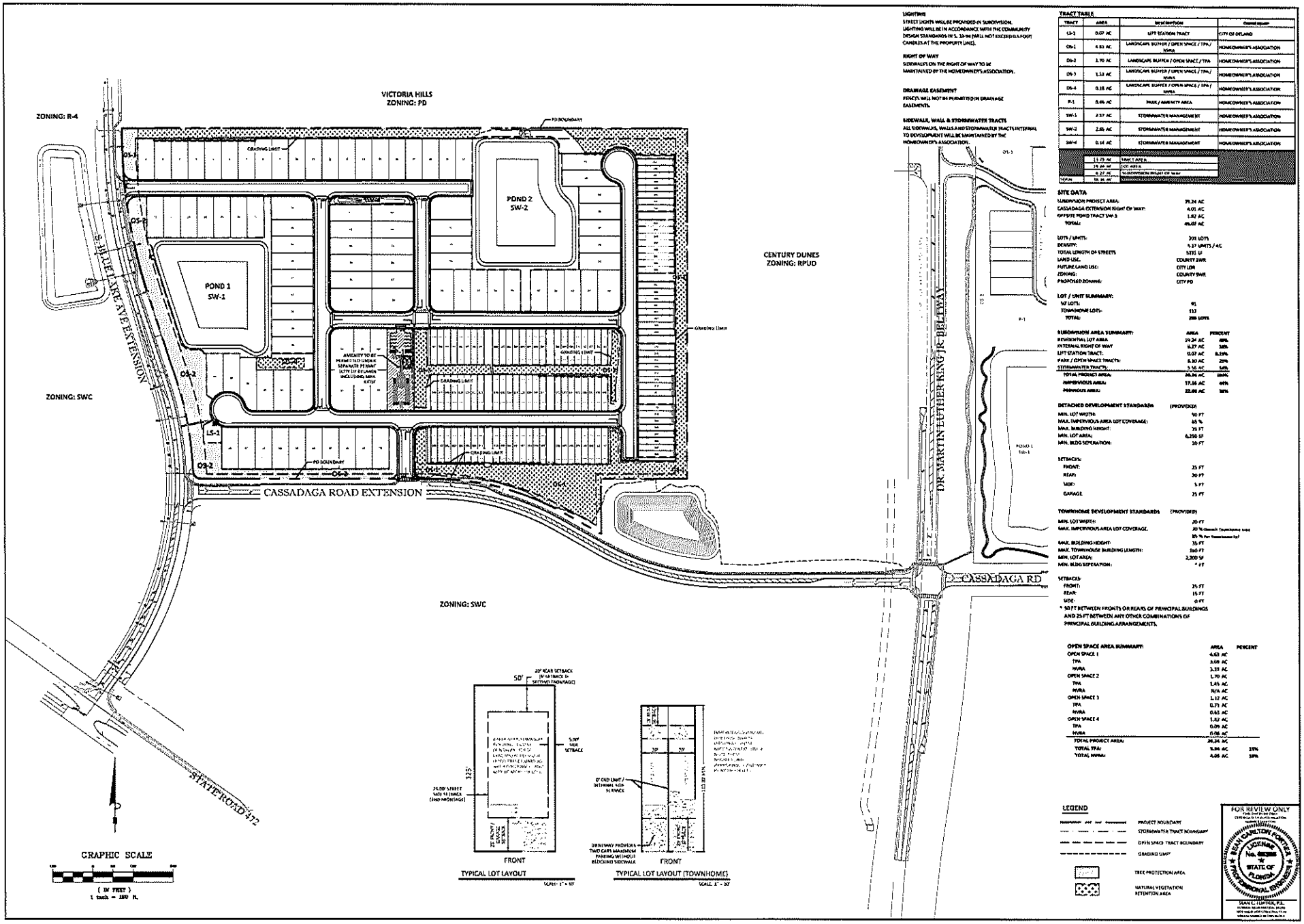
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CONTAINS 39.24 ACRES MORE OR LESS.

EXHIBIT "B"
OVERALL PLAN



LIGHTING
STREET LIGHTS WILL BE PROVIDED IN SUBDIVISION. LIGHTING WILL BE IN ACCORDANCE WITH THE COMMUNITY DESIGN STANDARDS IN S. 33-94 (WILL NOT EXCEED 0.5 FOOT CANDLES AT THE PROPERTY LINE).

RIGHT OF WAY
SIDEWALKS ON THE RIGHT OF WAY TO BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

DRAINAGE EASEMENT
FENCES WILL NOT BE PERMITTED IN DRAINAGE EASEMENTS.

SIDEWALK, WALL & STORMWATER TRACTS
ALL SIDEWALKS, WALLS AND STORMWATER TRACTS INTERNAL TO DEVELOPMENT WILL BE MAINTAINED BY THE HOMEOWNER'S ASSOCIATION.

TRACT TABLE

TRACT	AREA	DESCRIPTION	OWNERSHIP
LS-1	0.07 AC	LIFT STATION TRACT	CITY OF DELAND
OS-1	4.83 AC	LANDSCAPE BUFFER / OPEN SPACE / TPA / NVRA	HOMEOWNER'S ASSOCIATION
OS-2	1.70 AC	LANDSCAPE BUFFER / OPEN SPACE / TPA	HOMEOWNER'S ASSOCIATION
OS-3	1.12 AC	LANDSCAPE BUFFER / OPEN SPACE / TPA / NVRA	HOMEOWNER'S ASSOCIATION
OS-4	0.18 AC	LANDSCAPE BUFFER / OPEN SPACE / TPA / NVRA	HOMEOWNER'S ASSOCIATION
P-1	0.65 AC	PARK / AMENITY AREA	HOMEOWNER'S ASSOCIATION
SW-1	2.57 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-2	2.85 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-3	0.14 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
	19.25 AC	TRACT AREA	
	39.24 AC	LOT AREA	
	6.27 AC	% LOT/TRACT AREA	
TOTAL	39.24 AC		

SITE DATA

SUBDIVISION PROJECT AREA:	39.24 AC
CASSADAGA EXTENSION RIGHT OF WAY:	4.01 AC
OFFSITE POND TRACT SW-3	1.82 AC
TOTAL:	45.07 AC
LOTS / UNITS:	205 LOTS
DENSITY:	5.27 UNITS / AC
TOTAL LENGTH OF STREETS	5191 LF
LAND USE:	COUNTY SWR
FUTURE LAND USE:	CITY LDR
ZONING:	COUNTY SWR
PROPOSED ZONING:	CITY PD

LOT / UNIT SUMMARY:

SF LOTS:	91
TOWNHOME LOTS:	117
TOTAL:	208 LOTS

SUBDIVISION AREA SUMMARY:	AREA	PERCENT
RESIDENTIAL LOT AREA	19.24 AC	49%
INTERNAL RIGHT OF WAY	6.27 AC	16%
LIFT STATION TRACT:	0.07 AC	0.19%
PARK / OPEN SPACE TRACTS:	8.30 AC	21%
STORMWATER TRACTS	5.36 AC	14%
TOTAL PROJECT AREA:	39.24 AC	100%
IMPERVIOUS AREA:	17.16 AC	44%
PERVIOUS AREA:	22.08 AC	56%

DETACHED DEVELOPMENT STANDARDS	(PROVIDED)
MIN. LOT WIDTH:	50 FT
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %
MAX. BUILDING HEIGHT:	35 FT
MIN. LOT AREA:	6,250 SF
MIN. BLDG SEPERATION:	10 FT

SETBACKS:

FRONT:	25 FT
REAR:	20 FT
SIDE:	5 FT
GARAGE	25 FT

TOWNHOME DEVELOPMENT STANDARDS	(PROVIDED)
MIN. LOT WIDTH:	20 FT
MAX. IMPERVIOUS AREA LOT COVERAGE:	80 % (Overall Townhome Area) 85 % Per Townhome lot
MAX. BUILDING HEIGHT:	35 FT
MAX. TOWNHOUSE BUILDING LENGTH:	160 FT
MIN. LOT AREA:	2,200 SF
MIN. BLDG SEPERATION:	* FT

SETBACKS:

FRONT:	25 FT
REAR:	15 FT
SIDE:	0 FT

* 50 FT BETWEEN FRONTS OR REARS OF PRINCIPAL BUILDINGS AND 25 FT BETWEEN ANY OTHER COMBINATIONS OF PRINCIPAL BUILDING ARRANGEMENTS.

OPEN SPACE AREA SUMMARY:	AREA	PERCENT
OPEN SPACE 1	4.83 AC	
TPA	1.68 AC	
NVRA	3.15 AC	
OPEN SPACE 2	1.70 AC	
TPA	1.45 AC	
NVRA	N/A AC	
OPEN SPACE 3	1.12 AC	
TPA	0.71 AC	
NVRA	0.41 AC	
OPEN SPACE 4	1.82 AC	
TPA	0.09 AC	
NVRA	0.08 AC	
TOTAL PROJECT AREA:	39.24 AC	
TOTAL TPA:	3.86 AC	15%
TOTAL NVRA:	4.05 AC	10%

LEGEND
- PROJECT BOUNDARY
- STORMWATER TRACT BOUNDARY
- OPEN SPACE TRACT BOUNDARY
- GRADING LIMIT
- TREE PROTECTION AREA
- NATURAL VEGETATION RETENTION AREA

FOR REVIEW ONLY
Not for Construction
Prepared by: Ryan Carlton Fortner
License No. 88888
STATE OF FLORIDA
PROFESSIONAL ENGINEER

KCG KELLY, COLLINS & GENTRY, INC.
179 NORTH WOODLAND BOULEVARD, DELAND, FLORIDA 32720
(407) 599-7900 FAX (407) 599-1480

NO.	REVISION	DATE

PREPARED FOR:
PULTE GROUP

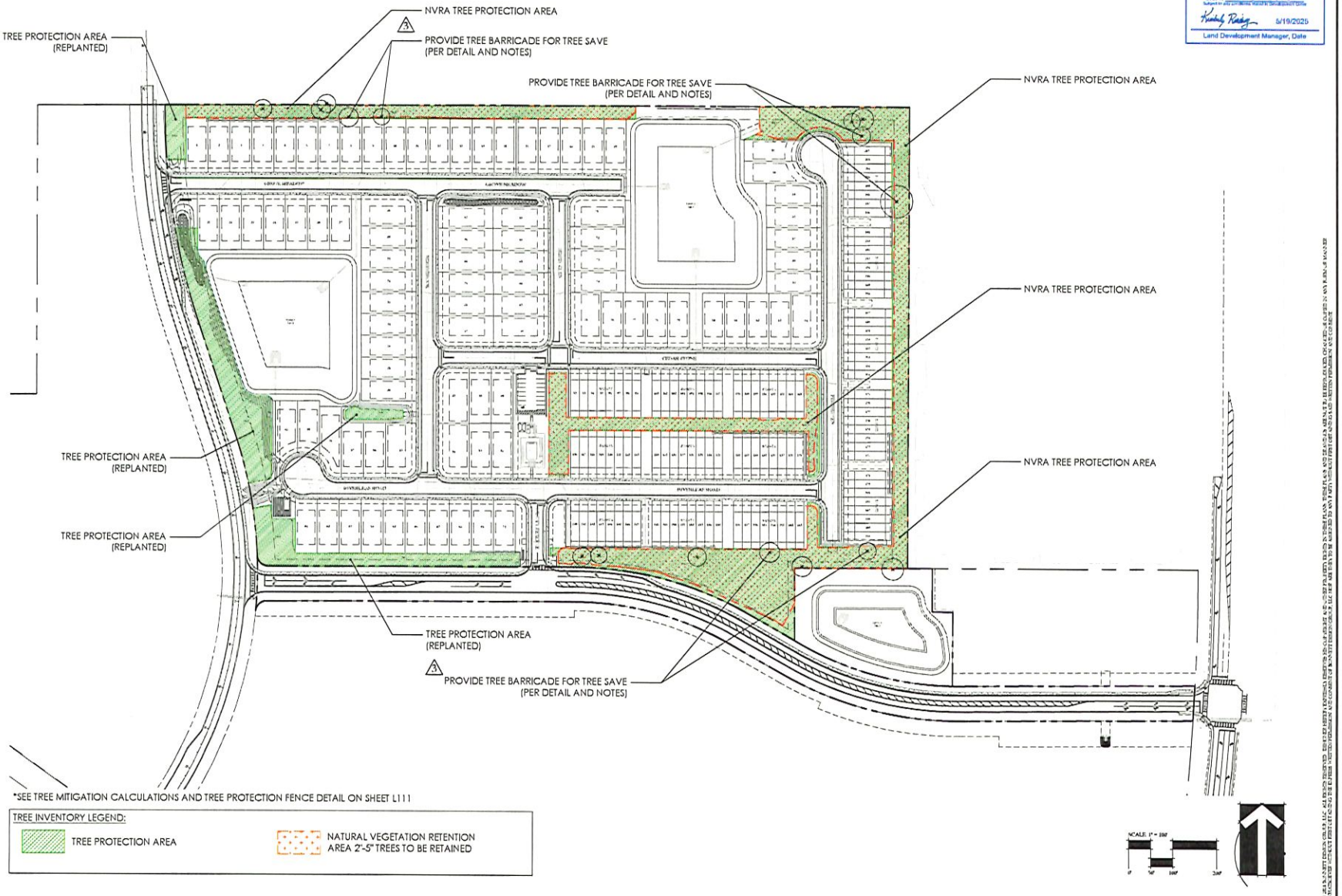
FORD 472 SUBDIVISION

PD OVERALL PLAN

DRAWN: HD
DESIGN: RYF
CHECKED: MT
JOB NO.: 17-0-700
DATE: 06/30/2021

SHEET
PD-1

EXHIBIT "C"
APPROVED LANDSCAPE PLAN



LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-Sub-PPR-x(14)
Subject to any conditions stated in Development Order
Kimberly Pickney 6/19/2025
Land Development Manager, Date

BONNETT design group, llc
landscape architecture
community planning
FL #LA0001728
400 South Orlando Ave. Suite 201
Maitland, FL 32751
407 622 1588

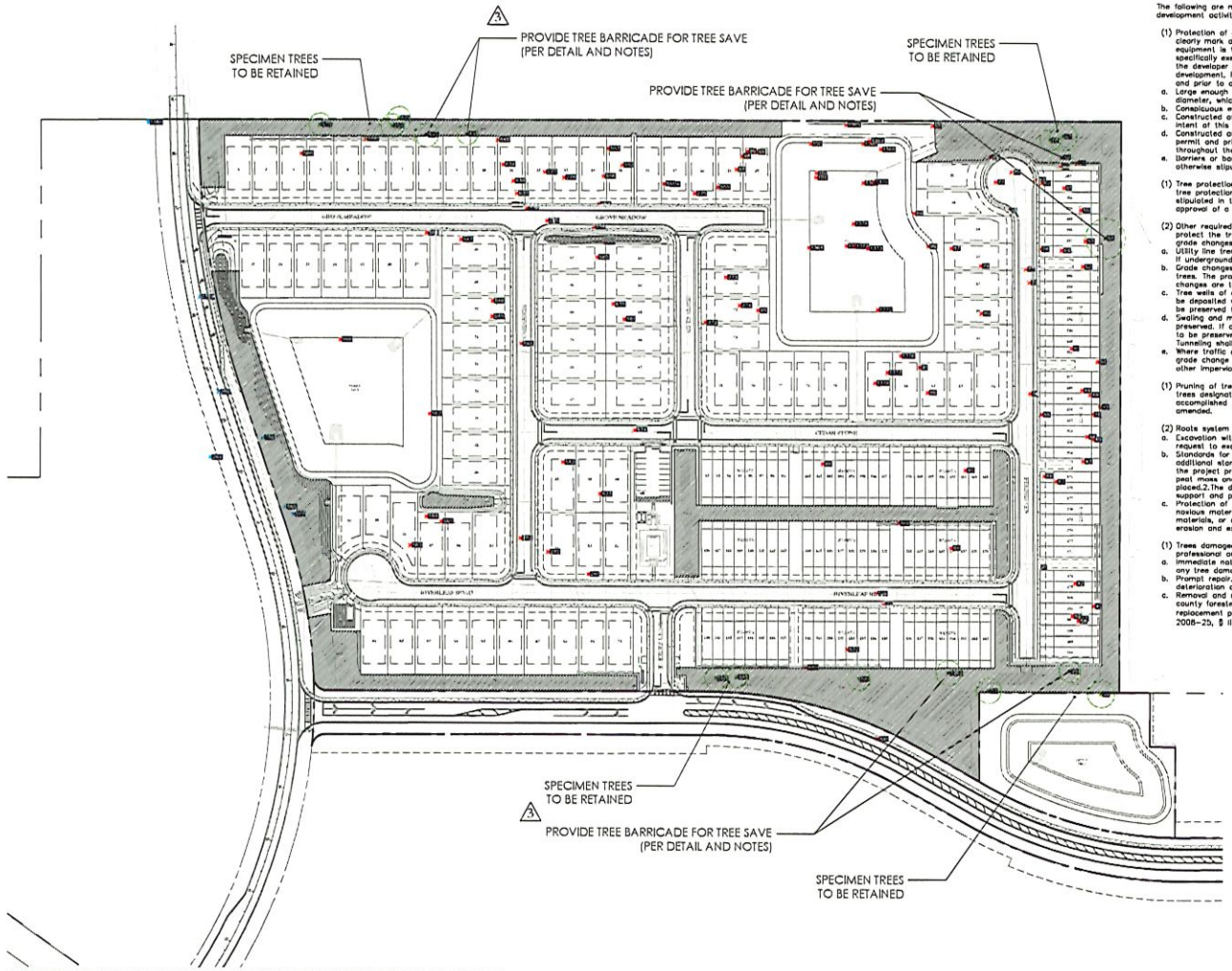
Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
OVERALL TREE MITIGATION PLAN

DATE: January 26, 2024
DRAWN BY: BBL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_FULTE FORD 472_LA BASE_CODE

REVISIONS
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Persons 01-12-2025

L100

COUNTY SUBMITTTAL - 2024-01-26



*SEE TREE MITIGATION CALCULATIONS AND TREE PROTECTION FENCE DETAIL ON SHEET L111

TREE INVENTORY LEGEND:

SPECIMEN TREES REMOVED | SPECIMEN TREES REMOVED BY COUNTY | SPECIMEN TREES SAVED

VOLUSIA COUNTY LDC REFERENCES:

SEC. 72-844 - STANDARDS FOR TREE PROTECTION DURING DEVELOPMENT ACTIVITIES

The following are minimum standards necessary to protect trees designated for preservation from damage during development activities after a permit has been approved:

(1) Protection of existing trees. Prior to the commencement of construction of a development, the applicant shall clearly mark any tree or tree groups to be maintained in the proximity of any area where land clearing equipment is to be operated. In addition, prior to any clearing of improved, vacant or unimproved land unless specifically exempted from this article, trees to be preserved, shall have barriers constructed around them by the developer to prevent physical damage from heavy equipment and other activities incidental to development. Required barriers shall be subject to inspection by the county as a condition of permit approval and prior to any clearing. The barriers shall be:

a. Large enough to include the entire area inside the drip line of the tree or one foot of radius per inch of the diameter, whichever is greater;
b. Conspicuous enough and high enough to be easily seen by operators of trucks and other equipment;
c. Constructed of sturdy material as approved by the county forester based on professional judgment that the intent of this provision shall be met; and
d. Constructed as a condition of the issuance of any tree permit, building permit, and any other development permit and prior to any construction or other development activities and require to remain in place throughout the construction.
e. Barriers or barricades shall be completely removed from the site at the end of the construction, unless otherwise stipulated on the approved tree preservation plan.

(1) Tree protection zones. The area within the drip line of trees designated for preservation is considered the tree protection zone. Only hand clearing is permittable within the tree protection zone, unless otherwise stipulated in the approved tree permit. Encroachments into the tree protection zone will require submittal and approval of a drip line encroachment plan outlining tree protection measures to be utilized.

(2) Other required protection of trees and understory. Developers shall, as required by the approved tree permit, protect the trees and understory plants designated for preservation from chemical poison, excavation, and grade changes to at least the following minimum standards:

a. Utility line trenches. Utility line trenches shall be routed away from trees to an area outside of the drip line. If underground utilities must be routed through a tree protection barrier zone, tunneling will be required.
b. Grade changes. The site shall be utilized as to require the smallest possible grade change around existing trees. The project shall be designed to utilize site topography to the greatest extent possible. No grade changes are to be allowed within the drip line of existing trees unless approved by the county forester.
c. Tree wells of an approved design shall be constructed around all trees to be preserved when fill material will be deposited within the drip line of protected trees. Utilize retaining walls and drywells to protect any tree to be preserved from severe grade changes.
d. Swaling and minor negative grade changes shall be designed outside the drip line of the area of trees to be preserved. If ditches, swales, or other significant grade changes are required near a tree that is designated to be preserved, piping shall be used. Trenching within the drip line of trees to remain shall be avoided. Tunneling shall be used in lieu of trenching within the drip line of trees to remain.
e. Where traffic areas are proposed within the drip line of trees to be preserved, and less than two inches of grade change is proposed, surfaces that allow air and water in the soil shall be used in lieu of asphalt or other impervious surfaces.

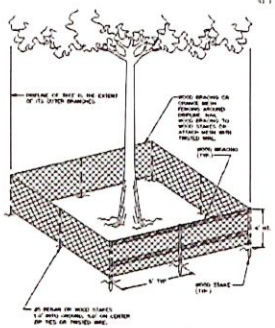
(1) Pruning of trees and vegetation. The developer is permitted to properly cut or prune branches and roots of trees designated for preservation under the supervision of the county forester. However, tree pruning shall be accomplished in accordance with the procedures set forth by the American National Standard Institute, as amended.

(2) Roots system protection. The root systems of trees shall be protected as follows:

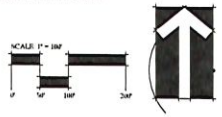
a. Excavation within a drip line. County forester may approve a drip line encroachment plan upon the applicant's request to excavate within the drip line of a tree as part of a clearing permit.
b. Standards for root protection. The following standards shall apply and the county forester may establish additional standards for root protection consistent with this section if deemed warranted by site conditions or the project proposal:1.If roots are exposed, the developer shall provide temporary earth cover, mixed with peat moss and wrapped with burlap, to prevent exposure from drying out before permanent back fill is placed.2.The developer shall also fertilize, water and maintain in a moist condition, and otherwise temporarily support and protect the tree root from damage until the tree root is permanently covered with earth.
c. Protection of the tree root system. The developer shall protect tree root systems from damage due to noxious material in solution caused by runoff, or spillage during mixing and placement of construction materials, or drainage from storage materials. Developer shall also protect the root systems from flooding, erosion and excessive wetting resulting from dewatering or grading operations.

(1) Trees damaged during construction. The developer shall have trees damaged by construction repaired by a professional or arborist in a manner acceptable to the county forester as follows:

a. Immediate notification to the county. The county forester must be notified immediately after any damage to any tree damaged by construction operations.
b. Prompt repair. Repairs shall be made promptly, as necessary, after damage occurs to prevent progressive deterioration of damaged trees.
c. Removal and replacement of damaged trees. The developer shall remove trees which are determined by the county forester as being incapable of restoration of normal growth pattern. Such trees shall be subject to replacement pursuant to subsection 72-832(b) of this article.(Ord.No. 02-13, § III, 7-18-02; Ord. No. 2008-25, § III, 12-4-08)



TREE PROTECTION BARRICADE



LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-D-PPL-0145
Pursuant to 72 Land Code Subpart B Development Plans
5/19/2025
Land Development Manager, Date

BONNETT design group, llc
landscape architecture
community planning
FL #LA0001718
400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.2580

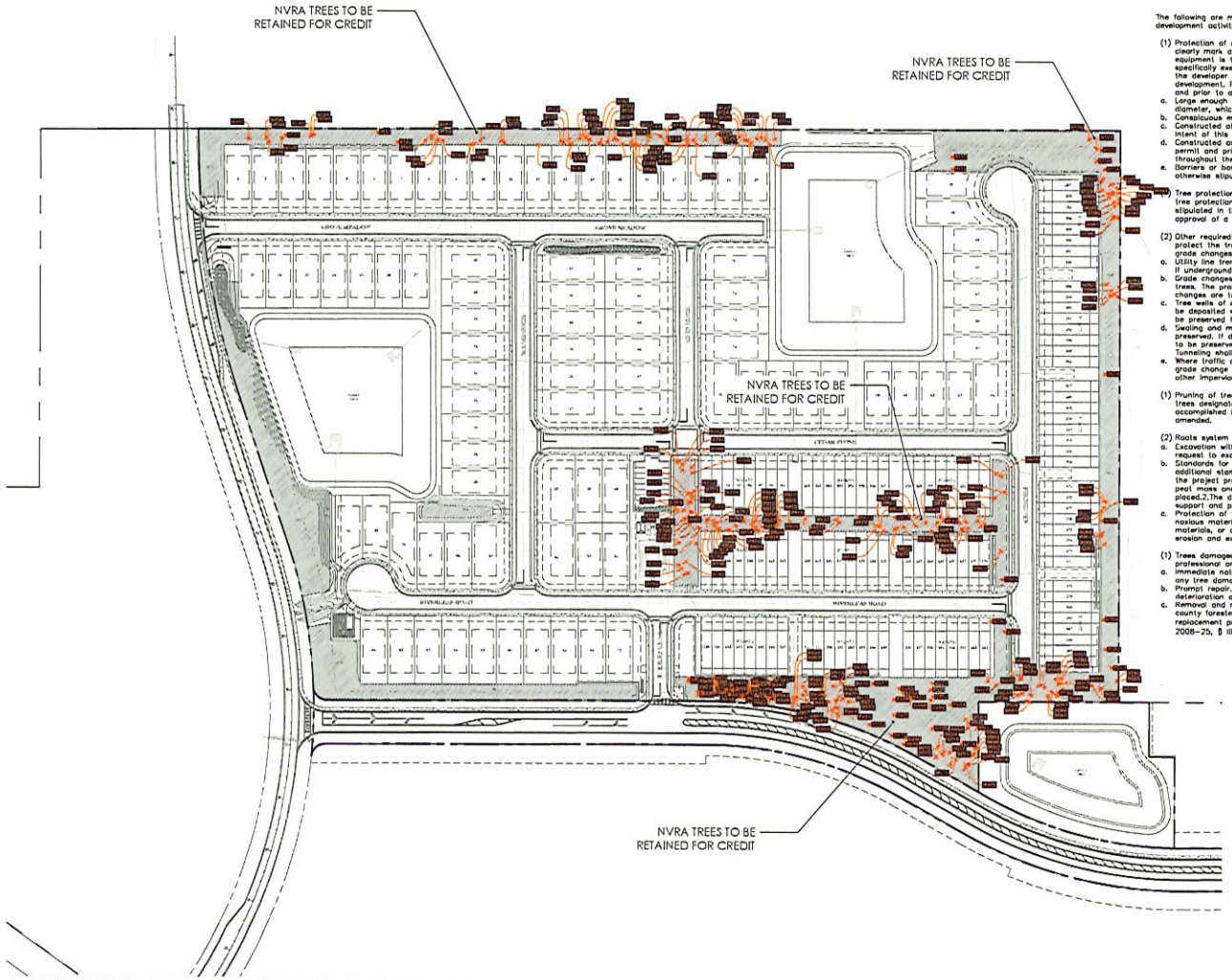
Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
SPECIMEN TREE MITIGATION PLAN

DATE: January 29, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_LA BASE_CODE

REVISIONS
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Revisions 01-12-2025

L101

COUNTY SUBMITTTAL - 2024-01-26



*SEE TREE MITIGATION CALCULATIONS AND TREE PROTECTION FENCE DETAIL ON SHEET L111

TREE INVENTORY LEGEND:

2'-5" TREES TO BE RETAINED

VOLUSIA COUNTY LDC REFERENCES:

SEC. 72-844 - STANDARDS FOR TREE PROTECTION DURING DEVELOPMENT ACTIVITIES

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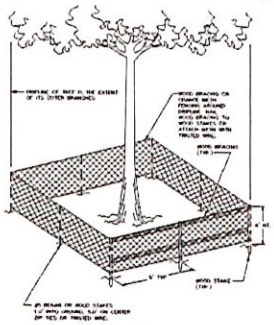
(1) Pruning of trees and vegetation. The developer is permitted to properly cut or prune branches and roots of trees designated for preservation under the supervision of the county forester. However, tree pruning shall be accomplished in accordance with the procedures set forth by the American National Standard Institute, as amended.

(2) Roots system protection. The root systems of trees shall be protected as follows:

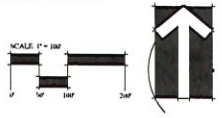
a. Excavation within a drip line. County forester may approve a drip line encroachment plan upon the applicant's request to excavate within the drip line of a tree as part of a clearing permit.
b. Standards for root protection. The following standards shall apply and the county forester may establish additional standards for root protection consistent with this section if deemed warranted by site conditions or the project proposal:1.If roots are exposed, the developer shall provide temporary earth cover, mixed with peat moss and wrapped with burlap, to prevent exposure from drying out before permanent back fill is placed.2.The developer shall also fertilize, water and maintain in a moist condition, and otherwise temporarily support and protect the tree root from damage until the tree root is permanently covered with earth.
c. Protection of the tree root system. The developer shall protect tree root systems from damage due to noxious material in solution caused by runoff, or spillage during mixing and placement of construction materials, or drainage from storage materials. Developer shall also protect the root systems from flooding, erosion and excessive wetting resulting from dewatering or grading operations.

(1) Trees damaged during construction. The developer shall have trees damaged by construction repaired by a professional or arborist in a manner acceptable to the county forester as follows:

a. Immediate notification to the county. The county forester must be notified immediately after any damage to any tree damaged by construction operations.
b. Prompt repair. Repairs shall be made promptly, as necessary, after damage occurs to prevent progressive deterioration of damaged trees.
c. Removal and replacement of damaged trees. The developer shall remove trees which are determined by the county forester as being incapable of restoration of normal growth pattern. Such trees shall be subject to replacement pursuant to subsection 72-832(b) of this article.(Ord.No. 02-13, § III, 7-18-02; Ord. No. 2008-25, § III, 12-4-08)



TREE PROTECTION BARRICADE



LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O.S. #: 2024-S-PPL-Q146
Pursuant to the Volusia County Land Development Code
5/19/2025
Land Development Manager, Date

BONNETT design group, llc
landscape architecture
community planning
FL #LA0001728
400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.1508

Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
NATURAL VEGETATION RETENTION AREA PLAN

DATE: January 26, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_Landscape_CODE

REVISIONS
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Revisions 03-12-2025

L102

COUNTY SUBMITTTAL - 2024-01-26

SPECIMEN TREE SURVEY:

Specimen Trees											
ID#	Type	dbmil	Latitude	Longitude	X_proj	Y_proj	Scientific or Common	DBH	UNIT2	Zone	Name
514	Tree	SPECIMEN	28.9669	-81.267907	28.966866	-81.267907	Oak Species	21		2022/06/07 16:40:31	2022/06/07 16:40:31
515	Tree	SPECIMEN	28.9667	-81.268128	28.966745	-81.268128	Oak Species	22		2022/06/07 16:41:17	2022/06/07 16:41:17
516	Tree	SPECIMEN	28.9667	-81.267747	28.966745	-81.267747	Oak Species	22		2022/06/07 16:41:52	2022/06/07 16:41:52
517	Tree	SPECIMEN	28.9674	-81.268175	28.967425	-81.268175	Oak Species	19		2022/06/07 16:46:21	2022/06/07 16:46:21
518	Tree	SPECIMEN	28.9675	-81.268077	28.967577	-81.268077	Oak Species	24		2022/06/07 16:51:55	2022/06/07 16:51:55
519	Tree	SPECIMEN	28.9676	-81.267868	28.967627	-81.267868	Oak Species	30		2022/06/07 16:56:16	2022/06/07 16:56:16
520	Tree	SPECIMEN	28.9668	-81.267868	28.966785	-81.267868	Oak Species	29		2022/06/07 16:58:01	2022/06/07 16:58:01
521	Tree	SPECIMEN	28.9668	-81.267913	28.966785	-81.267913	Oak Species	30		2022/06/07 17:01:30	2022/06/07 17:01:30
522	Tree	SPECIMEN	28.9667	-81.26793	28.96665	-81.26793	Oak Species	21		2022/06/07 17:05:17	2022/06/07 17:05:17
523	Tree	SPECIMEN	28.9667	-81.267947	28.96665	-81.267947	Oak Species	20		2022/06/07 17:07:45	2022/06/07 17:07:45
524	Tree	SPECIMEN	28.9671	-81.268014	28.967111	-81.268014	Oak Species	20		2022/06/07 17:08:39	2022/06/07 17:08:39
525	Tree	SPECIMEN	28.9669	-81.267936	28.966945	-81.267936	Oak Species	21		2022/06/07 17:13:30	2022/06/07 17:13:30
526	Tree	SPECIMEN	28.9667	-81.268175	28.966745	-81.268175	Oak Species	24		2022/06/07 17:17:07	2022/06/07 17:17:07
527	Tree	SPECIMEN	28.9667	-81.268168	28.966731	-81.268168	Oak Species	23		2022/06/07 17:21:27	2022/06/07 17:21:27
528	Tree	SPECIMEN	28.9667	-81.268077	28.966745	-81.268077	Oak Species	21		2022/06/07 17:23:37	2022/06/07 17:23:37
529	Tree	SPECIMEN	28.9667	-81.267994	28.966745	-81.267994	Oak Species	21		2022/06/07 17:25:50	2022/06/07 17:25:50
530	Tree	SPECIMEN	28.9674	-81.268021	28.967426	-81.268021	Oak Species	21		2022/06/07 17:35:04	2022/06/07 17:35:04
531	Tree	SAVED	28.9667	-81.268161	28.966745	-81.268161	Oak Species	21	M	2022/06/07 11:09:46	2022/06/07 11:09:46
532	Tree	SAVED	28.9665	-81.2682	28.96652	-81.2682	Oak Species	24		2022/06/07 11:42:21	2022/06/07 11:42:21
533	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 11:44:17	2022/06/07 11:44:17
534	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	20		2022/06/07 11:46:49	2022/06/07 11:46:49
535	Tree	SAVED	28.9667	-81.268132	28.966731	-81.268132	Oak Species	20		2022/06/07 11:47:45	2022/06/07 11:47:45
536	Tree	SAVED	28.9667	-81.268132	28.966731	-81.268132	Oak Species	20		2022/06/07 11:49:19	2022/06/07 11:49:19
537	Tree	SAVED	28.9667	-81.268247	28.966745	-81.268247	Oak Species	20		2022/06/07 11:50:52	2022/06/07 11:50:52
538	Tree	SAVED	28.9667	-81.268247	28.966731	-81.268247	Oak Species	20		2022/06/07 11:54:32	2022/06/07 11:54:32
539	Tree	SAVED	28.9667	-81.268317	28.966731	-81.268317	Oak Species	20		2022/06/07 11:57:09	2022/06/07 11:57:09
540	Tree	SAVED	28.9667	-81.268389	28.966731	-81.268389	Oak Species	20		2022/06/07 12:00:27	2022/06/07 12:00:27
541	Tree	SAVED	28.9668	-81.268214	28.966845	-81.268214	Oak Species	21		2022/06/07 12:05:39	2022/06/07 12:05:39
542	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:07:15	2022/06/07 12:07:15
543	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:07:51	2022/06/07 12:07:51
544	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:09:39	2022/06/07 12:09:39
545	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:10:45	2022/06/07 12:10:45
546	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:12:20	2022/06/07 12:12:20
547	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:13:56	2022/06/07 12:13:56
548	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:15:27	2022/06/07 12:15:27
549	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:16:57	2022/06/07 12:16:57
550	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:18:27	2022/06/07 12:18:27
551	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:19:52	2022/06/07 12:19:52
552	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:21:22	2022/06/07 12:21:22
553	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:22:52	2022/06/07 12:22:52
554	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:24:22	2022/06/07 12:24:22
555	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:25:52	2022/06/07 12:25:52
556	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:27:22	2022/06/07 12:27:22
557	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:28:52	2022/06/07 12:28:52
558	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:30:22	2022/06/07 12:30:22
559	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:31:52	2022/06/07 12:31:52
560	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:33:22	2022/06/07 12:33:22
561	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:34:52	2022/06/07 12:34:52
562	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:36:22	2022/06/07 12:36:22
563	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:37:52	2022/06/07 12:37:52
564	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:39:22	2022/06/07 12:39:22
565	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:40:52	2022/06/07 12:40:52
566	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:42:22	2022/06/07 12:42:22
567	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:43:52	2022/06/07 12:43:52
568	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:45:22	2022/06/07 12:45:22
569	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:46:52	2022/06/07 12:46:52
570	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:48:22	2022/06/07 12:48:22
571	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:49:52	2022/06/07 12:49:52
572	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:51:22	2022/06/07 12:51:22
573	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:52:52	2022/06/07 12:52:52
574	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:54:22	2022/06/07 12:54:22
575	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 12:55:52	2022/06/07 12:55:52
576	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 12:57:22	2022/06/07 12:57:22
577	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 12:58:52	2022/06/07 12:58:52
578	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:00:22	2022/06/07 13:00:22
579	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:01:52	2022/06/07 13:01:52
580	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:03:22	2022/06/07 13:03:22
581	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:04:52	2022/06/07 13:04:52
582	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:06:22	2022/06/07 13:06:22
583	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:07:52	2022/06/07 13:07:52
584	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:09:22	2022/06/07 13:09:22
585	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:10:52	2022/06/07 13:10:52
586	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:12:22	2022/06/07 13:12:22
587	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:13:52	2022/06/07 13:13:52
588	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:15:22	2022/06/07 13:15:22
589	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:16:52	2022/06/07 13:16:52
590	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:18:22	2022/06/07 13:18:22
591	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:19:52	2022/06/07 13:19:52
592	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:21:22	2022/06/07 13:21:22
593	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:22:52	2022/06/07 13:22:52
594	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:24:22	2022/06/07 13:24:22
595	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:25:52	2022/06/07 13:25:52
596	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:27:22	2022/06/07 13:27:22
597	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:28:52	2022/06/07 13:28:52
598	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:30:22	2022/06/07 13:30:22
599	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:31:52	2022/06/07 13:31:52
600	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:33:22	2022/06/07 13:33:22
601	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:34:52	2022/06/07 13:34:52
602	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:36:22	2022/06/07 13:36:22
603	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:37:52	2022/06/07 13:37:52
604	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:39:22	2022/06/07 13:39:22
605	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:40:52	2022/06/07 13:40:52
606	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:42:22	2022/06/07 13:42:22
607	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:43:52	2022/06/07 13:43:52
608	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:45:22	2022/06/07 13:45:22
609	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:46:52	2022/06/07 13:46:52
610	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:48:22	2022/06/07 13:48:22
611	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:49:52	2022/06/07 13:49:52
612	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:51:22	2022/06/07 13:51:22
613	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:52:52	2022/06/07 13:52:52
614	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:54:22	2022/06/07 13:54:22
615	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 13:55:52	2022/06/07 13:55:52
616	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 13:57:22	2022/06/07 13:57:22
617	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 13:58:52	2022/06/07 13:58:52
618	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:00:22	2022/06/07 14:00:22
619	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:01:52	2022/06/07 14:01:52
620	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:03:22	2022/06/07 14:03:22
621	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:04:52	2022/06/07 14:04:52
622	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:06:22	2022/06/07 14:06:22
623	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:07:52	2022/06/07 14:07:52
624	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:09:22	2022/06/07 14:09:22
625	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:10:52	2022/06/07 14:10:52
626	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:12:22	2022/06/07 14:12:22
627	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:13:52	2022/06/07 14:13:52
628	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:15:22	2022/06/07 14:15:22
629	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:16:52	2022/06/07 14:16:52
630	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:18:22	2022/06/07 14:18:22
631	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:19:52	2022/06/07 14:19:52
632	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:21:22	2022/06/07 14:21:22
633	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:22:52	2022/06/07 14:22:52
634	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:24:22	2022/06/07 14:24:22
635	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:25:52	2022/06/07 14:25:52
636	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:27:22	2022/06/07 14:27:22
637	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:28:52	2022/06/07 14:28:52
638	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:30:22	2022/06/07 14:30:22
639	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:31:52	2022/06/07 14:31:52
640	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:33:22	2022/06/07 14:33:22
641	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:34:52	2022/06/07 14:34:52
642	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:36:22	2022/06/07 14:36:22
643	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:37:52	2022/06/07 14:37:52
644	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:39:22	2022/06/07 14:39:22
645	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:40:52	2022/06/07 14:40:52
646	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:42:22	2022/06/07 14:42:22
647	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:43:52	2022/06/07 14:43:52
648	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:45:22	2022/06/07 14:45:22
649	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:46:52	2022/06/07 14:46:52
650	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:48:22	2022/06/07 14:48:22
651	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:49:52	2022/06/07 14:49:52
652	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:51:22	2022/06/07 14:51:22
653	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:52:52	2022/06/07 14:52:52
654	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:54:22	2022/06/07 14:54:22
655	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 14:55:52	2022/06/07 14:55:52
656	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 14:57:22	2022/06/07 14:57:22
657	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 14:58:52	2022/06/07 14:58:52
658	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:00:22	2022/06/07 15:00:22
659	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:01:52	2022/06/07 15:01:52
660	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:03:22	2022/06/07 15:03:22
661	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:04:52	2022/06/07 15:04:52
662	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:06:22	2022/06/07 15:06:22
663	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:07:52	2022/06/07 15:07:52
664	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:09:22	2022/06/07 15:09:22
665	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:10:52	2022/06/07 15:10:52
666	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:12:22	2022/06/07 15:12:22
667	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:13:52	2022/06/07 15:13:52
668	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:15:22	2022/06/07 15:15:22
669	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:16:52	2022/06/07 15:16:52
670	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:18:22	2022/06/07 15:18:22
671	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:19:52	2022/06/07 15:19:52
672	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:21:22	2022/06/07 15:21:22
673	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:22:52	2022/06/07 15:22:52
674	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:24:22	2022/06/07 15:24:22
675	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:25:52	2022/06/07 15:25:52
676	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:27:22	2022/06/07 15:27:22
677	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:28:52	2022/06/07 15:28:52
678	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:30:22	2022/06/07 15:30:22
679	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:31:52	2022/06/07 15:31:52
680	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:33:22	2022/06/07 15:33:22
681	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:34:52	2022/06/07 15:34:52
682	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:36:22	2022/06/07 15:36:22
683	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:37:52	2022/06/07 15:37:52
684	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:39:22	2022/06/07 15:39:22
685	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:40:52	2022/06/07 15:40:52
686	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:42:22	2022/06/07 15:42:22
687	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:43:52	2022/06/07 15:43:52
688	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:45:22	2022/06/07 15:45:22
689	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:46:52	2022/06/07 15:46:52
690	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:48:22	2022/06/07 15:48:22
691	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:49:52	2022/06/07 15:49:52
692	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:51:22	2022/06/07 15:51:22
693	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:52:52	2022/06/07 15:52:52
694	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:54:22	2022/06/07 15:54:22
695	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 15:55:52	2022/06/07 15:55:52
696	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 15:57:22	2022/06/07 15:57:22
697	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 15:58:52	2022/06/07 15:58:52
698	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 16:00:22	2022/06/07 16:00:22
699	Tree	SAVED	28.9668	-81.268264	28.966845	-81.268264	Oak Species	21		2022/06/07 16:01:52	2022/06/07 16:01:52
700	Tree	SAVED	28.9668	-81.268167	28.966845	-81.268167	Oak Species	21		2022/06/07 16:03:22	2022/06/07 16:03:22
701	Tree	SAVED	28.9668	-81.268161	28.966845	-81.268161	Oak Species	21		2022/06/07 16:04:52	2

OVERALL TREE CALCULATIONS:

Tree Protection Table (Per Civil Plans)		
Gross Land Area	45.07	AC
Single Family Lot Area	19.24	AC
Internal Right of Way	6.27	AC
Cassadaga Extension Right of Way	4.01	AC
Lift Station Tract	0.07	AC
Open Space	8.09	AC
Net Developable Area	39.24	AC
Stormwater Tracts	5.57	AC
Minimum Tree Preservation Area	5.89	AC
Tree Protection Area Provided	5.94	AC
Natural Vegetation Retention Area Provided	4.00	AC

*REFER TO CIVIL PLANS

Tree Coverage Table		
Net Developable Area	39.24	AC
Minimum Coverage Trees (1,709,295 / 2,500)	684	Trees
Total Trees Retained on site	656	Trees
Maximum DBH Coverage (684 x 6")	4,102	DBH
Specimen Inches Retained	407	DBH
Non Specimen Inches Retained	5,758	DBH
Total Inches Retained on site	6,165	DBH
Overage Inches	5,510	DBH

Common Area Tree Replacement Table				
Total Trees in Common Areas	336	Trees	672	Inches
Total Palms in Common Areas	50	12" dbh Trees	200	1/3 Inches Credit
Total Common Area Plantings	386	Trees	872	Inches

Lot Trees Replacement Table				
Total 50' (14" DBH / Lot)	91	Lots	1,274	Inches
Total Townhome (5.25" DBH / Unit)	112	Lots	588	Inches
Total Lot Tree Replacement	203	Lots	1,862	Inches

Tree Replacement Table		
Historic Trees to be Removed	1	Trees
Specimen Trees to be Removed	120	Trees
Other Trees to be Removed	2597	Trees
Total Number of Tree Replacement Required	38,766	CSA
Total Trees to be Planted on Lots, Streets, & Common	10699	CSA
Total Trees Removed by County, voided mitigation	2068	CSA
Net Mitigation Required	23997	CSA

Replacement Summary		
Total Common Area Plantings	872	Inches
Total Lot Trees Planting	1862	Inches
Grand Total	2734	Inches

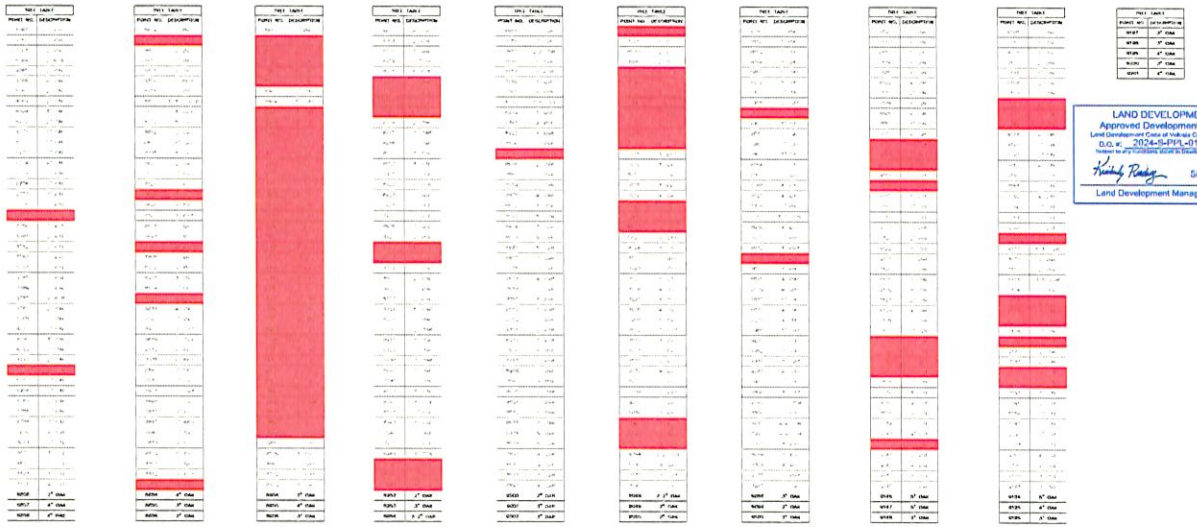
Palm Tree Summary		
Palm Tree credits for Common Areas	628	Inches
Palm Tree credits for Lots	3519	Inches
Total Credits for Palm Trees	4147	Inches
Maximum Palm Credits per Code (25%)	9191	Inches

Specimen Tree		
Total Specimen Trees on Site	146.0	Trees
Specimen Trees per Acre (Total Trees /39.24)	3.7	Trees
Per Code Specimen Trees to be retained	65.0	%
Minimum Number of Specimen Trees to be Retained (.65 times 146)	94.9	Trees
Total Specimen Trees to be Protected / Retained	18.0	Trees

* COUNTY REMOVED 7 SPECIMEN TREES ALONG BLUE LAKE AVE

total contribution is Csi deficit multiplied by 58. (1 = 558)	$1,391,818.24

SMALL TREE (NVRA) SURVEY:



LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-S-PPL-01451
Subject to all conditions stated in Development Order

5/19/2025
Land Development Manager, Date

TREE MITIGATIONCALCULATIONS:

*REFER TO L420 FOR VOLUSIA COUNTY LAND DEVELOPMENT CODE REFERENCES.

PROPOSED TREES

72-842 TREES REPLACEMENT

TREE	QUANTITY	DBH	Cross Sectional Area	Subtotal CSA
LO OAK	162	3	7	1086
LO PALM	162	4	13	2087
TOWNHOME LOT TREE	84	3	7	594
TOWNHOME LOT PALM	28	4	13	1730
BUFFER TREES	179	2	3	562
COMMON TREES	336	2	3	1036
COMMON PALMS	50	4	13	628
NVRA SAVED 2"	133	2	3	418
NVRA SAVED 3"	105	3	7	742
NVRA SAVED 4"	71	4	13	892
NVRA SAVED 5"	51	5	20	1001
			Subtotal	10699

REMOVED TREE CHARTS

72-840: TREES REPLACEMENT REQUIREMENTS (SPECIMEN)

OAK, PINE, CEDAR, PALM	QUANTITY	DBH	Cross Sectional Area	Subtotal CSA
	7	17	113	774
	6	18	254	1527
	12	19	284	3407
	15	20	314	4712
	18	21	346	6234
	12	22	380	4562
	11	23	415	4570
	10	24	452	4524
	11	25	491	5400
	6	26	531	3186
	4	27	573	2290
	3	28	616	1847
	2	29	661	1321
	3	30	707	2121
	2	31	755	1510
	1	32	804	804
	1	35	962	962
	119		Subtotal	49198
			15% of Total	7380

72-842: TREES REPLACEMENT REQUIREMENTS (PROTECTED)

OAK, PINE, CEDAR, PALM	QUANTITY	DBH	Cross Sectional Area	Subtotal CSA
	600	6	28	16965
	466	7	38	17921
	403	8	50	20259
	233	9	64	14820
	188	10	79	14773
	134	11	95	12768
	152	12	113	17251
	125	13	133	16656
	89	14	154	13774
	107	15	177	18993
	36	16	201	7185
	54	17	227	12198
	0	18	254	0
	9	19	284	2514
	2587		Subtotal	184056
			15% of Total	27908

72-842: TREES REPLACEMENT REQUIREMENTS (PROTECTED)

SAND PINE	QUANTITY	DBH	Cross Sectional Area	Subtotal CSA
	46	6	28	1292
	81	7	38	3102
	89	8	50	4457
	46	9	64	2906
	19	10	79	1477
	19	11	95	1787
	19	12	113	2127
	11	13	133	1391
	8	14	154	1741
	8	16	201	1621
	341		Subtotal	21888
			7% of Total	1474

SAVED TREE CHARTS

72-842: TREES SAVED (SPECIMEN)

OAK, PINE, CEDAR, PALM	QUANTITY	DBH	Total DBH
	3	19	57
	1	20	20
	5	21	105
	2	22	44
	2	23	46
	2	24	48
	2	25	50
	1	37	37
	18	Subtotal	407

72-842: TREES SAVED (PROTECTED)

OAK, PINE, CEDAR, PALM	QUANTITY	DBH	Total DBH
	141	6	846
	119	7	832
	101	8	808
	61	9	552
	46	10	456
	34	11	370
	38	12	451
	30	13	386
	22	14	305
	24	15	354
	10	16	159
	12	17	202
	0	18	0
	2	19	37
	638	Subtotal	5758

REMOVED BY COUNTY (VOIDED MITIGATION):

*BASED ON 0.9 ACRES REMOVED BY COUNTY

72-842: TREES REPLACEMENT REQUIREMENTS (REMOVED BY COUNTY)

OAK, PINE, CEDAR, PALM	QUANTITY	DBH	Cross Sectional Area	Subtotal CSA
	26	6	28	368
	16	7	38	600
	14	8	50	679
	8	9	64	498
	6	10	79	495
	5	11	95	428
	5	12	113	577
	4	13	133	558
	3	14	154	461
	4	15	177	636
	1	16	201	241
	2	17	227	409
	0	18	254	0
	0	19	284	84
	87		Subtotal	6232
			15% of Total	935

72-842: TREES REPLACEMENT REQUIREMENTS (REMOVED BY COUNTY)

SAND PINE	QUANTITY	DBH	Cross Sectional Area	Subtotal CSA
	2	6	28	63
	3	7	38	104
	3	8	50	149
	2	9	64	97
	1	10	79	69
	1	11	95	62
	1	12	113	7
	0	13	133	36
	0	14	154	42
	0	16	201	54
	13		Subtotal	706
			7% of Total	49

72-842: TREES REPLACEMENT (REMOVED BY COUNTY)

TREE	QUANTITY	DBH	Cross Sectional Area	Subtotal CSA
NVRA SAVED 2"	49	2	3	150
NVRA SAVED 3"	26	3	7	187
NVRA SAVED 4"	29	4	13	371
NVRA SAVED 5"	24	5	20	471
			Subtotal	1084

BONNETT design group, llc
landscape architecture
community planning
FL #LA0001718
90 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.1588

Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
TREE MITIGATION CALCULATIONS

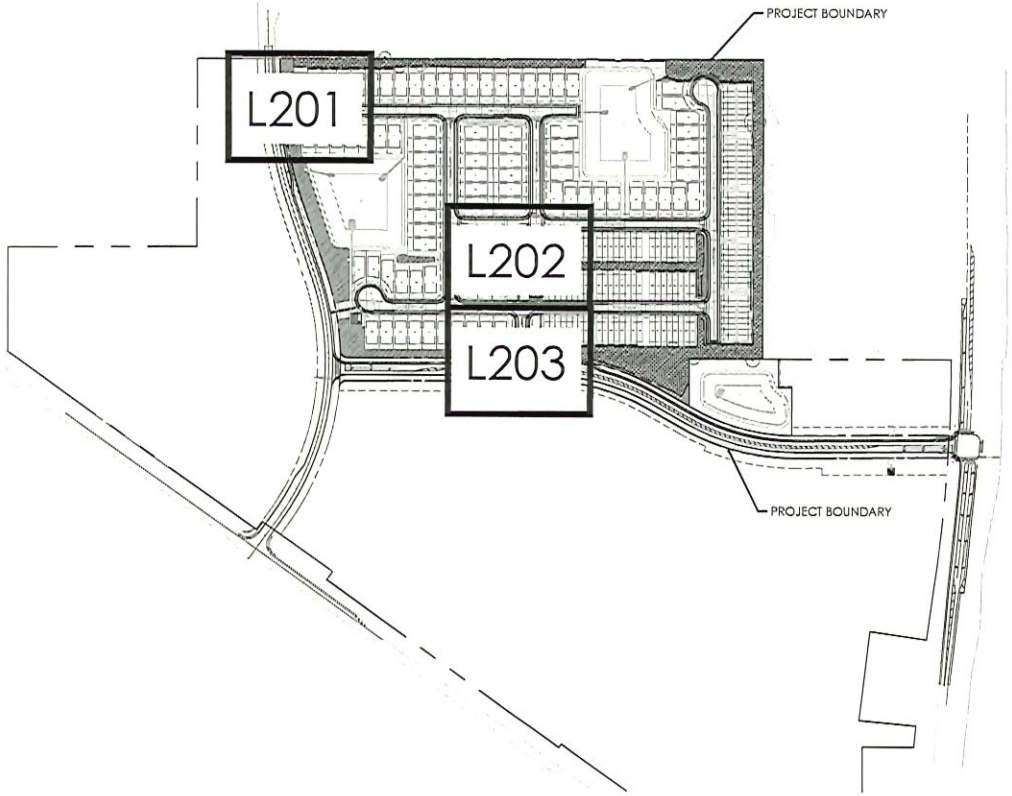
DATE: January 29, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_Lo Res_CODE

REVISIONS:
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Persmmon 01-12-2025

L111

COUNTY SUBMITTTAL - 2024-01-26

LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
DO. #: 2024-S-PPL-0145
Subject to any conditions attached thereto
5/19/2025
Land Development Manager, Date



SCALE: 1" = 200'
0' 100' 200' 400'

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landscape architecture
community planning
FL #LA0001718
400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.1568

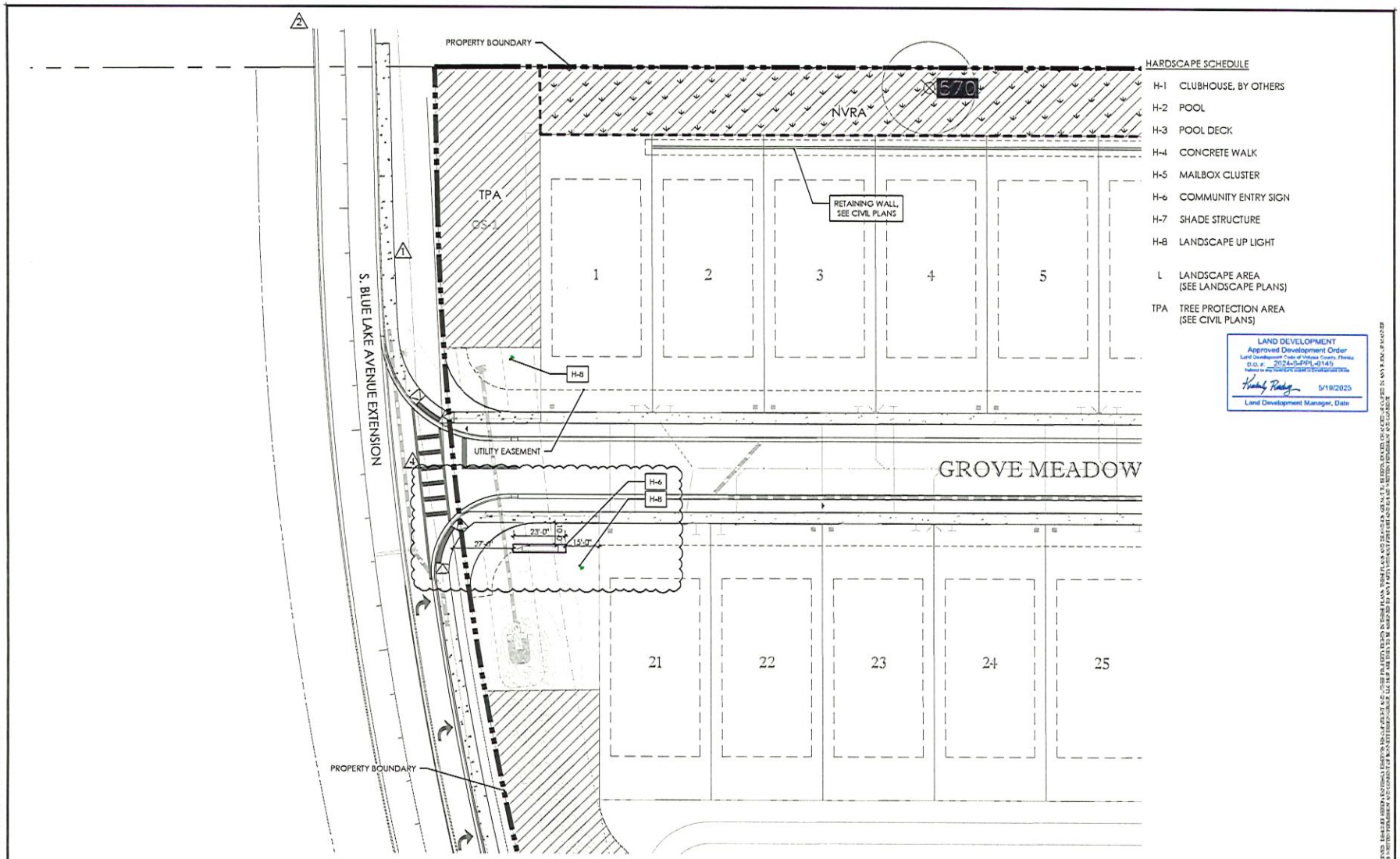
Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
OVERALL LAYOUT PLAN

DATE: January 29, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021167_PULTE\PD 47_La BASE_COLR

REVISIONS
- County Comments 06-30-2024
- County Comments 08-26-2024
- DRC Comments 11-08-2024
- DRC Revisions 03-12-2025

L200

COUNTY SUBMITTTAL - 2024-01-26



HARDSCAPE SCHEDULE

H-1	CLUBHOUSE, BY OTHERS
H-2	POOL
H-3	POOL DECK
H-4	CONCRETE WALK
H-5	MAILBOX CLUSTER
H-6	COMMUNITY ENTRY SIGN
H-7	SHADE STRUCTURE
H-8	LANDSCAPE UP LIGHT
L	LANDSCAPE AREA (SEE LANDSCAPE PLANS)
TPA	TREE PROTECTION AREA (SEE CIVIL PLANS)

LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-5-PPL-41145
Subject to any restrictions, conditions or limitations noted on the plans
5/19/2025
Land Development Manager, Date

SCALE: 1" = 20'
0' 10' 20' 40'

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landscape architecture
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FL #LA0001718
400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.1508

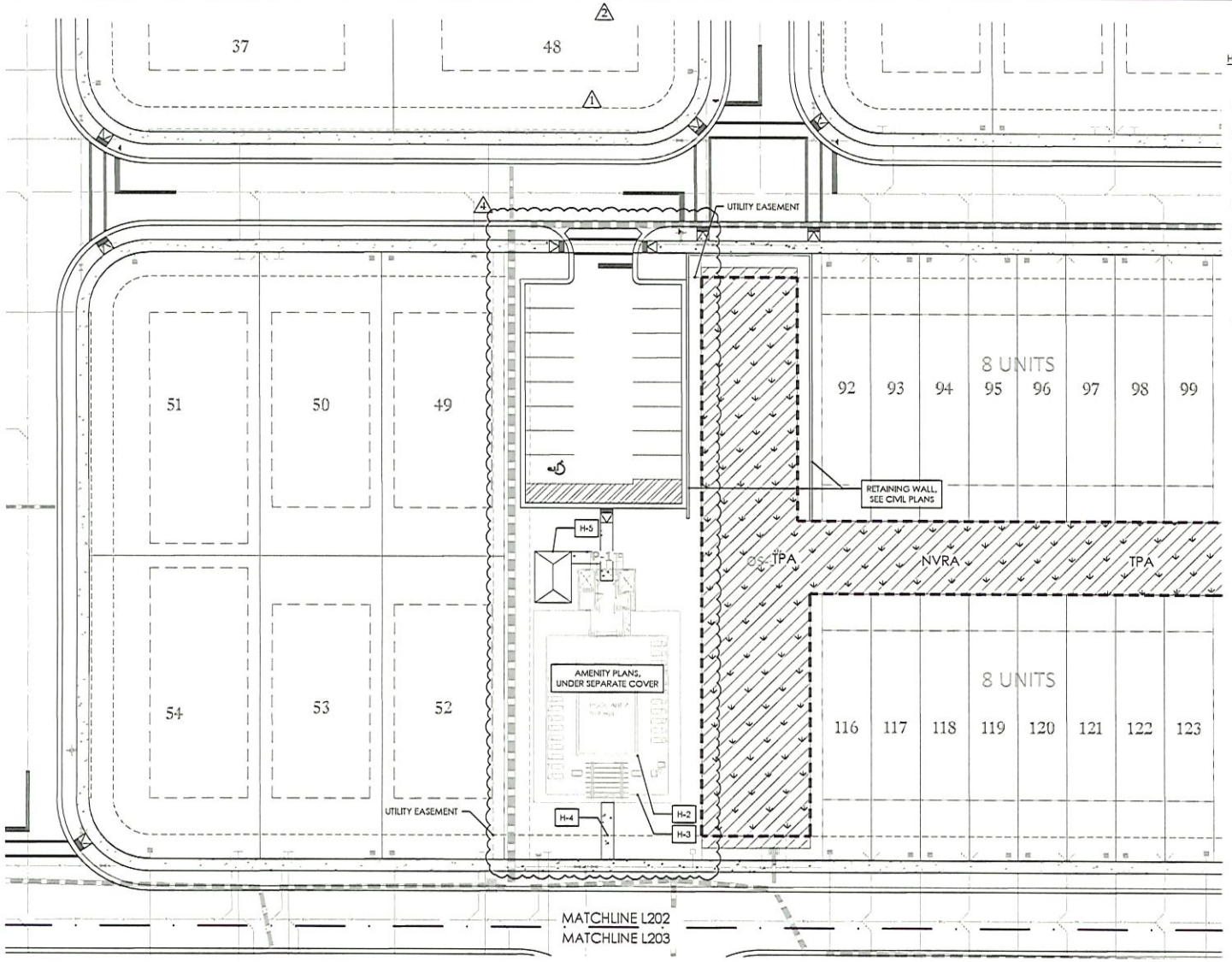
Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LAYOUT PLAN

DATE: January 29, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_La BAR_CODE

REVISIONS
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DPC Revisions 03-12-2025

L201

SIGN PERMIT - 2025-02-18



HARDSCAPE SCHEDULE

H-1	CLUBHOUSE, BY OTHERS
H-2	POOL
H-3	POOL DECK
H-4	CONCRETE WALK
H-5	MAILBOX CLUSTER
H-6	COMMUNITY ENTRY SIGN
H-7	SHADE STRUCTURE
H-8	LANDSCAPE UP LIGHT
L	LANDSCAPE AREA (SEE LANDSCAPE PLANS)
TPA	TREE PROTECTION AREA (SEE CIVIL PLANS)

LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-5xPPL-x0145
Subject to any conditions noted in Development Order
5/19/2026
Land Development Manager, Date

SCALE 1" = 20'
0' 10' 20' 40'

COUNTY SUBMITTTAL - 2024-01-26

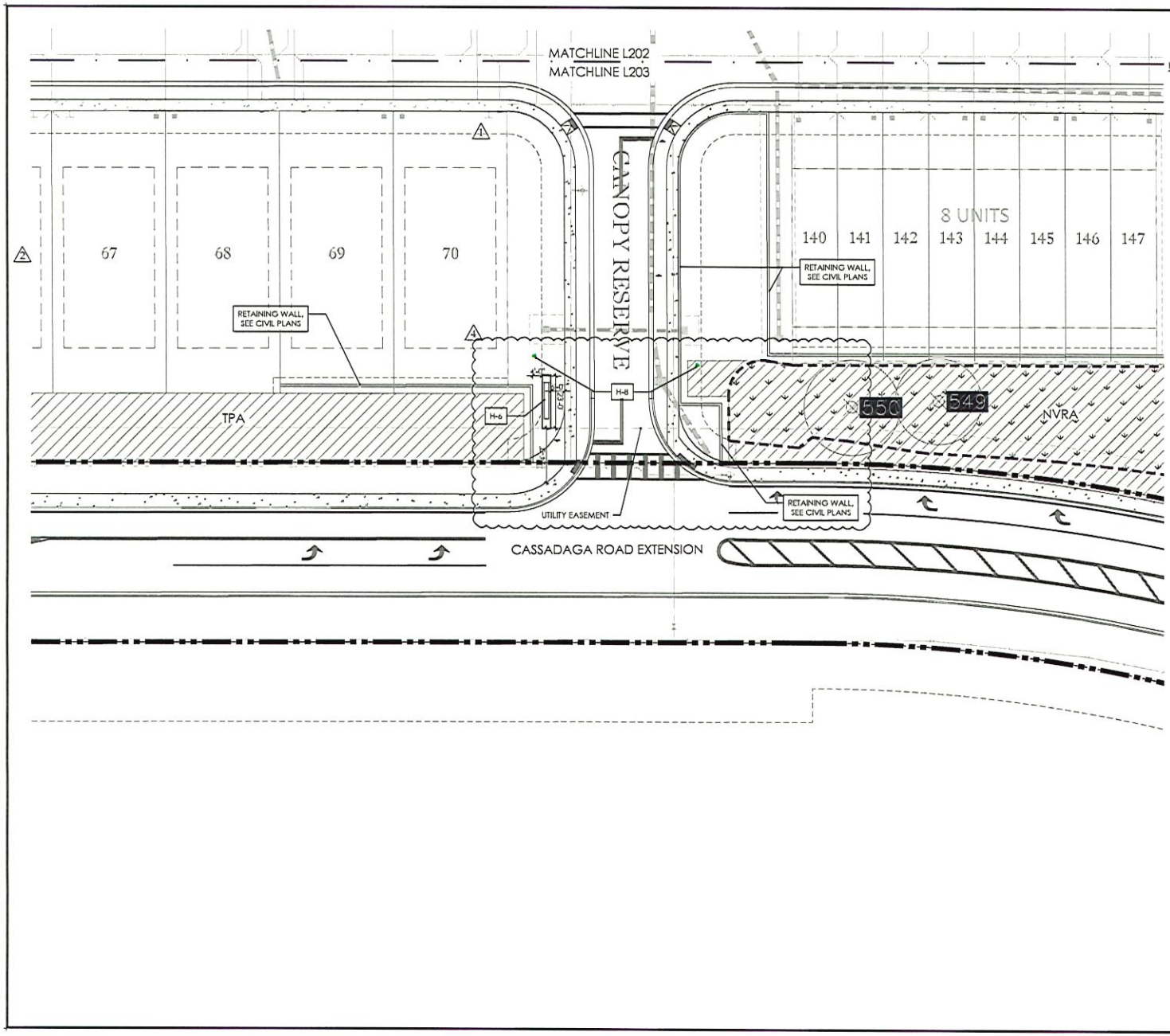
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FL #LA0001718
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Maitland, FL 32751
407.622.2568

Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LAYOUT PLAN

DATE: January 26, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE/PD 472_LA BASE_COLR

REVISIONS
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Presenta 03-12-2025

L202



HARDSCAPE SCHEDULE

H-1	CLUBHOUSE, BY OTHERS
H-2	POOL
H-3	POOL DECK
H-4	CONCRETE WALK
H-5	MAILBOX CLUSTER
H-6	COMMUNITY ENTRY SIGN
H-7	SHADE STRUCTURE
H-8	LANDSCAPE UP LIGHT
L	LANDSCAPE AREA (SEE LANDSCAPE PLANS)
TPA	TREE PROTECTION AREA (SEE CIVIL PLANS)

LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-5-PPL-0145
Issued to 472 Cardinal Island N/K/A Belmont Drive
5/19/2025
Land Development Manager, Date

SCALE 1" = 20'
0' 10' 20' 40'

SIGN PERMIT - 2025-02-18

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Landscape Architecture
Pulte Group
Volusia County, Florida
LAYOUT PLAN

DATE: January 29, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_La BASE_CODE

REVISIONS
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Revisions 01-12-2025

L203

LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-SubPPL-0145
Subject to any conditions stated in Development Order
5/19/2025
Land Development Manager, Date



SCALE: 1" = 200'
0' 100' 200' 400'

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landscape architecture
community planning
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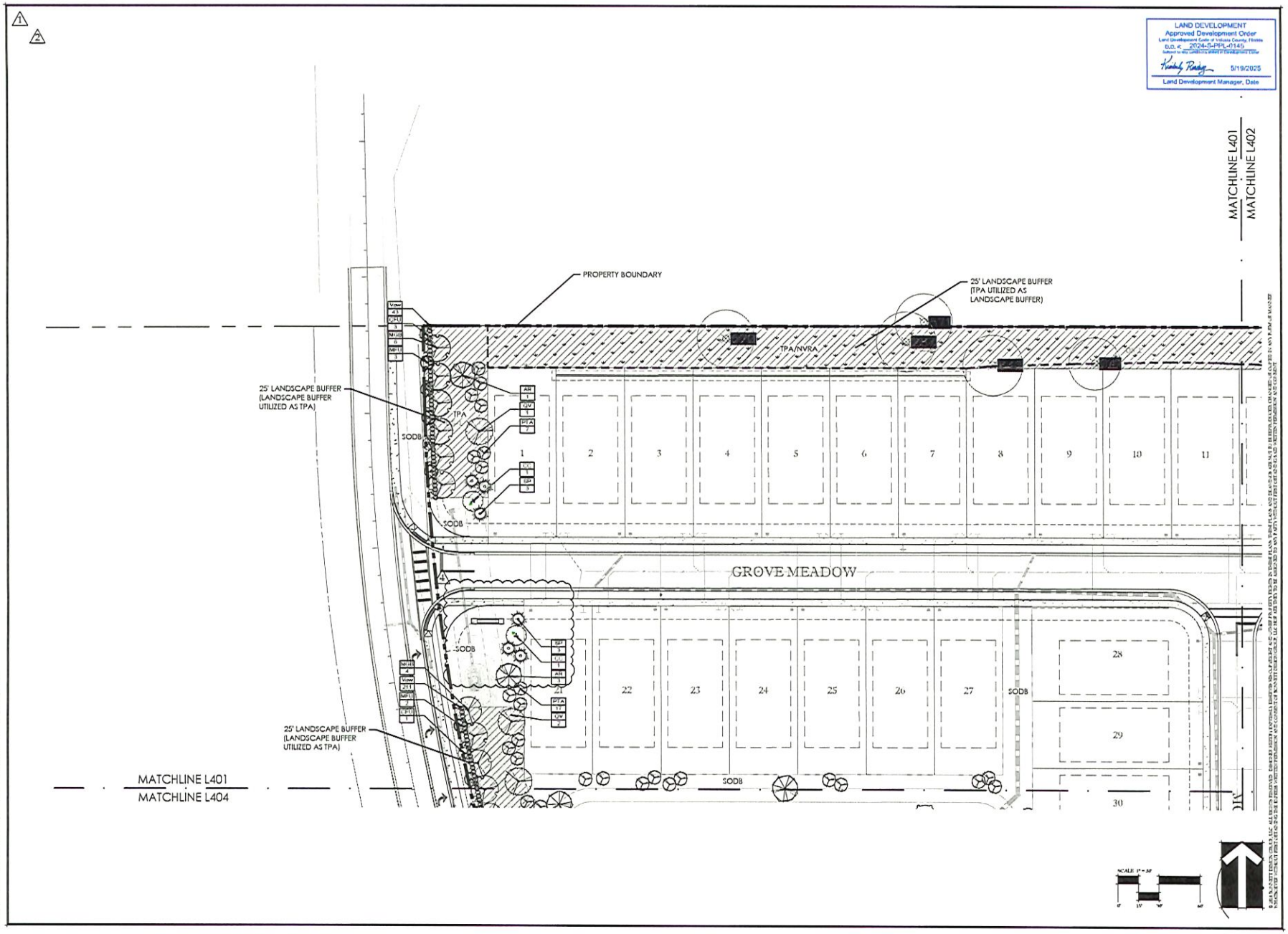
Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
OVERALL LANDSCAPE PLAN

DATE: January 29, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_La BASE_CODE

REVISIONS
1. County Comments 05-31-2024
2. County Comments 08-26-2024
3. DPC Comments 11-08-2024
4. DPC Revisions 03-12-2025

L400

COUNTY SUBMITTTAL - 2024-01-26



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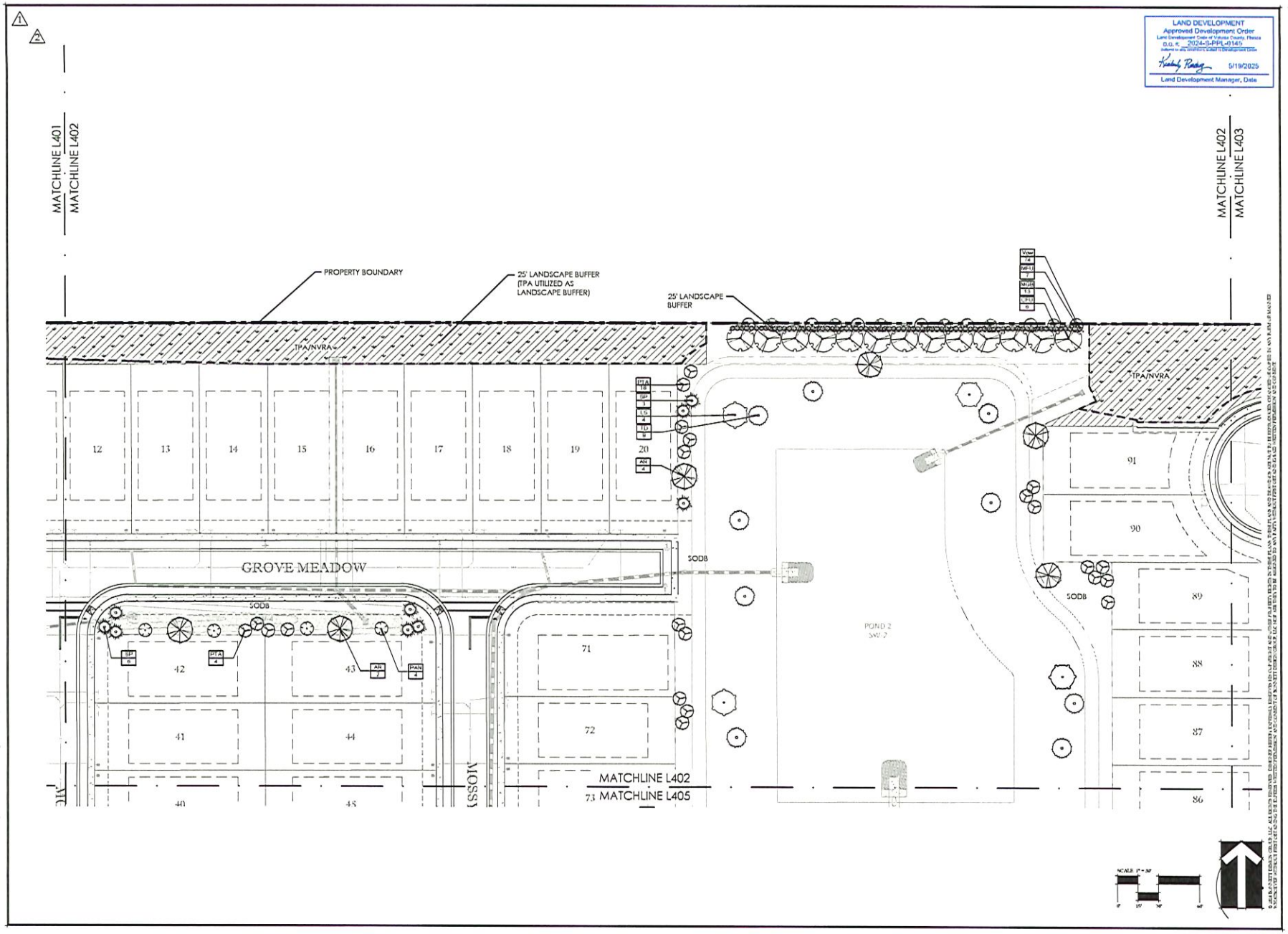
Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LANDSCAPE PLAN

DATE: January 29, 2024
DRAWN BY: BRL/IAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_Ln Bnd_SODB

REVISIONS:
1 County Comments 05-31-2024
2 County Comments 08-26-2024
DRC Persmmns 11-08-2024
DRC Persmmns 03-12-2025

L401

COUNTY SUBMITTTAL - 2024-01-26



LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-SPPL-40145
Adherent to any conditions stated in Development Order.
5/19/2025
Land Development Manager, Date

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Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LANDSCAPE PLAN

DATE: January 26, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_LA BASE_CODE

REVISIONS:
1 County Comments 05-31-2024
2 County Comments 08-26-2024
DRC Comments 11-08-2024
DRC Pressures 01-12-2025

L402

COUNTY SUBMITTTAL - 2024-01-26

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COUNTY SUBMITTAL - 2024-01-26

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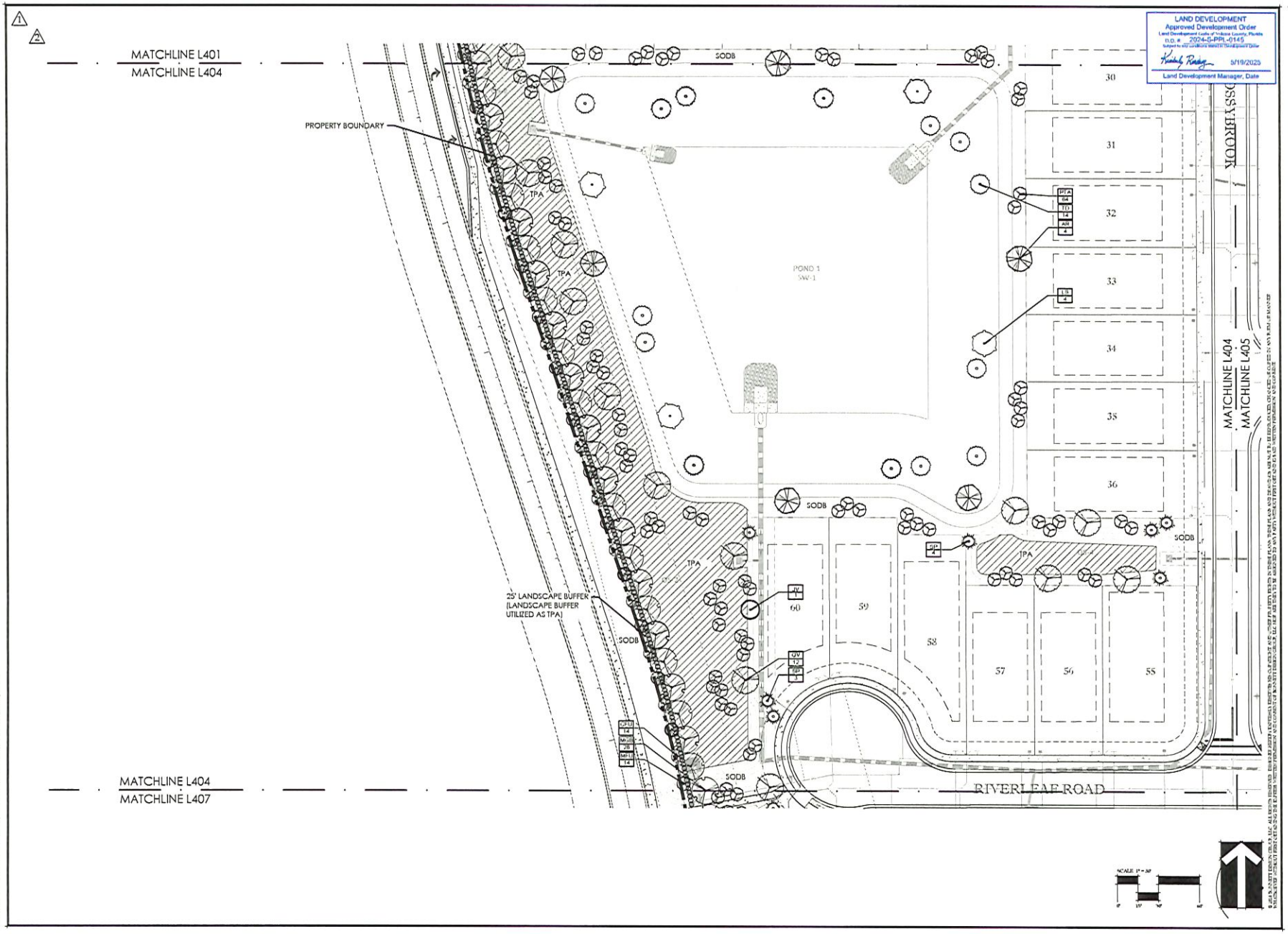
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Ford 472
Landscape Architecture
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Volusia County, Florida
LANDSCAPE PLAN

DATE: January 29, 2024
DRAWN BY: BRL/AM
CHECKED BY: TMB
JOB NUMBER: 2021.167

REVISIONS
1 County Comments 05-24-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Comments 01-13-2025

L403



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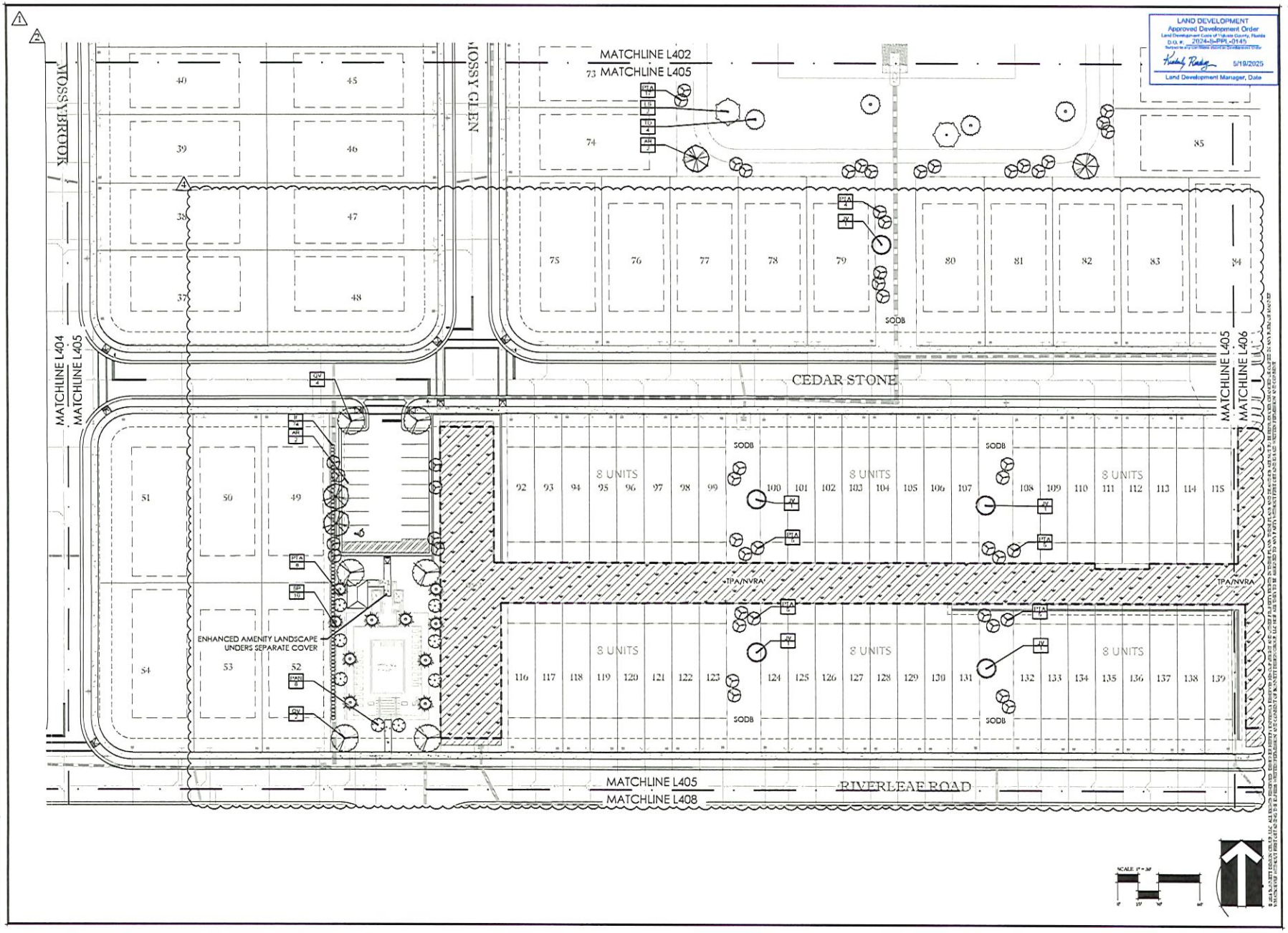
Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LANDSCAPE PLAN

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REVISIONS
- County Comments 05-31-2024
- County Comments 08-26-2024
- DRC Comments 11-05-2024
- DRC Persimmon 01-12-2025

L404

COUNTY SUBMITTTAL - 2024-01-26



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Volusia County, Florida
LANDSCAPE PLAN

DATE: January 26, 2024
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REVISIONS:
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Persimmon 01-12-2025

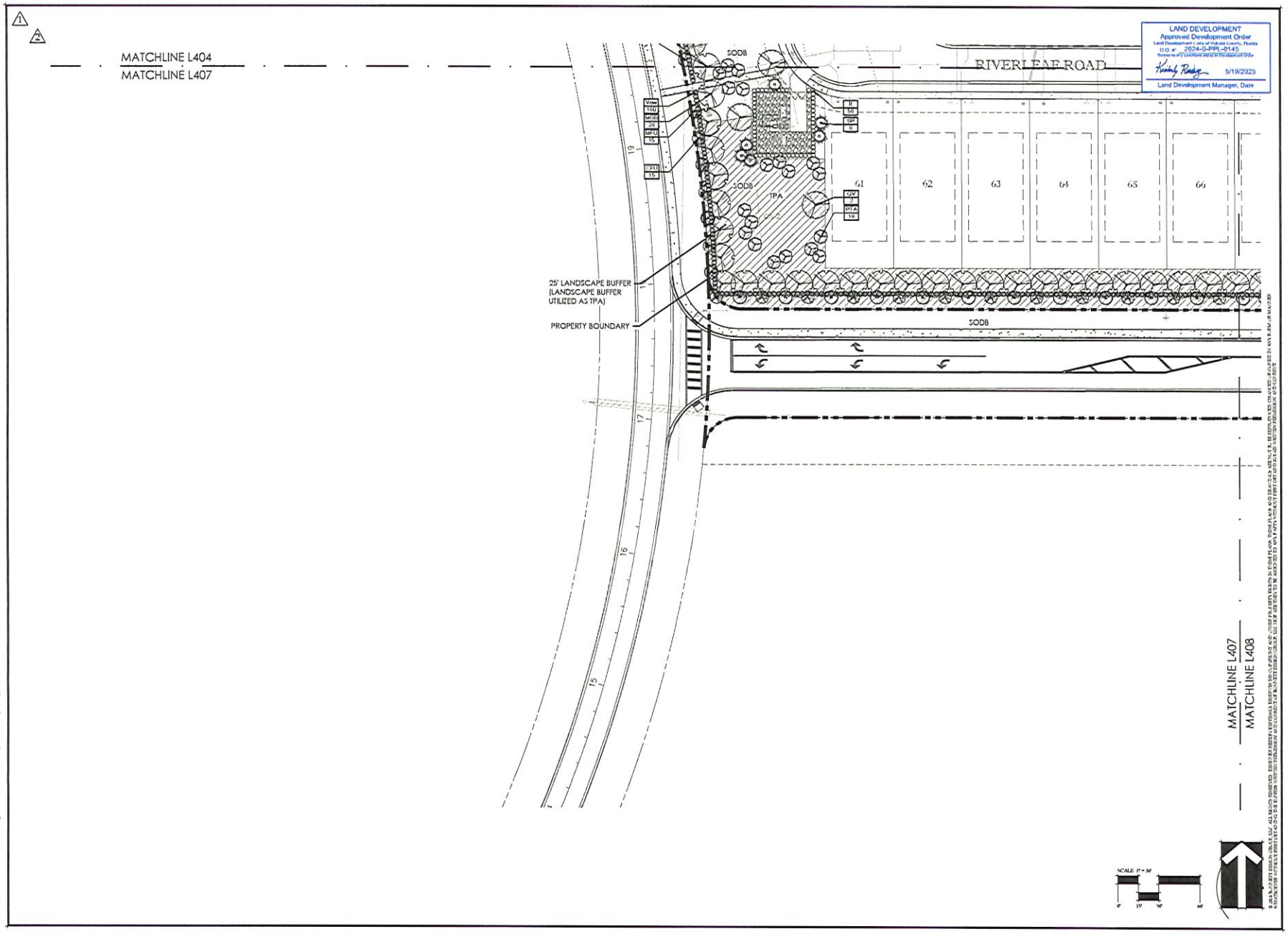
L405

COUNTY SUBMITTTAL - 2024-01-26

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Pulte Group
Volusia County, Florida
LANDSCAPE PLAN

L406

COUNTY SUBMITTAL - 2024-01-26



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Landscape Architecture
Pulte Group
Volusia County, Florida
LANDSCAPE PLAN

DATE: January 26, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_Lo Res_CODE

REVISIONS
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Revisions 01-12-2025

L407

COUNTY SUBMITTTAL - 2024-01-26

COUNTY SUBMITTAL - 2024-01-26

Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LANDSCAPE PLAN

L408

Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LANDSCAPE PLAN

L409

COUNTY SUBMITTAL - 2024-01-26

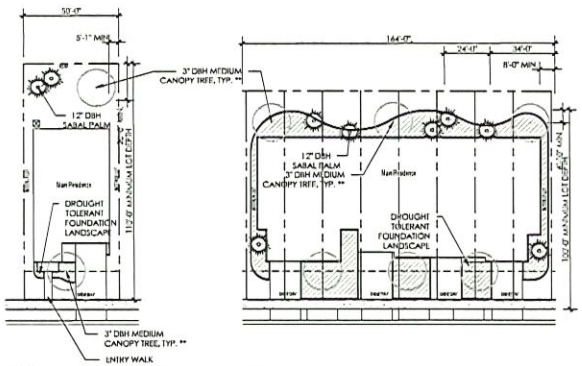
CODE PLANT SCHEDULE - CANOPY PRESERVE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SPECIFICATION	NATIVE	WATER USE ZONE	SPACING
TREES							
AR	22	Acer rubrum	Red Maple	2.5" Cal. Min. 10' ht.	YES	HIGH	As Shown
CC	4	Cercis canadensis	Eastern Redbud	2.5" cal., Min 8' ht.	YES	LOW	As Shown
JV	12	Juniperus virginiana `Silicola`	Southern Red Cedar	2.5" cal., Min 8' ht.	YES	LOW	As Shown
LS	14	Liquidambar styraciflua	American Sweet Gum	2.5" Cal. Min. 10' ht.	YES	LOW	As Shown
PTA	214	Pinus palustris	Long-leaf Pine	2.5" cal., 8' ht. Min.	YES	HIGH	As Shown
QV	23	Quercus virginiana	Live Oak	2.5" Cal. Min. 10' ht.	YES	LOW	As Shown
TD	36	Taxodium distichum	Bald Cypress	2.5" cal., Min 8' ht.	YES	LOW	As Shown
BUFFER YARD CANOPY TREES							
MGB	87	Magnolia grandiflora `Brackens Brown Beauty`	Bracken's Southern Magnolia	2.5" Cal. Min. 10' ht.	YES	MEDIUM	As Shown
BUFFER YARD UNDERSTORY TREES							
CFU	45	Chionanthus virginicus	Fringe Tree	2.5" cal., Min 8' ht.	YES	MEDIUM	As Shown
MFU	47	Myrcianthes fragrans	Simpson's Stopper	2.5" cal., Min 8' ht.	YES	LOW	As Shown
PALM TREES							
SP	50	Sabal palmetto	Sabal Palm	8'-14' CT, mixed	YES	HIGH	As Shown
UNDERSTORY							
PAN	18	Prunus angustifolia	Chickasaw Plum	2.5" cal., Min 8' ht.	YES	LOW	As Shown
BUFFERYARD SHRUBS							
If	130	Illicium floridanum	Florida Anise	3 gal., 30" ht. min.	YES	MEDIUM	30" o.c.
Vow	547	Viburnum obovatum	Walter's Viburnum	7 Gal. 30" Ht. Minimum.	YES	LOW	42" o.c.

VOLUSIA COUNTY LDC REFERENCES:

SEC. 72-838. - MINIMUM TREE COVERAGE REQUIREMENTS.

Each lot shall contain a minimum of one tree for each 2,100 square feet of lot area (rounded up to nearest whole number). If the lot contains an insufficient number of existing trees to meet this requirement, or if the lot has no existing trees, replacement trees shall be provided in accordance with section 72-842 of this division.



NOTES:
1. ALL SERVICE EQUIPMENT AND UTILITY BOXES MUST BE FULLY SCREENED.
2. ALL LOT TREES SHALL BE A MINIMUM 3" DBH.

TYPICAL LOT LANDSCAPE PLAN

SCALE: 1" = 20'

NOTE:
TYPICAL LOT LAYOUT IS FOR DESIGN INTENT ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION DOCUMENTATION.

*LARGE CANOPY TREES INCLUDE:

Acer barbatum	Florida Maple
Acer rubrum	Red Maple
Quercus shumardii	Shumard Oak
Quercus virginiana	Live Oak
Ulmus alata	Winged Elm

**MEDIUM CANOPY TREES INCLUDE:

Cercis canadensis	Redbud
Ilex x East Palatka	East Palatka Holly
Ilex cassine	Dahoon Holly
Ilex opaca	American Holly

* EXISTING TREES TO BE INCLUDED INTO PROVIDED LOT TREES

** LOT TREES TO BE INSTALLED BY HOME BUILDER AT TIME OF CONSTRUCTION. SEE TYPICAL LOT LAYOUT ON SHEET L430.

*** UNDERSTORY AND SHRUB PLANTING TO BE SUPPLEMENTED AS NEEDED TO COMPLIMENT PROPOSED LOT DESIGN

VOLUSIA COUNTY LDC REFERENCES:

SEC. 72-284. - MINIMUM LANDSCAPE REQUIREMENTS.

The purpose and intent of this section is to encourage the preservation of existing trees and vegetation, to identify landscape standards and plant classifications, to reduce radiant heat from surfaces and conserve energy, to provide shade, to reduce wind and air turbulence, to minimize potential nuisances such as the transmission of noise, dust, odor, litter and glare of automobile headlights, to provide visual buffering and for the separation of spaces, to enhance the beautification of the county, to reduce the amount of impervious surface and stormwater runoff, to safeguard and enhance property values and protect public and private investment, and to protect the public health, safety and general welfare.

The following regulations shall apply where landscaped buffer or off-street parking areas are required:

(1) All plant materials shall be Florida No. 1 or better grade, according to the current Grades and Standards for Nursery Plants, State of Florida, Florida Department of Agriculture and Consumer Services, and selected from the "Plant Material List" available from the growth and resource management department. All plant materials shall be chosen, spaced and planted according to the current Grades and Standards for Nursery Plants, Florida-friendly best management practices, the Volusia County Environmental Management Division's Habitat Planting Guidelines, and "right plant, right place" principles, to protect and preserve Volusia County's water resources, at least 50 percent of the required landscaping specified in subsections a. and b., shall be equivalent of a native drought tolerant species chosen from the plant material list. The Zoning Enforcement Official (ZEO) has the authority to allow existing native vegetation to provide the minimum visual screening. Existing upland native vegetation shall be incorporated, where appropriate, into off-street parking areas and landscape buffers of a proposed development.

a. Specific requirements.

1. Canopy trees (Group A). Canopy tree species shall be a minimum of 1½-inch caliper and six feet in overall height immediately after planting. Trees required along county thoroughfares shall be a minimum of two-inch caliper and eight feet in overall height immediately after planting, and planted a minimum of ten feet back from the rights-of-way line.

2. Mid-story trees (Group B). Mid-story tree species shall be a minimum of 1½-inch caliper and six feet in overall height immediately after planting. Trees required along county thoroughfares shall be a minimum of two-inch caliper and eight feet in overall height immediately after planting, and planted along a line ten feet back from the rights-of-way line.

3. Understory trees and shrubs (Group C). Understory trees shall be a minimum 1½-inch caliper and four feet in overall height and shrubs shall be a minimum of two feet in overall height, immediately after planting.

4. Groundcovers, large grasses and wildflowers (Group D). Large grasses shall be a minimum of 18 inches in overall height immediately after planting. Ground covers and wildflowers do not have a minimum height requirement, as maximum height is dependent upon the specific plant species. At least 25 percent of the paved area outside of any landscape buffers, off-street parking areas, and stormwater management areas, shall be planted and maintained with a drought tolerant ground cover(s). Ground covers must permit a finished appearance and provide reasonably complete coverage at time of planting.

b. Additional requirements.

1. Palms. Palms shall constitute no more than 25 percent of the required canopy trees and shall have a minimum of six feet of clear wood at planting.

2. Lawn grass. Grassed areas shall be planted with any species of grass common to Central Florida. They may be sodded, plugged, sprigged or seeded, except that sod is required in swales or other areas subject to soil erosion. Unless sod or grass seed is used, nurse grass seed shall be sown for immediate effect and protection until coverage is otherwise achieved. Grass sod shall be clean and shall be reasonably free of weeds, noxious pests or diseases.

(2) Landscaped buffer area. Where a landscaped buffer area is required, the following regulations shall apply:

a. A landscaped buffer area complying with the requirements of the landscape buffer tables (Table I, Table II, Table III, and Table IV), shall be established along the entire length of, and contiguous to, any property line. The width of the area, plant and tree quantities, and types of plant materials shall be determined from the landscape buffer requirements, within Table I, Table II and Table III, and landscaped with the required mix of plant species, as determined in Table IV. A driveway or entranceway shall not be considered part of the landscape buffer for the purpose of calculating the required amount of plant material. Landscape buffer widths may be increased to include existing native trees and their associated drip lines, and to provide aesthetically pleasing façades to proposed establishments. Compliance with tables I through IV is achieved through the following steps:

1. Determine the zoning classification of the premises and the adjoining properties.

2. Utilize Table I to determine which landscape buffer zoning classification or special exception use group the zoning classification or use of the premises and the adjoining properties fall into.

3. Determine the buffer type and screening requirements required between the subject group (subject premises) and adjoining groups (adjoining properties) in Table II. Required screen types are listed immediately after Table II.

4. Determine the specific requirements (i.e. width and required plantings) for each buffer type in Table III by corresponding the required buffer types required by Table II.

5. Determine the required number of plant species by utilizing Table IV.

6. Example: The subject premises is within the I-4 General Commercial zoning classification, abuts a property within the I-4 single-family residential zoning classification along its .333 linealfoot boundary. Pursuant to Table I, the subject premises is within the commercial group and the abutting property is within the one and two-family residential group. Table II states that a subject group of commercial adjoining the One and Two-Family residential group require Buffer Type 4 and Screen Type 2. Screen Type 2 is listed immediately after Table II, with additional screening requirements referenced in subsection 72-284(2)d. Table III states that Buffer Type 4 has a minimum 25-foot width and requires 3 Group A canopy trees, 3 Group B mid-story trees and 2% Group C understory trees (which are 100 trees) feet. A 300 linealfoot buffer length would then require a minimum of 6 Group A canopy trees, 10 Group B mid-story trees and 10 Group C understory trees/shrubs. Table IV would determine that 2 species are required for Group A plantings, 2 species are required for Group B plantings, and 1 species are required for Group C plantings.

b. The landscaped buffer area shall contain existing native vegetation, which is not dependent on irrigation because of the possibility of water use restrictions, which could adversely affect the survival of introduced or exotic plant species. Existing native trees that are situated within the required buffer can be used to satisfy the perimeter tree requirement. The area(s) within the dripline(s) of the existing native trees must be included within the landscaped buffer area.

c. New trees in required landscape buffers do not have to be equally spaced, but may be grouped to provide areas of visibility from the proposed site to an abutting road and shall be located out of the dripline of existing specimen and hedge trees. New shrubs in required landscape buffers shall also be located to minimize root zone encroachment, if applicable. Visual screening requirements of subsection 72-284(2)(d) are met.

d. Required screening specified by Table III shall comply with the following standards:

1. Brick or masonry walls and vinyl or wood fences utilized as visual screens must be opaque and finished to enhance site aesthetics.

2. Wood fences shall meet the following requirements: Minimum 5-inch thick pressure treated boards, minimum three 4-inch by 4-inch pressure treated horizontal stringers, and minimum 4-inch by 4-inch thick pressure treated support posts at eight-foot maximum spacing. Alternate fence materials may be used with the approval of the ZEO.

3. Hedges, utilized as visual screens, shall be planted at a minimum four feet in overall height and separated at a distance of 30 inches on-line. Three hedges shall be planted and maintained to provide a six-foot high continuous, unbroken, solid, visual screen within a maximum of one year after date of planting.

4. A new landscaped earthen berm may only be used in landscaped buffers 50 feet wide or larger. These berms shall be planted in accordance with the requirements of landscape buffer tables I through IV. Landscaped earthen berms shall have a maximum slope of four feet horizontal to one-foot vertical (4:1) and shall include natural ground covers that provide at least 90 percent coverage of the entire berm area.

5. Where a wall, fence, or hedge is used for screening, existing native vegetation should be retained, or planted in accordance with the requirements of the landscape buffer tables (Table I, II, III and IV), at least 50 percent of the required plant materials shall be planted along the exterior side of the screen. The screen shall include an opaque maintenance gate every 100 linear feet or half the length of the screen, whichever is less. The remaining plant materials shall be planted on the interior side of the screen to enhance the site's interior.

e. A minimum of 50 percent of the required landscape buffer shall remain at natural grade or a 1 slope, while the remaining buffer area shall not exceed a 4 1 slope.

f. When a recorded subdivision consists of ten lots or more, the required landscape buffer area shall be platted as a separate tract of land and maintained by a homeowners or property owners association to ensure adequate maintenance of the buffer.

g. Where canopy trees are required in a coastal environment, but appropriate salt tolerant species are not available, the required canopy trees can be substituted with mid-story trees at a ratio of two mid-story trees for every canopy tree, with approval of the zoning enforcement official (ZEO).

h. Removal of vegetation categorized as an invasive exotic in the Florida Exotic Pest Plant Council's List of Invasive Species and desire is required within all landscaped buffers. Care shall be taken not to damage, destroy, or otherwise remove healthy, beneficial, native vegetation within these areas.

i. The ZEO or the county council may require a greater buffer area than those listed in Tables I and III for a permitted principal or special exception use, due to specific site conditions in conjunction with the existing character of the surrounding area. The ZEO or county council shall determine the appropriate buffer width, required plantings and screening requirements, if applicable, for special exception uses not listed in the aforementioned tables. In no case shall the required landscaped buffer be less than 25 feet between a nonresidential and residential use.

j. The ZEO may waive or modify the requirements of subsection 72-284(2), in order to facilitate the redevelopment of existing sites or where environmental constraints (i.e. preservation of existing wetlands, trees or topography) limit the available area to reasonably develop, or if literal interpretation of subsection 72-284(2) creates a hardship. The following items are prohibited within the required perimeter landscaped buffers:

1. A public or private right-of-way, easement, structure, or impervious surface other than a sign, an entrance or a driveway, or a site specific water or sanitary sewer service line which traverses the landscaped buffer.

2. Stormwater management areas, and any associated easements and appurtenances.3. Private or public utility easements, structures or above-ground and underground improvements, except as stated above.

1. NEWLY INSTALLED "SHADE" TREES SHALL HAVE THEIR CALIPER MEASURED 6" ABOVE THE TOP OF THE ROOT BALL. ALL NEWLY INSTALLED "UNDERSTORY" TREES SHALL HAVE THEIR CALIPER MEASURED 6" ABOVE THE TOP OF THE ROOT BALL.

2. ALL PLANT MATERIAL SHALL MEET OR EXCEED THE STANDARDS OF FLORIDA NO. 1 AS GIVEN IN "GRADES AND STANDARDS FOR NURSERY PLANTS, 2015," STATE OF FLORIDA, DEPARTMENT OF AGRICULTURE, TALLAHASSEE, AND ANY AMENDMENTS THERETO.

3. THE LANDSCAPE ARCHITECT MAY REJECT ANY PLANT MATERIAL BROUGHT TO THE SITE WHICH HE DEEMS TO BE OF INFERIOR QUALITY OR APPEARANCE.

4. ALL PLANT BEDS SHALL BE TOP DRESSED WITH A MINIMUM OF 3" DEPTH PINE BARK MULCH MATERIAL A 4" CLEAR SPACE BETWEEN MULCH AND THE PLANT STEM.

5. ALL TREES SHALL HAVE ALL SYNTHETIC BURLAP REMOVED FROM THE ENTIRE ROOT BALL. JUTE BURLAP SHALL BE REMOVED FROM THE TOP OF HALF OF THE ROOT BALL. THE TOP THREE INCHES OF SOIL AROUND THE ROOT BALL SHALL BE CUPPED OFF AND REMOVED.

6. THE CONTRACTOR SHALL READ AND ADHERE TO ALL WRITTEN SPECIFICATIONS.

7. THE CONTRACTOR SHALL VISUALLY INSPECT THE SOILS CONDITION OF THE SITE. HE SHALL DIG A MINIMUM OF 17 TEST HOLES 1 FOOT DEEP RANDOMLY AROUND THE SITE. HE SHALL PERFORM PERCOLATION TESTS IN THESE HOLES FOR A PERIOD OF ONE HOUR. EACH THE HOLES SHALL BE FILLED WITH WATER AND IF THE HOLES HOLD MORE THAN 6" OF WATER AFTER ONE HOUR, THE LANDSCAPE ARCHITECT SHOULD BE NOTIFIED OF THE PROBLEM. THE CONTRACTOR SHALL RECOMMEND SUBSTITUTIONS OF PLANT MATERIAL AND PLANTING INSTALLATION TO ACCOMMODATE POOR DRAINING SOILS. ANY SUBSTITUTIONS MUST BE SUBMITTED TO THE COUNTY FORESTER IN WRITING FOR APPROVAL.

8. THE CONTRACTOR SHALL PROVIDE A SOIL TEST BY FOUR LOCATIONS AND PROVIDE RECOMMENDATIONS FOR AMENDMENTS BASED ON THE RESULTS. IMPROPER SOIL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ALL INCURRED DAMAGES AT NO ADDITIONAL COST TO THE OWNER.

9. THE CONTRACTOR SHALL REVIEW THE SOILS REPORT ON FILE WITH THE OWNER.

10. THE INSTALLATION OF PLANT MATERIAL SHALL BE VIEWED AS ACCEPTANCE BY THE CONTRACTOR OF EXISTING GRADES AS GIVEN TO HIM. THE CONTRACTOR SHALL PROVIDE TO THE LANDSCAPE ARCHITECT A WRITTEN LETTER OF ACCEPTABILITY OF GRADES. FAILURE TO DO SO WILL BE VIEWED AS AN ACCEPTANCE OF EXISTING GRADES BY THE CONTRACTOR.

11. THE CONTRACTOR SHALL REMOVE ALL PAVING LOT ELEVATIONS 12" ABOVE TOP OF CURB ELEVATION WITHOUT EXCEEDING A 4:1 SLOPE (1.9%GA).

12. WHERE LIGHT POLES AND TREES BOTH OCCUR IN A PARKING LOT ISLAND, THE TREE SHALL BE SPACED AT ADEQUATE DISTANCE FROM THE POLE.

13. THE CONTRACTOR WILL BE REQUIRED TO SAND AREAS OF SOD THAT ARE NOT SMOOTHLY APPLIED TO ELIMINATE SMALL IRREGULARITIES IN GRADES. LARGE IRREGULARITIES IN GRADE WILL REQUIRE REGRADING & RESODDING.

14. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF THE SITE INCLUDING ALL MOWING, EDGING, TRIMMING, PROPER & SPRAYING OF PESTICIDES & HERBICIDES UNTIL THE TIME OF FINAL ACCEPTANCE BY THE OWNER.

15. ALL NEWLY PLANTED STREET TREES SHALL BE PLANTED ALONG AN ALIGNMENT THAT GENERALLY IS TO 2.5' FROM THE BACK OF CURB.

16. AT PLANTING TREES SHALL BE AT GRADE OR NOT LESS THAN THREE (3) INCHES IN HEIGHT ABOVE THE FINISH GRADE.

LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O.# 2024-S-PPR-0145
Subject to the conditions attached hereto or on file in this office.
5/19/2025
Land Development Manager, Date

BONNETT design group, llc
landscape architecture
community planning
FL #LA0001718
400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.2500

Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LANDSCAPE SCHEDULE & NOTES

DATE: January 29, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_Lot Mod_COVER

REVISIONS
1. County Comments 03-31-2024
2. County Comments 08-26-2024
3. DRC Comments 11-08-2024
4. DRC Presubm 03-12-2025

L420

COUNTY SUBMITTTAL - 2024-01-26

GENERAL REQUIREMENTS

The Landscape Contractor shall be responsible for all materials and all work as called for on the landscape plans. The list of plant quantities accompanying the plans shall be used as guide only. If a discrepancy occurs between the plans and the plant list, the plans shall control.

The Landscape Contractor shall warranty all trees for a period of one (1) year and shrubs and ground covers for a period of six (6) months from the time of final acceptance by Owner and Landscape Architect.

The Landscape Contractor shall be wholly responsible for the stability and plumb condition at all trees and shall be legally liable for any damage caused by the instability of any plant material. Staking of trees and palms, if required, shall be done utilizing a method agreed upon by the Landscape Architect.

The Landscape Contractor shall research plans and contact appropriate agencies to determine the location of any utilities and obstructions prior to commencing work. Any utilities or unanticipated obstructions shall be reported to Landscape Architect or Owner immediately.

All plant material and sodded areas shall have an automatic underground irrigation system providing 100% coverage.

Positive drainage shall be maintained away from all structures on the site.

PLANT SPECIFICATIONS

All nursery stock plant material shall be Florida #1 or better in accordance with Grades and Standards for Nursery Plants Parts I & II, latest edition as published by the Florida Department of Agriculture and Consumer Services- Division of Plant Industry.

All plant material shall be planted, fertilized and mulched as per the plant details and planting specifications noted on the plans.

All container grown material shall be healthy, vigorous, well rooted plants, and established in the container in which they are delivered to the site. The plants shall have tops which are good quality and in a healthy growing condition. Established container grown plant material shall be grown in that container sufficiently long enough for the new fibrous roots to have developed enabling the root mass to retain it's shape when removed the container. Plants which have become root bound in the container are unacceptable.

All plant material that is not container grown shall be freshly dug, sound, healthy, vigorous, well branched, and free of disease and insect eggs and larvae, and shall have adequate root systems. Where any requirements are omitted from the plant list, the plants furnished shall be normal for the variety. Plants may be pruned prior to delivery only upon the approval of the Landscape Architect.

FERTILIZER

Two fertilizers shall be used on all types of plantings, except palms. Granular fertilizer shall be uniform in composition, dry and free flowing. This fertilizer shall be delivered to the site in the original unopened bags bearing the manufacturer's statement of analysis. Granular fertilizer shall be a controlled release variety meeting the following requirements: sixteen percent (16%) nitrogen, four percent (4%) phosphorus, eight percent (8%) potassium, plus iron. Tablet fertilizer ("Agriform" or approved equal) in 21 gram size shall meet the following requirements: twenty percent (20%) nitrogen, ten percent (10%) phosphorus, five percent (5%) potassium.

Application Rates:

Plant size	16-4-8	"Agriform" tablet (21 grams)
1 gallon	1/4 lb.	1 tablet
3 gallon	1/3 lb.	2 tablets
7-15 gallon	1/2 lb.	4 tablets
1" - 6' caliper	2 lbs. per 1" caliper	2 tablets per 1" caliper
6" + caliper	3 lbs. per 1" caliper	2 tablets per 1" caliper

Sodded areas shall receive an application of the granular fertilizer (16-4-8) at a rate of 1/2 lb. of Nitrogen per 1,000 square feet of sod area.

"Palm Special" fertilizer shall be applied to all palms at installation at a rate of 1 1/2 lbs. per 100 square feet of canopy area. Palm fertilizer shall be a controlled release variety containing chelated micro nutrients and a ratio of N-P-K-Mg of 2:1:3:1.

SOIL

Planting soil for use in preparing the backfill material for planting pits shall be added a rate of fifty percent (50%) planting soil to fifty percent (50%) existing soil. This soil mix shall be used in all plant pits except Sabal Palms which shall be backfilled with clean sand. Planting soil shall be a fertile, friable natural topsoil of loamy character. It shall contain forty (40) to fifty (50) percent decomposed organic matter and be free of heavy clay, stones larger than 1" in diameter, noxious weeds and plants, sod, partially disintegrated debris, insects or any other undesirable material, plants or seeds that would be toxic or harmful to plant growth.

MULCH

All plant beds and tree watering basins shall be top dressed with three inches (3") of pine bark mini-nuggets mulch.

SOD

Refer to Landscape Plan for limits of sod.

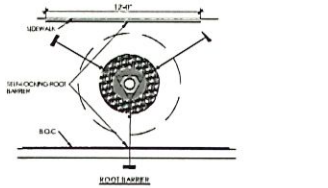
All areas disturbed by construction (including material staging, equipment storage, temporary facilities, site access, construction staff parking, etc.) beyond the minimum limits of sod as shown on the Landscape Plan shall be sodded as needed.

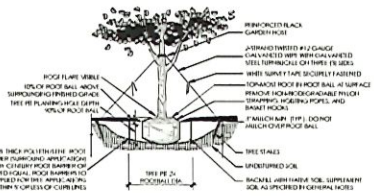
All lawn areas to receive sod shall be disked four (4) to six (6) inches and graded to establish a level finished grade ensuring positive drainage from all structures. All debris shall be removed from the site.

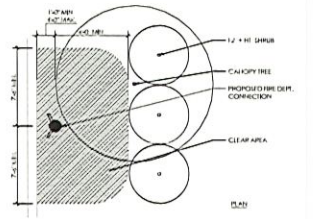
Sod shall be free of weeds and pests. It shall be laid evenly with tight fitting joints and rolled. The sod shall contain moist soil which does not fall apart or tear when lifted.

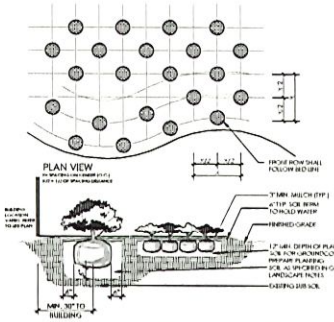
See plant list for specific sod species and locations.

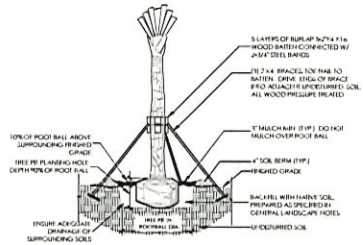
See 'Fertilizer' for requirements of all sodded areas.

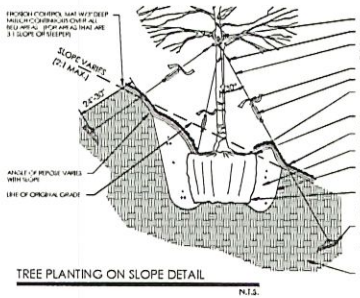












IF GUYING TREE SUPPORT MATERIALS SHALL BE REMOVED FROM EACH TREE ONCE IT IS ESTABLISHED. THIS IS USUALLY DONE AFTER 6 MONTHS FOR SHADE TREES, AND 1 YEAR FOR PALM TREES.

LAND DEVELOPMENT
Approved Development Order
Land Development Code of Volusia County, Florida
D.O. #: 2024-5-PPL-41145
5/19/2025
Land Development Manager, Date

BONNETT design group, llc
landscape architecture
community planning
FL #LA0001718
400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.2508

Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
LANDSCAPE SCHEDULE & NOTES

DATE: January 26, 2024
DRAWN BY: BRL/JAM
CHECKED BY: TWB
JOB NUMBER: 2021.167
FILE NAME: 2021.167_PULTE FORD 472_LA BASE_CODE

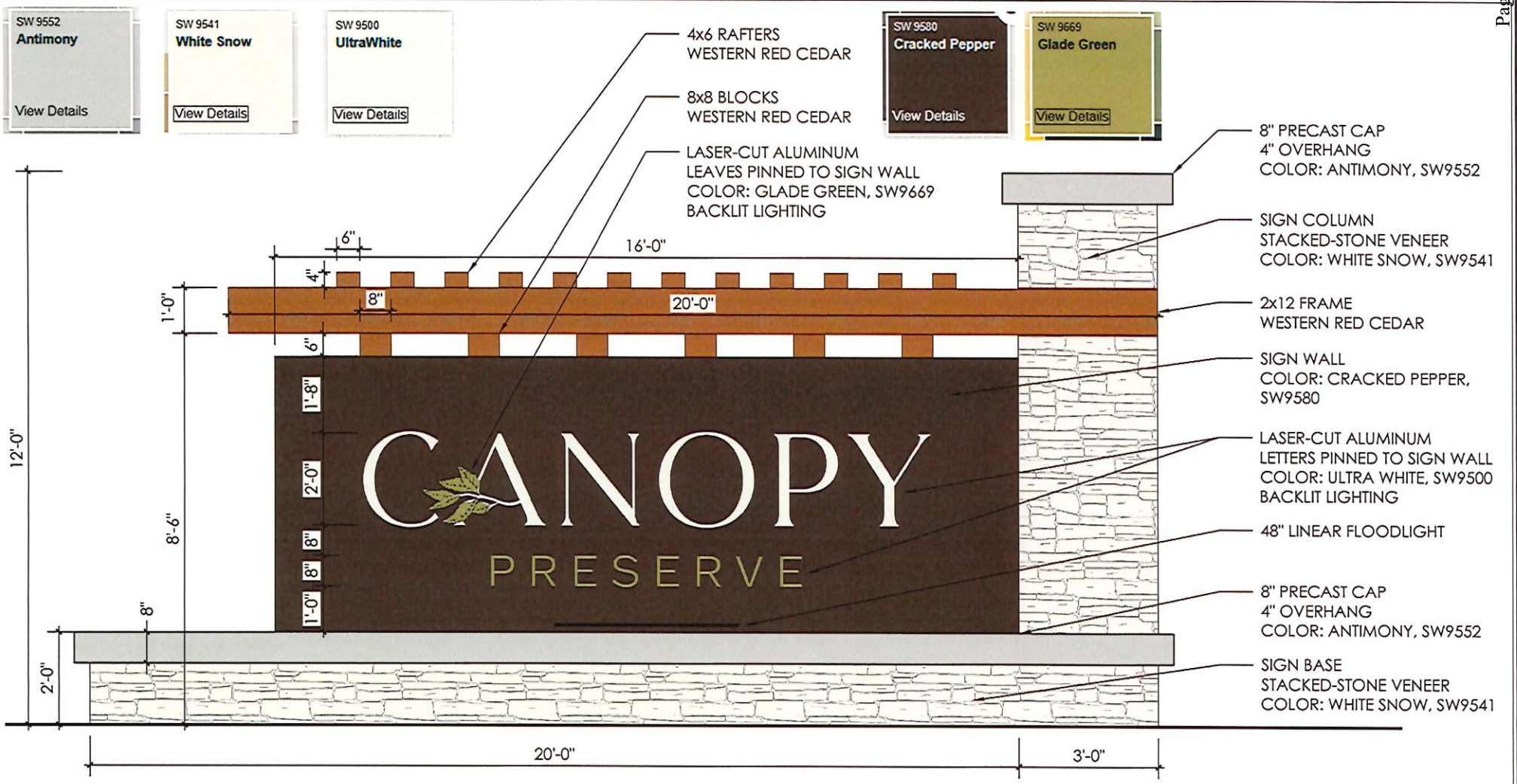
REVISIONS:
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Persimmon 01-12-2025

L421

COUNTY SUBMITTTAL - 2024-01-26

EXHIBIT "D"

APPROVED SUBDIVISION SIGNAGE



CANOPY PRESERVE - ENTRY SIGN

VOLUSIA COUNTY, FLORIDA

PREPARED FOR:

PULTE GROUP, NORTH FLORIDA DIVISION

2021.167 February 05, 2025

BONNETT design group, llc
landscape architecture . community planning
FL #LA0001718
400 South Orlando Ave. Suite 201 . Maitland, FL 32751
407.622.1588 voice
www.BonnettDesignGroup.com

SCALE: 1/2" = 1'-0"

0' 1' 2'

EXHIBIT "E"

APPROVED TOWNHOME ELEVATIONS AND LAYOUT MAP



FORD PROPERTY

SITE PLAN

Deland, FL

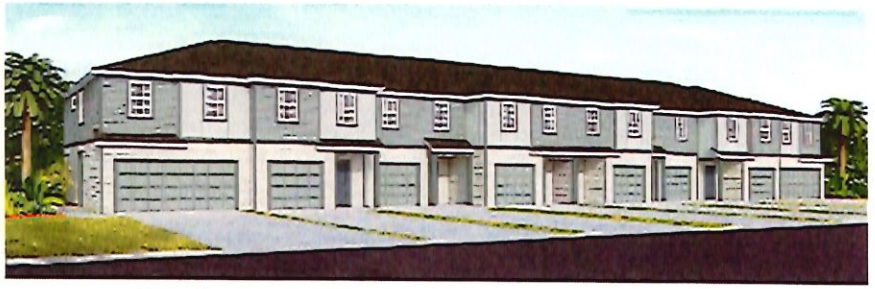
Pulte HOMES

Due to Pulte's ongoing commitment to customer satisfaction, these plans may be amended without prior notice. Artist's renderingonly. Prices, plans and features subject to change without notice. CGC1515415 ©2020 Pulte Homes, INC.

Canopy Preserve Townhomes
Color Schemes



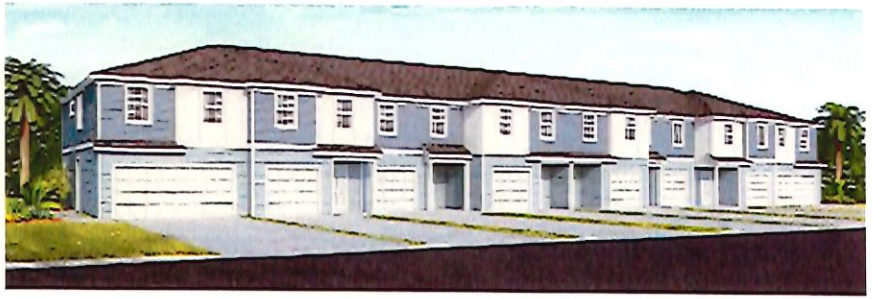
Configuration A - Farmhouse Lullaby



Configuration B - Traditional Modern White



Configuration A - Farmhouse Alabaster



Configuration B - FL Med Krypton

PULTE GROUP

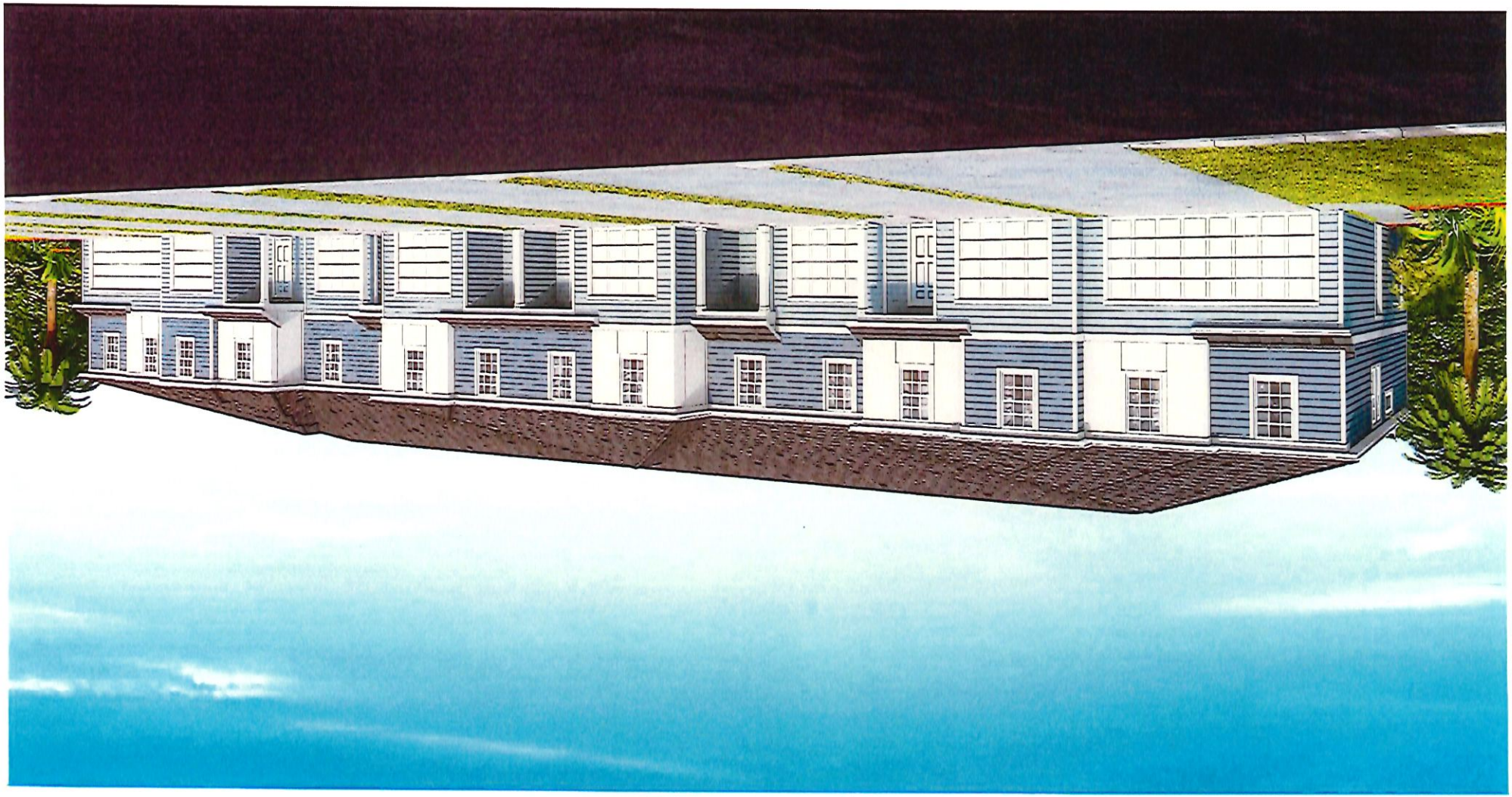


EXHIBIT "F"

MODEL HOME LOCATION PLAN



CANOPY PRESERVE

SITE PLAN

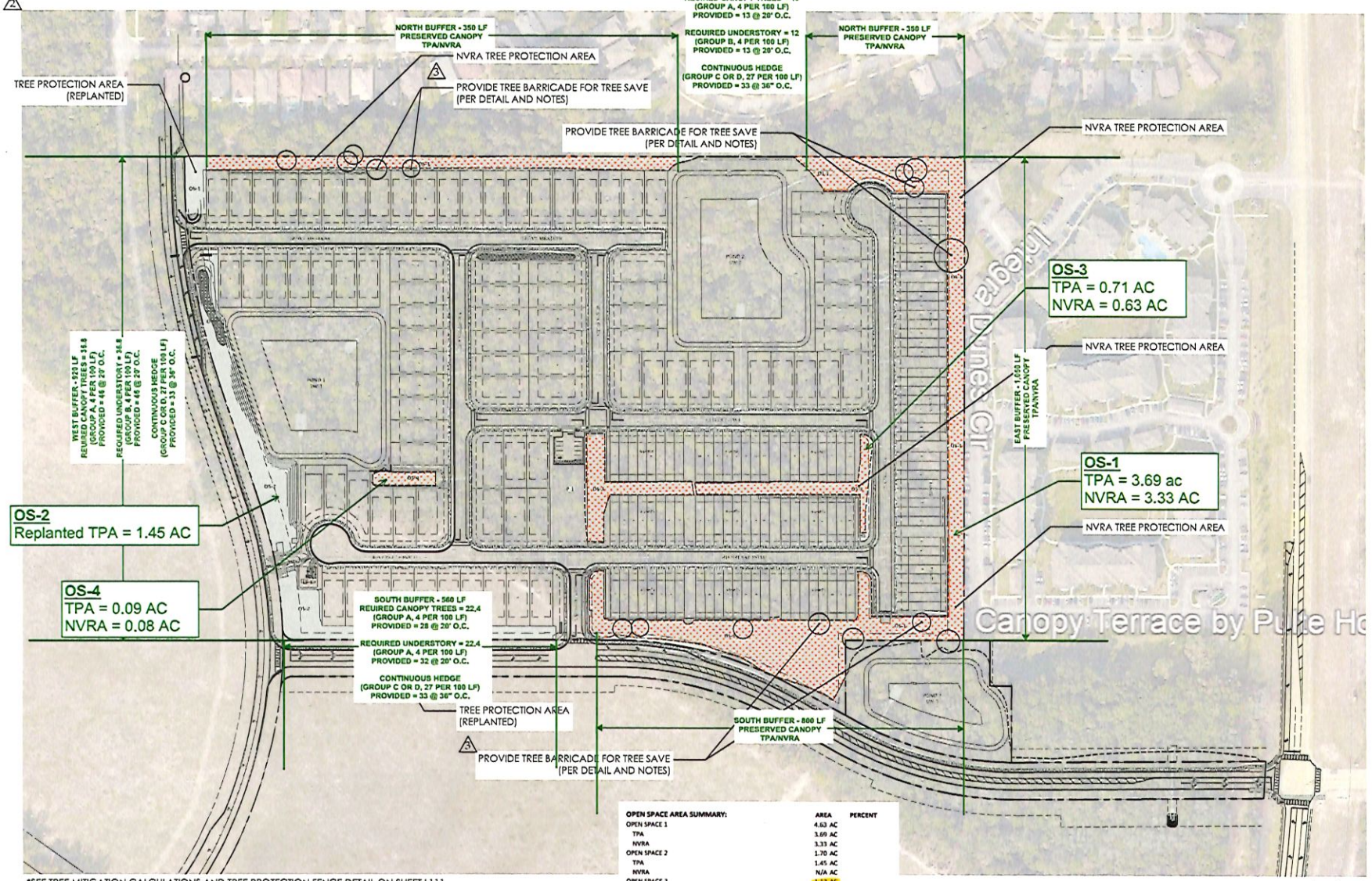
Deland, FL

Pulte HOMES

Due to Pulte's ongoing commitment to customer satisfaction, these plans may be amended without prior notice. Artist's renderingonly. Prices, plans and features subject to change without notice. CGC1515415 ©2020 Pulte Homes, INC.

EXHIBIT "G"

LANDSCAPE BUFFER PLAN



*SEE TREE MITIGATION CALCULATIONS AND TREE PROTECTION FENCE DETAIL ON SHEET L111

TREE INVENTORY LEGEND:

TREE PROTECTION AREA

NATURAL VEGETATION RETENTION
AREA 2"-5" TREES TO BE RETAINED

OPEN SPACE AREA SUMMARY:	AREA	PERCENT
OPEN SPACE 1	4.63 AC	
TPA	3.69 AC	
NVRA	3.33 AC	
OPEN SPACE 2	1.70 AC	
TPA	1.45 AC	
NVRA	N/A AC	
OPEN SPACE 3	1.12 AC	
TPA	0.71 AC	
NVRA	0.63 AC	
OPEN SPACE 4	1.82 AC	
TPA	0.09 AC	
NVRA	0.08 AC	
TOTAL PROJECT AREA:	39.24 AC	
TOTAL TPA:	5.94 AC	15%
TOTAL NVRA:	4.03 AC	10%

COUNTY SUBMITTTAL - 2024-01-26

BONNETT design group, llc
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400 South Orlando Ave, Suite 201
Maitland, FL 32751
407.622.1588

Ford 472
Landscape Architecture
Pulte Group
Volusia County, Florida
OVERALL TREE MITIGATION PLAN

DATE: January 26, 2024
DRAWN BY: BKL/JAM
CHECKED BY: TWB
JOB NUMBER: 2023.167
FILE NAME: 2023.167_PULTE/FORD 472_LS BASE_COPY

REVISIONS:
1 County Comments 05-31-2024
2 County Comments 08-26-2024
3 DRC Comments 11-08-2024
4 DRC Revisions 03-12-2025

L100

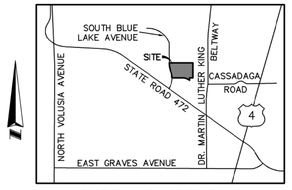
LEGAL DESCRIPTION

A PARCEL OF LAND COMPRISING A PORTION OF GOVERNMENT LOT 1, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF SECTION 35, TOWNSHIP 17 SOUTH, RANGE 30 EAST BEING A POINT ON THE NORTH LINE OF AFORESAID GOVERNMENT LOT 1, ALSO BEING A POINT ON THE SOUTH LINE OF VICTORIA PARK INCREMENT THREE SOUTHWEST AS RECORDED IN MAP BOOK 51, PAGES 193 THROUGH 205 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE RUN NORTH 89°55'33" EAST ALONG THE SOUTH LINE OF SAID SECTION 35, SAID NORTH LINE OF GOVERNMENT LOT 1 AND SAID SOUTH LINE OF SAID VICTORIA PARK INCREMENT THREE SOUTHWEST FOR A DISTANCE OF 1666.26 FEET; THENCE DEPARTING SAID NORTH LINE AND SAID SOUTH LINES RUN SOUTH 00°13'58" WEST FOR A DISTANCE OF 1055.76 FEET; THENCE RUN SOUTH 89°55'33" WEST FOR A DISTANCE OF 256.47 FEET; THENCE RUN SOUTH 00°04'26" EAST FOR A DISTANCE OF 165.32 FEET; THENCE RUN NORTH 60°28'40" WEST FOR A DISTANCE OF 126.03 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 790.00 FEET, WITH A CHORD BEARING OF NORTH 75°16'34" WEST, AND A CHORD DISTANCE OF 403.56 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°35'47" FOR A DISTANCE OF 408.08 FEET TO THE POINT OF TANGENCY; THENCE RUN SOUTH 89°55'33" WEST FOR A DISTANCE OF 694.57 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE NORTHEASTERLY HAVING A RADIUS OF 25.00 FEET, WITH A CHORD BEARING OF NORTH 46°04'55" WEST, AND A CHORD DISTANCE OF 34.73 FEET; THENCE RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°59'04" FOR A DISTANCE OF 38.39 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SOUTH BLUE LAKE AVENUE ACCORDING TO OFFICIAL RECORDS BOOK 8336, PAGE 276 OF AFORESAID PUBLIC RECORDS, ALSO BEING A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY HAVING A RADIUS OF 995.00 FEET, WITH A CHORD BEARING OF NORTH 10°06'00" WEST, AND A CHORD DISTANCE OF 277.30 FEET; THENCE RUN THE FOLLOWING BEARING AND DISTANCES ALONG SAID EASTERLY RIGHT-OF-WAY LINE: NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°01'13" FOR A DISTANCE OF 278.21 FEET TO A POINT OF TANGENCY; THENCE RUN NORTH 18°06'36" WEST FOR A DISTANCE OF 280.11 FEET TO THE POINT OF CURVATURE OF A CURVE, CONCAVE EASTERLY HAVING A RADIUS OF 1488.00 FEET, WITH A CHORD BEARING OF NORTH 09°34'01" WEST, AND A CHORD DISTANCE OF 442.10 FEET; THENCE RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°05'11" FOR A DISTANCE OF 443.74 FEET TO THE POINT OF TANGENCY; THENCE RUN NORTH 01°01'25" WEST A DISTANCE OF 56.09 FEET TO A POINT ON THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 34, TOWNSHIP 17 SOUTH, RANGE 30 EAST, ALSO BEING AFORESAID NORTH LINE OF GOVERNMENT LOT 1 AND SAID SOUTH LINE OF SAID VICTORIA PARK INCREMENT THREE SOUTHWEST; THENCE RUN NORTH 89°43'05" EAST ALONG SAID SOUTH LINES AND SAID NORTH LINE FOR A DISTANCE OF 24.02 FEET TO THE POINT OF BEGINNING.

CONTAINS 39.24 ACRES MORE OR LESS.



LOCATION MAP NOT TO SCALE

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE ASSUMED AND RELATIVE TO THE NORTH LINE OF GOVERNMENT LOT 1, SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, BEING NORTH 89°55'33" EAST.
2. THERE MAY BE ENVIRONMENTAL ISSUES AND/OR OTHER MATTERS REGULATED BY VARIOUS DEPARTMENTS OF FEDERAL, STATE OR LOCAL GOVERNMENTS AFFECTING THE SUBJECT PROPERTY NOT SHOWN ON THIS SURVEY.
3. THIS SURVEY WAS PERFORMED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES LISTED HEREON AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER.
4. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A COMMITMENT TO INSURE TITLE.
5. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
6. UNLESS OTHERWISE NOTED OR SHOWN HEREON, APPARENT AND/OR VISIBLE, UNOBSTRUCTED, ABOVE GROUND IMPROVEMENTS WERE LOCATED. UNDERGROUND UTILITIES, FOUNDATIONS AND IMPROVEMENTS WERE NOT LOCATED, UNLESS SHOWN HEREON.
7. UNLESS OTHERWISE NOTED OR SHOWN HEREON, THERE ARE NO APPARENT AND/OR UNOBSTRUCTED, ABOVE GROUND ENCROACHMENTS. THE DISPOSITION OF ANY POTENTIAL ENCROACHING IMPROVEMENTS SHOWN IS BEYOND PROFESSIONAL PURVIEW AND SUBJECT TO LEGAL INTERPRETATION.
8. THE LANDS SHOWN HEREON LIE IN ZONE "X", DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN ACCORDING TO FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NO. 1251550610J, MAP NO. 12127C610J, MAP REVISED FEBRUARY 19, 2014. THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAP(S). IN ADDITION, THE ABOVE STATEMENT DOES NOT REPRESENT THIS SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.
9. THERE WAS VISUAL EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WITHIN THE SURVEYED LANDS.
10. WHILE CONDUCTING THE SURVEY, THERE WAS NO OBSERVED EVIDENCE OF WETLANDS WITHIN THE SURVEYED LANDS.
11. ADJOINING PARCEL OWNER AND RECORDING INFORMATION DELINEATED HEREON WAS OBTAINED FROM THE VOLUSIA COUNTY PROPERTY APPRAISER'S PUBLIC ACCESS SYSTEM.
12. THE SUBJECT PROPERTY IS UNIMPROVED, NO BUILDINGS AND IS PARTIALLY WOODED
13. THERE WAS NO VISUAL EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WITHIN THE SURVEYED LANDS. THE SURVEYOR IS UNAWARE OF ANY PROPOSED CHANGES IN THE RIGHT-OF-WAY.
14. THE SUBJECT PROPERTY HAS ACCESS TO PUBLIC UTILITIES FROM THE PUBLIC STREETS ADJACENT TO THE SUBJECT PROPERTY.
15. THE SUBJECT PROPERTY ABUTS, WITHOUT GAPS GORES OR STRIPS, AND HAS VEHICULAR AND PEDESTRIAN INGRESS TO AND EGRESS FROM SOUTH BLUE LAKE AVENUE, WHICH IS COMPLETED, DEDICATED AND ACCEPTED PUBLIC RIGHT OF WAY.
16. EXCEPT AS SHOWN ON THE SURVEY, THE SUBJECT PROPERTY DOES NOT APPEAR TO SERVE ANY ADJOINING PROPERTY FOR UTILITIES, DRAINAGE, STRUCTURAL SUPPORT OR INGRESS OR EGRESS.
17. THE LEGAL DESCRIPTION SHOWN HEREON WAS PREPARED BY THE SURVEYOR AT THE CLIENT'S REQUEST.
18. THERE IS NO OBSERVED EVIDENCE OF THE SITE BEING USED AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.
19. THIS SURVEY IS CERTIFIED TO: LANDIS GRAHAM FRENCH, P.A.; OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY; PULTE HOME COMPANY, LLC; FRANK A. FORD, INDIVIDUALLY AND AS TRUSTEE; RAY F. VEECH, AS TRUSTEE OF THE ALEX B. VEECH TRUST AND INDIVIDUALLY; KIRTLEY PENROD AS PERSONAL REPRESENTATIVE OF THE ESTATE OF JEAN FORD PENROD AND AS TRUSTEE OF THE JOHN PENROD TESTAMENTARY TRUST; SARAH R. FORD; FRANK A. FORD, JR.; ELIZABETH F. WILLIAMS; COURTNEY F. HAMIL; ATTORNEY'S TITLE FUND SERVICES

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www.allen-company.com
16 EAST PLANT STREET
WINTER GARDEN, FLORIDA 34787
(407) 654-5355 LB#8627

BOUNDARY SURVEY OF FORD 472

SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

FOR: PULTE HOMES

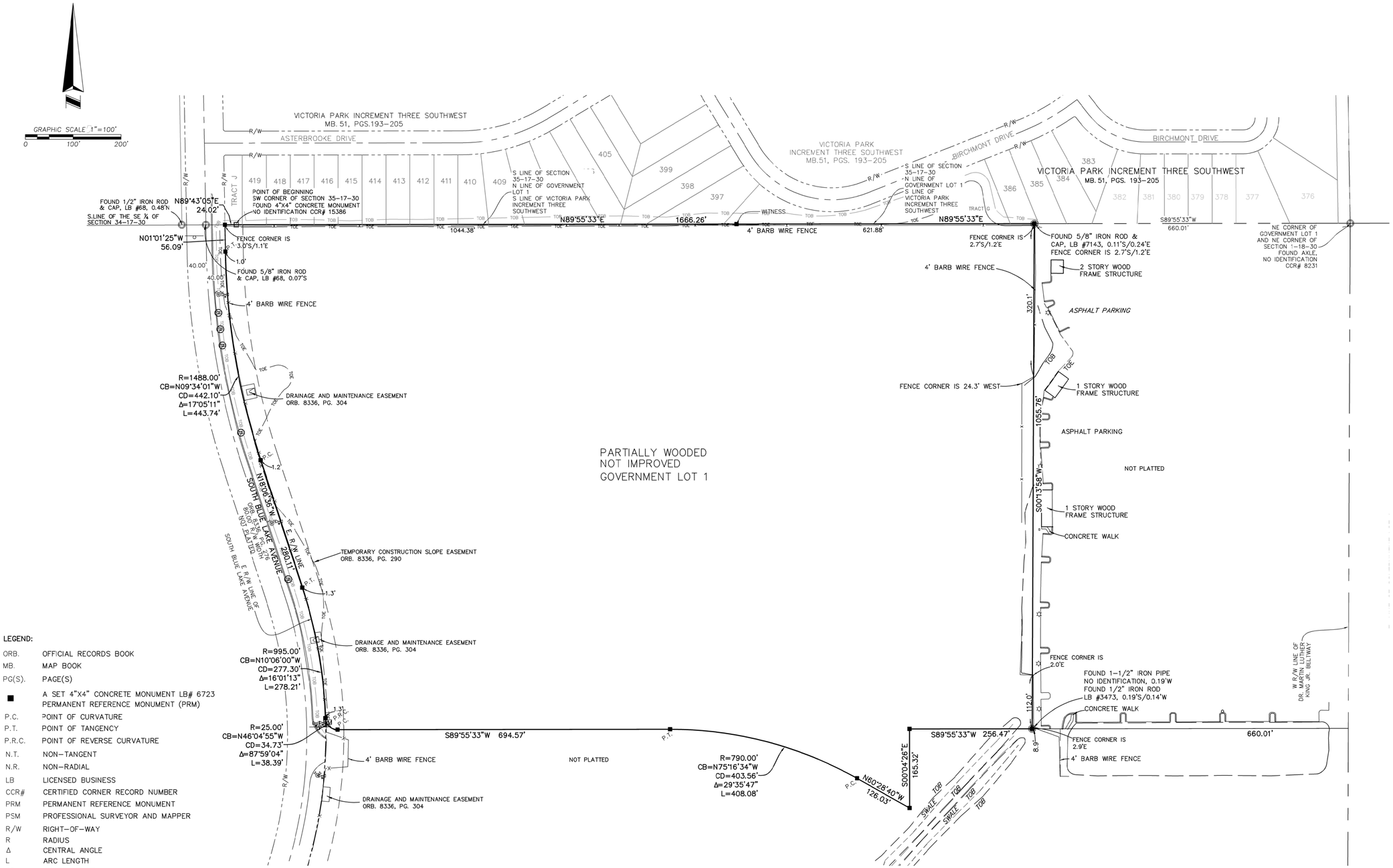
JAMES L. RICKMAN, PSM #5633
FOR THE LICENSED BUSINESS #8627 BY:
JAMES LOUIS RICKMAN LICENSED SURVEYOR STATE OF FLORIDA
LS5633 STATE OF FLORIDA
This item has been electronically signed and Sealed by James L. Rickman, P.S.M. using A Digital Signature.
Printed Copies of this document are not considered signed and sealed and the signature Must be verified on any electronic copies.
Digitally signed by: James L Rickman
Date: 2025.05.22 16:09:12 -04'00'

DATE	REVISIONS
1-17-25	REVISE ACREAGE ADD CERTIFICATIONS

JOB #: 20200713
DATE: 12-16-24
SCALE: 1"=100'
CALC BY: SEJ
FIELD BY: JDS
DRAWN BY: SEJ
CHECKED BY: MR

SHEET 1 OF 2

Drawing name: L:\Data\20200713\Plat\plat boundary 24x36-Brdy Sheet-1



LEGEND:

ORB.	OFFICIAL RECORDS BOOK
MB.	MAP BOOK
PG(S).	PAGE(S)
■	A SET 4"X4" CONCRETE MONUMENT LB# 6723 PERMANENT REFERENCE MONUMENT (PRM)
P.C.	POINT OF CURVATURE
P.T.	POINT OF TANGENCY
P.R.C.	POINT OF REVERSE CURVATURE
N.T.	NON–TANGENT
N.R.	NON–RADIAL
LB	LICENSED BUSINESS
CCR#	CERTIFIED CORNER RECORD NUMBER
PRM	PERMANENT REFERENCE MONUMENT
PSM	PROFESSIONAL SURVEYOR AND MAPPER
R/W	RIGHT–OF–WAY
R	RADIUS
Δ	CENTRAL ANGLE
L	ARC LENGTH
CD	CHORD LENGTH
CB	CHORD BEARING
TOB	TOP OF BANK
TOE	TOE OF SLOPE
☼	LIGHT POLE
S	STORM DRAINAGE MANHOLE
	FIRE HYDRANT
	MITERED END SECTION
W	WATER VALVE
	SINGLE STAND SIGN
WM	WATER METER
	WATERLINE MARKER

Drawing name: L:\Data\20200713\Plat\plat boundary 24x36–Body Sheet–2

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BOUNDARY SURVEY OF FORD 472

SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST
CITY OF DELAND, VOLUSIA COUNTY, FLORIDA

FOR: PULTE HOMES

JAMES LOUIS RICKMAN LICENSE NUMBER PROFESSIONAL SURVEYOR AND MAPPER
LS5633
STATE OF FLORIDA

This item has been electronically signed and Sealed by James L. Rickman, P.S.M. using A Digital Signature.

Printed Copies of this document are not considered signed and sealed and the signature Must be verified on any electronic copies.

Digitally signed by: James L Rickman
Date: 2025.05.22 16:09:54 -04'00'

DATE	REVISIONS

JOB #:	20200713
DATE:	12–16–24
SCALE:	1"=100'
CALC BY:	SEJ
FIELD BY:	FORD 472
DRAWN BY:	SEJ
CHECKED BY:	MR

SHEET 2 OF 2

PLANNING DIVISION STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD

September 10, 2025

A. **APPLICATION NO.:** Z25-024 (Canopy Preserve Rezoning)
APPLICANT: Mr. Mark Watts, Cobb & Cole, P.A.
OWNER: Pulte Home Company, LLC
STAFF PLANNER: Chris Carson, AICP, Senior Planner
REQUEST: Change of zoning for ±39.24 acres from Volusia County Southwest Activity Center Community (SWR) and Volusia County Southwest Activity Center Commerce (SWC) to Canopy Preserve PD (Planned Development)

B. **APPLICABLE REGULATIONS:**

Article IV **OVERLAY AND FLOATING ZONES**
Sec. 33-32 – Planned Development District.

Article XII **ADMINISTRATION AND ENFORCEMENT**
Sec. 33-135 – Procedure for text amendments & rezoning.

C. **SITE FACTORS:**

PARCEL NUMBER: 800100000026
LOCATION: North of SR 472 and east of S. Blue Lake Ave.
SIZE OF PROPERTY: ±39.24 acres

D. **LAND USE DESIGNATION & ZONING OF SUBJECT PROPERTY:**

Future Land Use: Volusia County: Southwest Activity Center Community (SWAC Community), Southwest Activity Center Commerce (SWAC Commerce)
Existing Zoning: Volusia County: Southwest Activity Center Community (SWR), Southwest Activity Center Commerce (SWC)
Existing Use: Vacant/ Undeveloped

E. **SURROUNDING LAND USE & ZONING:**

	LAND USE	ZONING
North:	New Community Development (NCD), VC: Urban Medium Intensity (UMI)	Victoria Park PD, VC: R-4
South:	VC: SWAC Commerce	VC: RFPUD
East:	VC: SWAC Community, VC: SWAC Commerce	VC: Integra Dunes RPUD
West:	VC: SWAC Community, VC: SWAC Commerce, VC: Industrial	VC: I-1 Light Industrial, VC: SWR, VC: SWC

F. **BACKGROUND:** The ± 39.24 acre subject property is located in unincorporated Volusia County with Volusia County zoning designations of Southwest Activity Center Community (SWR) and Southwest Activity Center Commerce (SWC).

The property's Volusia County future land uses are Southwest Activity Center Community (SWAC Community) and Southwest Activity Center Commerce (SWAC Commerce).

The applicant has been working with the County to construct a subdivision with a combination of single-family homes and townhomes since 2021. The project was initially put on hold because of a conflict between the minimum density requirements of the County's Comprehensive Plan and the dimensional requirements for single-family residences in the Southwest Activity Center zoning designation. The Southwest Activity Center was originally visioned as a major employment and commerce center near the I-4 interchange with a variety of housing choices to support the employment base. To spur economic development, and to resolve the conflicts between the Comprehensive Plan and the Zoning, County staff modified the SWR and SWC zoning designations. The Ordinance was approved in 2023.

After modifications to the zoning were approved, the applicant proceeded with plat and construction plan review for the subdivision. During the review period, the City and County modified the City's Utility Service Area (USA) boundary which placed the subject property within the limits of the City's USA.

The applicant contacted City staff with a desire to incorporate into the City limits for future consistency. To avoid further project delays, the applicant continued with plat approval, while concurrently submitting applications for incorporation into the City. The application for rezoning is accompanied by a request for annexation (AN25-026) and a request for a small-scale future land use map amendment (SMLU25-025).

During the review of those applications, the applicant received County approval to begin site and infrastructure work to service the development. That construction activity is currently ongoing. The property was partially wooded and undeveloped. It did not appear to contain any wetlands and does not lie within the 100-year flood zone.

If the requests are approved, the County will continue to monitor and inspect all improvements required by the development order. Prior to any vertical construction, the City will inspect access and utilities for life safety. A site plan will be required for the community amenity center. Building permits for the individual lots will be administered through the City.

G. **ANALYSIS:** Per Sec. 33-32 of the Land Development Regulations (LDR), the Planned Development (PD) District is intended to provide unique zoning districts which are not provided for or allowed in conventional zoning districts. In return for flexibility in site design and development, PDs are expected to include exceptional design that preserves critical environmental resources; provides above-average open space and recreational amenities, and ensures compatibility with surrounding land uses.

The proposed PD includes a mixture of housing types with a maximum of 91 single family units and 112 townhome (multi-family) units. The low density residential future land use allows a maximum density of 5.8 dwelling units per acre. The PD meets the density allowed by the future land use by proposing 5.17 dwelling units per acre. The project includes 21 % common open space and park amenities by grouping housing types. Development for the property shall rely upon the standards set forth below as identified on the Planned Development Plan.

SITE DATA	R-1B	SINGLE-FAMILY	TOWNHOMES
Unit count (max)		91	112
Overall size		±39.24 ACRES	
Density	5.81	5.17 DU/ACRE	
Maximum Height	35 ft.	35 ft.	35 ft.
Maximum impervious	45 %	65 %	70 % Overall, 85 % per lot
Maximum building length			160 ft.
Minimum lot width	75 ft.	50 ft.	20 ft.
Minimum floor area	900 sq. ft.	1,662 sq. ft.	1,552 sq. ft.
Minimum lot area	7,500 sq. ft.	6,250 sq. ft.	2,200 sq. ft.
Setbacks	Front: 30 ft. Rear: 25 ft. Side yard: 10 ft.	Front: 25 ft. Garage: 25 ft. Rear: 20 ft. Side yard: 5 ft.	Front: 25 ft. Garage: 25 ft. Street: 10 ft. Rear: 15 ft. Side yard: 0 ft.
Minimum building separation		10 ft.	50 ft. between any combination of fronts or rears of adjacent buildings. 25 ft. between any other combinations.

The development includes landscape designs that will serve environmentally friendly functions including, but not limited to, cooling, privacy screening, shade, aesthetics, wildlife habitat, runoff pollution prevention, and directing traffic flow onto and within the community, such as low impact development standards.

As required by Section 33-57.07(b) of the LDRs, a minimum of 15% or 5.94 acres of the subject property will be dedicated as Tree Protection Area (TPA). Additionally, ten percent of the property, or four acres is being reserved as natural vegetation retention areas, where all existing vegetation will remain on that area of the site.

The perimeter landscape buffers are outlined in the table below which compares the required buffers as required by Section 33-92 of the LDR, to what the applicant is providing in the PD. As seen in the chart, the buffer widths provided are consistent with the minimum width requirements. The PD proposes that each buffer will provide 4 canopy trees, 4 understory trees, and 27 shrubs per 100 linear feet, regardless of width.

LANDSCAPE BUFFERS		
	REQUIRED	**PROVIDED**
NORTH*	25’ TYPE B	25’ MODIFIED TYPE B
EAST	N/A	N/A
SOUTH (SINGLE FAMILY)	30’ TYPE D	30’ MODIFIED TYPE D
SOUTH (TOWNHOMES)	15’ TYPE B	15’ MODIFIED TYPE B
WEST	30’ TYPE D	30’ MODIFIED TYPE D
	*25’ BETWEEN SUBDIVISIONS	

According to the approved plat, the project is exceeding the proposed PD requirements by providing a 30' landscape buffer to the north, a 35' landscape buffer to the east, a landscape buffer that varies between 30' to over 100' to the south, and a 40' landscape buffer to the west. The buffers meet the code intent of serving as a buffer between the existing neighborhood to the north, industrial uses to the west, and multi-family to the east.

The proposal complies with the city's Land Development Regulations as well as International Dark Sky standards, designed to reduce light pollution by restricting upward-directed light and avoiding glare.

Each parcel is designed to accommodate no less than two (2) parking spaces via use of two (2) on-parcel driveway and two (2) spaces in an internal garage. The proposal includes an interconnected internal sidewalk system, that connect with sidewalks along S. Blue Lake Ave. and the Cassadaga Road extension.

School Concurrency: A school concurrency letter dated May 20, 2025, was provided, stating that the Volusia County School District has no objections to the proposed development plan.

Traffic Analysis: A Traffic Impact Analysis from Traffic & Mobility Consultants (TMC) dated February 13, 2024, states that the proposed development is projected to generate 1,728 new daily trips of which 121 trips occur during the AM peak hour and 154 trips occur during the PM peak hour. A number of improvements were identified based on the project's impacts within the study area, including the extension of Cassadaga Road and a number of turn lane improvements. The impacts are being mitigated through the applicant's dedication of the right of way required to extend Cassadaga Road from MLK Boulevard to S. Blue Lake Avenue and the construction of the Cassadaga Roadway and intersection improvements.

Stormwater: Per the proposed PD Agreement, the stormwater system was designed to meet the 100-year, 24-hour storm event which will be retained on site. Additionally, the project includes bioswales for stormwater conveyance and native plantings.

H. LAND DEVELOPMENT REGULATIONS:

Sec. 33-32 – Planned Development District of the Land Development Regulations is intended to provide a method for consideration and approval of unique zoning districts for individual Planned Developments (PD) which are not provided for or allowed in the zoning districts otherwise established by this chapter.

The criteria and standards to be met for approval have been reviewed and staff finds the outlined consistencies as outlined below.
The proposed Planned Development rezoning will allow for a mixture of single-family residential and multi-family (townhomes) to be developed, which will promote home ownership opportunities for all residents. Reduced lot sizes promote the utilization of existing natural features and existing landscaping.

Sec. 33-135 – Procedure for text amendments & rezoning of the Land Development Regulations provides the following factors to consider during the review of each application for rezoning or for changes in permitted uses, among the factors to be considered are the following:

1. **Is the proposed rezoning consistent with the Comprehensive Land Use Plan, the land use, zoning pattern and character of the surrounding area?**
   Per the Comprehensive Plan, the PD zoning district is compatible with the LDR future land use designation.

   To the north of the property is the Victoria Park PD, with a maximum density of 2.5 dwelling units per acre. To the east is the Integra Dunes RPUD, with a maximum density of 18 dwelling units per acre. South of the property is currently undeveloped land, which is zoned for a minimum density of 8 dwelling units per acre and a maximum density of 22 dwelling units per acre. West of the property is a combination of industrial and undeveloped land. The undeveloped land has a maximum density of 8 dwelling units per acre to the north and 22 dwelling units per acre to the south.

   The proposed density of 5.17 dwelling units per acre will provide a transition from the lower density residential to the higher density residential and nonresidential uses.

   According to the City's 2050 Vision Plan, the proposal is located in the Urban Core (Category 2), which is where the majority of new growth will take place. It is also located within the City's Utility Service Area boundary. The proposed rezoning is appropriate for the location as it is located along a collector road with existing infrastructure, and serving as a transition between lower density residential and higher density residential, and near employment areas and future commercial development.

   For all of these reasons, the request is consistent and compatible with the Comprehensive Plan, zoning pattern, and character of the surrounding area.

2. **Will the proposed rezoning have an impact upon the environment or natural resources?**
   The project is currently under construction in Volusia County, regardless of the rezoning, therefore the rezoning will not have an impact upon the environment or natural resources. The applicant did minimize environmental or natural resource impacts by providing Low Impact Development (LID) such as all Florida native plantings, runoff pollution prevention, bioswales, and enhanced buffering and natural vegetation retention areas. Additionally, the project went through all proper Florida Fish and Wildlife Conservation Commission (FFWCC) permitting and practices prior to construction.
3. **Will the proposed rezoning have an impact upon the economy of the affected area?**
   The site is currently undeveloped; therefore, the development should have a positive economic impact on the city and the surrounding area. This development could potentially raise overall home values, and support further development of the surrounding area creating additional jobs, shopping, and convenience.
4. **Will the proposed rezoning have an impact upon governmental services?**
   Governmental services such as potable water, reclaimed water, sewer, code enforcement, police, and fire will be provided by the City. The City's Utilities Department provided a Utility Service Agreement (USA) during the preliminary plat review to serve water and sewer. Additionally, the Technical Advisory Committee (TRC) has indicated that there is adequate infrastructure and facilities to service the development, therefore there will be no impact to the level of governmental services.

5. **Are there changes in the circumstances or conditions affecting the area since the original assignment of zoning that will support the proposed zoning?**
   The Southwest Activity Center at the SR 472 interchange was conceived by Volusia County in 1995 as a mixed-use development. The County and the City of Deltona initiated the Areawide Development of Regional Impact (DRI) as an attempt to implement the vision. The City of DeLand later joined this effort after a large area was annexed into the City. After the adoption of the DRI, the City adopted the Southwest Activity Center Local Plan into the Comprehensive Plan. The DRI was abandoned in 2018, however, the City of DeLand adopted goals, objectives, and policies into the Comprehensive Plan to direct future development to meet the intent and vision of the original DRI.

6. **Was there a mistake in the original classification?**
   There were no mistakes in the original classification.

7. **Will the proposed rezoning have any effect upon the use or value of the affected area?**
   The proposed rezoning could have a positive impact upon the surrounding area, as the property would no longer be undeveloped and vacant, and the infusion of new homes could provide additional housing options.

8. **Will the proposed rezoning have an impact upon public health, safety and welfare?**
   There is no indication at this time that the new proposal will create additional impacts upon public health, safety or welfare, as all provided public services have the capacity needed to accommodate the proposed development. This rezoning would be consistent and compatible with the uses of the surrounding area.

Based on all the findings outlined above, staff finds that proposal meets all criteria and standards for approval of a PD rezoning.

I. **Next Steps:** The request for a rezoning will go before the City Commission on October 6, 2025 for first reading, followed by Volusia Growth Management Commission Review (VGMC). After VGMC review, the request is anticipated to go before City Commission on November 17, 2025 for second reading.

J. **STAFF RECOMMENDATION**: Staff recommends that the Planning Board forward the application to the City Commission with a recommendation of approval for the request to rezone from Volusia County Southwest Activity Center Community (SWR) and Volusia County Southwest Activity Center Commerce (SWC) to Canopy Preserve PD (Planned Development) with one condition of approval as follows:

- The applicant correct the open space area summary of Exhibit B and Exhibit G prior to first reading of the item at City Commission.

Scott W. Cichon
Robert A. Merrell III
John P. Ferguson
Mark A. Watts
Heather Bond Vargas
Michael J. Woods
Raymond L. Schumann
Kathleen L. Crotty
Michael O. Sznapstajler
Andrew C. Grant
Matthew S. Welch
Edward H. Thompson
Robert E. Doan
William A. Rice
Douglas J. Collins
Sara E. Glover
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Jessica L. Gow

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OF COUNSEL
Larry D. Marsh
Ira Halfond

William M. Cobb (1881-1939)
Thomas T. Cobb (1916-2004)
W. Warren Cole, Jr. (1926-2008)

February 26, 2025

Carol Kuhn, AICP
Planning Director
City of DeLand
120 South Florida Avenue
DeLand, FL 32720

Re: Revised Project Narrative – 472 PD, Annexation & Small-Scale CPA
Parcel ID No. 8001-00-00-0020 (northern portion of)

Dear Carol,

Cobb Cole represents Pulte Home Company, LLC, owners of the above-referenced parcel. The property is currently undergoing subdivision review and approval by the County of Volusia for the development of single family and townhome style residential units. The property is subject to an annexation, land use, and rezoning request to locate the property within the municipal boundaries of the City of DeLand.

We are requesting to amend the future land use and zoning designations for the property identified in the application ("Property") from Volusia County SWR (land use and zoning) and SWC (land use and zoning) to the City's Low Density Residential ("LDR") land use classification and PUD zoning. The purpose of the applications is to transition the Property while it is under development from the County to City's jurisdiction as a result of the recent shift in utility service area boundaries in the vicinity of the Martin Luther King, Jr. Beltway and S. R. 472. The Property is currently under development based on an approved preliminary subdivision plat for single family residential and townhome residential units and associated amenities. As the Property is developed, the developer is also obligated to extend Cassadaga Road from its current intersection with the MLK Beltway to the recent southern extension of Blue Lake Road.

As background information, the County's SWR and SWC future land use and zoning were created following the abandonment of the former S.R. 472 Areawide Development of Regional Impact ("472 DRI"). Similar to the City of DeLand, the County incorporated much of the development entitlements from the 472 DRI into the SWR and SWC classifications to continue implementing the overall goals, policies and objectives defined by the 472 DRI. The majority of the Property is included within the SWR classifications, which were designed to

provide residential development areas supporting the overall land use mix outlined in the 472 DRI. The SWC classification is primarily designed to support commercial development, however the only portions of the Property that are currently classified under SWC are the areas that will be improved with the Cassadaga Road extension and associated stormwater infrastructure.

Pulte Homes began working with County staff on subdivision approvals for the Property in 2021. When Pulte submitted initial applications, we determined that the Property could not be developed with the minimum required density of 4 units per acre required by the SWR land use classification based on the minimum dimensional requirements adopted in the SWR zoning classification for single family lots. As a result, we coordinated with County staff and the County Council approved revisions to the minimum single family lot dimensional requirements in order to permit development that would meet the minimum required density. During the time the County was processing administrative amendments to the SWR and SWC zoning classifications, consideration of the pending preliminary plat was put on hold. The subdivision review proceeded following the County's correction of the SWR zoning classification's dimensional criteria.

While the preliminary plat was under review and the SWR zoning classification revisions were being reviewed and approved, the City and County revised the boundaries of the utility service areas for the Property. The result of those revisions added the Property to the City's utility service boundary. Since the preliminary plat review was substantially underway at that point in time, we coordinated with City and County staff to proceed with annexation of the Property into the City once the preliminary plat review was completed.

Based on the approved preliminary plat, the Property is currently under development. Based on our coordination with City and County staff, the proposed applications submitted to the City with this letter will annex the Property, assign a land use classification consistent with the approved residential density and incorporate the development standards outlined in the County's SWR classification into a PUD for the Property. The County will continue to provide permit review and inspections for the subdivision improvements required by the approved preliminary plat development order. The City will inspect and improve all utility improvements included in the preliminary plat development order since it is the utility provider. Our intent is to finalize the PUD rezoning in time to allow vertical permitting for all single family and townhome residential structures through the City. In addition, since the City considers townhomes as a multi-family use and subject to the City's community design standards, review and approval of the proposed architectural design for the townhomes is also proposed as part of the PUD approval.
At completion, the development of the Property will include 112 townhome units and 91 single family units. The resulting density is 5.2 units/acre and complies with the minimum required density of the County's SWR land use classification. It is also consistent with the City's LDR land use classification. As noted above, the development includes construction of

extension of Cassadaga Road, and the provision of supporting open space and stormwater amenities. Site development and permitting of horizontal site improvements will be permitted through the County of Volusia, with vertical building permit review and issuance proposed under the City of DeLand and in accordance with the proposed PUD regulations.

Sincerely,

Mark A. Watts, Esq.
Mark.Watts@cobbcole.com

Ford 472
Project № 21145, v1.3
February 2025

Traffic Impact Analysis
City of Deland
Florida

Prepared for:

Pulte Group
4901 Vineland Road, Suite 460
Orando, Florida 32811

Prepared by:

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

EXECUTIVE SUMMARY

Project Information

Name:	Ford 472
Location:	West of Dr. Martin Luther King Jr. Beltway (MLK) and north of State Road 472 (SR 472)
Jurisdiction	City of Deland, Florida
Description:	91 single family dwelling units and 112 townhomes

Findings

Trip Generation: 1,728 Net New External ADT / 121 AM Peak / 154 PM Peak

Adverse Impacts: The proposed development impacts the following adverse roadways:

- Graves Avenue from Veterans Memorial Parkway to Normandy Boulevard
- Howland Boulevard from I-4/SR 472 to Wolf Pack Run
- Orange Camp Road from US 17/92 to Princeton Road
- West Volusia Beltway from Harley Strickland Boulevard to Rhode Island Avenue

SR 472 and MLK Beltway is currently experiencing delays and is projected to continue to do so at project buildout. However, with background improvements submitted by other projects, the intersection is expected to operate at an overall adequate LOS. The development adds approximately 1% to the total projected traffic.

Recommendations

Access Road Improvements:

<u>MLK Beltway and Cassadaga Road</u>
Install a 455-foot-long northbound left turn lane on MLK Beltway.
Install a 455-foot-long southbound right turn lane on MLK Beltway.
Install a 145-foot-long eastbound left turn lane and a shared right turn/thru lane on Cassadaga Road.

<u>Cassadaga Road Extension and Access I</u>
Install a 145-foot-long westbound left turn lane on Cassadaga Road.
Provide a 145-foot-long southbound egress lane for the left turn movement.

Off-Site Mitigation: The project's proportionate share mitigation is $234,281.24, which shall be paid in accordance with a mitigation agreement with Volusia County.

PROFESSIONAL ENGINEERING CERTIFICATION

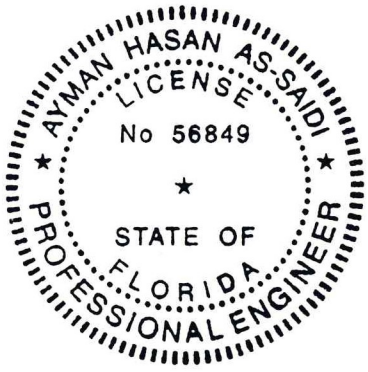
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Ford 472

LOCATION: City of Deland, Florida

CLIENT: Pulte Group

I hereby 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.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

AYMAN H AS-SAIDI

Digitally signed by AYMAN H AS-SAIDI
Date: 2025.02.13 15:18:53 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803

CERTIFICATE OF AUTHORIZATION CA-30024

AYMAN H. AS-SAIDI, P.E. № 56849

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1.0 INTRODUCTION

This analysis was prepared in support of a development application for the Ford 472 project. The project is a residential development that includes the land uses and quantities presented in **Table 1**. The project's anticipated buildout date is 2028. This analysis has been updated to address the comments received from Volusia County. The response to the comments letter is provided in **Appendix A**, along with the comment letter from Volusia County.

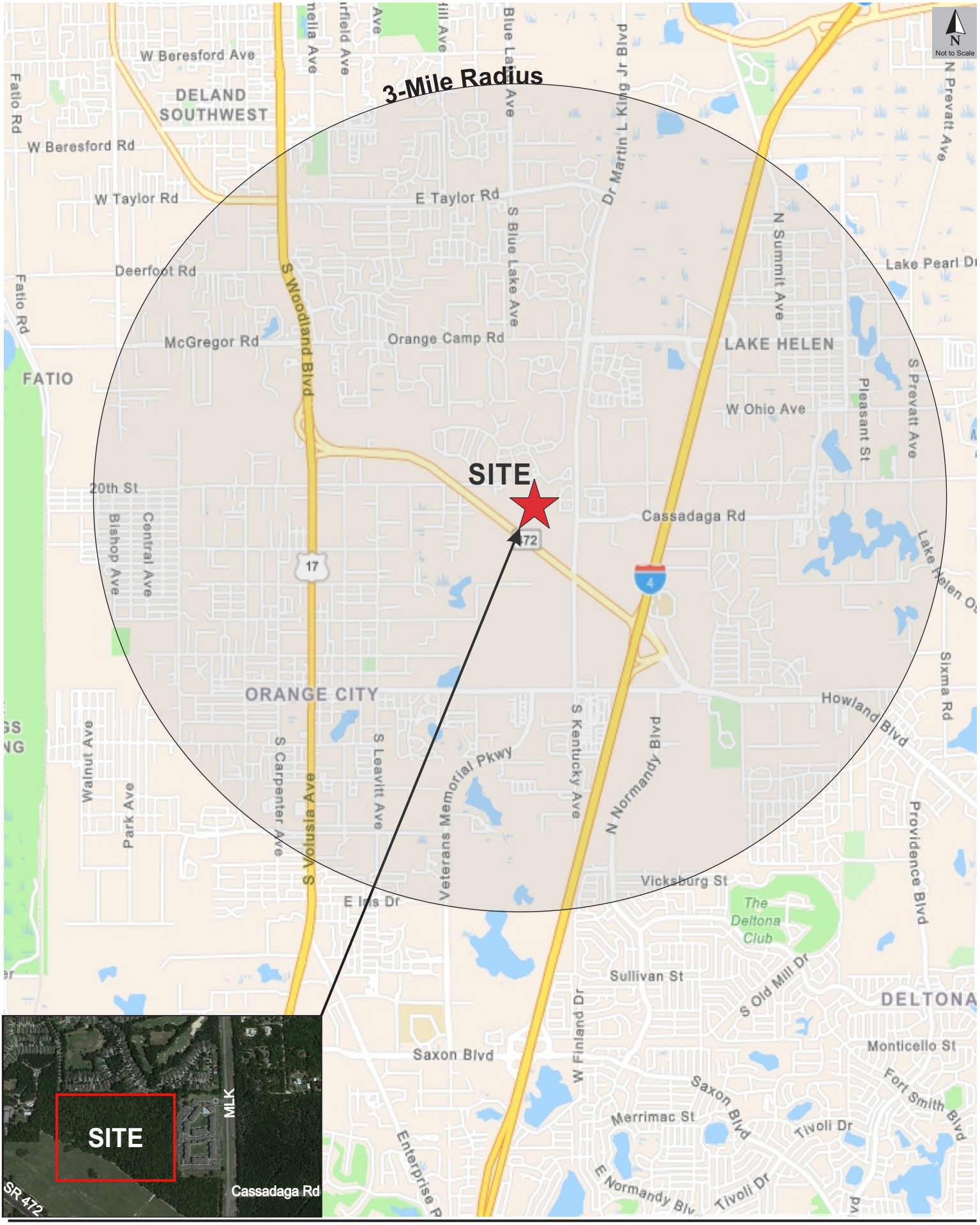
Table 1
Development Plan

Land Use	Size	ITE Code
Single Family Residential	91 DU	210
Townhomes	112 DU	215

The site is located west of Dr. Martin Luther King Jr. Beltway (MLK) and north of State Road 472 (SR 472) in the City of Deland, Florida. **Figure 1** depicts the site location and the surrounding transportation network. Cassadaga Road and Blue Lake Avenue are planned to be extended to facilitate access to the project site. Access will be provided via two driveways: one (1) full access driveway on the Cassadaga Road extension and one (1) full access driveway on the Blue Lake Avenue extension. The proposed access plan is illustrated in **Figure 2**. A conceptual site plan depicting the site layout, land uses, and access points is provided in **Appendix B**. The conceptual layout of the intersections along the Cassadaga Road extension and Blue Lake Avenue Extension along with the approved development plan are also provided in **Appendix B**.

The analysis was conducted in accordance with the methodology approved by Volusia County, which is provided along with the approval letter in **Appendix C**.

Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, and/or other data and information obtained from Volusia County, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).


3-Mile Radius
SITE
N
Not to Scale
W Beresford Ave
DELAND SOUTHWEST
W Beresford Rd
W Taylor Rd
E Taylor Rd
Deerfoot Rd
McGregor Rd
Orange Camp Rd
FATIO
LAKE HELEN
W Ohio Ave
20th St
Cassadaga Rd
ORANGE CITY
Howland Blvd
Vicksburg St
Sullivan St
Saxon Blvd
Merrimac St
Monticello St
DELTONA
The Deltona Club
Providence Blvd
Fatio Rd
S Woodland Blvd
S Volusia Ave
S Blue Lake Ave
Dr Martin L King Jr Blvd
N Summit Ave
N Prevatt Ave
S Prevatt Ave
Pleasant St
Bishop Ave
Central Ave
Walnut Ave
Park Ave
S Carpenter Ave
S Leavitt Ave
Veterans Memorial Pkwy
S Kentucky Ave
N Normandy Blvd
S Old Mill Dr
Tivoli Dr
Fort Smith Blvd
Sixma Rd
Lake Helen Osteen
Lake Pearl Dr
E Iris Dr
Enterprise Rd
17
472
4
SITE
MLK
SR 472
Cassadaga Rd


N
Not to Scale
MLK
Proposed
Full Access
Proposed S.Blue Lake Ave Extension
Proposed Cassadaga Rd Extension
Proposed
Full Access
Existing Signal
Existing Median
Opening
SR 472
MLK

2.0 PROJECT TRAFFIC

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 11th Edition*. Trip generation rates and/or equations published for the land uses were applied to the proposed development program to determine the total trips generated by the project.

The trip generation calculations are summarized in **Table 2** and detailed information is included in **Appendix D.**

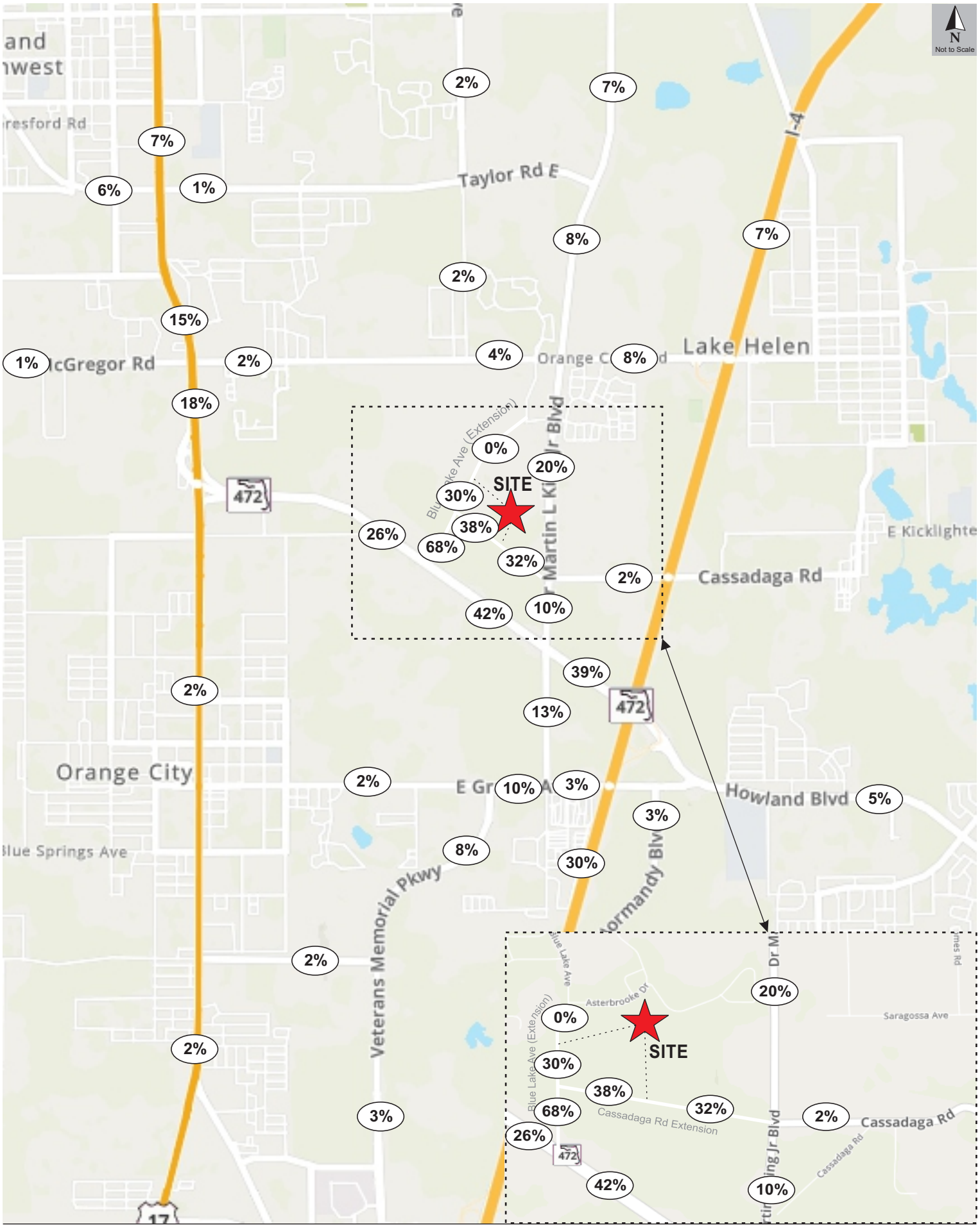
Table 2
Trip Generation Summary

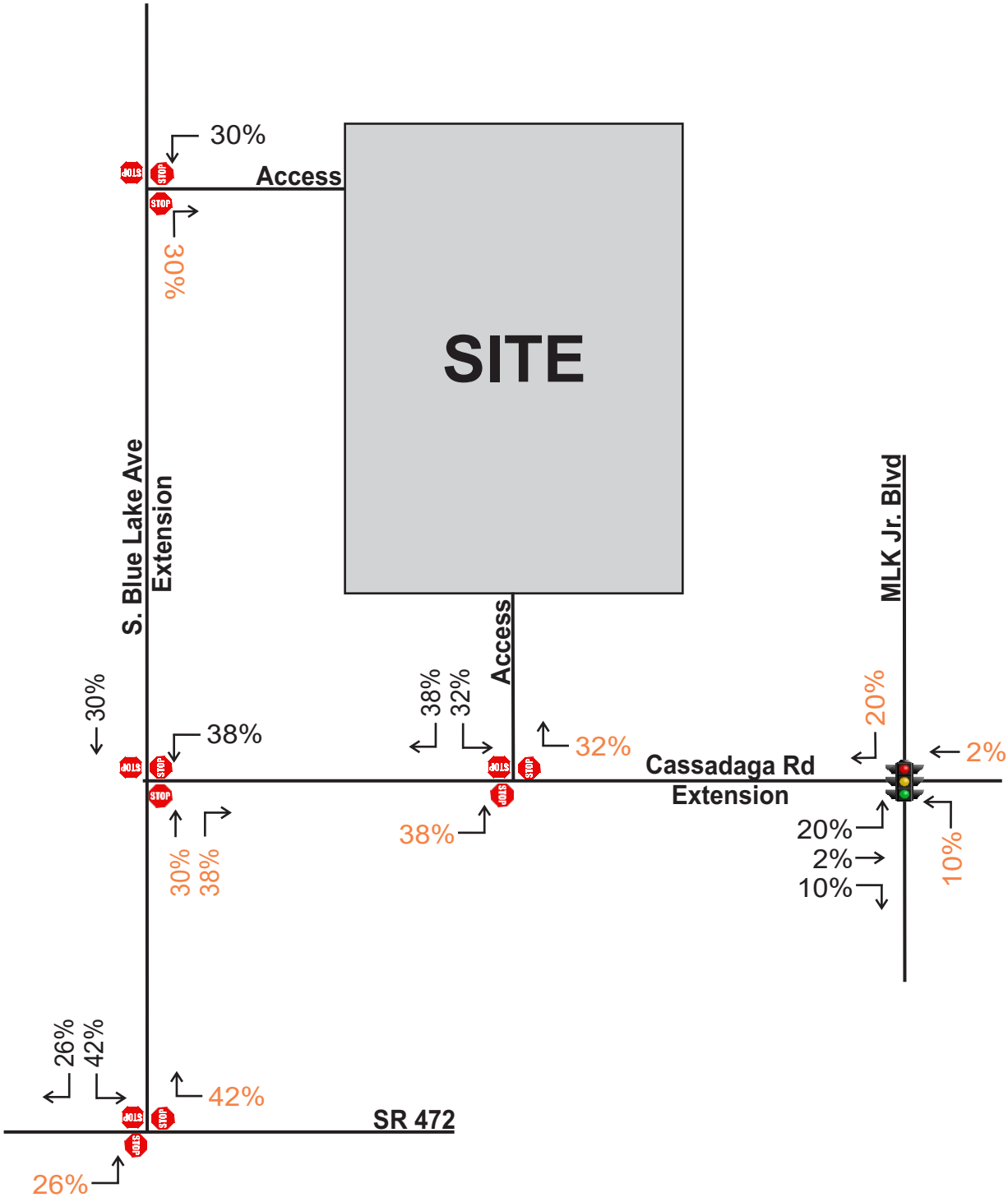
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential	91 DU	10.17	925	0.75	68	17	51	1.00	91	57	34
215	Single Family Attached (Townhomes)	112 DU	7.17	803	0.47	53	13	40	0.56	63	37	26
Total Trip Generation				**1,728**		**121**	**30**	**91**		**154**	**94**	**60**

Trip generation analysis based on ITE Trip Generation Manual, 11th Edition

2.2 Trip Distribution

A preliminary trip distribution pattern was developed using the *Central Florida Regional Planning Model (CFRPMv7)*. The adopted model was modified to include project specific Traffic Analysis Zones with the corresponding socio-economic data to reflect the proposed development. A Select Zone Analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Minor manual adjustments were applied to the model generated distribution pattern to better reflect the local transportation network and prevailing travel patterns. The final trip distribution pattern is illustrated in **Figure 3** and the model output plots are included **Appendix E**. The trip assignment at the project driveways was determined based on the relative trip generation of the different components of the site and their proximity to the driveways. The driveway trip assignment is illustrated in **Figure 4**.


N
Not to Scale
Taylor Rd E
I-4
Lake Helen
Cassadaga Rd
E Kicklighter
Orange City
Howland Blvd
Blue Springs Ave
Veterans Memorial Pkwy
Martin L King Jr Blvd
Blue Lake Ave (Extension)
Asterbrooke Dr
Saragossa Ave
Cassadaga Rd Extension
SITE
SITE
472
17
2%
7%
7%
6%
1%
8%
7%
2%
15%
1%
2%
4%
8%
18%
0%
20%
30%
38%
26%
68%
32%
2%
42%
10%
39%
13%
2%
10%
3%
5%
3%
8%
30%
2%
2%
3%
20%
0%
30%
38%
68%
32%
2%
26%
42%
10%


N
Not to Scale
SITE
Access
30%
30%
S. Blue Lake Ave
Extension
Access
38%
32%
32%
MLK Jr. Blvd
20%
2%
Cassadaga Rd
Extension
30%
38%
38%
30%
38%
20%
2%
10%
10%
26%
42%
42%
SR 472
26%
LEGEND
Entering
Exiting

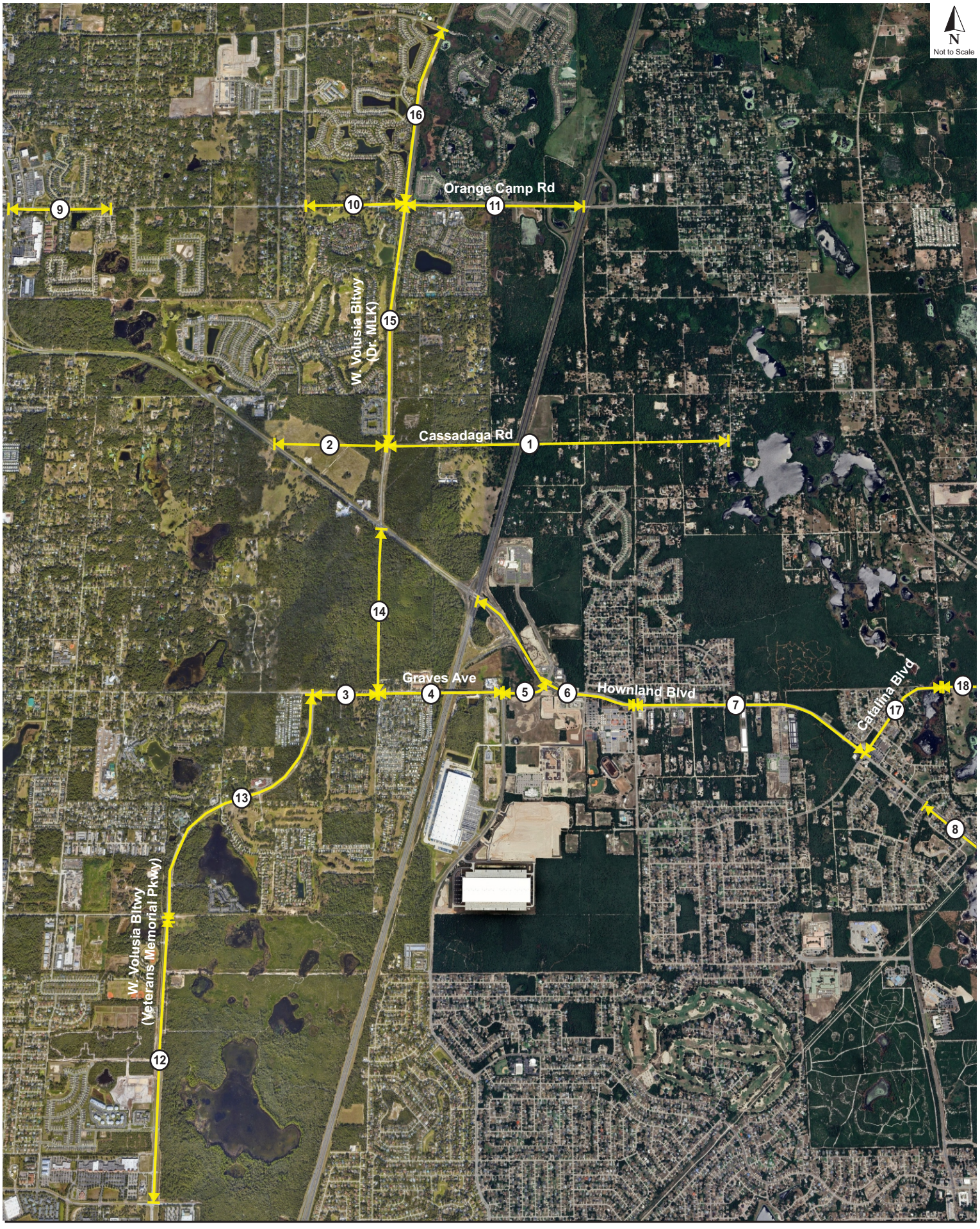
3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of Volusia County and the TIA methodology. The impact area includes roadway segments where project trips are equivalent to 3% or more of the roadway segment's capacity and roadway segments within 3 miles that are designated as Critical/Near Critical and Vested Critical/Near Vested Critical (C/NC/VC/NVC) facilities. The project's study roadway segments are listed in **Table 3** and displayed in **Figure 4.** The roadway segment information and characteristics were obtained from the 2021 Volusia County *Annual Average Daily Traffic (AADT) and Historical Counts*, which is included in **Appendix F.**

Table 3
Study Roadway Segments

Seg #	Segment Information		
	Roadway	From	To
1	Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	Macy Ave
2	Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	SR 472
3	Graves Ave	Veterans Memorial Pkwy	Kentucky Ave
4	Graves Ave	Kentucky Ave	Normandy Blvd
5	Graves Ave	Normandy Blvd	Howland Blvd
6	Howland Blvd	I-4/SR 472	Wolf Pack Run
7	Howland Blvd	Wolf Pack Run	Catalina Blvd
8	Howland Blvd	Providence Blvd	Elkcam Blvd
9	Orange Camp Rd	US 17/92	Princeton Rd
10	Orange Camp Rd	Blue Lake Ave	W. Volusia Bltwy (Dr. MLK Bltwy)
11	Orange Camp Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	I-4
12	W. Volusia Bltwy (Veterans Memorial Pkwy)	Harley Strickland Blvd	Rhode Island Ave
13	W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave	Graves Ave
14	W. Volusia Bltwy (Veterans Memorial Pkwy)	Graves Ave	SR 472
15	W. Volusia Bltwy (Dr. MLK Bltwy)	Cassadaga Rd	Orange Camp Rd
16	W. Volusia Bltwy (Dr. MLK Bltwy)	Orange Camp Rd	Taylor Rd
17	Catalina Blvd	Howland Blvd	Sixma Rd
18	Catalina Blvd	Sixma Rd	Lake Helen Osteen


N
Not to Scale
Orange Camp Rd
Cassadaga Rd
W Volusia Bltwy (Dr. MLK)
Graves Ave
Hownland Blvd
Catalina Blvd
W Volusia Bltwy (Veterans Memorial Pkwy)
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18

3.2 Study Intersections

The study area encompasses major intersections that were identified in the methodology, which also include the two access points planned on the extensions of Blue Lake Avenue and Cassadaga Road. These two access points include one (1) full access driveway on Cassadaga Road Extension and one (1) full access driveway on Blue Lake Avenue Extension. The study intersections and access points are presented in **Table 4** and illustrated in **Figure 5**.

Table 4
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	Dr. MLK Bltwy	Orange Camp Rd	Roundabout
2	Dr. MLK Bltwy	Cassadaga Rd	Signal
3	Dr. MLK Bltwy / Kentucky Ave	SR 472	Signal
4	SR 472	Blue Lake Ave (Ext.)	Two-Way Stop
5	SR 472	Minnesota Ave	Two-Way Stop
6	Cassadaga Rd (Ext.)	Access I	Two-Way Stop
7	Blue Lake Ave (Ext.)	Access II	Two-Way Stop
8	Blue Lake Ave (Ext.)	Cassadaga Rd (Ext.)	Two-Way Stop


N
Not to Scale
Orange Camp Rd
1
Dr. MLK Bltwy
Minnesota Ave
5
7
Blue Lake Ave
Extension
SR 472
8
6
Cassadaga Road
Extension
2
Cassadaga Rd
4
3
Kentucky Ave

4.0 TRANSPORTATION IMPROVEMENTS

Transportation improvement programs published by Volusia County and the FDOT work program were reviewed to assess any planned or ongoing projects within the next few years that could impact the study area of the project. Improvements that are funded for construction within three (3) years were considered programmed and were incorporated in the analysis. The planned and programmed improvements are listed in **Table 5**.

Table 5
Planned and Programmed Improvements

Roadway	From	To	Improvement	Status
Howland Blvd	Providence Blvd	Elkcam Blvd	Widen From 2 to 4 Lanes	Under Construction
Orange Camp Rd	Dr. MLK Bltwy	I-4	Widen From 2 to 4 Lanes	Under Construction
Cassadaga Rd	Dr. MLK Bltwy	Blue Lake Ave (Ext)	Extension	Planned by Developer
Blue Lake Ave	SR 472	Asterbrooke Dr	Extension	Planned by Developer

Source: 2021-22 Volusia County Road Program & Development Plan

Two (2) improvements currently under construction were identified, each set to positively influence the area. Howland Boulevard is currently undergoing expansion from two (2) lanes to four (4) lanes between Providence Boulevard and Elkcam Boulevard. Additionally, Orange Camp Road is being widened from two (2) to four (4) lanes, stretching from Dr. MLK Beltway to I-4. Details from the *Volusia County Road Program 2021-22*, which illustrate these developments, are included in **Appendix G** for reference.

Furthermore, the developer has outlined plans to extend Cassadaga Road and Blue Lake Avenue to enhance access to the Project Site. These proposed extensions are depicted in the concept plan for the site, provided in **Appendix B**.

5.0 IMPROVEMENTS AT THE INTERSECTION OF SR 472 AND MLK BELTWAY

Following the county's directive to obtain City confirmation on whether additional projects should be included in the vested trip calculation, the City of DeLand was consulted, and they identified two approved projects near the Ford 472 site - Deland Tech Park and TM BTR (Yardley). These approved developments are located across from the Ford 472 site but are not listed in the Volusia County Database. These developments are anticipated to significantly impact traffic patterns near the Ford 472 project. To account for these influences, the traffic volumes from both Deland Tech Park and TM BTR have been included in the background traffic analysis as vested trips.

Previous studies have indicated that the intersection of SR 472 and MLK Beltway is currently experiencing and is projected to continue experiencing delays. Given that Deland Tech Park is a major development expected to substantially increase traffic at this intersection, several improvements were recommended in the traffic impact study. These recommendations include:

- Constructing a westbound left turn lane
- Constructing a northbound left turn lane and an additional through lane
- Constructing a southbound left turn lane and an additional through lane
- Optimizing signal timing to improve traffic flow

These recommended improvements from the Deland Tech Park study were also integrated into the TM BTR analysis. The queue evaluation and proportionate share calculations have been carried out based on the findings and recommendations in the Traffic Impact Analyses (TIAs). For further details, excerpts from the TIAs for these projects are provided in **Appendix H**. The proportionate share of this development reflecting those improvements have been calculated in accordance with the requirements of Volusia County using the *Master Proportionate Fair Share Table,* which is detailed in Section 11 of the report.

6.0 TRAFFIC PROJECTIONS

6.1 Projected Roadway Volumes

Existing roadway information was obtained from the 2022 Volusia County *AADT and Historical Counts.* The information includes roadway segment data, existing traffic volumes, and capacities.

Projected background traffic in the buildout year 2028 was derived by comparing historical growth rate trends and vested trips and applying the appropriate resulting background volume in accordance with the Volusia County *Segment Growth Rates and Vested Trips Instruction Policy*. Historical traffic count data was obtained from the 2022 Volusia County *AADT and Historical Counts* and the vested trips were obtained from the Volusia County *Vested Trip Database*. As noted in previous section, the two nearby developments, Deland Tech Park and TM BTR, were not included in the County database. Thus, trips from these projects were added to the vested trip calculation, along with those already listed in the database.

The historical growth trend analysis worksheets, vested trip information, and the *Segment Growth Rates and Vested Trips Instruction Policy* are included in **Appendix I**. The applicable growth rate calculations are summarized in **Table 6**. The total projected volumes on the roadway segments include background traffic and project trips, which were calculated based on the project's trip generation and distribution pattern.

Table 6
Growth Projection Methods

Segment Information			5 Years		10 Years		Applied	Exist	2028	Vested		Growth Calculation		Background +
Roadway	From	To	R^2	GR	R^2	GR	GR	Vol	Growth	Trips	VCTE Growth Rate Policy	Method	Growth	Vested Traffic
Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	Macy Ave	33.33%	3.21%	61.71%	2.56%	2.56%	210	32	120	GR + Vested Trips	GR + Vested Trips	152	362
Cassadaga Rd*	W. Volusia Bltwy (Dr. MLK Bltwy)	Blue Lake Ave (Extension)	--	--	--	--	--	--	--	--	--	--	--	0
Graves Ave	Veterans Memorial Pkwy	Kentucky Ave	3.40%	-0.59%	54.65%	1.69%	3.52%	1,635	345	573	Highest of GR or Vested Trips	Vested Trips	573	2208
Graves Ave	Kentucky Ave	Normandy Blvd	64.59%	5.20%	79.70%	3.52%	3.52%	1,675	354	931	Highest of GR or Vested Trips	Vested Trips	931	2,606
Graves Ave	Normandy Blvd	Howland Blvd	25.13%	2.13%	76.75%	3.02%	3.02%	1,340	243	997	Highest of GR or Vested Trips	Vested Trips	997	2,337
Howland Blvd	I-4/SR 472	Wolf Pack Run	77.13%	-5.22%	0.21%	0.15%	1.00%	2,410	145	1,054	GR + Vested Trips	GR + Vested Trips	1,199	3,609
Howland Blvd	Wolf Pack Run	Catalina Blvd	57.09%	-4.07%	0.10%	-0.12%	1.00%	1,460	88	925	GR + Vested Trips	GR + Vested Trips	1,013	2,473
Howland Blvd	Providence Blvd	Elkcam Blvd	76.18%	-10.47%	16.72%	-1.78%	1.00%	1,020	61	289	GR + Vested Trips	GR + Vested Trips	350	1,370
Orange Camp Rd	US 17/92	Princeton Rd	5.36%	-0.37%	77.38%	3.56%	3.56%	1,160	248	172	Highest of GR or Vested Trips	GR	248	1,408
Orange Camp Rd	Blue Lake Ave	W. Volusia Bltwy (Dr. MLK Bltwy)	27.91%	-2.02%	80.82%	1.14%	1.14%	1,075	74	262	GR + Vested Trips	GR + Vested Trips	336	1,411
Orange Camp Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	I-4	55.67%	-2.76%	59.37%	2.51%	1.14%	1,170	80	361	GR + Vested Trips	GR + Vested Trips	441	1,611
W. Volusia Bltwy (Veterans Memorial Pkwy)	Harley Strickland Blvd	Rhode Island Ave	24.78%	-1.58%	17.34%	0.67%	1.00%	1,480	89	403	GR + Vested Trips	GR + Vested Trips	492	1,972
W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave	Graves Ave	0.02%	-0.11%	24.60%	-1.76%	1.00%	1,100	66	400	Highest of GR or Vested Trips	Vested Trips	400	1,500
W. Volusia Bltwy (Kentucky Ave)	Graves Ave	SR 472	2.86%	0.62%	36.04%	1.22%	2.00%	910	109	381	GR + Vested Trips	GR + Vested Trips	490	1,400
W. Volusia Bltwy (Dr. MLK Bltwy)	Cassadaga Rd	Orange Camp Rd	74.00%	-7.48%	1.76%	-0.45%	1.00%	755	45	642	GR + Vested Trips	GR + Vested Trips	687	1,442
W. Volusia Bltwy (Dr. MLK Bltwy)	Orange Camp Rd	Taylor Rd	70.70%	-2.00%	3.62%	-0.67%	1.00%	910	55	437	GR + Vested Trips	GR + Vested Trips	492	1,402
Catalina Blvd**	Howland Blvd	Sixma Rd	69.89%	-35.96%	43.83%	-12.19%	1.00%	155	8	126	GR + Vested Trips	GR + Vested Trips	134	289
Catalina Blvd**	Sixma Rd	Lake Helen Osteen	69.89%	-35.96%	43.83%	-12.19%	1.00%	155	8	110	GR + Vested Trips	GR + Vested Trips	118	273

Vested trips obtained from *Volusia County Vested Trip Database* and also include trips from Deland Tech Park and TM BTR (Yardley)

*This segments is an extension and do not currently exist.

**No data in *Volusia County 2022 AADT*. Historical AADT obtained from *Florida Traffic Online (FTO) 2023*. Existing PM Peak Hour Volume estimated using AADT, K factor and D Factor

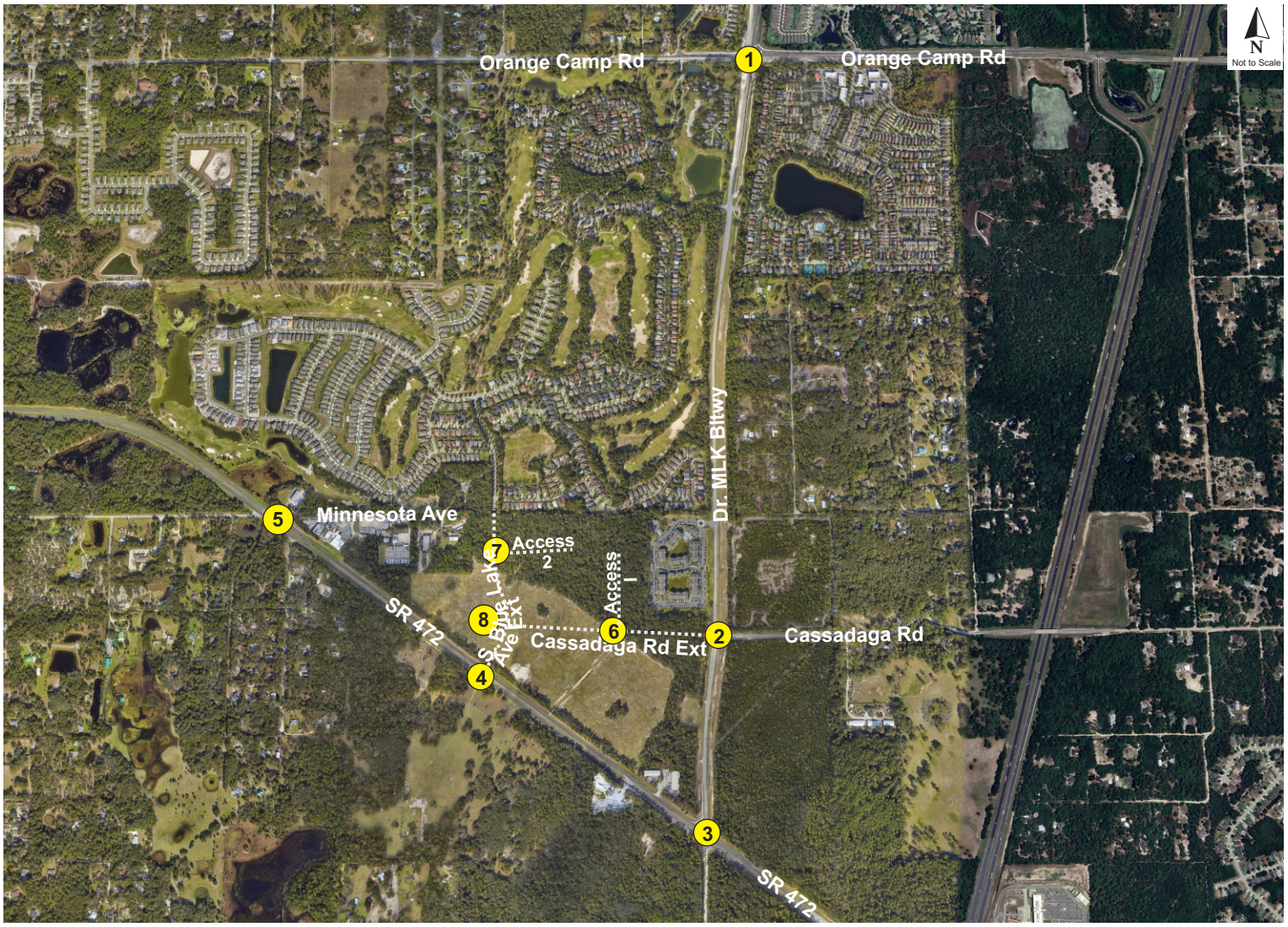
6.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections on June 12, 2024. The counts were seasonally adjusted using the applicable seasonal factor obtained from the FDOT *Traffic Online Peak Season Factor Category Report*. The raw turning movement volumes and supporting information are provided in **Appendix J**.

The two developments, Deland Tech Park and TM BTR, located across from the Ford 472 project, are expected to significantly impact traffic patterns in the area. Therefore, trips from these developments have been included in the background traffic analysis as vested trips. Excerpts from the TIA detailing the vested trips added to the intersection volume for our project are provided in **Appendix K**. Projected background intersection volumes for the buildout year 2030 were estimated using the annual growth rates determined for the respective segment provided in **Table 6**, then adding the vested trips from Deland Tech Park and TM BTR.

There is no existing traffic volume data for the Blue Lake Avenue Extension and Cassadaga Road Extension as these segments do not currently exist. There are approximately 50 single family units close to the planned extension of Blue Lake Avenue Extension. It is assumed that 25 of these homes will use the Blue Lake Ave Extension to access SR 472 and 10 of these homes will use Cassadaga Road Extension to access MLK Beltway. To estimate the background traffic volume at the intersection of Blue Lake Avenue Extension and Access II, peak hour volumes were derived using the *ITE Trip Generation Manual, 11th edition* (using trips of both 25 units and 10 residential units). Additionally, the background traffic volume at the intersection of SR 472 and Blue Lake Avenue was divided into eastbound and westbound directions according to the existing split ratio at that intersection. It was done in a similar manner at Cassadaga Road Extension.

The total projected intersection volumes include background traffic and project trips, which were calculated based on the project's trip generation and assignment at each intersection. Detailed intersection volume calculations are provided in **Appendix L** and the resulting existing, background (including vested trips), and buildout volumes are illustrated in **Figure 7** and **Figure 8** for the AM peak hour and **Figure 9** and **Figure 10** for the PM peak hour.



1. Dr. MLK Bltwy & Orange Camp Rd

NB	L	173 + {14} + [4] + (4) = 195
	T	468 + {20} + [7] + (7) = 502
	R	54 + {25} + [4] + (7) = 90
SB	L	269
	T	250 + {51} + [2] + (2) = 305
	R	38
EB	L	51
	T	425
	R	54 + {38} + [1] + (2) = 95
WB	L	44 + {70} + [1] + (2) = 117
	T	328
	R	128

BO	38	305	269	BO				
BK	38	303	269	BK				
EX	37	240	259	EX				
	0	2	0					
BO	BK	EX						
51	51	49	0		0	122	128	128
425	425	406	2		2	314	328	328
95	93	52	1		0	42	115	117
					EX	BK	BO	
	0	2	0					
EX	166	450	52					
BK	191	495	83					
BO	195	502	90					

2. Dr. MLK Bltwy & Cassadaga Rd

NB	L	1 + (3) = 4
	T	330 + {38} + [14] = 382
	R	228 + {14} = 242
SB	L	66 + {70} + [6] = 142
	T	387 + {143} = 530
	R	1 + (6) = 7
EB	L	2 + (18) = 20
	T	2 + (2) = 4
	R	3 + (9) = 12
WB	L	227 + {12} + [50] = 289
	T	(1)
	R	61 + {39} + [4] = 104

BO	7	530	142	BO				
BK	1	530	142	BK				
EX	0	372	63	EX				
LN	0	1	1	LN				
BO	BK	EX	LN					
20	2	0	1		0	55	104	104
4	2	0	1		1	0	0	1
12	3	0	0		1	206	289	289
					LN	EX	BK	BO
			LN	0	1	1		
			EX	0	317	219		
			BK	1	382	242		
			BO	4	382	242		

3. Dr. MLK Bltwy / Kentucky Ave & SR 472

NB	L	144 + (1) = 145
	T	255 + {9} + [5] + (3) = 272
	R	62 + {56} = 118
SB	L	212 + {116} + [25] = 353
	T	349 + {3} + [14] + (9) = 375
	R	64 + {5} + [11] = 80
EB	L	64 + {21} + [3] = 88
	T	965 + {82} + (35) = 1082
	R	106 + (3) = 109
WB	L	105 + {19} = 124
	T	901 + {34} + (11) = 946
	R	250 + {23} + [8] = 281

BO	80	375	353	BO				
BK	80	366	353	BK				
EX	59	323	196	EX				
	1	1	1					
BO	BK	EX						
88	88	62	1		1	240	281	281
1,082	1,047	928	2		2	866	935	946
109	106	102	1		1	101	124	124
					EX	BK	BO	
	0	1	1					
EX	133	236	57					
BK	144	269	118					
BO	145	272	118					

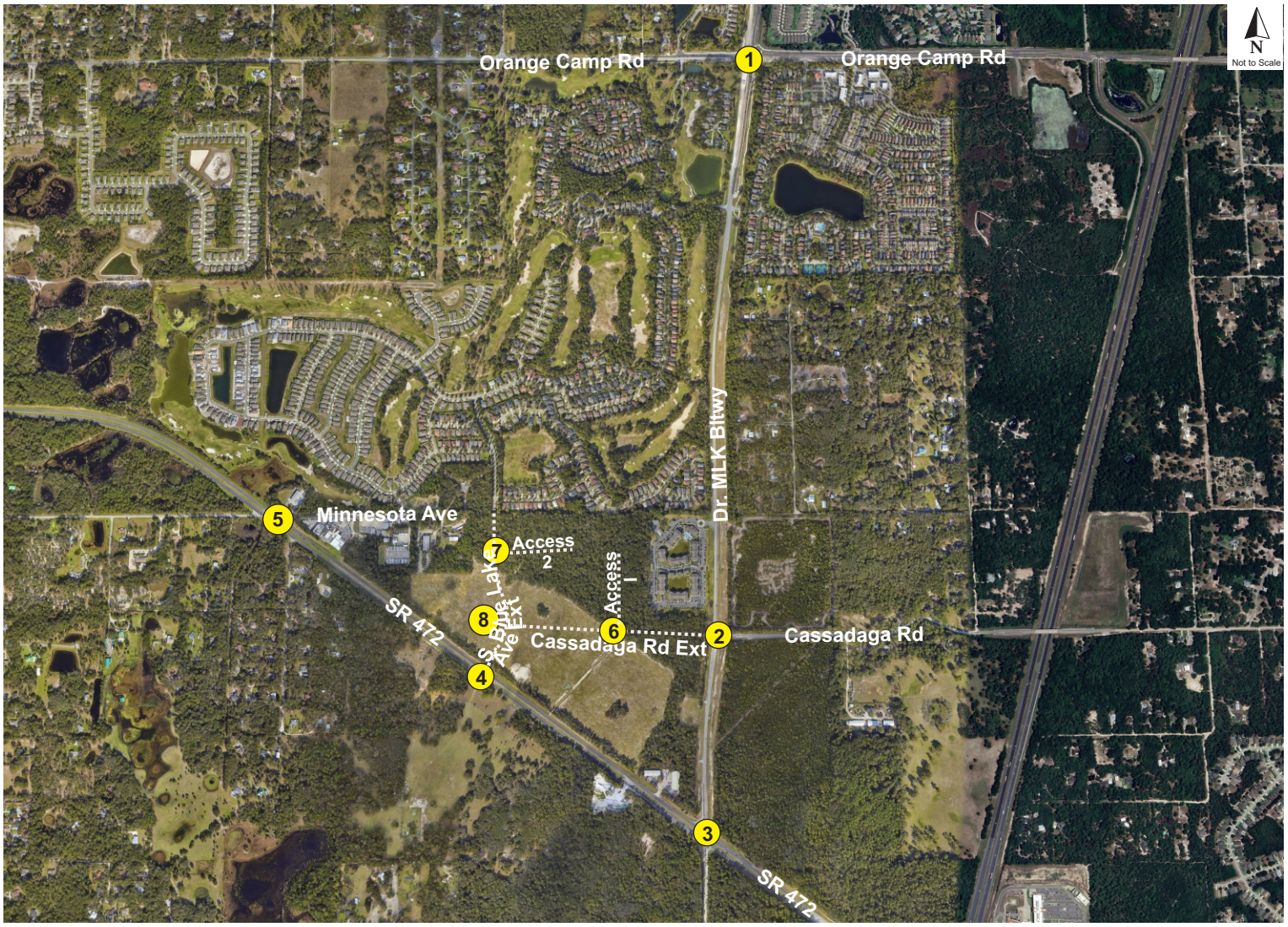
4. SR 472 & Blue Lake Ave (Ext.)

NB	L	
	T	
	R	
SB	L	8 + (38) = 46
	T	
	R	8 + (24) = 32
EB	L	3 + (8) = 11
	T	1136 + {103} + [3] = 1242
	R	
WB	L	
	T	1101 + {39} + [11] = 1151
	R	2 + (12) = 14

BO	32	0	46	BO				
BK	8	0	8	BK				
EX	0	0	0	EX				
2015	1	1	0	LN				
BO	BK	EX	LN					
11	3	0	1		1	0	2	14
1,242	1,242	1,092	2		2	1,059	1,151	1,151
0	0	0	0		0	0	0	0
					LN	EX	BK	BO
			LN	0	0	0		
			EX	0	0	0		
			BK	0	0	0		
			BO	0	0	0		

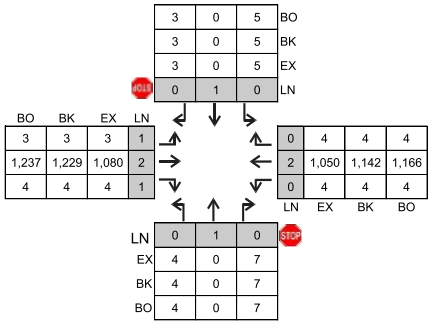
Legend: Background + {Tech Park} + [TM BTR] + (Project) = Total

BO = Buildout; BK = Background + Vested; EX = Existing
[1] Lanes by movement



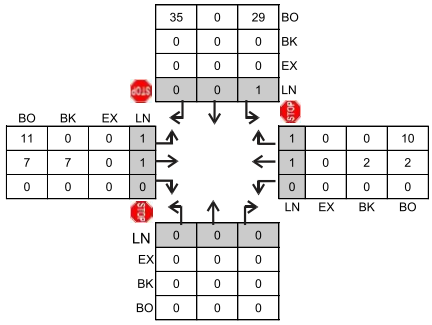
5. SR 472 & Minnesota Ave

NB	L	4
	T	
	R	7
SB	L	5
	T	
	R	3
EB	L	3
	T	1123 + {103} + [3] + (8) = 1237
	R	4
WB	L	4
	T	1092 + {39} + [11] + (24) = 1166
	R	4



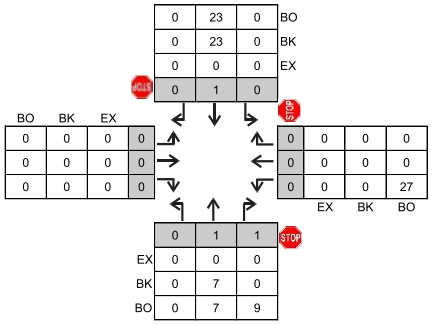
6. Cassadaga Rd (Ext.) & Access I

NB	L	
	T	
	R	
SB	L	(29)
	T	
	R	(35)
EB	L	(11)
	T	7
	R	
WB	L	
	T	2
	R	(10)



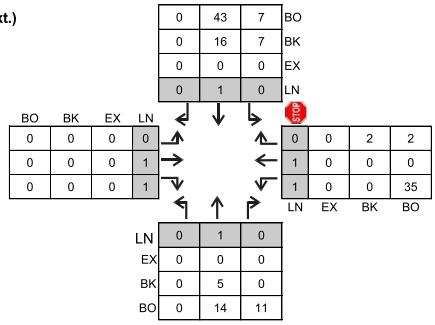
7. Blue Lake Ave (Ext.) & Access II

NB	L	
	T	7
	R	(9)
SB	L	
	T	23
	R	
EB	L	
	T	
	R	
WB	L	(27)
	T	
	R	



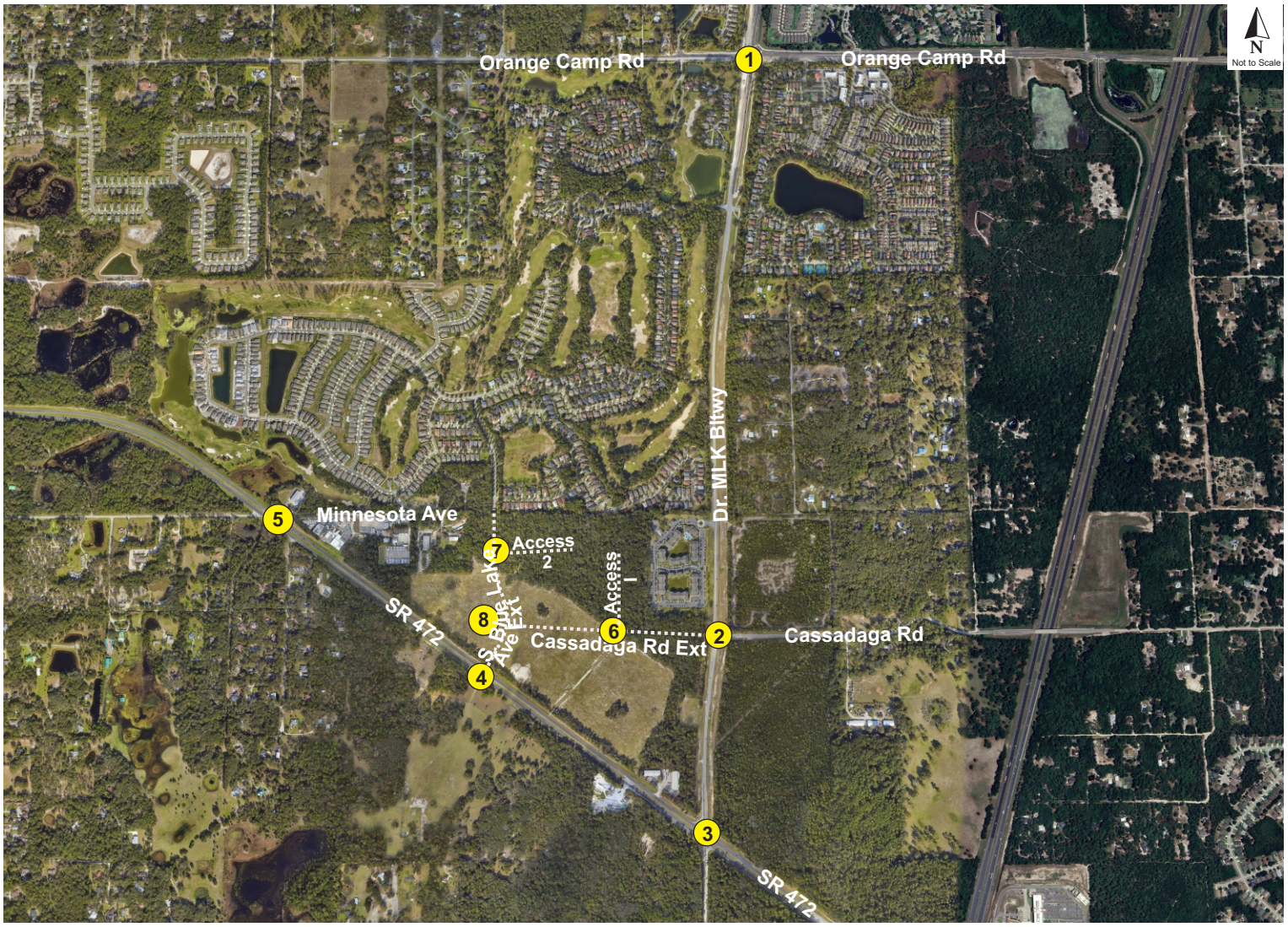
8. Blue Lake Ave (Ext.) & Cassadaga Rd (Ext.)

NB	L	
	T	5 + (9) = 14
	R	(11)
SB	L	7
	T	16 + (27) = 43
	R	
EB	L	
	T	
	R	
WB	L	(35)
	T	
	R	2



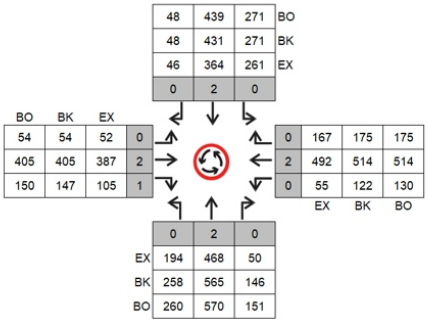
Legend: Background + {Tech Park} + [TM BTR] + (Project) = Total

BO = Buildout; BK = Background + Vested; EX = Existing
[1] Lanes by movement



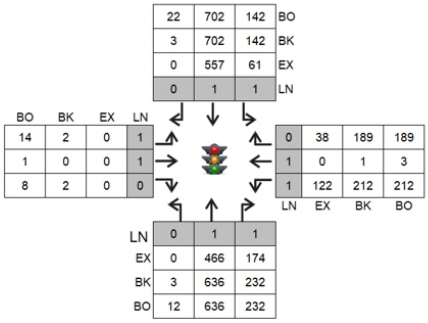
1. Dr. MLK Bltwy & Orange Camp Rd

NB	L	202 + {54} + [2] + (2) = 260
	T	487 + {73} + [5] + (5) = 570
	R	52 + {92} + [2] + (5) = 151
SB	L	271
	T	379 + {44} + [8] + (8) = 439
	R	48
EB	L	54
	T	405
	R	110 + {33} + [4] + (3) = 150
WB	L	58 + {60} + [4] + (8) = 130
	T	514
	R	175



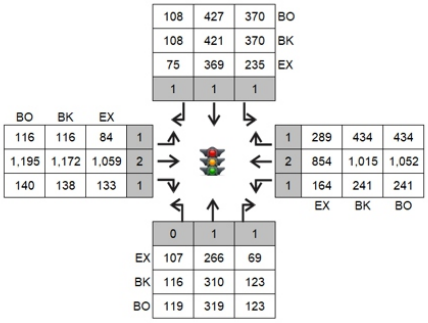
2. Dr. MLK Bltwy & Cassadaga Rd

NB	L	3 + (9) = 12
	T	485 + {142} + [9] = 636
	R	181 + {51} = 232
SB	L	63 + {60} + [19] = 142
	T	579 + {123} = 702
	R	3 + (19) = 22
EB	L	2 + (12) = 14
	T	(1)
	R	2 + (6) = 8
WB	L	134 + {46} + [32] = 212
	T	1 + (2) = 3
	R	42 + {145} + [2] = 189



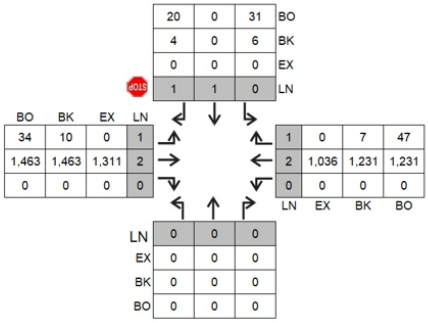
3. Dr. MLK Bltwy / Kentucky Ave & SR 472

NB	L	116 + (3) = 119
	T	287 + {8} + [15] + (9) = 319
	R	75 + {48} = 123
SB	L	254 + {100} + [16] = 370
	T	399 + {13} + [9] + (6) = 427
	R	81 + {20} + [7] = 108
EB	L	87 + {18} + [11] = 116
	T	1101 + {71} + (23) = 1195
	R	138 + (2) = 140
WB	L	171 + {70} = 241
	T	888 + {127} + (37) = 1052
	R	301 + {106} + [27] = 434



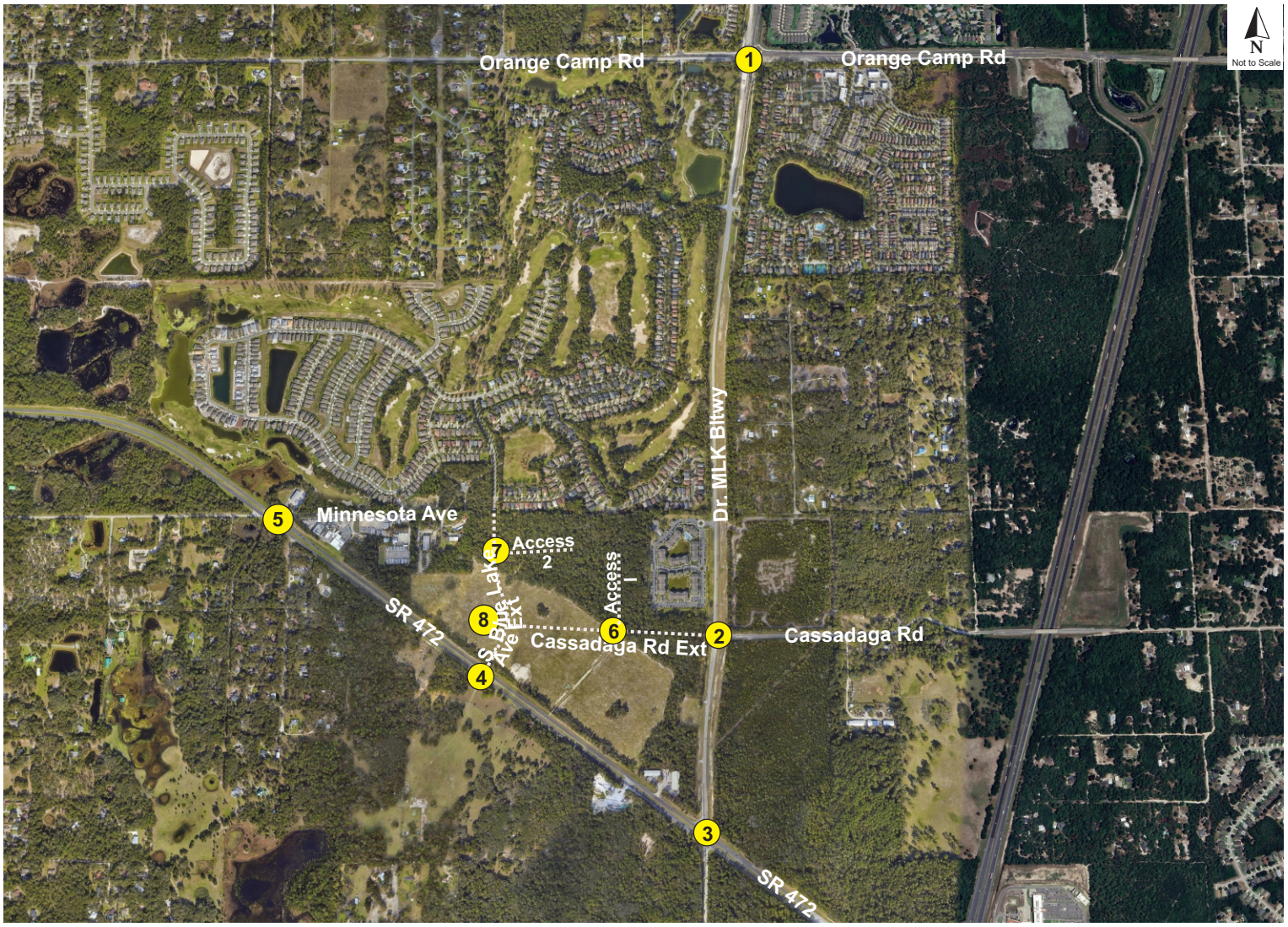
4. SR 472 & Blue Lake Ave (Ext.)

NB	L	
	T	
	R	
SB	L	6 + (25) = 31
	T	
	R	4 + (16) = 20
EB	L	10 + (24) = 34
	T	1363 + {89} + [11] = 1463
	R	
WB	L	
	T	1077 + {147} + [7] = 1231
	R	7 + (40) = 47



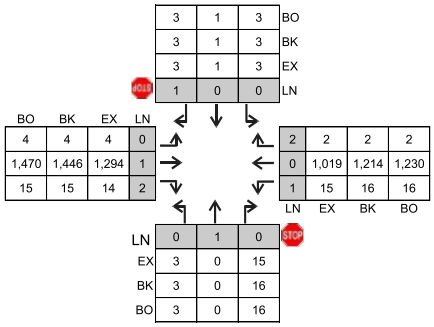
Legend: Background + {Tech Park} + [TM BTR] + (Project) = Total

BO = Buildout; BK = Background + Vested; EX = Existing
1 Lanes by movement



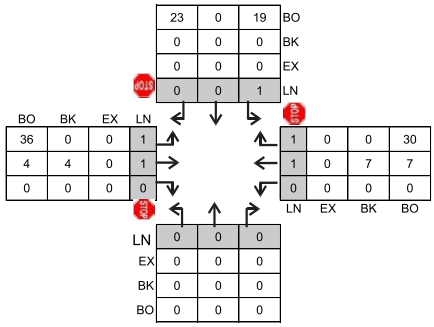
5. SR 472 & Minnesota Ave

NB	L	3
	T	
	R	16
SB	L	3
	T	1
	R	3
EB	L	4
	T	1346 + {89} + [11] + (24) = 1470
	R	15
WB	L	16
	T	1060 + {147} + [7] + (16) = 1230
	R	2



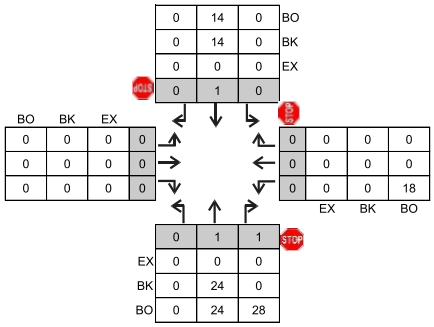
6. Cassadaga Rd (Ext.) & Access I

NB	L	
	T	
	R	
SB	L	(19)
	T	
	R	(23)
EB	L	(36)
	T	4
	R	
WB	L	
	T	7
	R	(30)



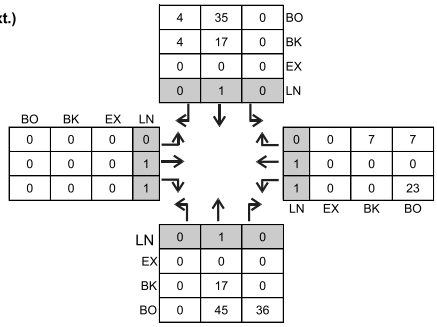
7. Blue Lake Ave (Ext.) & Access II

NB	L	
	T	24
	R	(28)
SB	L	
	T	14
	R	
EB	L	
	T	
	R	
WB	L	(18)
	T	
	R	



8. Blue Lake Ave (Ext.) & Cassadaga Rd (Ext.)

NB	L	
	T	17 + (28) = 45
	R	(36)
SB	L	
	T	17 + (18) = 35
	R	4
EB	L	
	T	
	R	
WB	L	(23)
	T	
	R	7



Legend: Background + {Tech Park} + [TM BTR] + (Project) = Total

BO = Buildout; BK = Background + Vested; EX = Existing
1 Lanes by movement

7.0 CAPACITY ANALYSIS

7.1 Roadway Segments

Roadway segment capacity was analyzed based on the adopted capacities and the corresponding traffic volumes, as summarized in **Table 7**. The results of the capacity analysis reveal the following:

- The following roadway segments are projected to exceed their adopted capacity due to existing or background traffic. Project trips do not have a significant impact on these segments.
    - Graves Avenue from Veterans Memorial Parkway to Kentucky Avenue
    - Graves Avenue from Kentucky Avenue to Normandy Boulevard
    - Howland Boulevard from I-4/SR 472 to Wolf Pack Run
    - Orange Camp Road from US 17/92 to Princeton Road
    - West Volusia Beltway (Veterans Memorial Parkway) from Harley Strickland Boulevard to Rhode Island Avenue

- All remaining segments are projected to operate within their adopted capacity at the project buildout.

Table 7
Segment Analysis

Seg #	Segment Information			Exist Lns	Imp Lns	Exist 2W PM Cap	Imp 2W PM Cap	2022 Existing Conditions PM Peak			Background Conditions PM Peak			Project		Buildout Conditions PM Peak			Trips % of Cap
	Roadway	From	To					Vol	V/C	Adeq?	Vol	V/C	Adeq?	Dist %	Trips	Vol	V/C	Adeq?	
1	Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	Macy Ave	2	2	1,020	1,020	210	0.21	YES	362	0.35	YES	2%	3	365	0.36	YES	0.3%
2	Cassadaga Rd*	W. Volusia Bltwy (Dr. MLK Bltwy)	Blue Lake Ave (Extension)	2	2	1,020	1,020	--	--	--	0	--	YES	38%	59	59	0.06	YES	5.8%
3	Graves Ave	Veterans Memorial Pkwy	Kentucky Ave	2	2	1,620	1,620	1,635	1.01	**NO**	2,208	1.36	**NO**	10%	15	2,223	1.37	**NO**	0.9%
4	Graves Ave	Kentucky Ave	Normandy Blvd	2	2	1,620	1,620	1,675	1.03	**NO**	2,606	1.61	**NO**	3%	5	2,611	1.61	**NO**	0.3%
5	Graves Ave	Normandy Blvd	Howland Blvd	4	4	2,740	2,740	1,340	0.49	YES	2,337	0.85	YES	3%	5	2,342	0.85	YES	0.2%
6	Howland Blvd	I-4/SR 472	Wolf Pack Run	4	4	3,410	3,410	2,410	0.71	YES	3,609	1.06	**NO**	39%	60	3,669	1.08	**NO**	1.8%
7	Howland Blvd	Wolf Pack Run	Catalina Blvd	4	4	3,410	3,410	1,460	0.43	YES	2,473	0.73	YES	5%	8	2,481	0.73	YES	0.2%
8	Howland Blvd	Providence Blvd	Elkcam Blvd	2	4	1,230	3,410	1,020	0.83	YES	1,370	0.40	YES	2%	3	1,373	0.40	YES	0.1%
9	Orange Camp Rd	US 17/92	Princeton Rd	2	2	1,270	1,270	1,160	0.91	YES	1,408	1.11	**NO**	2%	3	1,411	1.11	**NO**	0.2%
10	Orange Camp Rd	Blue Lake Ave	W. Volusia Bltwy (Dr. MLK Bltwy)	2	2	1,540	1,540	1,075	0.70	YES	1,411	0.92	YES	4%	6	1,417	0.92	YES	0.4%
11	Orange Camp Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	I-4	2	4	1,540	3,410	1,170	0.76	YES	1,611	0.47	YES	8%	12	1,623	0.48	YES	0.4%
12	W. Volusia Bltwy (Veterans Memorial Pkwy)	Harley Strickland Blvd	Rhode Island Ave	2	2	1,540	1,540	1,480	0.96	YES	1,972	1.28	**NO**	3%	5	1,977	1.28	**NO**	0.3%
13	W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave	Graves Ave	2	2	1,620	1,620	1,100	0.68	YES	1,500	0.93	YES	8%	12	1,512	0.93	YES	0.7%
14	W. Volusia Bltwy (Kentucky Ave)	Graves Ave	SR 472	2	2	1,540	1,540	910	0.59	YES	1,400	0.91	YES	13%	20	1,420	0.92	YES	1.3%
15	W. Volusia Bltwy (Dr. MLK Bltwy)	Cassadaga Rd	Orange Camp Rd	2	2	1,540	1,540	755	0.49	YES	1,442	0.94	YES	20%	31	1,473	0.96	YES	2.0%
16	W. Volusia Bltwy (Dr. MLK Bltwy)	Orange Camp Rd	Taylor Rd	2	2	1,540	1,540	910	0.59	YES	1,402	0.91	YES	8%	12	1,414	0.92	YES	0.8%
17	Catalina Blvd**	Howland Blvd	Sixma Rd	2	2	960	960	155	0.16	YES	289	0.30	YES	0%	0	289	0.30	YES	0.0%
18	Catalina Blvd**	Sixma Rd	Lake Helen Osteen	2	2	960	960	155	0.16	YES	273	0.28	YES	0%	0	273	0.28	YES	0.0%

Source: *Volusia County 2022 AADT*

*This segments is an extension and do not currently exist. Peak Capacity assumed same as the adjacent segment of same road.

**No data in *Volusia County 2022 AADT*. Existing PM Peak Volume is of 2023 obtained from Florida Traffic Online. Existing Peak Capacity assumed same as in 2019 and obtained from Volusia County 2019 AADT

7.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual (HCM)* as applied in the *Synchro* analytical tool. The detailed *HCM* analysis sheets are provided in **Appendix M**. The analysis results for existing, background, and buildout conditions are summarized in **Table 8**, which reveals the following:

- The intersection of SR 472 and Dr. Martin Luther King Jr Beltway is projected to operate at an inadequate LOS, due to the existing and background traffic.
- All remaining intersections are projected to operate at adequate LOS at the project buildout.

7.3 Intersection Improvements

The following improvements were recommended for the intersection of SR 472 and MLK Beltway by other developments as reflected in their TIAs:

- Construct a westbound left turn lane
- Construct a northbound left turn lane and a through lane
- Construct a southbound left turn lane and a through lane
- Optimize the signal timing

With the recommended improvements, the intersection is projected to operate at an overall adequate LOS. The results of the analysis are summarized in **Table 9** for the background and buildout scenarios. The adjusted analysis worksheets are included in **Appendix N.**

Table 8
Intersection Analysis

Int	Intersection		Control	Time	Scenario	EB		WB		NB		SB		Overall	
#	Major Road	Minor Road		Period		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Dr. MLK Bltwy	Orange Camp Rd	RAB	AM	Existing	8.7	A	9.9	A	14.0	B	8.6	A	10.6	B
					Backg'd+Vested	11.8	B	12.7	B	17.7	C	11.2	B	13.7	B
					Buildout	11.9	B	12.9	B	18.4	C	11.3	B	14.0	B
				PM	Existing	10.2	B	13.2	B	12.7	B	12.7	B	12.3	B
					Backg'd+Vested	13.7	B	21.3	C	20.3	C	19.0	C	19.0	C
					Buildout	14.2	B	22.0	C	20.9	C	19.7	C	19.6	C
2	Dr. MLK Bltwy	Cassadaga Rd	Signal	AM	Existing	--	--	22.9	C	13.9	B	7.3	A	13.4	B
					Backg'd+Vested	32.1	C	25.6	C	28.4	C	25.7	C	26.7	C
					Buildout	31.7	C	25.8	C	28.4	C	26.1	C	27.0	C
				PM	Existing	--	--	21.4	C	14.7	B	7.2	A	12.0	B
					Backg'd+Vested	39.1	D	37.7	D	28.7	C	25.6	C	29.2	C
					Buildout	39.0	D	37.9	D	28.6	C	26.5	C	29.6	C
3	Dr. MLK Bltwy / Kentucky Ave	SR 472	Signal	AM	Existing	55.6	E	50.6	D	153.8	F	92.6	F	71.8	E
					Backg'd+Vested	67.8	E	62.0	E	207.3	F	151.2	F	98.5	F
					Buildout	73.5	E	62.5	E	212.0	F	157.2	F	102.2	F
				PM	Existing	66.6	E	70.0	E	161.9	F	154.4	F	93.6	F
					Backg'd+Vested	93.0	F	119.5	F	226.9	F	248.9	F	145.9	F
					Buildout	98.9	F	120.9	F	242.9	F	253.2	F	150.7	F
4	SR 472	Blue Lake Ave (Ext.)	TWSC	AM	Buildout	11.8	B	27.8	D	--	--	--	--	--	--
				PM	Buildout	13.0	B	31.3	D	--	--	--	--	--	--
5	SR 472	Minnesota Ave	TWSC	AM	Existing	10.9	B	11.1	B	19.4	C	23.4	C	--	--
					Backg'd+Vested	11.5	B	12.0	B	22.5	C	26.4	D	--	--
					Buildout	11.6	B	12.1	B	22.7	C	27.1	D	--	--
				PM	Existing	10.8	B	12.9	B	19.6	C	25.1	D	--	--
					Backg'd+Vested	12.0	B	14.2	B	22.5	C	31.4	D	--	--
					Buildout	12.1	B	14.4	B	23.0	C	32.2	D	--	--
					Buildout		A		A		A		A	--	--
6	Cassadaga Rd (Ext)	Access I	TWSC	AM	Buildout	7.3	A	0.0	A	--	--	8.8	A	--	--
				PM	Buildout	7.4	A	0.0	A	--	--	8.9	A	--	--
7	Blue Lake Ave (Ext.)	Access II	TWSC	AM	Buildout	--	--	8.8	A	0.0	A	0.0	A	--	--
				PM	Buildout	--	--	8.8	A	0.0	A	0.0	A	--	--
8	Blue Lake Ave (Ext.)	Cassadaga Rd (Ext.)	TWSC	AM	Buildout	--	--	9.1	A	0.0	A	7.3	A	--	--
				PM	Buildout	--	--	9.1	A	0.0	A	7.4	A	--	--

Average delay expressed in seconds/vehicle

**These intersections will only exist at buildout so they do not have existing and background conditions.*

Table 9
Intersection Analysis with Improvements

Int #	Intersection		Control	Time Period	Scenario	EB		WB		NB		SB		Overall	
	Major Road	Minor Road				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Dr. MLK Bltwy	Orange Camp Rd	RAB	AM	Backg'd+Vested	11.8	B	12.7	B	17.7	C	11.2	B	13.7	B
					Buildout	11.9	B	12.9	B	18.4	C	11.3	B	14.0	B
				PM	Backg'd+Vested	13.7	B	21.3	C	20.3	C	19.0	C	19.0	C
					Buildout	14.2	B	22.0	C	20.9	C	19.7	C	19.6	C
2	Dr. MLK Bltwy	Cassadaga Rd	Signal	AM	Backg'd+Vested	32.1	C	25.6	C	28.4	C	25.7	C	26.7	C
					Buildout	31.7	C	25.8	C	28.4	C	26.1	C	27.0	C
				PM	Backg'd+Vested	39.1	D	37.7	D	28.7	C	25.6	C	29.2	C
					Buildout	39.0	D	37.9	D	28.6	C	26.5	C	29.6	C
3	Dr. MLK Bltwy / Kentucky Ave	SR 472	Signal	AM	Backg'd+Vested	43.6	D	37.4	D	48.5	D	48.6	D	43.0	D
					Buildout	46.0	D	38.1	D	48.5	D	48.5	D	44.0	D
				PM	Backg'd+Vested	51.2	D	46.6	D	60.3	E	66.5	E	53.2	D
					Buildout	53.3	D	49.0	D	60.6	E	67.2	E	55.0	D
4	SR 472	Blue Lake Ave (Ext.)	TWSC	AM	Buildout	11.8	B	27.8	D	--	--	--	--	--	--
				PM	Buildout	13.0	B	31.3	D	--	--	--	--	--	--
5	SR 472	Minnesota Ave	TWSC	AM	Backg'd+Vested	11.5	B	12.0	B	22.5	C	26.4	D	--	--
					Buildout	11.6	B	12.1	B	22.7	C	27.1	D	--	--
				PM	Backg'd+Vested	12.0	B	14.2	B	22.5	C	31.4	D	--	--
					Buildout	12.1	B	14.4	B	23.0	C	32.2	D	--	--
6*	Cassadaga Rd (Ext)	Access I	TWSC	AM	Buildout	7.3	A	0.0	A	--	--	8.8	A	--	--
				PM	Buildout	7.4	A	0.0	A	--	--	8.9	A	--	--
7*	Blue Lake Ave (Ext.)	Access II	TWSC	AM	Buildout	--	--	8.8	A	0.0	A	0.0	A	--	--
				PM	Buildout	--	--	8.8	A	0.0	A	0.0	A	--	--
8*	Blue Lake Ave (Ext.)	Cassadaga Rd (Ext.)	TWSC	AM	Buildout	--	--	9.1	A	0.0	A	7.3	A	--	--
				PM	Buildout	--	--	9.1	A	0.0	A	7.4	A	--	--

Average delay expressed in seconds/vehicle

**These intersections will only exist at buildout so they do not have background conditions.*

7.4 Queue Evaluation

An evaluation was conducted to determine whether the existing turn lane lengths at the signalized study intersections are adequate to accommodate projected traffic at project buildout. The two signalized study intersections are MLK Beltway and Cassadaga Road, and SR 472 and MLK Beltway. The turn lanes that are projected to receive project trips at the MLK Beltway and Cassadaga Road intersection are not currently in place. These turn lanes are necessary for accessing the project site and are evaluated in the Access Review section.

This section focuses on the SR 472 and MLK Beltway intersection. As previously noted, this intersection is significantly impacted by new developments, particularly Deland Tech Park Queue lengths were obtained from the HCM analysis worksheets, which are included in **Appendix M** and **Appendix N**. Specifically:

- Existing condition queue lengths were derived from the HCM worksheets in **Appendix M**.
- Background and projected condition queue lengths were obtained from the HCM worksheets in **Appendix N**, which accounts for improvements recommended by Deland Tech Park.

The required deceleration lengths are based on the FDOT *Design Manual (FDM) Exhibit 212-1,* provided in **Appendix O**.

Total turn lane length was calculated as the sum of the deceleration length and projected queue length. The results of the evaluation, summarized in **Table 10**, show that the northbound left turn lane and the eastbound right turn lane planned for the SR 472 and MLK Beltway intersection should be approx. 550 feet and 530 feet long respectively in the background condition to accommodate traffic from the background condition and the traffic from the approved projects. The length of northbound left-turn lane required is determined by the AM peak hour, while the length of eastbound right-turn lane is determined by the PM peak hour, as the 95th percentile queue lengths are higher during these respective periods. The analysis indicated that the turn lanes required to accommodate background and vested trips will be sufficient to handle the additional project trips.

Table 10
Queue Evaluation

Intersection	Turn Lane	Posted Speed Limit	Existing Lane Length	Required Deceleration	Existing					Background + Vested w Improvements					Buildout w Improvements						Adequate?
					# of LNS	95th Percentile Queue		Length Needed	Length Deficiency	# of LNS	95th Percentile Queue		Length Needed	Length Deficiency	# of LNS	95th Percentile Queue		Length Needed	Length Deficiency	Project Trips	
						Vehicle	Length				Vehicle	Length				Vehicle	Length				
AM PEAK																					
SR 472 & MLK Beltway	NBL*	55	0'	350'	0	32	800'	1,150'	1,150'	1	8	200'	550'	550'	1	8	200'	550'	0'	1	YES
	EBR	60	540'	405'	1	4	100'	505'	0	1	3	75'	480'	0	1	3	75'	480'	0	3	YES
PM PEAK																					
SR 472 & MLK Beltway	NBL*	55	0'	350'	0	33	825'	1,175'	1,175'	1	7	175'	525'	525'	1	7	175'	525'	0'	3	YES
	EBR	60	540'	405'	1	6	150'	555'	15'	1	5	125'	530'	0	1	5	125'	530'	0	2	YES

95th percentile queue vehicle was rounded to whole number
*95th percentile queue length = vehicle * 25 ft*
**Length deficiency at buildout calculated compared to background condition considering improvements at the intersection of SR 472 and MLK Boulevard, as recommended by previous TIAs, are implemented.*
**Adequate or Not Based on Background Condition with Improvements*

8.0 ACCESS REVIEW

The development proposes to connect to the transportation network by extending Cassadaga Road and Blue Lake Avenue to intersect SR 472 at an existing full median opening and connect with MLK at Cassadaga Road. Access to the site will be provided via two full-access driveways: one (1) on the Cassadaga Road extension and one (1) on the Blue Lake Avenue extension.

SR 472 is a 4-lane divided roadway with a posted speed limit of 60 miles per hour (mph) near the access driveway at Blue Lake Avenue Extension. MLK Beltway is a 2-lane undivided roadway with a posted speed limit of 55 mph. The Blue Lake Avenue Extension is proposed to connect SR 472 to residential developments north of SR 472, while the Cassadaga Road Extension will connect to Blue Lake Avenue Extension to provide access to the site. Since both roadway extensions will lead to residential areas, it is expected that the speed limit for these roads will be 25 mph.

8.1 Access Road Improvements

Road improvements were evaluated to determine the need for deceleration lanes and egress lanes at the project driveways and the deceleration lanes at the nearby intersections. The need for deceleration lanes and the turn lane dimensions were evaluated based on the guidelines of the Volusia County *Land Development Code (LDC)*, provided in **Appendix P**. While these guidelines provided a framework, engineering judgment and planning considerations were also applied to ensure the most effective treatment. Consequently, the following turn lanes are recommended based on a combination of regulatory guidelines and professional assessment.

- Intersection #2 – MLK Beltway and Cassadaga Road
    - Northbound left turn lane
    - Southbound right turn lane

- Intersection # 4 – SR 472 and Blue Lake Avenue Extension
    - Westbound right turn lane

- Intersection #6 – Cassadaga Rd Extension and Access I
    - Eastbound left turn lane

Intersection #2 – MLK Beltway and Cassadaga Road

Deceleration Lanes

The intersection at MLK Beltway and Cassadaga Road is currently a signalized, 3-legged intersection. With the planned extension of Cassadaga Road, it will be reconfigured into a 4-legged intersection. To accommodate this change, it is recommended to add a northbound left turn deceleration lane and a southbound right turn deceleration lane. The eastbound approach is expected to function adequately with a two-lane configuration: one lane dedicated to left turns and the other shared between right turns and through movements.

- Northbound Left Turn Deceleration Lane
  Design Speed = 55 mph
  Recommended Lane Length = 455 feet (Incl. 50-foot taper) (per Volusia County *LDC*)

- Southbound Right Turn Deceleration Lane
  Design Speed = 55 mph
  Recommended Lane Length = 455 feet (Incl. 50-foot taper) (per Volusia County *LDC*)

- Eastbound Left Turn Deceleration Lane
  Assumed Design Speed = 25 mph
  A deceleration lane length of 145 feet is projected to sufficiently accommodate the left turn movement.

Intersection #4 – SR 472 and Blue Lake Avenue Extension

Deceleration Lanes

The intersection at SR 472 and Blue Lake Avenue Extension currently have approximately:

- 510-foot-long Westbound Right Turn Deceleration Lane
- 500-foot-long Eastbound Left Turn Deceleration Lane
- 440-foot-long Southbound Left Turn Deceleration Lane

The recommendations for turn lanes are as follows:

- Westbound Right Turn Deceleration Lane
  Design Speed = 60 mph
  Recommended Lane Length = 455 feet (Incl. 50-foot taper) (There is no turn lane length recommended in *LDC* for speed > 55 mph, thus a turn lane length of 455 feet is recommended)

- Eastbound Left Turn Deceleration Lane
  Design Speed = 60 mph
  Recommended Lane Length = 455 feet (Incl. 50-foot taper) (There is no turn lane length recommended in *LDC* for speed > 55 mph, thus a turn lane length of 455 feet is recommended)

- Southbound Left Turn Deceleration Lane
  Assumed Design Speed = 25 mph
  A deceleration lane length of 145 feet is projected to sufficiently accommodate the left turn movement.

The existing deceleration lanes at the intersection of SR 472 and Blue Lake Avenue Extension are longer than the recommended values. Thus, the intersection is not recommended for any improvements.

Intersection #6 – Cassadaga Road Extension and Access I

Deceleration Lanes

The full access driveway at Cassadaga Road is recommended to be improved with an eastbound left turn lane. This lane will primarily provide separation for left turn movements from through traffic while also offering some deceleration.

With an assumed speed limit of 25 mph for this segment, a conservative length of 145 feet (Incl. 50-foot taper) is recommended for the eastbound left turn lane.

Egress Lanes

The driveway is projected to operate adequately with the following egress lane configuration:

- One (1) southbound lane for the right turn movement
- One (1) southbound lane for the left turn movement - A deceleration lane length of 145 feet is projected to sufficiently accommodate the left turn movement.

Intersection #7 – Blue Lake Avenue Extension and Access II

Deceleration Lanes

Based on *Volusia County LDC* and engineering judgement, a deceleration lane is not necessary at this entrance.

Egress Lanes

The driveway is projected to operate adequately with the following egress lane configuration:

- One (1) westbound lane for the right turn and left turn movements

9.0 ALTERNATIVE TRANSPORTATION MODES

A review of pedestrian, bicycle, and transit facilities was conducted. This review consists of a visual inventory of available facilities to determine the context of alternative transportation modes in the vicinity of the proposed development.

9.1 Pedestrian and Bicycle Facilities

Google Earth maps and field observations indicate that the surrounding area in vicinity of the project site is generally undeveloped. TM BTR at Deland Crossings will construct sidewalks on the perimeter of the development.

There are no sidewalks on MLK Beltway or on SR 472 adjacent to the site. MLK Beltway and SR 472 are both equipped with bike lanes on both sides of the street, adjacent to the site.

9.2 Transit Facilities

The West Volusia transit route map was reviewed from *Volusia County's Public Transit System* website to determine the available transit route near the proposed development. Currently, there is not a transit route on MLK Beltway or Cassadaga Road, or SR 472 near the proposed development. The closest route (Route 20) is located on US 17/92, approximately 2.2-miles from the proposed development. The West Volusia bus service map is included in **Appendix Q**.

9.3 Proximity to Nearby Schools

A review of existing schools within a 2-mile radius of the project site was conducted to identify student walking routes from/to school. No school was identified within a 2-mile radius. The closest public school (Deltona High School) is located approximately 2.5-miles from the project site. As mentioned in the previous section, the area is not improved with pedestrian and bicyclist facilities. Therefore, it is likely that students will use buses to/from schools.

10.0 SAFETY ASSESSMENT

A safety assessment was performed for the intersections at MLK Beltway and Cassadaga Road and at SR 472 and Blue Lake Avenue. For the purpose of this assessment, five (5) years of historical crash data was obtained from *Signal 4 Analytics*. The study period for the assessment spans from 2019 to 2023 and the crash data is provided in **Appendix R**.

MLK Beltway and Cassadaga Road

Based on the crash data, five (5) crashes were reported in the vicinity of the access point at MLK Beltway and Cassadaga Road within the last five (5) years. All of these crashes were rear-end collisions. Of these, three (3) occurred in 2019, which may have been influenced by the intersection's previous stop-controlled configuration. The intersection has since been signalized, which may have contributed to the reduction in crashes. There has been only one (1) crash in 2022 and one (1) crash in 2023. None of the crashes resulted in fatalities. Out of the five (5) crashes, two (2) had no injuries, while three (3) involved possible or non-incapacitating injuries. A map of the crashes at this location is provided in **Figure 11**.

SR 472 and Blue Lake Avenue Extension

Based on the crash data, there have been no crashes reported directly at the SR 472 and proposed Blue Lake Avenue Extension intersection. However, two (2) crashes occurred in close proximity. One (1) of these was a rear-end collision, and the other (1) was a sideswipe collision. The rear-end crash, which resulted in a serious injury, occurred in 2019 and happened during daylight conditions. The sideswipe crash, which resulted in no injury, occurred in 2022 under clear day conditions. A map of the crashes at this location is provided in **Figure 12**.

Overall, the number of crashes at both intersections is relatively low, indicating that there is not a safety issue. The data suggests that the current conditions at these intersections are generally safe, with no significant patterns of frequent or severe crashes.


N
Not to Scale
Proposed Cassadaga Road Extension
LEGEND
Angle
Animal
Left Turn
Right Turn
Sidewsipe
Rear End
Other/Unkown



Traffic & Mobility CONSULTANTS

21145 Ford 472, v1.3

SR 472 and Blue Lake Avenue Crash Map **Figure 12**

11.0 PROPORTIONATE SHARE CALCULATION

The project's impacts on the adverse transportation facilities within the study area are proposed to be mitigated through a payment of the project's proportionate share of the cost to make the planned or identified mitigating improvements.

The proportionate share calculations for adopted roadway widening projects were prepared in accordance with the requirements of Volusia County using the *Master Proportionate Fair Share (PFS) Table*, provided in **Appendix S**.

For segments not available in the *Master PFS Table*, the cost of improving the same roadway and the length difference were used to calculate the proportionate share (PropShare). For example, the segment of Howland Boulevard from Forest Edge to Wolf Pack Run was available in the table. This segment was 0.25 miles long, with a total improvement cost of $2,021,542.48. The segment from I-4/SR 472 to Wolf Pack Run was 0.4 miles long. Therefore, the total cost of improving Howland Boulevard from I-4/SR 472 to Wolf Pack Run was calculated as:

$$\$2,021,542.48 \times (0.4/0.25) = \$3,234,467.96$$

This total cost was then multiplied by the project percentage to determine the PropShare Cost. A similar method was applied to calculate the PropShare Cost for Orange Camp Road (from US-17-92 to Princeton) and Veterans Memorial Parkway (from Harley Strickland Boulevard to Rhode Island Avenue).

The project's roadway segment proportionate share mitigation was calculated to be $142,189.78, as summarized in **Table 11**.

Table 11
Roadway Segments Proportionate Share Calculation

Roadway Segment	Roadway Improvement	Capacity			Project Trips	Prop Share %	Improvement Cost	Prop Share
		Base	Improved	Increase				
Graves Ave								
Veterans Memorial Pkwy to Kentucky Ave	Widen 2 to 4 Lanes	1,620	3,410	1,790	15	0.84%	$2,534,673.55	$21,240.28
Kentucky Ave to Normandy Blvd	Widen 2 to 4 Lanes	1,620	3,410	1,790	5	0.28%	$18,134,221.59	$50,654.25
Howland Blvd								
I-4/SR 472 to Wolf Pack Run	Widen 4 to 6 Lanes	3,410	5,120	1,710	14	0.82%	$3,234,467.96*	$26,481.02
Orange Camp Rd								
US 17-92 to Princeton	Widen 2 to 4 Lanes	1,270	3,410	2,140	3	0.14%	$5,329,975.45	$7,471.93
W. Volusia Bltwy (Veterans Memorial Pkwy)								
Harley Strickland Blvd to Rhode Island Ave	Widen 2 to 4 Lanes	1,540	3,410	1,870	5	0.27%	$13,592,020.00*	$36,342.30
							Total Roadway Segment Proportionate Share	**$142,189.78**

Volusia County Master Prop Fair Share Table
**Not listed in Master Table, improvement cost estimated using the portion of this segment listed in Master table taking into consideration the length difference*

The proportionate share calculations for improvements at the intersection of SR 472 and MLK Beltway were also carried out in accordance with the requirements of Volusia County using the Master Proportionate Fair Share Table. The Fair Share Table and other relevant information are provided in **Appendix S**. The project's total proportionate share mitigation was calculated to be $92,019.46, as summarized in calculations shown in **Table 12**.

Table 12
Proportionate Share Calculation of Improvements at SR 472 and MLK Beltway

Roadway Segment	Roadway Improvement	Capacity			Project Trips	Prop Share %	Improvement Cost	Prop Share
		Base	Improved	Increase				
West Volusia Beltway (MLK)								
Cassadaga Rd to SR 472	Widen 2 to 4 Lanes	1,540	3,410	1,870	15	0.80%	$2,707,186.81	$21,715.40
Kentucky Ave								
Graves Ave to SR 472	Widen 2 to 4 Lanes	1,540	3,410	1,870	20	1.07%	$5,890,388.87	$62,998.81
							Roadway Segment Proportionate Share	**$84,714.21**

Volusia County Master Prop Fair Share Table

Improvement	Capacity			Project Trips	Prop Share %	Improvement Cost	Prop Share
	Base	Improved	Increase				
Adding a WBL Turn Lane							
No project Trips in this approach so not responsible for PropShare							$0
Adding a NBL Turn Lane							
Add a 550' turn lane	119	203	84	1	1.19%	$619,688.72	$7,377.25
Adding a SBL Turn Lane							
No project Trips in this approach so not responsible for PropShare							$0
						Turn Lane Proportionate Share	**$7,377.25**

Improvement Cost Based on FDOT Generic Cost + 25% for Design/Consultant
Base and Improved Capacity for NBL Turn Lane Obtained from Synchro Analysis of Projected AM Peak Before and After Improvements

Thus, the project's total proportionate share cost was calculated to be $234,281.24. The applicant intends to enter into a proportionate share mitigation agreement with Volusia County to establish the payment of the mitigation funds, the allocation of impact fee credits, and any other applicable terms.

12.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of Ford 472, a residential development. The site is located west of MLK Beltway and north of State Road 472 (SR 472) in the City of Deland, Florida.

The analysis included a determination of trip generation, a review of transportation capacity and operations, a review of the proposed site access plan, a review of alternative modes of transportation, and a safety assessment. The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 1,728 net new external daily trips, of which 121 trips occur during the AM peak hour and 154 trips occur during the PM peak hour.

- A review of roadway capacity conditions indicates that the following adverse roadway segments are projected to be impacted by the proposed development:
    - Graves Avenue
        - Veterans Memorial Parkway to Kentucky Avenue
        - Kentucky Avenue to Normandy Boulevard
    - Howland Boulevard
        - I-4/SR 472 to Wolf Pack Run
    - Orange Camp Road
        - US 17/92 to Princeton
    - West Volusia Beltway
        - Harley Strickland Boulevard to Rhode Island Avenue

- A review of intersection operations indicates that the intersection of SR 472 and MLK Beltway is projected to operate below the adopted LOS due to existing and background traffic. However, with the improvements recommended by the previously approved projects, the intersection is projected to operate adequately.

Summary of Recommendations

- The recommended access improvements are:
    - MLK Beltway and Cassadaga Road
      Install a 455-foot-long northbound left turn deceleration lane on MLK Beltway
      Install a 455-foot-long southbound right turn deceleration lane on MLK Beltway
      Provide an eastbound shared lane for right turn and through movements
      Provide a 145-foot-long eastbound lane for the left turn movement

    - Cassadaga Road Extension and Access I
      Install a 145-foot-long eastbound left turn deceleration lane on Cassadaga Road
      Provide one (1) southbound egress lane for the right turn movement
      Provide a 145-foot-long southbound egress lane for the left turn movement

    - Blue Lake Avenue Extension and Access II
      Deceleration lane is not necessary
      Provide one (1) westbound shared lane for right turn and left turn movements

- The project's proportionate share mitigation is $234,281.24 which shall be paid in accordance with a mitigation agreement with Volusia County.

APPENDICES

Appendix A
Comment Letter and Response to Comment Letter

February 13, 2025

Mr. William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West India Avenue
Deland, Florida 32720
WDWhite@volusia.org

Re: Ford 472
Response to TIA Comments
TMC Project № 21145, v1.2
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by Volusia County Traffic Engineering dated January 8, 2025, regarding the above referenced Traffic Impact Analysis dated December 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised TIA is provided under separate cover reflecting the changes resulting from these comments.

1. **Synchro files are missing throughout document. Example missing existing, background, or projected (varies at a.m. & p.m. as well). Please provide all relevant output reports.**

   *TMC Response: Printouts of all HCM output are provided in **Appendices M** and **N** of the revised report (as included in version 1.2). The Synchro files will be provided to the County via electronic file.*

2. **Peak hour factors vary throughout TIA, please provide reasoning.**

   *TMC Response: Peak hour factors for the intersections are based on the Turning Movement Counts observed at each intersection. Some discrepancies in the Synchro sheets have been identified and corrected accordingly. The revised **Appendices M** and **N** now reflect the updated values.*

3. **There appears to be a significant amount of traffic that exits the network between intersection 4 and intersection 3 EB during peak hours, please review & explain.**

   TMC Response: The traffic exiting from intersection 4 towards intersection 3 eastbound follows the network and exits through intersection 3, rather than between the two intersections. As an example, during the AM peak hour:
   - *Project trips exiting from intersection 4 towards intersection 3 eastbound: 42% (38 trips) via southbound left movement*
   - *Project trips exiting from intersection 3 eastbound:*
     - *Eastbound through movement: 39% (35 trips)*
     - *Eastbound right movement: 3% (3 trips)*

- *Total: 42% (38 trips), which aligns with the trips exiting from intersection 4.*

Similarly, for vested trips during the AM peak hour, 103 trips exit intersection 4 eastbound through and continue through intersection 3 as:

- *82 trips via eastbound through movement*
- *21 trips via eastbound left movement*
- *Total: 103 trips, confirming that traffic follows the expected path through the network.*

4. There are differences in the existing data in synchro and the TMC, please clarify. Example below:

2: Dr MLK Bltwy & Cassadaga Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	206	55	317	219	63	372
Future Volume (veh/h)	206	55	317	219	63	372

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

		MLK NB			MLK NB		
Start	End	L	T	R	L	T	R
7:00 AM	7:15 AM	0	59	44	10	69	0
7:15 AM	7:30 AM	0	82	53	12	71	0
7:30 AM	7:45 AM	0	79	50	13	73	0
7:45 AM	8:00 AM	0	83	54	18	96	0
8:00 AM	8:15 AM	0	69	51	17	102	0
8:15 AM	8:30 AM	0	74	56	13	87	0
8:30 AM	8:45 AM	0	62	50	16	63	0
8:45 AM	9:00 AM	0	56	41	11	68	0
Total for:	7:00 AM	8:00 AM	0	303	201	53	309	0
Total for:	8:00 AM	9:00 AM	0	261	196	57	320	0
Tota Peak Hour:	7:30 AM	8:30 AM	0	305	211	61	358	0
Overall PHF:	0.91							

TMC Response: As explained in Section 6.2, the raw counts were adjusted by a seasonal factor of 1.04. The existing count data (358) was multiplied by 1.04 to total 372, the adjusted southbound through volume, as shown in the Volume Projections worksheet provided in ***Appendix L,*** *an excerpt of which follows:*

Intersection:		Dr. MLK Bltwy & Cassadaga Rd				
Appr	Mvmt	Lns	Raw	SF	Adjusted	GF
NB	L	0	0	1.04	0	1.0
	T	1	305	1.04	317	1.0
	R	1	211	1.04	219	1.0
SB	L	1	61	1.04	63	1.0
	T	1	358	1.04	372	1.0
	R	0	0	1.04	0	1.0
EB	L	1	0	1.04	0	1.1
	T	1	0	1.04	0	1.1
	R	0	0	1.04	0	1.1
WB	L	1	198	1.04	206	1.1
	T	1	0	1.04	0	1.1
	R	0	53	1.04	55	1.1

*Background Volumes Estimated using *ITE Trip Generation Manu*

5. The county has 2023 count data midblock on MLK between Cassadaga Rd and SR-472. The TIA 2024 existing count is significantly higher, please review & verify.

TMC Response:

W. Volusia Bltwy (Dr MLK Jr)	SR 472 to Cassadaga Rd.	1940	County	Yes	0.20	55	UA_NSSRC1_2W_2L_UWL	Minor Arterial - Urban	E	17,050	0.72	C	710	990	1,540	2

The AADT count data publicly available from Volusia County is from 2022. According to this data, the total count recorded was 710 during AM peak hours and 990 during PM peak hours as shown in the figure above. However, the Turning Movement Count (TMC) conducted in 2024 as part of this TIA recorded the following counts:

- *AM Peak Hour:*
  - *Southbound (SB): 358 + 198 = 556*
  - *Northbound (NB): 305 + 211 = 516*
  - *Total AM Peak: 1,072*
- *PM Peak Hour:*
  - *Southbound (SB): 536 + 117 = 653*
  - *Northbound (NB): 448 + 167 = 615*
  - *Total PM Peak: 1,268*

While it is true that the 2024 existing count is significantly higher than the 2022 count, the traffic count survey was conducted in accordance with standard procedures. The increase in traffic volumes could be attributed to ongoing developments in the area, which may have led to a growth in vehicular flow between 2022 and 2024.

6. Please show how annual growth rates were accounted for in the roadway segments and intersection analyses

*TMC Response: The methodology used for incorporating annual growth rates in roadway segments is detailed in Section 6.1 and further outlined in Table 6 of the revised report (as included in version 1.2). The approach for intersection analyses is explained in Section 6.2, with detailed calculations provided in **Appendix L** of the revised report (as included in version 1.2).*

7. Please show how seasonal factors were accounted for in the roadway segments and intersection analyses

*TMC Response: Seasonal factors were applied only to turning movement counts and are not applicable to roadway segments. The methodology for incorporating seasonal factors into intersection analyses is explained in Section 6.2, with detailed calculations provided in **Appendix L** of the revised report (as included in version 1.2).*

8. For Synchro analyses, please include the output reports that show the Q-length to verify against table 10 values.

*TMC Response: The queue lengths for turn lanes summarized in Table 10 are based on the Synchro worksheets were provided in **Appendix N** (as included in version 1.2). However,*

*the queue lengths for the existing condition are derived from the Synchro worksheets in **Appendix M** (as included in version 1.2). To avoid confusion, Section 7.4 has been updated to clarify this distinction. Please see TIA v1.3 attached.*

9. Please improve the intersection LOS E result at MLK Blvd & SR-472 analysis / PM Peak Hour (Buildout W Improvements) condition which is not in line with adopted LOS requirement.

TMC Response: As explained in Section 7.3, several improvements were previously recommended for the MLK Blvd and SR 472 intersection by other developments. With these improvements in place, the intersection operates in an adequate condition and is capable of accommodating project trips. Additionally, as per Volusia County's comment on September 16, 2024, a proportionate share cost for these improvements was requested to be calculated, as these improvements exceeded concurrency requirements. Consequently, this calculation was incorporated into the revised report (as included in version 1.2).

The allowable Level of Service (LOS) at MLK Blvd and SR 472 is LOS E, which aligns with the adopted LOS requirement. Therefore, the intersection's LOS at PM Peak Hour (Buildout with Improvements) condition remains in compliance with this standard. However, please note that with the revision of Synchro analysis, the overall LOS at MLK Blvd and SR 472 is improved to D.

10. Background traffic volumes (including vested trips) were adjusted manually in some cases. Appendix I and L should clearly justify these adjustments and match the volumes shown in Figures 7–10 (intersection volumes).

*TMC Response: Background traffic volumes (including vested trips) were not adjusted manually. Background traffic volumes were estimated by applying appropriate seasonal factors and growth factors to existing traffic counts and then adding vested trips from Deland Tech Park and TM BTR, as explained in Section 6.2 of the report. The vested trip data was obtained from the TIA of TM BTR and is highlighted in **Appendix K** of the revised report (as included in version 1.2)*.

11. Traffic counts from June 2024 might not fully reflect peak seasonal conditions despite adjustments using FDOT seasonal factors. Ensure accuracy of adjustment factors in Appendix J.

TMC Response: Per County guidelines, traffic counts must be no more than two years old and should be adjusted using FDOT seasonal factors. The traffic counts used in this analysis were collected less than a year ago, and the appropriate seasonal adjustment factor was applied to reflect peak seasonal conditions. This methodology is consistent with Volusia County's standard practice, aligns with procedures followed in other jurisdictions, and is considered an industry-standard practice. If an alternative method is preferred, we are open to incorporating it for this and future analysis.

12. For the intersection of SR 472 and MLK Beltway, Intersection delays and LOS under "Buildout with Improvements" conditions were marginally better than "Background with

Vested" conditions (Tables 8 and 9), Please clarify the improvement effectiveness from Appendix N.

TMC Response: The LOS and delay under the Buildout with Improvements condition are not significantly better because these improvements were already accounted for in the Background with Vested condition. The improvements included in this analysis were recommended in previous projects and were therefore factored into the background conditions of this project.

13. Queue lengths for turn lanes are summarized in Table 10, but discrepancies exist with Appendix M worksheets regarding 95th percentile values (e.g., SR 472 eastbound right-turn queue).

*TMC Response: The queue lengths for turn lanes summarized in Table 10 are based on the Synchro worksheets provided in **Appendix N**. However, the queue lengths for the existing condition are derived from the Synchro worksheets in **Appendix M**. To avoid confusion, Section 7.4 has been updated to clarify this distinction. Please see TIA v1.3 attached.*

14. For deceleration lanes at MLK and Cassadaga Road, ensure that lane lengths are consistent with Land Development Code values. Appendix O calculations occasionally deviate by ~5%.

TMC Response: Deceleration lanes at MLK and Cassadaga Road were previously recommended based on FDM Exhibit 212-2. In response to this comment, the deceleration lanes at MLK and Cassadaga Road have now been recommended in accordance with the Volusia County Land Development Code (LDC).

15. Westbound right-turn lane at SR 472 and Blue Lake Ave Extension recommended at 455 feet, but queue analysis (Table 10) suggests this length might be underestimated.

TMC Response: T The westbound right-turn lane at SR 472 and Blue Lake Ave Extension was originally recommended at 455 feet based on FDM Exhibit 212-1. However, there is currently an approximately 510-foot-long westbound right-turn lane at this location. The existing turn lane was initially overlooked, as it was recently installed as part of the Blue Lake Ave Extension. Analysis indicates that a 510-foot-long turn lane can adequately accommodate project trips, and thus, no improvements are required at SR 472 and Blue Lake Ave Extension. The TIA has been updated accordingly to include this information. Please see TIA v1.3 attached.

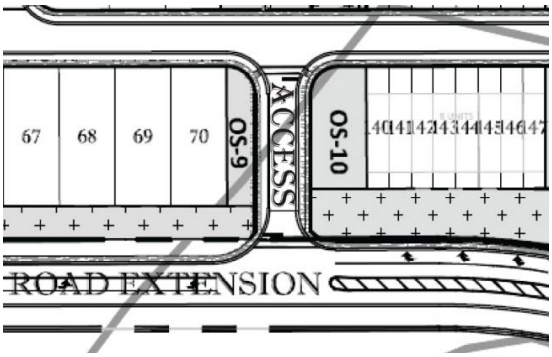
Also, it is important to note that the queue analysis in Table 10 reflects storage needs at SR 472 and MLK Beltway, a higher-volume intersection. In contrast, SR 472 and Blue Lake Ave Extension serves lower traffic volumes and does not require extensive queue storage. Thus, Table 10's analysis does not directly apply as the operational characteristics of these intersections differ.

16. Within Table 12, the total proportionate share ($233,945.91) includes estimated improvement costs. Check alignment of project share percentages with Appendix S, particularly for improvements not listed in the Master PFS Table.

*TMC Response: Table 12 only accounts for the total proportionate share cost of the improvements at the intersection of SR 472 and MLK Beltway. These improvements were recommended by previous developments and based on the comments from the County on September 16, 2024, the proportionate share was calculated and included in this project's proportionate share cost. The total cost of $233,945.91 included this amount as well as the proportionate share cost of improving roadway segments impacted by this project. Please note that because of Synchro revision the new cost is updated to $234,281.24. The project share percentages have been verified against **Appendix S**, and adjustments have been made where necessary to ensure consistency (as included in version 1.2). Additionally, for improvements not listed in the Master Proportionate Fair Share (PFS) Table, the cost allocation methodology was applied in accordance with County guidelines and has been explained in section 11.0 and also reflected in **Appendix S** (as included in version 1.2).*

17. Within Appendix B Intersections layouts should match operational assumptions in LOS analysis (e.g., shared lanes at Cassadaga Road). Potential conflicts observed for eastbound left turn at Access I.

TMC Response: The intersection layouts in Appendix B have been reviewed and confirmed to match the operational assumptions used in the LOS analysis. An example of Cassadaga Road and Access I have been provided with in the figure below for reference.



HCM 7th TWSC
6: Cassadaga Rd Ext & Access I

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	7	2	10	29	35
Future Vol, veh/h	11	7	2	10	29	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	275	0	-
Veh in Median Storage, #	-	0	0	-	0	-

HCM 7th TWSC
6: Cassadaga Rd Ext & Access I

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	4	7	30	19	23
Future Vol, veh/h	36	4	7	30	19	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	275	0	-
Veh in Median Storage, #	-	0	0	-	0	-

18. Please submit soft copy of the Synchro files used.

TMC Response: A soft copy of the Synchro file has been submitted along with the revised TIA, as requested.

19. Please submit a soft copy of the excel spreadsheet used for your PFS calculation.

TMC Response: A soft copy of the PFS spreadsheet has been submitted along with the revised TIA, as requested.

20. Present traffic count results to account for all modes of movements and provide soft copy of all count survey data using the following file types:

- **Intersection data - .txt export from PetraPro; .txt export from Traffic Data Online.**
- **Midblock data: .prn export from TraxPro/StarNEXT; .csv export from VIAS; .prn export from TrafficViewerPro**

TMC Response: The raw counts collected by the field technician have been submitted along with the revised TIA, as requested.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman H. As-Saidi, PE
VP of Engineering

Volusia County
Traffic Engineering

Project Name: **Ford 472**
Subject: **TIA Comments**
Date: **1/8/2025**

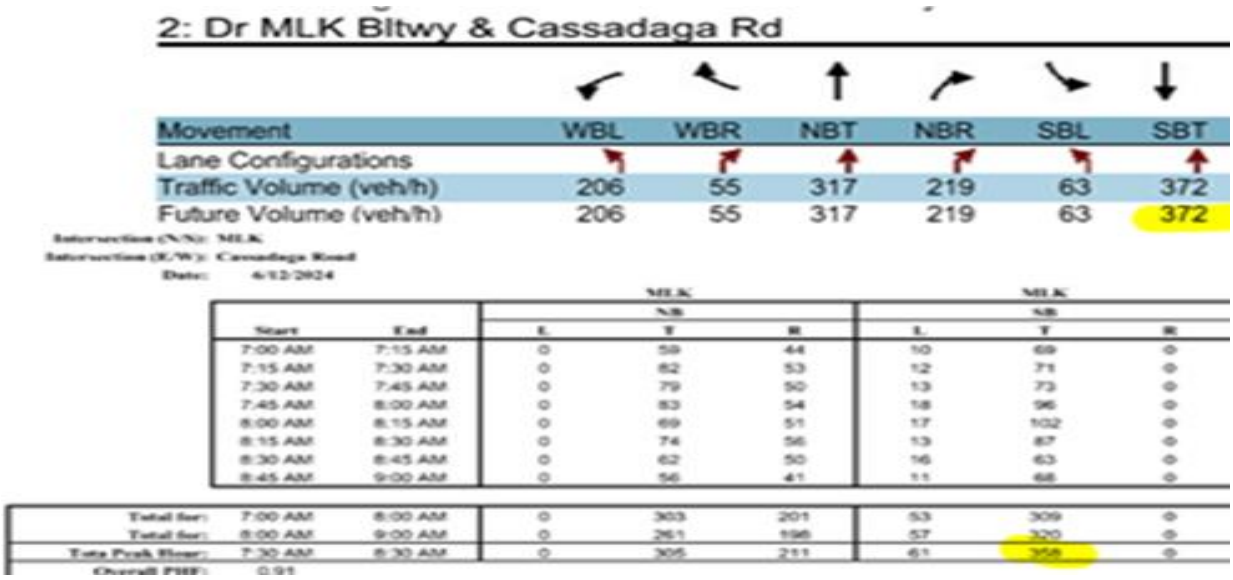
TIA Comments

1. Synchro files are missing throughout document. Example missing existing, background, or projected (varies at a.m. & p.m. as well). Please provide all relevant output reports.

2. Peak hour factors vary throughout TIA, please provide reasoning.

3. There appears to be a significant amount of traffic that exits the network between intersection 4 and intersection 3 EB during peak hours, please review & explain.

4. There are differences in the existing data in synchro and the TMC, please clarify. Example below:



2: Dr MLK Bltwy & Cassadaga Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	206	55	317	219	63	372
Future Volume (veh/h)	206	55	317	219	63	372

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 4/12/2024

		MLK NB			MLK NB		
Start	End	L	T	R	L	T	R
7:00 AM	7:15 AM	0	59	44	10	69	0
7:15 AM	7:30 AM	0	62	53	12	71	0
7:30 AM	7:45 AM	0	79	50	13	73	0
7:45 AM	8:00 AM	0	83	54	18	96	0
8:00 AM	8:15 AM	0	69	51	17	102	0
8:15 AM	8:30 AM	0	74	56	13	87	0
8:30 AM	8:45 AM	0	62	50	16	63	0
8:45 AM	9:00 AM	0	56	41	11	68	0
Total for:	7:00 AM	8:00 AM	0	303	201	53	309	0
Total for:	8:00 AM	9:00 AM	0	261	196	57	320	0
Tote Peak Hour:	7:30 AM	8:30 AM	0	305	211	61	358	0
Overall PHF:	0.91							

5. The county has 2023 count data midblock on MLK between Cassadaga Rd and SR-472. The TIA 2024 existing count is significantly higher, please review & verify.

6. Please show how annual growth rate were accounted for in the roadway segments and intersection analyses

7. Please show how seasonal factors were accounted for in the roadway segments and intersection analyses

8. For Synchro analyses, please include the output reports that show the Q-length to verify against table 10 values.

9. Please improve the intersection LOS E result at MLK Blvd & SR-472 analysis / PM Peak Hour (Buildout W Improvements) condition which is not in line with adopted LOS requirement.

10. Background traffic volumes (including vested trips) were adjusted manually in some cases. Appendix I and L should clearly justify these adjustments and match the volumes shown in Figures 7–10 (intersection volumes).

11. Traffic counts from June 2024 might not fully reflect peak seasonal conditions despite adjustments using FDOT seasonal factors. Ensure accuracy of adjustment factors in Appendix J.

12. For the intersection of SR 472 and MLK Beltway, Intersection delays and LOS under "Buildout with Improvements" conditions were marginally better than "Background with Vested" conditions(Tables 8 and 9), Please clarify the improvement effectiveness from Appendix N.

13. Queue lengths for turn lanes are summarized in Table 10, but discrepancies exist with Appendix M worksheets regarding 95th percentile values (e.g., SR 472 eastbound right-turn queue).

14. For deceleration lanes at MLK and Cassadaga Road, ensure that lane lengths are consistent with Land Development Code values. Appendix O calculations occasionally deviate by ~5%.

15. Westbound right-turn lane at SR 472 and Blue Lake Ave Extension recommended at 455 feet, but queue analysis (Table 10) suggests this length might be underestimated.\

16. Within Table 12, the total proportionate share ($233,945.91) includes estimated improvement costs. Check alignment of project share percentages with Appendix S, particularly for improvements not listed in the Master PFS Table.

17. Within Appendix B Intersections layouts should match operational assumptions in LOS analysis (e.g., shared lanes at Cassadaga Road). Potential conflicts observed for eastbound left turn at Access I.

18. Please submit soft copy of the Synchro files used.

19. Please submit a soft copy of the excel spreadsheet used for your PFS calculation.

20. Present traffic count results to account for all modes of movements and provide soft copy of all count survey data using the following file types:

    - Intersection data - .txt export from PetraPro; .txt export from Traffic Data Online.
    - Midblock data: .prn export from TraxPro/StarNEXT; .csv export from VIAS; .prn export from TrafficViewerPro

December 10, 2024

Mr. William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West India Avenue
Deland, Florida 32720
WDWhite@volusia.org

Re: Ford 472
Response to TIA Comments
TMC Project № 21145, v1.1
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by the Volusia County Traffic Engineering dated December 9, 2024, regarding the above referenced Traffic Impact Analysis dated October 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. The **bold** typeface in **red** are the edits made by Volusia County to the comments provided on December 3, 2024. Additionally, a revised TIA is provided under cover reflecting the changes resulting from these comments.

1. **Please revise table 10 to include all study intersections to confirm the development buildout 2028- year and corresponding Development Buildout LOS using the following format, noting the referenced vested project in appendix H&N reflects a buildout Yr 2027. Provide in a tabulated format the results of all studied signalized intersections to include current / Projected plus vested / Projected plus vested plus development to include the following parameters:**
    1. **Intersection delay (sec/veh)** **Shown on tables 8 & 9**
    2. **Movement delay (sec/veh)** **Shown on tables 8 & 9**
    3. **Intersection LOS** **Shown on tables 8 & 9**
    4. **Movement LOS** **Shown on tables 8 & 9**
    5. **Back of queue Ft/ln (95th percentile)** **Update Table 10 to include all study intersections with project trips, separated by AM and PM as shown in the attached Queue Length Analysis.**

    Confirmation of sufficient storage length left/right turn movement(s) if turning lanes are available.

Intersection	Turn Lane	Posted Speed Limit (mph)	Existing Lane Length (ft)	Required Deceleration (ft)	Current Yr. Traffic				Future Yr. Traffic + Vested				Development Build-Out					
					# of Lanes	95th Percentile Queue Length (veh x 25 ft)	Total Required Turn Lane Length (ft)	Lane Length Deficiency (ft)	# of Lanes	95th Percentile Queue Length (veh x 25 ft)	Total Required Turn Lane Length (ft)	Lane Length Deficiency (ft)	# of Lanes	95th Percentile Queue Length (veh x 25 ft)	Total Required Turn Lane Length (ft)	Lane Length Deficiency (ft)	Lane Length Deficiency Difference from Future & Vested to Build-Out (ft)	Project Trips
AM PEAK																		
Name	NBL																	
	NBR																	
	SBL																	
PM PEAK																		
Name	NBL																	
	NBR																	
	SBL																	

TMC Response: Table 10 has been revised to include the study intersection with project trips for both AM and PM periods, consistent with the provided Queue Length Analysis. Please refer to Table 10 in the revised TIA v1.2 attached.

2. Please use the updated PFS spreadsheet dated July 2024 and forward a soft copy of your PFS spreadsheet.

TMC Response: The TIA has been updated in accordance with the PFS spreadsheet dated July 2024, provided by the County. Please see Section 11 in the revised TIA v1.2 attached. Additionally, a soft copy of the updated PFS spreadsheet has been submitted along with the revised TIA, as requested.

.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman H. As-Saidi, PE
VP of Engineering

Nikesh Poudel

From: William White <WDWhite@volusia.org>
Sent: Monday, December 9, 2024 2:23 PM
To: Nikesh Poudel
Cc: Jay I Williams; Omar Atallah; Ayman As-Saidi; 21145 FORD 472
Subject: Fw: Follow-Up on Revised TIA for Ford 472 Project – October 2024
Attachments: TIA Comment Letter Dec 2024.pdf; Queue Length Analysis Table.docx; Master PFS table 2024-01 TWK - July 2024.xlsx

Nikesh,

1. Please revise table 10 to include all study intersections to confirm the development buildout 2028-year and corresponding Development Buildout LOS using the following format, noting the referenced vested project in appendix H&N reflects a buildout Yr 2027
   Provide in a tabulated format the results of all studied signalized intersections to include current / Projected plus vested / Projected plus vested plus development to include the following parameters:
   1. ~~Intersection delay (sec/veh)~~ **Shown on tables 8 & 9**
   2. ~~Movement delay (sec/veh)~~ **Shown on tables 8 & 9**
   3. ~~Intersection LOS~~ **Shown on tables 8 & 9**
   4. ~~Movement LOS~~ **Shown on tables 8 & 9**
   5. Back of queue Ft/ln (95TH percentile) **Update Table 10 to include all study intersections with project trips, separated by AM and PM as shown in the attached Queue Length Analysis.**

   Confirmation of sufficient storage length left/right turn movement(s) if turning lanes are available.

6. Please use the updated PFS spreadsheet dated July 2024 and forward a soft copy of your PFS spreadsheet.

October 23, 2024

Mr. William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West India Avenue
Deland, Florida 32720
WDWhite@volusia.org

Re: Ford 472
Response to TIA Comments
TMC Project № 21145
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by the Volusia County Traffic Engineering dated September 16, 2024, regarding the above referenced Traffic Impact Analysis dated September 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised TIA is provided under cover reflecting the changes resulting from these comments.

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

   TMC Response: The attached traffic growth policy has been adhered to in the Traffic Impact Analysis v1.0.

2. **Referencing TIA report page 12 section 5 Improvement at intersection of SR 472 & MLK, recommendation of improvements by other vested project shall be considered but also confirmed in line with the concurrency laws requirement that developments maintain the adopted LOS standards to ensure that growth does not outpace infrastructure capacity. The TIA's proposed improvements to deficient intersections not only meet these standards but exceed them, potentially resulting in a higher LOS than required. Given that these improvements offer benefits that surpass the basic concurrency requirements, it is equitable that the costs associated with these enhancements be allocated proportionately to the developments that generate the additional traffic demand. The Proportionate Fair Share (PFS) mechanism is designed to ensure that developments contribute fairly to the costs of necessary infrastructure improvements. When improvements elevate an intersection's LOS beyond the adopted standard, the additional capacity created is primarily intended to accommodate the increased traffic generated by the development. Therefore, it is appropriate for the development to bear the cost of this additional capacity in proportion to its usage of the intersection. This approach ensures that existing residents and businesses are not subsidizing infrastructure improvements that disproportionately benefit new developments. By tying the PFS costs directly to the proportion of trips generated by the development, we ensure a fair and transparent distribution of costs. The improvements beyond the adopted LOS represent an added**

benefit to the transportation network, and it is logical that the entities creating the need for these improvements should fund them accordingly.

TMC Response: Acknowledged. The Proportionate Fair Share for all improvements listed in the TIAs of previous developments have been evaluated. The report has been updated to reflect the Proportionate Fair Share costs that Ford 472 is responsible for at the intersection of SR 472 and MLK. Please refer to Table 12 in the revised TIA v1.1 attached.

3. **Please provide for all studied intersections in tabulated format the LOS of: Existing AM/PM Peak Hour, Projected background + vested AM/PM Peak Hour, Projected background + vested with improvement AM/PM Peak Hour, & Buildout AM/PM Peak Hour.**

TMC Response: The report has been updated to include the requested LOS information in a tabulated format for all studied intersections under all conditions: Existing AM/PM Peak Hour, Projected background + vested AM/PM Peak Hour, Projected background + vested with improvement AM/PM Peak Hour, & Buildout AM/PM Peak Hour. Please refer to Table 8 and Table 9 in the revised TIA v1.1 attached.

4. **To verify proper connectivity, provide intersections concept layouts that correspond to LOS analysis for the new roadway intersections along S Blue Lake Ave. & Cassadaga Rd.**

TMC Response: The TIA report has been updated to include the LOS analysis and concept layouts for the new roadway intersections along S Blue Lake Ave. & Cassadaga Rd. Please refer to Appendix B for the concept layout and Table 8 and Table 9 for the updated LOS analysis in the revised TIA v1.1 attached.

5. **CTE confirmation with your listed proposed improvement(s) would be in line with County improvement strategy ahead of being assumed as acceptable improvement(s) as stated in the TIA guideline.**

Access Rd Improvement(s)	Valid Assumption	Invalid Assumption	Alternative Improvement to be considered	Comment
Intersection #2 – MLK Beltway and Cassadaga Road				
Northbound left turn lane	X			
Southbound right turn lane	X			
Intersection # 4 – SR 472 and Blue Lake Avenue Extension				
Westbound right turn lane	X			
Intersection #6 – Cassadaga Rd Extension and Access I				
Eastbound left turn lane	X			

TMC Response: The confirmation of the assumptions by the County has been acknowledged.

6. **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.

   TMC Response: Please note that this project will be developed in one (1) phase/stage; therefore, the proposed access driveway points have been analyzed for the full buildout of the project and access management has been evaluated accordingly, and the above statement is not applicable.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman H. As-Saidi, PE
VP of Engineering

Volusia County
Traffic Engineering

Project Name: **Ford 472**
Subject: **TIA Comments**
Date: **9-16-24**

TIA Comments

1. Refer to the attached traffic growth policy for compliance.

2. Referencing TIA report page 12 section 5 Improvement at intersection of SR 472 & MLK, recommendation of improvements by other vested project shall be considered but also confirmed in line with the concurrency laws requirement that developments maintain the adopted LOS standards to ensure that growth does not outpace infrastructure capacity. The TIA's proposed improvements to deficient intersections not only meet these standards but exceed them, potentially resulting in a higher LOS than required. Given that these improvements offer benefits that surpass the basic concurrency requirements, it is equitable that the costs associated with these enhancements be allocated proportionately to the developments that generate the additional traffic demand. The Proportionate Fair Share (PFS) mechanism is designed to ensure that developments contribute fairly to the costs of necessary infrastructure improvements. When improvements elevate an intersection's LOS beyond the adopted standard, the additional capacity created is primarily intended to accommodate the increased traffic generated by the development. Therefore, it is appropriate for the development to bear the cost of this additional capacity in proportion to its usage of the intersection. This approach ensures that existing residents and businesses are not subsidizing infrastructure improvements that disproportionately benefit new developments. By tying the PFS costs directly to the proportion of trips generated by the development, we ensure a fair and transparent distribution of costs. The improvements beyond the adopted LOS represent an added benefit to the transportation network, and it is logical that the entities creating the need for these improvements should fund them accordingly.

Background Conditions									
Intersection	Adopted LOS	AM Peak Hour				PM Peak Hour			
		Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1	Delay (sec.)	LOS	Overall Highest V/C	Movement(s) with V/C > 1

3. Please provide for all studied intersections in tabulated format the LOS of: Existing AM/PM Peak Hour, Projected background + vested AM/PM Peak Hour, Projected

background + vested with improvement AM/PM Peak Hour, & Buildout AM/PM Peak Hour,

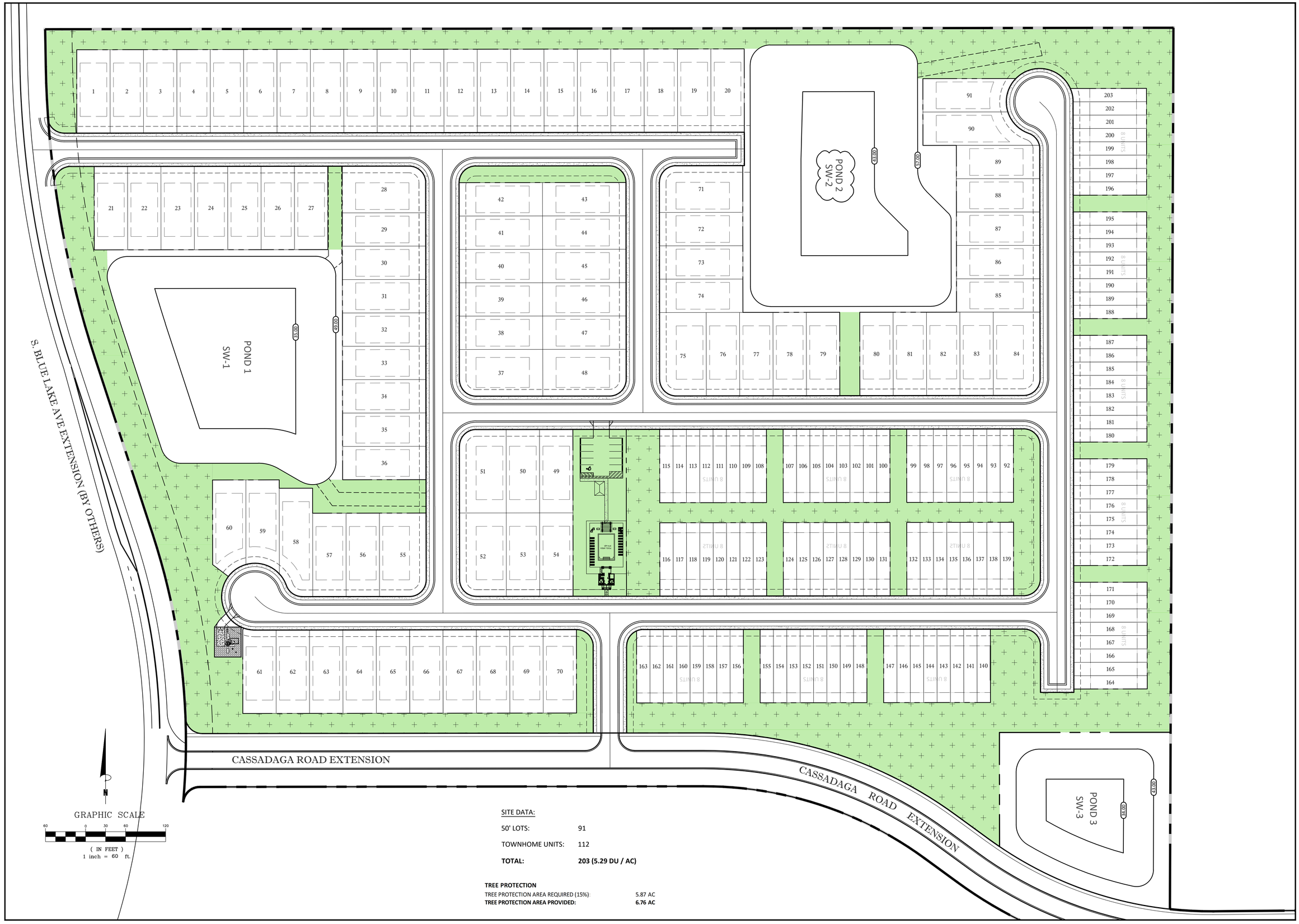
4. To verify proper connectivity, provide intersections concept layouts that correspond to LOS analysis for the new roadway intersections along S Blue Lake Ave. & Cassadaga Rd.

5. CTE confirmation with your listed proposed improvement(s) would be in line with County improvement strategy ahead of being assumed as acceptable improvement(s) as stated in the TIA guideline

Access Rd Improvement(s)	Valid Assumption	Invalid Assumption	Alternative Improvement to be considered	Comment
Intersection #2 – MLK Beltway and Cassadaga Road				
Northbound left turn lane	X			
Southbound right turn lane	X			
Intersection # 4 – SR 472 and Blue Lake Avenue Extension				
Westbound right turn lane	X			
Intersection #6 – Cassadaga Rd Extension and Access I				
Eastbound left turn lane	X			

6. 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.

Appendix B
Site Information



SITE DATA:

50' LOTS:	91
TOWNHOME UNITS:	112
TOTAL:	**203 (5.29 DU / AC)**

TREE PROTECTION

TREE PROTECTION AREA REQUIRED (15%):	5.87 AC
TREE PROTECTION AREA PROVIDED:	**6.76 AC**

KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 898-7858 FAX (407) 898-1488

DATE	REVISION

PREPARED FOR:
PULTE GROUP

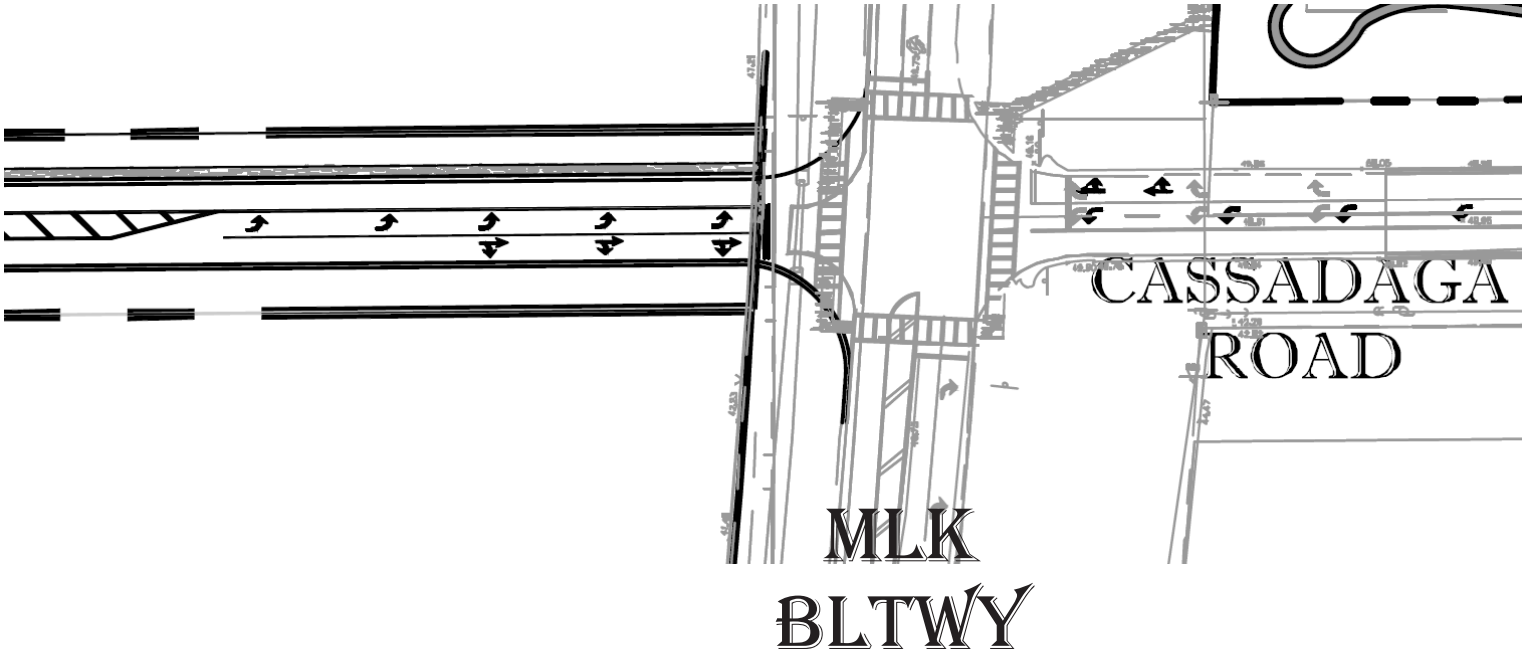
FORD 472
SUBDIVISION

CONCEPT PLAN

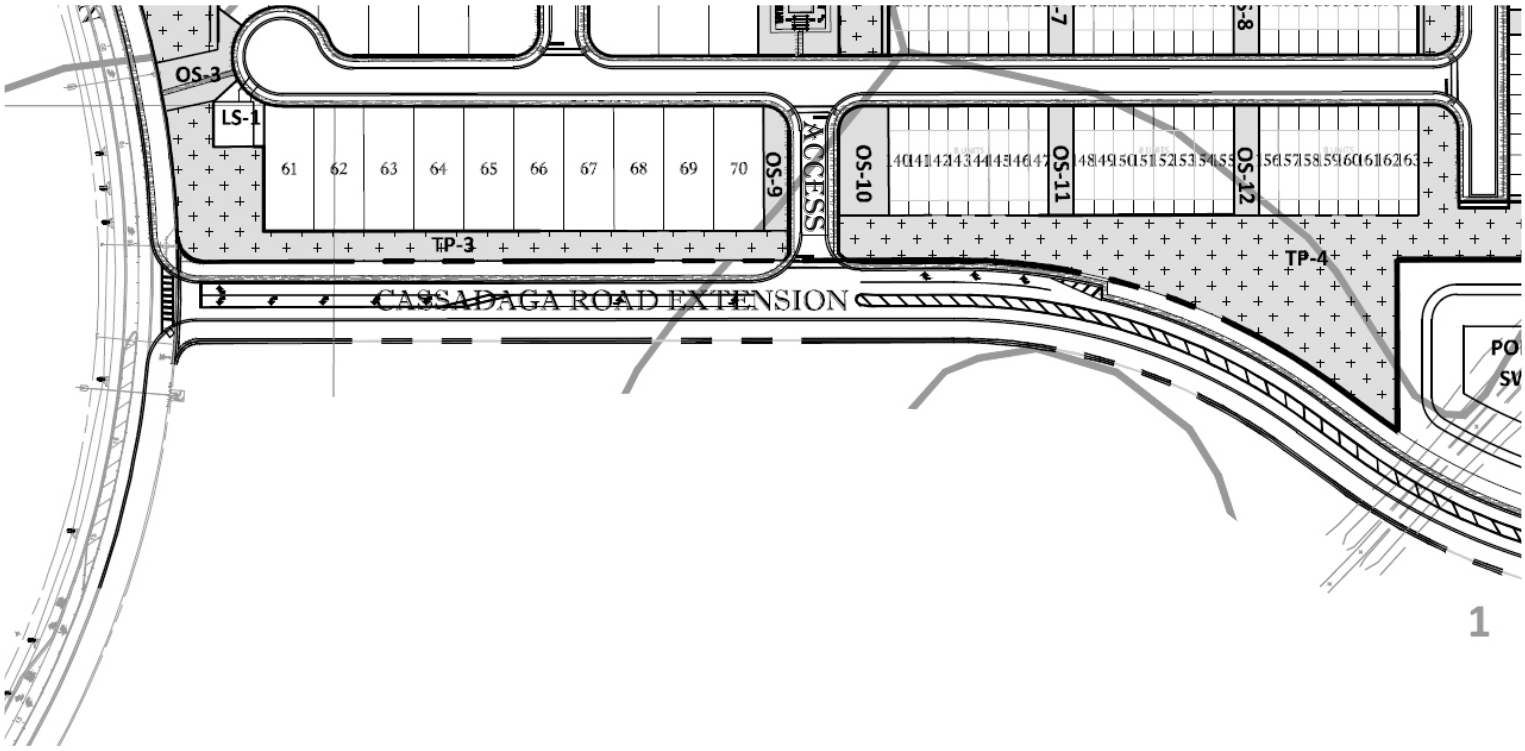
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DATE:	07/25/2023

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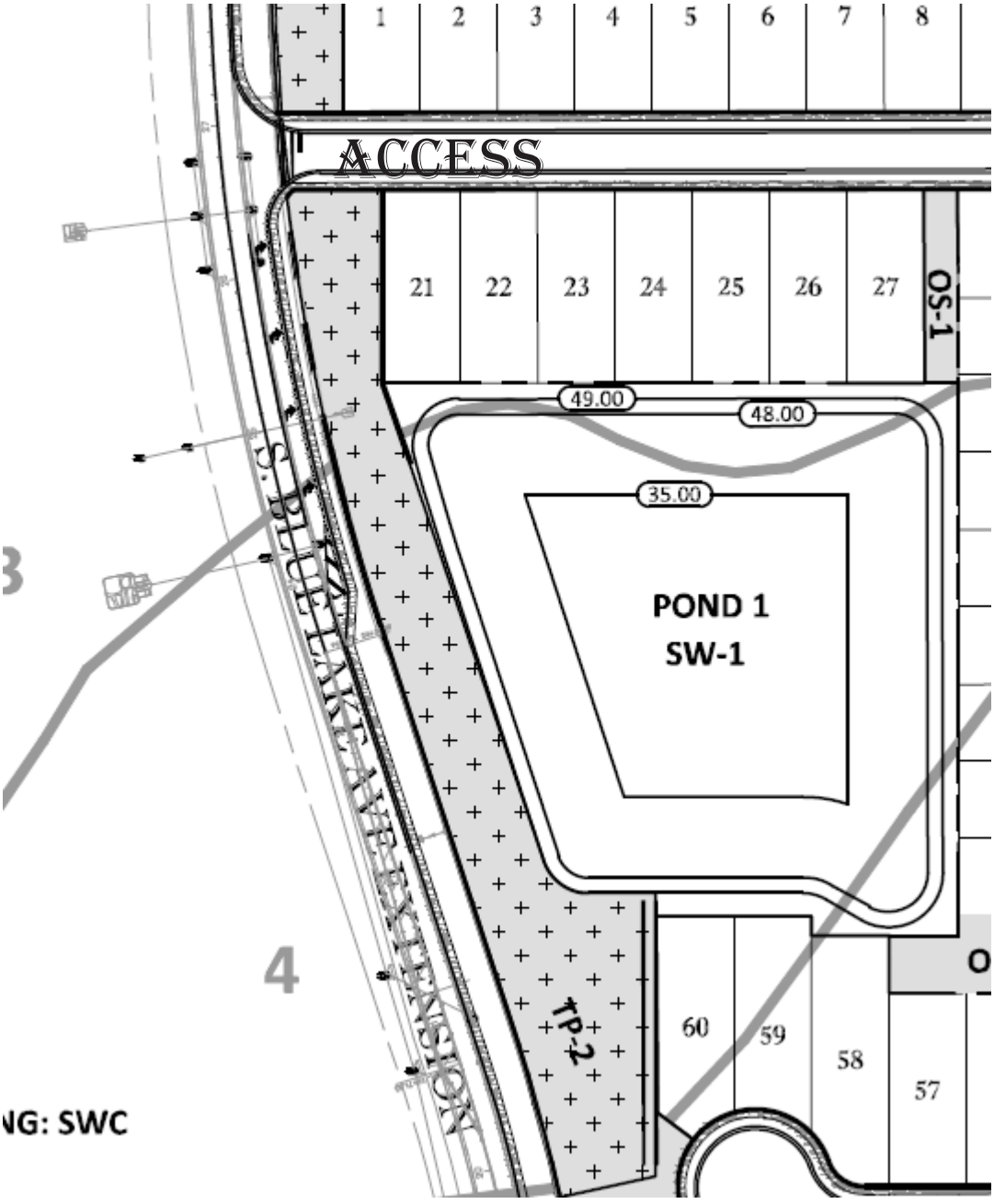
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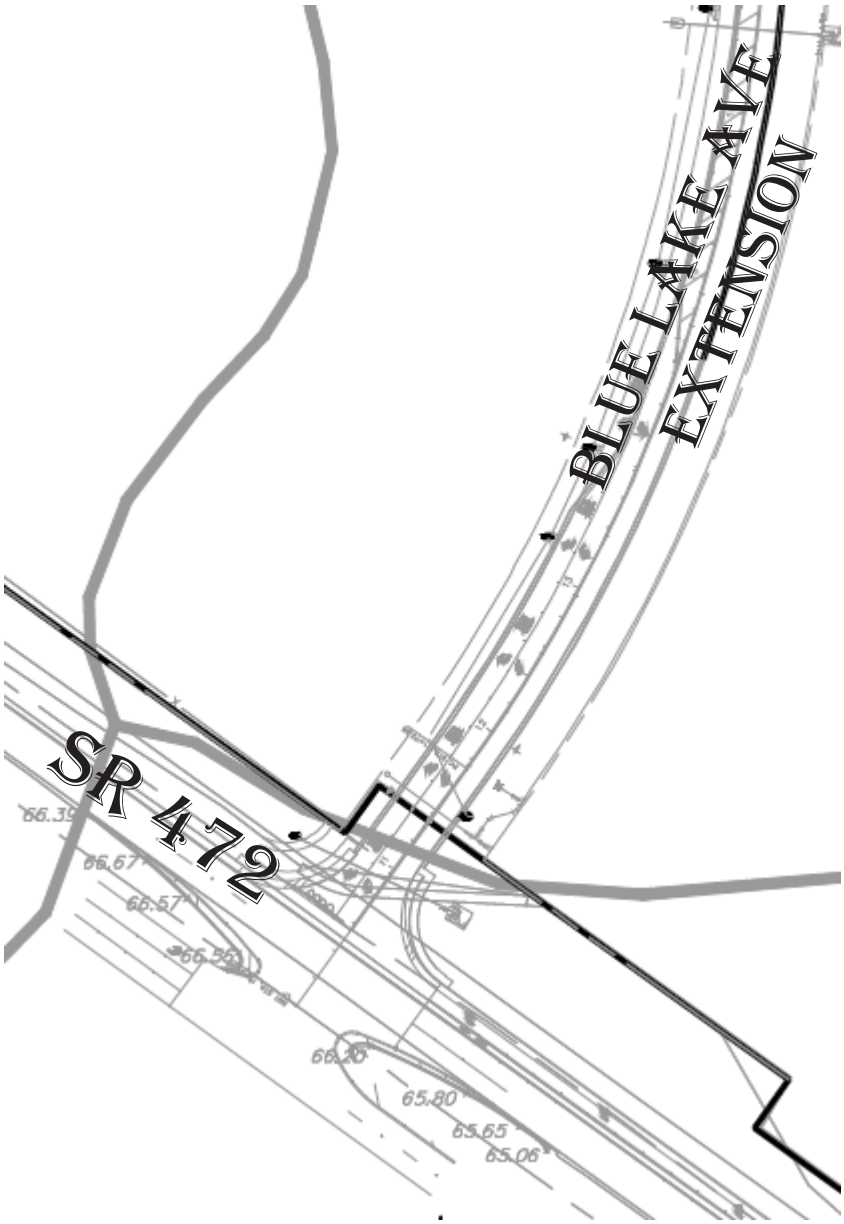
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Volusia County
FLORIDA

Growth & Resource Management
Land Development

November 27, 2023

Christopher Wrenn
PulteGroup, Inc.
4901 Vineland Rd
Orlando, FL 32811

Re: Subdivision Overall Development Plan Preliminary Development Order
2022-S-ODP-0353 / 1072480
Ford 472 Subdivision

Dear Mr. Wrenn:

This letter is the Subdivision Overall Preliminary Development Order for the above-referenced development. Pursuant to the following findings, the DRC has approved the application:

1. The application was accepted on May 15, 2023, and discussed at the June 14, 2023, Technical Staff Review Meeting.

2. The DRC considered the application at their regularly scheduled meeting of October 10, 2023, and approved the Overall Development Plan application 2022-S-ODP-0353, subject to the submittal of revised plans to the satisfactory resolution of staff comments.

3. Revised plans were accepted on October 26, 2023.

A copy of the approved version of the plan, last revision dated October 18, 2023, by Sean Fortier, is enclosed.

Based on this letter you may submit an application for a Preliminary Plat Development Order. A blank application form and a checklist of exhibits and procedures are attached. A fee, as outlined in the attached fee schedule, must be paid at the time of application submittal. The Preliminary Plat application must be consistent with the approved Overall Development Plan and any remaining conditions imposed by the DRC.

Section 72-536(b) of the LDC states, “It is a violation of this division for anyone who is the owner or agent of the owner of any land to transfer, sell, agree to sell, or negotiate to sell such land by reference to, exhibition of, or other use of a plat of a subdivision of such land without having the plat approved as required by this division.”

Pursuant to Section 125.022(5), F.S., issuance of this development order by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. All other applicable state or federal permits shall be obtained before commencement of this development.

Pursuant to Section 72-502(g) of Article III Land Development, Chapter 72 Code of Ordinances (LDC), any person claiming to be aggrieved by a decision of the Enforcement Official or the DRC may file a written appeal within thirty (30) days after said decision with the Land Development Manager to have the decision reviewed by the Volusia County Council. The appeal shall state fully the specific grounds for the appeal and all of the facts relied upon by the petitioner. The County Council shall consider only those items specified in this petition.

Please feel free to contact the Land Development office if you have any questions. The project name and number must be referenced on all inquiries.

Sincerely,



Carol McFarlane, AICP
Planning and Land Development Director
cmcfarlane@volusia.org

CRM/rc
Enclosures

c: James L Rickman, Allen & Company, 16 E Plant St, Winter Garden, FL 34787
Ford Frank A, Group 7 87 5 / Group 4 12 5, Po Box 457, Deland Fl 32721
Sean Fortier, Kelly, Collins & Gentry, Inc, 1700 N Orange Av, Orlando, FL 32804
Todd Bonnett, Bonnett Design Group, LLC, 400 S Orlando Av Suite 201, Maitland, FL 32751
David Romero (via e-mail)

PARCEL DESCRIPTION

PARCEL 1
GOVERNMENT LOT 2, EXCEPT THE W 1/4 THEREOF LYING NORTH OF S.R. 15A, AND LYING SOUTH OF A LINE PARALLEL TO AND 900 FEET SOUTH OF THE NORTH LINE OF SAID GOV'T LOT 2, AND EXCEPT THE EAST 660 FEET OF THE NORTH 1056 FEET, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

AND
THE NORTH 900 FEET OF THE EAST 1/4 OF GOVERNMENT LOT 2, LYING NORTH OF S.R. 15A, EXCEPT THE NORTH 660 FEET THEREOF, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

PARCEL2
THE EAST 1/4 OF GOVERNMENT LOT 2, LYING NORTH OF STATE ROAD 15-A, EXCEPT THE NORTH 900 FEET THEREOF, AND THE WEST 1/4 OF GOVERNMENT LOT 1, LYING NORTH OF STATE ROAD 15-A, EXCEPT THE NORTH 900 FEET, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

NOTE:

PARCEL DESCRIPTION PROVIDED BY ALLEN & COMPANY, DATED 06/08/2021.

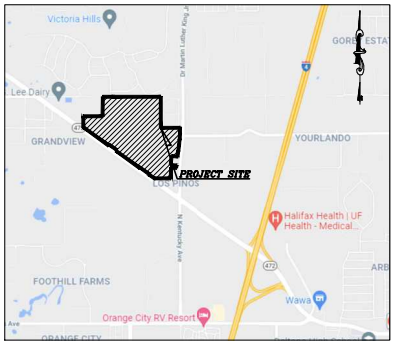
OVERALL DEVELOPMENT PLAN

FOR:

FORD 472 SUBDIVISION

NORTH OF SR 472 & WEST OF DR MARTIN LUTHER KING JR BELTWAY VOLUSIA COUNTY, FLORIDA

VICINITY MAP



SCALE: 1"=2000'

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

PARCEL ID #:
800100000020

PREPARED FOR:

PULTE GROUP

4901 VINELAND ROAD SUITE 460
ORLANDO, FLORIDA 32811
PHONE: (407) 661 2152

DEVELOPMENT TEAM:

DEVELOPER
PULTE GROUP
4901 VINELAND ROAD SUITE 460
ORLANDO, FLORIDA 32811
PHONE: (407) 661 2152

ENGINEER
KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE,
SUITE 400
ORLANDO, FLORIDA 32804
PHONE: (407) 898-7858
FAX: (407) 898-1488

SURVEYOR
ALLEN & COMPANY
16 EAST PLANT STREET
WINTER GARDEN, FLORIDA 34787
PHONE: (407) 654-5355

LANDSCAPE ARCHITECT
BONNET DESIGN GROUP, LLC
PHONE: (407) 463-0136

UTILITIES:

WATER & SEWER
CITY OF DELAND
1101 SOUTH AMELIA AVENUE,
DELAND, FLORIDA 32724
PHONE: (386) 626-7250

RECLAIM WATER
VOLUSIA COUNTY UTILITIES
123 W INDIANA AVE, DELAND, FLORIDA 32720
PHONE: (386) 736-2700

PREPARED BY:

KELLY, COLLINS & GENTRY, INC.
ENGINEERING • PLANNING

1700 NORTH ORANGE AVENUE
SUITE 400
ORLANDO, FLORIDA 32804
PHONE (407) 898-7858
FAX (407) 898-1488

SECTION 01 TOWNSHIP 18, RANGE 30, VOLUSIA COUNTY, FLORIDA

SHEET INDEX

SHEET TITLE	SHEET NO.
COVER SHEET	C-1.0
EROSION CONTROL & TREE PROTECTION	EC-1.0
OVERALL PLAN	C-2.0 TO C-2.1
DIMENSION PLAN	C-3.0 TO C-3.2
PAVING, GRADING, & DRAINAGE PLAN	C-4.0 TO C-4.2
UTILITY PLAN	C-5.0 TO C-5.2

Sean Fortier
2023.10.18
13:29:01-04'00'

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY SEAN C. FORTIER, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

FOR REVIEW ONLY
NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BY THIS BLOCK

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION NUMBER
NOT VALID FOR CONSTRUCTION UNLESS SIGNED BY THIS BLOCK

REVISIONS:

DATE	DESCRIPTION

DRAWN: GPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-1.0

FORD 472 SUBDIVISION VOLUSIA COUNTY, FL

EROSION CONTROL:

1. GENERAL: CONTRACTOR SHALL INSTALL ANY ADDITIONAL EROSION CONTROL WHEN NECESSARY IN ORDER TO MEET STATE AND LOCAL STANDARDS.
2. EXISTING SYSTEMS: CONTRACTOR SHALL PROTECT ALL EXISTING STORMWATER COLLECTION SYSTEMS FROM DAMAGE BY SEDIMENT OR OTHER CONSTRUCTION RELATED CAUSES.
3. CONFLICTS: CONTRACTOR SHALL COORDINATE ALL UTILITY CROSSINGS AND ADDRESS CONFLICTS PRIOR TO BEGINNING WORK IN A GIVEN AREA(S).
4. STABILIZATION:
   A. EROSION CONTROL SHALL BE MAINTAINED WITHIN CONSTRUCTION AREAS BY QUICKLY STABILIZING DISTURBED AREAS TO PREVENT THE RELEASE OF SEDIMENT. THIS SHALL BE ACCOMPLISHED USING SOD, TURBIDITY FENCES, AND OTHER MEANS ACCEPTABLE TO OWNER, ENGINEER, AND REGULATORY AGENCIES.
   B. AREAS DISTURBED THAT WILL NOT BE IMPROVED FOR A PERIOD OF 30 DAYS OR MORE SHALL RECEIVE TEMPORARY STABILIZATION AS DEEMED NECESSARY BY THE MUNICIPAL INSPECTOR.
5. BMPs:
   A. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, CONTRACTOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES BMP TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.
   B. WITH UTILIZING CONSTRUCTION PHASES, CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL ON-SITE BMPs AS DEEMED NECESSARY AND SHALL BE APPROVED BY JURISDICTIONAL AUTHORITIES.
   C. ALL BMPs SHALL BE CLEANED OF SEDIMENT WHEN 50% OR LESS OF BMP IS REACHED.
   D. ALL BMPs SHALL REMAIN IN PLACE UNTIL SUCH TIME THAT THE MUNICIPAL INSPECTOR ALLOWS REMOVAL.
   E. APPROPRIATE BMPs MUST BE IMPLEMENTED TO ENSURE THAT DISCHARGES DO NOT EXCEED SURFACE WATER QUALITY STANDARDS PER THE FDEP CONSTRUCTION GENERIC PERMIT (CGP). IF DEWATERING OFFSITE OR INTO A COUNTY MS4, TURBIDITY MUST BE MONITORED TO ENSURE THAT DISCHARGES DO NOT EXCEED 29 NTU OVER BACKGROUND PER 62-302.530 FAC. REFER TO THE DEWATERING REQUIREMENTS IN 62-621.300(4)(a) CONSTRUCTION GENERIC PERMIT OR 62-621.300(2)(a) DEWATERING GENERIC PERMIT AS APPLICABLE.
   F. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPs SHALL BE MAINTAINED PROPERLY. MAINTENANCE SHALL INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT CONTROL BMPs AFTER EACH RAIN EVENT OF 1/2" AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGRADING, REVEGETATING, AND REMETTING, MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMPs FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPs, OR MODIFICATIONS OF THOSE INSTALLED SHALL BE REQUIRED.
   G. CONTRACTOR SHALL INSPECT BMPs AT END OF EACH WORKING DAY.
   H. SEDIMENT REMOVED FROM BMPs SHALL BE DISPOSED OF IN LANDSCAPED AREAS OUTSIDE OF STEEP SLOPES, WETLANDS, FLOODPLAINS, OR DRAINAGE SWALES AND IMMEDIATELY STABILIZED OR PLACED IN TOPSOIL STOCKPILES.
   I. BMPs USED ON SITE MUST MEET THE MINIMUM SPECIFICATIONS IN THE 2013 STATE OF FLORIDA E&SC DESIGNER AND REVIEWER MANUAL.
6. MULCH:
   A. MULCH WITH MULCH CONTROL NETTING OR EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES 3:1 AND STEEPER.
   B. STRAW MULCH SHALL BE APPLIED IN LONG STRANDS, NOT CHOPPED OR FINELY BROKEN.
7. ENTRANCE/EXIT:
   A. CONSTRUCTION ENTRANCE SHALL BE GRADED SO THAT NO SEDIMENTS LEAVE THE SITE.
   B. ALL EMPLOYEES, SUBCONTRACTORS, AND SUPPLIERS SHALL UTILIZE CONSTRUCTION ACCESS.
   C. CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE SITE AT ONE LOCATION.
   D. ALL EXIT LOCATIONS INTENDED SHALL BE USED CONTINUOUSLY AND FOR A PERIOD OF TIME SHALL HAVE STABILIZED CONSTRUCTION ENTRANCE/EXIT BMPs (TC-1 "STABILIZED CONSTRUCTION ENTRANCE/EXIT" OR TC-2 "ENTRANCE/OUTLET TIRE WASH").
   E. INSPECT ROUTINELY FOR DAMAGE AND ASSESS EFFECTIVENESS OF THE BMP. REMOVE AGGREGATE, SEPARATE AND DISPOSE OF SEDIMENT IF CONSTRUCTION ENTRANCE/EXIT IS CLOGGED NO MORE THAN 50% WITH SEDIMENT.
   F. IF APPLICABLE, ROUTE RUNOFF FROM STABILIZED ENTRANCES THROUGH A SEDIMENT TRAPPING DEVICE BEFORE DISCHARGE.
8. INLETS:
   G. ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AND PIPES SHALL BE PROTECTED FROM SILT, SAND, AND DEBRIS DURING CONSTRUCTION. ANY ACCUMULATION OF DEBRIS WITHIN THE STORM DRAINAGE PIPE SYSTEM SHALL BE REMOVED BY CONTRACTOR.
   H. PROVIDE GEOHAY HAY BALES IN FRONT OF ALL DRAINAGE CURB INLETS AND PROVIDE FILTER FABRIC UNDER THE GRATE OF ALL DITCH BOTTOM INLETS AFTER INITIAL COMPLETION OF THE DRAINAGE STRUCTURES. MAINTAIN THESE MEASURES DAILY.
9. DAILY:
   A. CONSTRUCTION SITE SHALL BE INSPECTED FOR EROSION PROBLEMS DAILY AND AFTER EACH RAINFALL GREATER THAN 0.5". A RAIN GAUGE SHALL BE ON SITE TO MEASURE THE FALL AMOUNTS.
   B. THE ADJACENT STREETS SHALL BE SWEPT AT THE END OF EACH DAY OF DIRT FROM THE CONSTRUCTION SITE. CONTRACTOR SHALL IMPLEMENT STREET SWEEPING AND VACUUMING AS NEEDED. CLEAN DIRT FROM ROADWAYS DAILY.
   C. CONSTRUCTION SITE SHALL BE CLEANED OF LITTER AND TRASH EACH DAY AND DISPOSED OF OFF-SITE.
   D. INSPECT ALL SEDIMENT CONTROL DEVICES FOR DAMAGE DAILY AND REPAIRS AS NEEDED.
   E. CONTRACTOR SHALL EMPLOY SAFETY AND ROADWAY ENTRY AND EXIT PLANS ON A DAILY/WEEKLY BASIS.
   F. HUMAN WASTEWATER SHALL BE COLLECTED ON-SITE BY THE USE OF TEMPORARY SANITARY SERVICE.
10. SILT FENCE:
   A. SILT FENCE SHALL BE IN PLACE AS SHOWN PRIOR TO CONSTRUCTION.
   B. PRIOR TO CONSTRUCTION, SILT FENCE SHALL BE INSTALLED AT THE LIMITS OF CONSTRUCTION AS DEFINED THROUGHOUT THIS PLAN SET. SEE DETAIL SHEETS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION ON EROSION CONTROL.
   C. SILT FENCE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
11. SOD: ALL DISTURBED AREAS SHALL BE SODDED EXCEPT AS SHOWN ON PLAN. ALL SOD IN RIGHT OF WAY SHALL BE ARGENTINE BAHIA. ALL SLOPES 4:1 OR GREATER SHALL BE SODDED.
12. STOCKPILES: SHALL BE ENCOMPASSED WITH SILT FENCE, SHALL NOT EXCEED 35' IN HEIGHT, AND SHALL NOT BE LOCATED NEAR SITE PERIMETER. LOCATION AND SLOPE SHALL BE APPROVED BY MUNICIPAL INSPECTOR AND OTHER JURISDICTIONAL AUTHORITIES AS REQUIRED.
13. TOXIC SUBSTANCES: ALL TOXIC SUBSTANCES (IF ANY) BROUGHT ON-SITE SHALL BE HANDLED AND STORED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND STANDARDS. ALL SUBSTANCES THAT MAY BE CONSIDERED TOXIC SHALL ALSO BE HANDLED AND STORED ACCORDING TO FEDERAL, STATE, AND LOCAL LAWS AND STANDARDS.
14. DRAINAGE/GRADE: THE CONTRACTOR SHALL PROPERLY GRADE ALL EXCAVATED SURFACES TO PROVIDE POSITIVE DRAINAGE AND PREVENT PONDING OF WATER; FINAL CONTROL OF SURFACE WATER TO AVOID DAMAGE TO ADJOINING PROPERTIES OR TO FINISHED WORK ON THE SITE; AND SHALL TAKE REMEDIAL MEASURES TO PREVENT EROSION OF FRESHLY GRADED AREAS UNTIL SUCH TIME AS PERMANENT DRAINAGE AND EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
15. GRAVEL LAYER: GRAVEL LAYER SHALL BE 12" MIN THICK AND PLACED OVER GEOTEXTILE MAT.
16. SPEED: TRUCK SPEED TO BE REDUCED TO CONTROL DUST.
17. DITCHES: KEEP ALL TEMPORARY ROADWAY DITCHES CLEAR.
18. WATER DOWN: CONTRACTOR TO WATER DOWN AREAS WHEN AND WHERE DISTURBED SOIL IS RAISING AND BECOMING AIRBORNE IN ORDER TO SETTLE IT. PERMIT AS NEEDED.
19. SEDIMENT BASIN: LARGE SITES MAY REQUIRE A TEMPORARY SEDIMENT BASIN. CONTRACTOR SHALL DETERMINE LOCATION. TEMPORARY SEDIMENT BASIN SHALL BE APPROVED BY JURISDICTIONAL AUTHORITIES.
20. STORMWATER DISCHARGE: CONTRACTOR TO ABIDE BY ALL PROVISIONS OF THE FDEP GENERAL PERMIT FOR STORM WATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES.
21. DUST ABATEMENT: CONTRACTOR TO PROVIDE A DUST ABATEMENT PLAN INCLUDING A 6-FOOT HIGH SCREEN FENCE ALONG ALL PROPERTY LINES.

DEMOLITION NOTES:

1. DEMOLISH AS REQUIRED TO ACCOMPLISH WORK INDICATED IN THESE DOCUMENTS. ALL REQUIRED DEMOLITION WORK SHALL BE INCLUDED IN THE BASE BID PACKAGE SUBMITTED BY THE CONTRACTOR.
2. DO NOT ALLOW MATERIALS AND DEBRIS GENERATED BY DEMOLITION ACTIVITIES TO ACCUMULATE ON THE JOB SITE. REMOVE DAILY AND DISPOSE OF IN A LEGAL MANNER. NO ON SITE SALE OR BURNING OF REMOVED ITEMS IS PERMITTED.
3. THIS PLAN IS TO BE USED IN CONJUNCTION WITH THE ENTIRE SET OF CONSTRUCTION DRAWINGS. DO NOT REMOVE ANY ITEMS WITHOUT VERIFYING AND COORDINATING WITH ALL GENERAL TRADES AS TO HOW THEY RELATE TO THE OVERALL PROJECT.
4. THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE PUBLIC AND/OR WORKMEN ON THE SITE TO PREVENT ACCIDENTS OR INJURY TO ANY PERSON ON, ABOUT OR ADJACENT TO THE PREMISES. THE CONTRACTOR SHALL COMPLY WITH ALL LAWS, ORDINANCES, CODES AND REGULATIONS PERTAINING TO SAFETY AND THE PREVENTIONS OF ACCIDENTS.
5. THE CONTRACTOR MUST MAINTAIN ADEQUATE SUPPORTS, INSULATIONS, WATERPROOFING, EMERGENCY LIGHTING, SECURITY, ALARMS, ETC. FOR ALL OR PART OF ITEMS WHICH ARE TO REMAIN.

CONTRACTOR CERTIFICATION:

" I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND, AND SHALL COMPLY WITH THE TERMS AND CONDITIONS OF THE STATE OF FLORIDA GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES AND THIS STORMWATER POLLUTION PLAN THEREUNDER."

NAME: TITLE:

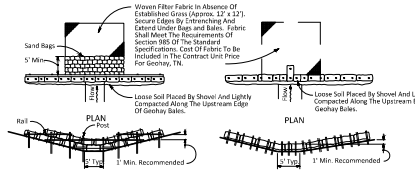
CONTRACTING FIRM: ADDRESS:

TELEPHONE #: DATE:

THIS SOIL EROSION/SEDIMENT CONTROL & DUST ABATEMENT PLAN IS FOR THE PURPOSE OF SHOWING INTENTION OF METHOD TO CONTROL STORM WATER RUNOFF & DUST DISTURBANCE CAUSED BY CONSTRUCTION ACTIVITY. CONTRACTOR SHALL ADJUST AND/OR ADD BMP'S BASED ON SPECIFIC SITE CONDITIONS & CONSTRUCTION ACTIVITY SATISFYING NPDES REQUIREMENTS. CONTRACTOR TO OBTAIN GENERAL PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES (RULE 62-621.300(4), F.A.C.)

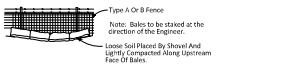


BARRIERS FOR FILL SLOPES

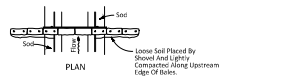


Application and Spacing: The use of Types I & II Geohay bale barriers should be limited to the conditions outlined in Chart1, Sheet 1 of 3, Index No. 102

BARRIER FOR UNPAVED DITCHES

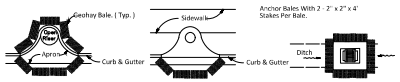


BALES BACKED BY FENCE



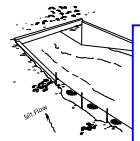
Spacing: Bale barriers for paved ditches should be spaced in accordance with Chart1, Sheet 1 of 3, Index No. 102

BARRIER FOR PAVED DITCH



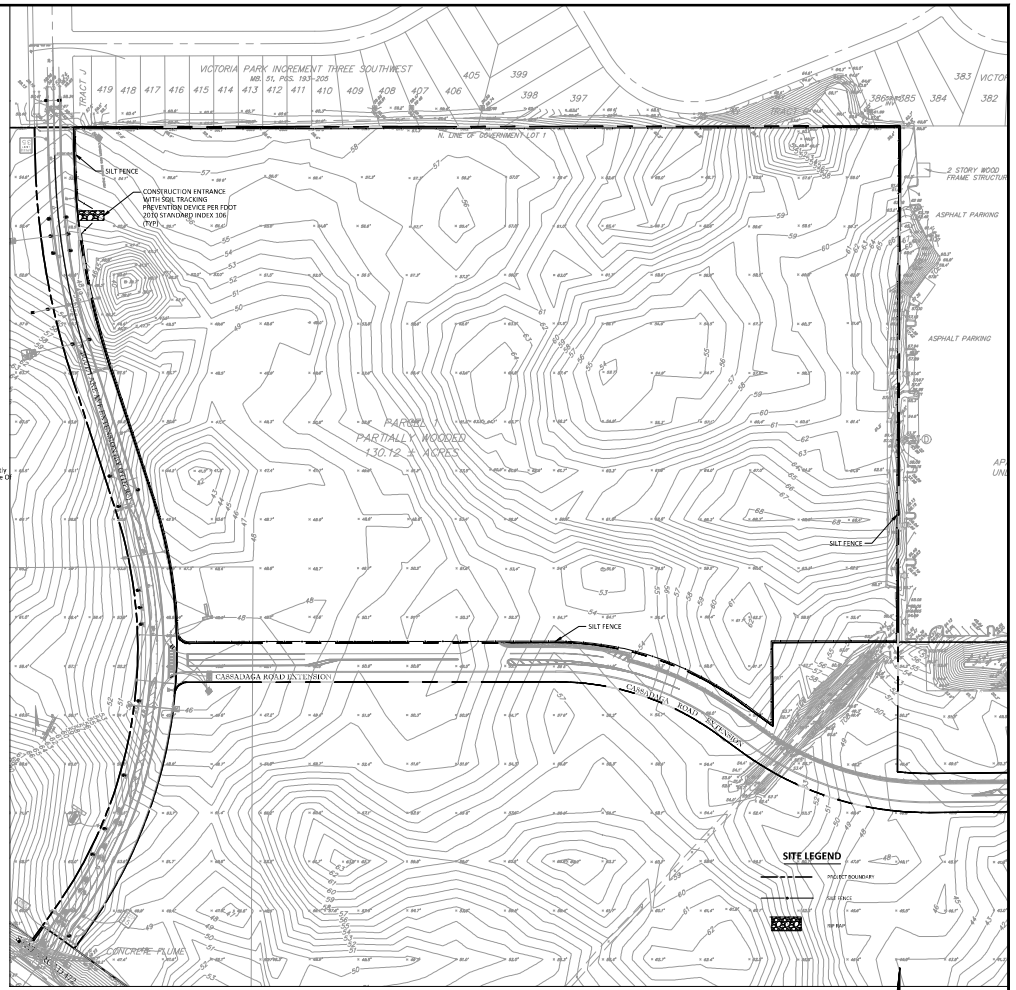
PARTIAL INLET COMPLETED INLET DITCH BOTTOM INLET

PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

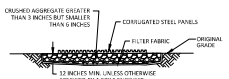


LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director



NOTE:
SILT FENCE SHOWN FOR SCHEMATIC PURPOSES ONLY. SILT FENCE SHOULD BE INSTALLED AT THE LIMITS OF CONSTRUCTION AS DEFINED THROUGHOUT THIS PLAN SET.

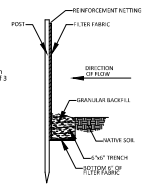


SECTION A-A
NTS

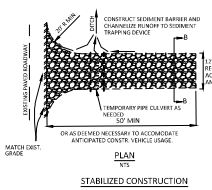


SECTION B-B
NTS

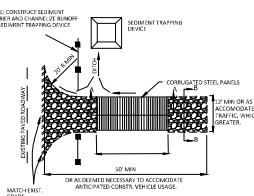
GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
1 inch = 150 ft.



SILT BARRIER DETAIL
N.T.S.



STABILIZED CONSTRUCTION ENTRANCE/EXIT (TYPE 1)



STABILIZED CONSTRUCTION ENTRANCE/EXIT (TYPE 2)

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NUMBER 27868
STATE OF FLORIDA
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #69936
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1488

REVISION
DATE

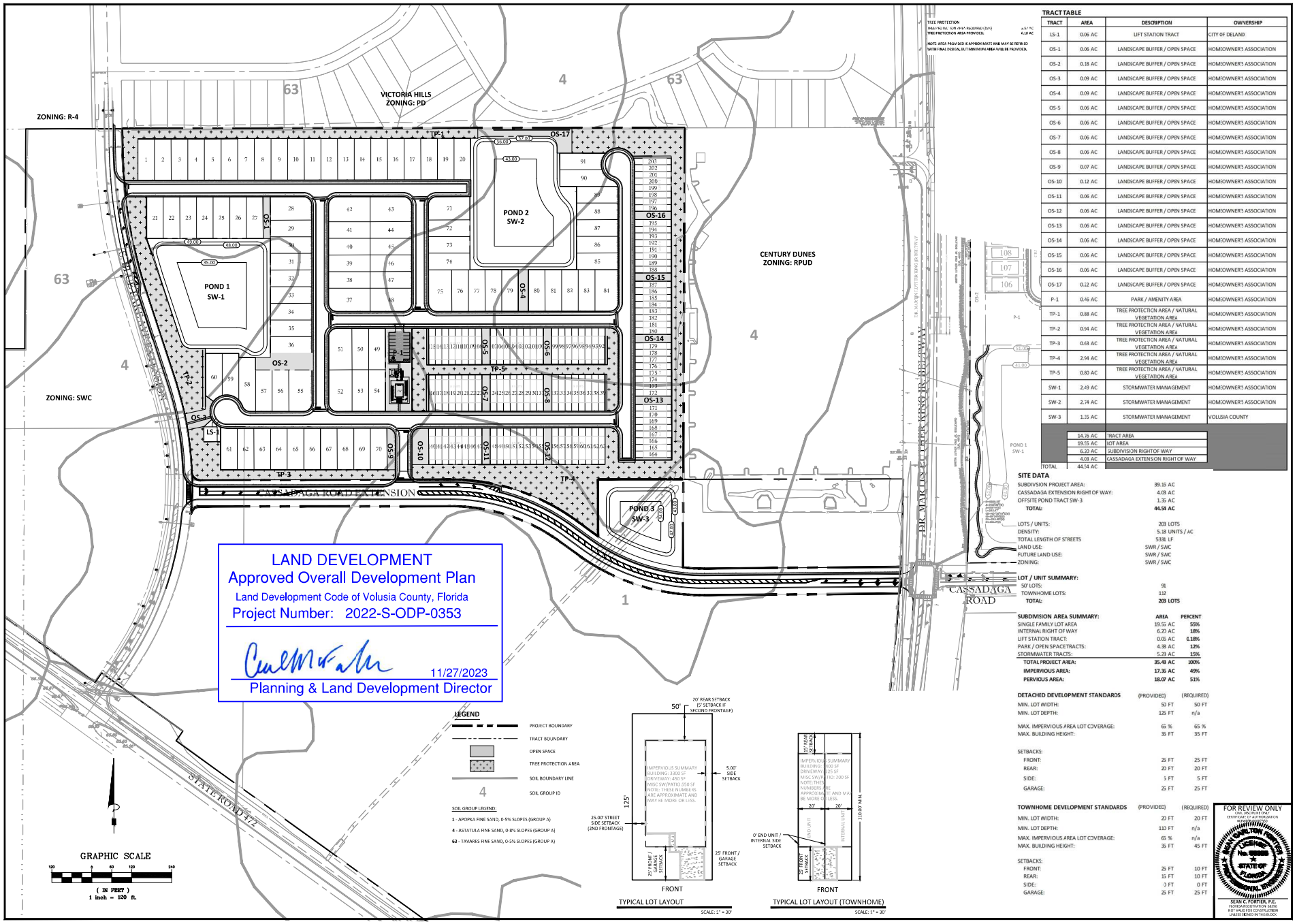
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

EROSION CONTROL & TREE REMOVAL-PROTECTION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
EC-1.0



TRACT TABLE

TRACT	AREA	DESCRIPTION	OWNERSHIP
LS-1	0.06 AC	LIFT STATION TRACT	CITY OF DELAND
OS-1	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-2	0.18 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-3	0.09 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-4	0.09 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-5	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-6	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-7	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-8	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-9	0.07 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-10	0.12 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-11	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-12	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-13	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-14	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-15	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-16	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-17	0.22 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
P-1	0.46 AC	PARK / AMENITY AREA	HOMEOWNER'S ASSOCIATION
TP-1	0.88 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-2	0.94 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-3	0.63 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-4	2.94 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-5	0.80 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
SW-1	2.49 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-2	2.74 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-3	1.35 AC	STORMWATER MANAGEMENT	VOLUSIA COUNTY

	14.76 AC	TRACT AREA
	19.55 AC	LOT AREA
	6.20 AC	SUBDIVISION RIGHT OF WAY
	4.03 AC	CASSADAGA EXTENSION RIGHT OF WAY
TOTAL	44.54 AC	

SITE DATA

SUBDIVISION PROJECT AREA:	39.15 AC
CASSADAGA EXTENSION RIGHT OF WAY:	4.03 AC
OFFSITE POND TRACT SW-3	1.35 AC
TOTAL:	**44.54 AC**
LOTS / UNITS:	208 LOTS
DENSITY:	5.18 UNITS / AC
TOTAL LENGTH OF STREETS	5331 LF
LAND USE:	SWR / SWC
FUTURE LAND USE:	SWR / SWC
ZONING:	SWR / SWC

LOT / UNIT SUMMARY:

50' LOTS:	96
TOWNHOME LOTS:	112
TOTAL:	**208 LOTS**

SUBDIVISION AREA SUMMARY:	AREA	PERCENT
SINGLE FAMILY LOT AREA	19.55 AC	55%
INTERNAL RIGHT OF WAY	6.20 AC	18%
LIFT STATION TRACT:	0.06 AC	0.18%
PARK / OPEN SPACE TRACTS:	4.38 AC	12%
STORMWATER TRACTS:	5.23 AC	15%
TOTAL PROJECT AREA:	**35.43 AC**	**100%**
IMPERVIOUS AREA:	**17.35 AC**	**49%**
PERVIOUS AREA:	**18.07 AC**	**51%**

DETACHED DEVELOPMENT STANDARDS	(PROVIDED)	(REQUIRED)
MIN. LOT WIDTH:	50 FT	50 FT
MIN. LOT DEPTH:	125 FT	n/a
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %	65 %
MAX. BUILDING HEIGHT:	35 FT	35 FT
SETBACKS:		
FRONT:	25 FT	25 FT
REAR:	20 FT	20 FT
SIDE:	5 FT	5 FT
GARAGE:	25 FT	25 FT

TOWNHOME DEVELOPMENT STANDARDS	(PROVIDED)	(REQUIRED)
MIN. LOT WIDTH:	20 FT	20 FT
MIN. LOT DEPTH:	110 FT	n/a
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %	n/a
MAX. BUILDING HEIGHT:	35 FT	45 FT
SETBACKS:		
FRONT:	25 FT	10 FT
REAR:	15 FT	10 FT
SIDE:	0 FT	0 FT
GARAGE:	25 FT	25 FT

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DATE

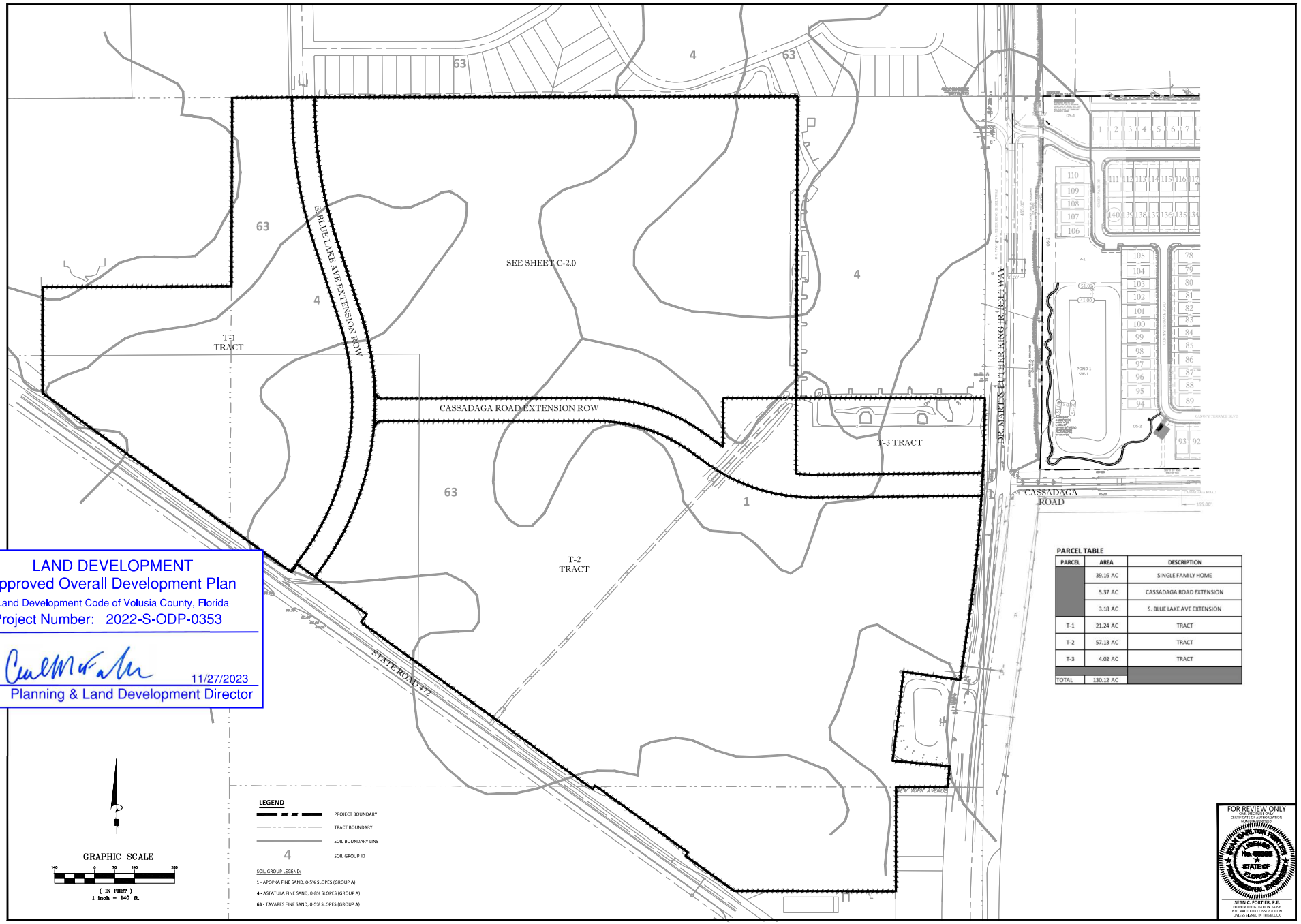
PREPARED FOR:
PULTE GROUP

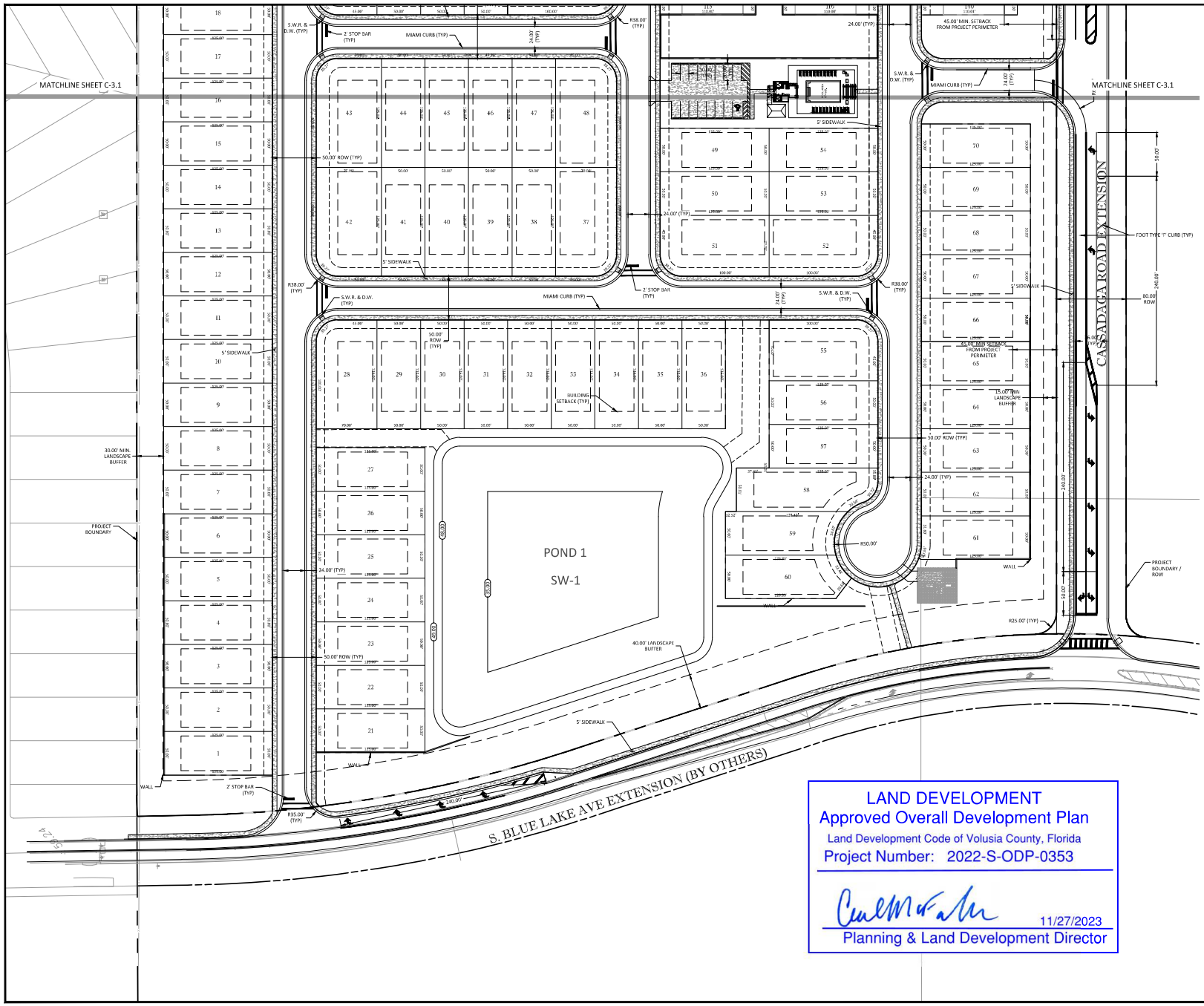
FORD 472
SUBDIVISION

OVERALL PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-2.0


63
4
SEE SHEET C-2.0
T-1
TRACT
BLUE LAKE AVE EXTENSION ROW
CASSADAGA ROAD EXTENSION ROW
T-3 TRACT
T-2
TRACT
DR MARTIN LUTHER KING JR BELTWAY
CASSADAGA
ROAD
STATE ROAD 472
W FORD AVENUE
POND 1
SW-1
LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353
11/27/2023
Planning & Land Development Director
GRAPHIC SCALE
(IN FEET)
1 inch = 140 ft.
LEGEND
PROJECT BOUNDARY
TRACT BOUNDARY
SOIL BOUNDARY LINE
SOIL GROUP ID
SOIL GROUP LEGEND:
1 - APOPKA FINE SAND, 0-5% SLOPES (GROUP A)
4 - ASTATULA FINE SAND, 0-8% SLOPES (GROUP A)
63 - TAVARES FINE SAND, 0-5% SLOPES (GROUP A)
PARCEL TABLE
PARCEL
AREA
DESCRIPTION
39.16 AC
SINGLE FAMILY HOME
5.37 AC
CASSADAGA ROAD EXTENSION
3.18 AC
S. BLUE LAKE AVE EXTENSION
T-1
21.24 AC
TRACT
T-2
57.13 AC
TRACT
T-3
4.02 AC
TRACT
TOTAL
130.12 AC
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CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NUMBER 30000
SEAN C. FORTIER
LICENSE
No. 73000
STATE OF
FLORIDA
PROFESSIONAL ENGINEER
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #73000
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KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-1700 FAX (407) 896-1468
REVISION
DATE
PREPARED FOR:
PULTE GROUP
FORD 472 SUBDIVISION
OVERALL PLAN
DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023
SHEET
C-2.1



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FORD 472
SUBDIVISION

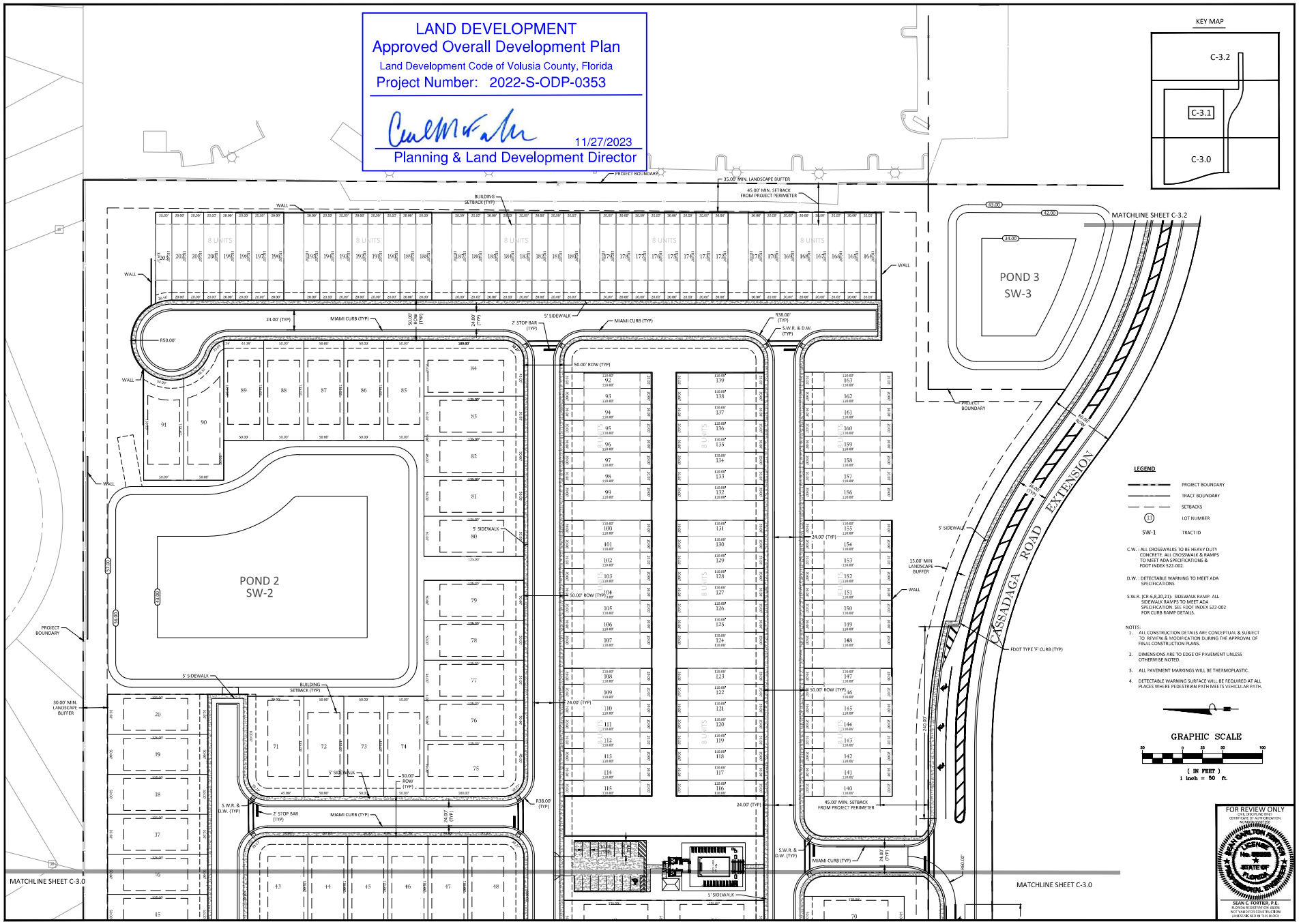
DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-3.0

LAND DEVELOPMENT
Approved Overall Development Plan
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11/27/2023
Planning & Land Development Director



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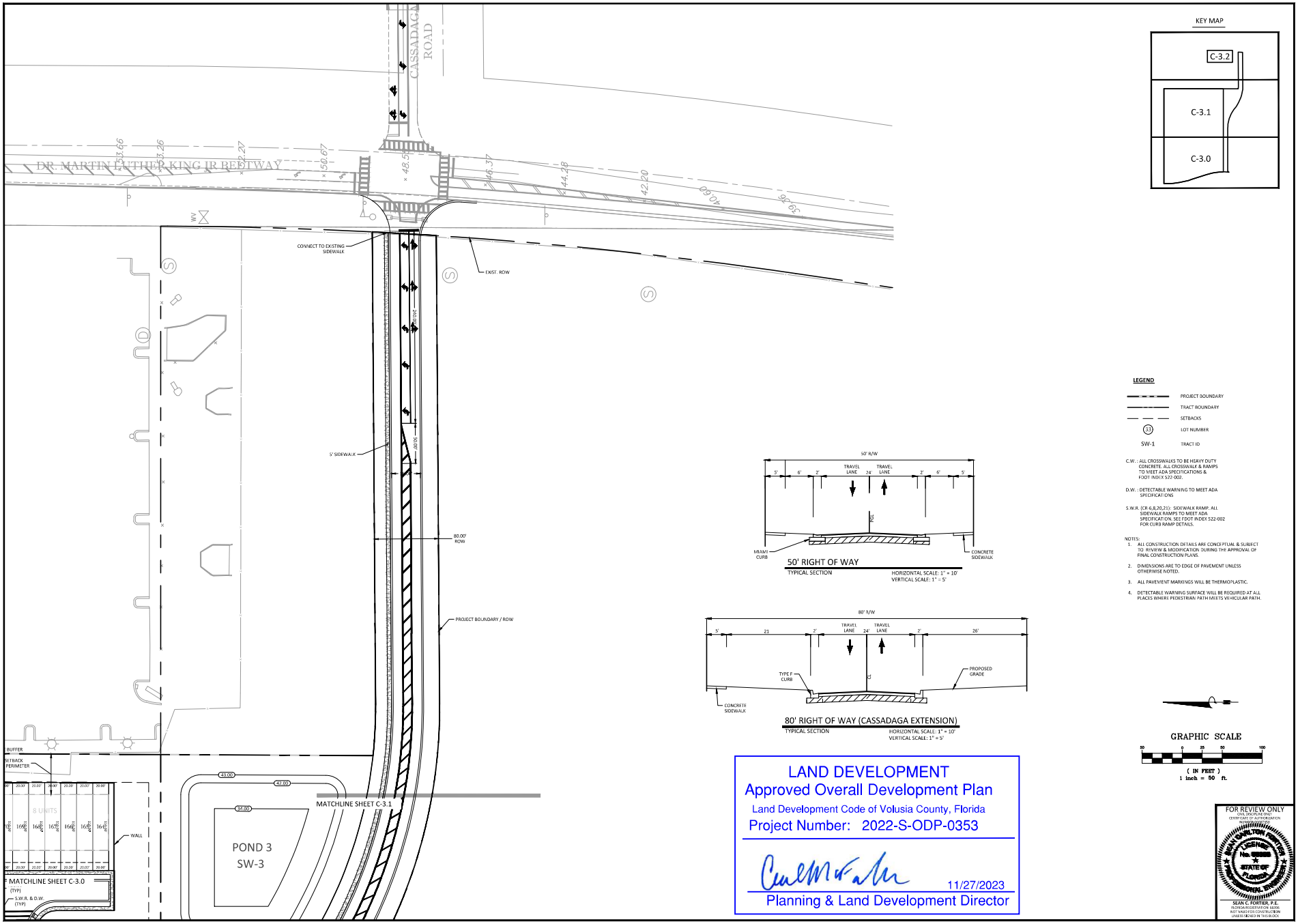
PREPARED FOR:
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FORD 472
SUBDIVISION

DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
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JOB NO.: 1496.000
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SHEET
C-3.1



KEY MAP

50' RIGHT OF WAY
TYPICAL SECTION
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

80' RIGHT OF WAY (CASSADAGA EXTENSION)
TYPICAL SECTION
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

LEGEND

- PROJECT BOUNDARY
- TRACT BOUNDARY
- SETBACKS
- (33) LOT NUMBER
- SW-1 TRACT ID

C.W. : ALL CROSSWALKS TO BE HEAVY DUTY CONCRETE. ALL CROSSWALK & RAMPS TO MEET ADA SPECIFICATIONS & FDOT INDEX 522-002.

D.W. : DETECTABLE WARNING TO MEET ADA SPECIFICATIONS

S.W.R. (CR 6,8,20,21): SIDEWALK RAMP. ALL SIDEWALK RAMPS TO MEET ADA SPECIFICATION. SEE FDOT INDEX 522-002 FOR CURB RAMP DETAILS.

NOTES:
1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
2. DIMENSIONS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. ALL PAVEMENT MARKINGS WILL BE THERMOPLASTIC.
4. DETECTABLE WARNING SURFACE WILL BE REQUIRED AT ALL PLACES WHERE PEDESTRIAN PATH MEETS VEHICULAR PATH.

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

LAND DEVELOPMENT
Approved Overall Development Plan
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Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

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NUMBER 28868

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REVISION | DATE

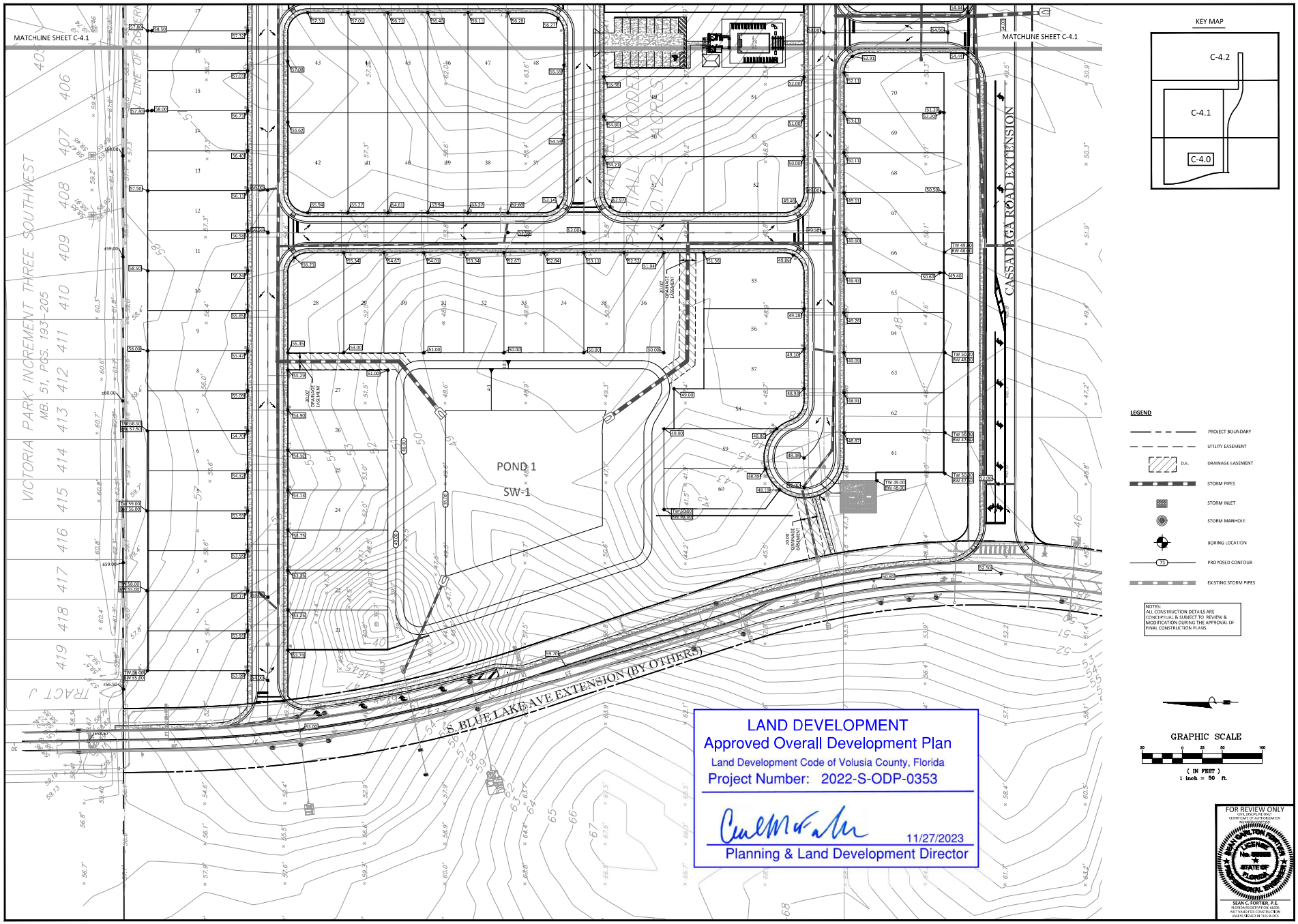
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-3.2



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1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION | DATE

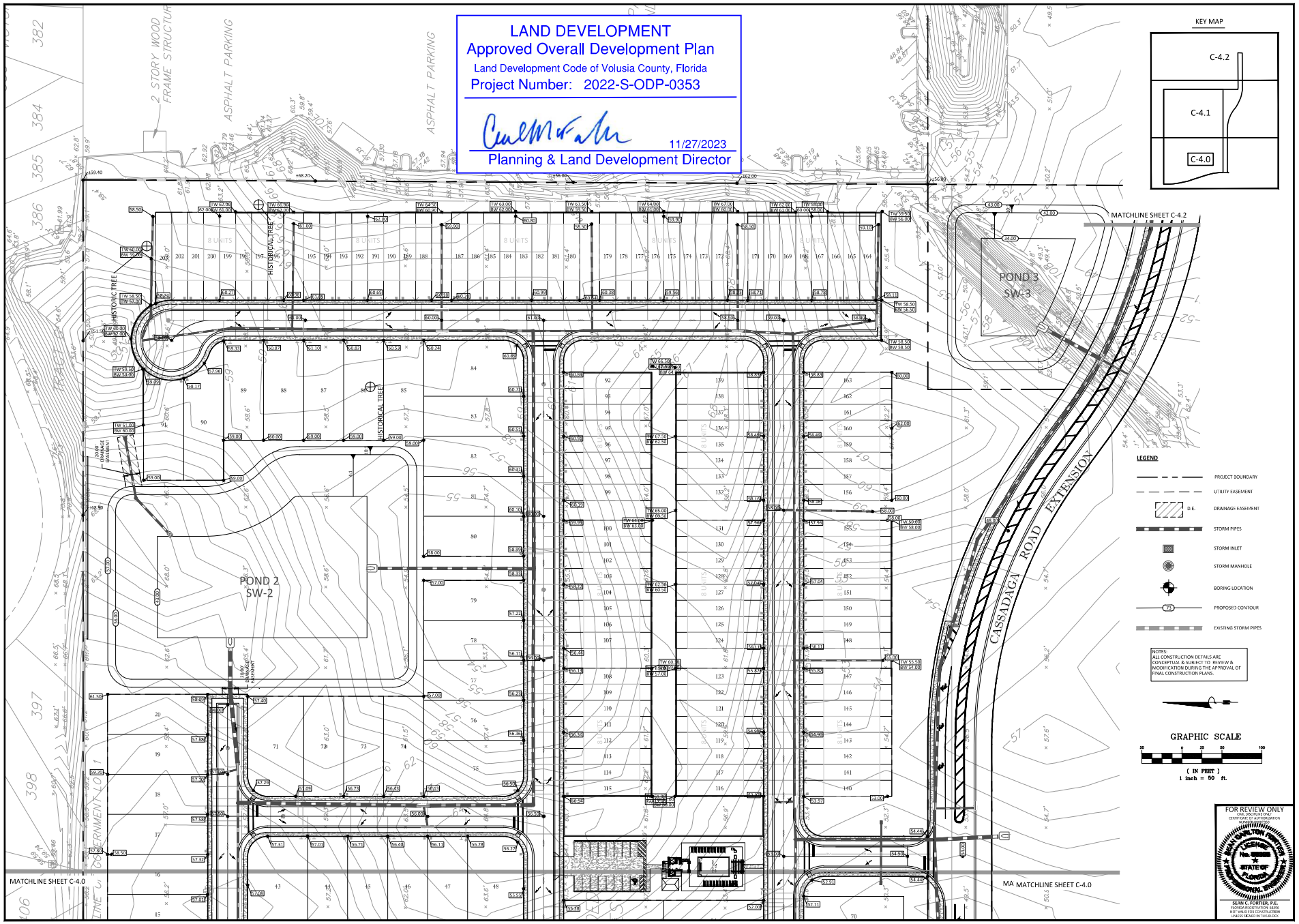
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

PAVING, GRADING, & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-4.0



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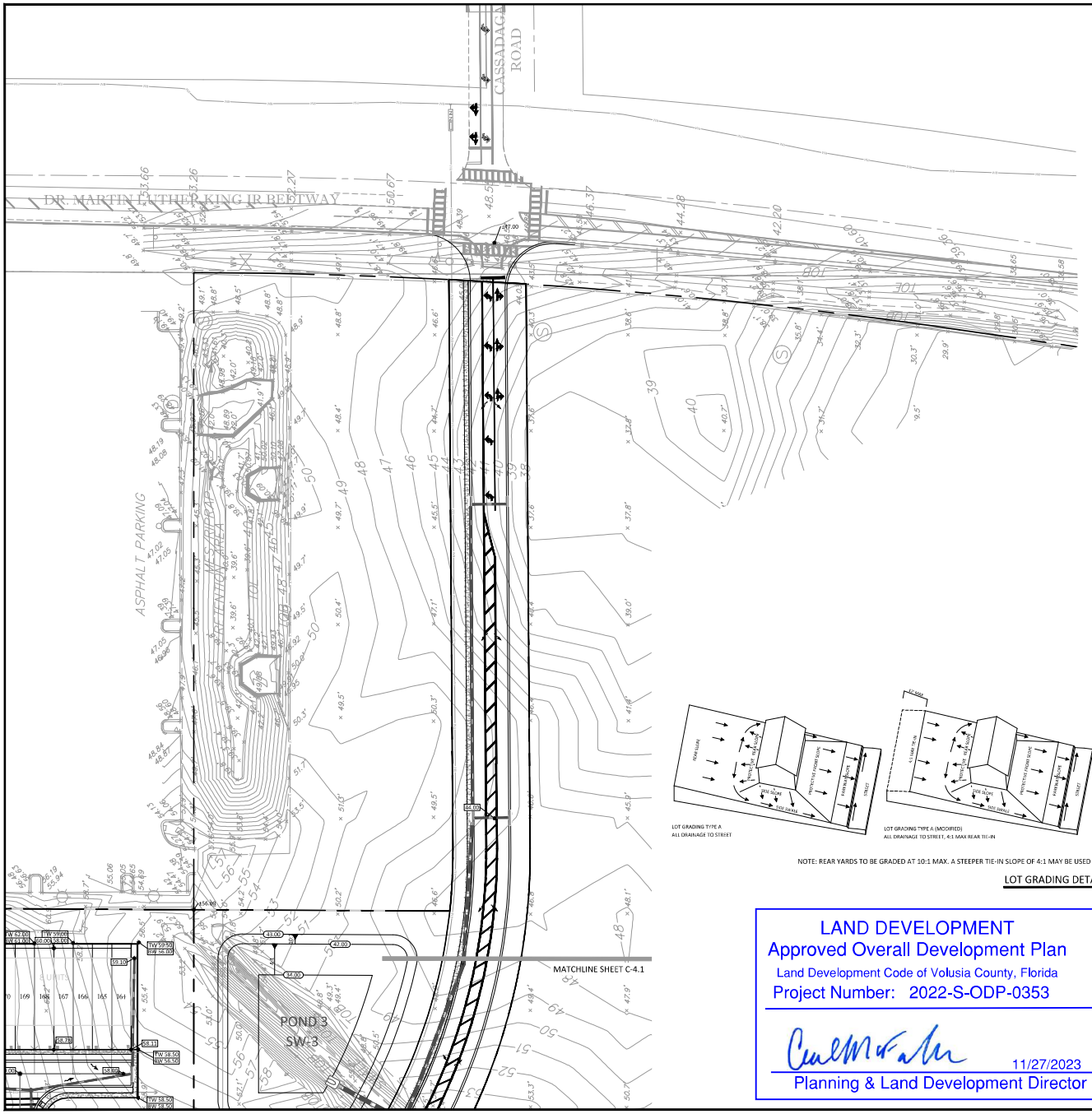
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

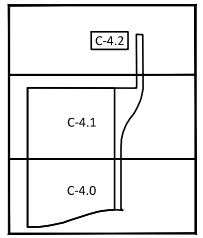
PAVING, GRADING, & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1490.000
DATE: 08/21/2023

SHEET
C-4.1



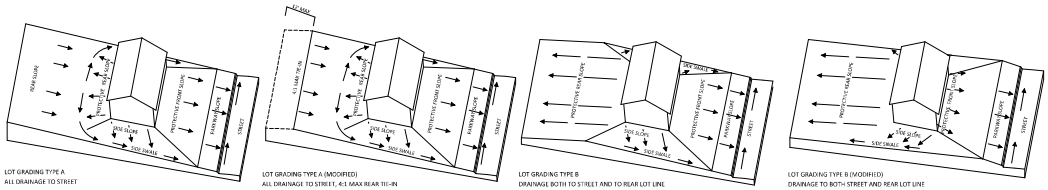
KEY MAP



LEGEND

- PROJECT BOUNDARY
- UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- STORM PIPES
- STORM INLET
- STORM MANHOLE
- BORING LOCATION
- PROPOSED CONTOUR
- EXISTING STORM PIPES

NOTES:
ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.



NOTE: REAR YARDS TO BE GRADED AT 10:1 MAX. A STEEPER TIE-IN SLOPE OF 4:1 MAY BE USED WITHIN 12' OF REAR PROPERTY LINE ONLY.

LOT GRADING DETAILS

NTS

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

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NUMBER 29000
STATE OF FLORIDA
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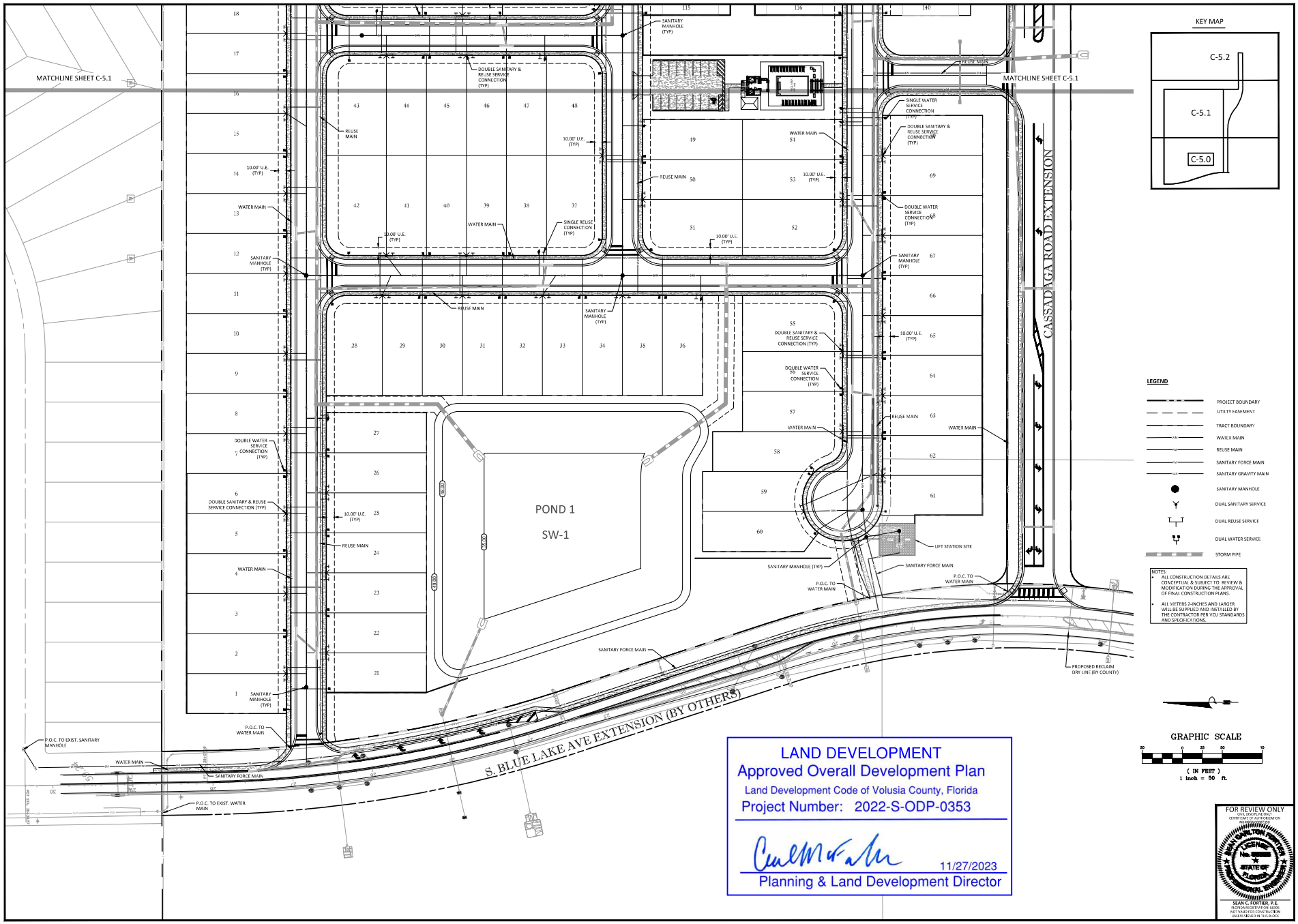
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

PAVING, GRADING & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-4.2



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REVISION
DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

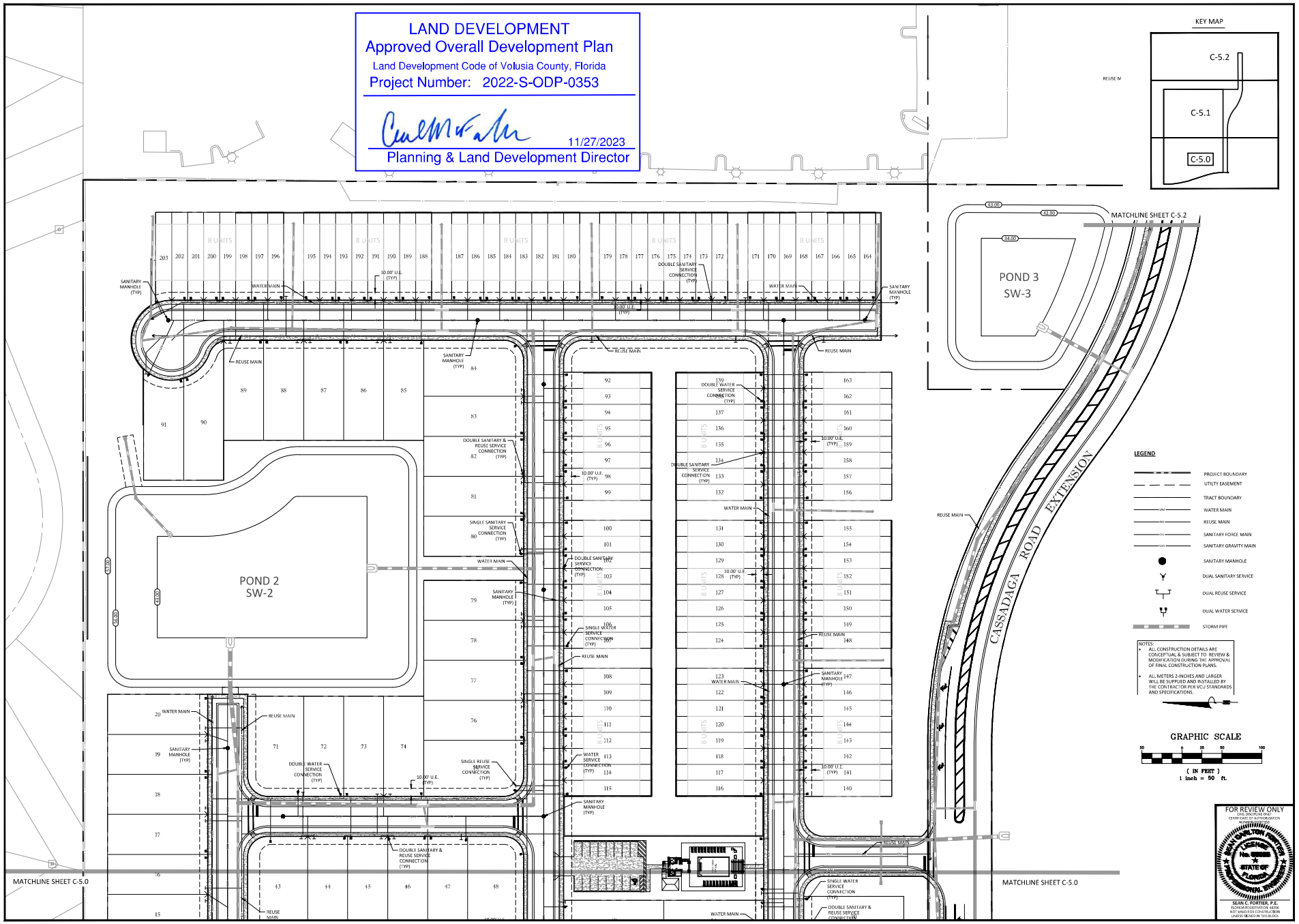
UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.0

LAND DEVELOPMENT
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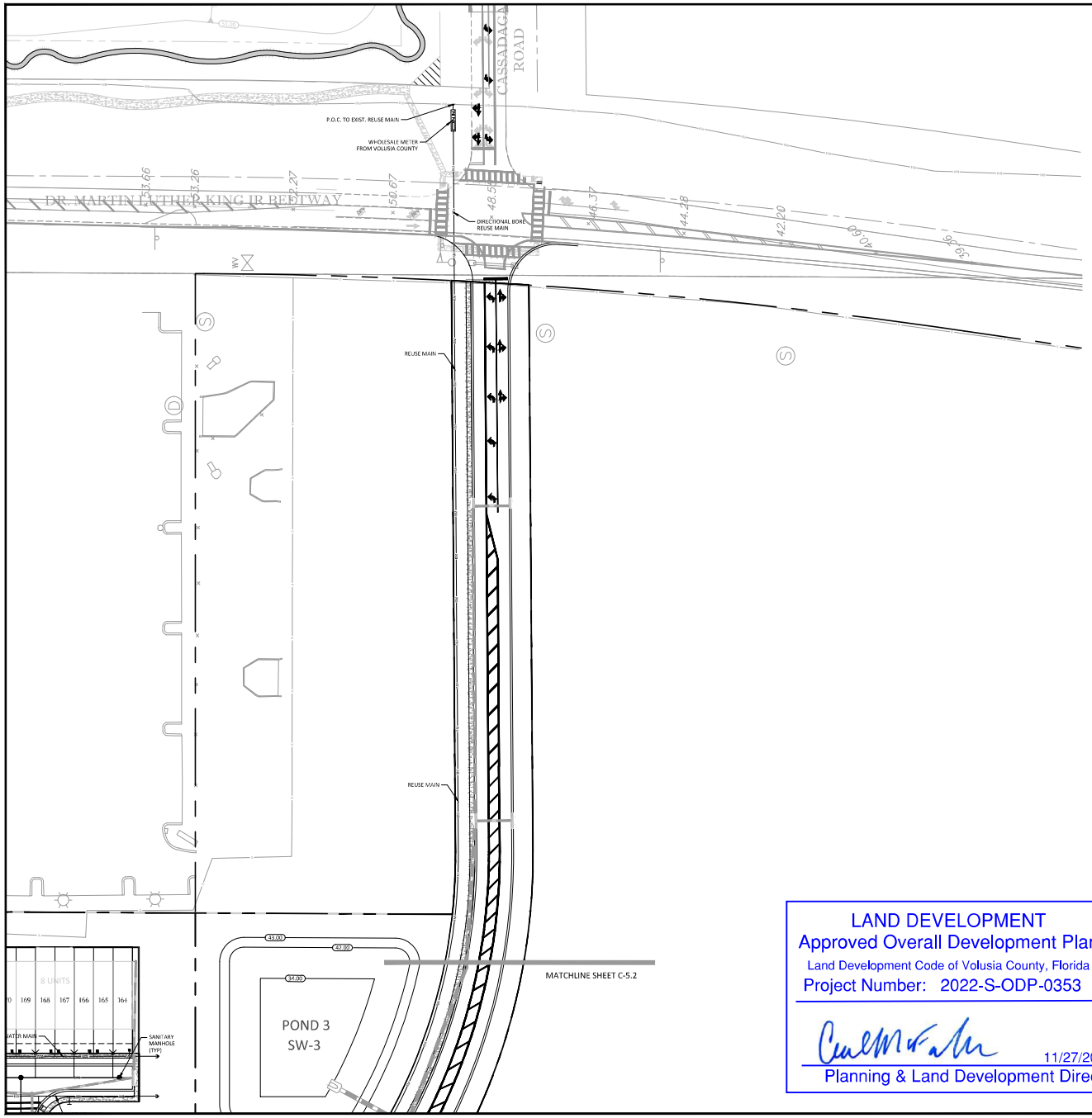
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

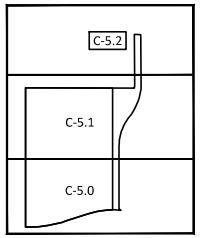
UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.1



KEY MAP



LEGEND

- PROJECT BOUNDARY
- UTILITY EASEMENT
- TRACT BOUNDARY
- WATER MAIN
- REUSE MAIN
- SANITARY FORCE MAIN
- SANITARY GRAVITY MAIN
- SANITARY MANHOLE
- DUAL SANITARY SERVICE
- DUAL REUSE SERVICE
- DUAL WATER SERVICE
- STORM PIPE

NOTES:
- ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
- ALL METERS 2-INCHES AND LARGER WILL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR PER VCU STANDARDS AND SPECIFICATIONS.

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

LAND DEVELOPMENT
Approved Overall Development Plan
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Project Number: 2022-S-ODP-0353

11/27/2023
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FORD 472
SUBDIVISION

UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.2

Appendix C
Study Methodology and Approval

Volusia County
Traffic Engineering

The following proposed development project has an *APPROVED TIA METHODOLOGY:*

Project: **Ford 472**

Date of Approval: **July 18, 2024**

Date of Expiration*: **January 18, 2025**

TIA Approval Required By*: **July 18, 2025**

Conditions:

The respective TIA can now be accepted for review by the county. TIAs must be completed per the River-to-Sea TPO TIA Guidelines, which can be found on the R2CTPO.org website.

Approval Signature: _____

TIA SUBMISSION TO COUNTY:

Two steps are required:

1) Submit the following items through email to Omar Atallah (Oatallah@volusia.org) and William White (Wdwhite@volusia.org)
- *PDF copy of the complete TIA (TIA needs to include completed TIA checklist)*
- *Response to Comments (if resubmitted)*

2) Due size limitations and computer input file incompatibility issues, send the following directly to VCTE by Mail or Delivery:
- *CD or USB drive containing all computer input files*

***REMINDERS:**

- TIA approval needs to be obtained within a year of the approved methodology based on the interpretation of the TPO TIA Guidelines, which state that an approved methodology is valid for up to 6 months and a TIA is valid for up to a year..
- The TIA submitted to support a development plan or use permit cannot be older than one year.
- Advisory: If the applicant waits to submit the TIA or TIA revisions, requested updates to vested trip data, growth rates, traffic count data, etc. are likely to occur. (Example: Applicant submits TIA, receives comments, but doesn't update the TIA and respond to comments until 10 months later.)

Questions about TIAs and TIA methodologies should be addressed to Omar Atallah at Oatallah@volusia.org

MEMORANDUM

June 5, 2024

Re: Ford 472 Subdivision
Traffic Impact Analysis Methodology
City of DeLand, Florida
Project № 21145, v2.1

The following is an outline of the Traffic Impact Analysis (TIA) methodology for the above referenced project. In general, the TIA will conform to the methodology requirements and guidelines documented by the River to Sea Transportation Planning Organization (R2CTPO). The memorandum also addresses Volusia County comments, as detailed in the response to comment letters provided in the **Attachments.**

Project

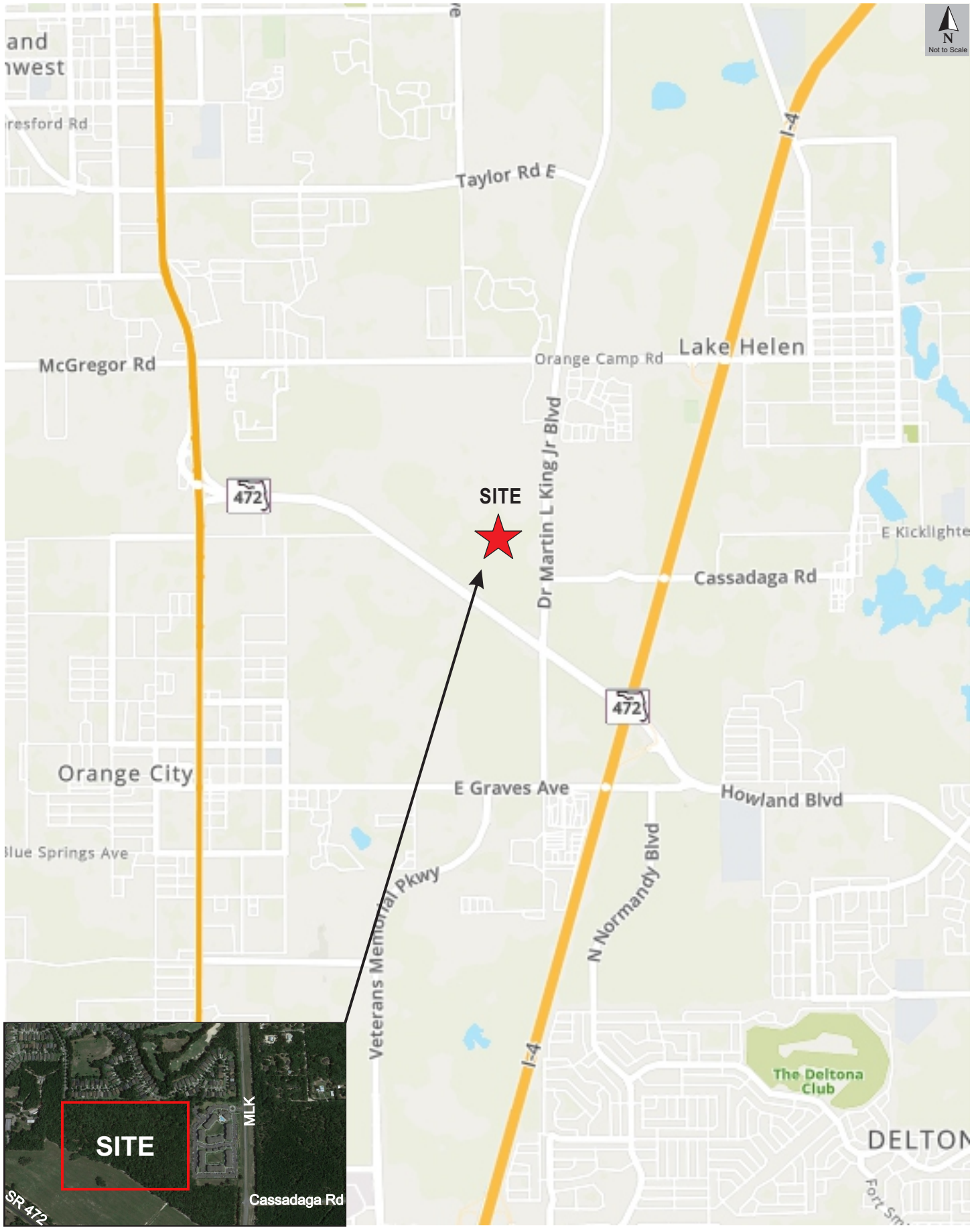
The proposed development consists of 91 single family dwelling units and 112 townhomes with an anticipated buildout year of 2028. The proposed conceptual site plan along with the approved development plan is provided in the **Attachments**. An excerpt of the contract depicting the right to create an easement for Cassadaga Road extension is also provided in the **Attachments**.

Project Location

The site is located west of Dr. Martin Luther King Jr. Beltway (MLK) and north of State Road 472 (SR 472) in the City of DeLand, Florida, as shown in **Figure 1**.

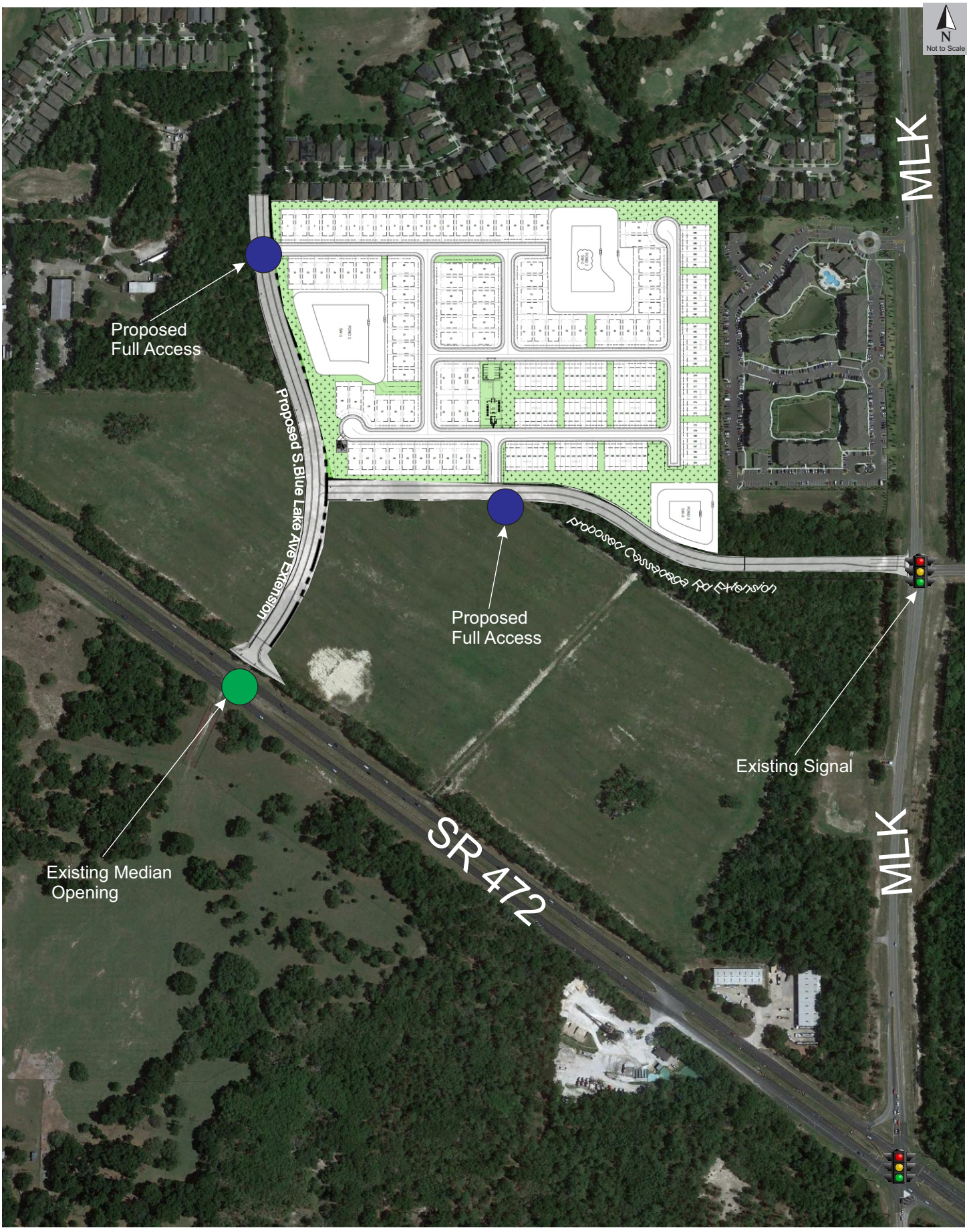
Project Access

The development is proposing to connect to the transportation network by extending Cassadaga Road and South Blue Lake Avenue to connect at SR 472 at an existing full median opening and to MLK at Cassadaga Road. Access to the site is proposed via two (2) full access driveways, one (1) each on Cassadaga Road extension and one (1) on Blue Lake Avenue Extension. The proposed access plan is shown in **Figure 2.**



Site Location Map
Ford 472
21145, v2.1

Figure 1



Proposed Access Plan
Ford 472
21145, v2.1

Figure
2

Trip Generation

The trip generation analysis for the proposed development was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*. The trip generation calculation for the project is summarized in **Table 1** and detailed trip generation sheets are provided in **Attachments**. **Table 1** summarizes the resulting trip generation analysis.

Table 1

Trip Generation Calculation

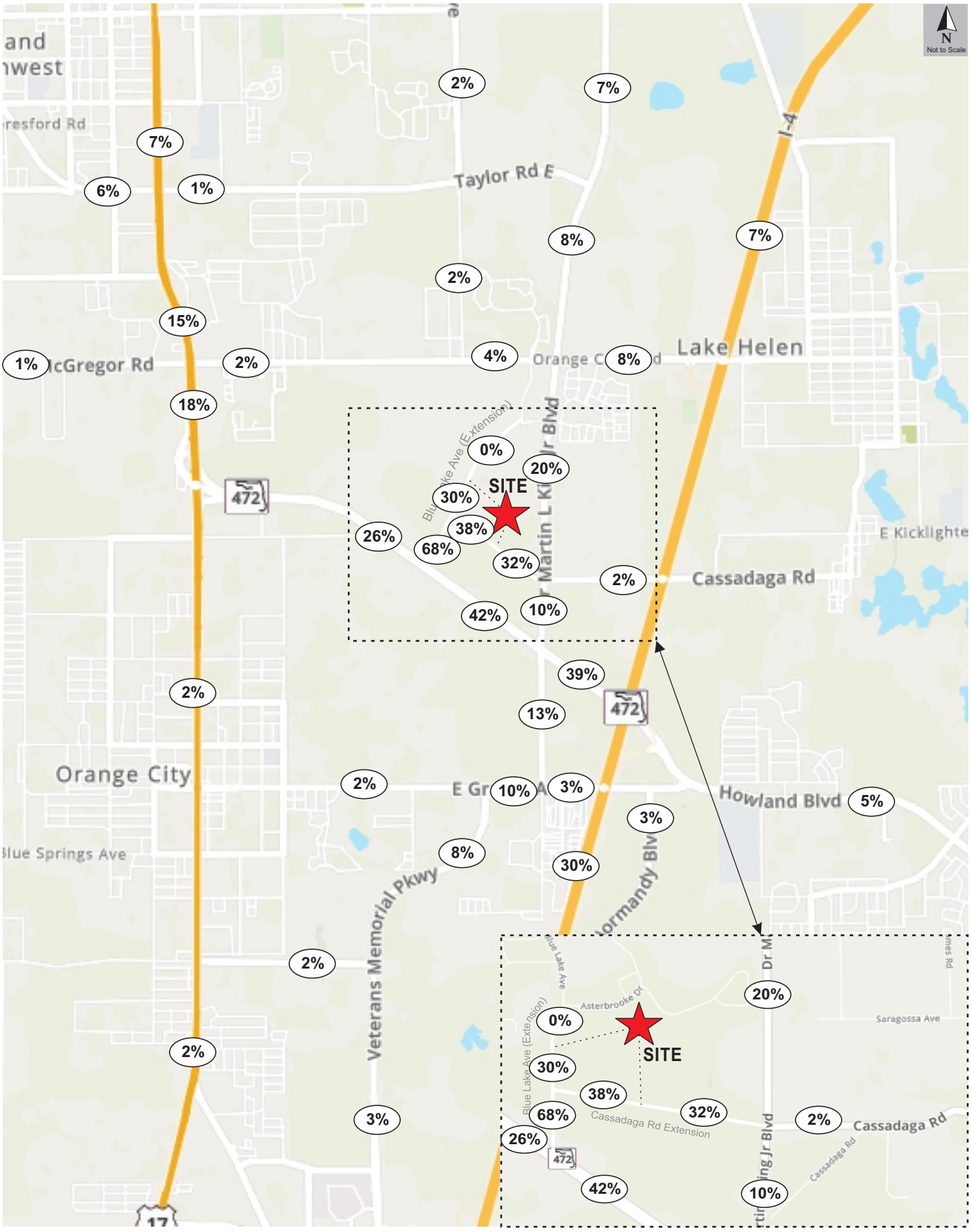
ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential	91 DU	10.17	925	0.75	68	17	51	1.00	91	57	34
215	Single Family Attached (Townhomes)	112 DU	7.17	803	0.47	53	13	40	0.56	63	37	26
Net Trip Generation				1,728		121	30	91		154	94	60

ITE Trip Generation Manual, 11th Edition

The proposed development is projected to generate 1,728 new daily trips, of which 121 trips occur during the AM peak hour and 154 trips occur during the PM peak hour. Per the River to Sea Transportation Planning (R2CTPO) traffic study guidelines, the development requires a traffic impact analysis as it generates more than 1,000 daily new trips.

Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model (CFRPM v7.0).* The model highway network was modified to add the proposed Cassadaga Road extension and S. Blue Lake Avenue connection to SR 472. The distribution was slightly adjusted to reflect modification to the local network as well as prevailing traffic flow patterns in the general area. The raw model output is included in the **Attachments.** The adjusted trip distribution is shown in **Figure 3.**

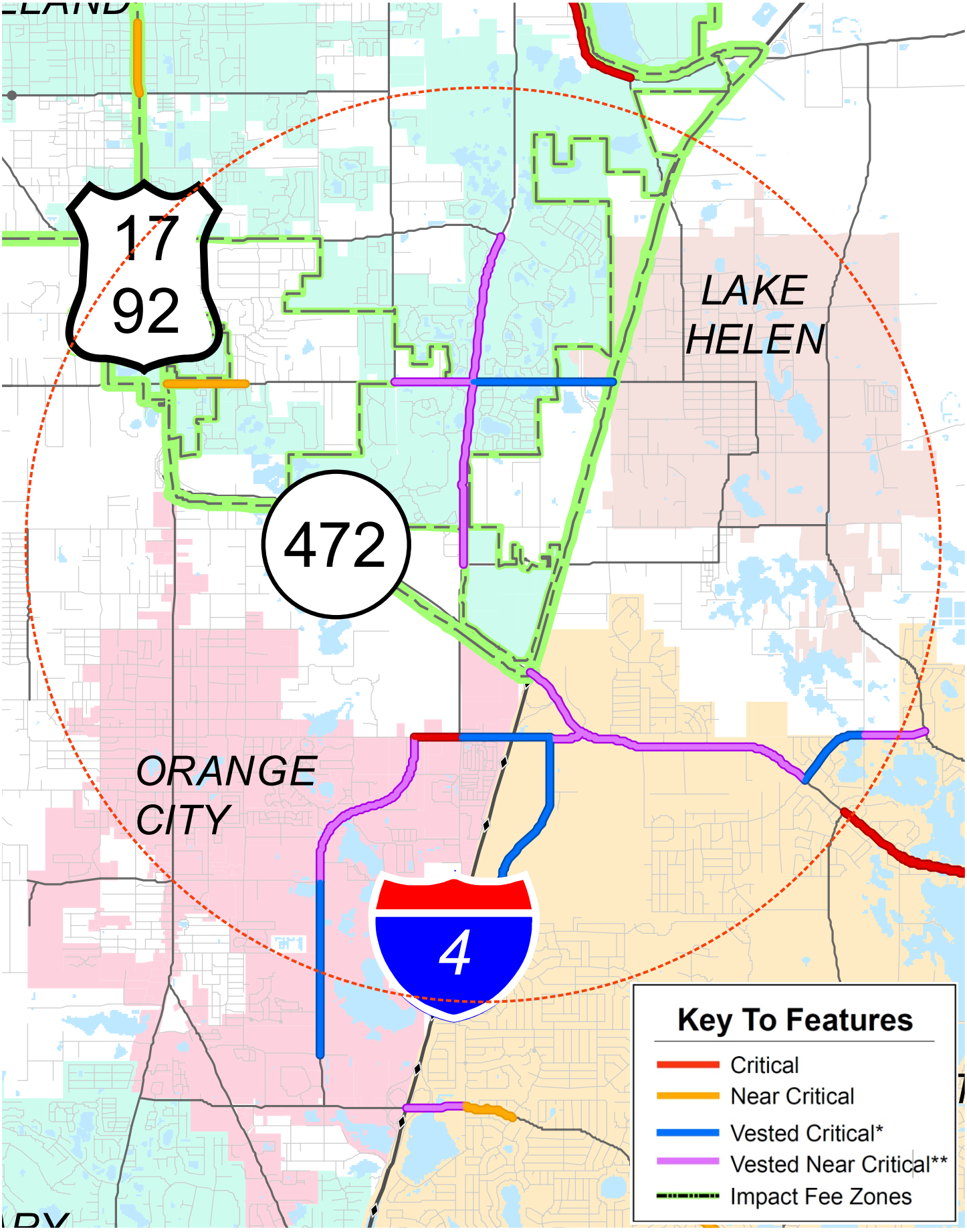


Project Trip Distribution
Ford 472
21145, v2.1

Figure 3

Study Area

Per the TIA requirements, if a project generates between 100 and 300 2-way peak hour external trips, the study area will encompass roadways with direct connection to the site or where the project's peak hour trips consume three percent (3%) or more of the 2-way peak hour generalized service volume based on the adopted level of service (LOS). In addition, the study will include Critical/Near Critical and Vested Critical/Near Vested Critical (C/NC/VC/NVC) roadway segments within a 3-mile radius. A map of the C/NC/VC/NVC segments is shown in **Figure 4**. Roadway segments, daily volumes and 2-way peak hour capacities were obtained from the *Volusia County 2021 AADT & Historical Counts*, included in the **Attachments**. The significance test for roadway segments within the 3-mile radius is provided in **Table 2.**



TMC Traffic & Mobility CONSULTANTS

3-Mile Critical/Near Critical Roadway Map
Ford 472
21145, v2.1

Figure 4

Table 2
Significance Test

Road	Segment	Sta ID	Lns	LOS Std	PK 2W Cap	C/ NC?	Project Trips				
							Dist	Volume	Signif	y/n?	Study
US 17/92	Rhode Island Ave. to Graves Ave.	5165	4	D	3,580		2%	3	0.08%	NO	NO
US 17/92	Graves Ave. to New York Ave.	5166	4	D	3,580		2%	3	0.08%	NO	NO
US 17/92	New York Ave to SR 472	445	4	D	3,580		2%	3	0.08%	NO	NO
US 17/92	SR 472 to SR 15A/Taylor Rd.	1004	6	D	5,390		18%	28	0.52%	NO	NO
US 17/92	SR 15A/Taylor Rd. to Beresford Ave.	1006	4	E	3,790		7%	11	0.29%	NO	NO
I-4	Saxon Blvd. to SR 472	1003	6	D	10,510		30%	46	0.44%	NO	NO
I-4	SR 472 to Orange Camp Rd.	485	6	D	10,510		7%	11	0.10%	NO	NO
I-4	Orange Camp Rd. to SR 44	497	6	D	10,510		7%	11	0.10%	NO	NO
SR 472	US 17/92 to CR 4101/MLK Blvd	472	4	D	5,960		42%	65	1.09%	NO	NO
SR 472	CR 4101/MLK Blvd to I-4 (end of state road)	535	4	D	3,580		39%	60	1.68%	NO	NO
Blue Lake Ave.	Orange Camp Rd. to Taylor Rd.	231	2	E	1,540		2%	3	0.19%	NO	NO
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	2	E	1,020		2%	3	0.29%	NO	**YES**
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentucky Ave.	775	2	E	1,620	C	10%	15	0.93%	NO	**YES**
Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	900a	2	E	1,620	VC	3%	5	0.31%	NO	**YES**
Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	900b	4	E	2,740	VNC	3%	5	0.18%	NO	**YES**
Hill Ave.	Taylor Rd. to Beresford Ave.	878	2	E	1,020		1%	2	0.20%	NO	NO
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	4	E	3,410	VNC	39%	60	1.76%	NO	**YES**
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	4	E	3,410	VNC	5%	8	0.23%	NO	**YES**
Howland Blvd.	Catalina Blvd. to Providence Blvd.	905	4	E	3,410		3%	5	0.15%	NO	NO
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	2	E	1,230	C	2%	3	0.24%	NO	**YES**
Macy Ave.	Ohio St. to Cassadaga Rd.	1150	2	C	1,020		2%	3	0.29%	NO	NO
McGregor Rd.	Spring Garden Ave. to US17/92	1211	2	E	1,230		1%	2	0.16%	NO	NO
Orange Camp Rd.	US 17/92 to Princeton	1380	2	E	1,270	NC	2%	3	0.24%	NO	**YES**
Orange Camp Rd.	Princeton. to Blue Lake Ave.	1382	2	E	1,540		2%	3	0.19%	NO	NO
Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (Dr MLK	1384	2	E	1,540	VNC	4%	6	0.39%	NO	**YES**
Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	1385	2	E	1,540	VC	8%	12	0.78%	NO	**YES**
Summit Ave.	SR 44 to Main St.	1791	2	E	1,230		1%	2	0.16%	NO	NO
Taylor Rd. (DL)	Stratford Dr. to Blue Lake Ave.	1818	2	E	1,540		1%	2	0.13%	NO	NO
Taylor Rd. (DL)	Blue Lake Ave. to Martin Luther King Bltwy.	1819	2	E	1,230		1%	2	0.16%	NO	NO
W. Volusia Bltwy (Vetera	Harley Strickland Blvd. to Rhode Island Ave.	1901	2	E	1,540	VC	3%	5	0.32%	NO	**YES**
W. Volusia Bltwy (Vetera	Rhode Island Ave. to Graves Ave.	1902	2	E	1,620	VNC	8%	12	0.74%	NO	**YES**
W. Volusia Bltwy (Vetera	Graves Ave to SR 472	1030	2	E	1,540		13%	20	1.30%	NO	NO
W. Volusia Bltwy (Dr MLK	SR 472 to Cassadaga Rd.	1940	2	E	1,540		10%	15	0.97%	NO	NO
W. Volusia Bltwy (Dr MLK	Cassadaga Rd. to Orange Camp Rd.	1942	2	E	1,540	VNC	20%	31	2.01%	NO	**YES**
W. Volusia Bltwy (Dr MLK	Orange Camp Rd. to Taylor Rd.	1943	2	E	1,540	VNC	8%	12	0.78%	NO	**YES**
W. Volusia Bltwy (Dr MLK	Taylor Rd. to Beresford Ave. Ext.	1945	2	E	1,540		7%	11	0.71%	NO	NO
Normandy Blvd	Graves Ave to Rhode Island	DLT-105.000	2	D	1,150	VC	3%	5	0.43%	NO	**YES**
Catalina Blvd	Howland Blvd to Sixma Road	DLT-20.020	2	D	960	VC	0%	0	0.00%	NO	**YES**
Catalina Blvd	Sixma Road to Lake Helen Osteen	DLT-20.030	2	D	960	VNC	0%	0	0.00%	NO	**YES**

NOTE: The segment **W. Volusia Bltwy.** to **Macy Ave** in **Cassadaga Rd.** requires study because it has direct connection to the site.

Based on the significance test above, the study roadway segments are as follows:

- Cassadaga Road/Cassadaga Road Extension
  - West Volusia Beltway (MLK) to Macy Avenue
  - West Volusia Beltway (MLK) to SR 472 (Proposed)
- Graves Avenue/CR 4145
  - Veterans Memorial Parkway to Kentucky Avenue
  - Kentucky Avenue to Normandy Boulevard
  - Normandy Boulevard to Howland Boulevard
- Howland Boulevard
  - I-4/SR 472 to Wolf Pack Run
  - Wolf Pack Run to Catalina Boulevard
  - Providence Boulevard to Elkcam Boulevard
- Orange Camp Road
  - US 17/92 to Princeton Road
  - Blue Lake Avenue to W. Volusia Beltway (Dr. MLK Jr)
  - W. Volusia Beltway (Dr. MLK Jr) to I-4
- W. Volusia Beltway/MLK
  - Harley Strickland to Rhode Island Avenue
  - Rhode Island Avenue to Graves Avenue
  - Graves Avenue to SR 472 (Normandy Boulevard)
  - Cassadaga Road to Orange Camp Road
  - Orange Camp Road to Taylor Road
- Catalina Boulevard
  - Howland Boulevard to Sixma Road
  - Sixma Road to Lake Helen Osteen

The study intersections are as follows:

- MLK & Orange Camp Road (roundabout)
- MLK & Cassadaga Road (unsignalized/future signal)
- MLK/Kentucky Avenue & SR 472 (signalized)
- SR 472 & Blue Lake Avenue Extension (unsignalized)
- Howland Boulevard and Minnesota Avenue (unsignalized)
- Project Access driveway on Cassadaga Road Extension (unsignalized)
- Project Access driveway on Blue Lake Avenue Extension (unsignalized)

Roadway Segment and Intersection Analysis

The traffic analysis will include existing and 2028 buildout conditions for both roadway segment and intersection capacity analysis. Roadway segments will be analyzed for the PM peak 2-way volumes. The analysis will be based on existing and service volumes as obtained from the most recent *Volusia County Average Annual Daily Traffic & Historical Counts,* included in the **Attachments***.* The intersection analysis will be conducted for the PM peak hours based on field counts, projected movements, *Synchro* software and the methods of the *Highway Capacity Manual, 7th edition (HCM)*.

Background and Buildout Traffic

Background traffic will be projected to the buildout year 2028 based on *Volusia County's Segment Growth Rates and Vested Trips Instruction Policy,* included in the **Attachments**. Buildout conditions will be analyzed by comparing the total projected traffic volumes to their service volumes at the adopted level of service LOS standard for the roadway segments and intersections. Total projected traffic volumes at buildout year 2028 will be calculated as the sum of background traffic and project trips.

Intersections volumes at buildout will be computed by adjusting the raw field counts based on the appropriate seasonal factor obtained from *FDOT Traffic Online*, then adding it to the projected traffic growth and trips generated by the development. An intersection analysis will be conducted for the AM and PM peak hour conditions, based on field counts, buildout traffic, *Synchro* software and the methods of *HCM, 7th edition*.

Planned and Programmed Improvements

The Transportation Improvements Programs for the City, County, and FDOT were reviewed to determine if any roadway or intersection improvements were funded for construction within the next few years. **Table 3** summarizes the list of roadway segments programmed for improvement as obtained from the Volusia County Road Program 2021-22, excerpts of which are included in the **Attachments.** The first two rows listed in the table below will be considered in the buildout condition analysis for this project.

Table 3

Planned & Programmed Improvements

Roadway	From	To	Improvement	Status
Howland Boulevard	Providence Blvd	Elkcam Boulevard	Widen From 2 to 4 Lanes	Under Construction
Orange Camp Road	MLK Jr. Beltway	I-4	Widen From 2 to 4 Lanes	Under Construction
Graves Avenue	Veterans Memorial Parkway	Kentucky Avenue	Widen From 2 to 3 Lanes	Design Underway
Veterans Memorial Parkway	Current limit of 4 lanes	Rhode Island Avenue	Widen From 2 to 4 Lanes	Design Underway
Beresford Road	Blue Lake Avenue	Kepler Road/MLK Jr Beltway	Extension	Design and Row Acquisition Underway
Blue Lake Avenue	Victoria Park	SR 472	Extension	Conceptual Preparation Underway

Source: 2021-22 Volusia County Road Program

Proportionate Share

If the development results in offsite impacts, the development will mitigate its impact to the deficient facilities by contributing a proportionate share. The proportionate share calculation will be based on costs approved by Volusia County Engineering and Construction Division. All proposed mitigation improvements will be consistent with the appropriate City and County comprehensive plans' transportation elements. In particular, if a proposed mitigation improvement is to widen a county roadway beyond that which is indicated on the County's adopted *Future Number of Lanes Map* (or allowed by the County Transportation Engineering since a county map amendment is pending), an alternative mitigation improvement project must be proposed.

Alternative Mode Analysis

A review of transit, pedestrian and bicycle facilities will be conducted in accordance with the R2CTPO and Volusia County requirements.

Report

A report detailing the methods, findings, and recommendations of the traffic analysis will be prepared for submittal to the City and County.

ATTACHMENTS

June 5, 2024

Mr. William White
Engineering Assistant II
Volusia County Traffic Engineering
123 West India Avenue
Deland, Florida 32720
WDWhite@volusia.org

Re: Ford 472
Response to TIA Methodology Comments
TMC Project № 21145
Volusia County, Florida

Dear Mr. White,

Please find below our responses to the review comments prepared by the Volusia County Traffic Engineering dated April 15, 2024, regarding the above referenced Methodology dated November 23, 2023. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Methodology is provided under cover reflecting the changes resulting from these comments.

1. **Traffic study will require concept plans for the development as part of the review and approval.**
   Refer to the municode code Sec. 72-577. - Conceptual or final site plan review. Conceptual site plan application.
   a) **Current zoning classification(s);**
   b) **Schematic representation of proposed use, including building size, shape and location on the site;**
   c) **Schematic representation of vehicular circulation within the site, including driveways, parking areas and loading areas;**
   d) **Schematic representation of points of connection to the public right-of-way.**

   TMC Response: Approved Overall Development Plan is provided in the Attachments.

2. **The proposed build-out as stated is year 2026. Please confirm that this is realistic build-out date.**

   TMC Response: Buildout Year is now anticipated for 2028. Relevant changes have been made in the revised Methodology.

3. **Land use used in table 2 project trip generation shall replicate the project Concept layout proposed uses and building sizes data.**

   TMC Response: The land use data in the Trip Generation table (Table 2) has been updated to reflect the concept layout proposed uses and building sizes data.

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

   TMC Response: The development is planned to be built in a single phase with the buildout year 2028.

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

   TMC Response: Noted. The traffic policy provided will be referred to for the Traffic Impact Analysis Report.

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

   TMC Response: Improvements that will be assumed for buildout condition are updated and stated in the revised Methodology.

7. **For vested Trip Database, please confirm with relevant agency/city for their updated list of vested developments.**

   TMC Response: Most recent vested trip database from Volusia County will be obtained and used in the final TIA report.

8. **Submit a recorded right-of-way / easement agreement for Cassadaga Rd extension.**

   TMC Response: We do not yet have an easement for the roadway extension, but the client is working on it. However, please see the Attachments regarding the rights to create an easement.

9. **Intersection analyses the use of latest version "HCM 7th Edition" for TIAs.**

   TMC Response: HCM 7th Edition will be used in the TIA and has been updated in the Methodology.

10. **Signal warrant analysis will be required for the signalized intersection at MLK & proposed Cassadaga Rd extension.**

    TMC Response: There is an existing traffic signal at the MLK & Cassadaga Road intersection.

11. **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.

TMC Response: Please note that this project will be developed in one (1) phase/stage; therefore, the proposed access driveway points will be analyzed for the full buildout of the project and access management will be evaluated accordingly.

12. **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 with georeferenced crash locations highlighting crash trends based on 5yrs period. The crash analysis is to include all listed study intersection(s) /segment(s) adjoining the development and intersection(s)/segment(s) with mitigated development measure(s).**

TMC Response: Acknowledged. The TIA will include a section for crash analysis to include study intersections and roadway segments adjoining the development and intersection(s)/segment(s) with mitigated development measures.

END OF COMMENTS

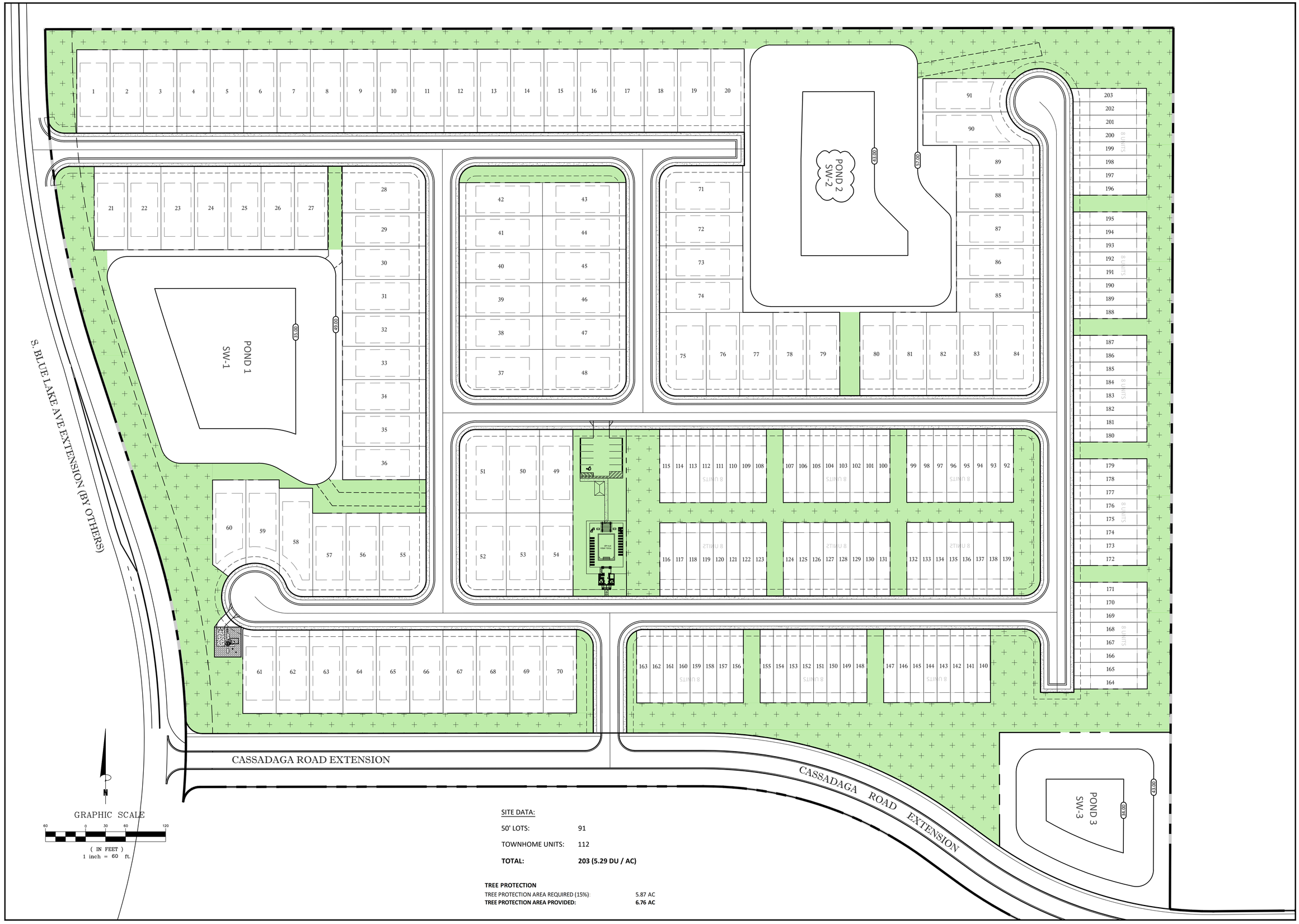
We trust these responses and the revised Methodology adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman As-Saidi, PE
VP of Engineering



SITE DATA:

50' LOTS:	91
TOWNHOME UNITS:	112
TOTAL:	**203 (5.29 DU / AC)**

TREE PROTECTION

TREE PROTECTION AREA REQUIRED (15%):	5.87 AC
TREE PROTECTION AREA PROVIDED:	**6.76 AC**

KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 898-7858 FAX (407) 898-1488

DATE	REVISION

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

CONCEPT PLAN

DRAWN:	GPR
DESIGN:	GPR
CHECKED:	SCF
JOB NO.:	1496.000
DATE:	07/25/2023

SHEET
1 OF 1

Volusia County
FLORIDA

Growth & Resource Management
Land Development

November 27, 2023

Christopher Wrenn
PulteGroup, Inc.
4901 Vineland Rd
Orlando, FL 32811

Re: Subdivision Overall Development Plan Preliminary Development Order
2022-S-ODP-0353 / 1072480
Ford 472 Subdivision

Dear Mr. Wrenn:

This letter is the Subdivision Overall Preliminary Development Order for the above-referenced development. Pursuant to the following findings, the DRC has approved the application:

1. The application was accepted on May 15, 2023, and discussed at the June 14, 2023, Technical Staff Review Meeting.

2. The DRC considered the application at their regularly scheduled meeting of October 10, 2023, and approved the Overall Development Plan application 2022-S-ODP-0353, subject to the submittal of revised plans to the satisfactory resolution of staff comments.

3. Revised plans were accepted on October 26, 2023.

A copy of the approved version of the plan, last revision dated October 18, 2023, by Sean Fortier, is enclosed.

Based on this letter you may submit an application for a Preliminary Plat Development Order. A blank application form and a checklist of exhibits and procedures are attached. A fee, as outlined in the attached fee schedule, must be paid at the time of application submittal. The Preliminary Plat application must be consistent with the approved Overall Development Plan and any remaining conditions imposed by the DRC.

Section 72-536(b) of the LDC states, “It is a violation of this division for anyone who is the owner or agent of the owner of any land to transfer, sell, agree to sell, or negotiate to sell such land by reference to, exhibition of, or other use of a plat of a subdivision of such land without having the plat approved as required by this division.”

Pursuant to Section 125.022(5), F.S., issuance of this development order by the county does not in any way create any rights on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the county for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law. All other applicable state or federal permits shall be obtained before commencement of this development.

Pursuant to Section 72-502(g) of Article III Land Development, Chapter 72 Code of Ordinances (LDC), any person claiming to be aggrieved by a decision of the Enforcement Official or the DRC may file a written appeal within thirty (30) days after said decision with the Land Development Manager to have the decision reviewed by the Volusia County Council. The appeal shall state fully the specific grounds for the appeal and all of the facts relied upon by the petitioner. The County Council shall consider only those items specified in this petition.

Please feel free to contact the Land Development office if you have any questions. The project name and number must be referenced on all inquiries.

Sincerely,



Carol McFarlane, AICP
Planning and Land Development Director
cmcfarlane@volusia.org

CRM/rc
Enclosures

c: James L Rickman, Allen & Company, 16 E Plant St, Winter Garden, FL 34787
Ford Frank A, Group 7 87 5 / Group 4 12 5, Po Box 457, Deland Fl 32721
Sean Fortier, Kelly, Collins & Gentry, Inc, 1700 N Orange Av, Orlando, FL 32804
Todd Bonnett, Bonnett Design Group, LLC, 400 S Orlando Av Suite 201, Maitland, FL 32751
David Romero (via e-mail)

PARCEL DESCRIPTION

PARCEL 1
GOVERNMENT LOT 2, EXCEPT THE W 1/4 THEREOF LYING NORTH OF S.R. 15A, AND LYING SOUTH OF A LINE PARALLEL TO AND 900 FEET SOUTH OF THE NORTH LINE OF SAID GOV'T LOT 2, AND EXCEPT THE EAST 660 FEET OF THE NORTH 1056 FEET, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

AND
THE NORTH 900 FEET OF THE EAST 1/4 OF GOVERNMENT LOT 2, LYING NORTH OF S.R. 15A, EXCEPT THE NORTH 660 FEET THEREOF, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

PARCEL2
THE EAST 1/4 OF GOVERNMENT LOT 2, LYING NORTH OF STATE ROAD 15-A, EXCEPT THE NORTH 900 FEET THEREOF, AND THE WEST 1/4 OF GOVERNMENT LOT 1, LYING NORTH OF STATE ROAD 15-A, EXCEPT THE NORTH 900 FEET, LYING IN SECTION 1, TOWNSHIP 18 SOUTH, RANGE 30 EAST, VOLUSIA COUNTY, FLORIDA.

NOTE:

PARCEL DESCRIPTION PROVIDED BY ALLEN & COMPANY, DATED 06/08/2021.

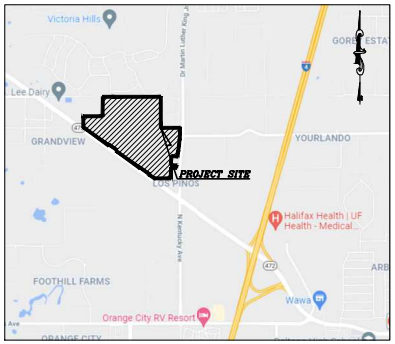
OVERALL DEVELOPMENT PLAN

FOR:

FORD 472 SUBDIVISION

NORTH OF SR 472 & WEST OF DR MARTIN LUTHER KING JR BELTWAY VOLUSIA COUNTY, FLORIDA

VICINITY MAP



SCALE: 1"=2000'

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

PARCEL ID #:
800100000020

PREPARED FOR:

PULTE GROUP

4901 VINELAND ROAD SUITE 460
ORLANDO, FLORIDA 32811
PHONE: (407) 661 2152

DEVELOPMENT TEAM:

DEVELOPER
PULTE GROUP
4901 VINELAND ROAD SUITE 460
ORLANDO, FLORIDA 32811
PHONE: (407) 661 2152

ENGINEER
KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE,
SUITE 400
ORLANDO, FLORIDA 32804
PHONE: (407) 898-7858
FAX: (407) 898-1488

SURVEYOR
ALLEN & COMPANY
16 EAST PLANT STREET
WINTER GARDEN, FLORIDA 34787
PHONE: (407) 654-5355

LANDSCAPE ARCHITECT
BONNET DESIGN GROUP, LLC
PHONE: (407) 463-0136

UTILITIES:

WATER & SEWER
CITY OF DELAND
1101 SOUTH AMELIA AVENUE,
DELAND, FLORIDA 32724
PHONE: (386) 626-7250

RECLAIM WATER
VOLUSIA COUNTY UTILITIES
123 W INDIANA AVE, DELAND, FLORIDA 32720
PHONE: (386) 736-2700

PREPARED BY:

KELLY, COLLINS & GENTRY, INC.
ENGINEERING • PLANNING

1700 NORTH ORANGE AVENUE
SUITE 400
ORLANDO, FLORIDA 32804
PHONE (407) 898-7858
FAX (407) 898-1488

SECTION 01 TOWNSHIP 18, RANGE 30, VOLUSIA COUNTY, FLORIDA

SHEET INDEX

SHEET TITLE	SHEET NO.
COVER SHEET	C-1.0
EROSION CONTROL & TREE PROTECTION	EC-1.0
OVERALL PLAN	C-2.0 TO C-2.1
DIMENSION PLAN	C-3.0 TO C-3.2
PAVING, GRADING, & DRAINAGE PLAN	C-4.0 TO C-4.2
UTILITY PLAN	C-5.0 TO C-5.2

Sean Fortier
2023.10.18
13:29:01-04'00'

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY SEAN C. FORTIER, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

FOR REVIEW ONLY
NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BY THIS BLOCK

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION NO. 98356
NOT VALID FOR CONSTRUCTION UNLESS SIGNED BY THIS BLOCK

REVISIONS:

DATE	DESCRIPTION

DRAWN: GPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-1.0

FORD 472 SUBDIVISION VOLUSIA COUNTY, FL

EROSION CONTROL:

1. GENERAL: CONTRACTOR SHALL INSTALL ANY ADDITIONAL EROSION CONTROL WHEN NECESSARY IN ORDER TO MEET STATE AND LOCAL STANDARDS.
2. EXISTING SYSTEMS: CONTRACTOR SHALL PROTECT ALL EXISTING STORMWATER COLLECTION SYSTEMS FROM DAMAGE BY SEDIMENT OR OTHER CONSTRUCTION RELATED CAUSES.
3. CONFLICTS: CONTRACTOR SHALL COORDINATE ALL UTILITY CROSSINGS AND ADDRESS CONFLICTS PRIOR TO BEGINNING WORK IN A GIVEN AREA(S).
4. STABILIZATION:
   A. EROSION CONTROL SHALL BE MAINTAINED WITHIN CONSTRUCTION AREAS BY QUICKLY STABILIZING DISTURBED AREAS TO PREVENT THE RELEASE OF SEDIMENT. THIS SHALL BE ACCOMPLISHED USING SOD, TURBIDITY FENCES, AND OTHER MEANS ACCEPTABLE TO OWNER, ENGINEER, AND REGULATORY AGENCIES.
   B. AREAS DISTURBED THAT WILL NOT BE IMPROVED FOR A PERIOD OF 30 DAYS OR MORE SHALL RECEIVE TEMPORARY STABILIZATION AS DEEMED NECESSARY BY THE MUNICIPAL INSPECTOR.
5. BMPs:
   A. IMMEDIATELY UPON DISCOVERING UNFORESEEN CIRCUMSTANCES POSING THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION, CONTRACTOR SHALL IMPLEMENT APPROPRIATE BEST MANAGEMENT PRACTICES BMP TO ELIMINATE THE POTENTIAL FOR ACCELERATED EROSION AND/OR SEDIMENT POLLUTION.
   B. WITH UTILIZING CONSTRUCTION PHASES, CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL ON-SITE BMPs AS DEEMED NECESSARY AND SHALL BE APPROVED BY JURISDICTIONAL AUTHORITIES.
   C. ALL BMPs SHALL BE CLEANED OF SEDIMENT WHEN 50% OR LESS OF BMP IS REACHED.
   D. ALL BMPs SHALL REMAIN IN PLACE UNTIL SUCH TIME THAT THE MUNICIPAL INSPECTOR ALLOWS REMOVAL.
   E. APPROPRIATE BMPs MUST BE IMPLEMENTED TO ENSURE THAT DISCHARGES DO NOT EXCEED SURFACE WATER QUALITY STANDARDS PER THE FDEP CONSTRUCTION GENERIC PERMIT (CGP). IF DEWATERING OFFSITE OR INTO A COUNTY MS4, TURBIDITY MUST BE MONITORED TO ENSURE THAT DISCHARGES DO NOT EXCEED 29 NTU OVER BACKGROUND PER 62-302.530 FAC. REFER TO THE DEWATERING REQUIREMENTS IN 62-621.300(4)(a) CONSTRUCTION GENERIC PERMIT OR 62-621.300(2)(a) DEWATERING GENERIC PERMIT AS APPLICABLE.
   F. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPs SHALL BE MAINTAINED PROPERLY. MAINTENANCE SHALL INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT CONTROL BMPs AFTER EACH RAIN EVENT OF 1/2" AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGRADING, REVEGETATING, AND REMETTING, MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMPs FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPs, OR MODIFICATIONS OF THOSE INSTALLED SHALL BE REQUIRED.
   G. CONTRACTOR SHALL INSPECT BMPs AT END OF EACH WORKING DAY.
   H. SEDIMENT REMOVED FROM BMPs SHALL BE DISPOSED OF IN LANDSCAPED AREAS OUTSIDE OF STEEP SLOPES, WETLANDS, FLOODPLAINS, OR DRAINAGE SWALES AND IMMEDIATELY STABILIZED OR PLACED IN TEMPORAL STOCKPILES.
   I. BMPs USED ON SITE MUST MEET THE MINIMUM SPECIFICATIONS IN THE 2013 STATE OF FLORIDA E&SC DESIGNER AND REVIEWER MANUAL.
6. MULCH:
   A. MULCH WITH MULCH CONTROL NETTING OR EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES 3:1 AND STEEPER.
   B. STRAW MULCH SHALL BE APPLIED IN LONG STRANDS, NOT CHOPPED OR FINELY BROKEN.
7. ENTRANCE/EXIT:
   A. CONSTRUCTION ENTRANCE SHALL BE GRADED SO THAT NO SEDIMENTS LEAVE THE SITE.
   B. ALL EMPLOYEES, SUBCONTRACTORS, AND SUPPLIERS SHALL UTILIZE CONSTRUCTION ACCESS.
   C. CONSTRUCTION VEHICLES SHALL ENTER AND EXIT THE SITE AT ONE LOCATION.
   D. ALL EXIT LOCATIONS INTENDED SHALL BE USED CONTINUOUSLY AND FOR A PERIOD OF TIME SHALL HAVE STABILIZED CONSTRUCTION ENTRANCE/EXIT BMPs (FC 1 "STABILIZED CONSTRUCTION ENTRANCE/EXIT" OR FC 2 "ENTRANCE/OUTLET TIRE WASH").
   E. INSPECT ROUTINELY FOR DAMAGE AND ASSESS EFFECTIVENESS OF THE BMP. REMOVE AGGREGATE, SEPARATE AND DISPOSE OF SEDIMENT IF CONSTRUCTION ENTRANCE/EXIT IS CLOGGED NO MORE THAN 50% WITH SEDIMENT.
   F. IF APPLICABLE, ROUTE RUNOFF FROM STABILIZED ENTRANCES THROUGH A SEDIMENT TRAPPING DEVICE BEFORE DISCHARGE.
8. INLETS:
   G. ALL EXISTING AND PROPOSED STORM DRAINAGE INLETS AND PIPES SHALL BE PROTECTED FROM SILT, SAND, AND DEBRIS DURING CONSTRUCTION. ANY ACCUMULATION OF DEBRIS WITHIN THE STORM DRAINAGE PIPE SYSTEM SHALL BE REMOVED BY CONTRACTOR.
   H. PROVIDE GEOHAY HAY BALES IN FRONT OF ALL DRAINAGE CURB INLETS AND PROVIDE FILTER FABRIC UNDER THE GRATE OF ALL DITCH BOTTOM INLETS AFTER INITIAL COMPLETION OF THE DRAINAGE STRUCTURES. MAINTAIN THESE MEASURES DAILY.
9. DAILY:
   A. CONSTRUCTION SITE SHALL BE INSPECTED FOR EROSION PROBLEMS DAILY AND AFTER EACH RAINFALL GREATER THAN 0.5". A RAIN GAUGE SHALL BE ON SITE TO MEASURE THE FALL AMOUNTS.
   B. THE ADJACENT STREETS SHALL BE SWEPT AT THE END OF EACH DAY OF DIRT FROM THE CONSTRUCTION SITE. CONTRACTOR SHALL IMPLEMENT STREET SWEEPING AND VACUUMING AS NEEDED. CLEAN DIRT FROM ROADWAYS DAILY.
   C. CONSTRUCTION SITE SHALL BE CLEANED OF LITTER AND TRASH EACH DAY AND DISPOSED OF OFF-SITE.
   D. INSPECT ALL SEDIMENT CONTROL DEVICES FOR DAMAGE DAILY AND REPAIRS AS NEEDED.
   E. CONTRACTOR SHALL EMPLOY SAFETY AND ROADWAY ENTRY AND EXIT PLANS ON A DAILY/WEEKLY BASIS.
   F. HUMAN WASTEWATER SHALL BE COLLECTED ON-SITE BY THE USE OF TEMPORARY SANITARY SERVICE.
10. SILT FENCE:
   A. SILT FENCE SHALL BE IN PLACE AS SHOWN PRIOR TO CONSTRUCTION.
   B. PRIOR TO CONSTRUCTION, SILT FENCE SHALL BE INSTALLED AT THE LIMITS OF CONSTRUCTION AS DEFINED THROUGHOUT THIS PLAN SET. SEE DETAIL SHEETS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION ON EROSION CONTROL.
   C. SILT FENCE SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
11. SOD: ALL DISTURBED AREAS SHALL BE SODDED EXCEPT AS SHOWN ON PLAN. ALL SOD IN RIGHT OF WAY SHALL BE ARGENTINE BAHIA. ALL SLOPES 4:1 OR GREATER SHALL BE SODDED.
12. STOCKPILES: SHALL BE ENCOMPASSED WITH SILT FENCE, SHALL NOT EXCEED 35' IN HEIGHT, AND SHALL NOT BE LOCATED NEAR SITE PERIMETER. LOCATION AND SLOPE SHALL BE APPROVED BY MUNICIPAL INSPECTOR AND OTHER JURISDICTIONAL AUTHORITIES AS REQUIRED.
13. TOXIC SUBSTANCES: ALL TOXIC SUBSTANCES (IF ANY) BROUGHT ON-SITE SHALL BE HANDLED AND STORED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AND STANDARDS. ALL SUBSTANCES THAT MAY BE CONSIDERED TOXIC SHALL ALSO BE HANDLED AND STORED ACCORDING TO FEDERAL, STATE, AND LOCAL LAWS AND STANDARDS.
14. DRAINAGE/GRADE: THE CONTRACTOR SHALL PROPERLY GRADE ALL EXCAVATED SURFACES TO PROVIDE POSITIVE DRAINAGE AND PREVENT PONDING OF WATER; DIRECT CONTROL SURFACE WATER TO AVOID DAMAGE TO ADJOINING PROPERTIES OR TO FINISHED WORK ON THE SITE; AND SHALL TAKE REMEDIAL MEASURES TO PREVENT EROSION OF FRESHLY GRADED AREAS UNTIL SUCH TIME AS PERMANENT DRAINAGE AND EROSION CONTROL MEASURES HAVE BEEN INSTALLED.
15. GRAVEL LAYER: GRAVEL LAYER SHALL BE 12" MIN THICK AND PLACED OVER GEOTEXTILE MAT.
16. SPEED: TRUCK SPEED TO BE REDUCED TO CONTROL DUST.
17. DITCHES: KEEP ALL TEMPORARY ROADWAY DITCHES CLEAR.
18. WATER DOWN: CONTRACTOR TO WATER DOWN AREAS WHEN AND WHERE DISTURBED SOIL IS RAISING AND BECOMING AIRBORNE IN ORDER TO SETTLE IT. WATER AS NEEDED.
19. SEDIMENT BASIN: LARGE SITES MAY REQUIRE A TEMPORARY SEDIMENT BASIN. CONTRACTOR SHALL DETERMINE LOCATION. TEMPORARY SEDIMENT BASIN SHALL BE APPROVED BY JURISDICTIONAL AUTHORITIES.
20. STORMWATER DISCHARGE: CONTRACTOR TO ABIDE BY ALL PROVISIONS OF THE FDEP GENERAL PERMIT FOR STORM WATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES.
21. DUST ABATEMENT: CONTRACTOR TO PROVIDE A DUST ABATEMENT PLAN INCLUDING A 6-FOOT HIGH SCREEN FENCE ALONG ALL PROPERTY LINES.

DEMOLITION NOTES:

1. DEMOLISH AS REQUIRED TO ACCOMPLISH WORK INDICATED IN THESE DOCUMENTS. ALL REQUIRED DEMOLITION WORK SHALL BE INCLUDED IN THE BASE BID PACKAGE SUBMITTED BY THE CONTRACTOR.
2. DO NOT ALLOW MATERIALS AND DEBRIS GENERATED BY DEMOLITION ACTIVITIES TO ACCUMULATE ON THE JOB SITE. REMOVE DAILY AND DISPOSE OF IN A LEGAL MANNER. NO ON SITE SALE OR BURNING OF REMOVED ITEMS IS PERMITTED.
3. THIS PLAN IS TO BE USED IN CONJUNCTION WITH THE ENTIRE SET OF CONSTRUCTION DRAWINGS. DO NOT REMOVE ANY ITEMS WITHOUT VERIFYING AND COORDINATING WITH ALL GENERAL TRADES AS TO HOW THEY RELATE TO THE OVERALL PROJECT.
4. THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO ENSURE THE SAFETY OF THE PUBLIC AND/OR WORKMEN ON THE SITE TO PREVENT ACCIDENTS OR INJURY TO ANY PERSON ON, ABOUT OR ADJACENT TO THE PREMISES. THE CONTRACTOR SHALL COMPLY WITH ALL LAWS, ORDINANCES, CODES AND REGULATIONS PERTAINING TO SAFETY AND THE PREVENTIONS OF ACCIDENTS.
5. THE CONTRACTOR MUST MAINTAIN ADEQUATE SUPPORTS, INSULATIONS, WATERPROOFING, EMERGENCY LIGHTING, SECURITY, ALARMS, ETC. FOR ALL OR PART OF ITEMS WHICH ARE TO REMAIN.

CONTRACTOR CERTIFICATION:

" I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND, AND SHALL COMPLY WITH THE TERMS AND CONDITIONS OF THE STATE OF FLORIDA GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES AND THIS STORMWATER POLLUTION PLAN THEREUNDER."

NAME: TITLE:

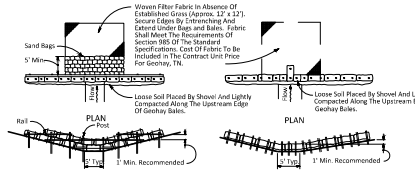
CONTRACTING FIRM: ADDRESS:

TELEPHONE #: DATE:

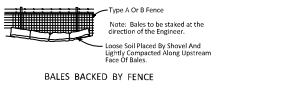
THIS SOIL EROSION/SEDIMENT CONTROL & DUST ABATEMENT PLAN IS FOR THE PURPOSE OF SHOWING INTENTION OF METHOD TO CONTROL STORM WATER RUNOFF & DUST DISTURBANCE CAUSED BY CONSTRUCTION ACTIVITY. CONTRACTOR SHALL ADJUST AND/OR ADD BMP'S BASED ON SPECIFIC SITE CONDITIONS & CONSTRUCTION ACTIVITY SATISFYING NPDES REQUIREMENTS. CONTRACTOR TO OBTAIN GENERAL PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES (RULE 62-621.300(4), F.A.C.)



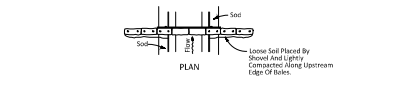
BARRIERS FOR FILL SLOPES



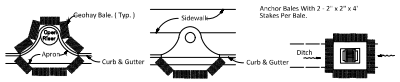
BARRIER FOR UNPAVED DITCHES



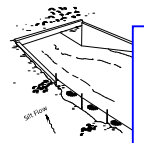
BALES BACKED BY FENCE



BARRIER FOR PAVED DITCH

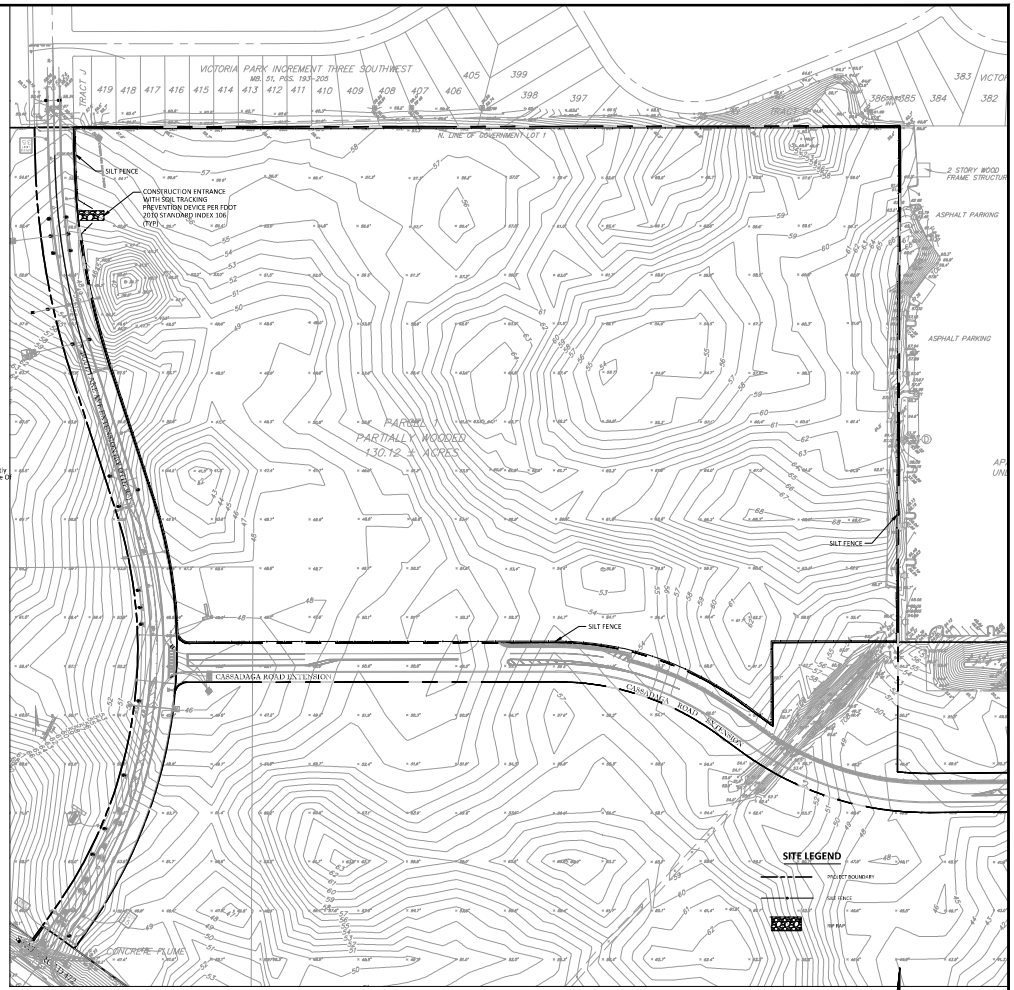


PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

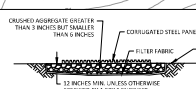


LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

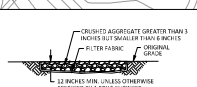
11/27/2023
Planning & Land Development Director



NOTE:
SILT FENCE SHOWN FOR SCHEMATIC PURPOSES ONLY. SILT FENCE SHOULD BE INSTALLED AT THE LIMITS OF CONSTRUCTION AS DEFINED THROUGHOUT THIS PLAN SET.

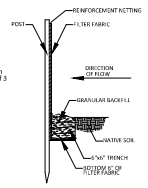


SECTION A-A
NTS

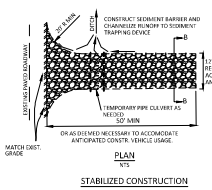


SECTION B-B
NTS

GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
1 inch = 150 ft.

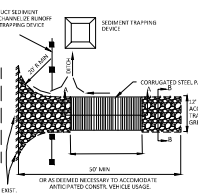


SILT BARRIER DETAIL
N.T.S.



PLAN
NTS

STABILIZED CONSTRUCTION ENTRANCE/EXIT (TYPE 1)



PLAN
NTS

STABILIZED CONSTRUCTION ENTRANCE/EXIT (TYPE 2)

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION NUMBER 30008
FLORIDA REGISTERED ENGINEER
No. 58
STATE OF FLORIDA
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #58306
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1488

PREPARED FOR:
PULTE GROUP

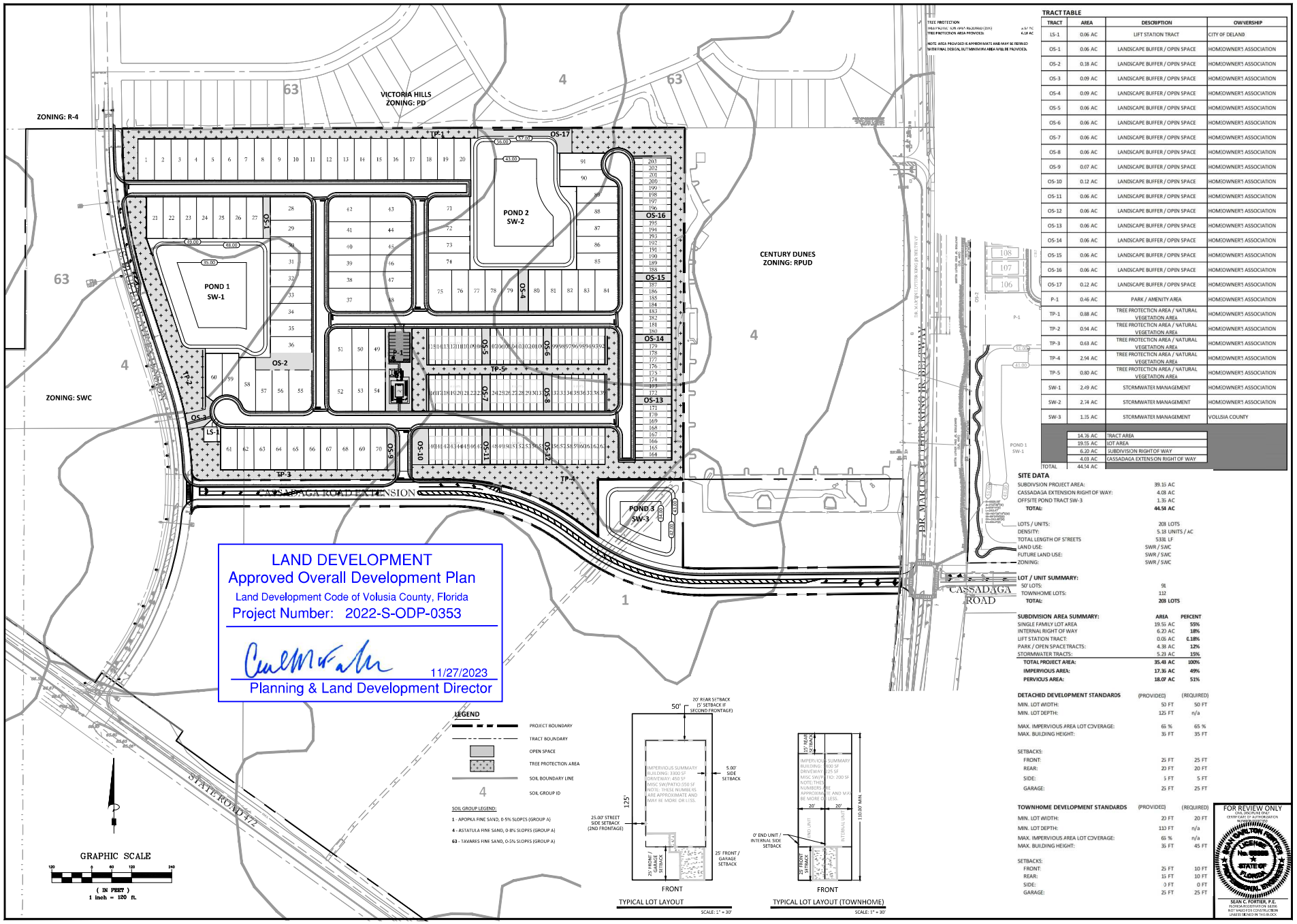
FORD 472
SUBDIVISION

EROSION CONTROL & TREE REMOVAL-PROTECTION PLAN

DATE	REVISION

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
EC-1.0



TRACT TABLE

TRACT	AREA	DESCRIPTION	OWNERSHIP
LS-1	0.06 AC	LIFT STATION TRACT	CITY OF DELAND
OS-1	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-2	0.18 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-3	0.09 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-4	0.09 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-5	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-6	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-7	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-8	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-9	0.07 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-10	0.12 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-11	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-12	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-13	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-14	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-15	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-16	0.06 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
OS-17	0.22 AC	LANDSCAPE BUFFER / OPEN SPACE	HOMEOWNER'S ASSOCIATION
P-1	0.46 AC	PARK / AMENITY AREA	HOMEOWNER'S ASSOCIATION
TP-1	0.88 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-2	0.94 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-3	0.63 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-4	2.94 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
TP-5	0.80 AC	TREE PROTECTION AREA / NATURAL VEGETATION AREA	HOMEOWNER'S ASSOCIATION
SW-1	2.49 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-2	2.74 AC	STORMWATER MANAGEMENT	HOMEOWNER'S ASSOCIATION
SW-3	1.35 AC	STORMWATER MANAGEMENT	VOLUSIA COUNTY

	14.76 AC	TRACT AREA
	19.55 AC	LOT AREA
	6.20 AC	SUBDIVISION RIGHT OF WAY
	4.03 AC	CASSADAGA EXTENSION RIGHT OF WAY
TOTAL	44.54 AC	

SITE DATA

SUBDIVISION PROJECT AREA:	39.15 AC
CASSADAGA EXTENSION RIGHT OF WAY:	4.03 AC
OFFSITE POND TRACT SW-3	1.35 AC
TOTAL:	44.54 AC
LOTS / UNITS:	208 LOTS
DENSITY:	5.18 UNITS / AC
TOTAL LENGTH OF STREETS	5331 LF
LAND USE:	SWR / SWC
FUTURE LAND USE:	SWR / SWC
ZONING:	SWR / SWC

LOT / UNIT SUMMARY:

50' LOTS:	96
TOWNHOME LOTS:	112
TOTAL:	208 LOTS

SUBDIVISION AREA SUMMARY:

	AREA	PERCENT
SINGLE FAMILY LOT AREA	19.55 AC	55%
INTERNAL RIGHT OF WAY	6.20 AC	18%
LIFT STATION TRACT:	0.06 AC	0.18%
PARK / OPEN SPACE TRACTS:	4.38 AC	12%
STORMWATER TRACTS:	5.23 AC	15%
TOTAL PROJECT AREA:	35.43 AC	100%
IMPERVIOUS AREA:	17.35 AC	49%
PERVIOUS AREA:	18.07 AC	51%

DETACHED DEVELOPMENT STANDARDS	(PROVIDED)	(REQUIRED)
MIN. LOT WIDTH:	50 FT	50 FT
MIN. LOT DEPTH:	125 FT	n/a
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %	65 %
MAX. BUILDING HEIGHT:	35 FT	35 FT
SETBACKS:		
FRONT:	25 FT	25 FT
REAR:	20 FT	20 FT
SIDE:	5 FT	5 FT
GARAGE:	25 FT	25 FT

TOWNHOME DEVELOPMENT STANDARDS	(PROVIDED)	(REQUIRED)
MIN. LOT WIDTH:	20 FT	20 FT
MIN. LOT DEPTH:	110 FT	n/a
MAX. IMPERVIOUS AREA LOT COVERAGE:	65 %	n/a
MAX. BUILDING HEIGHT:	35 FT	45 FT
SETBACKS:		
FRONT:	25 FT	10 FT
REAR:	15 FT	10 FT
SIDE:	0 FT	0 FT
GARAGE:	25 FT	25 FT

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NUMBER 30013
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #65936
NOT VALID FOR CONSTRUCTION
UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
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ORLANDO, FLORIDA 32804
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REVISION
DATE

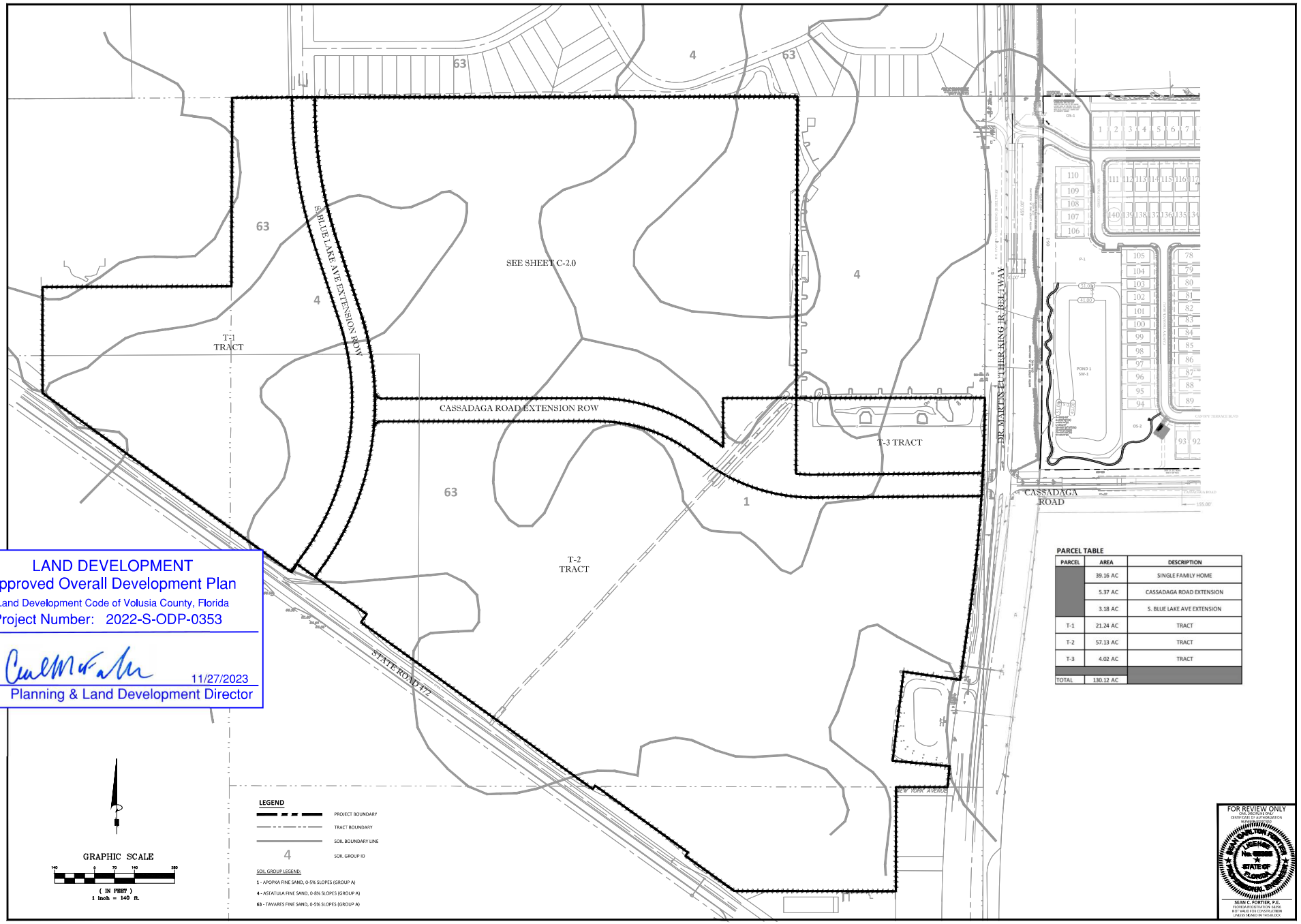
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

OVERALL PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-2.0



LAND DEVELOPMENT
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11/27/2023
Planning & Land Development Director

PARCEL TABLE

PARCEL	AREA	DESCRIPTION
	39.16 AC	SINGLE FAMILY HOME
	5.37 AC	CASSADAGA ROAD EXTENSION
	3.18 AC	S. BLUE LAKE AVE EXTENSION
T-1	21.24 AC	TRACT
T-2	57.13 AC	TRACT
T-3	4.02 AC	TRACT
TOTAL	130.12 AC	

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NO. 35888
STATE OF FLORIDA
PROFESSIONAL ENGINEER
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #83356
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KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
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REVISION | DATE

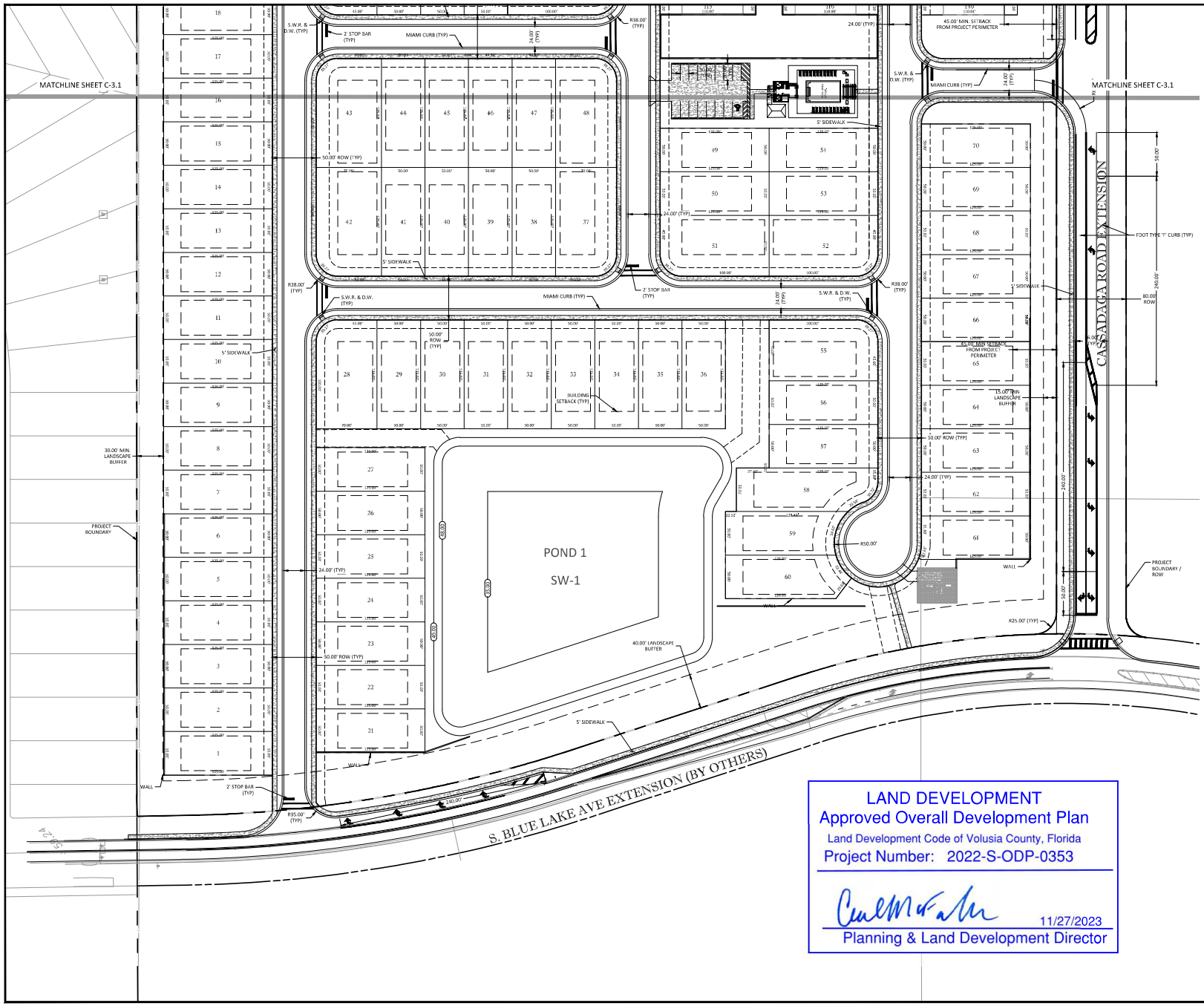
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

OVERALL PLAN

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DESIGN: DWC
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SHEET
C-2.1



LAND DEVELOPMENT
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Land Development Code of Volusia County, Florida
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11/27/2023
Planning & Land Development Director

FOR REVIEW ONLY
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CERTIFICATE OF AUTHORIZATION
No. 5005
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #65356
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1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION | DATE

PREPARED FOR:
PULTE GROUP

FORD 472 SUBDIVISION

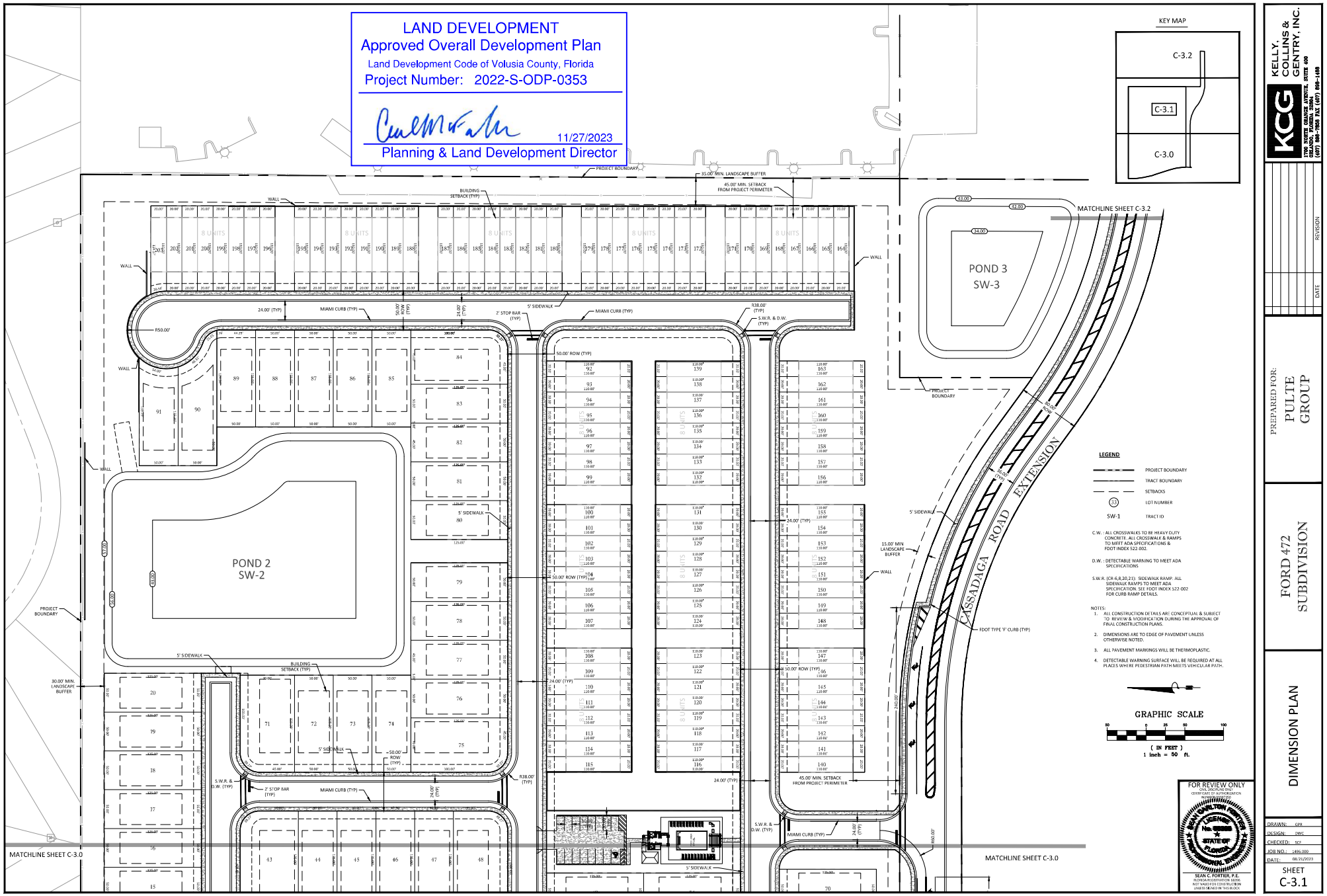
DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-3.0

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director



KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

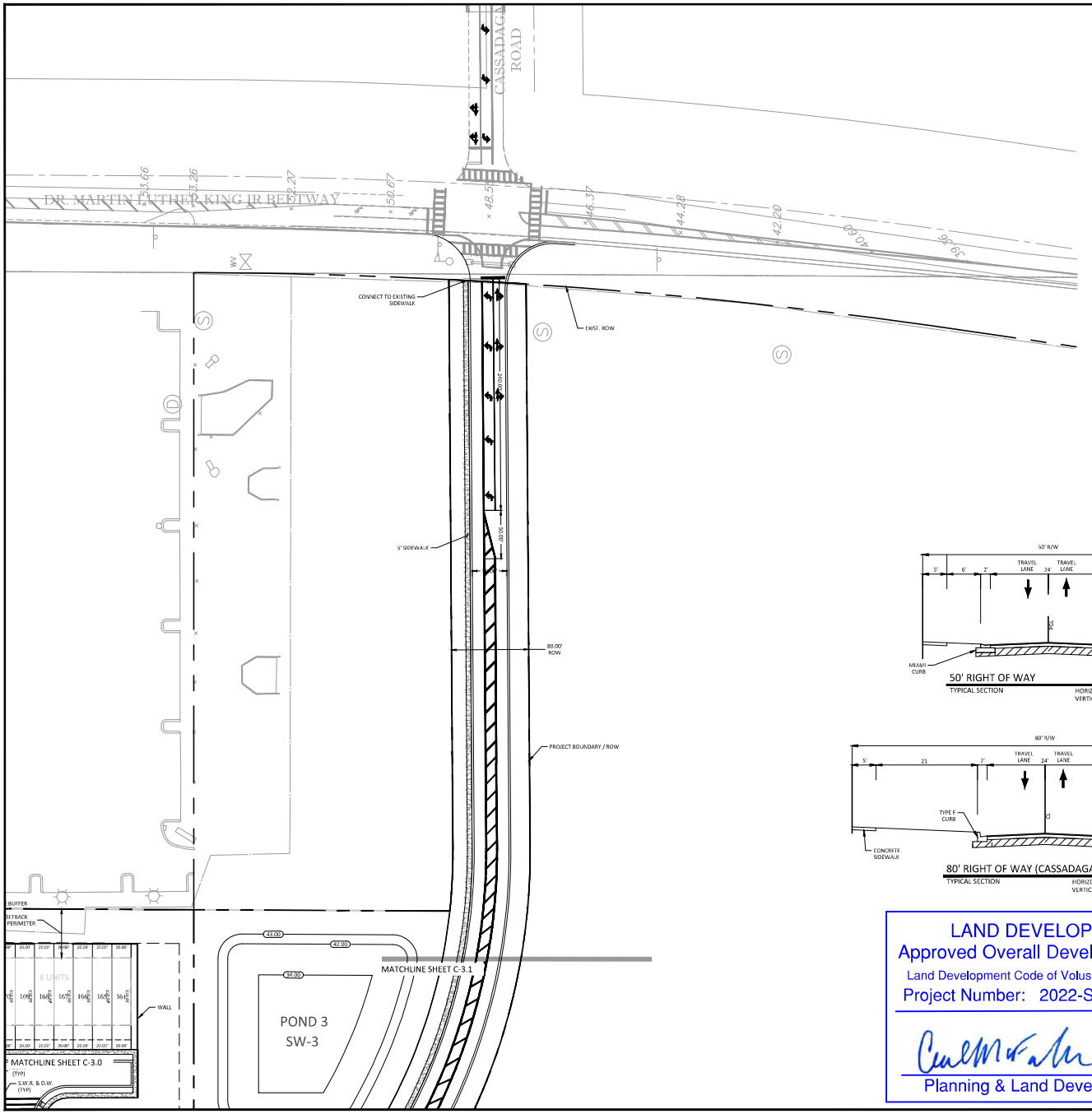
REVISION | DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

DIMENSION PLAN

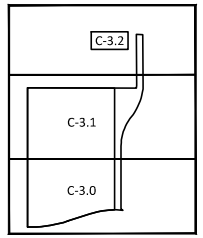
DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023
SHEET
C-3.1



50' RIGHT OF WAY
TYPICAL SECTION
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

80' RIGHT OF WAY (CASSADAGA EXTENSION)
TYPICAL SECTION
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

KEY MAP



LEGEND

PROJECT BOUNDARY
TRACT BOUNDARY
SETBACKS
(33) LOT NUMBER
SW-1 TRACT ID

C.W. : ALL CROSSWALKS TO BE HEAVY DUTY CONCRETE. ALL CROSSWALK & RAMPS TO MEET ADA SPECIFICATIONS & FDOT INDEX 522-002.

D.W. : DETECTABLE WARNING TO MEET ADA SPECIFICATIONS

S.W.R. (CR 6,8,20,21): SIDEWALK RAMP. ALL SIDEWALK RAMPS TO MEET ADA SPECIFICATION. SEE FDOT INDEX 522-002 FOR CURB RAMP DETAILS.

NOTES:
1. ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
2. DIMENSIONS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
3. ALL PAVEMENT MARKINGS WILL BE THERMOPLASTIC.
4. DETECTABLE WARNING SURFACE WILL BE REQUIRED AT ALL PLACES WHERE PEDESTRIAN PATH MEETS VEHICULAR PATH.

GRAPHIC SCALE
50 0 25 50 100
(IN FEET)
1 inch = 50 ft.

LAND DEVELOPMENT
Approved Overall Development Plan
Land Development Code of Volusia County, Florida
Project Number: 2022-S-ODP-0353

11/27/2023
Planning & Land Development Director

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION NUMBER 35169
SEAN CONNELTON FORTIER
LICENSE No. 93868
STATE OF FLORIDA
PROFESSIONAL ENGINEER
SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #93868
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION
DATE

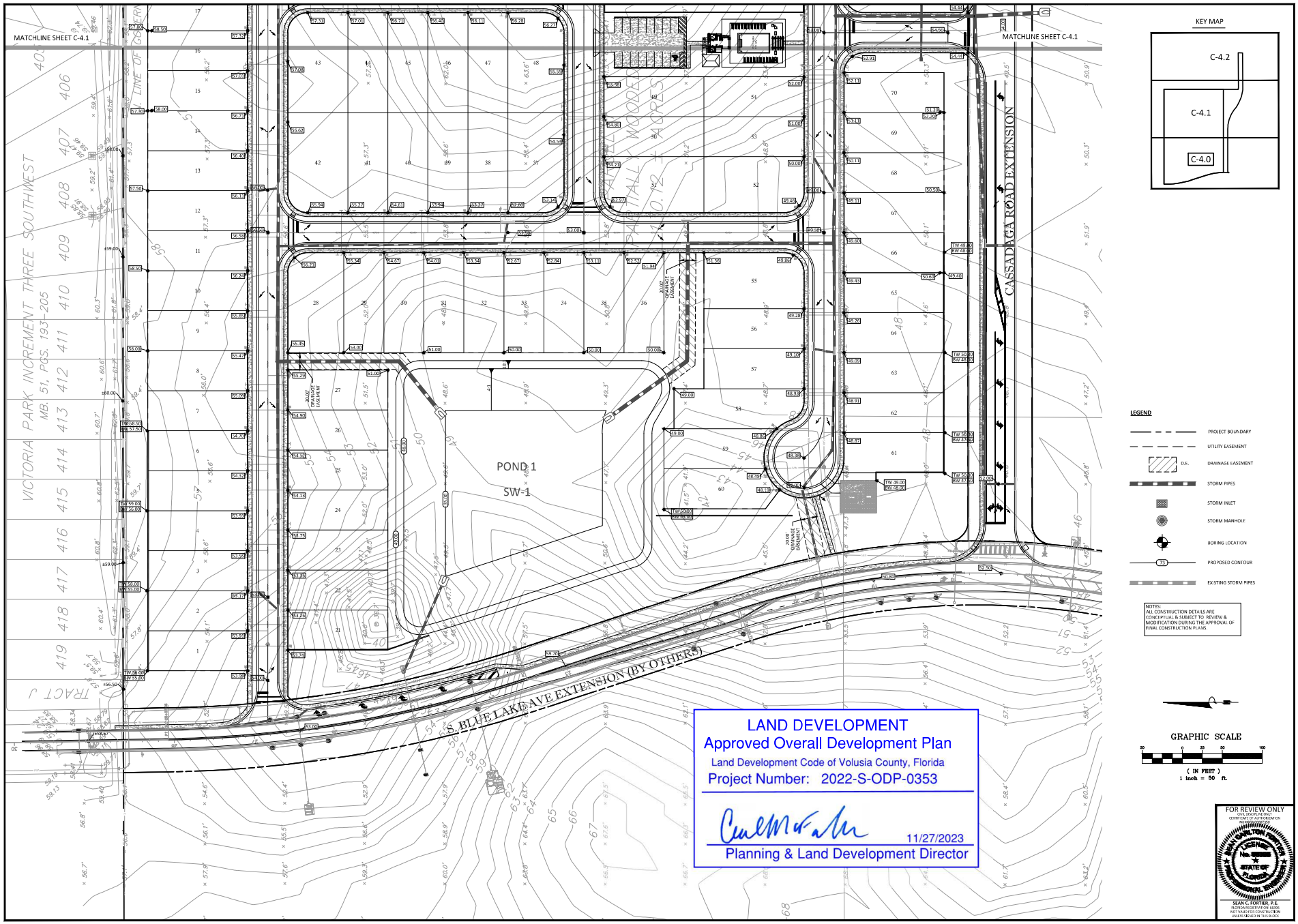
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

DIMENSION PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-3.2



KELLY, COLLINS & GENTRY, INC.
1706 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION
DATE

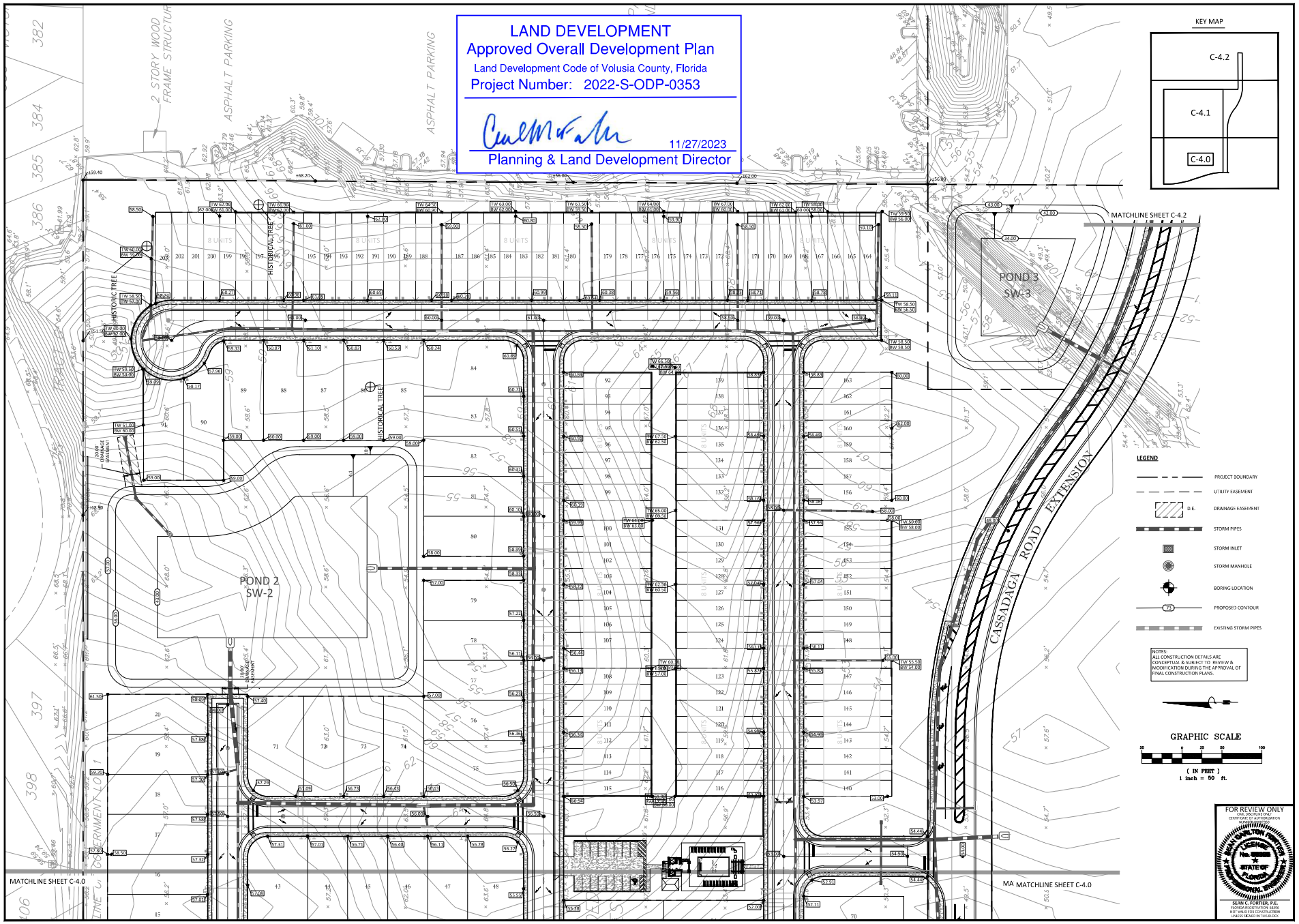
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

PAVING, GRADING, & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1486.000
DATE: 08/21/2023

SHEET
C-4.0



KELLY, COLLINS & GENTRY, INC.
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ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION | DATE

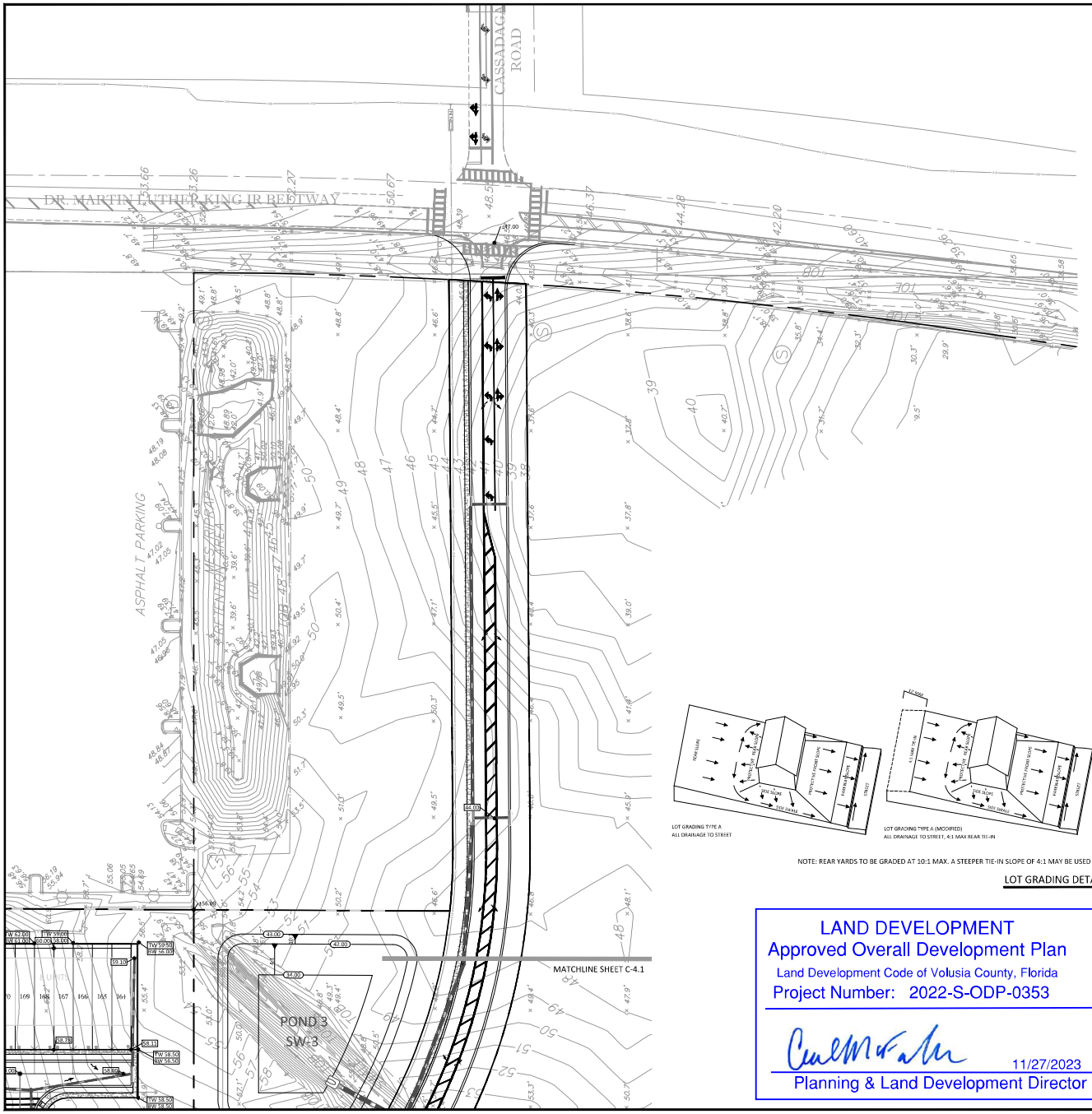
PREPARED FOR:
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FORD 472
SUBDIVISION

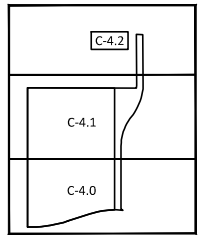
PAVING, GRADING, & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-4.1



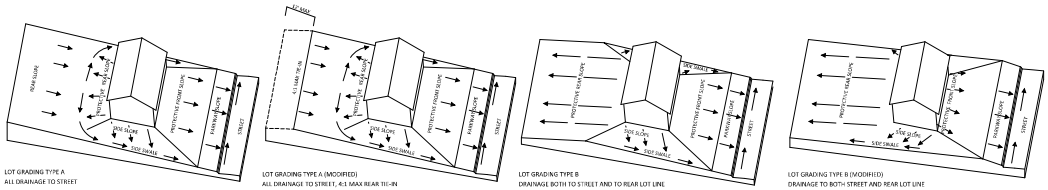
KEY MAP



LEGEND

- PROJECT BOUNDARY
- UTILITY EASEMENT
- D.E. DRAINAGE EASEMENT
- STORM PIPES
- STORM INLET
- STORM MANHOLE
- BORING LOCATION
- PROPOSED CONTOUR
- EXISTING STORM PIPES

NOTES:
ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.



NOTE: REAR YARDS TO BE GRADED AT 10:1 MAX. A STEEPER TIE-IN SLOPE OF 4:1 MAY BE USED WITHIN 12' OF REAR PROPERTY LINE ONLY.

LOT GRADING DETAILS

NTS

LAND DEVELOPMENT
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11/27/2023
Planning & Land Development Director

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
NUMBER 35169

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #65936
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1468

REVISION | DATE

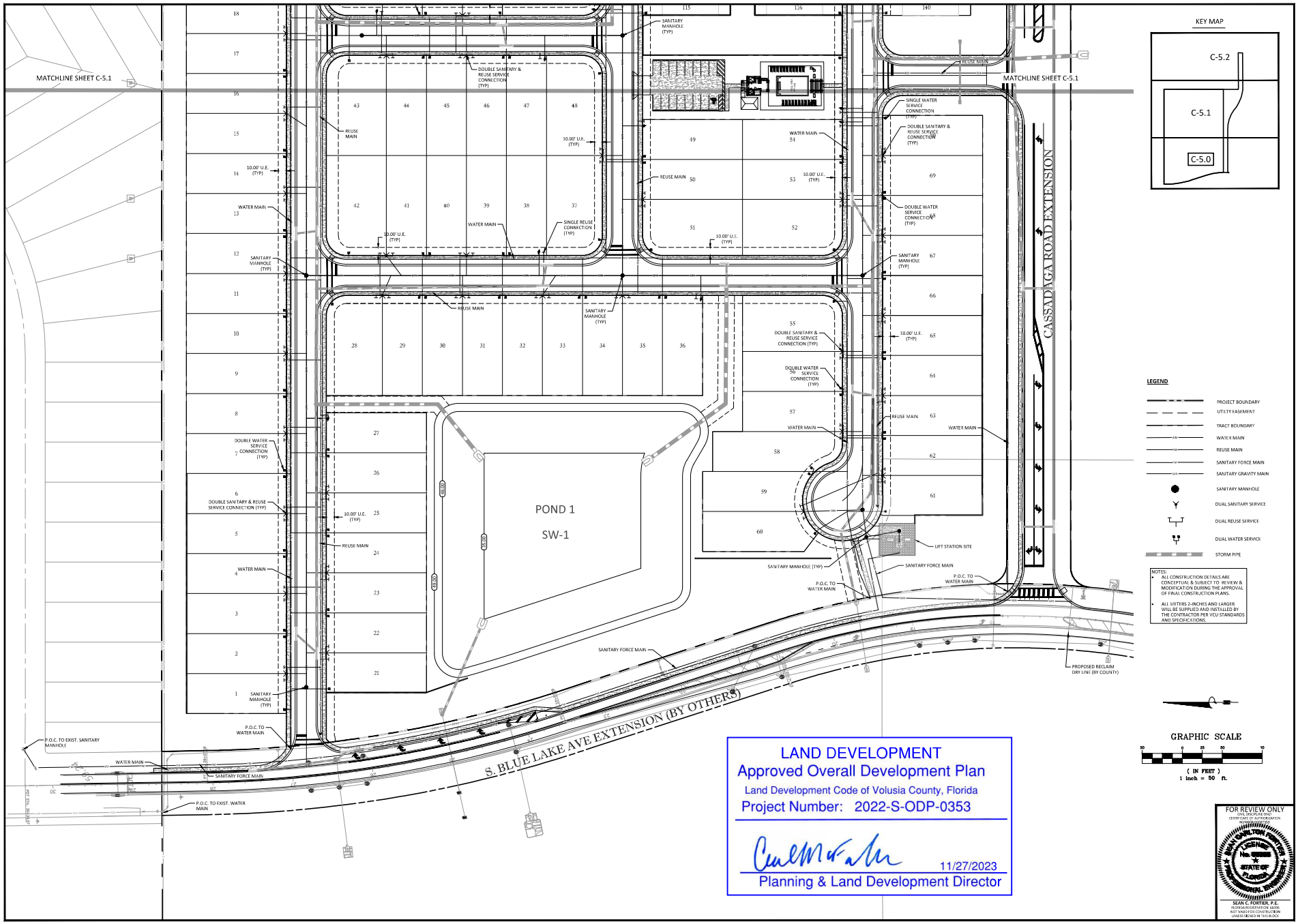
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

PAVING, GRADING & DRAINAGE PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-4.2



KELLY, COLLINS & GENTRY, INC.
1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION
DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

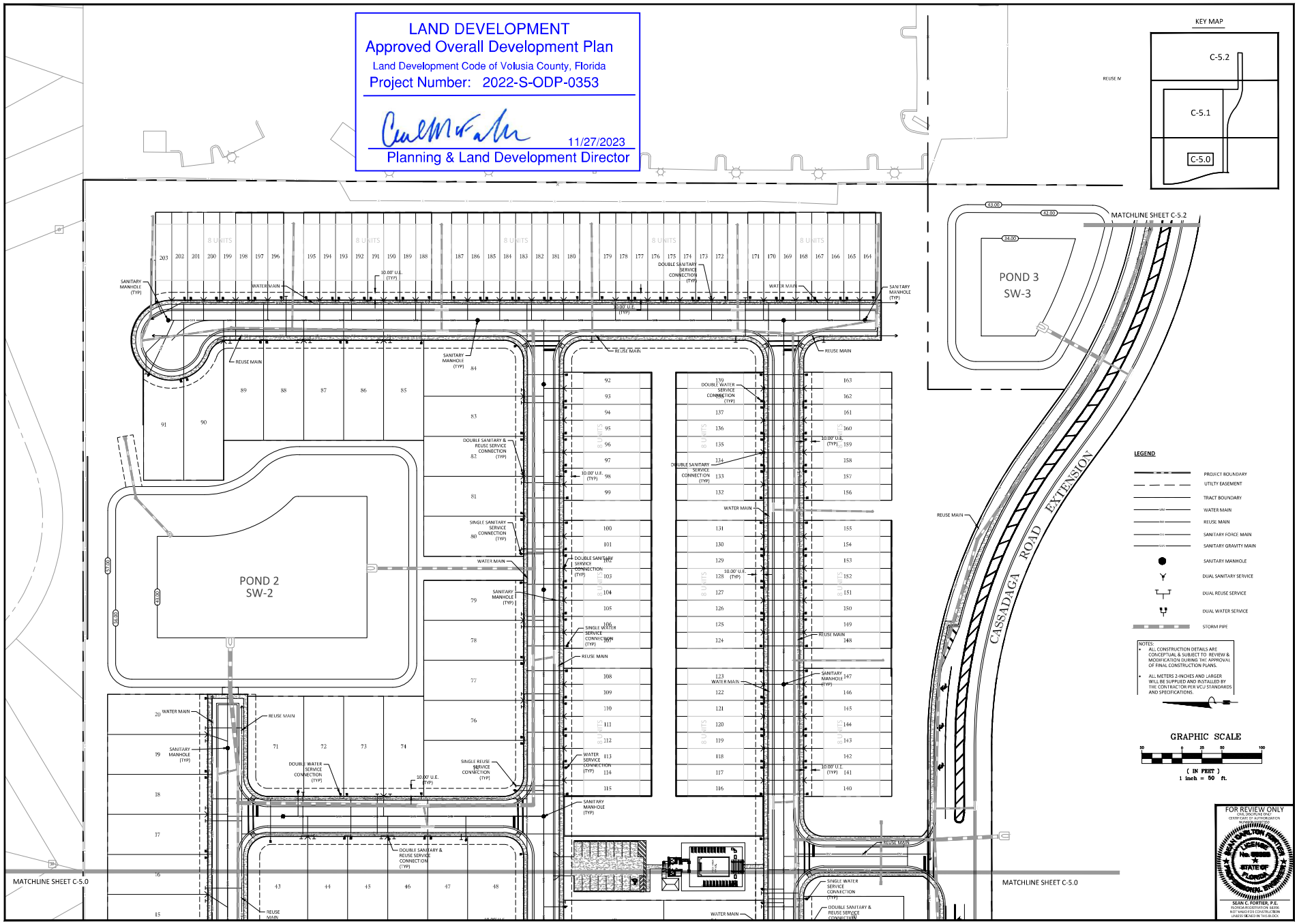
UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.0

LAND DEVELOPMENT
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11/27/2023
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1700 NORTH ORANGE AVENUE, SUITE 400
ORLANDO, FLORIDA 32804
(407) 586-7800 FAX (407) 896-1486

REVISION | DATE

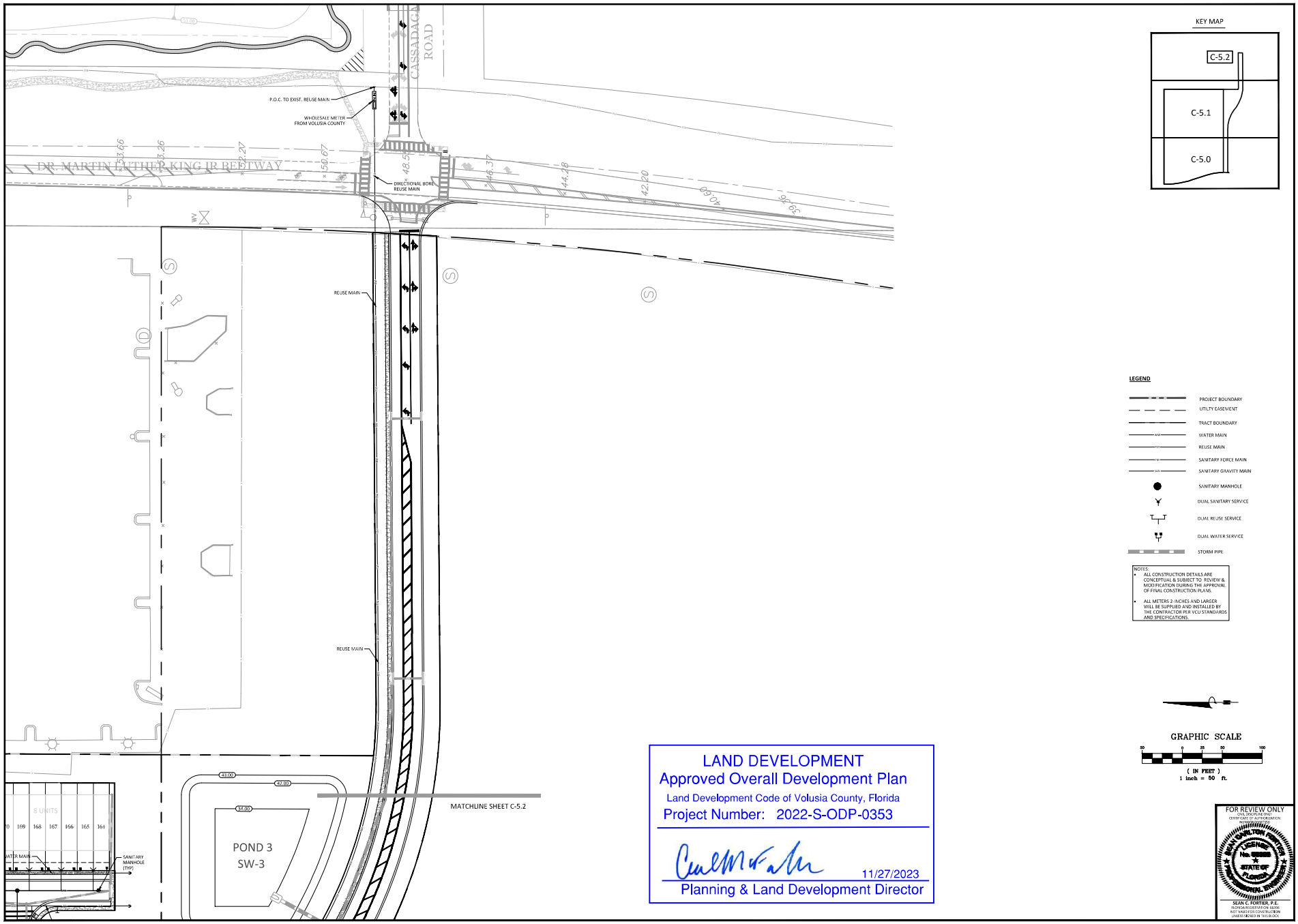
PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.1



KEY MAP

LEGEND

- PROJECT BOUNDARY
- UTILITY EASEMENT
- TRACT BOUNDARY
- WATER MAIN
- REUSE MAIN
- SANITARY FORCE MAIN
- SANITARY GRAVITY MAIN
- SANITARY MANHOLE
- DUAL SANITARY SERVICE
- DUAL REUSE SERVICE
- DUAL WATER SERVICE
- STORM PIPE

NOTES:
- ALL CONSTRUCTION DETAILS ARE CONCEPTUAL & SUBJECT TO REVIEW & MODIFICATION DURING THE APPROVAL OF FINAL CONSTRUCTION PLANS.
- ALL METERS 2-INCHES AND LARGER WILL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR PER VCU STANDARDS AND SPECIFICATIONS.

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = 50 ft.

LAND DEVELOPMENT
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11/27/2023
Planning & Land Development Director

FOR REVIEW ONLY
CIVIL DISCIPLINE ONLY
CERTIFICATE OF AUTHORIZATION
No. 6988

SEAN C. FORTIER, P.E.
FLORIDA REGISTRATION #83356
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

KELLY, COLLINS & GENTRY, INC.
KCG
1706 NORTH ORANGE AVENUE, SUITE 400
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(407) 586-7800 FAX (407) 896-1468

REVISION | DATE

PREPARED FOR:
PULTE GROUP

FORD 472
SUBDIVISION

UTILITY PLAN

DRAWN: CPR
DESIGN: DWC
CHECKED: SCF
JOB NO.: 1496.000
DATE: 08/21/2023

SHEET
C-5.2

6.3. Access Road. In the event a governmental authority requires, or Buyer desires, an access road (the "**Access Road**") connecting the Property to Dr. Martin Luther King, Jr. Boulevard, Seller agrees to dedicate or (at Seller's option) grant the easement or right of way necessary to satisfy such requirements across property Seller owns or controls, located to the east of the Property. Seller agrees to provide the easement or right of way at no additional cost to Buyer, and Buyer agrees to design, permit

and construct, at Buyer's expense, the necessary road, utilities and improvements related to the Access Road as provided in the Development Permits. Buyer and Seller will work together in good faith to determine the exact location, dimensions, terms and conditions of the Access Road to be documented by written agreement of the parties prior to the expiration of the Inspection Period, to the extent it is a requirement. Seller's obligation under this section are conditioned upon the parties agreeing to and entering into such written agreement and agreeing upon the design, plans and specifications of the Access Road.

Single-Family Detached Housing
(210)

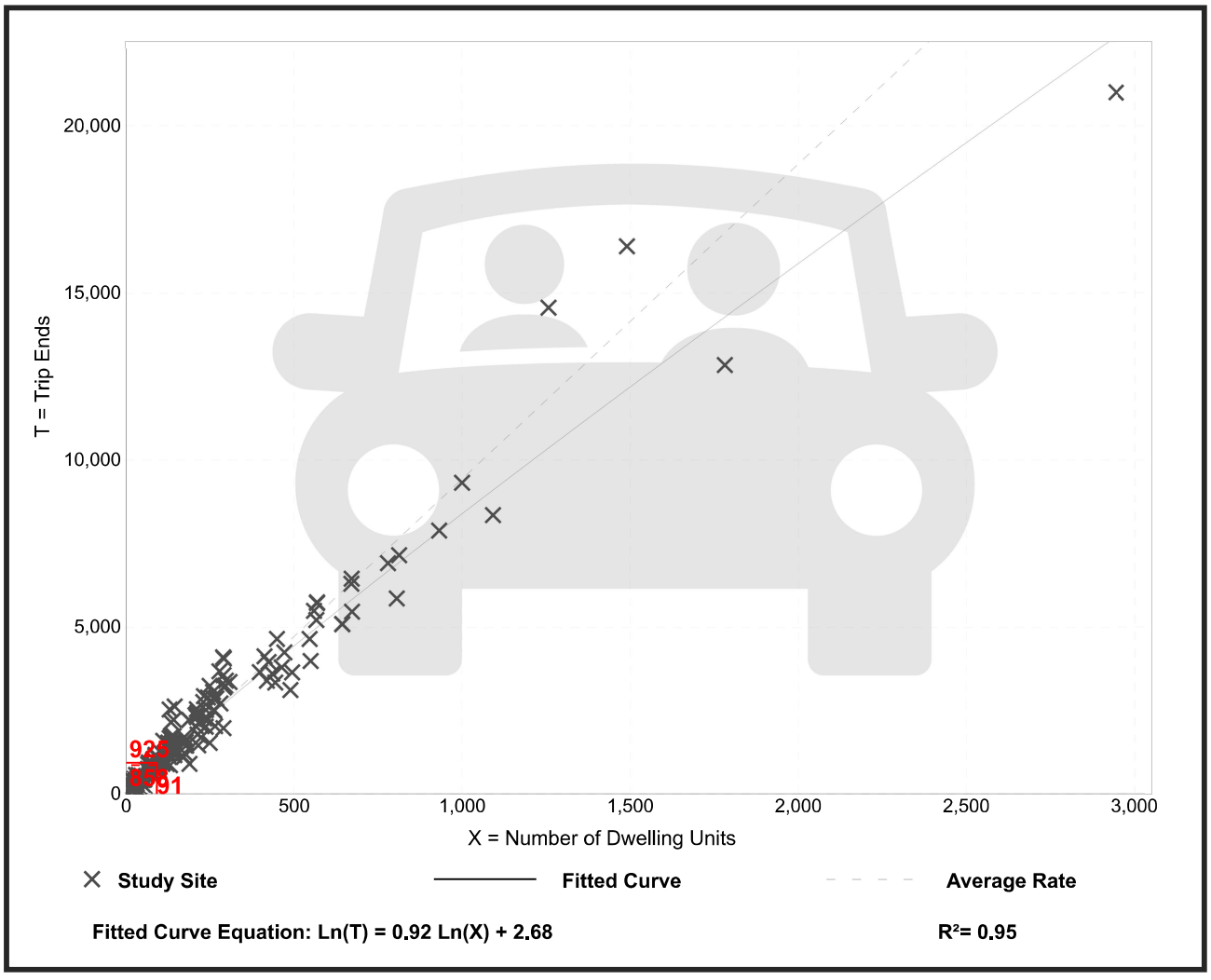
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

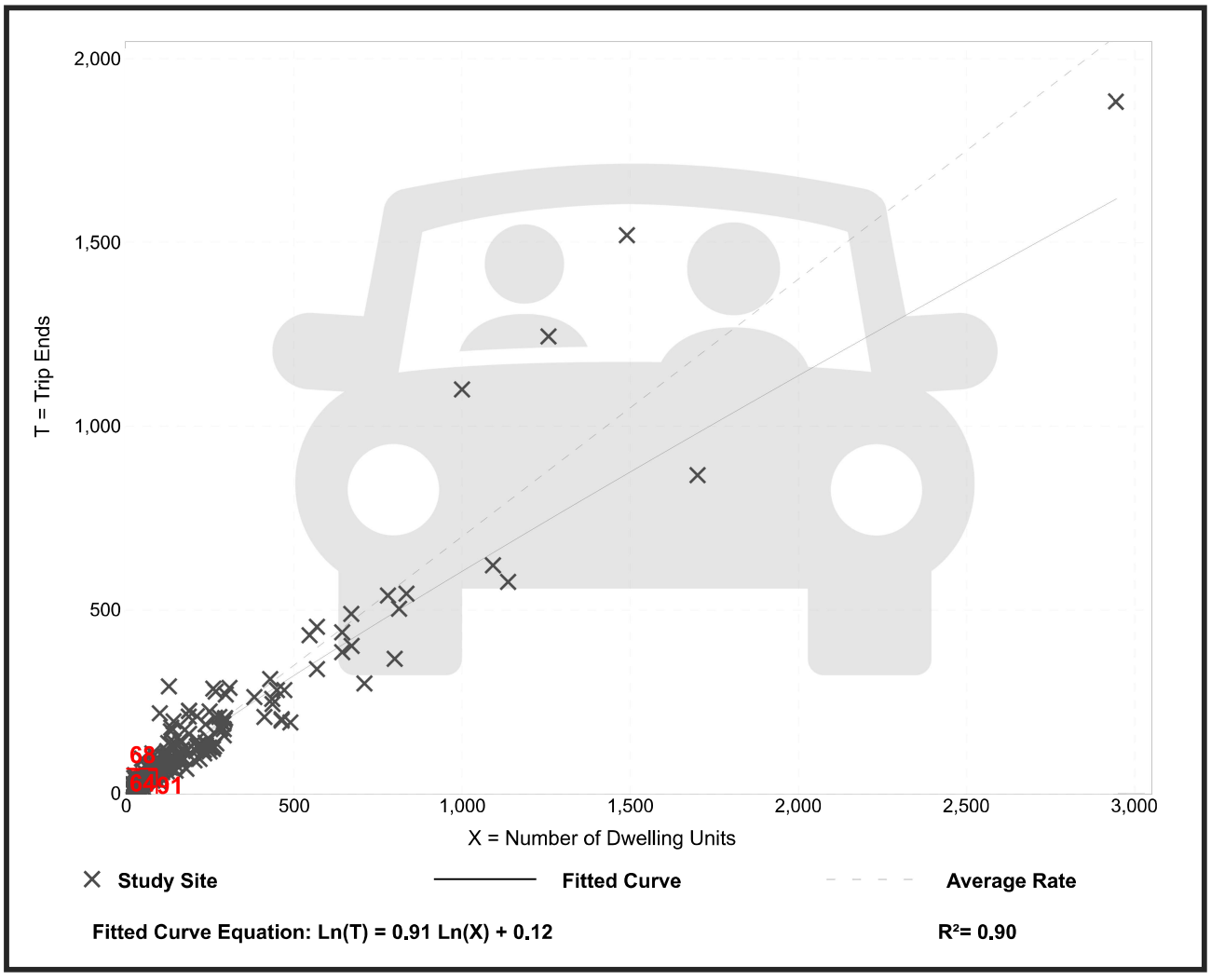
Single-Family Detached Housing
(210)

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: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

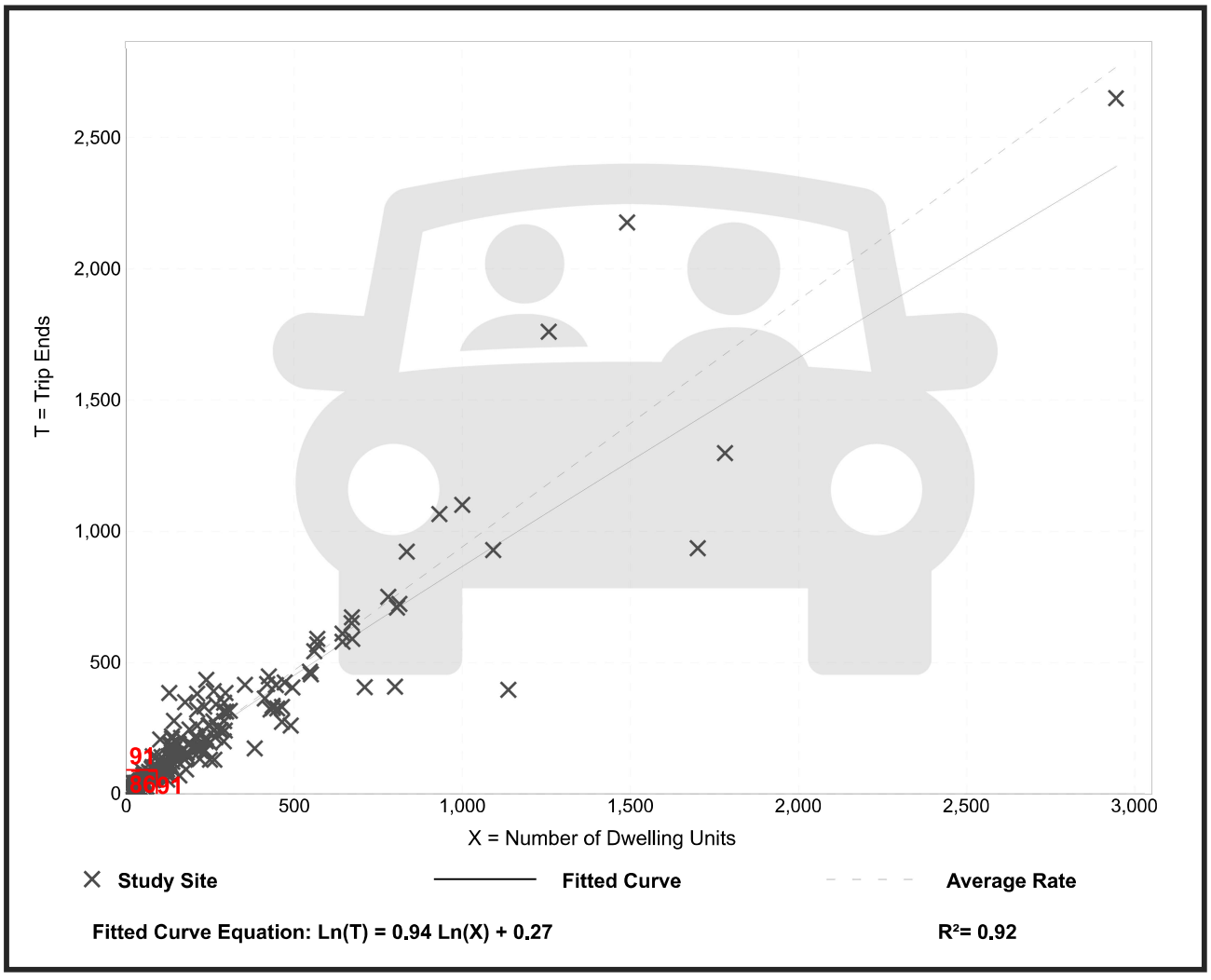
Single-Family Detached Housing
(210)

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: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



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Single-Family Attached Housing
(215)

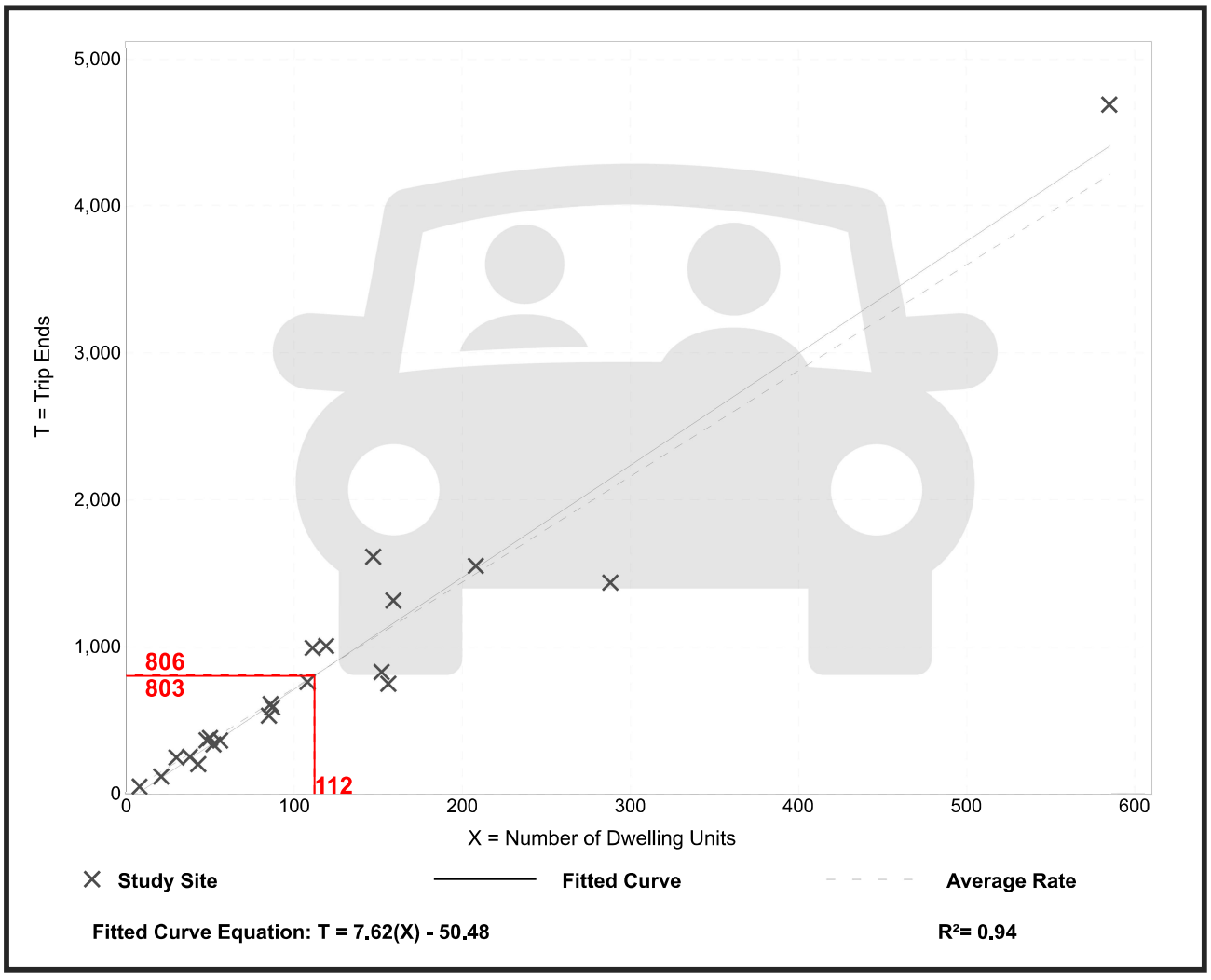
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



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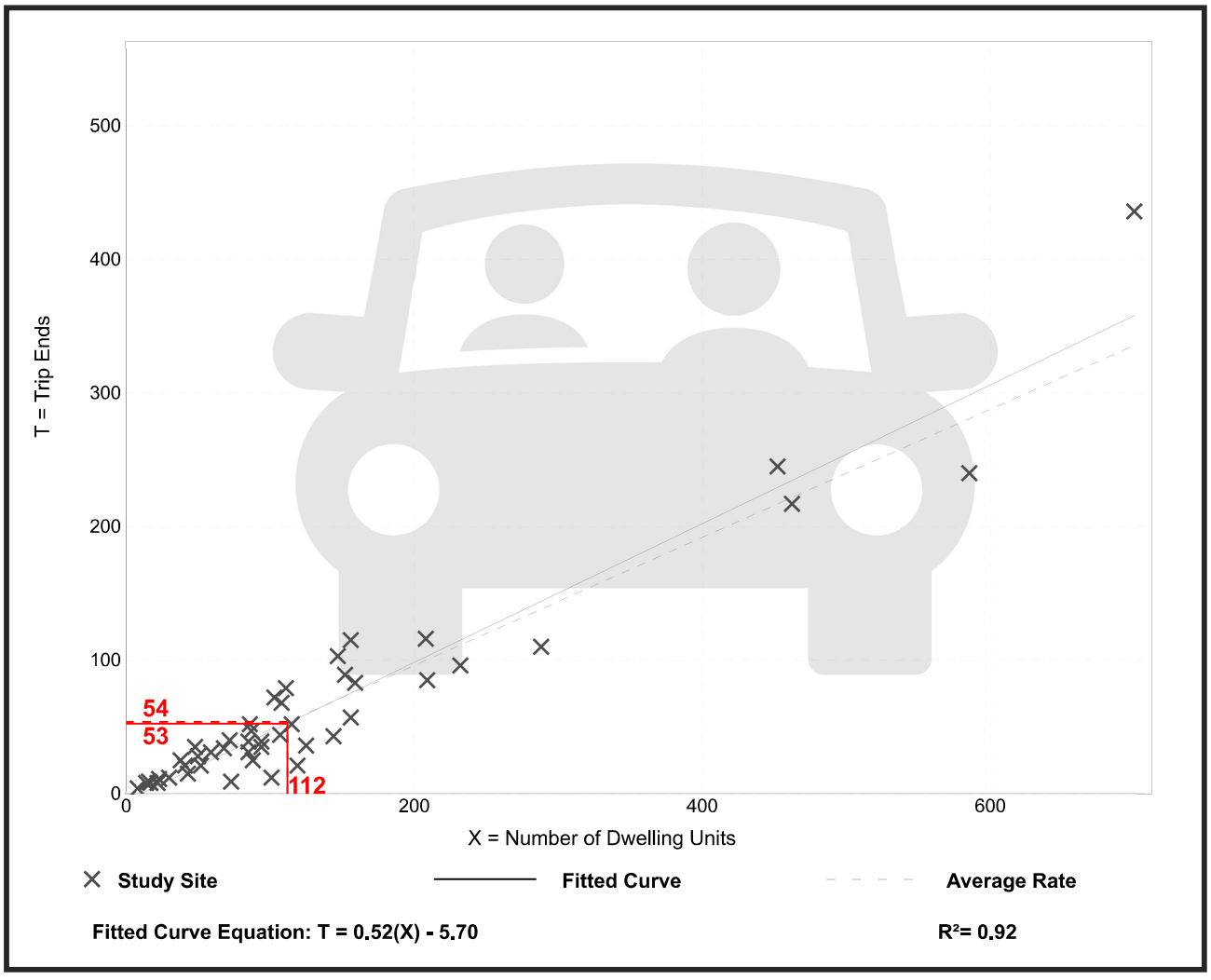
Single-Family Attached Housing
(215)

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: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



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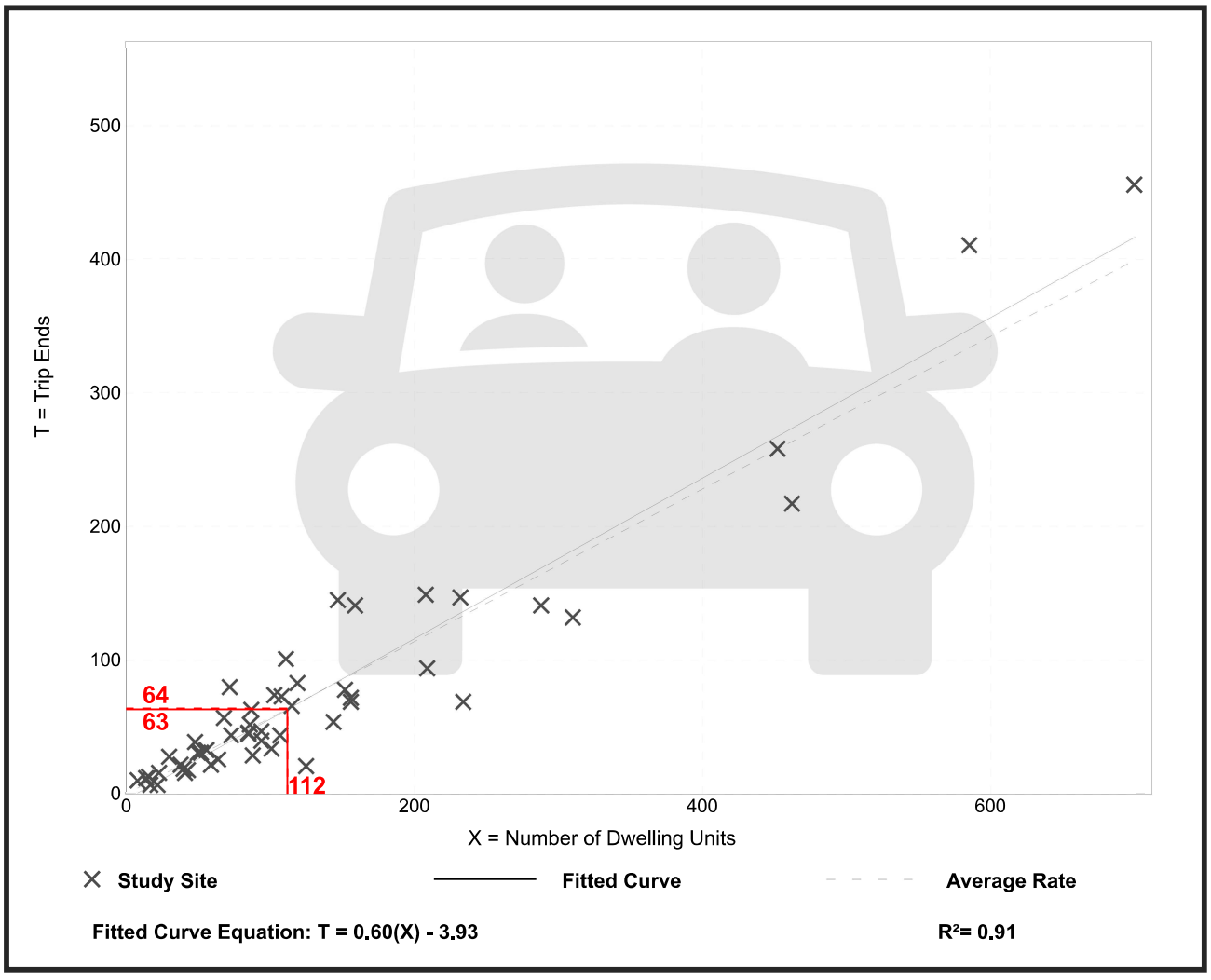
Single-Family Attached Housing
(215)

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:	51
Avg. Num. of Dwelling Units:	136
Directional Distribution:	59% entering, 41% exiting

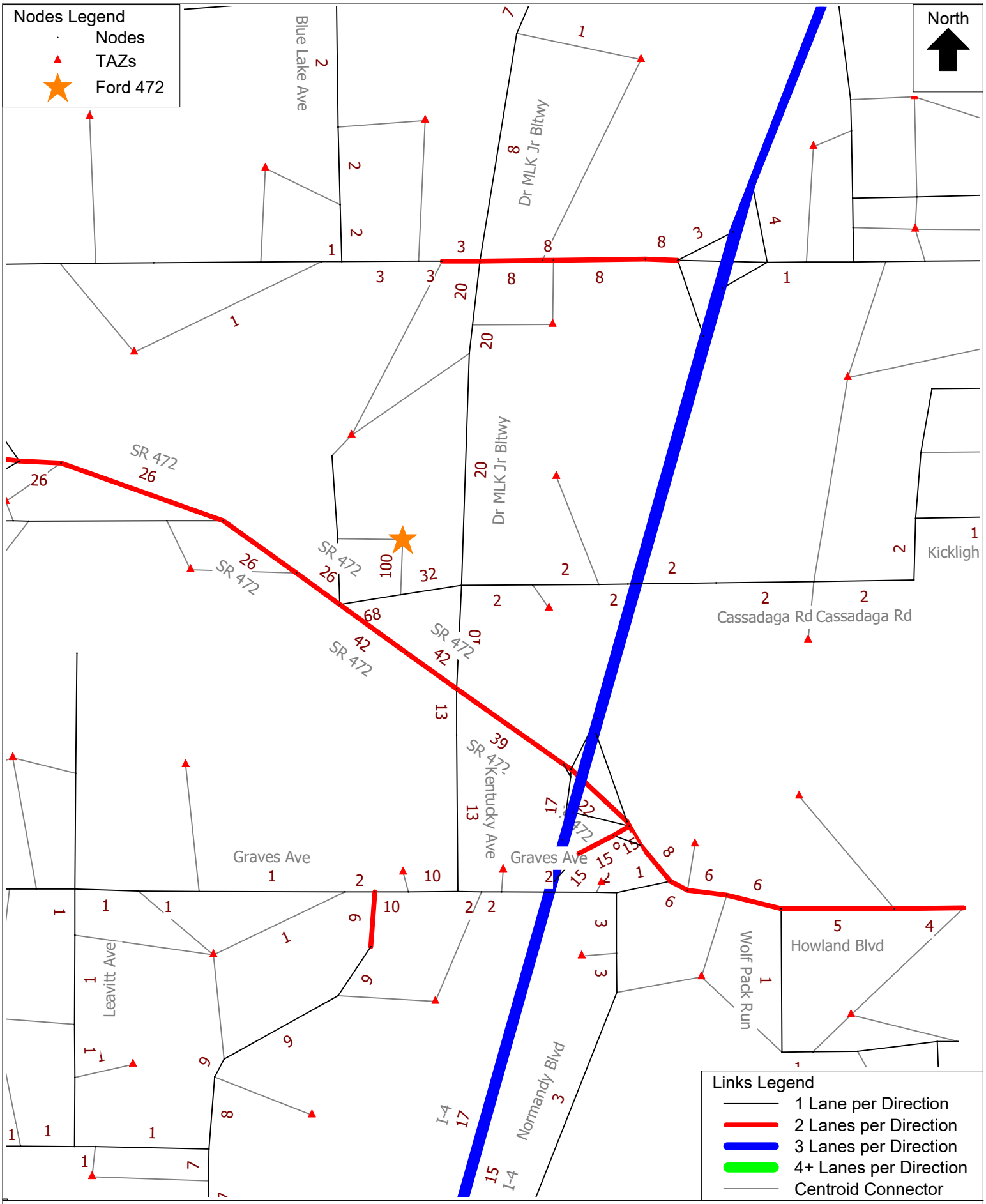
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation

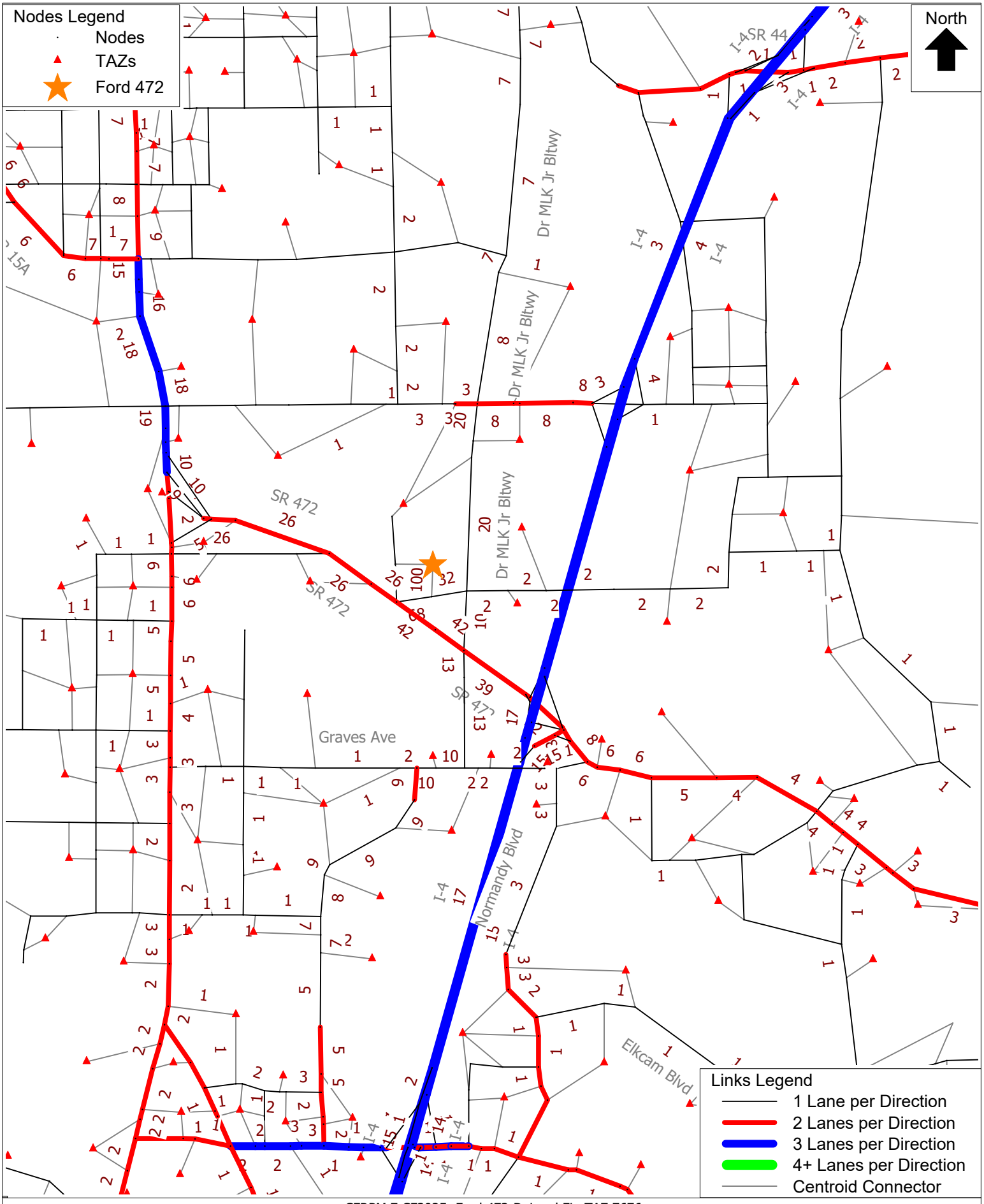


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CFRPM 7 CF2025 -Ford 472-DeLand FL. TAZ 7676
Project Distribution
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cube (Licensed to)



CFRPM 7 CF2025 -Ford 472-DeLand FL. TAZ 7676
Project Distribution
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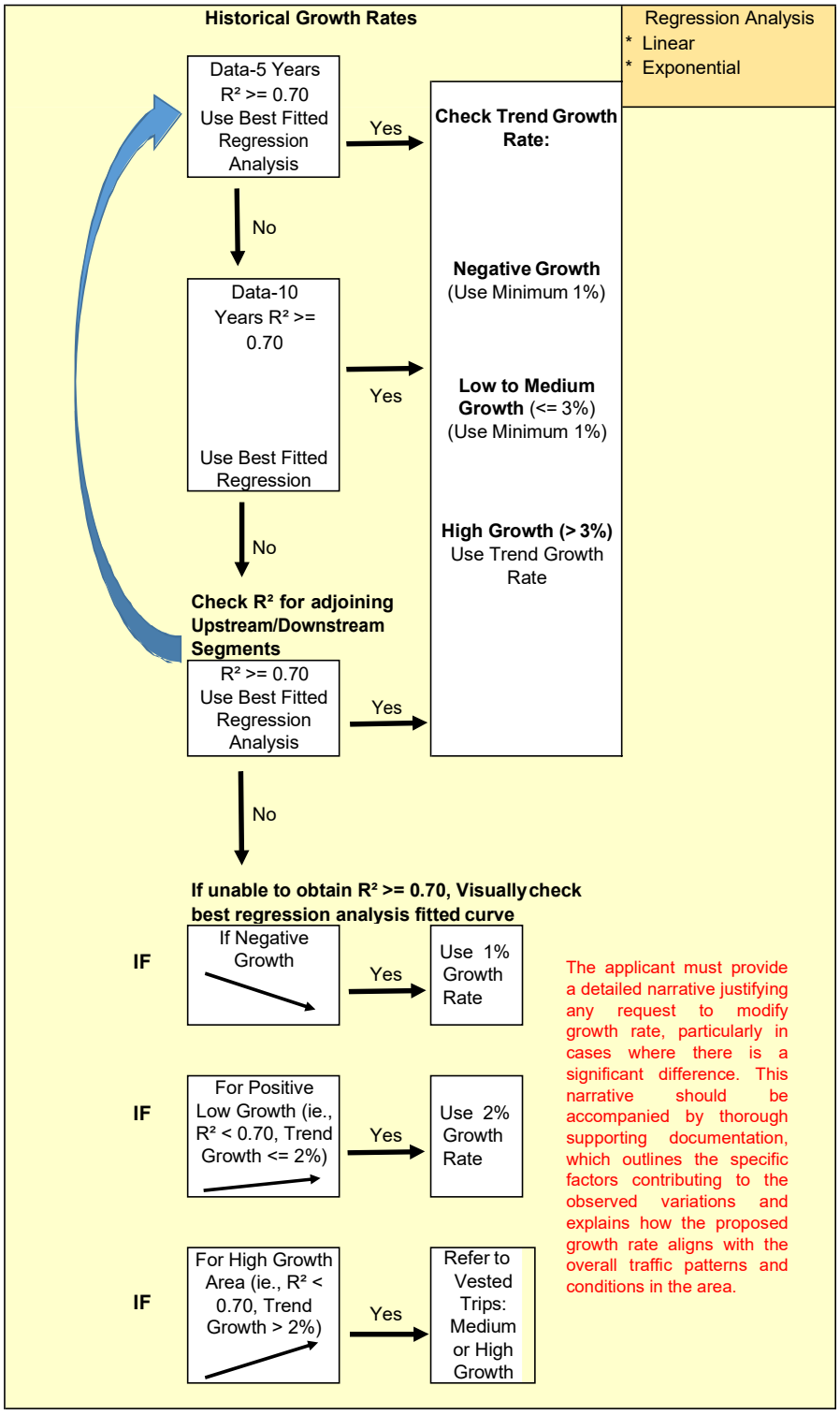
Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed	2020 QLOS Facility Type	2010 Federal Functional Classification	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	EST 2021 AADT	VC 2021 Allowable LOS	DAILY 2021 LOS Capacity	DAILY V/C Ratio	DAILY LOS	EST 2021 AM Peak	EST 2021 PM Peak	PEAK 2Way 2021 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	F_Type_20	Fun_Class_2010	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_20	LOS_20	AMPKHR_2	PMPKHR_2	2W_Cap_21	Lanes_20
I-4	Seminole Co. to Dirksen Dr.	484	FDOT	Yes	3.58	65	UA_FWIS_6L	Principal Arterial - Interstate - Urban	102,500	106,500	108,000	110,000	113,000	110,000	112,000	114,000	111,000	104,000		D	113,600	0.92	D			10,510	6
I-4	Dirksen Dr. to Saxon Blvd.	484	FDOT	Yes	2.79	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	93,600	93,900	96,400	99,800	106,510	108,000	-	112,700	111,000	104,000		D	113,600	0.92	D			10,510	6
I-4	Saxon Blvd. to SR 472	1003	FDOT	Yes	3.15	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	79,500	88,000	88,500	89,500	92,500	90,000	92,000	94,000	99,000	93,000		D	113,600	0.82	C			10,510	6
I-4	SR 472 to Orange Camp Rd.	485	FDOT	Yes	2.12	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	70,500	77,500	77,000	78,000	80,500	71,000	72,500	74,000	82,000	77,000		D	113,600	0.68	C			10,510	6
I-4	Orange Camp Rd. to SR 44	497	FDOT	Yes	2.56	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	62,000	55,500	60,500	65,500	71,500	74,500	77,000	79,000	80,000	78,000		D	113,600	0.69	C			10,510	6
I-4	SR 44 to US 92 Connector	486	FDOT	Yes	10.31	70	UA_FWIS_6L	Principal Arterial - Interstate - Rural	54,000	55,000	55,000	56,000	57,000	58,000	65,500	65,500	66,500	59,500		C	93,900	0.63	B			8,450	6
I-4	US 92 Connector to I-95	491	FDOT	Yes	3.52	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	43,000	40,000	40,000	41,000	41,500	42,000	46,000	47,000	48,000	51,000		D	113,600	0.45	B			10,510	6
I-95	Brevard Co. to SR 442/Indian River Blvd.	0436-B	FDOT	Yes	11.45	70	RUA_FW_6L	Principal Arterial - Interstate - Urban/Rural	30,500	30,000	26,500	27,500	36,000	29,000	29,000	30,500	33,000	32,000		C	69,000	0.46	B			7,250	6
I-95	SR 442/Indian River Blvd. to SR 44	503	FDOT	Yes	4.84	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	31,000	31,000	32,500	35,000	36,000	46,500	41,500	42,500	47,000	46,000		D	113,600	0.40	B			10,510	6
I-95	SR 44 to SR 421/Dunlawton Ave.	133	FDOT	Yes	6.99	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	36,600	36,900	36,600	37,700	37,000	40,700	-	-	24,000	43,000		D	113,600	0.38	B			10,510	6
I-95	SR 421/Dunlawton Ave. to I-4/SR 400/Beville	494	FDOT	Yes	4.57	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	44,500	42,500	45,000	46,500	47,500	49,500	51,500	-	68,000	74,500		D	113,600	0.66	C			10,510	6
I-95	I-4/SR 400/Beville Rd. to US 92/ISB	494	FDOT	Yes	1.26	65	UA_FWIS_6L + AUX	Principal Arterial - Interstate - Urban	74,500	71,500	71,500	75,500	77,000	66,500	62,500	66,500	68,000	74,500		D	113,600	0.66	C			10,510	6
I-95	US 92/ISB to LPGA Blvd.	494	FDOT	Yes	3.56	65	UA_FWIS_6L	Principal Arterial - Interstate - Urban	74,500	71,500	71,500	75,500	77,000	66,500	62,500	66,500	68,000	74,500		D	113,600	0.66	C			10,510	6
I-95	LPGA Blvd. to SR 40/Granada Blvd	534	FDOT	Yes	2.64	70	UA_FWIS_6L + AUX	Principal Arterial - Interstate - Urban	76,000	69,500	70,000	74,000	77,000	85,000	87,000	78,500	85,500	83,000		D	133,600	0.62	B			12,310	6
I-95	SR 40/Granada Blvd to US 1	495	FDOT	Yes	5.55	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	62,500	66,500	63,500	64,500	66,000	50,500	47,500	50,500	53,000	58,000		D	113,600	0.51	B			10,510	6
I-95	US 1 to Flagler Co. Line/Old Dixie	496	FDOT	Yes	5.00	70	UA_FWIS_6L	Principal Arterial - Interstate - Urban	60,500	64,500	69,500	70,500	72,500	66,000	62,000	65,500	67,000	73,500		D	113,600	0.65	C			10,510	6
US 1	Brevard Co. to Kennedy Pkwy.	531	FDOT	Yes	3.97	55	RUA_UFH_2W_4L	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000		C	31,200	0.13	B			4,270	4
US 1	Kennedy Pkwy. to Putnam Grove Rd.	531	FDOT	Yes	1.63	65	RDA_UFH_2W_4L	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000		C	42,300	0.09	B			4,020	4
US 1	Putnam Grove Rd. to Halifax Ave.	531	FDOT	Yes	0.57	65	RDA_UFH_2W_4L	Principal Arterial - Other - Rural	3,400	3,100	3,100	3,200	3,400	3,600	3,400	3,400	4,200	4,000		C	42,300	0.09	B			4,020	4
US 1	Halifax Ave. to H.H. Birch Rd.	9929	FDOT	Yes	2.05	45	RDA_UFH_2W_4L	Principal Arterial - Other - Rural	11,000	11,100	11,100	11,400	12,400	13,300	13,600	14,100	14,300	13,400		C	42,300	0.32	B			4,020	4
US 1	H.H. Birch Rd. to Volco Rd.	9929	FDOT	Yes	3.70	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	11,000	11,100	11,100	11,400	12,400	13,300	13,600	14,100	14,300	13,400		D	39,800	0.34	C			3,580	4
US 1	Volco Rd. to SR 442/Indian River Blvd.	27	FDOT	Yes	2.26	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	18,900	19,000	18,800	18,200	20,400	21,500	21,500	22,500	23,500	22,500		D	39,800	0.57	C			3,580	4
US 1	SR 442/Indian River Blvd. to Park Ave.	5170	FDOT	Yes	1.49	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,500	25,500	25,000	24,500	25,500	27,500	28,500	29,500	25,500	24,500		D	39,800	0.62	C			3,580	4
US 1	Park Ave. to 10th Ave.	5168	FDOT	Yes	1.00	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	25,500	25,000	25,000	26,000	26,000	26,000	27,000	26,000	25,000		D	39,800	0.63	C			3,580	4
US 1	10th Ave. to Canal St./Bus. SR 44	5154	FDOT	Yes	1.52	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	22,000	21,500	18,600	18,700	19,500	24,000	22,500	22,000	22,000	22,000		D	32,400	0.68	D			2,920	4
US 1	Canal St./Bus. SR 44 to Turnbull Bay Rd.	5155	FDOT	Yes	1.34	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	22,500	24,500	22,000	23,000	24,000	26,500	24,500	25,500	26,500	24,000		D	39,800	0.60	C			3,580	4
US 1	Turnbull Bay Rd. to Art Center Ave.	5159	FDOT	Yes	2.24	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	23,500	22,500	23,500	24,500	25,500	26,500	27,500	26,000	26,000	25,000		D	39,800	0.63	C			3,580	4
US 1	Art Center Ave. to SR 5A/Nova Rd.	13	FDOT	Yes	3.19	45	UA_UFH_2W_4L_D	Principal Arterial - Other - Urban	19,400	19,600	20,500	21,500	21,500	25,000	26,000	25,500	24,500	23,500		D	66,200	0.35	B			5,960	4
US 1	SR 5A/Nova Rd. to Commonwealth	152	FDOT	Yes	1.23	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	14,100	13,800	13,900	13,200	13,800	15,400	15,700	15,700	15,900	15,500		D	39,800	0.39	C			3,580	4
US 1	Commonweath to SR 421/Dunlawton Ave.	5057	FDOT	Yes	1.37	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	20,500	19,600	20,300	20,500	21,500	20,500	20,400	21,000	21,000	20,200		D	39,800	0.51	C			3,580	4
US 1	SR 421/Dunlawton Ave. to Reed Canal Rd.	213	FDOT	Yes	1.18	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	24,500	24,500	24,500	26,500	25,000	28,500	25,500	26,500	25,000	24,000		D	39,800	0.60	C			3,580	4
US 1	Reed Canal Rd. to Big Tree Rd.	5061	FDOT	Yes	1.17	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	25,000	26,500	27,500	28,500	27,000	28,000	27,500	27,500	23,000		D	39,800	0.58	C			3,580	4
US 1	Big Tree Rd. to Bellewood Ave.	5063	FDOT	Yes	0.45	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,500	24,500	27,000	29,000	30,000	-	-	-	24,500	23,500		D	39,800	0.59	C			3,580	4
US 1	Bellewood Ave. to SR 400/Beville Rd	5063	FDOT	Yes	0.27	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	28,000	27,500	26,000	29,000	30,000	26,500	26,000	27,000	24,500	23,500		D	39,800	0.59	C			3,580	4
US 1	SR 400/Beville Rd to Bellevue Ave.	452	FDOT	Yes	1.05	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	32,500	30,000	29,500	33,000	32,000	34,000	30,500	33,000	33,000	32,000		D	39,800	0.80	C			3,580	4
US 1	Bellevue Ave. to Orange Ave.	5066	FDOT	Yes	0.72	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	28,000	29,500	28,000	29,500	30,500	28,500	29,000	30,000	30,500	29,500		D	39,800	0.74	C			3,580	4
US 1	Orange Ave. to US 92/ISB	5070	FDOT	Yes	0.30	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	28,000	26,000	29,000	26,500	27,500	31,000	28,500	29,500	31,000	30,000		D	32,400	0.93	D			2,920	4
US 1	US 92/ISB to Fairview/Main St.	5074	FDOT	Yes	0.66	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	24,000	23,500	26,000	30,500	31,500	-	-	-	28,000	27,000		D	32,400	0.83	D			2,920	4
US 1	Fairview/Main St. to SR 430/Mason Ave.	5074	FDOT	Yes	0.54	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	27,000	27,000	27,500	27,000	28,000	27,000	27,000	26,000	28,000	27,000		D	32,400	0.83	D			2,920	4
US 1	SR 430/Mason Ave. to LPGA Blvd.	1018	FDOT	Yes	1.47	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	26,000	21,500	24,000	24,500	23,500	24,500	24,000	25,500	25,500	24,000		D	32,400	0.74	D			2,920	4
US 1	LPGA Blvd. to Hand Ave.	1018	FDOT	Yes	2.00	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,000	21,500	24,000	24,500	23,500	24,500	24,000	25,500	25,500	24,000		D	39,800	0.60	C			3,580	4
US 1	Hand Ave. to SR 40/Granada Blvd.	5142	FDOT	Yes	0.84	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,500	19,000	20,300	20,800	21,500	22,000	23,000	23,500	24,000	23,000		D	39,800	0.58	C			3,580	4
US 1	SR 40/Granada Blvd. to SR 5A/Nova Rd.	1019	FDOT	Yes	1.83	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,300	16,400	16,600	17,500	18,100	19,300	20,000	19,100	19,300	19,500		D	39,800	0.49	C			3,580	4
US 1	SR 5A/Nova Rd. to Airport Rd.	100	FDOT	Yes	1.13	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,000	22,500	25,500	26,500	26,000	28,500	29,500	30,500	32,000	31,000		D	39,800	0.78	C			3,580	4
US 1	Airport Rd. to I-95	351	FDOT	Yes	2.81	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	20,500	19,400	20,200	21,000	22,500	23,000	24,500	23,500	23,500	22,500		D	39,800	0.57	C			3,580	4
US 1	I-95. to Flagler Co Line	536	FDOT	Yes	1.53	60	UA_UFH_2W_4L_D	Principal Arterial - Other - Urban	15,100	13,400	14,300	14,200	14,800	16,000	16,800	17,200	18,200	17,600		D	66,200	0.27	B			5,960	4
US 17/92	Seminole Co. to Barwick Rd.	0040-S	FDOT	Yes	0.52	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	19,800	19,300	22,000	22,500	26,500	27,500	29,500	31,000	33,000	32,000		D	39,800	0.80	C			3,580	4
US 17/92	Barwick Rd to Ft. Florida Rd.	0040-S	FDOT	Yes	0.76	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	19,800	19,300	22,000	22,500	26,500	27,500	29,500	31,000	33,000	32,000		D	39,800	0.80	C			3,580	4
US 17/92	Ft. Florida Rd. to Dirksen Dr.	101	FDOT	Yes	0.72	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	19,800	19,300	23,000	24,000	23,000	28,500	28,000	30,000	30,000	29,000		D	39,800	0.73	C			3,580	4
US 17/92	Dirksen Dr. to Valencia Rd.	479.1	FDOT	Yes	1.05	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	21,500	21,500	21,000	22,500	22,000	24,000	25,000	24,500	23,500		D	39,800	0.59	C			3,580	4
US 17/92	Valencia Rd to Highbanks Rd.	7	FDOT	Yes	0.74	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	21,500	21,500	21,500	24,000	24,500	25,500	25,500	25,500	24,500		D	39,800	0.62	C			3,580	4
US 17/92	Highbanks Rd. to DeBary Plantation Blvd	8	FDOT	Yes	0.92	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	26,000	22,000	23,000	24,500	25,500	25,000	25,000	25,000	24,000		D	39,800	0.60	C			3,580	4
US 17/92	DeBary Plantation Blvd to Saxon Blvd.	509	FDOT	Yes	0.61	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	26,000	26,000	25,500	27,500	30,500	29,500	32,000	31,500	30,500		D	39,800	0.77	C			3,580	4
US 17/92	Saxon Blvd. to Enterprise Rd.	539	FDOT	Yes	0.80	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	26,000	17,600	18,600	19,400	21,000	22,000	23,000	24,000	23,000		D	39,800	0.58	C			3,580	4
US 17/92	Enterprise Rd. to Rhode Island Ave.	444	FDOT	Yes	0.75	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	32,500	29,500	30,500	29,000	32,000	31,500	31,000	33,000	32,000	31,000		D	39,800	0.78	C			3,580	4
US 17/92	Rhode Island Ave. to Graves Ave.	5165	FDOT	Yes	1.01	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	29,000	26,500	29,000	27,500	28,500	31,000	32,000	32,000	32,000	31,000		D	39,800	0.78	C			3,580	4
US 17/92	Graves Ave. to New York Ave.	5166	FDOT	Yes	1.00	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	29,000	27,500	26,500	27,500	28,500	29,500	29,500	30,500	31,000	30,000		D	39,800	0.75	C			3,580	4
US 17/92	New York Ave to SR 472	445	FDOT	Yes	0.75	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	26,000	27,000	25,000	28,000	29,000	30,000	30,000	30,000	29,000		D	39,800	0.73	C			3,580	4
US 17/92	SR 472 to SR 15A/Taylor Rd.	1004	FDOT	Yes	1.75	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	44,000	41,000	45,000	42,000	47,000	47,000	47,500	55,500	54,500	52,500		D	59,900	0.88	C			5,390	6
US 17/92	SR 15A/Taylor Rd. to Beresford Ave.	1006	FDOT	Yes	1.02	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,500	27,000	27,000	27,500	23,500	33,500	30,000	31,000	32,000	31,000		E	42,190	0.73	C			3,790	4
US 17/92	Beresford Ave. to Euclid Ave.	5173	FDOT	Yes	0.49	35	UA_SSAC2_2W_2L	Principal Arterial - Other - Urban	18,000	16,800	16,600	16,400	17,000	16,300	18,500	19,300	19,400	18,700		E	16,380	1.14	F			1,480	2
US 17/92	Euclid Ave. to SR 44/New York Ave.	5004	FDOT	Yes	0.49	30	UA_SSAC2_2W_2L	Principal Arterial - Other - Urban	16,600	15,100	16,300	14,800	15,400	17,200	17,800	13,000	13,200	12,800		E	15,600	0.82	D			1,410	2
US 17/92	SR 44/New York Ave. to Plymouth Ave.	5008	FDOT	Yes	1.01	30	UA_SSAC2_2W_2L	Principal Arterial - Other - Urban	16,400	16,000	16,300	15,500	16,100	18,200	16,200	19,100	19,300	18,700		DeLand	19,150	0.98	DeLand			1,410	2
US 17/92	Plymouth Ave. to US 92/ISB	66	FDOT	Yes	0.83	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,500	22,500	20,500	21,000	22,000	23,000	21,500	22,500	23,000	22,000		E	42,190	0.52	C			3,790	4
US 17	US 92 to Mercers Fernery Rd.	1000	FDOT	Yes	0.68	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	30,000	27,500	29,000	29,000	30,000	33,500	29,000	37,500	33,000	32,000		E	42,190	0.76	C			3,790	4
US 17	Mercers Fernery Rd. to Glenwood Rd.	69	FDOT	Yes	0.51	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	20,500	20,500	19,500	21,000	24,500	25,500	26,000	26,000	25,000		D	39,800	0.63	C			3,580	4
US 17	Glenwood Rd. to SR 15A/CR 15A	236	FDOT	Yes	1.64	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	14,500	13,700	13,500	13,500	14,800	14,800	17,300	15,200	15,000	14,600		D	39,800	0.37	C			3,580	4
US 17	SR 15A/CR 15A to Reynolds Rd	476	FDOT	Yes	2.76	45	UA_UFH_2W_4L_D	Principal Arterial - Other - Urban	16,400	16,000	15,800	16,200	17,200	17,200	18,500	18,100	18,300	17,700		D	66,200	0.27	B			5,960	4
US 17	Reynolds Rd to Spring Garden Ranch Rd.	519	FDOT	Yes	1.09	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	10,100	10,200	10,100	10,000	10,400	11,400	11,600	12,000	11,600	11,200		D	24,200	0.46	B			2,180	2
US 17	Spring Garden Ranch Rd. to Lake Winona Rd	104	FDOT	Yes	0.56	45	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	7,500	7,400	7,300	7,400	8,100	8,400	8,600	9,000	9,600	9,400		D	24,200	0.39	B			2,180	2
US 17	Lake Winona Rd. to SR 40	104	FDOT	Yes	4.93	45	RUA_UFH_2W_2L_	Principal Arterial - Other - Rural	7,500	7,400	7,300	7,400	8,100	8,400	8,600	9,000	9,600	9,400		C	18,000	0.52	B			1,620	2
US 17	SR 40 to Washington Ave.	448	FDOT	Yes	5.02	45	RDA_UFH_2W_2L_	Principal Arterial - Other - Rural	6,300	5,700	6,200	5,500	6,100	6,200	6,600	7,400	7,600	7,400		C	15,700	0.47	B			1,490	2
US 17	Washington Ave. to CR 305/Lk George Rd	46	FDOT	Yes	5.28	55	RDA_UFH_2W_2L_	Principal Arterial - Other - Rural	4,600	4,300	4,500	4,400	4,900	5,000	5,400	5,300	6,100	5,900		C	15,700	0.38	B			1,490	2
US 17	CR 305/Lk George Rd to Putnam County	280	FDOT	Yes	3.41	60	RUA_UFH_2W_2L_	Principal Arterial - Other - Rural	4,400	4,400	4,400	4,200	4,800	5,200	5,400	5,900	5,900	5,700		C	18,000	0.32	B			1,620	2
US 92	US 17 to Jacobs Rd.	1001	FDOT	Yes	1.41	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,000	24,500	25,500	24,500	25,500	28,000	28,500	28,500	24,500	26,500		D	39,800	0.67	C			3,580	4
US 92	Jacobs Rd. to Kepler Rd.	5	FDOT	Yes	1.23	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,000	22,500	22,500	22,500	26,000	26,000	25,000	25,000	25,000	24,000		D	39,800	0.60	C			3,580	4
US 92	Kepler Rd. to Old Daytona Rd.	9925	FDOT	Yes	1.32	65	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	13,400	13,000	13,000	14,100	15,100	16,400	16,200	16,200	16,200	14,200		D	39,800	0.36	C			3,580	4
US 92	Old Daytona Rd. to Red John Dr.	9925	FDOT	Yes	7.20	55	RUA_UFH_2W_4L_	Principal Arterial - Other - Urban/Rural	13,400	13,000	13,000	14,100	15,100	16,400	16,200	16,200	16,200	14,200		C	44,900	0.32	B			4,270	4
US 92	Red John Dr. to I-4 EB Ramp	478.2	FDOT	Yes	2.26	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	20,000	19,800	19,800	16,400	17,600	18,600	19,100	18,400	19,500	18,900		D	39,800	0.47	C			3,580	4
US 92	I-4 EB Ramp to LPGA Blvd.	478.1	FDOT	Yes	0.58	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	20,000	19,800	25,200	16,400	17,600	18,600	19,100	18,400	19,500	18,900		D	39,800	0.47	C			3,580	4
US 92	LPGA Blvd. to I-95	532	FDOT	Yes	2.03	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	24,500	25,000	26,500	27,000	32,000	30,000	29,500	31,000	30,000		D	39,800	0.75	C			3,580	4
US 92	I-95 to Williamson Blvd.	508	FDOT	Yes	0.71	50	UA_SSAC1_2W_8L	Principal Arterial - Other - Urban	40,500	40,500	37,500	43,000	45,000	39,000	39,000	46,500	47,500	46,500		C	78,800	0.59	C			7,090	8
US 92	Williamson Blvd. to Bill France Blvd.	5172	FDOT	Yes	1.13	50	UA_SSAC1_2W_8L	Principal Arterial - Other - Urban	43,000	41,500	42,000	43,500	41,000	50,500	40,500	41,500	46,000	45,000		C	78,800	0.57	C			7,090	8
US 92	Bill France Blvd. to SR 483/Clyde Morris Blvd.	5094	FDOT	Yes	0.86	50	UA_SSAC1_2W_8L	Principal Arterial - Other - Urban	39,500	35,500	36,000	35,500	36,500	37,500	38,500	38,000	39,000	38,000		D	78,800	0.48	C			7,210	8
US 92	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	5096	FDOT	Yes	0.93	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	43,000	39,000	36,000	36,500	37,500	44,500	41,500	40,000	41,000	40,000		D	59,900	0.67	C			5,390	6
US 92	SR 5A/Nova Rd. to Martin Luther King Blvd.	5099	FDOT	Yes	0.78	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,500	27,500	26,000	28,500	29,500	28,000	27,500	28,500	29,000	28,000		D	39,800	0.70	C			3,580	4
US 92	Martin Luther King Blvd. to US 1	5104	FDOT	Yes	0.38	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,500	26,000	22,000	24,500	25,500	26,000	27,000	-	23,500	22,500		D	39,800	0.57	C			3,580	4
US 92	US 1 to Beach St.	5105	FDOT	Yes	0.23	30	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	17,500	17,300	15,200	18,100	18,800	23,500	22,500	23,000	23,000	15,000		D	32,400	0.46	D			2,920	4
US 92	Beach St. to SR 441/Peninsula Dr.	337	FDOT	Yes	0.88	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	13,500	18,100	13,200	14,300	16,100	22,300	27,000	25,000	23,000	22,000		D	39,800	0.55	C			3,580	4
US 92	SR 441/Peninsula Dr. to SR A1A/Atlantic	5109	FDOT	Yes	0.30	30	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	8,900	9,900	8,200	7,900	8,200	11,700	12,400	14,300	14,500	14,100		D	32,400	0.44	C			2,920	4
SR A1A - Dunlawton Ave.	US 1 to SR A1A/Atlantic Ave.	427	FDOT	Yes	1.25	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	27,000	26,000	26,000	28,000	30,000	30,500	22,500	23,500	25,500

SR A1A - Atlantic Ave. North	Harvard Dr. to SR 40/Granada Blvd.	5124	FDOT		Yes	1.70	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	16,600	17,600	16,400	15,600	16,200	17,200	17,800	19,400	19,500	18,900		D	32,400	0.58	D			2,920	4
SR A1A - Ocean Shore Blvd.	SR 40/Granada Blvd. to Neptune Ave	5125	FDOT		Yes	0.70	35	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	15,600	12,300	14,000	16,600	17,200	16,200	17,000	17,400	15,900	15,500		D	24,200	0.64	C			2,180	2
SR A1A - Ocean Shore Blvd.	Neptune Ave to Ormond Mall	174	FDOT		Yes	1.69	40	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	18,500	15,100	15,400	15,700	16,000	15,800	16,400	15,000	15,200	14,700		D	24,200	0.61	C			2,180	2
SR A1A - Ocean Shore Blvd.	Ormond Mall to High Bridge Rd	368	FDOT		Yes	6.42	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	15,500	15,300	15,800	15,500	16,100	15,500	16,200	16,600	16,700	16,300		D	24,200	0.67	C			2,180	2
SR A1A - Ocean Shore Blvd.	High Bridge Rd toFlagler Co Line	368	FDOT		Yes	1.26	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	15,500	15,300	15,800	15,500	16,100	15,500	16,200	16,600	16,700	16,300		D	24,200	0.67	C			2,180	2
SR 5A - Nova Rd.	US 1. to Spruce Creek Rd	458	FDOT		Yes	1.44	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,800	16,300	16,800	17,900	17,200	17,800	19,100	18,800	21,500	20,500		D	39,800	0.52	C			3,580	4
SR 5A - Nova Rd.	Spruce Creek Rd. to SR 421/Dunlawton Ave.	1016	FDOT		Yes	1.08	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	23,500	25,000	24,500	26,000	27,000	26,000	29,500	25,000	28,000	27,000		D	39,800	0.68	C			3,580	4
SR 5A - Nova Rd.	SR 421/Dunlawton Ave. to Madeline Ave	1017.2	FDOT		Yes	1.30	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	26,500	25,500	26,000	27,000	28,000	26,500	27,500	27,000	27,000	18,000		D	39,800	0.45	C			3,580	4
SR 5A - Nova Rd.	Madeline Ave. to Big Tree	363.2	FDOT		Yes	1.61	50	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	27,000	25,500	26,500	26,500	26,500	27,000	26,000	27,000	29,500	28,500		D	49,850	0.57	C			4,490	5
SR 5A - Nova Rd.	Big Tree to SR 400/Beville Rd.	363.1	FDOT		Yes	0.70	50	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	27,000	25,500	26,500	26,500	26,500	27,000	26,000	27,000	29,500	28,500		D	59,900	0.48	C			5,390	6
SR 5A - Nova Rd.	SR 400/Beville Rd. to Bellevue Ave.	348	FDOT		Yes	1.00	50	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	34,000	33,000	33,000	34,500	35,500	37,000	36,500	37,500	36,000	35,000		D	59,900	0.58	C			5,390	6
SR 5A - Nova Rd.	Bellevue Ave. to US 92/ISB	5090	FDOT		Yes	1.07	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	32,500	32,000	33,000	32,500	34,500	36,000	35,000	36,000	37,000	35,000		D	59,900	0.58	C			5,390	6
SR 5A - Nova Rd.	US 92/ISB to SR 430/Mason Ave.	5088	FDOT		Yes	1.22	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	30,000	30,000	31,000	31,500	31,000	32,000	36,000	31,500	35,500	34,500		D	59,900	0.58	C			5,390	6
SR 5A - Nova Rd.	SR 430/Mason Blvd to LPGA Blvd.	366	FDOT		Yes	1.47	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	27,500	27,000	25,500	26,500	28,500	29,000	34,500	35,500	32,500	31,500		D	59,900	0.53	C			5,390	6
SR 5A - Nova Rd.	LPGA Blvd. to Hand Ave.	528	FDOT		Yes	2.06	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	28,000	28,500	26,000	26,500	27,500	29,000	34,000	26,500	29,000	28,000		D	59,900	0.47	C			5,390	6
SR 5A - Nova Rd.	Hand Ave. to SR 40/Granada Ave	510	FDOT		Yes	1.15	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	24,000	28,500	27,500	25,500	26,500	27,500	28,000	29,000	28,500	27,500		D	59,900	0.46	C			5,390	6
SR 5A - Nova Rd.	SR 40/Granada Ave to Wilmette Ave.	518	FDOT		Yes	0.51	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	24,000	23,500	23,500	23,500	24,500	24,000	25,500	25,500	25,500	21,500		D	59,900	0.36	C			5,390	6
SR 5A - Nova Rd.	Wilmette Ave. to US 1	459	FDOT		Yes	1.00	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	12,800	12,300	12,400	13,100	13,600	14,000	13,600	14,300	14,800	14,400		D	39,800	0.36	C			3,580	4
SR 11	US 17 to CR 15A	4	FDOT		Yes	2.45	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	6,100	6,000	6,300	6,200	6,400	7,700	6,900	7,100	6,700	6,500		D	24,200	0.27	B			2,180	2
SR 11	CR 15A to SR 40	527	FDOT		Yes	9.19	60	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	2,700	2,700	2,800	2,800	2,900	3,100	3,400	3,700	3,900	3,900		C	6,450	0.60	C			620	2
SR 11	SR 40 to Flagler Co. Line	0009-F	FDOT		Yes	2.42	60	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	2,000	2,200	2,100	2,400	2,400	2,800	2,800	2,700	2,700	3,500		C	6,450	0.54	C			620	2
SR 15A	US 17/92/Taylor to New Hampshire Ave.	1005	FDOT		Yes	1.17	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	19,700	19,000	20,500	21,000	21,900	22,500	25,000	26,000	26,000	25,000		D	39,800	0.63	C			3,580	4
SR 15A	New Hampshire Ave. to Beresford Ave.	6	FDOT		Yes	0.59	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	20,500	21,000	20,100	23,000	23,500	24,000	26,000	26,000	25,000		D	39,800	0.63	C			3,580	4
SR 15A	Beresford Ave. to SR 44/New York Ave.	474	FDOT		Yes	1.00	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,500	21,000	22,000	22,000	24,000	25,000	25,500	26,500	27,000	26,000		D	39,800	0.65	C			3,580	4
SR 15A	SR 44/New York Ave. to Plymouth Ave.	463	FDOT		Yes	1.01	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,900	23,000	23,000	25,000	25,000	26,000	27,000	28,000	28,000	27,000		D	39,800	0.68	C			3,580	4
SR 15A	Plymouth Ave. to CR 92	537	FDOT		Yes	0.83	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	22,500	18,900	21,500	20,800	21,500	21,800	25,500	24,000	25,000	24,000		D	39,800	0.60	C			3,580	4
SR 15A	CR 92 to Glenwood Rd.	465	FDOT		Yes	1.20	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	13,800	13,100	13,600	13,400	14,000	14,700	15,600	17,400	17,600	13,600		D	39,800	0.34	C			3,580	4
SR 15A	Glenwood Rd. to US 17	466	FDOT		Yes	1.11	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	10,300	10,200	10,600	10,500	10,900	10,900	12,200	12,600	12,600	12,200		D	39,800	0.31	C			3,580	4
SR 40	Lake County to Emporia Rd.	533	FDOT		Yes	0.86	55	RDA_UFH_2W_2L	Principal Arterial - Other - Rural	7,000	6,800	6,300	6,800	7,000	8,700	8,500	9,800	8,700	8,500		C	15,700	0.54	B			1,490	2
SR 40	Emporia Rd. to US 17	344	FDOT		Yes	5.58	55	RDA_UFH_2W_2L	Principal Arterial - Other - Rural	6,500	6,600	5,900	6,200	7,600	8,500	8,000	8,200	8,400	8,200		C	15,700	0.52	B			1,490	2
SR 40	US 17 to SR 11	530	FDOT		Yes	6.69	60	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	4,800	5,400	5,500	5,600	5,800	6,900	6,800	7,200	6,900	6,700		C	8,600	0.78	C			820	2
SR 40	SR 11 to Pinto Lane	530	FDOT		Yes	6.83	60	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	4,800	5,400	5,500	5,600	5,800	6,900	6,800	7,200	6,900	6,700		C	8,600	0.78	C			820	2
SR 40	Pinto Lane to Rima Ridge Rd (urban boundar	523	FDOT		Yes	1.25	60	RDA_UFH_2W_4L	Principal Arterial - Other - Urban/Rural	10,600	9,400	9,400	10,000	10,400	11,100	11,800	11,600	13,700	13,300		C	#REF!	#REF!	B			4,020	4
SR 40	Rima Ridge Rd to Tymber Creek Rd.	499	FDOT		Yes	4.36	60	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	26,500	27,000	27,000	28,000	30,500	35,000	31,500	31,500	26,500		D	39,800	0.67	C			3,580	4
SR 40	Tymber Creek Rd. to I-95	499	FDOT		Yes	0.79	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	26,500	27,000	27,000	28,000	30,500	35,000	31,500	31,500	26,500		D	39,800	0.67	C			3,580	4
SR 40	I-95 to Clyde Morris Blvd.	522	FDOT		Yes	1.58	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	36,000	33,000	33,500	34,500	35,500	35,500	38,000	34,500	35,500	36,000		D	39,800	0.90	C			3,580	4
SR 40	Clyde Morris Blvd. to SR 5A/Nova Rd.	489	FDOT		Yes	1.06	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	33,000	33,000	32,000	33,000	33,000	32,000	34,000	34,500	36,500	35,500		D	39,800	0.89	C			3,580	4
SR 40	SR5A/Nova Rd. to US 1	1020	FDOT		Yes	1.33	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	30,000	30,000	30,000	30,000	31,000	31,000	32,000	33,500	34,000	31,000		D	39,800	0.78	C			3,580	4
SR 40	US 1 to Halifax Ave.	171	FDOT		Yes	1.11	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	34,000	33,500	34,000	31,500	31,000	34,500	38,500	39,500	39,500	38,500		D	32,400	1.19	F			2,920	4
SR 40	Halifax Ave. to SR A1A	5128	FDOT		Yes	0.37	35	UA_SSAC2_2W_4L	Principal Arterial - Other - Urban	20,500	18,000	18,900	19,500	20,400	20,200	21,000	21,000	19,200	18,500		D	32,400	0.57	D			2,920	4
SR 44	Lake Co. to Shell Rd.	1007	FDOT		Yes	1.19	55	RDA_UFH_2W_2L	Principal Arterial - Other - Rural	9,000	9,400	9,200	9,600	10,000	12,900	11,000	12,200	12,300	11,900		C	15,700	0.76	C			1,490	2
SR 44	Shell Rd. to Grand Ave.	1007	FDOT		Yes	1.26	45	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	9,000	9,400	9,200	9,600	10,000	12,900	11,000	12,200	12,300	11,900		D	24,200	0.49	C			2,180	2
SR 44	Grand Ave. to Old New York/Hazen Rd.	290	FDOT		Yes	0.70	55	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	9,700	9,300	9,700	9,800	10,100	10,800	11,200	12,400	12,600	12,200		D	24,200	0.50	C			2,180	2
SR 44	Old New York/Hazen Rd. to SR 15A/Spring G	274	FDOT		Yes	0.71	40	UA_UFH_2W_2L_U	Principal Arterial - Other - Urban	11,800	11,500	11,700	11,600	11,900	12,800	13,200	13,900	14,100	13,700		D	24,200	0.57	C			2,180	2
SR 44	SR 15A/Spring Garden Ave. to Stone St.	447	FDOT		Yes	0.50	40	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	11,300	11,300	10,600	10,800	11,500	11,700	11,500	11,700	10,500	10,100		E	18,939	0.53	C			1,712	2
SR 44	Stone St. to Clara Ave.	5012	FDOT		Yes	0.51	35-40	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	11,100	10,900	10,600	10,300	10,700	10,800	11,200	11,000	11,200	10,800		E	18,939	0.57	C			1,712	2
SR 44	Clara Ave. to Amelia Ave.	5015	FDOT		Yes	0.50	25-35	UA_SSAC2_2W_2L	Principal Arterial - Other - Urban	9,200	8,600	8,700	8,600	9,000	9,000	9,300	9,700	9,900	7,500		D	14,800	0.51	D			1,410	2
SR 44	Amelia Ave. to Hill Ave.	80	FDOT		Yes	1.00	35/40/45	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	13,300	13,000	14,100	12,200	12,600	13,100	13,500 -		12,300	11,900		E	18,939	0.63	C			1,712	2
SR 44	Hill Ave. to Blue Lake Ave.	80	FDOT		Yes	0.51	45	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	13,300	13,000	12,600	11,900	14,000	12,600	12,500	12,900	12,300	11,900		DeLand	19,800	0.60				1,712	2
SR 44	Blue Lake Ave. to Kepler Rd.	19	FDOT		Yes	0.94	45	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	16,400	15,600	15,900	14,300	16,900	15,700	17,500	17,300	17,300	16,700		DeLand	20,800	0.80				1,712	2
SR 44	Kepler Rd. to Summit Ave.	259	FDOT		Yes	1.18	45-50	UA_SSAC1_2W_2L	Principal Arterial - Other - Urban	18,300	17,800	18,000	16,700	17,200	20,200	19,400	21,500	19,800	19,200		DeLand	19,800	0.97				1,712	2
SR 44	Summit Ave. to I-4	538	FDOT		Yes	0.98	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,800	17,500	17,000	15,200	15,800	18,100	21,500	20,500	22,000	21,000		D	39,800	0.53	C			3,580	4
SR 44	I-4 to Prevatt Ave.	480	FDOT		Yes	0.74	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,400	17,200	19,900	18,700	20,500	21,500	21,500	21,500	22,500	21,500		D	39,800	0.54	C			3,580	4
SR 44	Prevatt Ave. to Pioneer Tr.	41	FDOT		Yes	5.93	65	RUA_UFH_2W_4L	Principal Arterial - Other - Rural	13,600	14,900	16,700	16,400	17,600	19,500	13,900	14,300	15,800	15,400		C	44,900	0.34	B			4,270	4
SR 44	Pioneer Tr. to SR 415/CR 415	1011	FDOT		Yes	3.56	65	RUA_UFH_2W_4L	Principal Arterial - Other - Rural	10,500	9,900	12,200	12,500	12,900	14,500	15,600	15,700	15,200	14,800		C	44,900	0.33	B			4,270	4
SR 44	SR 415/CR 415 to Samsula Dr.	1012	FDOT		Yes	1.14	65	RDA_UFH_2W_4L	Principal Arterial - Other - Rural	15,800	13,500	15,700	17,000	17,600	20,500	22,000	21,500	22,000	21,000		C	42,300	0.50	B			4,020	4
SR 44	Samsula Dr. to Airport Rd	423	FDOT		Yes	1.70	65	RDA_UFH_2W_4L	Principal Arterial - Other - Urban/Rural	16,200	14,400	18,300	17,400	19,200	20,000	22,000	15,600	15,800	15,400		C	42,300	0.36	B			4,020	4
SR 44	Airport Rd. to I-95	423	FDOT		Yes	2.05	65	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	16,200	14,400	18,300	17,400	19,200	20,000	22,000	15,600	15,800	15,400		D	39,800	0.39	C			3,580	4
SR 44	I-95 to Mission Dr	515	FDOT		Yes	2.83	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,000	27,500	30,000	27,500	28,500	35,000	31,500	35,500	34,500	33,500		D	39,800	0.84	C			3,580	4
SR 44	Mission Dr. to Live Oak	514	FDOT		Yes	1.35	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	17,800	18,700	19,600	18,300	19,000	19,500	18,000	23,500	20,500	19,700		D	39,800	0.49	C			3,580	4
SR 44/SR A1A/S Causeway	Live Oak to Peninsula Ave.	207	FDOT		Yes	1.30	50	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	24,000	26,500	26,500	27,000	29,500	30,000	23,500	32,500	27,500	26,500		D	39,800	0.67	C			3,580	4
SR 44/SR A1A/S Causeway	Peninsula Ave. to Saxon Dr.	5180	FDOT		Yes	0.35	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	21,000	22,500	23,000	22,000	23,000	24,500	25,500	28,000	28,000	22,000		D	39,800	0.55	C			3,580	4
SR 44/SR A1A/3rd Ave/Atlantic	Saxon Dr. to 6th Ave	5043	FDOT		Yes	0.50	40	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	14,000	15,300	14,200	14,000	14,600	12,700	17,500	17,900	13,300	12,900		D	39,800	0.32	C			3,580	4
SR 44 (Business) - Canal St.	SR 44/Lytle St to Pioneer Trail	516	FDOT		Yes	0.17	40	UA_SSAC1_2W_2L	Minor Arterial - Urban	11,400	10,800	11,300	10,500	10,900	9,500	9,800	10,000	10,200	9,900		D	17,700	0.56	C			1,600	2
SR 44 (Business) - Canal St.	Pioneer Tr. to US 1	111	FDOT		Yes	0.76	40	UA_SSAC1_2W_2L	Minor Arterial - Urban	11,700	11,100	11,600	11,500	12,500	11,500	11,900	12,600	12,800	12,400		D	17,700	0.70	C			1,600	2
SR 46	Seminole Co. to Brevard Co.	0416-B			Yes	5.44	55	RUA_UFH_2W_2L	Principal Arterial - Other - Rural	5,600	6,000	5,600	5,300	7,100	5,900	7,400	7,600	8,100	7,900		C	18,000	0.44	B			1,620	2
SR 400 - Beville Rd.	I-95 to Williamson Blvd.	501	FDOT		Yes	0.28	55	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	24,000	24,000	26,500	28,000	29,000	26,000	28,500	29,000	31,500	30,500		D	59,900	0.51	C			5,390	6
SR 400 - Beville Rd.	Williamson Blvd. to SR 483/Clyde Morris Blvc	5189	FDOT		Yes	1.91	55	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	26,500	28,500	31,000	32,000	30,500	30,500	31,500	30,500	29,500		D	39,800	0.74	C			3,580	4
SR 400 - Beville Rd.	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	511	FDOT		Yes	0.68	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	32,000	33,000	33,000	33,000	34,000	32,000	33,000	33,500	35,500	34,500		D	39,800	0.87	C			3,580	4
SR 400 - Beville Rd.	SR 5A/Nova Rd. to US 1	502	FDOT		Yes	1.34	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	23,000	24,000	24,500	25,500	26,500	27,000	26,500	26,000	24,500	23,500		D	39,800	0.59	C			3,580	4
SR 415	Seminole Co. to Enterprise-Osteen Rd.	25	FDOT		Yes	4.39	55	UA_UFH_2W_4L_D	Minor Arterial - Urban/Rural	16,800	16,800	16,800	17,000	17,500	18,300	21,500	23,000	24,000	23,000		D	66,200	0.35	D			5,960	4
SR 415	Enterprise-Osteen Rd. to Howland Blvd.	437	FDOT		Yes	1.83	45	UA_SSAC1_2W_4L	Minor Arterial - Urban	15,100	15,200	15,200	15,400	15,500	17,300	17,700	19,800	19,900	19,300		D	39,800	0.48	C			3,580	4
SR 415	Howland Blvd. to Acorn Lake Rd	321	FDOT		Yes	0.88	45	UA_SSAC1_2W_4L	Minor Arterial - Urban	5,900	6,500	6,500	6,600	7,300	8,600	7,900	8,100	8,600	8,400		D	39,800	0.21	C			3,580	4
SR 415	Acorn Lake Rd to SR 44	1009	FDOT		Yes	10.49	55	RUA_UFH_2W_2L	Minor Arterial - Rural	8,300	7,700	9,000	9,000	9,400	11,700	12,700	13,200	12,200	11,400		C	18,000	0.63	C			1,620	2
SR 421 - Dunlawton Ave.	Williamson to Clyde Morris Blvd.	517	FDOT		Yes	1.07	45	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	39,500	38,500	45,500	48,000	46,000	47,500	49,000	52,500	53,500	52,000		D	59,900	0.87	C			5,390	6
SR 421 - Dunlawton Ave.	Clyde Morris Blvd. to SR 5A/Nova Rd.	1014	FDOT		Yes	1.31	50	UA_SSAC1_2W_6L	Principal Arterial - Other - Urban	28,500	26,500	28,500	29,000	38,500	41,500	42,500	41,000	40,000	39,000		D	59,900	0.65	C			5,390	6
SR 421 - Dunlawton Ave.	SR5A/Nova Rd. to Spruce Creek Rd.	1015	FDOT		Yes	0.91	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	27,000	28,000	27,500	29,500	30,500	31,500	33,000	32,000	33,000	32,000		D	39,800	0.80	C			3,580	4
SR 421 - Dunlawton Ave.	Spruce Creek Rd. to US 1	5181	FDOT		Yes	0.71	45	UA_SSAC1_2W_4L	Principal Arterial - Other - Urban	25,000	25,500	25,000	26,000	27,000	27,500	28,500	28,500	26,500	25,500		D	39,800	0.64	C			3,580	4
SR 430 - Mason Ave.	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	5197	FDOT		Yes	0.99	35	UA_SSAC2_2W_4L	Minor Arterial - Urban	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700		D	24,300	0.85	D			2,190	4
SR 430 - Mason Ave.	SR 5A/Nova Rd. to US 1	5197	FDOT		Yes	1.08	35	UA_SSAC2_2W_4L	Minor Arterial - Urban	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700		D	24,300	0.85	D			2,190	4
SR 430 - Mason Ave.	US 1 to Beach St.	5197	FDOT		Yes	0.30	35	UA_SSAC2_2W_4L	Minor Arterial - Urban	18,200	17,800	18,200	18,500	19,000	20,600	22,000	21,500	21,500	20,700		D	32,400	0.64	D			2,920	4
SR 430 - Oakridge Blvd. - EB	Beach St. to Peninsula Dr	5196E	FDOT		Yes	0.70	40	UA_SSAC1_1W_2L	Minor Arterial - Urban	5,500	5,300	5,600	5,900	6,400	7,200	6,500	7,500	11,000	9,200		D	23,880	0.39	C			2,150	2
SR 430 - Oakridge Blvd. - EB	Peninsula Dr to SR A1A/Atlantic	5195	FDOT		Yes	0.28	40	UA_SSAC1_1W_2L	Minor Arterial - Urban	4,700	3,600	4,100	4,200	4,400	4,600	5,400	6,000	4,900	4,800		D	23,880	0.20	C			2,150	2
SR 430 - Seabreeze Bridge - WB	Beach St. to Peninsula Dr	5196W	FDOT		Yes	1.01	40	UA_SSAC1_1W_2L	Minor Arterial - Urban	8,100	7,100	7,200	6,400	6,600 -	-	-		11,500	9,900		D	23,880	0.41	C			2,150	2
SR 430 - Seabreeze Bridge - WB	Peninsula Dr to SR A1A/Atlantic	5191	FDOT		Yes	0.29	30	UA_SSAC2_1W_2L	Minor Arterial - Urban	5,300	4,300	4,900	4,900	5,100	5,800	6,400	7,000	6,000	5,800		D	19,440	0.30	C			1,750	2
SR 441 - Peninsula Dr.	SR A1A/Dunlawton to Florida Shores	5188	FDOT		Yes	2.42	40	UA_SSAC1_2W_2L	Minor Arterial - Urban	5,600	5,300	5,400	5,600	5,400	5,600	5,900	5,700	6,000	5,800		D	17,700	0.33	C			1,600	2
SR 441 - Peninsula Dr.	Florida Shores to Silver Beach Ave.	5187	FDOT		Yes	2.34	35	UA_SSAC1_2W_2L	Minor Arterial - Urban	8,700	9,400	9,300	8,300	8,700	9,000	8,800	8,800	9,000	8,400		D	17,700	0.47	C			1,600	2
SR 441 - Peninsula Dr.	Silver Beach Ave. to US 92/ISB	5187	FDOT		Yes	0.65	35	UA_SSAC1_2W_2L	Minor Arterial - Urban	8,700	9,400	9,300	8,300	8,700	9,000	8,800	8,800	9,000	8,400		D	17,700	0.47	C			1,600	2
SR 442 - Indian River Blvd.	I-95 to Air Park Rd.	170	FDOT		Yes	2.09	55	UA_SSAC1_2W_4L	Minor Arterial - Urban	8,900	9,500	9,920	10,200	10,800	11,400	12,100	12,600	13,200	12,300		D	39,800	0.31	C			3,580	4
SR 442 - Indian River Blvd.	Air Park Rd. to US 1	5190	FDOT		Yes	1.69	45	UA_SSAC1_2W_4L	Minor Arterial - Urban	16,400	16,100	16,800	16,400	17,000	17,600	17,000	16,500	18,000	17,500		D	39,800	0.44	C			3,580	4
SR 472	US 17/92 to CR 4101/MLK Blvd	472	FDOT		Yes	2.31	60	UA_UFH_2W_4L_D	Principal Arterial - Other - Urban	19,700	20,100	21,000	21,400	23,000	24,000	24,000	29,000	29,000	24,000		D	66,200	0.36	B			5,960	4
SR

Airport Rd. (PO)	Williamson Blvd to Pioneer Tr.	64	County		Yes	2.50	45	UA_UFH_2W_2L_U	Major Collector - Urban	6,000	6,160	6,040	6,120	7,690	8,430	7,590	7,170	6,600	6,260	7,380	E	32,600	0.23	B	520	630	2,930	2
Airport Rd. (NSB)	Pioneer Tr. to Luna Bella Ln	67	County		Yes	1.60	45	UA_UFH_2W_2L_D	Major Collector - Urban	3,110	3,300	3,320	3,550	3,930	4,570	7,590	4,180	4,320	4,540	5,020	E	34,230	0.15	B	320	420	3,080	2
Airport Rd. (NSB)	Luna Bella Ln to SR 44	68	County		Yes	1.80	45	UA_UFH_2W_2L_D	Major Collector - Urban	2,250	2,610	2,770	3,270	3,760	4,780	7,590	5,150	5,470	6,160	6,860	E	34,230	0.20	B	490	530	3,080	2
Amelia Ave.	SR 44 to Ohio Ave.	73	County		Yes	0.15	30	UA_NSSRC2_2W_4	Major Collector - Urban	10,380	10,580	10,650	10,430	9,410	10,990	11,250	11,780	14,830	8,480	8,530	E	22,820	0.37	C	510	760	2,060	4
Amelia Ave.	Ohio Ave. to Minnesota Ave.	74	County		Yes	0.15	30	UA_NSSRC2_2W_2	Major Collector - Urban	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	2
Amelia Ave.	Minnesota Ave. to Plymouth Ave.	75	County		Yes	0.50	30	UA_NSSRC2_2W_2	Major Collector - Urban	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	2
Amelia Ave.	Plymouth Ave. to US 92	77	County		Yes	0.85	35	UA_NSSRC2_2W_2	Major Collector - Urban	6,610	6,080	6,700	6,980	6,050	7,430	7,050	6,870	6,360	5,040	5,530	E	14,040	0.39	C	280	500	1,270	2
Ariel Rd.	Beacon Light Rd. to US 1	91	County			1.20	35	RUA_UFH_2W_2L_	Local	560	540	540	540	640	670	550	690	590	590	660	C	6,450	0.10	B	50	70	620	2
Arredondo Grant Rd.	Spring Garden Ranch Rd. to James St.	100	County		Yes	0.60	30	RUA_UFH_2W_2L_	Major Collector - Urban/Rural	1,100	1,140	1,020	1,000	-	1,030	1,150	1,230	1,240	1,120	1,260	C	6,450	0.20	B	110	130	620	2
Arredondo Grant Rd.	James St. to SR 11	101	County		Yes	2.00	35	RUA_UFH_2W_2L_	Major Collector - Rural	510	580	600	610	-	700	780	810	860	850	880	C	6,450	0.14	B	70	100	620	2
Atlantic Ave. (PI)	Beach St. to Major St	110	County		Yes	2.80	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,760	2,930	2,910	2,630	8,840	3,310	3,420	3,000	2,740	2,390	4,030	E	13,640	0.30	C	210	370	1,020	2
Atlantic Ave. (DBS)	Major St to Marcelle Ave.	111	County		Yes	1.30	35	UA_NSSRC2_2W_2	Minor Collector - Urban	6,780	9,420	9,420	9,260	9,600	9,670	9,720	7,680	11,050	9,940	11,030	E	13,640	0.81	D	660	890	1,020	2
Atlantic Ave. (DBS)	Marcelle Ave. to Phillis Ave.	113	County		Yes	0.75	35	UA_NSSRC2_2W_2	Minor Collector - Urban	8,250	11,990	11,760	11,450	11,850	12,920	12,330	9,970	12,090	11,040	12,890	E	14,740	0.87	D	710	1,040	1,330	2
Atlantic Ave. (DBS)	Phillis Ave. to SR A1A/Dunlawton Ave	115	County		Yes	0.40	35	UA_NSSRC2_2W_2	Minor Collector - Urban	9,170	13,680	13,050	12,920	14,770	15,190	13,540	12,970	15,730	11,290	11,850	E	14,740	0.80	D	740	960	1,330	4
Atlantic Ave/Turtle Mound Rd.	Canaveral Nat'l Park to Turtle Mound Rd.	1872	County		Yes	7.65	45	UA_NSSRC2_2W_2	Principal Arterial - Other - Urban	2,230	2,610	2,450	2,180	2,960	3,050	1,770	2,170	3,140	3,440	3,260	E	13,640	0.24	C	180	300	1,020	2
Atlantic Ave/Turtle Mound Rd.	Turtle Mound Rd. to Saxon Dr.	116	County		Yes	1.60	45	UA_NSSRC1_2W_2	Principal Arterial - Other - Urban	5,580	6,560	6,390	5,520	4,190	6,690	4,850	5,000	7,370	7,030	6,780	E	17,050	0.40	C	430	570	1,540	2
Atlantic Ave/Turtle Mound Rd.	Saxon Dr to Hiles Blvd.	118	County		Yes	0.45	45	UA_NSSRC1_2W_2	Principal Arterial - Other - Urban	5,650	6,530	6,370	5,450	7,470	7,300	5,380	5,000	7,310	7,560	7,100	E	17,050	0.42	C	450	560	1,540	2
Atlantic Ave/Turtle Mound Rd.	Hiles Blvd. to 27th Ave.	120	County		Yes	1.55	45	UA_NSSRC1_2W_2	Principal Arterial - Other - Urban	9,900	11,900	11,400	9,650	8,370	11,630	9,600	9,600	13,370	12,250	13,440	E	17,050	0.79	C	740	1,030	1,540	2
Atlantic Ave/Turtle Mound Rd.	27th Ave. to 6th Ave.	122	County		Yes	1.45	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	13,430	16,510	14,560	12,960	14,450	12,070	15,900	12,720	11,630	18,120	15,010	E	37,970	0.40	C	1,120	1,140	3,410	4
Beach/Riverside/Beach (OB)	Division Ave. to SR 40	131	County		Yes	0.60	35	UA_NSSRC2_2W_2	Major Collector - Urban	6,860	6,800	6,620	7,280	6,700	8,530	6,940	8,090	7,480	6,610	7,490	E	13,640	0.55	D	520	650	1,020	2
Beach/Riverside/Beach (OB)	SR 40 to Wilmette Ave.	132	County		Yes	0.70	35	UA_NSSRC2_2W_2	Major Collector - Urban	8,780	8,780	8,070	8,950	8,610	9,310	7,800	9,700	8,870	9,580	9,180	E	16,000	0.57	D	700	790	1,440	2
Beach/Riverside/Beach (OB)	Wilmette Ave. to Inglesa Ave.	135	County		Yes	2.55	35	UA_NSSRC2_2W_2	Major Collector - Urban	5,660	5,740	5,300	5,410	7,390	6,250	5,410	6,930	6,330	7,250	6,490	E	16,000	0.41	D	470	630	1,440	2
Beach/Riverside/Beach (OB)	Inglesa Ave to Pine Tree Dr.	137	County		Yes	1.10	35	UA_NSSRC2_2W_2	Major Collector - Urban	2,000	1,950	1,830	1,840	2,010	2,160	2,140	2,650	2,500	3,570	2,860	E	16,000	0.18	C	180	290	1,440	2
Beacon Light Rd.	Halifax Ave. to Ariel Rd.	140	County		Yes	2.75	35	RUA_UFH_2W_2L_	Minor Collector - Rural	190	210	170	180	190	240	250	240	280	290	300	C	6,450	0.05	B	20	30	620	2
Beacon Light Rd.	Ariel Rd. to Volco Rd.	141	County		Yes	1.25	35	RUA_UFH_2W_2L_	Minor Collector - Rural	430	370	380	410	390	500	520	460	400	470	600	C	6,450	0.09	B	40	60	620	2
Bellevue Ave. Extension	CR 415/Tomoka Farms Rd to Williamson Blv	151	County		Yes	0.50	35	UA_NSSRC2_2W_2	Minor Collector - Urban	4,970	5,010	5,290	5,290	6,210	5,520	6,100	7,310	6,940	5,880	6,260	E	13,640	0.46	D	440	550	1,020	2
Bellevue Ave. Extension	Williamson Blvd to SR 483/Clyde Morris Blvd	153	County		Yes	2.50	45	UA_NSSRC1_2W_2	Minor Collector - Urban	2,760	2,410	2,570	2,880	2,540	3,250	3,160	4,350	4,060	3,430	3,130	E	13,640	0.23	C	230	310	1,230	2
Beresford Ave.	Beresford Rd. to Fatio Rd	161	County		Yes	0.70	35	UA_NSSRC1_2W_2	Major Collector - Urban	1,280	1,340	1,340	820	1,320	1,560	2,110	1,810	2,100	2,180	2,310	E	13,640	0.17	C	190	220	1,020	2
Beresford Ave.	Fatio Rd. to SR 15A	162	County		Yes	1.30	30	UA_NSSRC2_2W_2	Major Collector - Urban	3,590	3,720	3,540	3,750	3,240	3,440	4,160	4,320	4,650	4,100	4,490	E	13,640	0.33	C	370	400	1,020	2
Beresford Ave.	SR 15A to US 17/92	164	County		Yes	1.75	30	UA_NSSRC2_2W_2	Major Collector - Urban	4,810	4,760	4,740	4,130	-	4,780	5,210	5,070	5,010	5,050	5,170	E	13,640	0.38	C	260	440	1,020	2
Beresford Ave.	US 17/92 to Amelia Ave	165	County		Yes	0.25	35	UA_NSSRC2_2W_2	Major Collector - Urban	9,700	9,520	9,750	9,520	9,490	10,410	10,480	12,250	11,380	10,310	10,530	E	14,740	0.71	D	600	900	1,330	2
Beresford Ave.	Amelia Ave. to Hill Ave.	167	County		Yes	1.00	40	UA_NSSRC1_2W_2	Major Collector - Urban	5,600	5,970	6,070	5,710	5,280	5,710	7,090	7,930	6,570	6,610	7,320	E	17,900	0.41	C	550	690	1,620	2
Beresford Ave.	Hill Ave. to Blue Lake Ave.	169	County		Yes	1.35	40	UA_NSSRC1_2W_2	Future - Major Collector - Urban	2,980	3,300	3,460	3,240	-	3,780	4,440	5,170	4,380	4,300	3,950	E	13,640	0.29	C	300	370	1,230	2
Beresford Ave.	Blue Lake Ave. to MLK (Kepler Rd.)	Future Rd	County		Yes	0.80	40	UA_NSSRC1_2W_2	Future - Major Collector - Urban	-	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	-	-	1,230	0
Beresford Ave.	MLK (Kepler Rd.) to SR 44	Future Rd	County		Yes	0.75	40	UA_NSSRC1_2W_2	Future - Major Collector - Urban	-	-	-	-	-	-	-	-	-	-	-	E	13,640	-	-	-	-	1,230	0
Beresford Rd.	SR 15A to Spring Garden Ave.	180	County			0.40	30	UA_NSSRC2_2W_2	Major Collector - Urban	470	940	890	860	-	3,520	1,000	5,270	620	480	530	E	13,640	0.04	C	40	50	1,020	2
Beresford Rd.	Spring Garden Ave. to Fatio Rd.	181	County			0.75	30	UA_NSSRC2_2W_2	Major Collector - Urban	670	710	630	670	-	850	780	690	850	550	840	E	13,640	0.06	C	60	80	1,020	2
Beresford Rd.	Fatio Rd.. to Beresford Ave	182	County			1.30	30	UA_NSSRC2_2W_2	Major Collector - Urban	1,030	1,060	950	1,120	1,150	1,370	1,370	1,630	1,700	1,740	1,930	E	13,640	0.14	C	160	200	1,020	2
Beresford Rd.	Beresford Ave. to Old New York Ave.	183	County			0.30	35	UA_NSSRC2_2W_2	Major Collector - Urban	1,990	2,050	1,980	2,100	2,130	2,640	2,620	2,980	2,970	3,420	3,640	E	13,640	0.27	C	280	360	1,020	2
Big Tree Rd.	Clyde Morris Blvd. to Nova Rd.	192	County		Yes	1.10	35	UA_NSSRC2_2W_2	Minor Collector - Urban	7,700	8,080	7,200	7,670	5,680	8,750	5,850	6,520	6,920	6,040	6,550	E	13,640	0.48	D	420	570	1,020	2
Big Tree Rd.	Nova Rd. to Magnolia Ave.	193	County		Yes	0.40	35	UA_NSSRC2_2W_2	Minor Collector - Urban	12,230	11,460	11,040	11,350	11,820	13,740	13,190	13,990	12,950	11,220	12,370	E	14,740	0.84	D	830	1,030	1,330	2
Big Tree Rd.	Magnolia Ave. to Kenilworth Ave.	195	County		Yes	0.45	35	UA_NSSRC2_2W_2	Minor Collector - Urban	10,850	10,160	9,290	10,010	9,970	12,190	11,380	11,860	10,810	9,690	10,670	E	14,740	0.72	D	750	720	1,330	3
Big Tree Rd.	Kenilworth Ave. to US 1	196	County		Yes	0.55	35	UA_NSSRC2_2W_2	Minor Collector - Urban	7,270	6,790	6,570	6,970	8,930	8,880	8,110	8,640	8,180	7,200	7,770	E	14,740	0.53	D	470	620	1,330	3
Blackburn Rd.	CR 3 to Emporia Rd	211	County			1.25	35	RUA_UFH_2W_2L_	Minor Collector - Rural	550	550	550	560	640	650	580	590	610	640	730	C	6,450	0.11	B	60	70	620	2
Blackwelder Rd.	Lake Winona Rd. to SR 11	221	County			3.25	35	RUA_UFH_2W_2L_	Local	180	180	170	170	220	210	150	210	200	210	210	C	6,450	0.03	B	20	20	620	2
Blue Lake Ave.	SR 472 to Orange Camp Rd	Future Rd	County		Yes	1.05	45	UA_NSSRC1_2W_2	Major Collector - Urban	-	-	-	-	-	-	-	-	-	-	-	E	17,050	-	-	-	-	1,540	2
Blue Lake Ave.	Orange Camp Rd. to Taylor Rd.	231	County		Yes	1.05	45	UA_NSSRC1_2W_2	Major Collector - Urban	4,110	4,250	3,980	4,180	-	4,660	5,140	4,750	6,480	5,470	5,480	E	17,050	0.32	C	620	530	1,540	2
Blue Lake Ave.	Taylor Rd. to Beresford Ave.	232	County		Yes	1.05	45	UA_NSSRC1_2W_2	Major Collector - Urban	5,200	5,730	5,440	5,820	5,080	5,770	6,910	8,240	8,800	7,460	7,580	E	13,640	0.56	C	600	730	1,230	2
Blue Lake Ave.	Beresford Ave. to Voorhis Ave.	234	County		Yes	0.75	30	UA_NSSRC1_2W_2	Major Collector - Urban	4,180	4,310	4,010	3,750	4,480	4,420	4,610	5,290	4,950	4,970	5,270	E	13,640	0.39	C	410	530	1,020	2
Blue Lake Ave.	Voorhis Ave. to SR 44	235	County		Yes	0.25	30	UA_NSSRC2_2W_2	Major Collector - Urban	3,480	3,520	3,370	3,520	3,550	3,570	3,900	4,560	3,640	3,890	4,140	E	13,640	0.30	C	330	400	1,020	2
Blue Lake Ave.	SR 44 to Minnesota Ave.	236	County		Yes	0.55	30	UA_NSSRC2_2W_2	Major Collector - Urban	4,330	4,190	4,060	4,500	3,880	4,200	5,380	4,920	6,290	5,390	5,720	E	13,640	0.42	D	430	520	1,020	2
Blue Lake Ave.	Minnesota Ave. to Plymouth Ave.	237	County		Yes	1.00	40	UA_NSSRC1_2W_2	Major Collector - Urban	5,780	5,380	5,200	5,670	5,680	5,790	6,750	7,750	7,950	7,040	7,250	E	13,640	0.53	C	560	670	1,230	2
Blue Springs Av (West)	Sparkman Dr to Lawton Dr	239	County			0.60	35	UA_NSSRC2_2W_2	Minor Collector - Urban	5,830	5,410	5,080	5,460	4,020	4,200	5,920	5,600	5,920	5,140	5,090	E	13,640	0.37	C	470	450	1,020	2
Brownlee Rd.	Raulerson Rd. #1 to Raulerson Rd.	240	County			1.70	35	RUA_UFH_2W_2L_	Local	140	180	180	190	160	180	170	190	160	140	200	C	6,450	0.03	B	10	20	620	2
Cardinal Blvd.	SR 421/Dunlawton Ave. to Demotte Ave	245	County			0.15	30	UA_NSSRC2_2W_2	Minor Collector - Urban					1,280	1,690	1,110	1,110	1,080	1,450	1,440	E	13,640	0.11	C	70	130	1,020	2
Cardinal Blvd.	Demotte Ave. to Marcelle Ave	260	County			0.90	30	UA_NSSRC2_2W_2	Minor Collector - Urban	5,090	5,160	4,740	4,740	5,230	7,190	5,030	5,190	5,780	5,380	5,650	E	13,640	0.41	D	350	470	1,020	2
Cardinal Blvd.	Marcelle Ave to Major St.	261	County			1.00	30	UA_NSSRC2_2W_2	Local	790	870	730	820	880	1,330	810	690	780	810	910	E	13,640	0.07	C	50	80	1,020	2
Carter Rd.	SR 11 to Marsh Rd.	270	County			1.75	40	UA_NSSRC1_2W_2	Local	1,400	1,460	1,420	1,520	-	1,700	1,700	1,800	1,860	1,750	1,830	E	13,640	0.13	C	120	160	1,230	2
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	County		Yes	1.80	30	UA_NSSRC2_2W_2	Major Collector - Urban	1,970	2,190	2,010	1,900	2,260	2,200	2,500	2,400	2,220	2,380	2,720	E	13,640	0.20	C	350	250	1,020	2
Clara Ave.	SR 15A to New Hampshire Ave.	301	County			0.50	30	UA_NSSRC2_2W_2	Major Collector - Urban	1,640	1,640	1,850	1,870	-	1,820	2,100	2,050	2,080	1,780	1,820	E	13,640	0.13	C	120	160	1,020	2
Clara Ave.	New Hampshire Ave. to Beresford Ave.	303	County			0.50	30	UA_NSSRC2_2W_2	Major Collector - Urban	2,070	2,040	2,270	2,200	-	2,350	3,050	2,860	2,710	2,660	2,770	E	13,640	0.20	C	170	270	1,020	2
Clifton Rd.	Lake Winona Rd. to SR 11	311	County			1.70	30	RUA_UFH_2W_2L_	Local	190	160	170	160	170	230	170	210	180	210	190	C	6,450	0.03	B	20	20	620	2
Clyde Morris Blvd.	Taylor Rd. to SR 421/Dunlawton Ave	330	County		Yes	0.95	40	UA_NSSRC1_2W_2	Minor Arterial - Urban	10,060	9,900	9,190	9,390	8,810	11,220	10,440	10,520	9,910	8,210	9,520	E	17,050	0.56	C	1,010	930	1,540	2
Clyde Morris Blvd.	SR 421/Dunlawton Ave. to Willow Run Blvd.	332	County		Yes	0.65	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	21,310	19,060	18,420	19,280	21,080	21,990	20,230	21,070	18,660	16,850	19,850	E	37,970	0.52	C	1,210	1,560	3,410	4
Clyde Morris Blvd.	Willow Run Blvd. to Madeline Ave.	333	County		Yes	1.30	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	22,750	21,460	20,000	21,710	20,770	22,480	23,240	24,390	21,430	18,820	23,970	E	37,970	0.63	C	1,440	1,950	3,410	4
Clyde Morris Blvd.	Madeline Ave. to Big Tree Rd.	335	County		Yes	1.00	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	24,200	22,260	20,800	22,910	25,110	20,770	24,230	21,490	20,350	21,160	22,050	E	37,970	0.58	C	1,280	1,860	3,410	4
Clyde Morris Blvd.	Big Tree Rd. to SR 400/Beville Rd.	337	County		Yes	0.90	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	24,600	22,880	21,790	23,460	21,760	23,500	24,140	24,280	23,720	19,700	20,620	E	36,070	0.57	C	1,240	1,700	3,240	4
Clyde Morris Blvd.	SR 430/Mason Ave. to Bill France Blvd.	338	County		Yes	0.60	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	13,140	12,310	11,990	12,960	13,930	14,960	14,750	17,520	15,440	13,530	14,860	E	37,970	0.39	C	970	1,170	3,410	4
Clyde Morris Blvd.	Bill France Blvd. to LPGA Blvd.	341	County		Yes	1.25	50	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	13,450	12,880	12,290	13,370	14,540	13,480	15,910	16,280	15,950	13,940	15,900	E	37,970	0.42	C	1,090	1,330	3,410	4
Clyde Morris Blvd.	LPGA Blvd. to Hand Ave.	343	County		Yes	1.50	50	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	14,070	13,560	12,280	13,520	13,440	15,250	15,620	15,440	14,640	13,350	17,350	E	37,970	0.46	C	1,240	1,470	3,410	4
Clyde Morris Blvd.	Hand Ave to SR 40/Granada Blvd.	348	County		Yes	0.80	35	UA_NSSRC2_2W_4	Principal Arterial - Other - Urban	12,340	11,940	11,230	11,670	12,230	12,130	12,460	14,400	12,900	11,980	12,700	E	30,420	0.42	C	880	1,030	2,740	4
Commonwealth Blvd.	Spruce Creek Rd. to Orange Ave.	360	County			0.55	30	UA_NSSRC2_2W_2	Minor Collector - Urban	5,250	5,450	5,220	5,180	5,460	5,450	5,530	5,430	5,540	5,260	5,570	E	13,640	0.41	C	350	470	1,020	2
Commonwealth Blvd.	Orange Ave. to US 1	361	County			0.35	30	UA_NSSRC2_2W_2	Minor Collector - Urban	3,670	3,540	3,530	3,620	3,890	3,920	3,840	3,680	3,870	3,850	3,870	E	13,640	0.28	C	230	330	1,020	2
CR 3	Ponce DeLeon Blvd. to Lake Winona Rd.	380	County		Yes	0.45	45	UA_NSSRC1_2W_2	Local	670	610	690	680	-	870	850	910	940	960	1,180	E	13,640	0.09	C	70	110	1,230	2
CR 3	Lake Winona Rd. to SR 40	380	County		Yes	5.04	35	RDA_UFH_2W_2L_	Local	670	610	680	680	-	870	850	910	940	960	1,180	C	11,775	0.10	B	70	110	1,230	2
CR 3	SR 40 to Emporia Rd	382	County		Yes	3.40	45	RDA_UFH_2W_2L_	Minor Collector - Rural	700	680	720	690	-	890	1,030	1,060	910	1,310	1,490	C	11,775	0.13	B	100	120	1,230	2
CR 3	Emporia Rd to Washington Ave.	384	County		Yes	1.20	30	RDA_UFH_2W_2L_	Minor Collector - Rural	1,650	1,680	1,660	1,580	1,750	2,190	2,300	2,130	2,130	1,780	1,890	C	11,775	0.16	B	130	200	1,230	2
CR 3	Washington Ave. to 'US 17	386	County		Yes	2.20	35	RDA_UFH_2W_2L_	Minor Collector - Rural	1,040	1,100	1,060	1,250	1,160	1,330	1,100	1,140	1,140	1,240	1,230	C	11,775	0.10	B	70	100	1,230	2
CR 15A	US 17 to Airport Rd.	440	County			0.90	50	UA_UFH_2W_2L_U	Minor Arterial - Urban	4,220	4,160	3,980	4,120	-	4,770	4,810	4,720	4,390	5,420	5,230	E	24,450	0.21	B	330	480	2,200	2
CR 15A	Airport Rd. to SR 11	441	County		Yes	1.25	40	UA_UFH_2W_2L_U	Minor Arterial - Urban	2,190	2,060	2,070	2,130	-	2,680	2,610	2,480	2,780	3,070	2,940	E	24,450	0.12	B	200	280	2,200	2
CR 92 (Intn'l Spdwy Blvd.)	SR 15A to Stone St.	450	County		Yes	0.25	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	11,970	11,770	12,070	11,940	13,310	14,620	14,060	13,620	15,300	14,360	13,780	E	37,970	0.36	C	780	1,100	3,410	4
CR 92 (Intn'l Spdwy Blvd.)	Stone St. to US 17/92	452	County		Yes	0.75	45	UA_NSSRC1_2W_4	Principal Arterial - Other - Urban	14,370	14,000	14,510	13,800	15,230	16,440	15,250	13,230	14,530	13,960	14,720	E	37,970	0.39	C	790	1,220	3,410	4
CR 305 (Bunnell Rd.)	US 17 to Cowart Rd.	460	County		Yes	1.50	50	RUA_UFH_2W_2L_	Major Collector - Rural	1,490	1,420	1,360	1,460	1,560	1,790	1,750	1,850	1,900	1,780	2,110	C	6,450	0.33	B	200	210	620	2
CR 305 (Bunnell Rd.)	Cowart Rd. to Flagler Co.	461	County		Yes	3.00	50	RUA_UFH_2W_2L_	Major Collector - Rural	990	890	910	990	-	1,370	1,270	1,360	1,390	1,330	1,600	C	6,450	0.25	B	160	170	620	2
Cow Creek Rd.	SR 442 to Volco Rd.	420	County		Yes	3.50	50	RUA_UFH_2W_2L_	Local	750	740	760	850	840	860	800	900	1,050	750	990	C	6,450	0.15	B	70	90	620	2
Cowart Rd.	Bunnell Rd to Little Brown Church Rd.	430	County			2.05	40	RUA_UFH_2W_2L_	Local	260	230	220	250	230	250	290	320	230	240	280	C	6,450	0.04	B	20	20	620	2
Daugharty Rd. (S. End)	Marsh Rd. to SR 11	470	County		Yes	0.80	35	RUA_UFH_2W_2L_	Local	510	510	490	520	-	560	500	520	530	520	520	C	6,450	0.08	B	30	50	620	2
Daugharty Rd.	SR 11 to Marsh Rd.	472	County			0.95	35	RUA_UFH_2W_2L_	Minor Collector - Rural	550	550	510	580	-	760	720	700	800	830	860	C	6,450	0.13	B	70	80	620	2
Demotte Ave.	Peninsula Dr. to Cardinal Blvd	500	County			0.20	35	UA_NSSRC2_2W_2	Minor Collector - Urban	3,940	4,480	4,050	4,120	4,690	6,270	4,610	4,740	5,190	5,060	5,090	E	13,640	0.47	C	340	490	1,020	2
Derbyshire Rd.	SR 430/Mason Ave. to LPGA Blvd.	511	County			1.45	30	UA_NSSRC2_2W_2	Major Collector - Urban	5,950	5,980	5,870	5,870	6,130	6,330	6,590	6,410	8,230	7,940	7,310	8,000	E	13,640	0.59	D	480	650	1,020	2
Derbyshire Rd.	LPGA Blvd. to Flomich St.	512	County		Yes	0.75	30	UA_NSSRC2_2W_2	Major Collector - Urban	7,930	7,470	7,320	7,280	6,040	8,020	7,300	8,790	8,890	8,010	7,900	E	13,640	0.58	D	460	650	1,020	2
Dirksen/DeBary/Doyle	US 17/92 to Sunrise Blvd.	520	County		Yes	1.75	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	6,910	6,230	6,190	6,680	7,780	10,270	8,050	8,290	8,360	7,400	8,470	E	13,640	0.62	C	590	930	1,230	2
Dirksen/DeBary/Doyle	Sunrise Blvd to WB I-4

Dunn/George Engram/Fairview/Main	Bill France Blvd. to Clyde Morris Blvd.	718	County		Yes	0.85	35	UA_NSSRC2_2W_2	Minor Arterial - Urban	10,550	10,400	10,150	10,730	#REF!	12,880	10,510	14,510	14,390	11,550	11,600	E	14,740	0.79	D	730	960	1,330	2
Dunn/George Engram/Fairview/Main	Clyde Morris Blvd. to SR 5A/Nova Rd.	719	County		Yes	1.00	40	UA_NSSRC1_2W_4	Minor Arterial - Urban	10,430	10,310	10,230	10,830	10,640	10,870	10,800	11,500	11,760	8,360	9,330	E	37,970	0.25	C	600	770	3,410	4
Dunn/George Engram/Fairview/Main	SR 5A/Nova Rd. to US 1	720	County		Yes	1.20	35	UA_NSSRC2_2W_4	Minor Arterial - Urban	5,570	5,060	5,380	4,990	9,640	10,550	10,750	11,790	11,040	8,950	9,260	E	30,420	0.30	C	550	770	2,740	4
Dunn/George Engram/Fairview/Main	US 1 to Beach St	631	County		Yes	0.40	30	UA_NSSRC2_2W_2	Minor Arterial - Urban	6,980	6,330	6,560	6,190	5,880	5,350	5,620	6,080	6,290	4,870	5,710	E	14,040	0.41	C	300	490	1,270	2
Dunn/George Engram/Fairview/Main	Beach St. to Peninsula Dr.	1170	County		Yes	0.60	30	UA_NSSRC2_2W_2	Minor Arterial - Urban	6,010	5,700	5,540	5,210	8,020	7,190	7,440	8,410	8,470	5,280	6,330	E	14,040	0.45	C	330	540	1,270	2
Emporia Rd.	SR 40 to Peterson/Blackburn	560	County		Yes	3.00	40	RUA_UFH_2W_2L	Minor Collector - Rural	690	720	690	660 -		910	860	850	920	920	1,090	C	6,450	0.17	B	70	100	620	2
Emporia Rd.	Peterson/Blackburn to US 17	564	County		Yes	1.45	40	RUA_UFH_2W_2L	Minor Collector - Rural	1,280	1,230	1,320	1,060 -		1,250	1,220	1,110	1,100	1,290	1,700	C	6,450	0.26	B	150	130	620	2
Enterprise Ave. (NSB)	Pioneer Tr. to Halleck St.	570	County			0.10	35	UA_NSSRC2_2W_2	Major Collector - Urban	7,460	7,000	7,740	7,900	8,210	8,550	9,760	9,230	9,530	9,080	9,800	E	13,640	0.72	D	630	830	1,020	2
Enterprise Rd.	DeBary Ave. to Deltona Blvd.	581	County		Yes	1.10	35	UA_NSSRC2_2W_2	Minor Arterial - Urban	7,800	7,150	7,270	7,390	7,050	8,300	8,660	9,320	7,630	7,680	8,520	E	14,040	0.61	D	640	720	1,270	2
Enterprise Rd.	Deltona Blvd. to Highbanks Rd.	582	County		Yes	0.50	35	UA_NSSRC2_2W_4	Minor Arterial - Urban	15,330	14,620	14,110	15,010	15,820	14,130	16,650	16,720	17,920	15,730	16,690	E	30,420	0.55	D	1,010	1,370	2,740	4
Enterprise Rd.	Highbanks Rd. to Saxon Blvd.	584	County		Yes	1.55	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	23,460	23,750	21,590	23,790	20,550	20,510	25,710	19,820	25,290	19,830	20,900	E	37,970	0.55	C	1,270	1,740	3,410	4
Enterprise Rd.	Saxon Blvd. to Harley Strickland Blvd.	585	County		Yes	0.50	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	23,670	22,790	20,710	22,110	23,120	23,900	23,240	19,220	23,680	22,540	23,370	E	37,970	0.62	C	1,370	1,940	3,410	4
Enterprise Rd.	Harley Strickland Blvd. to US 17/92	586	County		Yes	0.50	35	UA_NSSRC2_2W_4	Minor Arterial - Urban	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	4
Enterprise-Osteen Rd.	Providence to Garfield Rd	600	County		Yes	1.50	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,690	2,470	2,470	2,490	2,630	3,110	3,360	3,350	3,920	3,490	3,500	E	13,640	0.26	C	240	370	1,020	2
Enterprise-Osteen Rd.	Garfield Rd to Reed Ellis Rd.	601	County		Yes	1.70	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,850	1,690	1,690	1,760	1,960	2,400	2,930	2,860	3,100	2,900	2,970	E	13,640	0.22	C	220	330	1,020	2
Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415	602	County		Yes	2.50	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,160	1,080	1,160	1,140	1,250	1,480	1,360	1,250	1,250	1,310	1,280	E	13,640	0.09	C	70	120	1,020	2
Euclid Ave.	Grand to Fatio Rd.	610	County			0.25	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,190	1,080	1,150	1,030	1,130	1,190	1,310	1,300	1,420	1,220	1,390	E	13,640	0.10	C	90	120	1,020	2
Euclid Ave.	Fatio Rd. to Woodward Ave.	611	County			0.25	30	UA_NSSRC2_2W_2	Minor Collector - Urban	1,360	1,270	1,330	1,220	1,360	1,390	1,460	1,570	1,590	1,490	1,620	E	13,640	0.12	C	110	140	1,020	2
Euclid Ave.	Woodward Ave. to SR 15A	612	County			0.50	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,310	2,300	2,290	2,140	2,280	2,320	2,440	2,640	2,570	2,530	2,650	E	13,640	0.19	C	200	240	1,020	2
Euclid Ave.	SR 15A to Adelle Ave.	613	County			0.75	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,440	2,510	2,430	2,380	2,450	2,830	2,790	3,130	2,970	2,880	2,960	E	13,640	0.22	C	200	270	1,020	2
Euclid Ave.	Adelle Ave. to US 17/92	614	County			0.50	30	UA_NSSRC2_2W_2	Minor Collector - Urban	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	2
Flomich St.	Derbyshire Rd. to SR 5A/Nova Rd.	650	County		Yes	0.30	30	UA_NSSRC2_2W_2	Major Collector - Urban	5,450	5,570	5,430	5,140	4,900	5,300	5,470	5,540	5,510	4,820	5,100	E	13,640	0.37	C	280	440	1,020	2
French Ave.	Beginning of road to Blue Springs Park	690	County			1.00	30	UA_NSSRC2_2W_2	Minor Collector - Urban	140	180	130	270 -		200 -		160	150	150	230	E	13,640	0.02	C	10	30	1,020	2
French Ave.	Blue Springs Park to Lawton Ave./Hamilton	691	County			1.25	35	UA_NSSRC2_2W_2	Minor Collector - Urban	520	670	480	1,260 -		710 -		1,000	1,040	1,100	1,090	E	13,640	0.08	C	40	130	1,020	2
Garfield Ave.	SR 44 to Plymouth Ave.	700	County			1.00	30	UA_NSSRC2_2W_2	Local	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
Garfield Ave.	Plymouth Ave. to US 92	702	County			0.85	30	UA_NSSRC2_2W_2	Local	2,310	2,220	2,100	2,280 -		2,390	2,760	3,100	2,830	2,370	2,510	E	13,640	0.18	C	160	210	1,020	2
Garfield Rd.	Doyle Rd. to Enterprise-Osteen Rd	711	County			0.90	40	UA_NSSRC1_2W_2	Minor Collector - Urban	1,860	1,680	1,530	1,550	1,670	1,900	2,130	1,850	2,220	1,920	2,020	E	13,640	0.15	C	140	200	1,230	2
Glencoe Rd.	Taylor Rd. to Paige Ave.	730	County			1.50	40	UA_NSSRC1_2W_2	Minor Collector - Urban	1,310	1,300	1,410	1,510	1,660	1,740	1,810	2,040	2,110	2,260	2,540	E	13,640	0.19	C	190	250	1,230	2
Glencoe Rd.	Paige Ave. to SR 44	731	County			1.10	35	UA_NSSRC2_2W_2	Minor Collector - Urban	3,710	3,780	3,820	3,720	4,030	4,280 -				4,500	5,360	E	13,640	0.39	C	380	460	1,020	2
Glencoe Rd.	SR 44 to Pioneer Tr.	732	County			0.85	35	UA_NSSRC2_2W_2	Minor Collector - Urban	1,670	1,820	1,930	1,870	1,570	1,500	1,590	1,770	1,800	1,850	2,080	E	13,640	0.15	C	140	190	1,020	2
Glenwood Rd.	Grand Ave. to SR 15A	741	County			1.60	35	UA_NSSRC2_2W_2	Minor Collector - Urban	4,210	4,170	4,030	4,040 -		4,360	4,120	4,380	4,500	4,360	4,210	E	13,640	0.31	C	250	370	1,020	2
Glenwood Rd.	SR 15A to US 17	743	County			1.25	35	UA_NSSRC2_2W_2	Major Collector - Urban	2,140	2,140	2,050	2,000 -		2,400	2,260	2,340	2,390	2,110	1,750	E	13,640	0.13	C	120	200	1,020	2
Grand Av/CR 4053	Old New York Ave. to SR 44	748	County		Yes	0.60	30	UA_NSSRC2_2W_2	Major Collector - Urban	810	860	830	940	970 -			1,230	1,550	1,870	1,980	2,290	E	13,640	0.17	C	170	250	1,020	2
Grand Av/CR 4053	SR 44 to Minnesota Ave.	750	County		Yes	0.90	35	UA_NSSRC2_2W_2	Major Collector - Urban	2,250	1,820	2,190	2,280	2,570	3,090	3,010	3,630	4,090	3,860	4,440	E	13,640	0.33	C	310	470	1,020	2
Grand Av/CR 4053	Minnesota Ave. to Plymouth Ave.	751	County		Yes	0.50	40	UA_NSSRC1_2W_2	Major Collector - Urban	1,240	1,270	1,260	1,240	1,410	1,760	1,530	1,680	1,900	1,780	1,880	E	13,640	0.14	C	130	180	1,230	2
Grand Av/CR 4053	Plymouth Ave. to Glenwood Rd.	752	County		Yes	2.10	40	UA_NSSRC1_2W_2	Major Collector - Urban	1,910	2,010	2,080	1,990	2,330	2,680	2,310	2,570	2,650	2,570	2,800	E	13,640	0.21	C	200	250	1,230	2
Grand Av/CR 4053	Glenwood Rd. to Lemon St.	754	County		Yes	1.30	35	UA_NSSRC2_2W_2	Major Collector - Urban	3,700	3,630	3,550	3,550	3,860	4,010	4,020	4,200	4,270	3,950	4,070	E	14,740	0.28	C	270	370	1,330	2
Grand Av/CR 4053	Lemon St. to Retta St.	756	County		Yes	1.80	40	UA_NSSRC1_2W_2	Major Collector - Urban	1,740	1,720	1,700	1,740	1,990	2,100	1,860	2,190	2,200	2,280	2,300	E	13,640	0.17	C	160	210	1,230	2
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentucky Ave.	775	County		Yes	0.30	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2
Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	900a	County		Yes	0.60	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2
Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	900b	County		Yes	0.25	35	UA_NSSRC2_2W_4	Minor Arterial - Urban	13,790	11,840	12,970	13,640	14,510	15,310	14,060	15,520	16,040	16,310	19,290	E	30,420	0.63	D	1,290	1,650	2,740	4
Greens Dairy Rd.	SR 15A to Stone St.	780	County			0.50	30	UA_NSSRC2_2W_2	Local	120	90	100	120 -		150	200	210	230	200	160	E	13,640	0.01	C	10	20	1,020	2
Halleck St. (NSB)	Wayne Ave. to Enterprise Ave.	810	County		Yes	0.20	30	UA_NSSRC2_2W_2	Major Collector - Urban	6,170	5,780	5,890	6,450	6,530	6,410	6,940	7,200	6,940	6,830	7,390	E	13,640	0.54	D	110	180	1,020	2
Hand Ave.	Williamson Blvd. to Clyde Morris Blvd.	830	County		Yes	1.25	50	UA_NSSRC1_2W_2	Major Collector - Urban	7,660	7,900	6,750	8,330	9,520	8,720	6,880	9,860	9,590		9,480	E	17,050	0.56	A	640	770	1,540	2
Hand Ave.	Clyde Morris Blvd. to Shangri La Dr.	832	County		Yes	0.75	50	UA_NSSRC1_2W_2	Major Collector - Urban	13,220	13,090	10,230	13,950	14,870	15,370	16,690	17,010	16,350	14,340	15,180	E	17,050	0.89	C	1,050	1,230	1,540	2
Hand Ave.	Shangri La Dr. to SR 5A/Nova Rd.	833	County		Yes	0.25	45	UA_NSSRC1_2W_4	Major Collector - Urban	14,880	14,320	13,350	14,950	16,320	15,820	17,270	18,250	17,000	13,370	16,410	E	37,970	0.43	C	1,090	1,360	3,410	4
Hazen Rd.	SR 44 to Plymouth Ave.	850	County		Yes	1.00	40	UA_NSSRC1_2W_2	Major Collector - Urban	1,050	1,240	1,250	1,400 -		1,480	1,680	1,680	1,980	1,650	1,440	1,790	E	13,640	0.13	C	140	180	1,230	2
Hazen Rd.	Plymouth Ave. to Mercers Fernery Rd.	852	County			1.50	35	UA_NSSRC2_2W_2	Major Collector - Urban	720	700	800	820	680	850	910	1,020	1,380	840	910	E	13,640	0.07	C	130	80	1,020	2
Highbridge Rd.	Walter Boardman Ln. to John Anderson Dr.	871	County		Yes	1.60	30	RDA_UFH_2W_2L	Major Collector - Rural	1,830	2,100	1,750	2,020	2,480	2,770	2,210	2,570	3,160		3,390	C	11,775	0.29	A	200	290	1,120	2
Highbridge Rd.	John Anderson Dr. to SR A1A	872	County		Yes	0.20	30	UA_NSSRC2_2W_2	Major Collector - Urban	1,520	1,780	1,490	1,660	2,170	2,380	2,120	2,110	2,680	2,490	2,940	E	13,640	0.22	C	170	240	1,020	2
Hill Ave.	Taylor Rd. to Beresford Ave.	878	County			1.00	30	UA_NSSRC2_2W_2	Local	430	480	550	820 -		1,070	1,030	1,260	1,140	1,060	1,080	E	13,640	0.08	C	80	110	1,020	2
Hill Ave.	Beresford Ave. to Voorhis Ave.	881	County			0.75	30	UA_NSSRC2_2W_2	Major Collector - Urban	2,310	2,370	2,200	2,510 -		2,680	2,780	2,840	2,980	2,430	2,450	E	13,640	0.18	C	230	240	1,020	2
Hill Ave.	Voorhis Ave. to SR 44	882	County			0.25	30	UA_NSSRC2_2W_2	Major Collector - Urban	2,530	2,780	2,540	2,760 -		3,220	3,150	3,710	3,590	3,060	3,130	E	13,640	0.23	C	270	280	1,020	2
Hill Ave./Jacobs Rd.	Plymouth Ave. to US 92	950	County		Yes	0.85	40	UA_NSSRC1_2W_2	Major Collector - Urban	5,870	5,190	5,820	5,900	6,170	7,590	7,510	8,420	8,270	7,230	7,390	E	13,640	0.54	C	600	560	1,230	2
Hontoon Rd.	end of road to Botts Landing Rd.	890	County			2.00	35	UA_NSSRC2_2W_2	Minor Collector - Urban	870	790	840	880	1,000	1,090	1,040	930	970	970	1,120	C	5,260	0.21	C	80	100	1,020	2
Hontoon Rd.	Botts Landing Rd. to Old New York Ave.	891	County			1.15	40	UA_NSSRC1_2W_2	Minor Collector - Urban	3,050	2,840	2,820	2,990	3,180	3,450	3,240	3,020	3,190	2,950	3,540	C	12,100	0.29	C	240	290	1,230	2
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	FDOT		Yes	0.40	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	30,490	29,890	27,480	30,590	36,570	32,320	38,300	36,990	34,320	30,660	31,360	E	37,970	0.83	C	2,080	2,530	3,410	4
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	County		Yes	1.15	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4
Howland Blvd.	Catalina Blvd. to Providence Blvd.	905	County		Yes	0.35	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	County		Yes	2.10	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	16,890	14,140	15,150	16,430	16,780	17,220	18,800	18,930	17,430	13,580	14,120	E	13,640	1.04	E	970	1,110	1,230	2
Howland Blvd.	Elkcam Blvd. to Lake Helen-Osteen Rd.	908	County		Yes	0.30	45/40	UA_NSSRC1_2W_4	Minor Arterial - Urban	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
Howland Blvd.	Lake Helen-Osteen Rd. to Newmark Dr.	909	County		Yes	0.70	40	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4
Howland Blvd.	Newmark Dr. to Courtland Blvd.	911	County		Yes	1.15	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4
Howland Blvd.	Courtland Blvd. to Ft Smith Blvd.	913	County		Yes	1.80	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4
Howland Blvd.	Ft Smith Blvd. to SR 415	915	County		Yes	0.65	45	UA_NSSRC1_2W_4	Minor Arterial - Urban	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	4
I-4 Frontage Rd.	Summit Ave. to Orange Camp Rd.	Future Ro	County		Yes	2.00	45	UA_NSSRC1_2W_2	n/c	-	-	-	-	-	-	-	-	-	-	-	-	12,100	-	-	-	-	1,230	0
I-4 Frontage Rd.	Orange Campe Rd. to Cassadaga Rd.	Future Ro	County		Yes	1.35	45	UA_NSSRC1_2W_4	n/c	-	-	-	-	-	-	-	-	-	-	-	E	37,970	-	-	-	-	3,410	0
I-4 Frontage Rd.	Cassadaga Rd. to SR 472	Future Ro	County		Yes	0.70	45	UA_NSSRC1_2W_4	n/c	-	-	-	-	-	-	-	-	-	-	-	E	37,970	-	-	-	-	3,410	0
Indian Lake Rd.	Tiger Bay Rd. to US 92	935	County			0.80	40	UA_NSSRC1_2W_2	Local	6,090	5,550	5,180	5,150	5,870	6,660	6,590	6,370	6,470	4,710	5,250	E	13,640	0.38	C	490	490	1,230	2
John Anderson Dr.	Halifax Dr to Lynnhurst	972	County		Yes	0.85	30	UA_NSSRC2_2W_2	Major Collector - Urban	5,390	5,520	6,730	4,370	5,180	5,790	5,520	5,200	5,570	5,060	3,590	E	13,640	0.26	C	280	290	1,020	2
John Anderson Dr.	Lynnhurst to Highbridge Rd.	974	County		Yes	7.40	35	UA_NSSRC2_2W_2	Major Collector - Urban	3,590	3,960	4,570	3,240	3,700	4,190	4,080	3,870	3,940	3,670	3,890	E	13,640	0.29	C	290	340	1,020	2
John Anderson Hwy.	Walter Boardman Lane to Flagler Co.	990	County		Yes	1.00	5 NB / 30 S	RDA_UFH_2W_2L	Minor Collector - Rural	1,000	1,140	900	950	1,150	1,190	1,170	1,200	1,180	1,230	1,420	C	11,775	0.12	B	90	130	1,120	2
Josephine St./10th St.	Old Mission Rd. to Tatum Blvd.	1000	County		Yes	0.30	30	UA_NSSRC2_2W_2	Major Collector - Urban	5,810	5,860	5,910	5,820	4,830	6,650	6,230	5,590	7,020	5,840	6,010	E	13,640	0.44	D	610	530	1,020	2
Josephine St./10th St. (NSB)	Tatum Blvd. to US 1	1002	County		Yes	1.80	35	UA_NSSRC2_2W_2	Major Collector - Urban	7,350	7,140 -	-	-	4,940	6,990 -	-	-	-	-	-	E	14,040	-	A	30	40	1,270	2
Kathy Dr. (N. Penin.)	John Anderson Dr. to SR A1A	1011	County			0.44	30	UA_NSSRC2_2W_2	Local	420	460	470	460	410	500	410	440	430	430	470	E	13,640	0.03	C	690	910	1,020	2
Kennedy Pkwy (Old SR 3)	US 1 to Park Entrance	1020	Federal			4.00	55	RUA_UFH_2W_2L	Major Collector - Rural	700	660 -	-	-	-			850	850	850		C	6,450		B	120	140	620	2
Kicklighter Rd.	Macy Ave. to Lake Helen-Osteen/Prevatt	1051	County		Yes	0.75	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,080	1,810	1,690	1,680	1,820	2,020	2,100	2,190	2,110	1,880	1,950	E	13,640	0.14	C	410	200	1,020	2
Lake George Rd.	Bream Dr. to US 17	1062	County			3.90	30	RUA_UFH_2W_2L	Local	860	820	740	780	810	810	850	880	790	710	730	C	6,450	0.11	B	50	60	620	2
Lake Helen-Osteen Rd.	Howland Blvd. to Elkcam Blvd.	1070	County		Yes	0.40	35	UA_NSSRC2_2W_2	Minor Arterial - Urban	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	2
Lake Helen-Osteen Rd.	Elkcam Blvd. to Haulover Blvd.	1071	County		Yes	1.75	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2
Lake Helen-Osteen Rd.	Haulover Blvd. to Catalina Blvd.	1072	County		Yes	0.50	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	C	1,040	1,090	1,230	2
Lake Helen-Osteen Rd.	Catalina Blvd. to Captain Dr	1073	County		Yes	0.40	45	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2
Lake Helen-Osteen Rd.	Captain Dr. to Kicklighter Rd.	1076	County		Yes	1.40	40	UA_NSSRC1_2W_2	Minor Arterial - Urban	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	2
Prevatt Ave.	Kicklighter Rd to Lake Pearl Dr.	1520	County		Yes	1.50	40	UA_NSSRC1_2W_2	Minor Arterial - Urban	4,800	4,390	4,570	3,910 -		4,640	5,070	5,220	4,600	4,540	6,080	C	15,120	0.40	C	590	530	1,540	2
Prevatt Ave.	Lake Pearl Dr. to SR 44	1523	County		Yes	1.80	55	UA_NSSRC2_2W_2	Minor Arterial - Urban	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	2
Lake Winona Rd.	CR 3 to US 17	1080	County		Yes	0.15	35	RUA_UFH_2W_2L	Local	160	170	170	220 -		350	290	260	200	220	280	C	6,450	0.04	B	20	30	620	2
Lake Winona Rd.	US 17 to Blackwelder Rd.	1081	County		Yes	2.25	35	RUA_UFH_2W_2L	Minor Collector - Rural	880	800	800	980 -		1,030	980	1,110	1,130	1,070	1,050	C	6,450	0.16	B	80	90	620	2
Lake Winona Rd.	Blackwelder Rd. to SR 40	1082	County		Yes	3.70	35	RUA_UFH_2W_2L	Minor Collector - Rural	150	120	140	160 -		200	170	190	200	130	190	C	6,450	0.03	B	20	20	620	2
Children's Way/Lakeshore Dr.	Main St. to Providence Blvd.	1090	County		Yes	0.70	30	UA_NSSRC2_2W_2	Local	1,000	960	900	870	940	1,000	1,000	840	830	1,500	940	E	13,640	0.07	C	60	110	1,020	2
Lakeshore Dr.	Providence Blvd. to Garfield Rd	1092	County		Yes	0.45	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,590	2,610	2,520	2,570	2,820	3,170	3,180	2,970	3,120	1,770	3,130	E	13,640	0.23	C	180	300	1,020	2
Lakeview Dr. (LH)	Ohio Ave. to Main St.	1100	County		Yes	0.50	30	UA_NSSRC2_2W_2	Minor Collector - Urban	2,600	2,790	2,740	3,280	3,690	3,280	4,330	4,390	3,890	3,420	3,830	C	5,260	0.73	C	440	390	1,020	2
Lakeview Dr. (LH)	Main St. to New York Ave.	1101	County			0.25	30	UA_NSSRC2_2W_2	Minor Collector - Urban	1,130	1,190	1,110	1,140	1,250	1,150	1,420	1,170	1,120	1,230	1,330	C	5,260	0.25	C	130	130	1,020

Volusia County's Segment Growth Rates and Vested Trips Instructions Policy



The applicant must provide a detailed narrative justifying any request to modify growth rate, particularly in cases where there is a significant difference. This narrative should be accompanied by thorough supporting documentation, which outlines the specific factors contributing to the observed variations and explains how the proposed growth rate aligns with the overall traffic patterns and conditions in the area.

AND

IF there are - Vested Trips

Negative Growth (Use Minimum 1%):

\+ Vested Trips

Low to Medium Growth (<= 3%)(Use Minimum 1%):

\+ Vested Trips

High Growth (> 3%):

Use the Highest # of the two (growth rate or vested trips). Need to submit supporting documentation & justification.

HIGH GROWTH & HIGH VESTED TRIPS

If there are Vested Trips from multiple approved projects on segment.
And, Vested Trips comprise of multiple uses that would normally have significant interaction (residential, retail, office, restaurant, etc…).

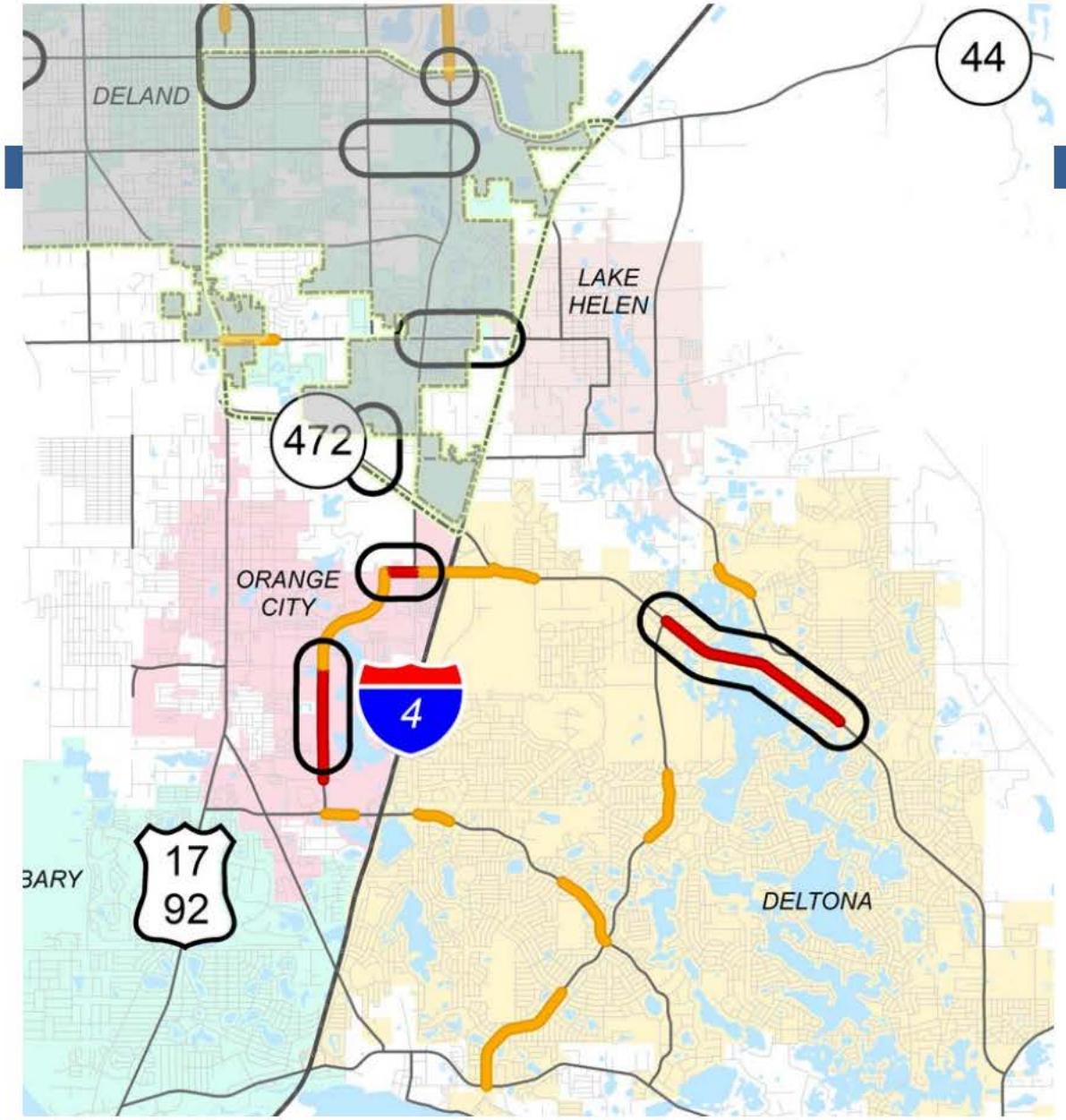
And, Vested Trips make up more than 30% of the total future background traffic.

Then, Vested Trips can be reduced by 30% upon request by the Applicant

Signed:_____ Date:_____

Jay Williams, PE, PTOE

ZONE 3



Deltona

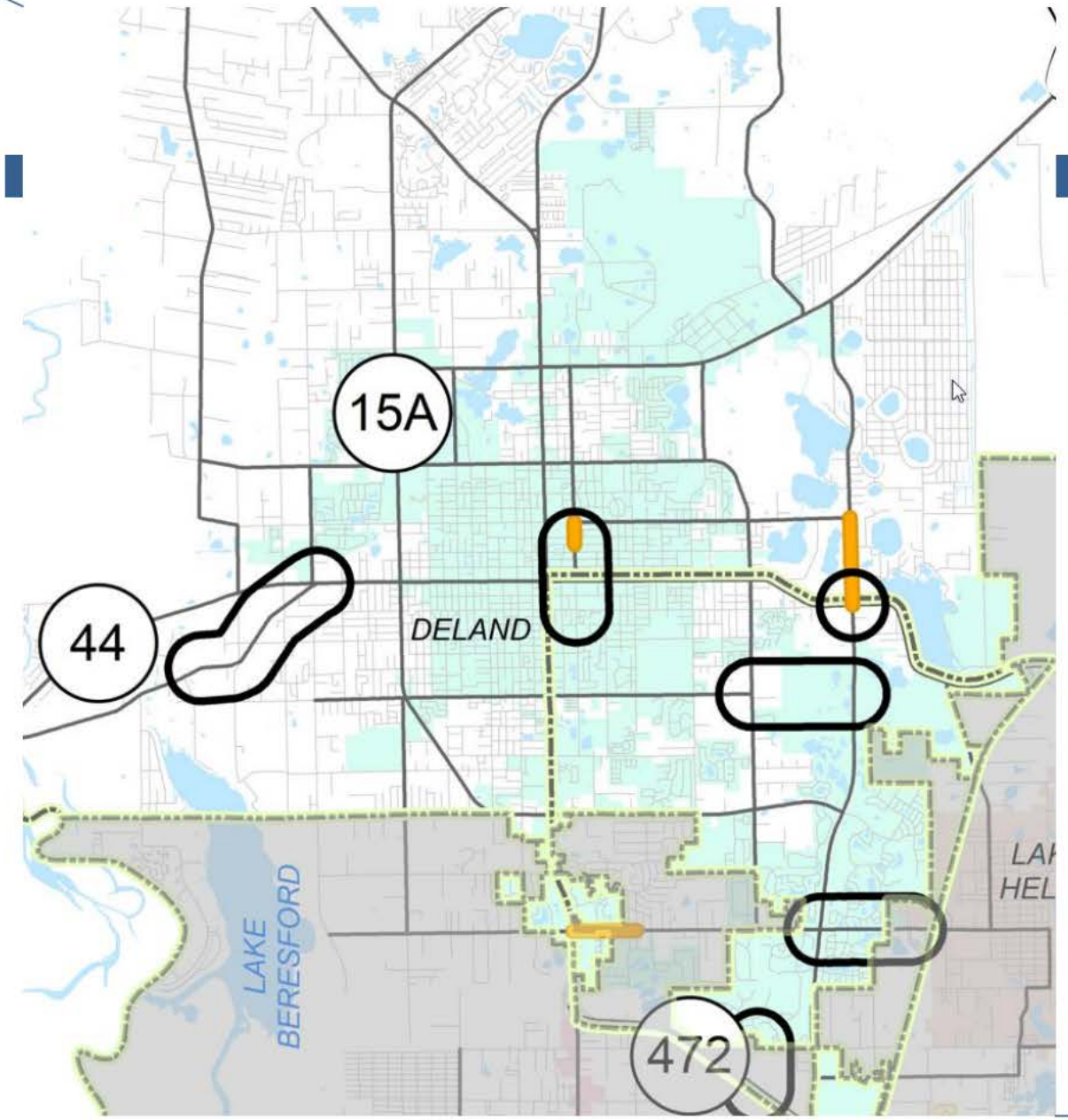
- Howland Blvd widening from Providence Blvd to Elkcam Blvd
  (Construction Underway)

Orange City

- Graves Ave widening from 2 Lanes to 3 Lanes Veterans Memorial Pkwy to Kentucky Av
  (Design Underway)

- Veterans Memorial Pkwy widening from current limits of 4 Lanes to Rhode Island Av
  (Design Underway)

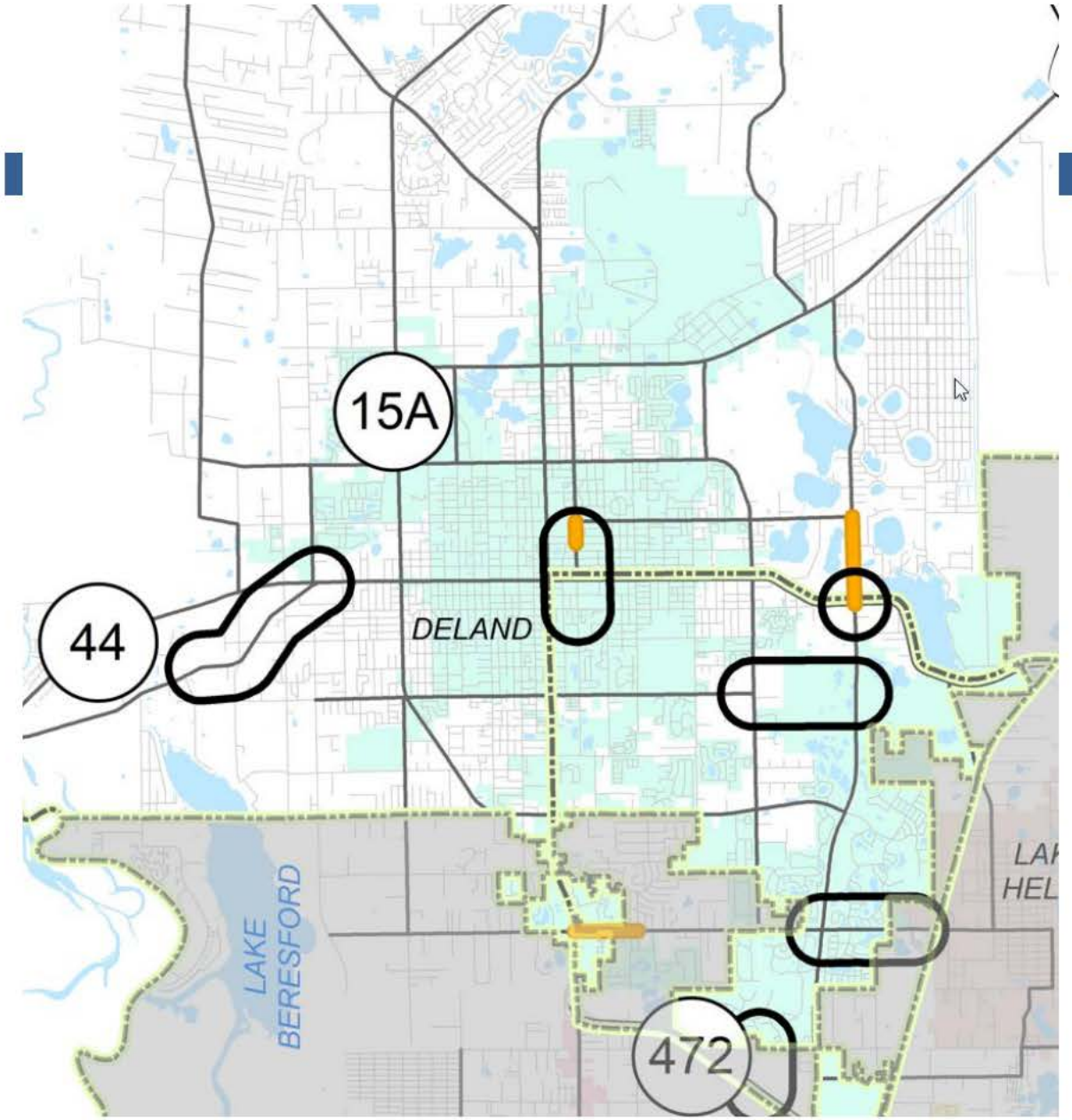
ZONE 4



DeLand

- Orange Camp Rd widening from Martin Luther King Jr. Btwy to I-4
  (Construction Underway)
- Old New York Av Add Paved Shoulders SR 44 to Shell Rd
  (Design Underway)
- Beresford Rd Extension from Blue Lake Av to Kepler Rd/Martin Luther King Jr. Btwy
  (Design & ROW Acquisition Underway)

ZONE 4



- **Amelia Av Lane Reduction from Voorhis Ave to Ohio Ave**
  (Design & ROW Acquisition Underway)
- **Blue Lake Av Extension from Blue Lake Av in Victoria Park to SR 472**
  (Design & ROW Acquisition Underway)

Appendix D
ITE Trip Generation Sheets

Single-Family Detached Housing
(210)

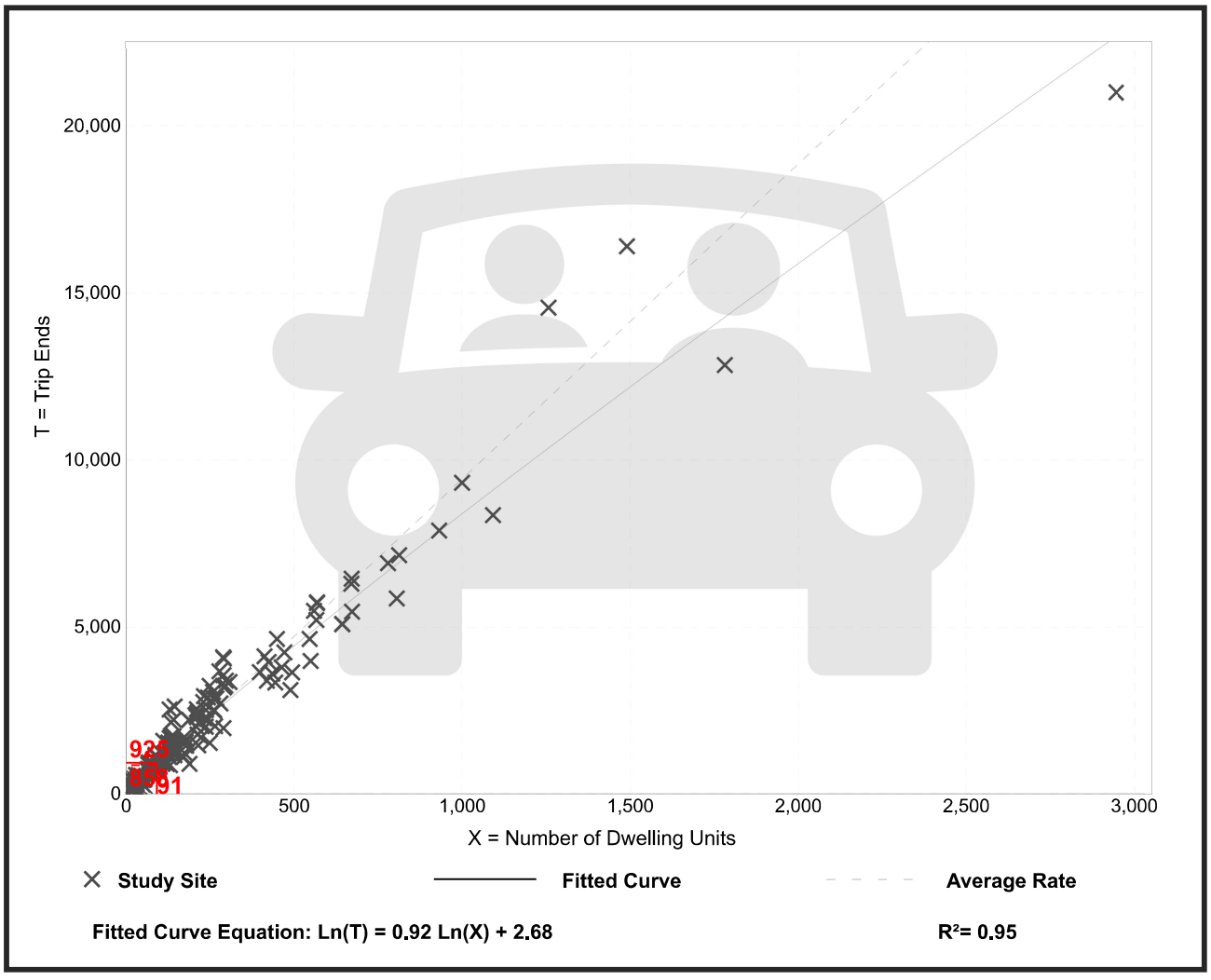
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

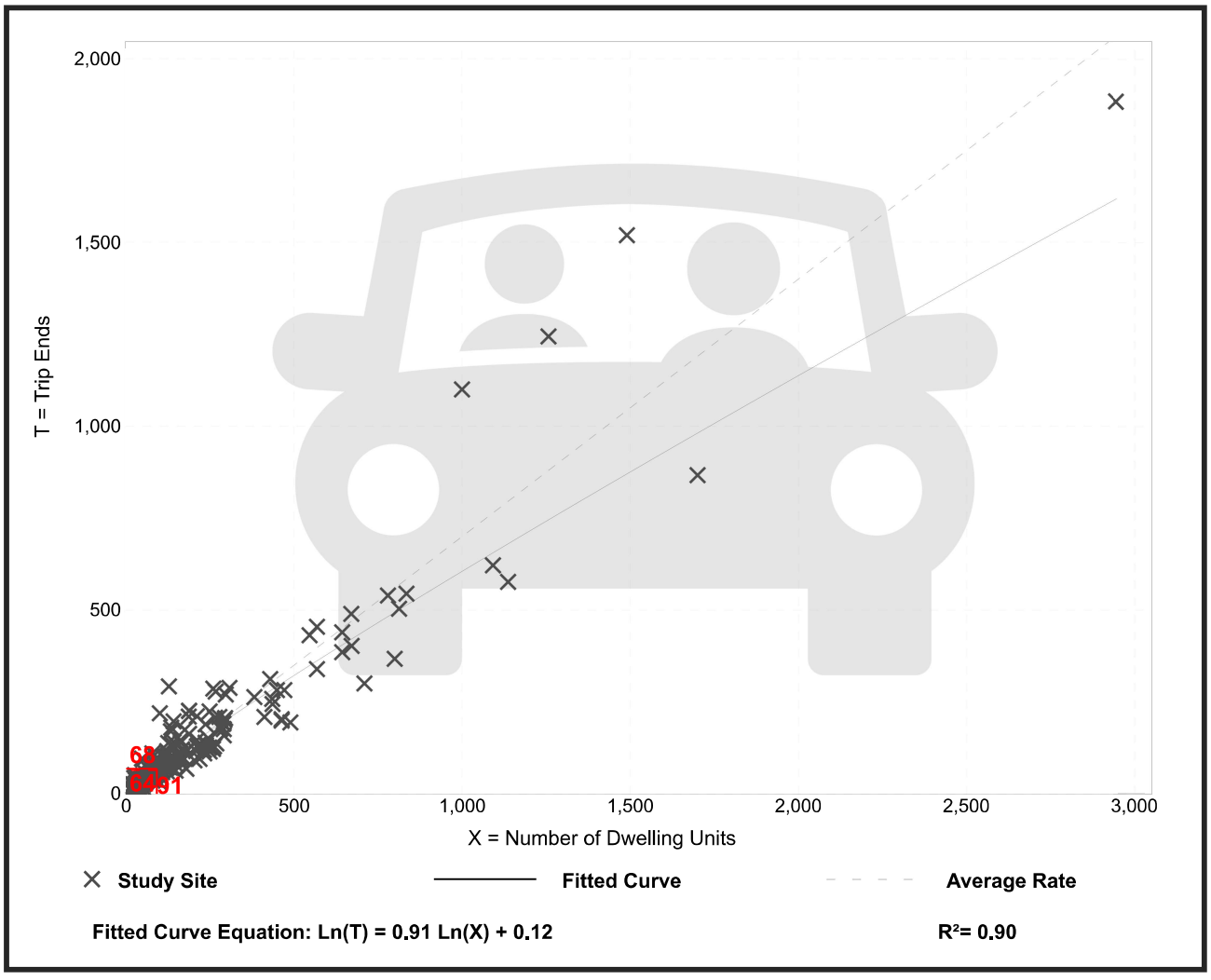
Single-Family Detached Housing
(210)

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:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

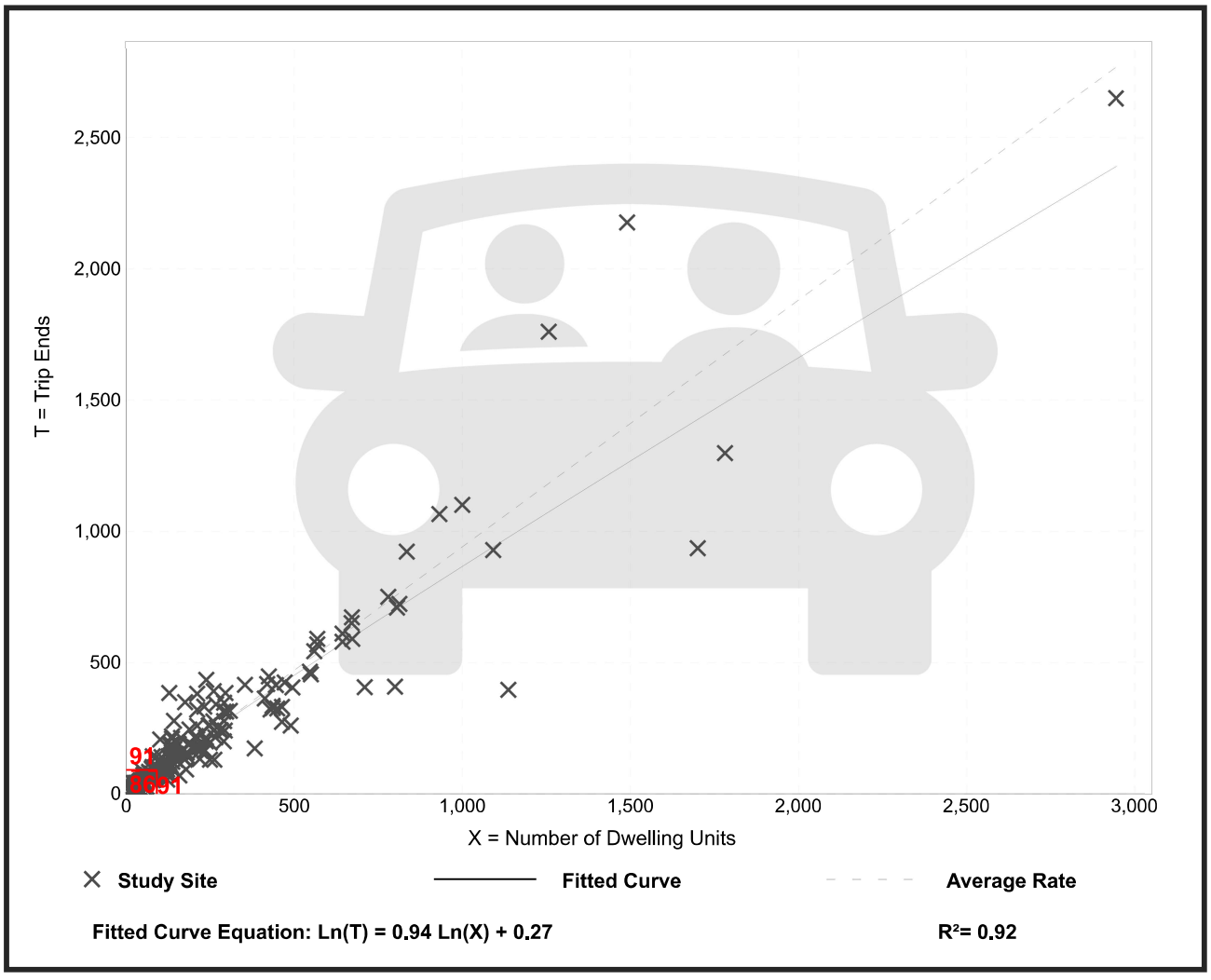
Single-Family Detached Housing
(210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Single-Family Attached Housing
(215)

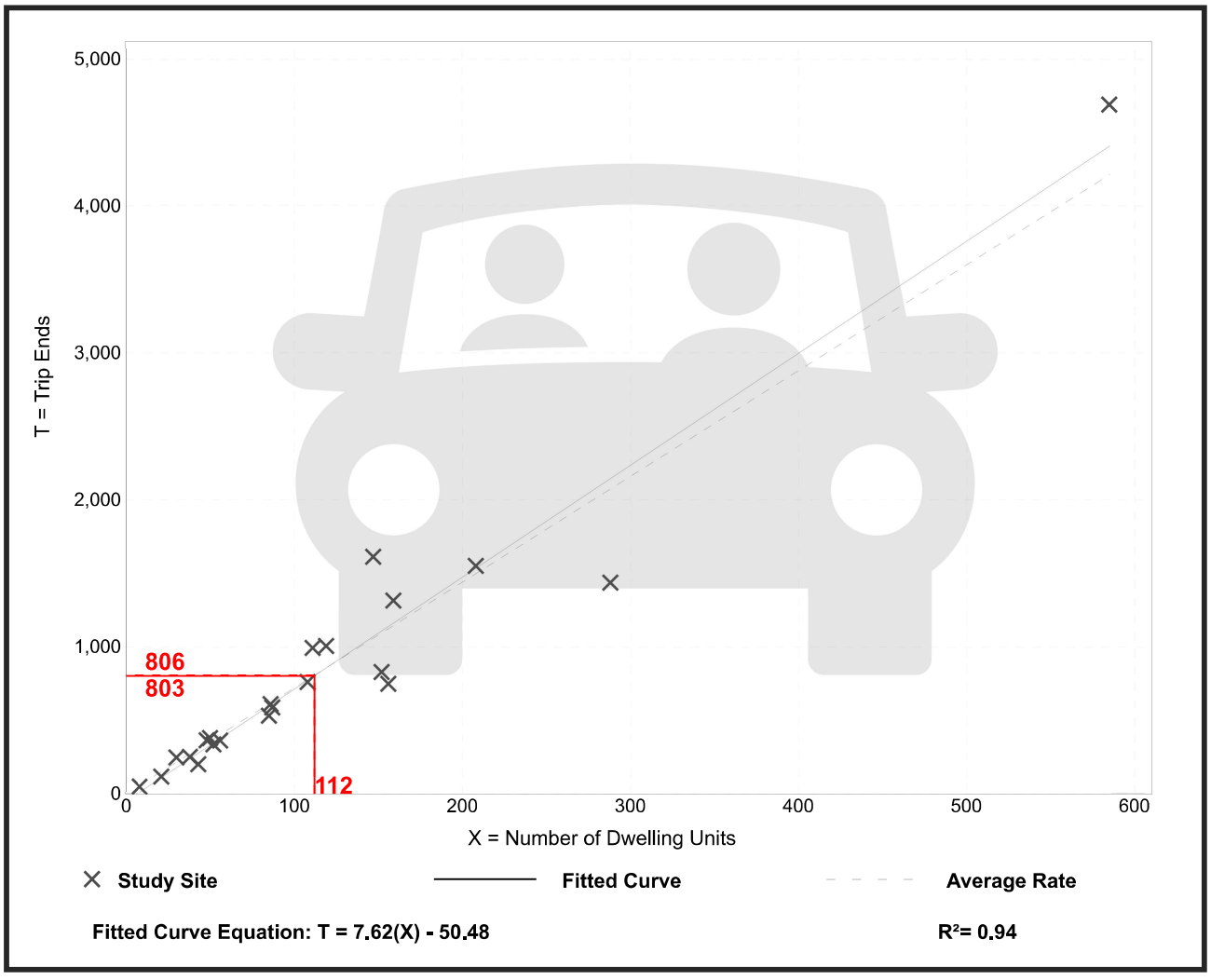
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

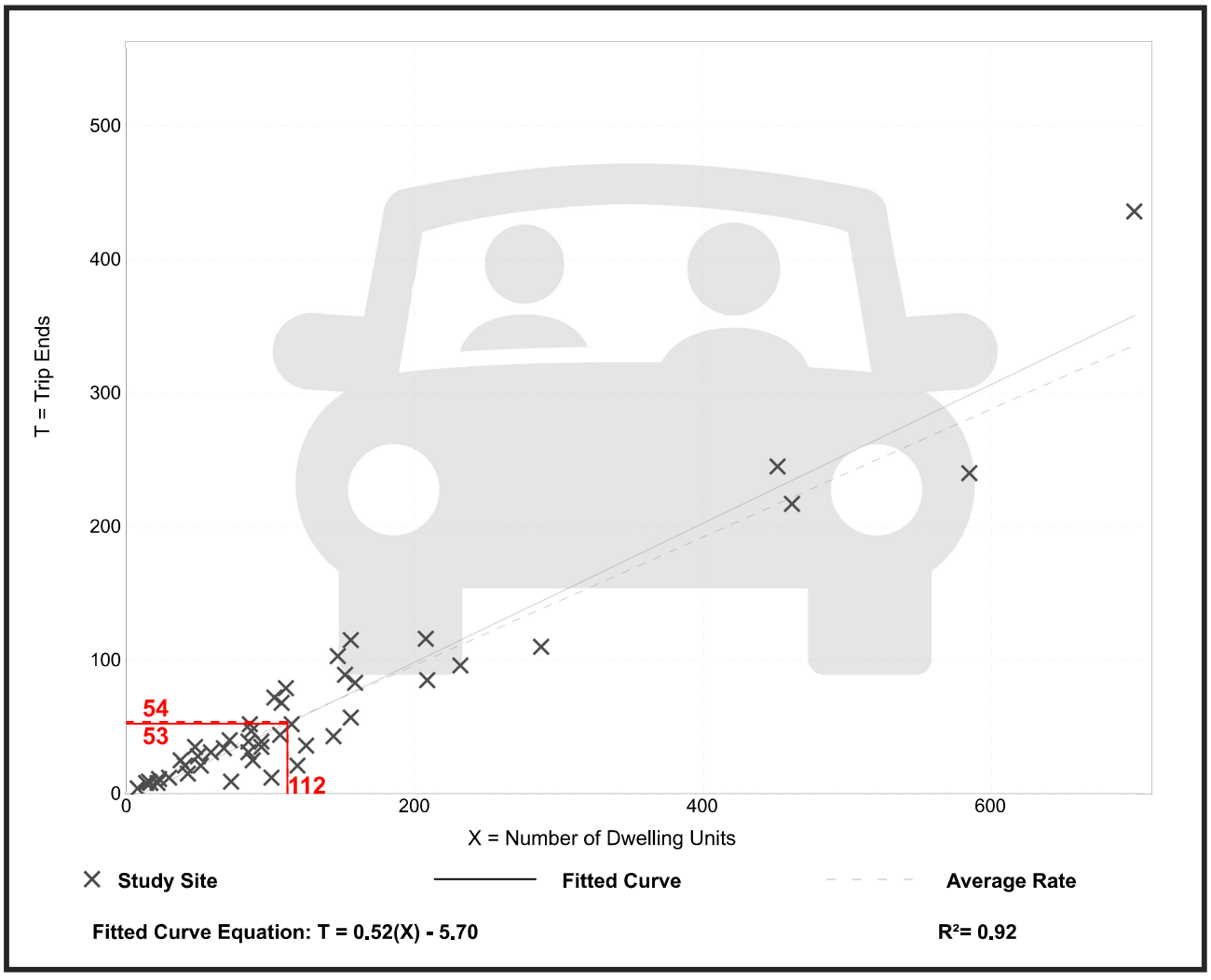
Single-Family Attached Housing
(215)

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: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

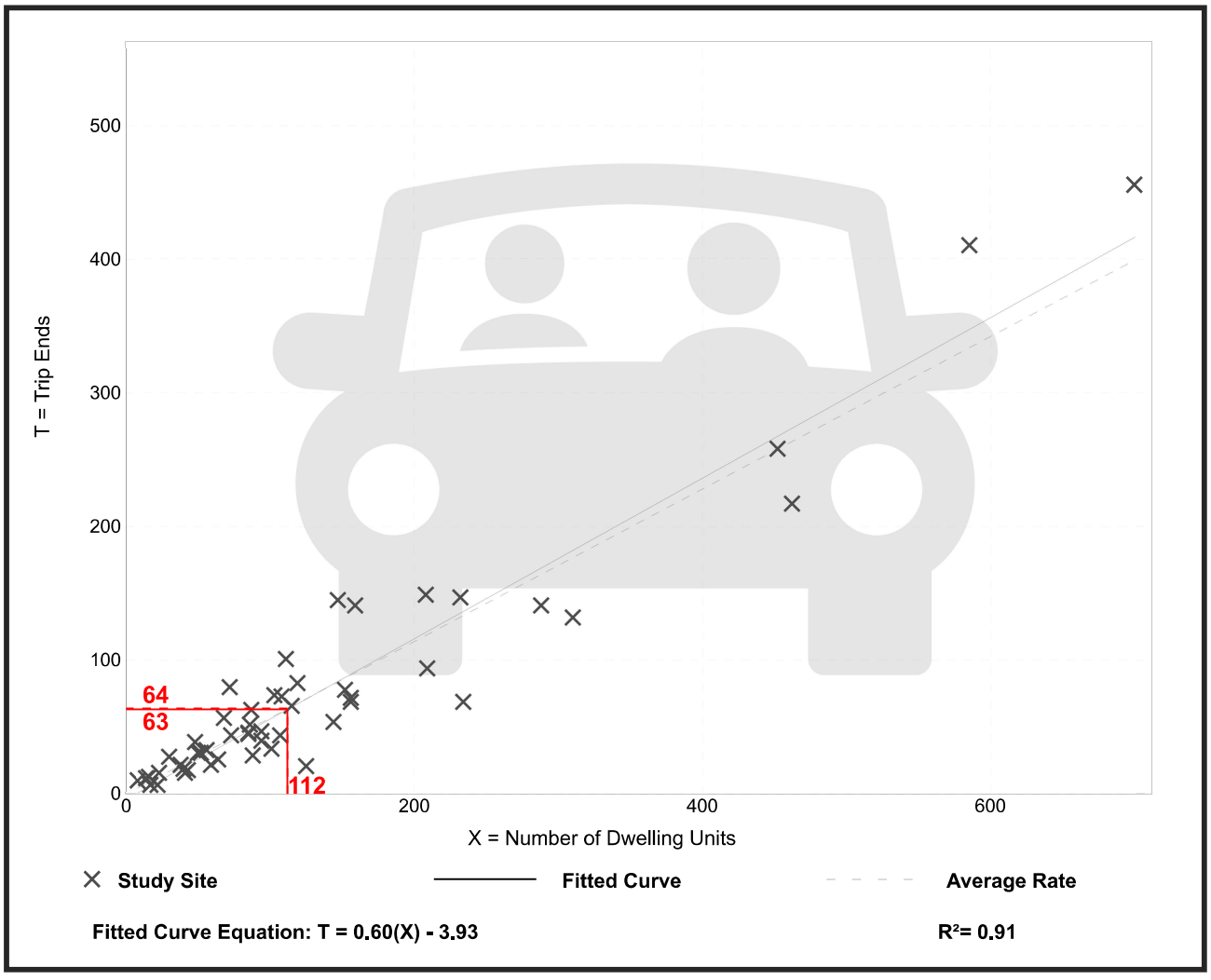
Single-Family Attached Housing
(215)

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:	51
Avg. Num. of Dwelling Units:	136
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

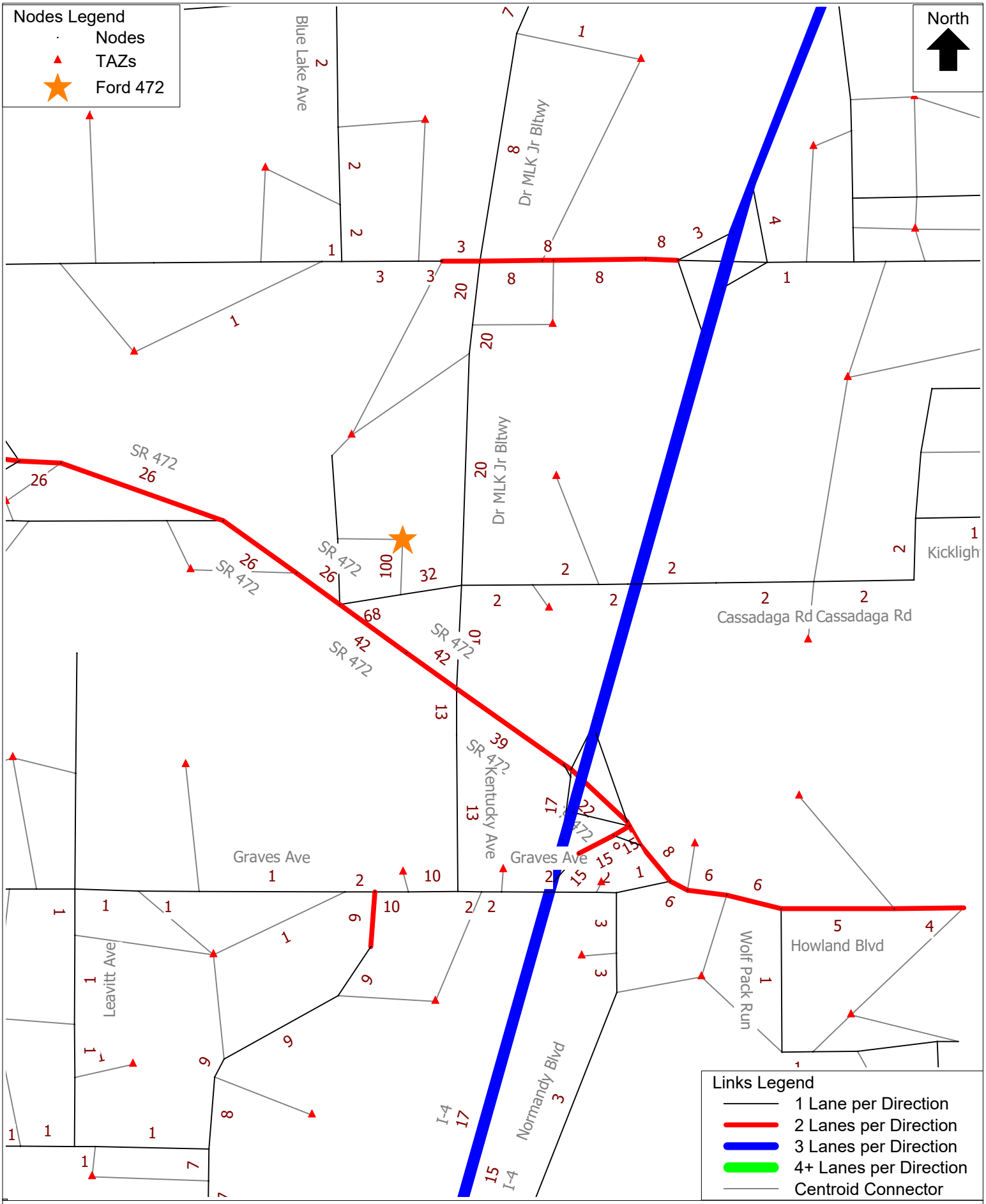
Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



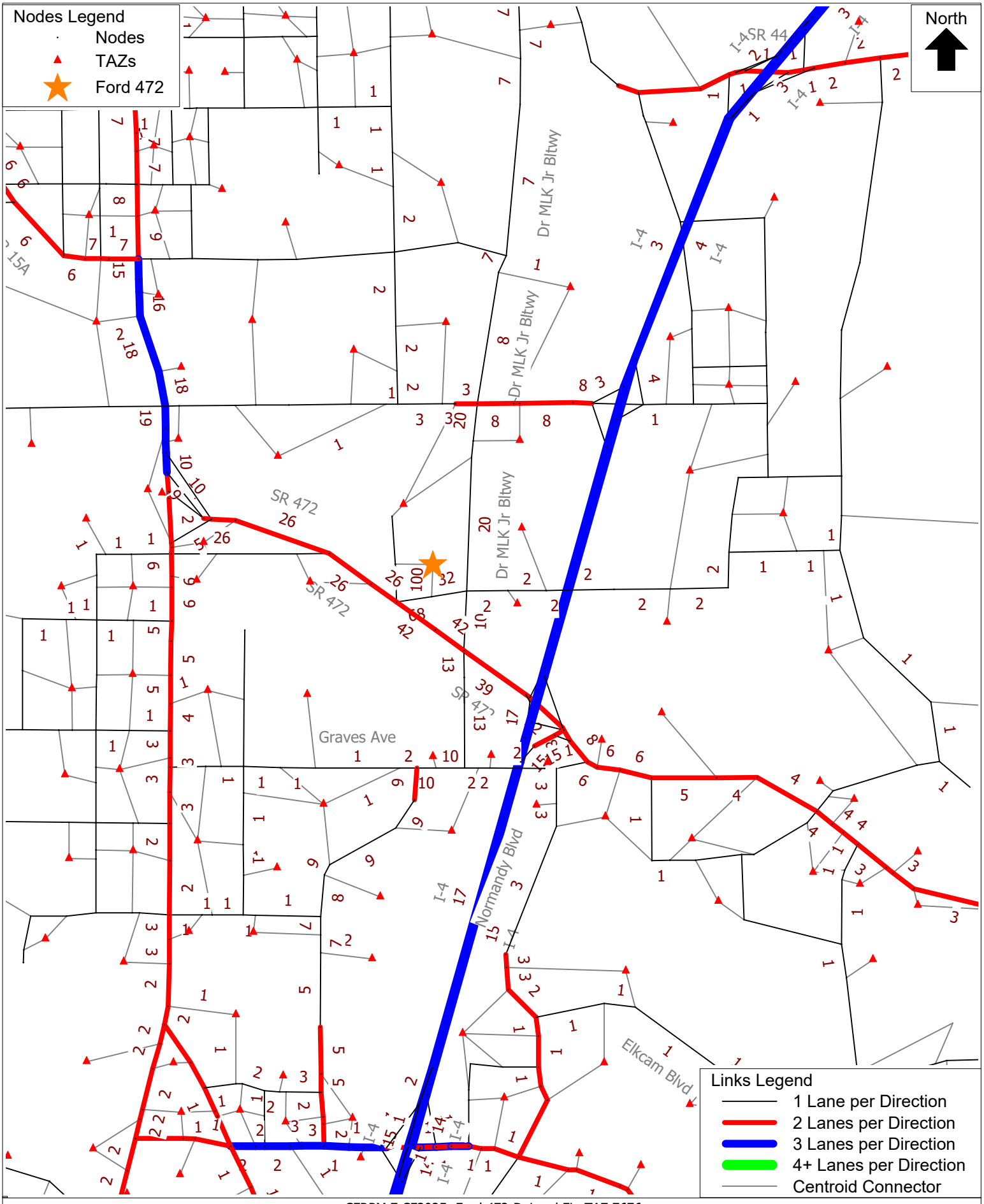
Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Appendix E
Model Distribution Plots



CFRPM 7 CF2025 -Ford 472-DeLand FL. TAZ 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P21145\OUTPUT\HWYLOAD_SL_AllDay_A25.NET Fri 20 Aug 2021

cube (Licensed to)



CFRPM 7 CF2025 -Ford 472-DeLand FL. TAZ 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P21145\OUTPUT\HWYLOAD_SL_AllDay_A25.NET Fri 20 Aug 2021

cube

(Licensed to)

Appendix F
2022 Volusia County AADT and Historical Counts

Road Name	Limits (From - To)	Count Station Number	Roadway Maintaining Agency	2021 Roadway on County's Thoroughfare	Distance (in miles)	Posted Speed	2021 QLOS Facility Type	2010 Federal Functional Classification	2011 AADT	2012 AADT	2013 AADT	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	2019 AADT	2020 AADT	2021 AADT	2022 AADT	VC 2022 Allowable LOS	DAILY 2022 LOS Capacity	DAILY 2021 V/C Ratio	DAILY 2022 LOS	2022 AM Peak	2022 PM Peak	PEAK 2Way 2022 LOS Capacity	2021 No. of Lanes
Rd_Name	Limits	Cnt_Sta	MainRes	Tfare21	Distance	SPD2013	F_Type_21	Fun_Class_2010	AADT_11	AADT_12	AADT_13	AADT_14	AADT_15	AADT_16	AADT_17	AADT_18	AADT_19	AADT_20	AADT_21	AADT_22	VCA_LOS_22	Cap_22	VCRatio_22	LOS_22	AMPKHR_22	PMPKHR_22	2W_Cap_22	Lanes_20
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	County	Yes	1.80	30	UA_NSSRC2_2W_2L_U_0L	Major Collector - Urban	1,970	2,190	2,010	1,900	2,260	2,200	2,500	2,400	2,220	2,380	2,750	2,500	E	13,640	0.18	C	140	210	1,020	2
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentuck	775	County	Yes	0.30	45	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	**17,570**	17,140	16,750	17,160	18,780	19,180	19,190	19,590	**21,760**	19,090	19,750	20,000	E	17,900	1.12	F	1,230	1,635	1,620	2
Graves Av/CR 4145	Kentucky Ave. to Normandy Blvd.	900a	County	Yes	0.60	45	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	13,790	11,840	12,970	13,640	14,510	15,310	14,060	15,520	16,040	15,580	16,370	19,700	E	17,900	1.10	C	1,420	1,675	1,620	2
Graves Av/CR 4145	Normandy Blvd. to Howland Blvd.	900b	County	Yes	0.25	35	UA_NSSRC2_2W_4L_D_WL	Minor Arterial - Urban	13,790	11,840	12,970	13,640	14,510	15,310	14,060	15,520	16,040	16,310	18,540	16,100	E	30,420	0.53	D	1,140	1,340	2,740	4
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	FDOT	Yes	0.40	45	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	30,490	29,890	27,480	30,590	36,570	32,320	38,300	36,990	34,320	30,660	31,040	30,900	E	37,970	0.81	C	2,185	2,410	3,410	4
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	County	Yes	1.15	45	UA_NSSRC1_2W_4L_D_WL	Minor Arterial - Urban	28,010	27,440	25,280	27,770	31,520	30,270	30,040	31,480	30,520	26,130	28,510	27,100	E	37,970	0.71	C	1,975	2,125	3,410	4
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	County	Yes	2.10	45	UA_NSSRC1_2W_2L_U_0L	Minor Arterial - Urban	16,890	14,140	15,150	16,430	16,780	17,220	18,800	18,930	**17,430**	13,580	13,980	13,900	E	13,640	1.02	E	945	1,020	1,230	2
Orange Camp Rd.	US 17/92 to Princeton	1380	County	Yes	0.75	35	UA_NSSRC2_2W_2L_U_WL	Minor Arterial - Urban	9,020	9,640	9,080	9,320	11,480	11,800	12,370	13,170	14,220	13,570	13,600	13,200	E	14,040	0.94	E	840	1,160	1,270	2
Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (I	1384	County	Yes	0.55	50	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	8,880	9,600	9,330	9,980	11,700	12,110	12,650	13,910	14,220	13,660	14,510	12,400	E	17,050	0.73	C	845	1,075	1,540	2
Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	1385	County	Yes	1.00	50	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	10,910	11,300	10,870	10,700	12,020	12,050	13,080	15,040	14,430	13,230	14,200	13,300	E	17,050	0.78	C	1,310	1,170	1,540	2
W. Volusia Bltwy (Veteran	Harley Strickland Blvd. to Rhode Islan	1901	County	Yes	1.22	55	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	13,810	15,170	18,000	17,750	**18,830**	**20,170**	**19,290**	**19,420**	**21,190**	**19,030**	**19,440**	**18,800**	E	**17,050**	**1.10**	F	**1,030**	**1,480**	**1,540**	2
W. Volusia Bltwy (Veteran	Rhode Island Ave. to Graves Ave.	1902	County	Yes	1.50	45	UA_NSSRC1_2W_2L_D_WL	Minor Arterial - Urban	14,100	14,830	15,510	15,510	18,510	16,430	14,420	13,400	16,420	13,800	14,870	14,100	E	17,900	0.79	C	850	1,100	1,620	2
W. Volusia Bltwy (Veteran	Graves Ave to SR 472	1030	County	Yes	0.80	45	UA_NSSRC1_2W_2L_U_WL	Major Collector - Urban	7,970	9,010	9,050	9,320	10,380	10,670	10,350	10,570	10,900	9,420	10,830	11,000	E	17,050	0.65	C	690	910	1,540	2
W. Volusia Bltwy (Dr MLK	Cassadaga Rd. to Orange Camp Rd.	1942	County	Yes	1.40	55	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	9,940	10,280	10,320	10,840	11,860	12,050	11,130	12,540	12,370	10,760	11,570	9,150	E	17,050	0.54	C	620	755	1,540	2
W. Volusia Bltwy (Dr MLK	Orange Camp Rd. to Taylor Rd.	1943	County	Yes	1.00	55	UA_NSSRC1_2W_2L_U_WL	Minor Arterial - Urban	11,240	11,850	11,440	12,050	14,330	13,800	12,670	14,480	12,240	12,210	12,840	11,000	E	17,050	0.65	C	845	910	1,540	2

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 79 - VOLUSIA

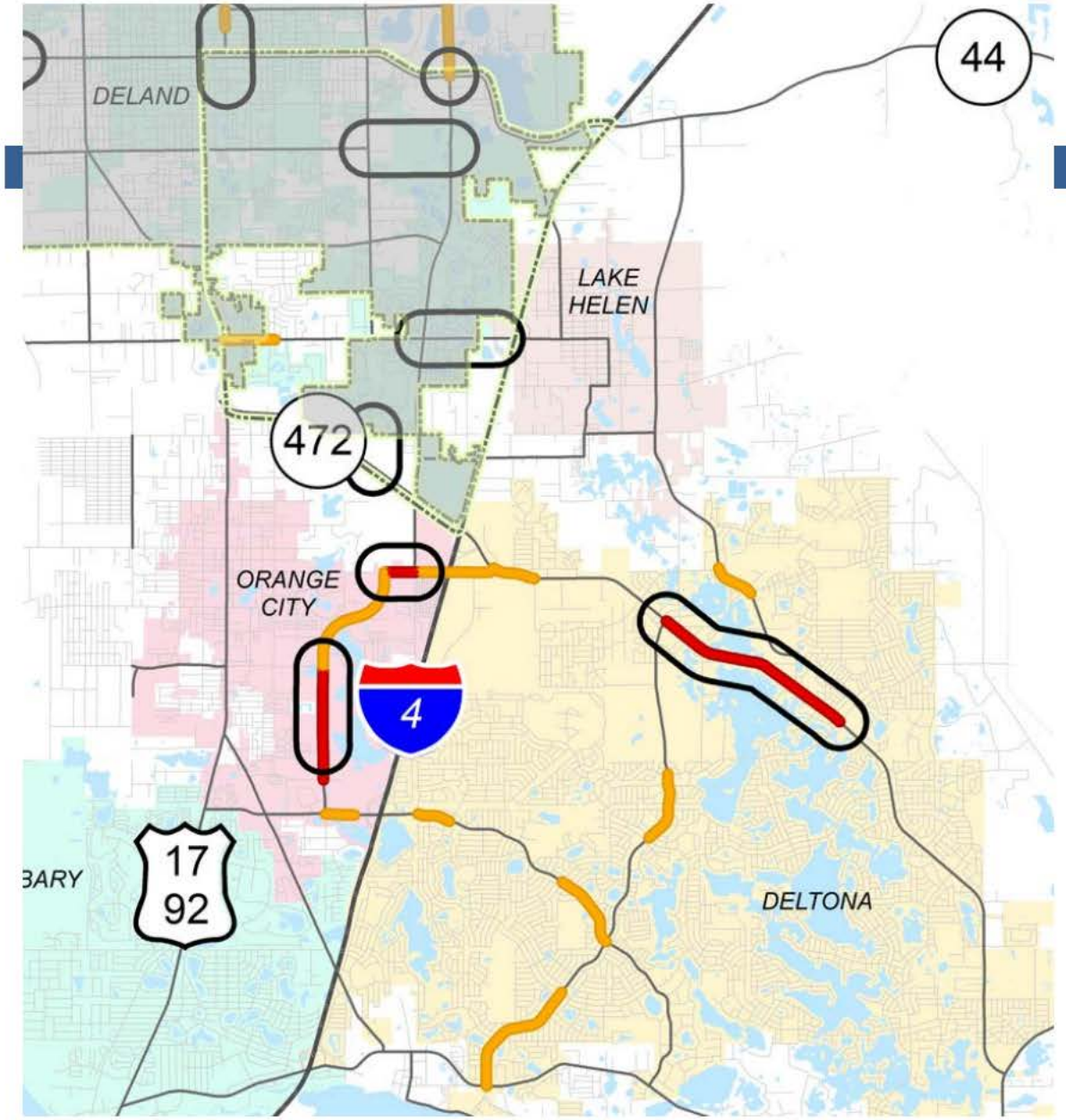
SITE: 8193 - CATALINA BLVD, 800' N OF HOWLAND BLVD - OFF SYSTEM HPMS 21

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2900 F	N 1400	S 1500	9.00	59.10	9.80
2022	2700 C	N 1300	S 1400	9.00	58.80	3.50
2021	12500 C	N 6100	S 6400	9.00	58.20	10.90
2020	10900 S	N 5200	S 5700	9.00	58.70	4.00
2019	11300 F	N 5400	S 5900	9.00	59.00	6.70
2018	11100 C	N 5300	S 5800	9.00	60.00	5.10
2017	12000 T	N 6000	S 6000	9.00	60.90	3.10
2016	11600 S	N 5800	S 5800	9.00	61.40	2.40
2015	11000 F	N 5500	S 5500	9.00	60.20	2.90
2014	10600 C	N 5300	S 5300	9.00	59.20	3.60

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
Planned and Programmed Improvements

ZONE 3



Deltona

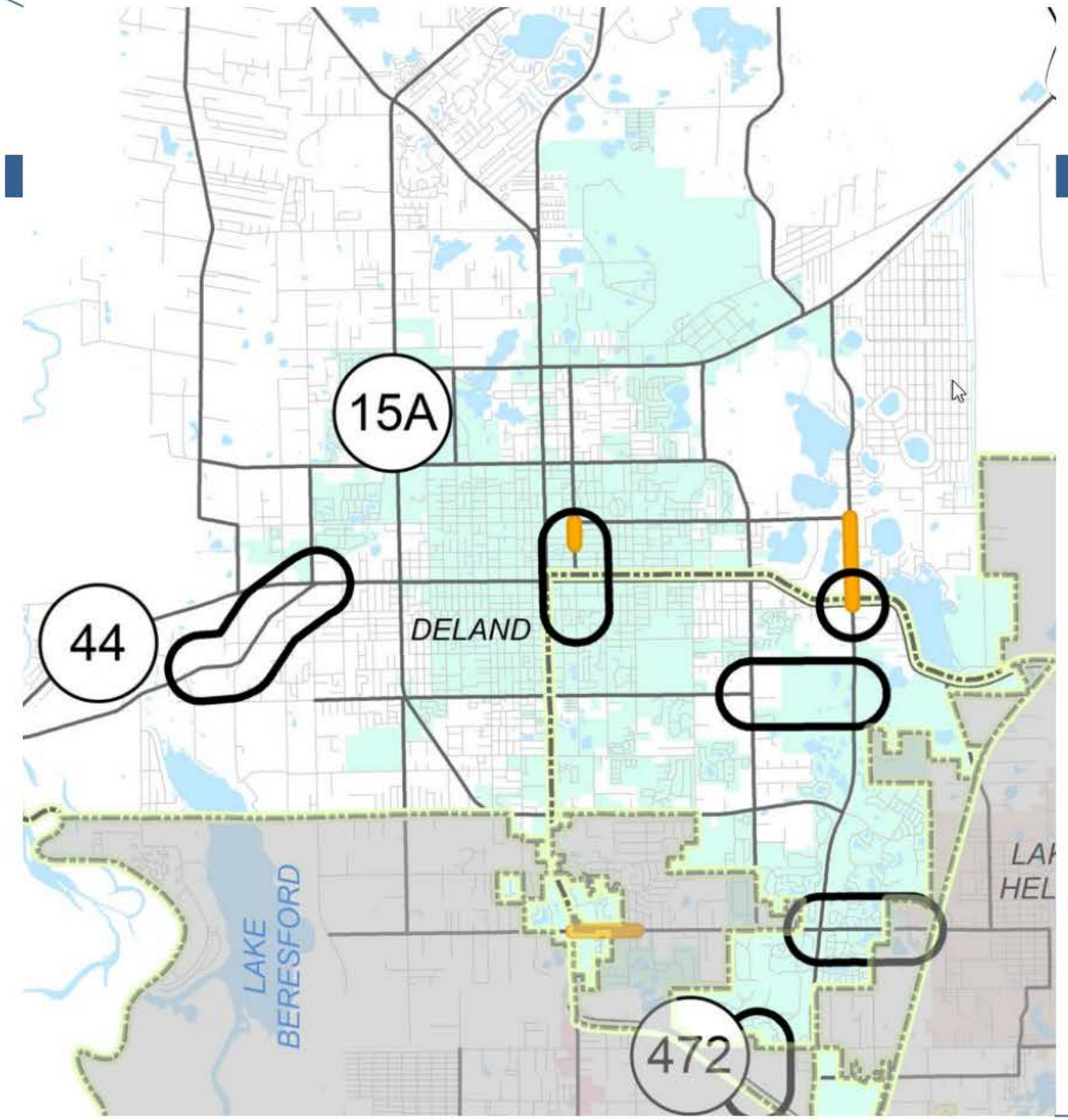
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  (Construction Underway)

Orange City

- Graves Ave widening from 2 Lanes to 3 Lanes Veterans Memorial Pkwy to Kentucky Av
  (Design Underway)

- Veterans Memorial Pkwy widening from current limits of 4 Lanes to Rhode Island Av
  (Design Underway)

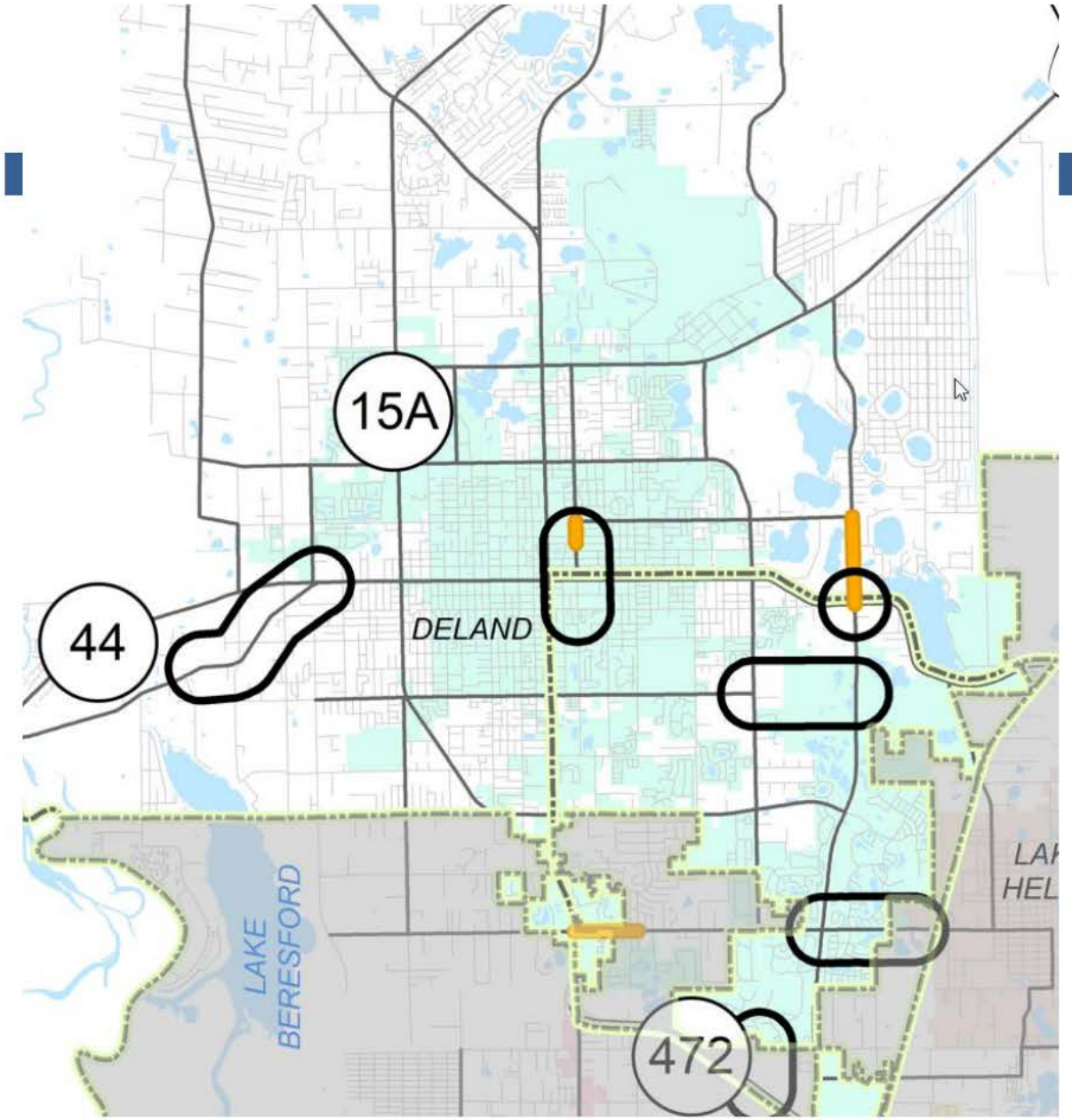
ZONE 4



DeLand

- **Orange Camp Rd widening from Martin Luther King Jr. Btwy to I-4**
  (Construction Underway)
- **Old New York Av Add Paved Shoulders SR 44 to Shell Rd**
  (Design Underway)
- **Beresford Rd Extension from Blue Lake Av to Kepler Rd/Martin Luther King Jr. Btwy**
  (Design & ROW Acquisition Underway)

ZONE 4



- **Amelia Av Lane Reduction from Voorhis Ave to Ohio Ave**
  (Design & ROW Acquisition Underway)
- **Blue Lake Av Extension from Blue Lake Av in Victoria Park to SR 472**
  (Design & ROW Acquisition Underway)

Appendix H
Recommended Improvements in Previous TIAs

TM BTR AT DELAND CROSSINGS
Project № 22012, v1.1
December 2022

TRAFFIC IMPACT ANALYSIS
CITY OF DELAND
FLORIDA

Prepared by:

Traffic & Mobility Consultants
3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

Taylor Morrison of Florida Inc
2600 Lake Lucien Drive, Suite 350
Maitland, Florida 32751

3.6 Intersection Improvements

The following improvements are recommended at the intersection of SR 472 and Dr. Martin Luther King Jr Beltway and should be incorporated at project buildout:

- SR 472 and Dr. Martin Luther King Jr Beltway –
  - Construct a westbound left turn lane
  - Construct a northbound left turn lane and a through lane
  - Construct a southbound left turn lane and a through lane
  - Optimize the signal timing

With the recommended improvements, the intersection is projected to operate at an overall adequate LOS. The results of the analysis are summarized in **Table 8** for the background and buildout scenarios**.**

Table 8
Improved Intersection Capacity Analysis Summary

Intersection	Traffic Control	Time Period	Scenario	EB			WB			NB			SB			Overall	
				Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS
SR 472 & Dr. MLK Jr Bltwy	Signal	AM	Background	42.3	D	0.97	37.2	D	0.76	72.7	E	0.87	68.6	E	0.86	48.9	D
			Buildout	43.4	D	0.99	37.5	D	0.76	71.8	E	0.87	70.7	E	0.87	49.7	D
		PM	Background	52.9	D	1.14	49.0	D	1.03	71.9	E	0.86	65.6	E	0.86	55.7	E
			Buildout	58.7	E	1.23	49.6	D	1.03	65.9	E	0.86	66.7	E	0.86	57.4	E

Average delay is expressed in seconds/vehicle

The analysis indicates that the intersection of SR 472 and Dr. Martin Luther King Jr Beltway is projected to operate at adequate LOS due to the improvements. The adjusted analysis worksheets are included in **Appendix L**.

KITTELSON & ASSOCIATES

DELAND TECH PARK TRAFFIC IMPACT ANALYSIS

DELAND, FLORIDA

July 2023

YEAR 2027 FUTURE BACKGROUND INTERSECTION CAPACITY ANALYSIS (WITH BACKGROUND RELATED IMPROVMENTS)

The background intersection lane configurations are shown in **Figure 12**. To help improve operations at the intersections showing an overall LOS F or overcapacity movements under the year 2027 PM peak hour future background conditions, the following background related improvements are recommended:

- SR 472 at Kentucky Avenue/Dr Martin Luther King Jr Beltway
  - Add one additional eastbound through lane (v/c ratio is 0.97 on east leg of intersection)
  - Add one additional westbound through lane (v/c ratio is 0.97 on east leg of intersection)
  - Add exclusive northbound left turn lane
  - Use protected/permitted phasing for northbound/southbound left turn movements
  - Optimize signal timings/splits (eliminate the split phase operation)
- Kentucky Avenue at Graves Avenue
  - Add one additional eastbound through lane (v/c ratio is 1.36 on west leg of intersection in background condition)
  - Add one additional southbound left turn lane
  - Add overlap phasing on the southbound right turn movement
  - Optimize signal timings/splits)
- Veteran's Memorial Parkway at Rhode Island Avenue
  - Add southbound shared through-right lane and remove exclusive southbound right turn lane. There is an acceleration lane on the south leg of this intersection that can be converted to a second receiving lane.
- Howland Boulevard at Graves Avenue/Halifax Crossing Boulevard
  - Add one additional eastbound through lane (v/c ratio is 1.05 on both legs of intersection)
  - Add one additional westbound through lane (v/c ratio is 1.05 on both legs of intersection)

With the above recommended improvements, these intersections are expected to operate at an overall LOS E or better and no overcapacity movements. The results of the improved background conditions are presented in **Table 9** and the Synchro intersection report printouts are provided in **Appendix M**.

Table 9: Year 2027 Future Background Intersection Capacity Analysis (With Background Improvements)

Intersection	Intersection Control Type	PM Peak Hour		
		v/c	Delay	LOS
SR 472 at Kentucky Ave./Dr Martin Luther King Jr Bltwy.	Signalized	0.98	58.2	E
Kentucky Ave. at Graves Ave.	Signalized	0.93	42.0	D
Veteran's Memorial Pkwy. at Rhode Island Ave.	Signalized	0.92	38.2	D
Howland Blvd. at Graves Ave./Halifax Crossing Blvd.	Signalized	0.94	39.6	D

Note: The operational results presented for each intersection represent the worst movement v/c ratio and overall intersection delay and LOS.

Appendix I

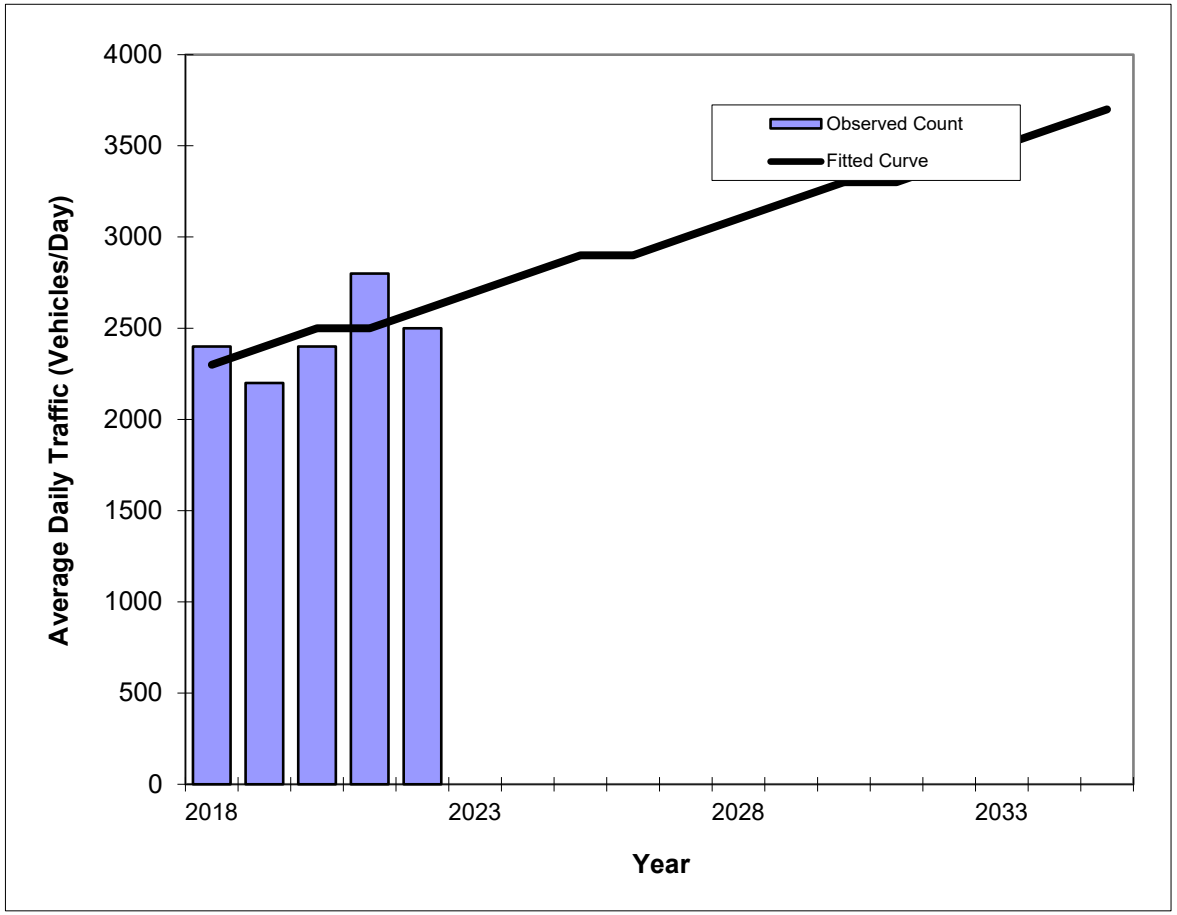
Historical Growth trend Analysis Worksheets, Vested Trip Information and Segment Growh Rates and Vested Trips Instruction Policy

Traffic Trends - V03.a

CASSADAGA RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	280
Highway:	CASSADAGA RD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	2400	2300
2019	2200	2400
2020	2400	2500
2021	2800	2500
2022	2500	2600
2026 Opening Year Trend		
2026	N/A	2900
2027 Mid-Year Trend		
2027	N/A	3000
2028 Design Year Trend		
2028	N/A	3100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	80
Trend R-squared:	33.33%
Trend Annual Historic Growth Rate:	3.26%
Trend Growth Rate (2022 to Design Year):	3.21%
Printed:	6-Aug-24

Straight Line Growth Option

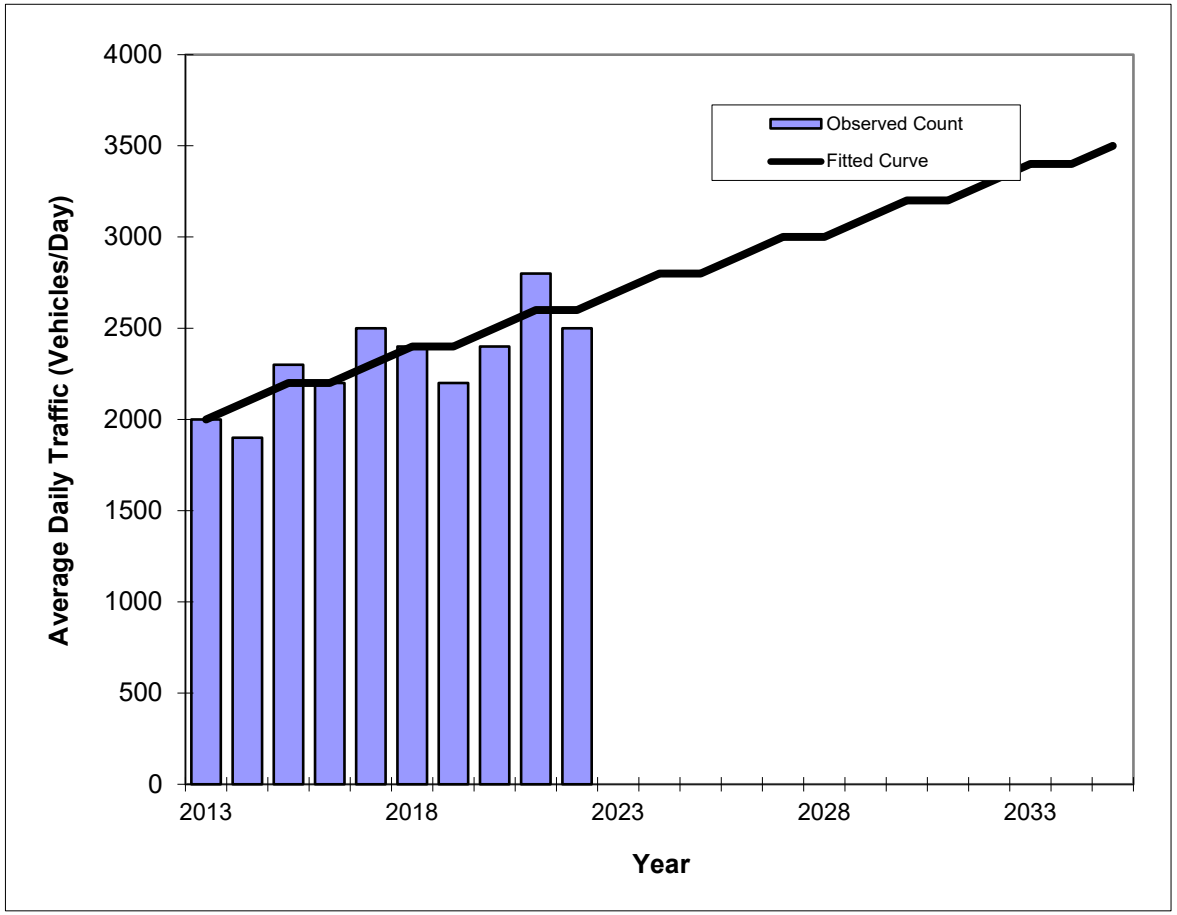
***Axle-Adjusted**

Traffic Trends - V03.a

CASSADAGA RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	280
Highway:	CASSADAGA RD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	2000	2000
2014	1900	2100
2015	2300	2200
2016	2200	2200
2017	2500	2300
2018	2400	2400
2019	2200	2400
2020	2400	2500
2021	2800	2600
2022	2500	2600
2026 Opening Year Trend		
2026	N/A	2900
2027 Mid-Year Trend		
2027	N/A	3000
2028 Design Year Trend		
2028	N/A	3000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	68
Trend R-squared:	61.71%
Trend Annual Historic Growth Rate:	3.33%
Trend Growth Rate (2022 to Design Year):	2.56%
Printed:	6-Aug-24

Straight Line Growth Option

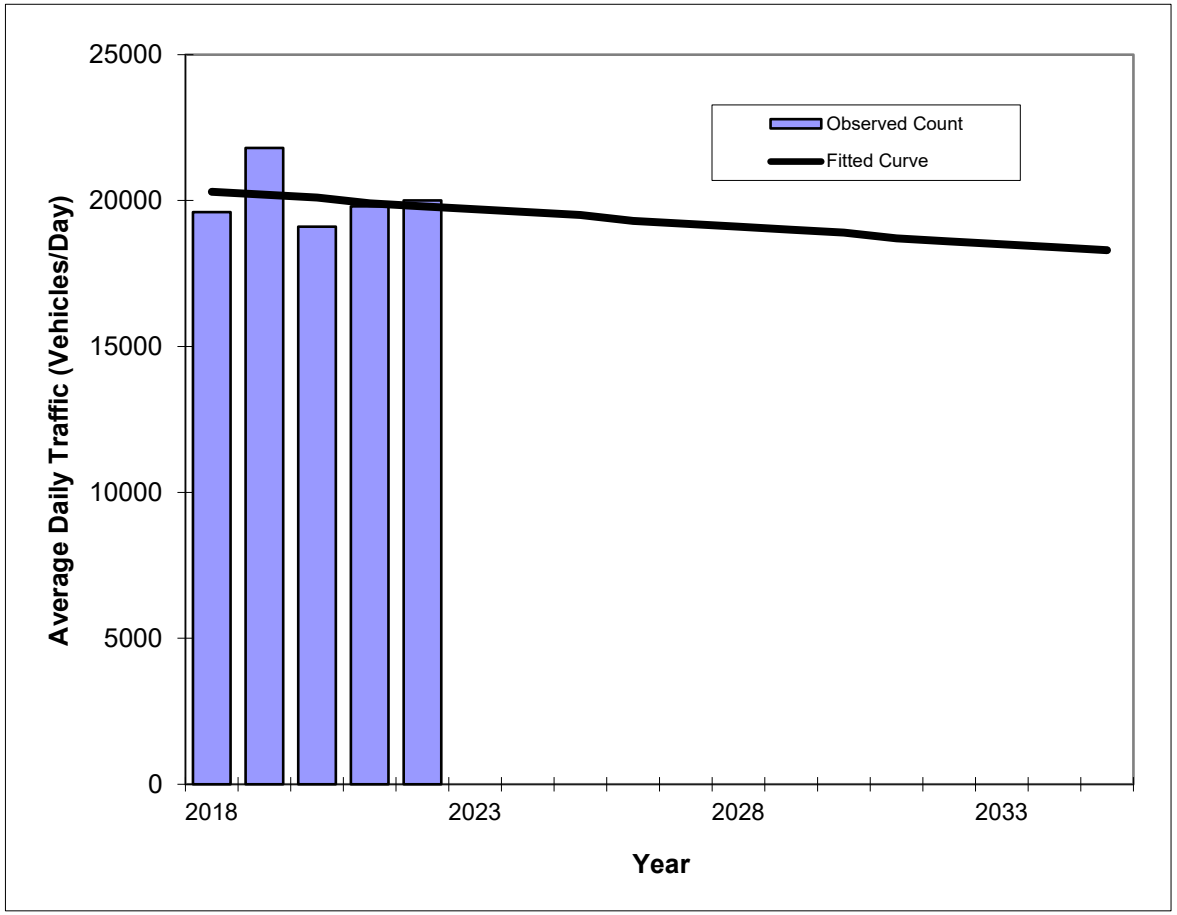
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	775
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	19600	20300
2019	21800	20200
2020	19100	20100
2021	19800	19900
2022	20000	19800
2026 Opening Year Trend		
2026	N/A	19300
2027 Mid-Year Trend		
2027	N/A	19200
2028 Design Year Trend		
2028	N/A	19100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-120
Trend R-squared:	3.40%
Trend Annual Historic Growth Rate:	-0.62%
Trend Growth Rate (2022 to Design Year):	-0.59%
Printed:	6-Aug-24

Straight Line Growth Option

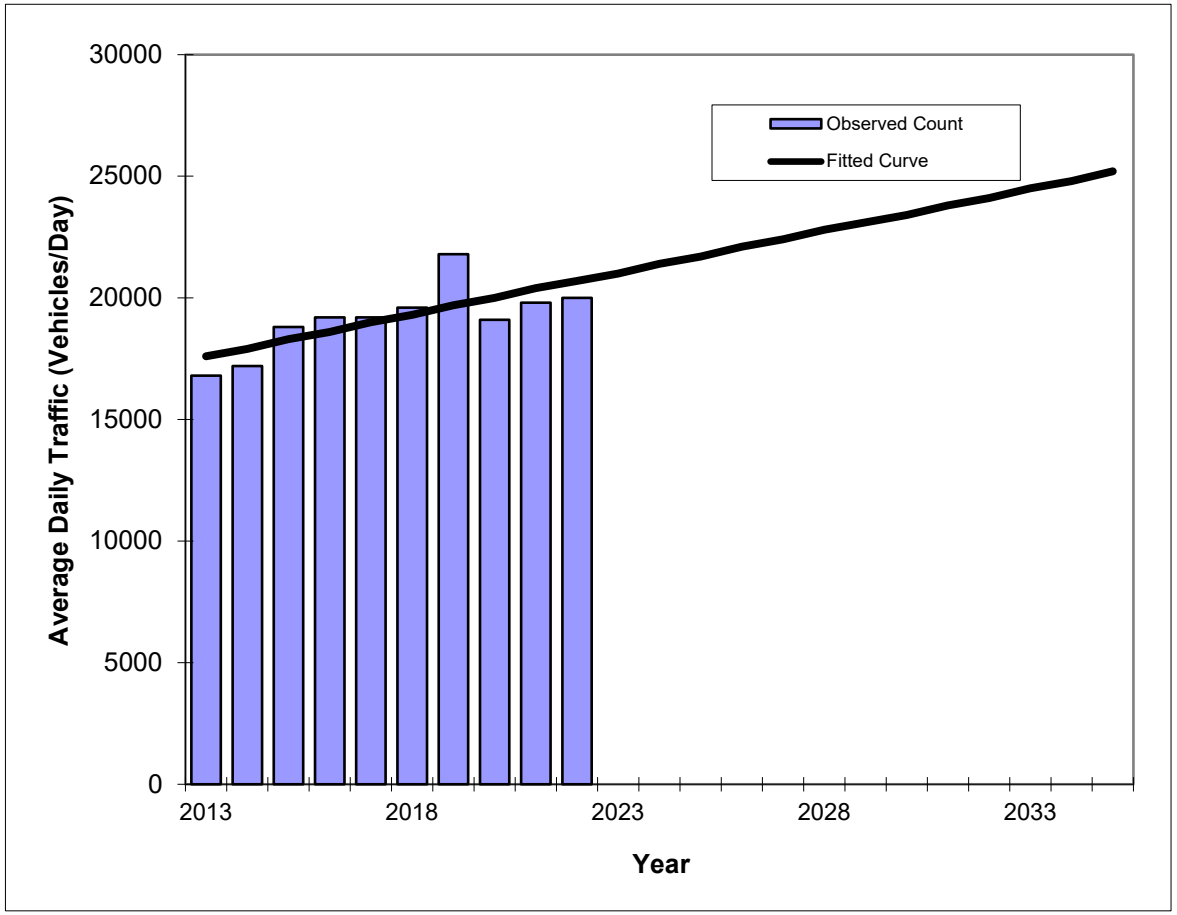
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	775
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	16800	17600
2014	17200	17900
2015	18800	18300
2016	19200	18600
2017	19200	19000
2018	19600	19300
2019	21800	19700
2020	19100	20000
2021	19800	20400
2022	20000	20700
2026 Opening Year Trend		
2026	N/A	22100
2027 Mid-Year Trend		
2027	N/A	22400
2028 Design Year Trend		
2028	N/A	22800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	344
Trend R-squared:	54.65%
Trend Annual Historic Growth Rate:	1.96%
Trend Growth Rate (2022 to Design Year):	1.69%
Printed:	6-Aug-24

Straight Line Growth Option

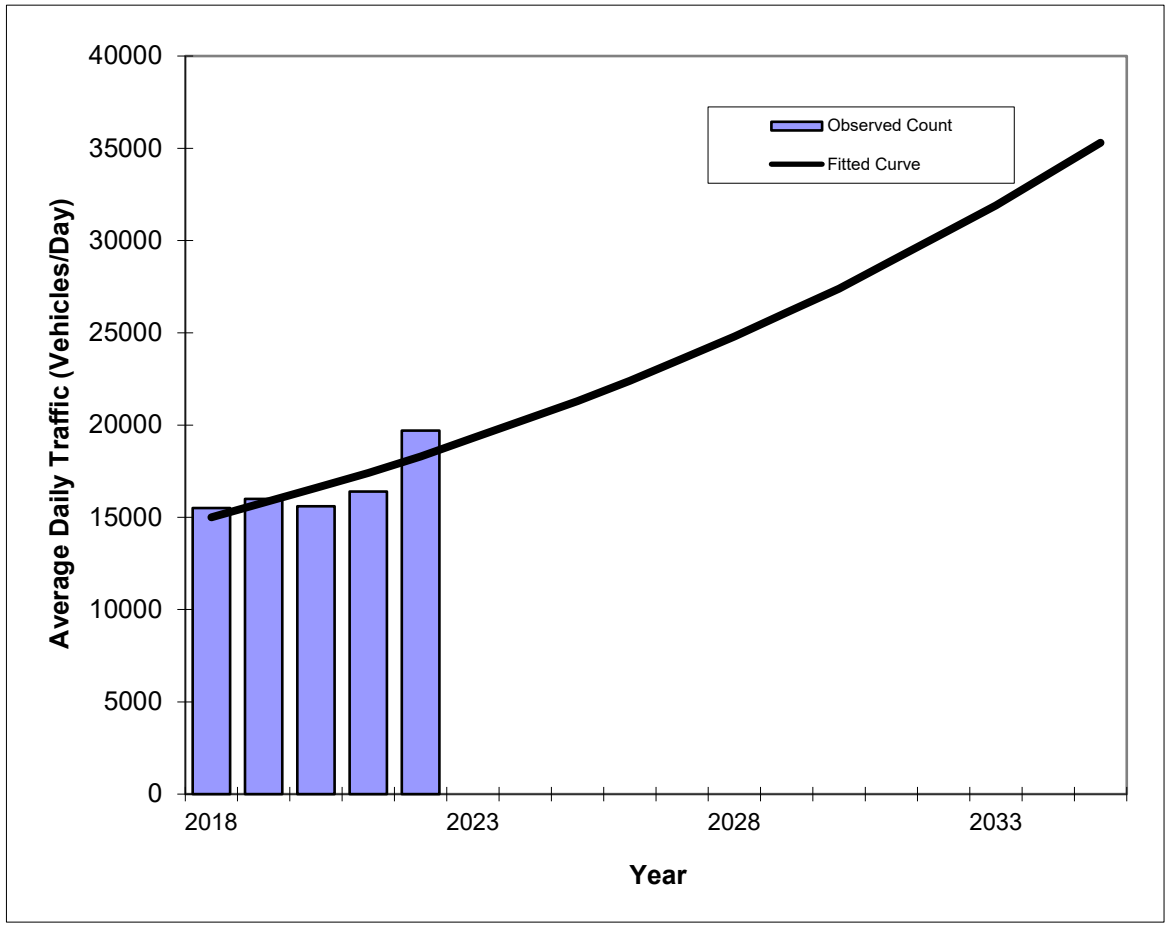
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	900a
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	15500	15000
2019	16000	15800
2020	15600	16600
2021	16400	17400
2022	19700	18300
2026 Opening Year Trend		
2026	N/A	22400
2027 Mid-Year Trend		
2027	N/A	23600
2028 Design Year Trend		
2028	N/A	24800
TRANPLAN Forecasts/Trends		

Trend R-squared:	64.59%
Compounded Annual Historic Growth Rate:	5.10%
Compounded Growth Rate (2022 to Design Year):	5.20%
Printed:	20-Aug-24

Exponential Growth Option

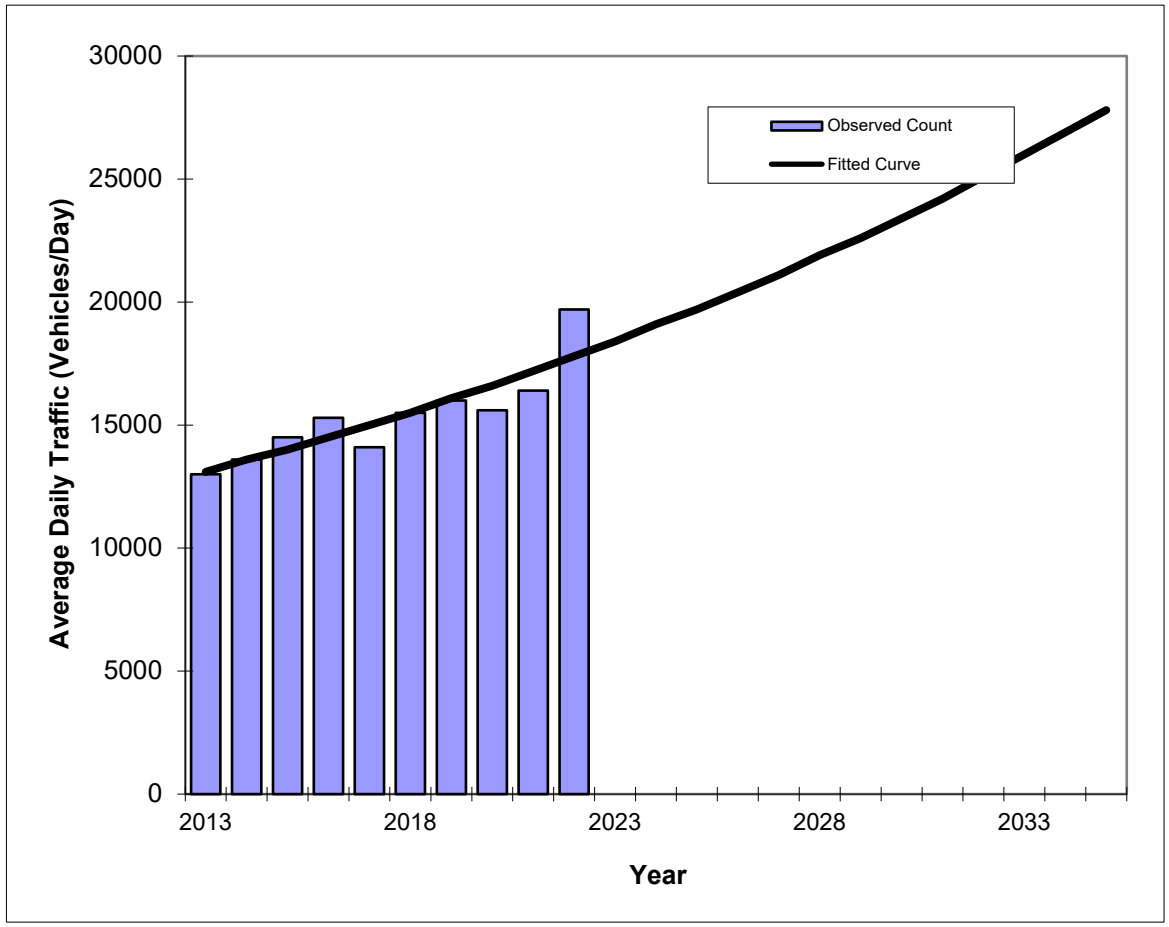
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	900a
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	13000	13100
2014	13600	13600
2015	14500	14000
2016	15300	14500
2017	14100	15000
2018	15500	15500
2019	16000	16100
2020	15600	16600
2021	16400	17200
2022	19700	17800
2026 Opening Year Trend		
2026	N/A	20400
2027 Mid-Year Trend		
2027	N/A	21100
2028 Design Year Trend		
2028	N/A	21900
TRANPLAN Forecasts/Trends		

Trend R-squared:	79.70%
Compounded Annual Historic Growth Rate:	3.47%
Compounded Growth Rate (2022 to Design Year):	3.52%
Printed:	20-Aug-24

Exponential Growth Option

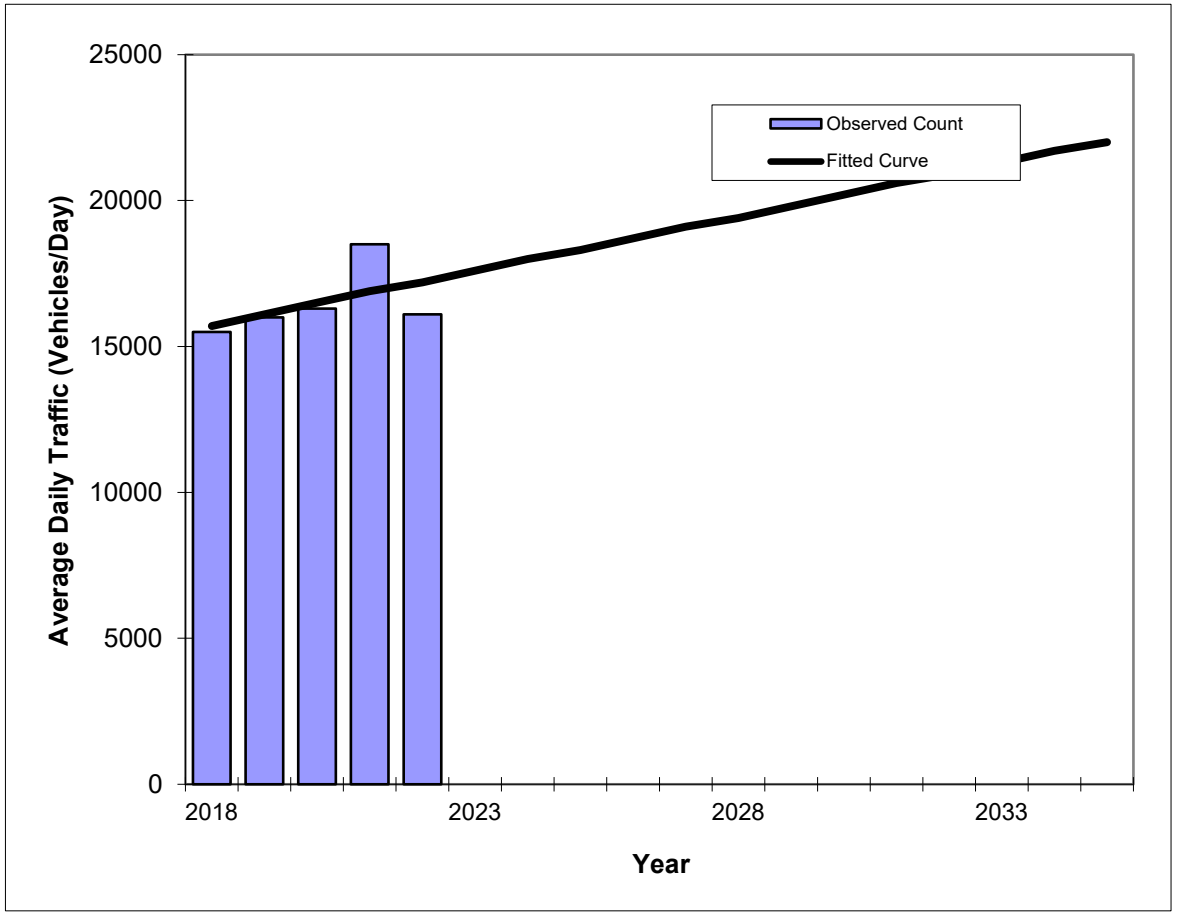
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	900b
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2018	15500	15700
2019	16000	16100
2020	16300	16500
2021	18500	16900
2022	16100	17200
2026 Opening Year Trend		
2026	N/A	18700
2027 Mid-Year Trend		
2027	N/A	19100
2028 Design Year Trend		
2028	N/A	19400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	370
Trend R-squared:	25.13%
Trend Annual Historic Growth Rate:	2.39%
Trend Growth Rate (2022 to Design Year):	2.13%
Printed:	6-Aug-24

Straight Line Growth Option

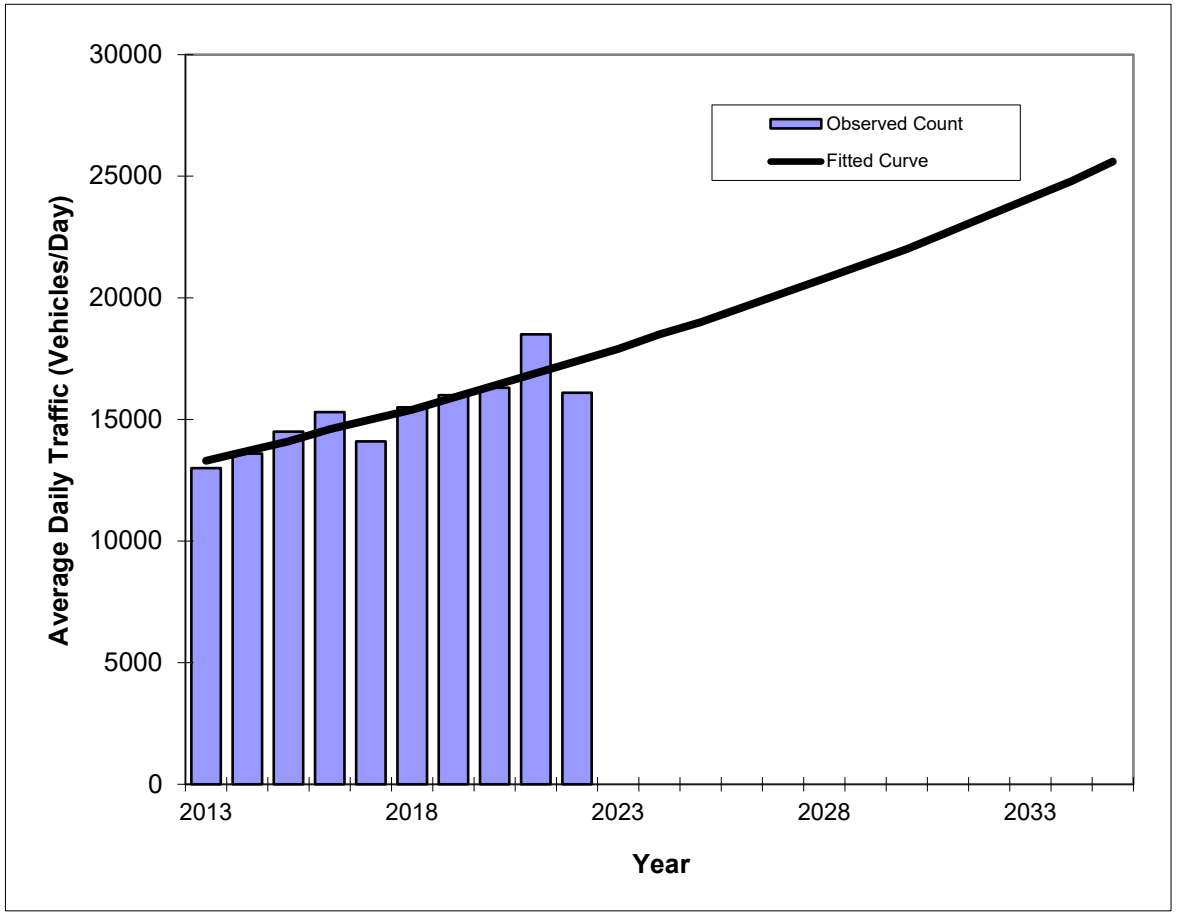
***Axle-Adjusted**

Traffic Trends - V03.a

GRAVES AVE --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	900b
Highway:	GRAVES AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2013	13000	13300
2014	13600	13700
2015	14500	14100
2016	15300	14600
2017	14100	15000
2018	15500	15400
2019	16000	15900
2020	16300	16400
2021	18500	16900
2022	16100	17400
2026 Opening Year Trend		
2026	N/A	19600
2027 Mid-Year Trend		
2027	N/A	20200
2028 Design Year Trend		
2028	N/A	20800
TRANPLAN Forecasts/Trends		

Trend R-squared:	76.75%
Compounded Annual Historic Growth Rate:	3.03%
Compounded Growth Rate (2022 to Design Year):	3.02%
Printed:	6-Aug-24

Exponential Growth Option

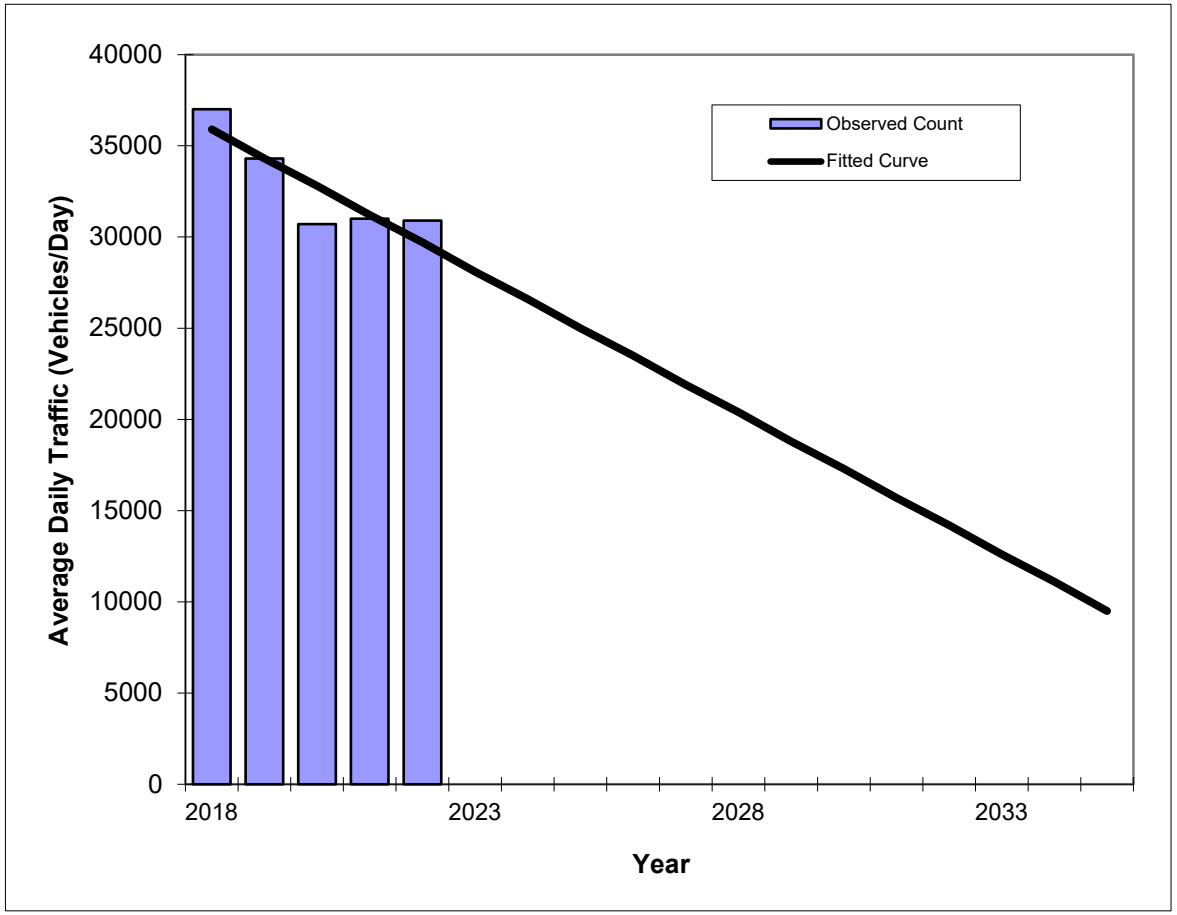
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	901
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	37000	35900
2019	34300	34300
2020	30700	32800
2021	31000	31200
2022	30900	29700
2026 Opening Year Trend		
2026	N/A	23500
2027 Mid-Year Trend		
2027	N/A	21900
2028 Design Year Trend		
2028	N/A	20400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-1,550
Trend R-squared:	77.13%
Trend Annual Historic Growth Rate:	-4.32%
Trend Growth Rate (2022 to Design Year):	-5.22%
Printed:	6-Aug-24

Straight Line Growth Option

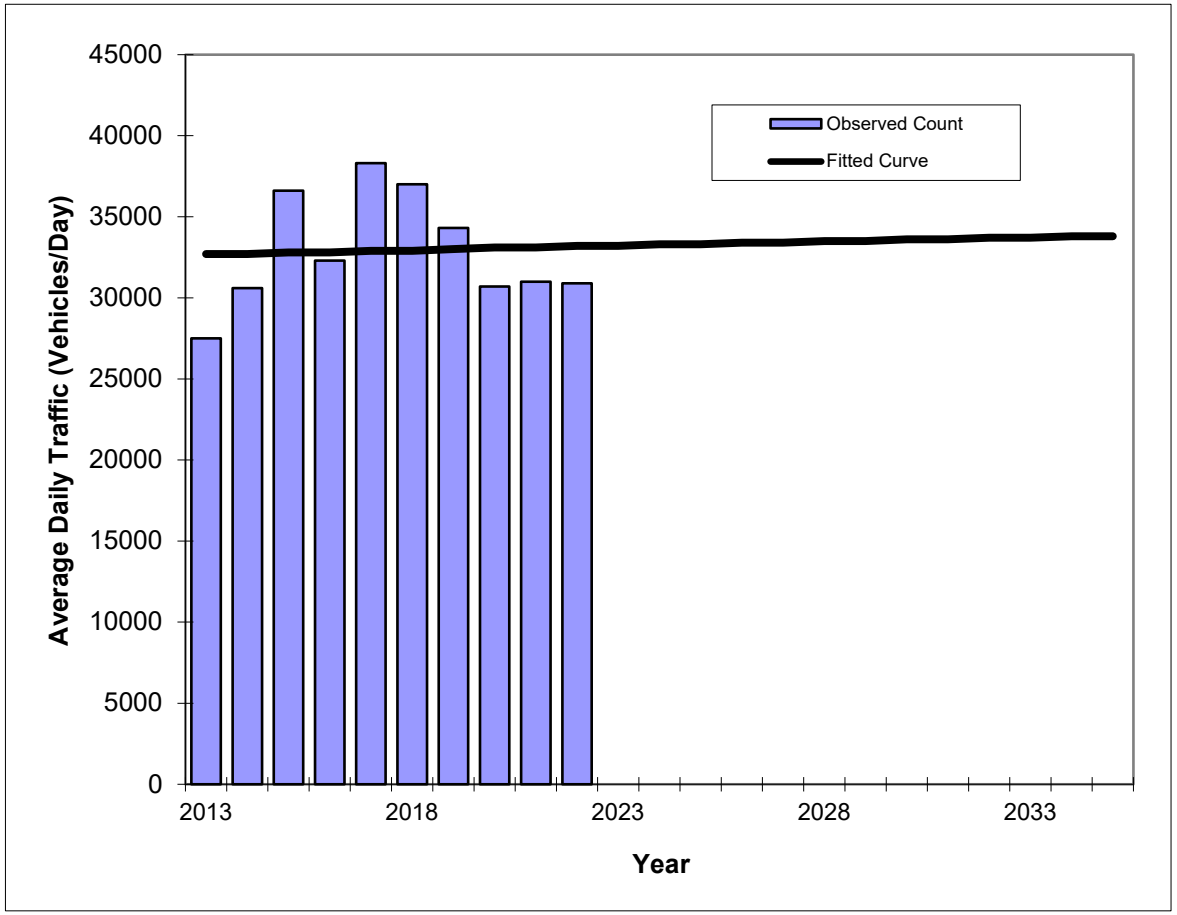
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	901
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	27500	32700
2014	30600	32700
2015	36600	32800
2016	32300	32800
2017	38300	32900
2018	37000	32900
2019	34300	33000
2020	30700	33100
2021	31000	33100
2022	30900	33200
2026 Opening Year Trend		
2026	N/A	33400
2027 Mid-Year Trend		
2027	N/A	33400
2028 Design Year Trend		
2028	N/A	33500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	52
Trend R-squared:	0.21%
Trend Annual Historic Growth Rate:	0.17%
Trend Growth Rate (2022 to Design Year):	0.15%
Printed:	6-Aug-24

Straight Line Growth Option

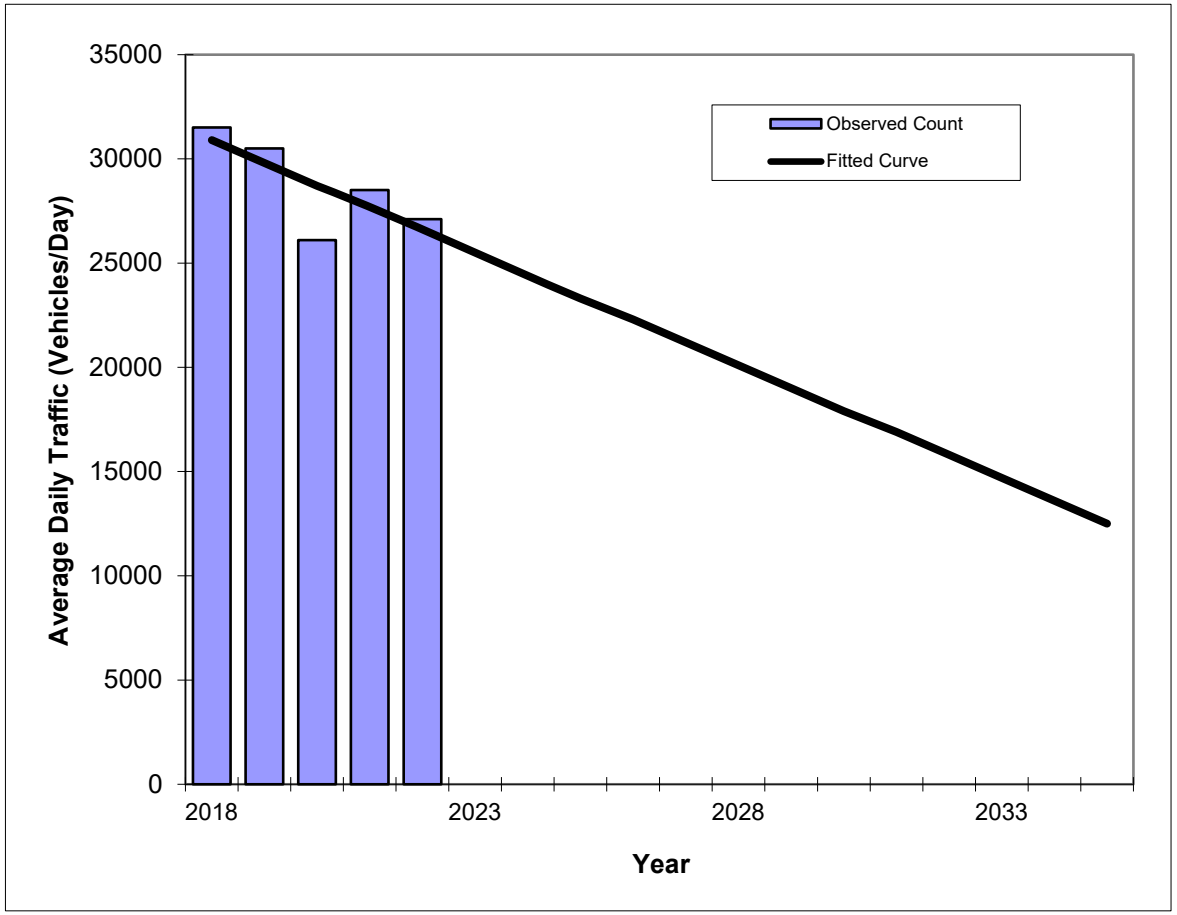
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	903
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	31500	30900
2019	30500	29800
2020	26100	28700
2021	28500	27700
2022	27100	26600
2026 Opening Year Trend		
2026	N/A	22300
2027 Mid-Year Trend		
2027	N/A	21200
2028 Design Year Trend		
2028	N/A	20100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-1,080
Trend R-squared:	57.09%
Trend Annual Historic Growth Rate:	-3.48%
Trend Growth Rate (2022 to Design Year):	-4.07%
Printed:	6-Aug-24

Straight Line Growth Option

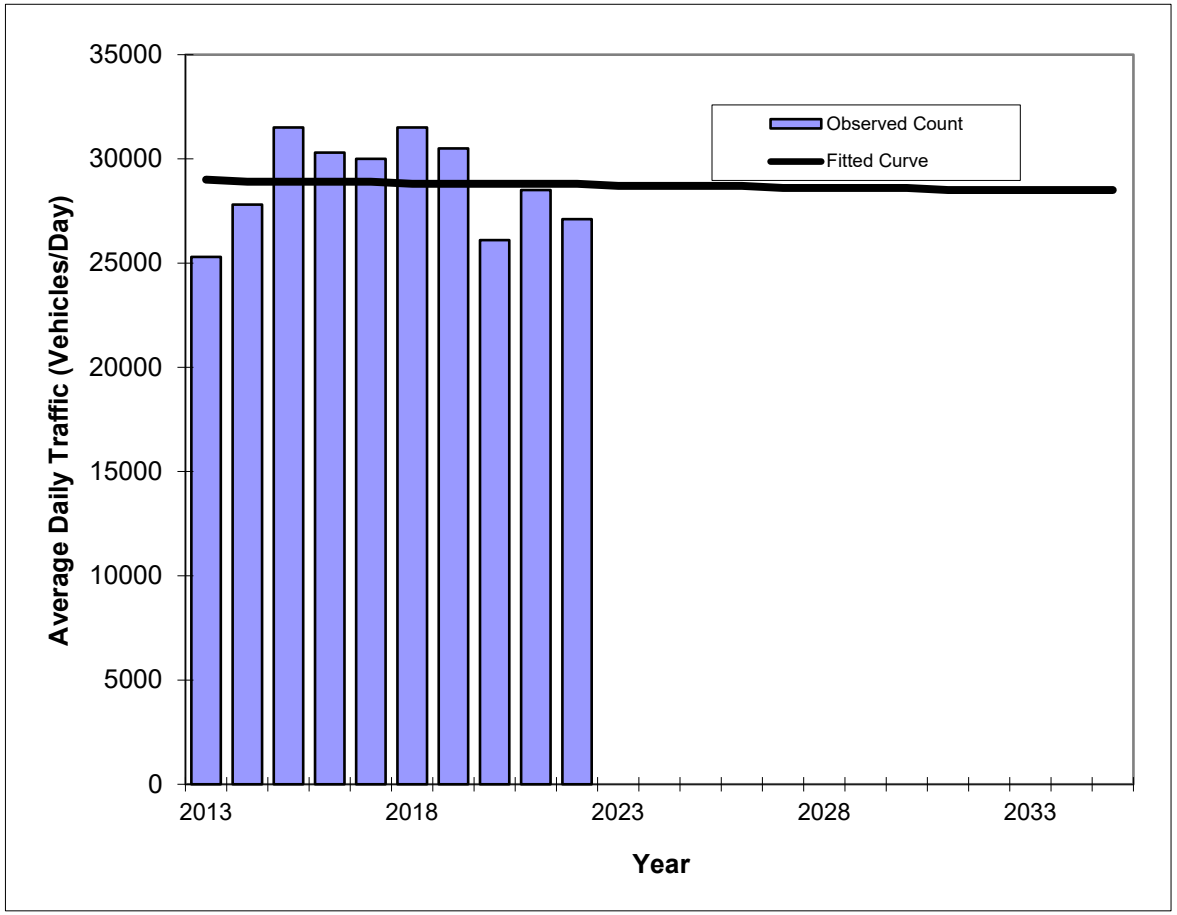
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	903
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	25300	29000
2014	27800	28900
2015	31500	28900
2016	30300	28900
2017	30000	28900
2018	31500	28800
2019	30500	28800
2020	26100	28800
2021	28500	28800
2022	27100	28800
2026 Opening Year Trend		
2026	N/A	28700
2027 Mid-Year Trend		
2027	N/A	28600
2028 Design Year Trend		
2028	N/A	28600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-23
Trend R-squared:	0.10%
Trend Annual Historic Growth Rate:	-0.08%
Trend Growth Rate (2022 to Design Year):	-0.12%
Printed:	6-Aug-24

Straight Line Growth Option

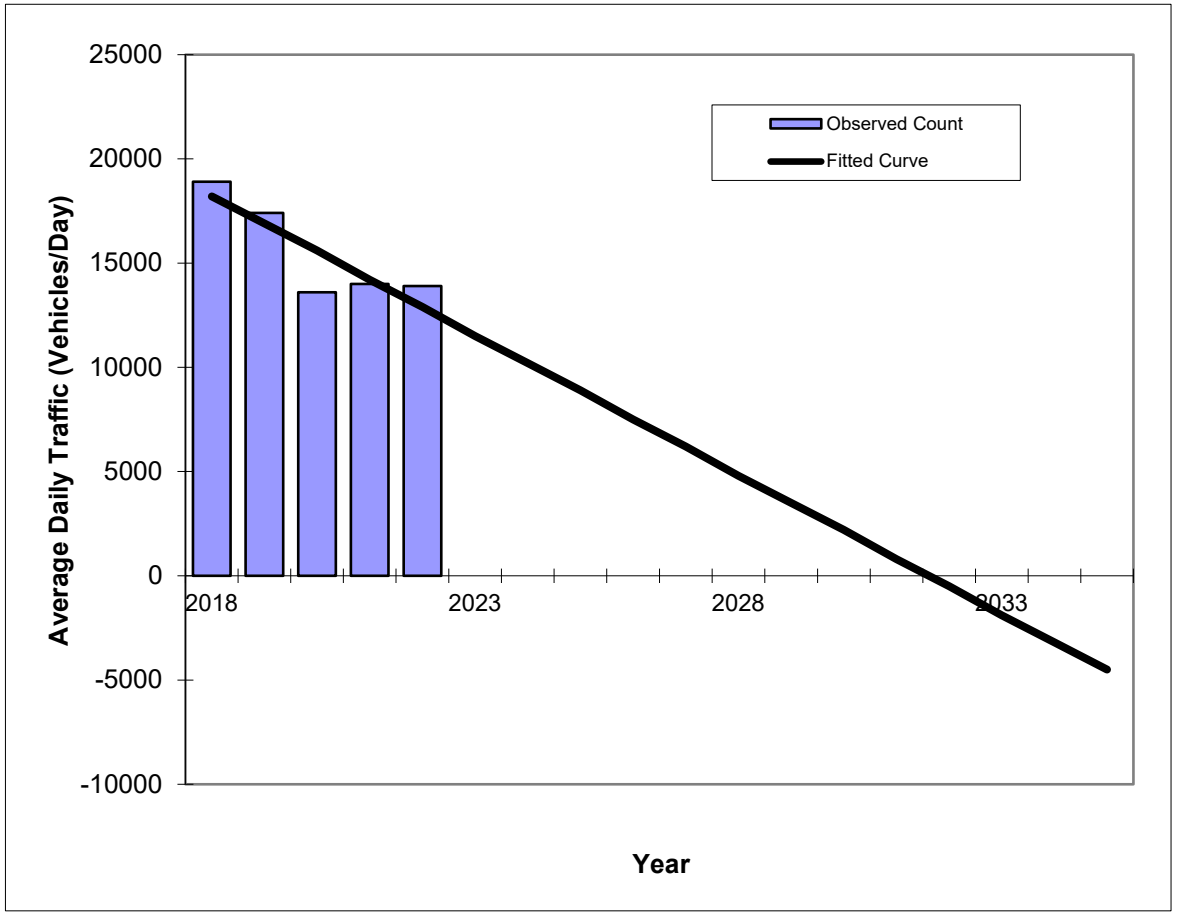
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	906
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	18900	18200
2019	17400	16900
2020	13600	15600
2021	14000	14200
2022	13900	12900
2026 Opening Year Trend		
2026	N/A	7500
2027 Mid-Year Trend		
2027	N/A	6200
2028 Design Year Trend		
2028	N/A	4800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-1,340
Trend R-squared:	76.18%
Trend Annual Historic Growth Rate:	-7.28%
Trend Growth Rate (2022 to Design Year):	-10.47%
Printed:	6-Aug-24

Straight Line Growth Option

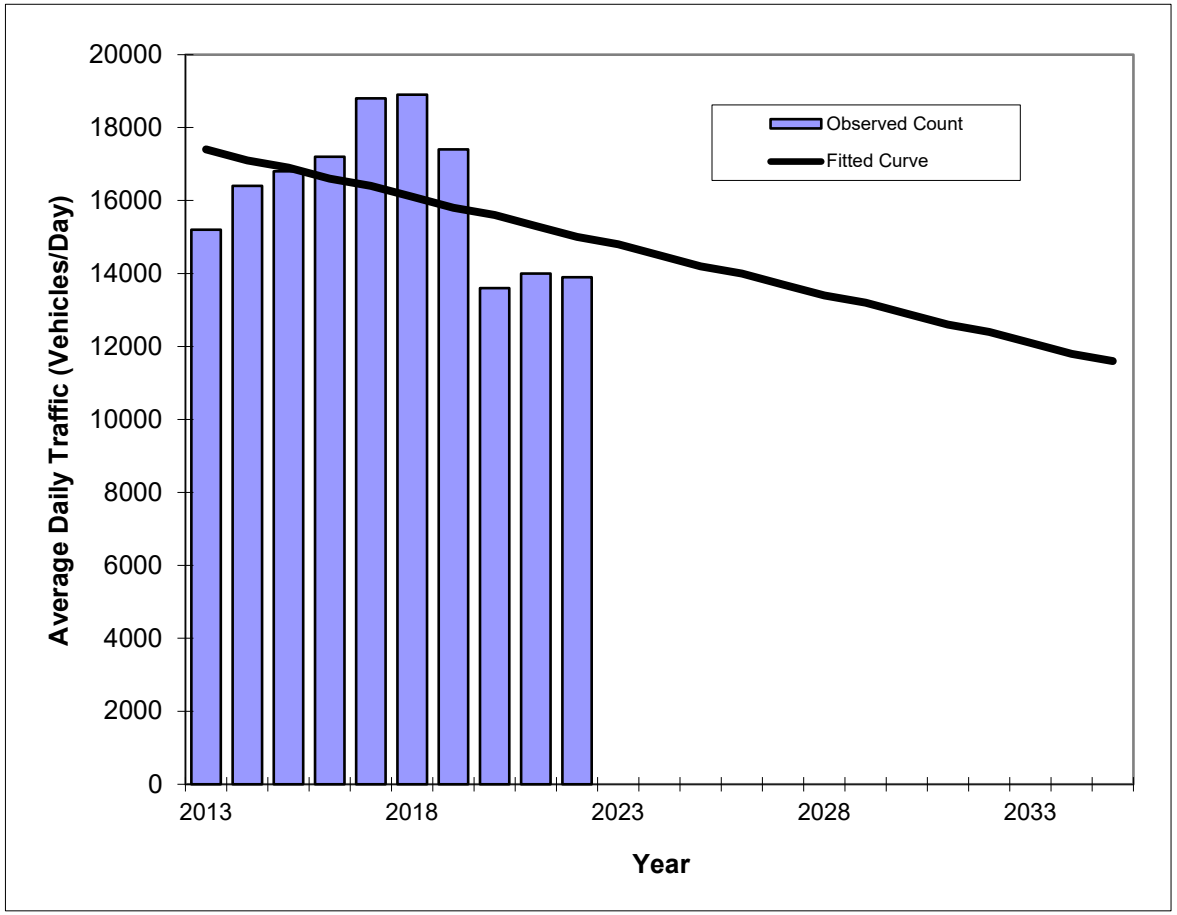
***Axle-Adjusted**

Traffic Trends - V03.a

HOWLAND BOULEVARD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	906
Highway:	HOWLAND BOULEVARD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15200	17400
2014	16400	17100
2015	16800	16900
2016	17200	16600
2017	18800	16400
2018	18900	16100
2019	17400	15800
2020	13600	15600
2021	14000	15300
2022	13900	15000
2026 Opening Year Trend		
2026	N/A	14000
2027 Mid-Year Trend		
2027	N/A	13700
2028 Design Year Trend		
2028	N/A	13400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-265
Trend R-squared:	16.72%
Trend Annual Historic Growth Rate:	-1.53%
Trend Growth Rate (2022 to Design Year):	-1.78%
Printed:	6-Aug-24

Straight Line Growth Option

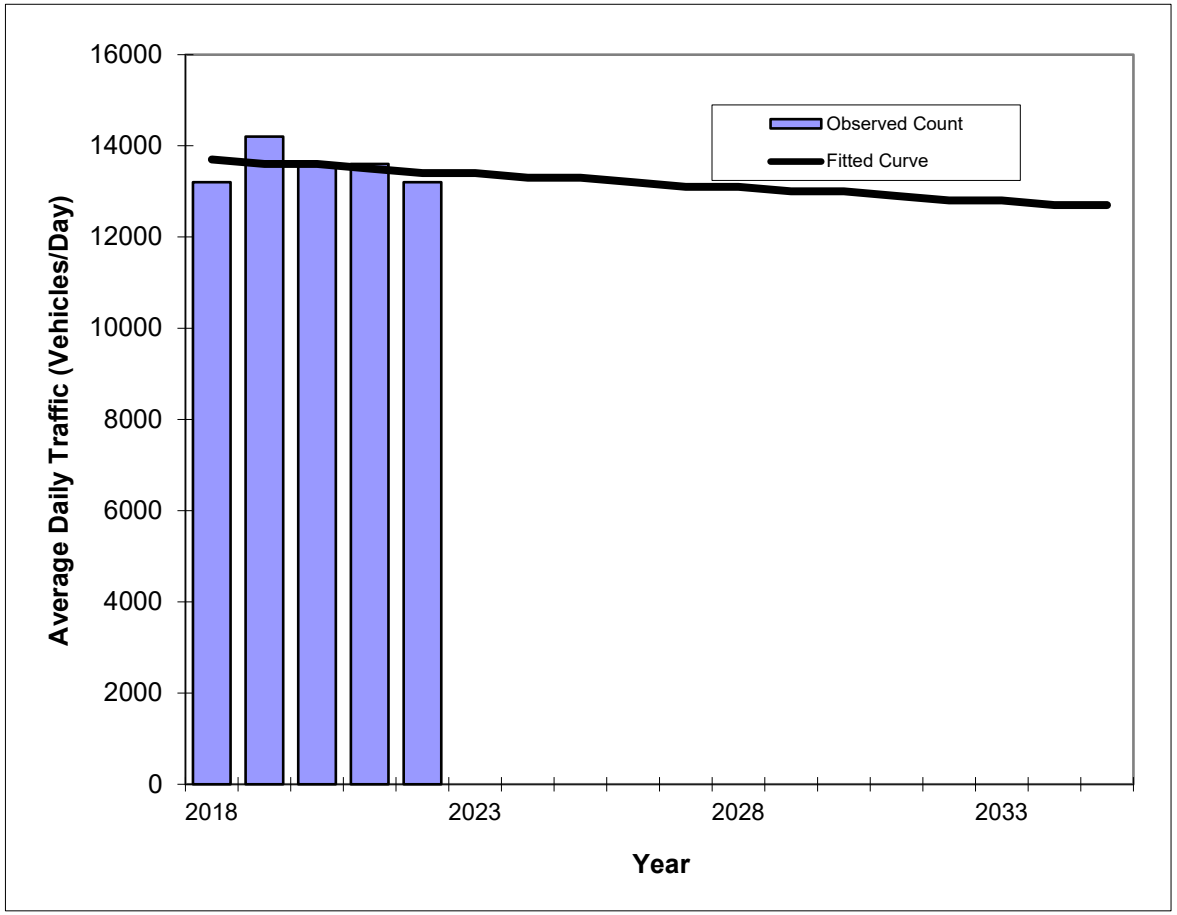
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1380
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	13200	13700
2019	14200	13600
2020	13600	13600
2021	13600	13500
2022	13200	13400
2026 Opening Year Trend		
2026	N/A	13200
2027 Mid-Year Trend		
2027	N/A	13100
2028 Design Year Trend		
2028	N/A	13100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-60
Trend R-squared:	5.36%
Trend Annual Historic Growth Rate:	-0.55%
Trend Growth Rate (2022 to Design Year):	-0.37%
Printed:	6-Aug-24

Straight Line Growth Option

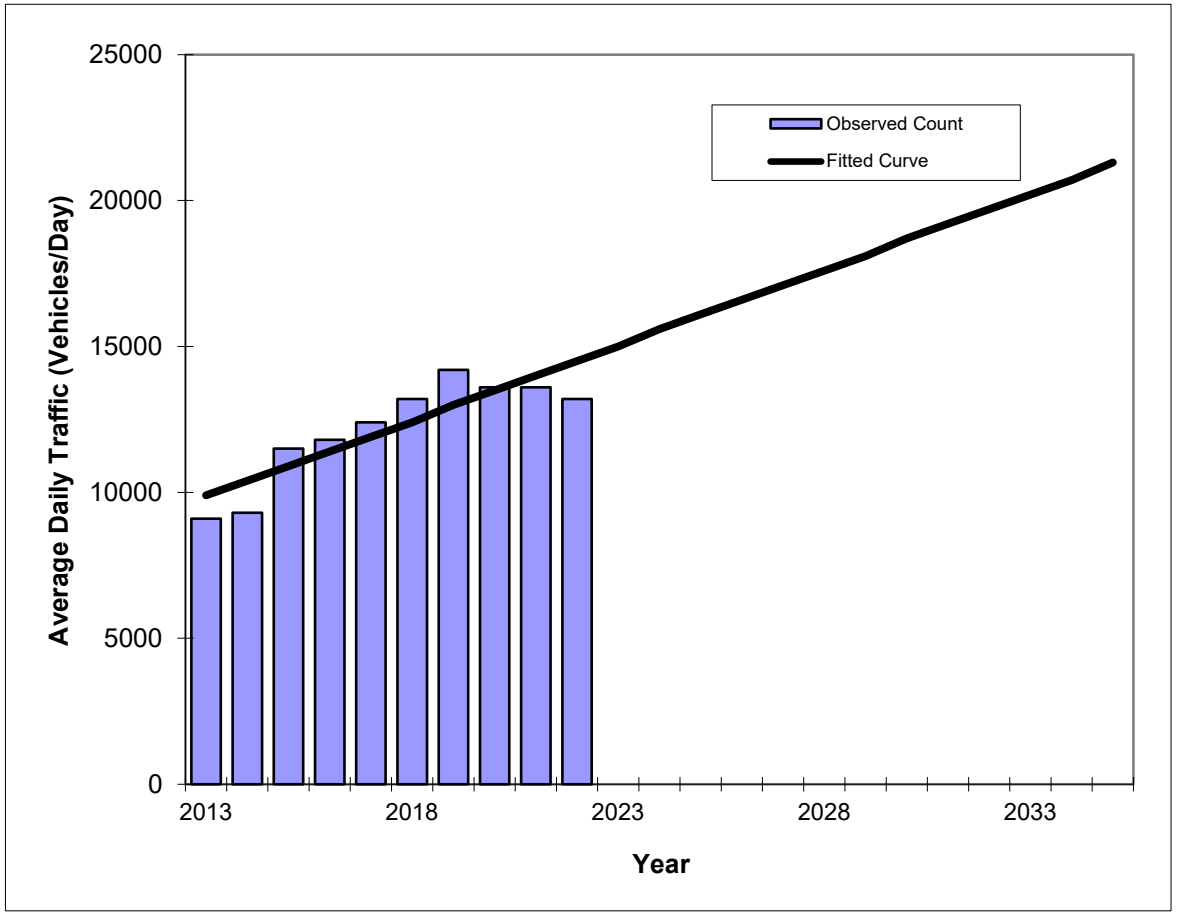
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1380
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	9100	9900
2014	9300	10400
2015	11500	10900
2016	11800	11400
2017	12400	11900
2018	13200	12400
2019	14200	13000
2020	13600	13500
2021	13600	14000
2022	13200	14500
2026 Opening Year Trend		
2026	N/A	16600
2027 Mid-Year Trend		
2027	N/A	17100
2028 Design Year Trend		
2028	N/A	17600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	518
Trend R-squared:	77.38%
Trend Annual Historic Growth Rate:	5.16%
Trend Growth Rate (2022 to Design Year):	3.56%
Printed:	6-Aug-24

Straight Line Growth Option

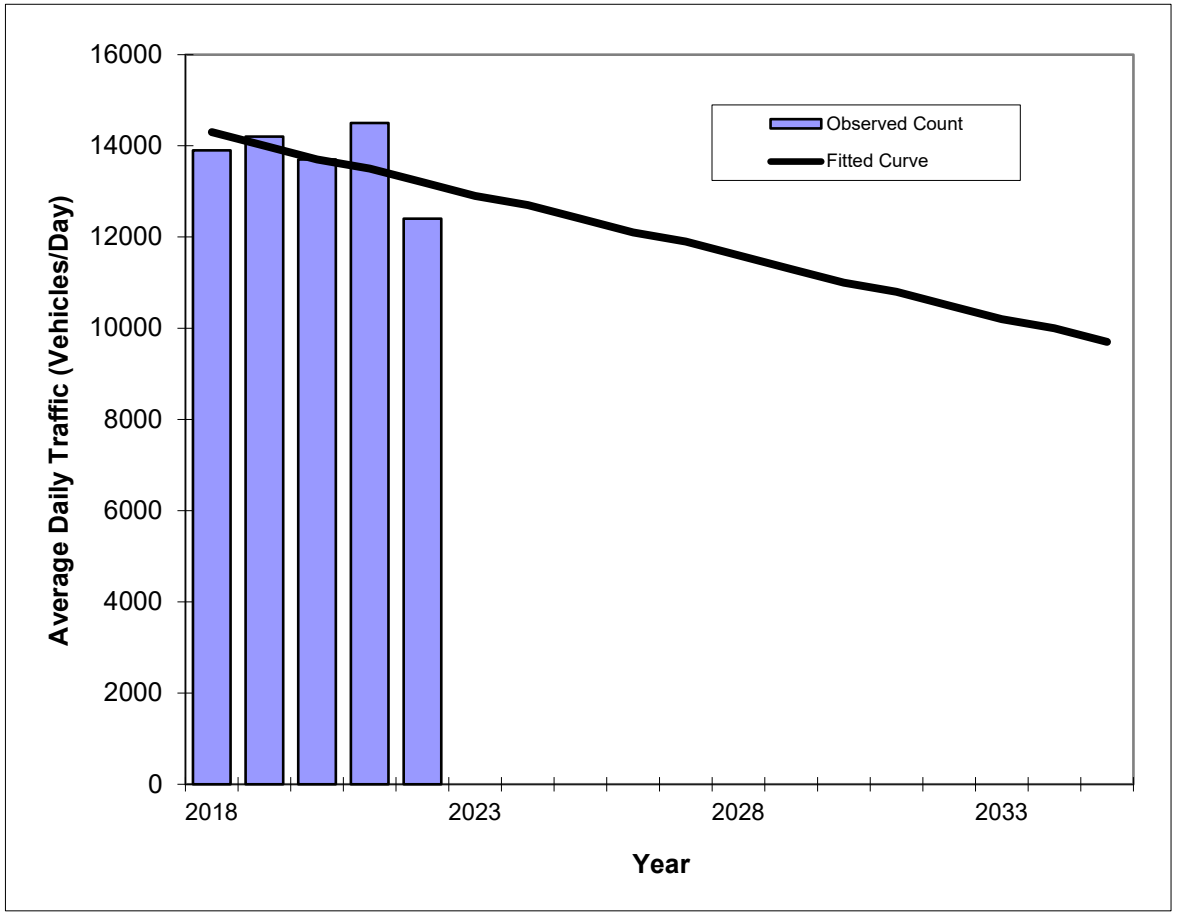
*Axle-Adjusted

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1384
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	13900	14300
2019	14200	14000
2020	13700	13700
2021	14500	13500
2022	12400	13200
2026 Opening Year Trend		
2026	N/A	12100
2027 Mid-Year Trend		
2027	N/A	11900
2028 Design Year Trend		
2028	N/A	11600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-270
Trend R-squared:	27.91%
Trend Annual Historic Growth Rate:	-1.92%
Trend Growth Rate (2022 to Design Year):	-2.02%
Printed:	6-Aug-24

Straight Line Growth Option

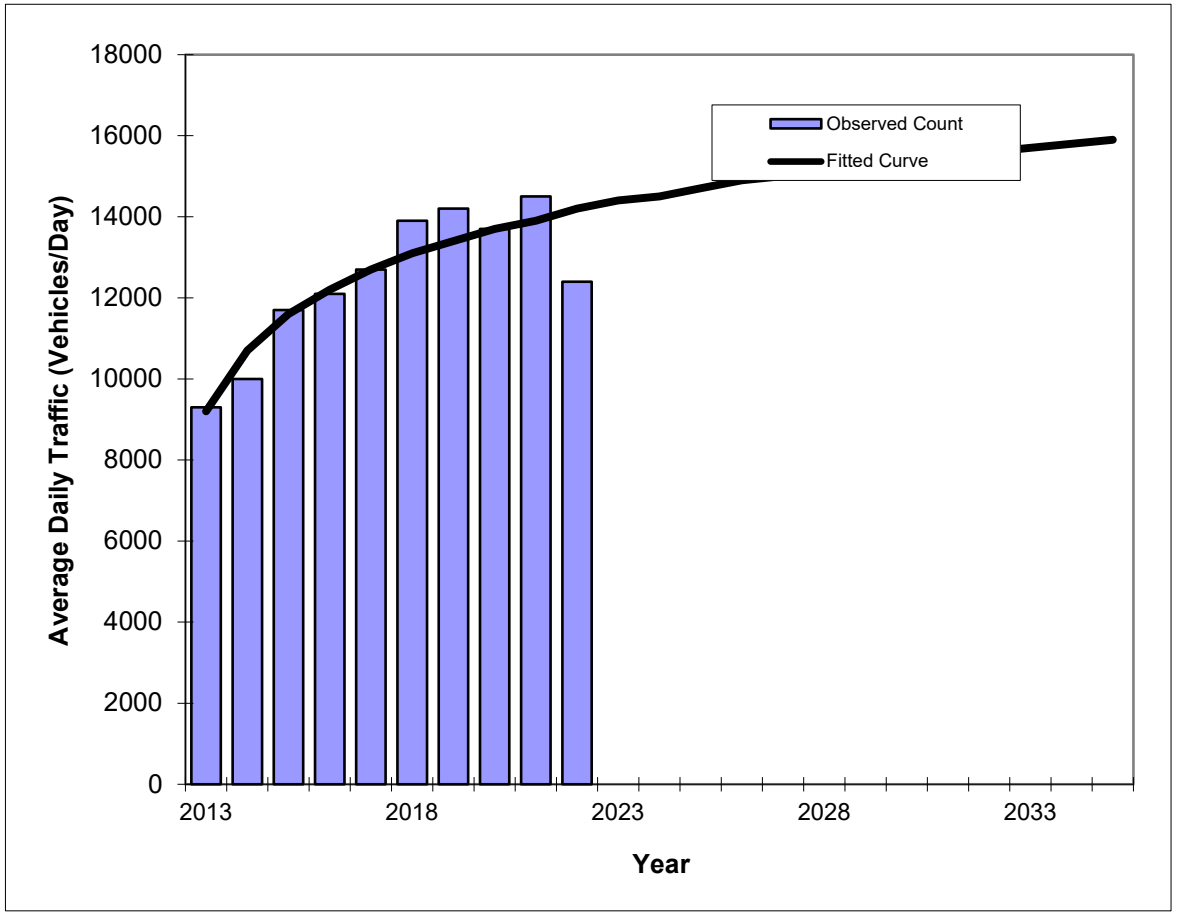
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1384
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	9300	9200
2014	10000	10700
2015	11700	11600
2016	12100	12200
2017	12700	12700
2018	13900	13100
2019	14200	13400
2020	13700	13700
2021	14500	13900
2022	12400	14200
2026 Opening Year Trend		
2026	N/A	14900
2027 Mid-Year Trend		
2027	N/A	15000
2028 Design Year Trend		
2028	N/A	15200
TRANPLAN Forecasts/Trends		

Trend R-squared:	80.82%
Compounded Annual Historic Growth Rate:	4.94%
Compounded Growth Rate (2022 to Design Year):	1.14%
Printed:	6-Aug-24

Decaying Exponential Growth Option

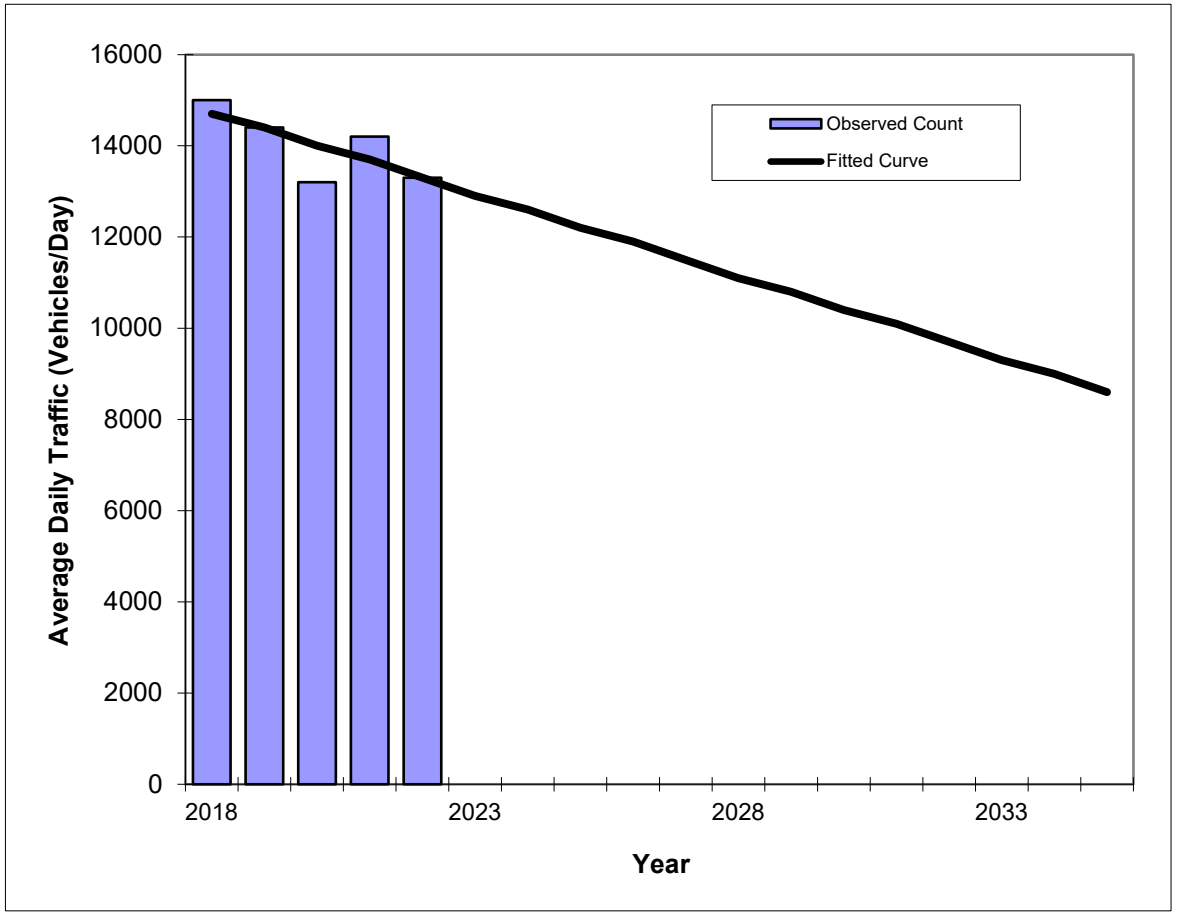
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1385
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	15000	14700
2019	14400	14400
2020	13200	14000
2021	14200	13700
2022	13300	13300
2026 Opening Year Trend		
2026	N/A	11900
2027 Mid-Year Trend		
2027	N/A	11500
2028 Design Year Trend		
2028	N/A	11100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-360
Trend R-squared:	55.67%
Trend Annual Historic Growth Rate:	-2.38%
Trend Growth Rate (2022 to Design Year):	-2.76%
Printed:	6-Aug-24

Straight Line Growth Option

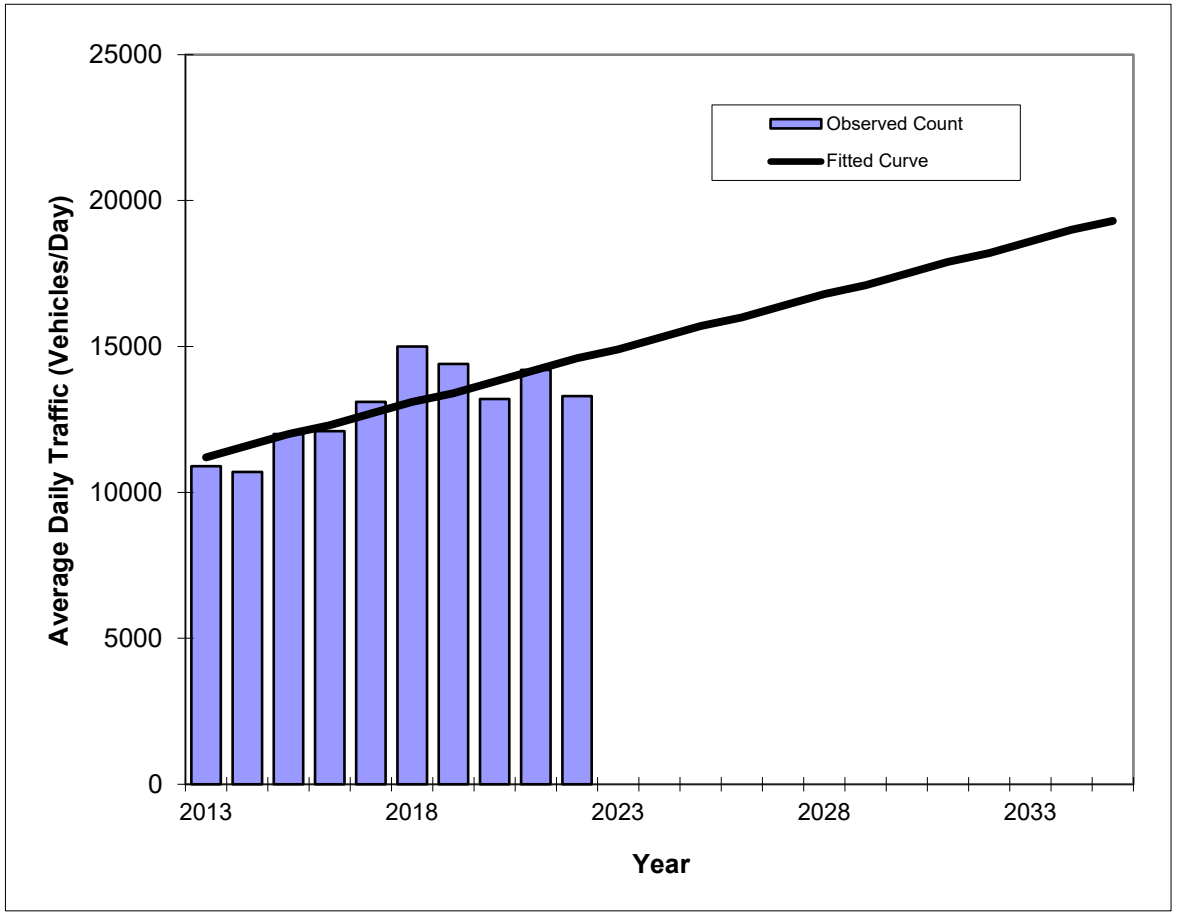
***Axle-Adjusted**

Traffic Trends - V03.a

ORANGE CAMP RD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1385
Highway:	ORANGE CAMP RD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	10900	11200
2014	10700	11600
2015	12000	12000
2016	12100	12300
2017	13100	12700
2018	15000	13100
2019	14400	13400
2020	13200	13800
2021	14200	14200
2022	13300	14600
2026 Opening Year Trend		
2026	N/A	16000
2027 Mid-Year Trend		
2027	N/A	16400
2028 Design Year Trend		
2028	N/A	16800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	369
Trend R-squared:	59.37%
Trend Annual Historic Growth Rate:	3.37%
Trend Growth Rate (2022 to Design Year):	2.51%
Printed:	6-Aug-24

Straight Line Growth Option

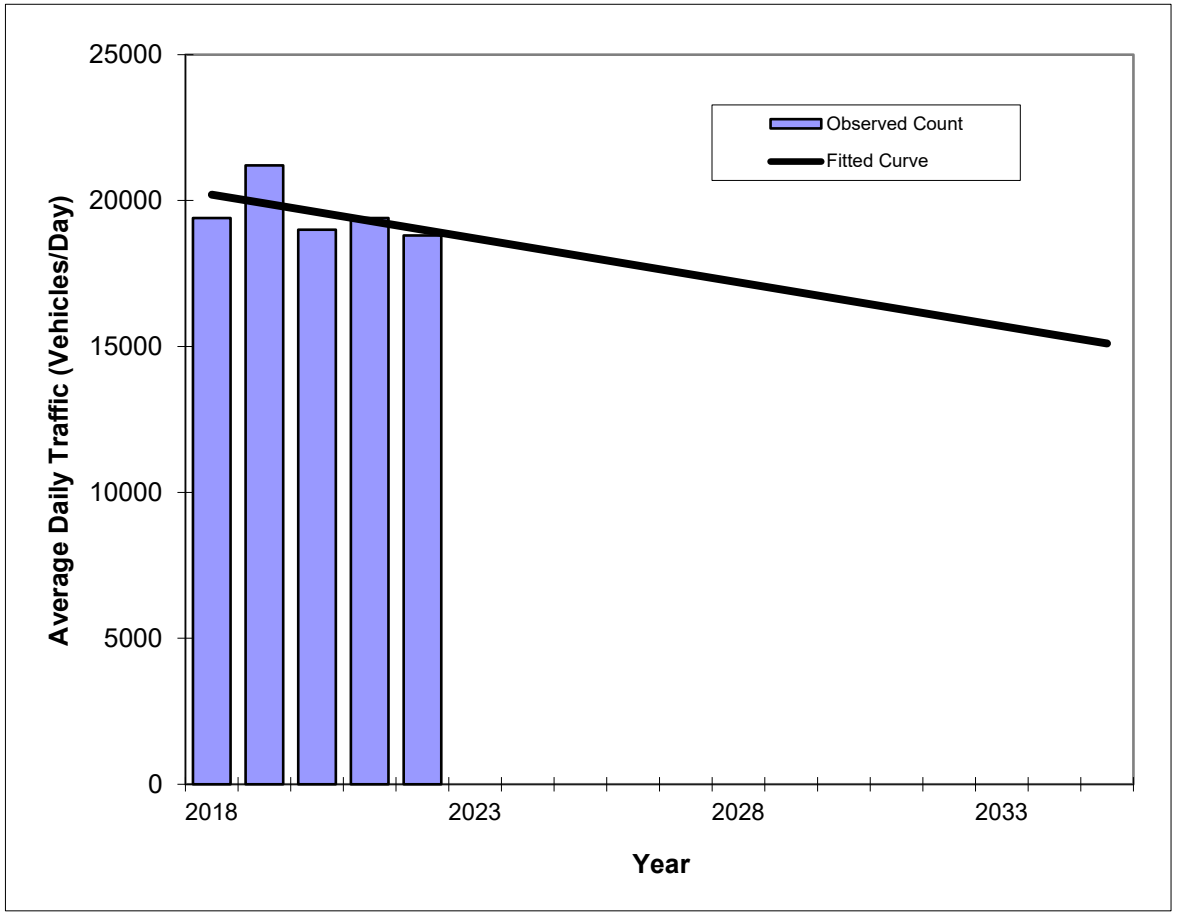
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1901
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	19400	20200
2019	21200	19900
2020	19000	19600
2021	19400	19300
2022	18800	19000
2026 Opening Year Trend		
2026	N/A	17800
2027 Mid-Year Trend		
2027	N/A	17500
2028 Design Year Trend		
2028	N/A	17200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-300
Trend R-squared:	24.78%
Trend Annual Historic Growth Rate:	-1.49%
Trend Growth Rate (2022 to Design Year):	-1.58%
Printed:	6-Aug-24

Straight Line Growth Option

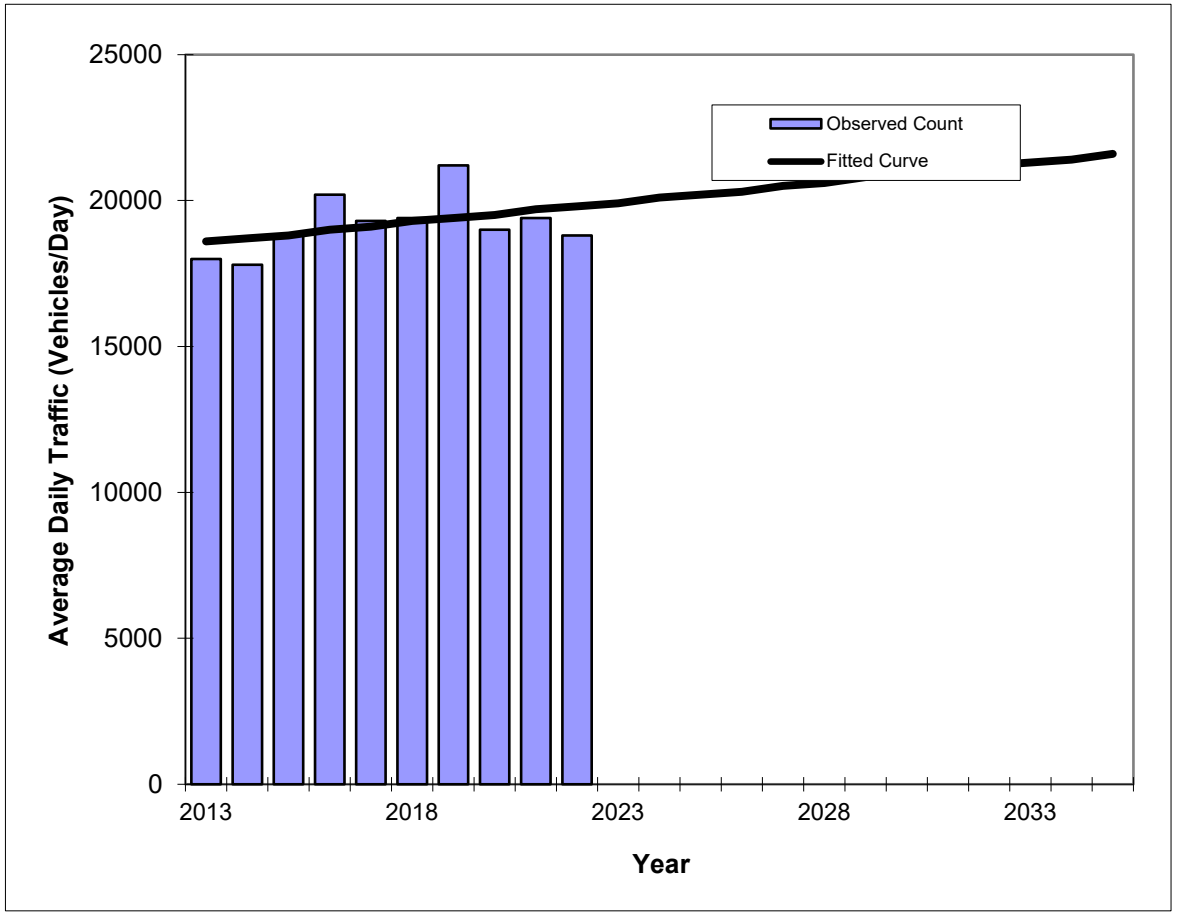
*Axle-Adjusted

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1901
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	18000	18600
2014	17800	18700
2015	18800	18800
2016	20200	19000
2017	19300	19100
2018	19400	19300
2019	21200	19400
2020	19000	19500
2021	19400	19700
2022	18800	19800
2026 Opening Year Trend		
2026	N/A	20300
2027 Mid-Year Trend		
2027	N/A	20500
2028 Design Year Trend		
2028	N/A	20600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	136
Trend R-squared:	17.34%
Trend Annual Historic Growth Rate:	0.72%
Trend Growth Rate (2022 to Design Year):	0.67%
Printed:	6-Aug-24

Straight Line Growth Option

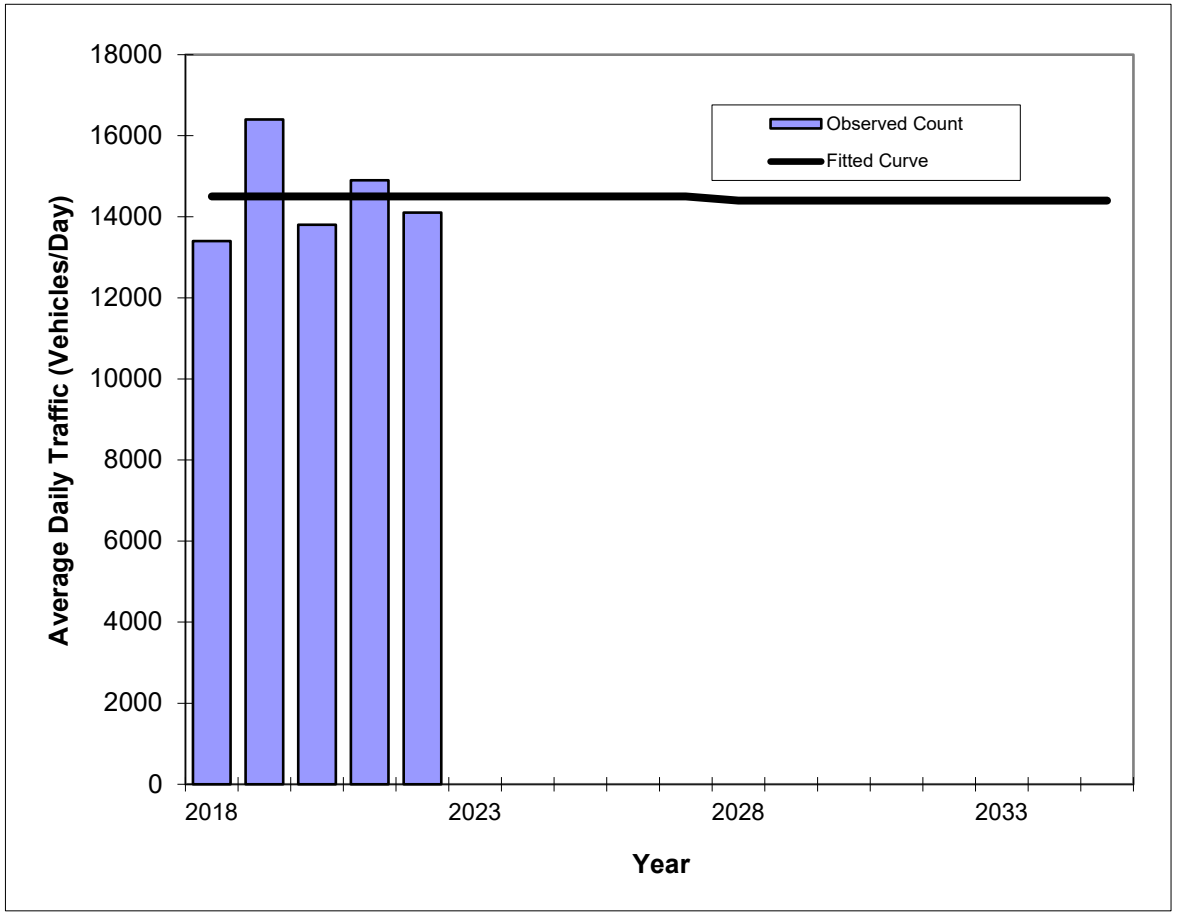
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1902
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	13400	14500
2019	16400	14500
2020	13800	14500
2021	14900	14500
2022	14100	14500
2026 Opening Year Trend		
2026	N/A	14500
2027 Mid-Year Trend		
2027	N/A	14500
2028 Design Year Trend		
2028	N/A	14400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-10
Trend R-squared:	0.02%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2022 to Design Year):	-0.11%
Printed:	6-Aug-24

Straight Line Growth Option

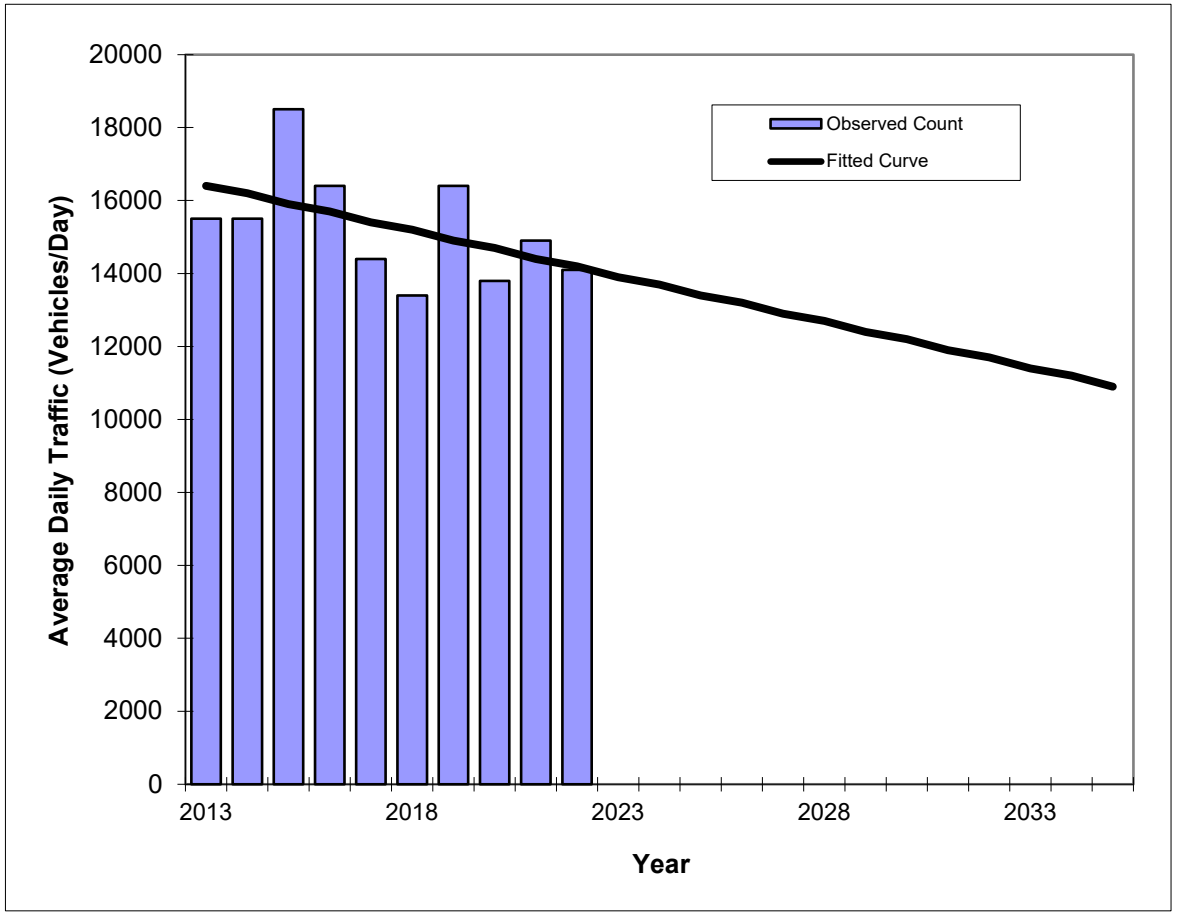
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1902
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	15500	16400
2014	15500	16200
2015	18500	15900
2016	16400	15700
2017	14400	15400
2018	13400	15200
2019	16400	14900
2020	13800	14700
2021	14900	14400
2022	14100	14200
2026 Opening Year Trend		
2026	N/A	13200
2027 Mid-Year Trend		
2027	N/A	12900
2028 Design Year Trend		
2028	N/A	12700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-250
Trend R-squared:	24.60%
Trend Annual Historic Growth Rate:	-1.49%
Trend Growth Rate (2022 to Design Year):	-1.76%
Printed:	6-Aug-24

Straight Line Growth Option

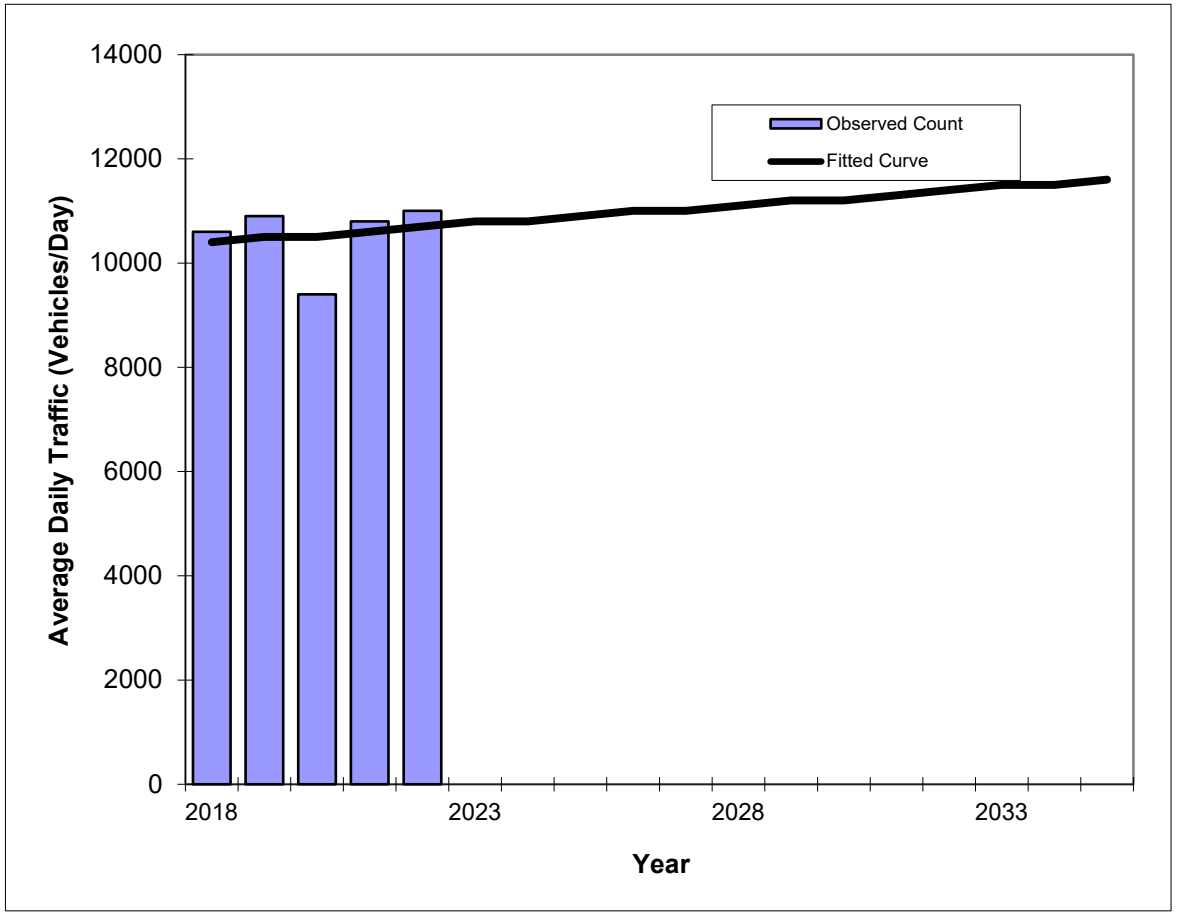
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1030
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	10600	10400
2019	10900	10500
2020	9400	10500
2021	10800	10600
2022	11000	10700
2026 Opening Year Trend		
2026	N/A	11000
2027 Mid-Year Trend		
2027	N/A	11000
2028 Design Year Trend		
2028	N/A	11100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	70
Trend R-squared:	2.86%
Trend Annual Historic Growth Rate:	0.72%
Trend Growth Rate (2022 to Design Year):	0.62%
Printed:	6-Aug-24

Straight Line Growth Option

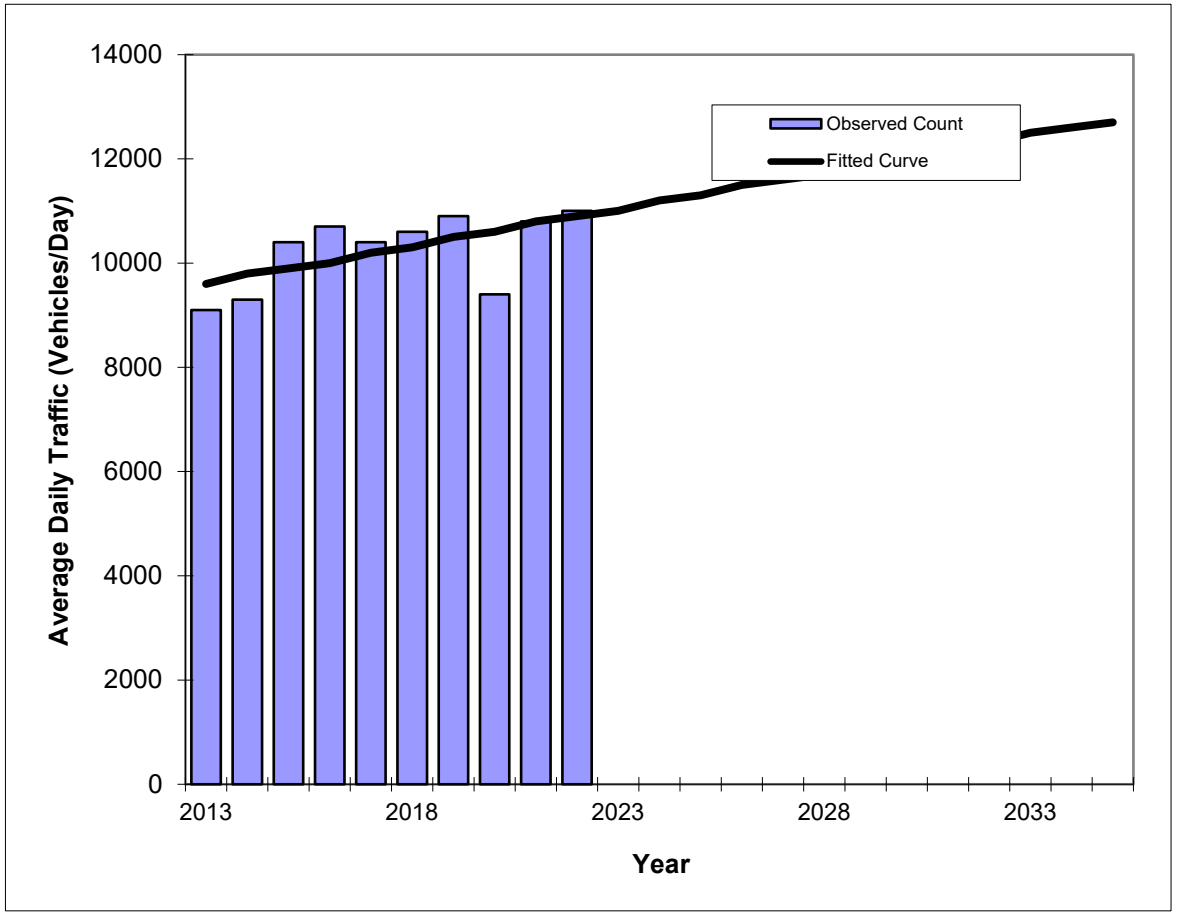
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1030
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	9100	9600
2014	9300	9800
2015	10400	9900
2016	10700	10000
2017	10400	10200
2018	10600	10300
2019	10900	10500
2020	9400	10600
2021	10800	10800
2022	11000	10900
2026 Opening Year Trend		
2026	N/A	11500
2027 Mid-Year Trend		
2027	N/A	11600
2028 Design Year Trend		
2028	N/A	11700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	142
Trend R-squared:	36.04%
Trend Annual Historic Growth Rate:	1.50%
Trend Growth Rate (2022 to Design Year):	1.22%
Printed:	6-Aug-24

Straight Line Growth Option

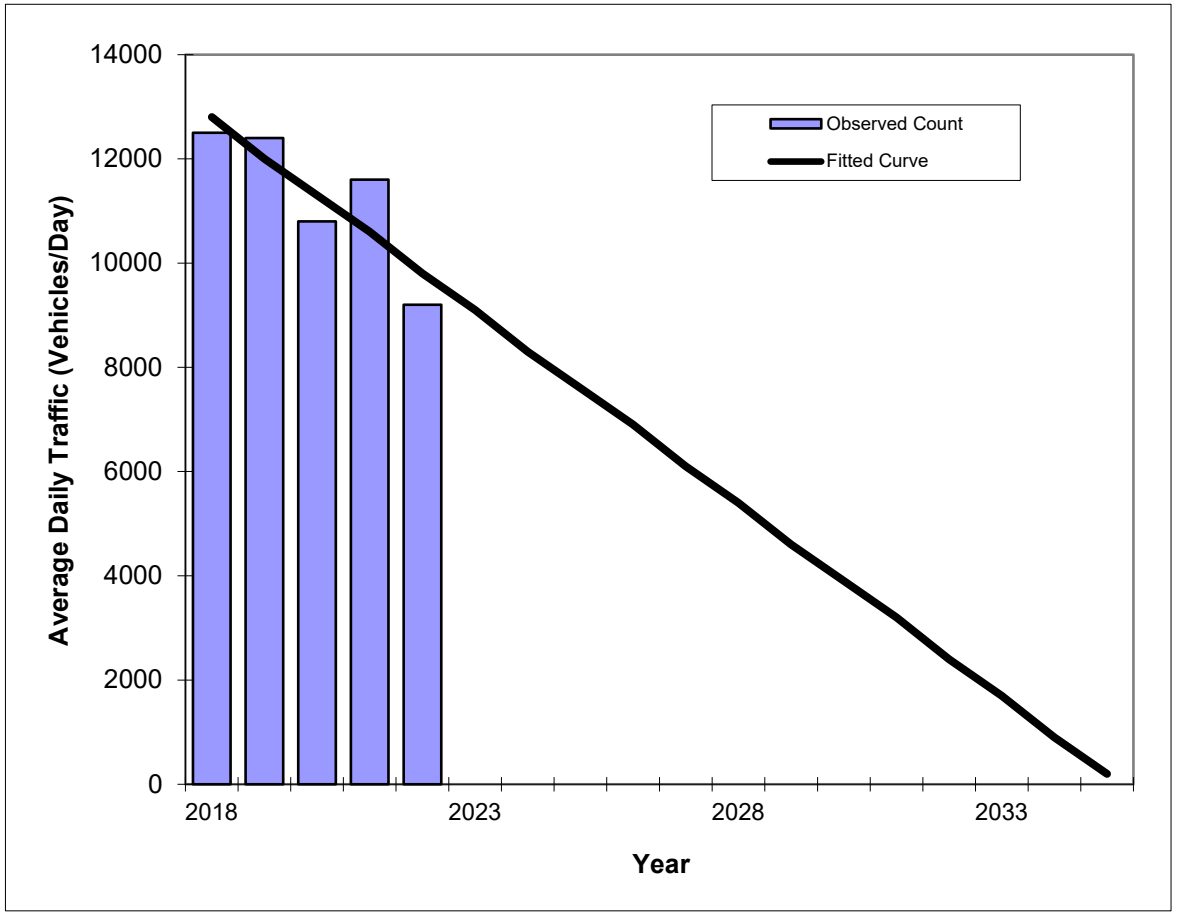
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1942
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	12500	12800
2019	12400	12000
2020	10800	11300
2021	11600	10600
2022	9200	9800
2026 Opening Year Trend		
2026	N/A	6900
2027 Mid-Year Trend		
2027	N/A	6100
2028 Design Year Trend		
2028	N/A	5400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-740
Trend R-squared:	74.00%
Trend Annual Historic Growth Rate:	-5.86%
Trend Growth Rate (2022 to Design Year):	-7.48%
Printed:	6-Aug-24

Straight Line Growth Option

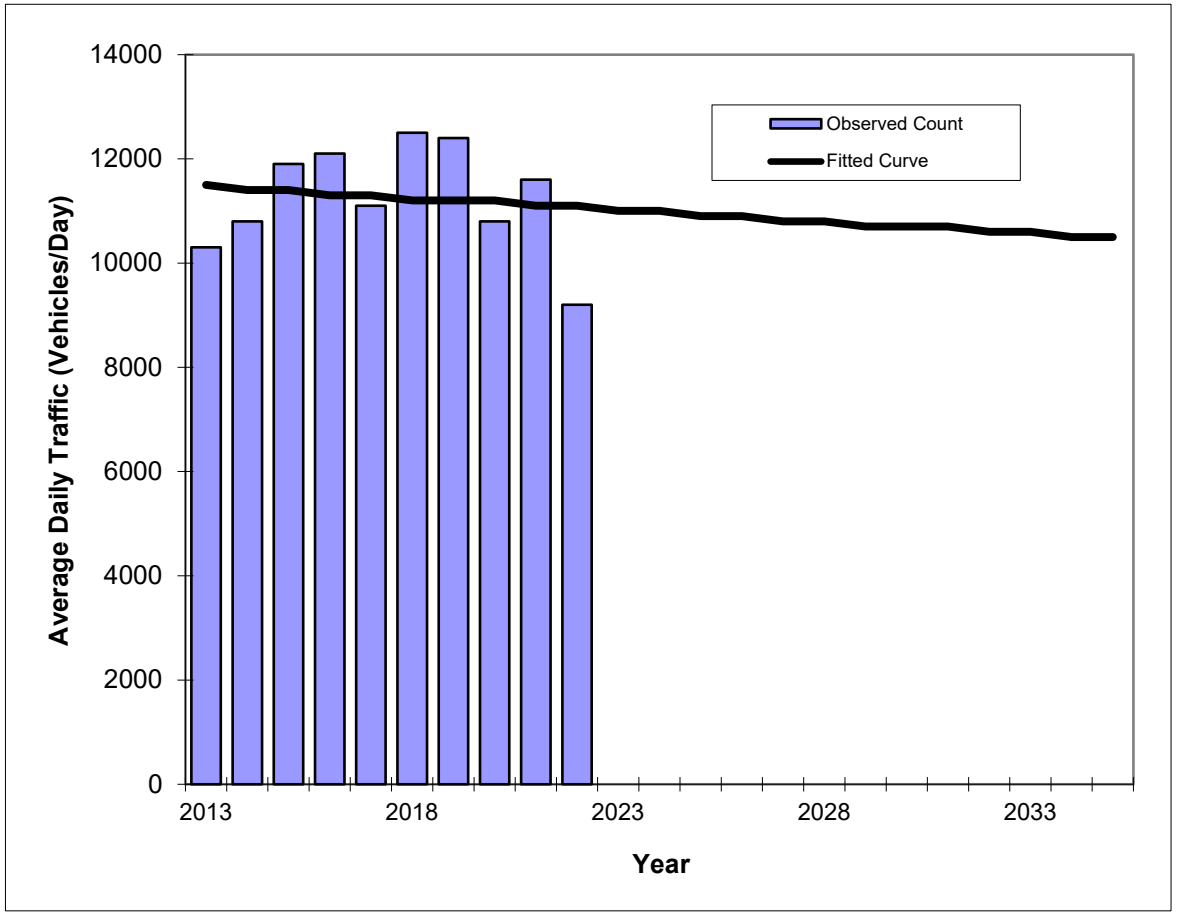
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1942
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	10300	11500
2014	10800	11400
2015	11900	11400
2016	12100	11300
2017	11100	11300
2018	12500	11200
2019	12400	11200
2020	10800	11200
2021	11600	11100
2022	9200	11100
2026 Opening Year Trend		
2026	N/A	10900
2027 Mid-Year Trend		
2027	N/A	10800
2028 Design Year Trend		
2028	N/A	10800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-45
Trend R-squared:	1.76%
Trend Annual Historic Growth Rate:	-0.39%
Trend Growth Rate (2022 to Design Year):	-0.45%
Printed:	6-Aug-24

Straight Line Growth Option

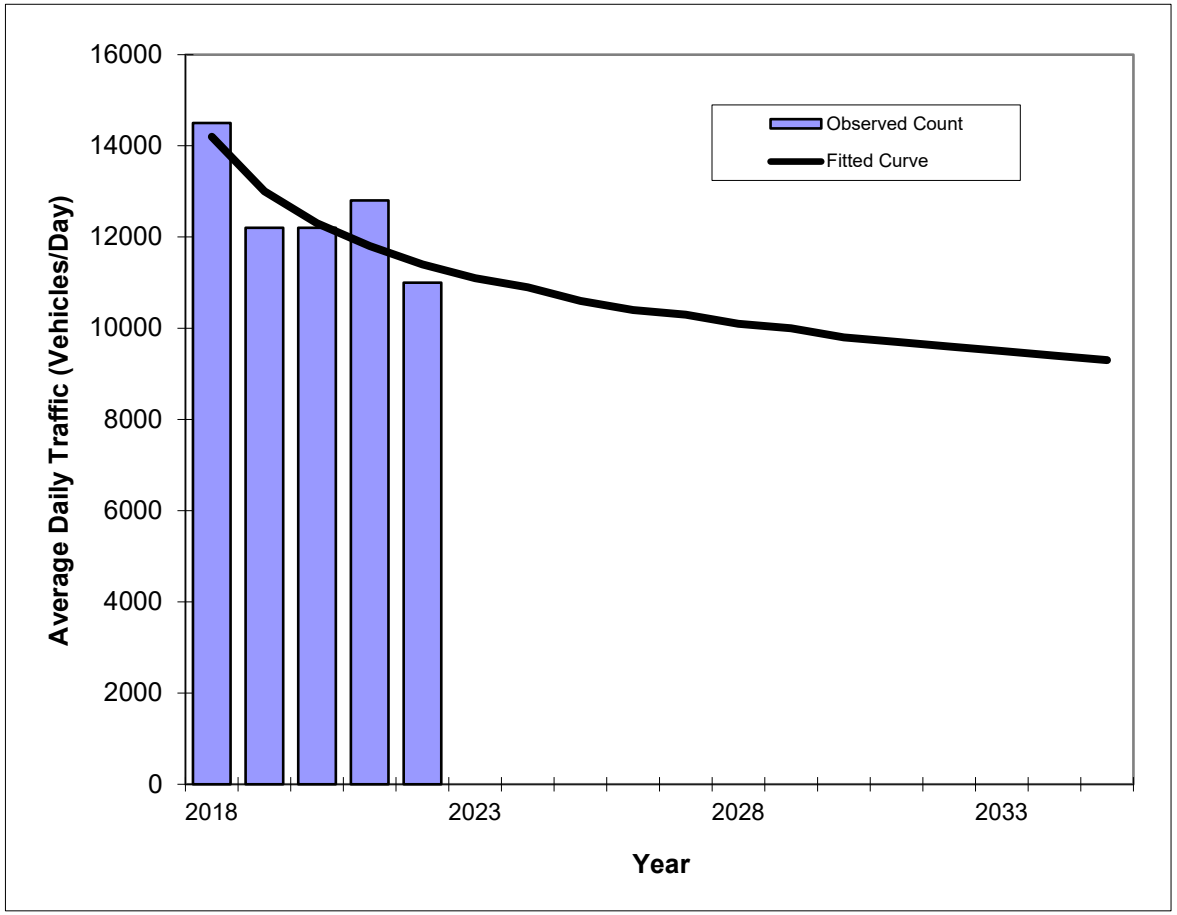
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1943
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2018	14500	14200
2019	12200	13000
2020	12200	12300
2021	12800	11800
2022	11000	11400
2026 Opening Year Trend		
2026	N/A	10400
2027 Mid-Year Trend		
2027	N/A	10300
2028 Design Year Trend		
2028	N/A	10100
TRANPLAN Forecasts/Trends		

Trend R-squared:	70.70%
Compounded Annual Historic Growth Rate:	-5.34%
Compounded Growth Rate (2022 to Design Year):	-2.00%
Printed:	6-Aug-24

Decaying Exponential Growth Option

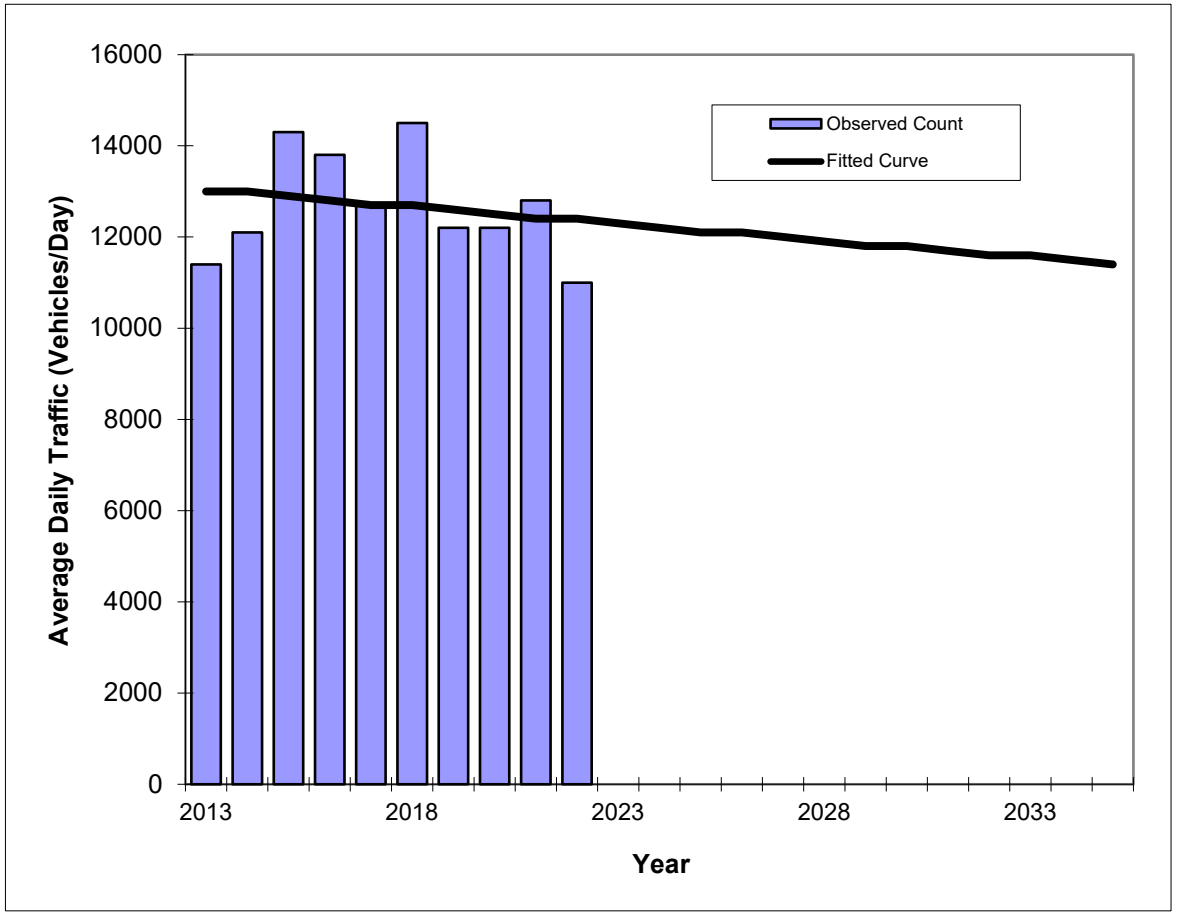
***Axle-Adjusted**

Traffic Trends - V03.a

W Volusia Beltway --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	1943
Highway:	W Volusia Beltway



Year	Traffic (ADT/AADT) Count*	Trend**
2013	11400	13000
2014	12100	13000
2015	14300	12900
2016	13800	12800
2017	12700	12700
2018	14500	12700
2019	12200	12600
2020	12200	12500
2021	12800	12400
2022	11000	12400
2026 Opening Year Trend		
2026	N/A	12100
2027 Mid-Year Trend		
2027	N/A	12000
2028 Design Year Trend		
2028	N/A	11900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-74
Trend R-squared:	3.62%
Trend Annual Historic Growth Rate:	-0.51%
Trend Growth Rate (2022 to Design Year):	-0.67%
Printed:	6-Aug-24

Straight Line Growth Option

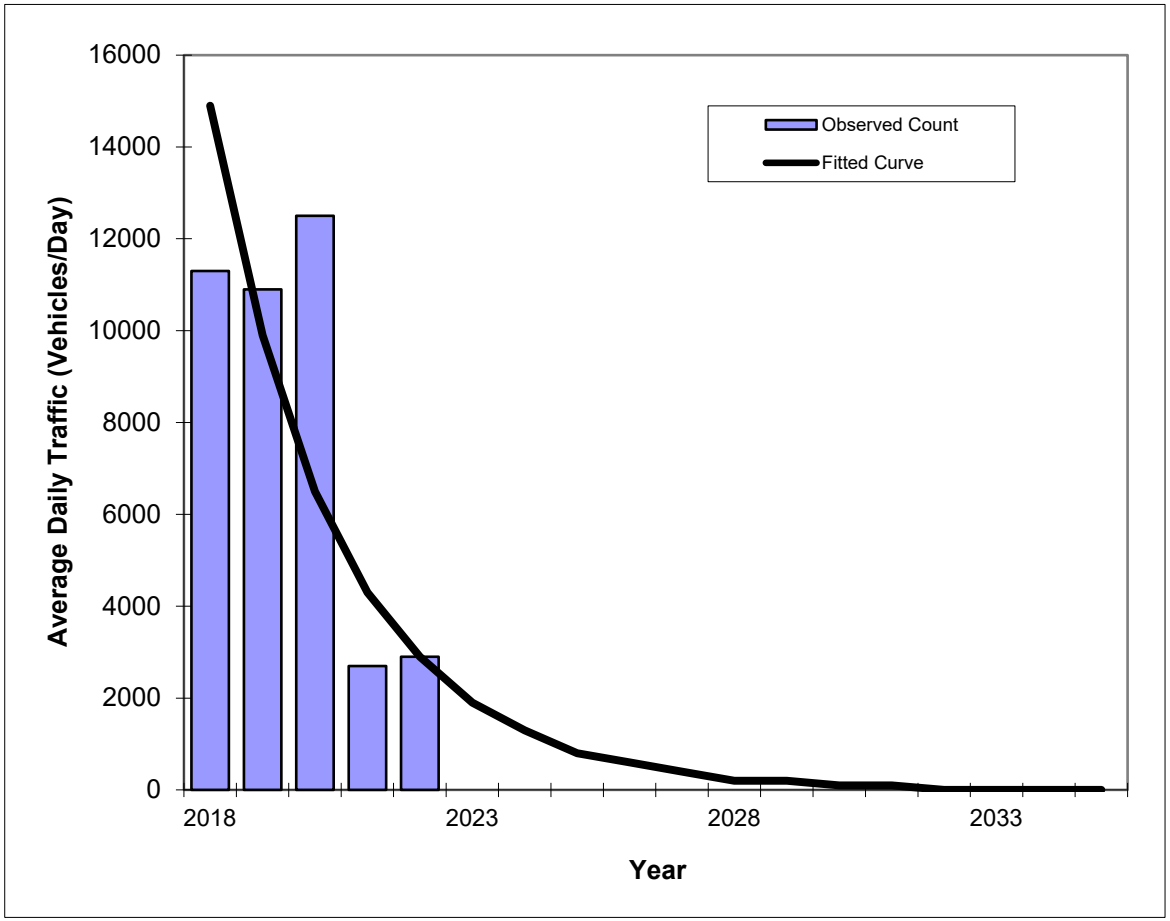
***Axle-Adjusted**

Traffic Trends - V03.a

CATALINA BLVD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	8193
Highway:	CATALINA BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2018	11300	14900
2019	10900	9900
2020	12500	6500
2021	2700	4300
2022	2900	2900
2026 Opening Year Trend		
2026	N/A	600
2027 Mid-Year Trend		
2027	N/A	400
2028 Design Year Trend		
2028	N/A	200
TRANPLAN Forecasts/Trends		

Trend R-squared:	69.89%
Compounded Annual Historic Growth Rate:	-33.58%
Compounded Growth Rate (2022 to Design Year):	-35.96%
Printed:	6-Aug-24

Exponential Growth Option

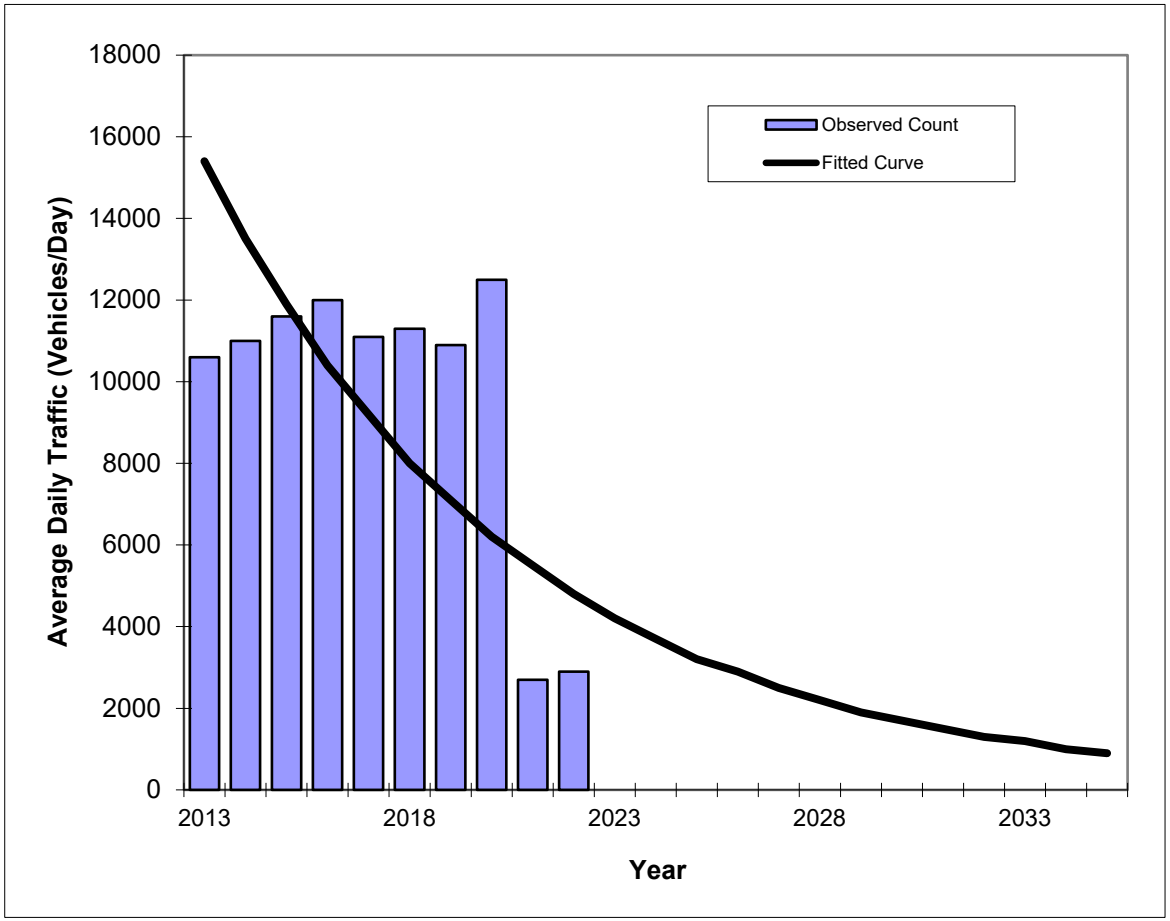
***Axle-Adjusted**

Traffic Trends - V03.a

CATALINA BLVD --

FIN#	21100
Location	1

County:	Volusia (79)
Station #:	8193
Highway:	CATALINA BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2013	10600	15400
2014	11000	13500
2015	11600	11900
2016	12000	10400
2017	11100	9200
2018	11300	8000
2019	10900	7100
2020	12500	6200
2021	2700	5500
2022	2900	4800
2026 Opening Year Trend		
2026	N/A	2900
2027 Mid-Year Trend		
2027	N/A	2500
2028 Design Year Trend		
2028	N/A	2200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

Trend R-squared:	43.83%
Compounded Annual Historic Growth Rate:	-12.15%
Compounded Growth Rate (2022 to Design Year):	-12.19%
Printed:	6-Aug-24

Exponential Growth Option

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)****

Updated #######

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

Roadway	Segment	2021PM Pk Hr (VCTE) (VCTE Staff note. RED font = FDOT pk volumes based on daily V/C proportion.)	Capacity	2020 Parc Hill (50% Removed)	SWAC Phase IA Trips 11,444 (removed 13% Integra Daues)	Victoria Park Ph 2 Remaining Trips per city (reduced by 75%)	Victoria Park Ph 3 trips per city (0% removed)	Halifax Crossing s SPUD (37% Removed)	Hawthorne Landing	Rivera Bella East Unit 8&9 REMOVED 50%	Ft Florida Commons	Riverbend 2008	Springview Unit 8 REMOVED 90%	Canterwood ALF	Vineland Reserve	Fernanda Place (85% removed)	Enterprise Osteen (Reflects only 189 units as woodS)	Enterprise Osteen East	Lincoln Oaks 2019	133 S. Courtland Blvd	Doyle Road Tract	Reserve at Victoria 2019	Park Lake Estates 2020	Crosswinds 2020	Beresford Woods 2019	DeBary Town Center	T.11 Kepler at SR 44 2019	Azalea Walk 2019 (20% removed)	Estates at Pelham Square 2019	Animal ER Critical Care 2019	Liberty Station, Orange City 2019	The Crossings, Orange City 2020	Eloah Estates 2022	Deltona Village PUD 2010 (see PUD trip tracker) 375 remaining not reflected on network	Deltona Village 2020/Mango Street	Portland Industrial 2020	Orange City Oncology 2025	Canopy Terrace/Kirk Subdivision	Grandview Gardens	Three Island Lake South	Villages at Pelham Square	Oak Hammock Reserve	Dean River Estates	Circle K at SR 40/US 17	Total Vested Trips	Lastest AADT plus Vested trips	V/C with Vested trips	V/C without Vested Trips	
I-4 Segments based on AADT V/C																																														
Graves Ave	VMP to Kentucky Ave	1640	1620	38	40	1	9	111																					13	141	44		94											479	2116	1.30	1.01	Critical
Graves Ave	Kentucky to Normandy	1420	1620		80	1	9	352																						311	44	19	109											925	2345	1.45	0.88	Vested Critical
Graves Ave	Normandy Blvd to Howland Blvd	1590	2740		80	1	9	352																						311	44	19	175											991	2581	0.94	0.58	Vested Near Critical
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	Vested Near Critical
Howland Blvd	Wolf Pack Run to Catalina Blvd	2310	3410		119			238							10															152	133	25	98						8					783	3093	0.91	0.68	Vested Near Critical
Howland Blvd	Providence Blvd to Elkcam	1110	1080					89							10															63	82		94						8					289	1389	1.14	0.96	Critical
Orange Camp Rd+B14	I-7/32 to Princeton	1,150	1270	0	20	8	57															19	16		11					3	20			14										168	1318	1.04	0.91	Near Critical
Orange Camp Rd	Blue Lake Ave to MLK	1,210	1540	0	20	11	80															22	16	4						3	20	2		21										197	1407	0.91	0.75	Vested Near Critical
Orange Camp Rd	MLK to I-4	1,170	1540		40	17	111															59	49	9						3	10	3		54										353	1523	0.99	0.76	Vested Critical
MLK	Taylor to Orange Camp	1030	1540				8	59														123	101	0										54										345	1375	0.89	0.67	Vested Near Critical
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	Vested Near Critical
Kentucky	SR 472 to Graves	910	1540																											67	162	10		31										270	1180	0.77	0.59	
VMP	Graves Ave to Rhode Island	1200	1620	49	90	1	10																							48	91	8		35										332	1532	0.95	0.74	Vested Near Critical
VMP	Rhode Island to Harley Strickland	1490	1620	235	80	1	3																							35	20			23										397	1887	1.16	0.92	Vested Critical
Catalina Blvd	Howland Blvd to Sixma Road	1002	960																												123									3					*126*	1128	1.18	1.04	Vested Critical
Catalina Blvd	Sixma Rd to Lake Helen Osteen	856	960																												110														*110*	966	1.01	0.89	Vested Near Critical

Table 5: Future Buildout Roadway Volumes

Roadway	Segment	2027 2-Way PM Background Volume	Model Distribution	Buildout Trips	2027 2-Way PM Buildout Volume
Dr Martin Luther King Jr Beltway	SR 472 to Cassadaga Rd.	1,524	16.25%	198	1,722
	Cassadaga Rd. to Orange Camp Rd.	1,685	21.30%	260	1,945
	Orange Camp Rd. to Taylor Rd.	1,634	7.50%	92	1,726
	Taylor Rd. to Beresford Ave.	1,425	6.60%	81	1,506
Kentucky Avenue	Graves Ave. to SR 472	1,489	9.10%	111	1,600
Veteran's Memorial Parkway	Rhode Island Ave. to Graves Ave.	1,566	4.60%	56	1,622
Cassadaga Road	Dr. Martin Luther King Jr Bltwy. to Macy Ave.	308	9.80%	120	428
Orange Camp Road	Blue Lake Ave. to Dr Martin Luther King Jr Bltwy.	1,670	4.80%	59	1,729
Graves Avenue	Veteran's Memorial Pkwy. to Kentucky Ave.	2,203	7.00%	85	2,288
Howland Boulevard	I-4/SR 472 to Wolf Pack Rn.	3,580	15.28%	186	3,766
	Wolf Pack Rn. to Catalina Blvd.	3,307	11.60%	142	3,449
	Catalina Blvd. to Providence Blvd.	2,336	10.07%	123	2,459
SR 472	US 17/92 to Martin Luther King Jr Bltwy.	3,193	16.74%	204	3,397
	Martin Luther King Jr Bltwy. to I-4	3,466	26.40%	322	3,788
Macy Avenue	Ohio St. to Cassadaga Rd.	193	6.60%	81	274
Kicklighter Road	Macy Ave. to Lake Helen-Osteen Rd./Prevatt Ave.	270	5.60%	68	338
Normandy Blvd.	Graves Ave. to Rhode Island Ave.	1,547	5.65%	69	1,616

3.3 Roadway Segment Analysis

Roadway segment capacity was analyzed based on the adopted peak hour capacities, as obtained from the *Volusia County 2021 AADT & Historical Counts*. The analysis compares the roadway PM peak traffic to the segment capacity to determine if the segment's LOS operation is adequate. The analysis was conducted for the existing, projected background, and projected buildout traffic. **Table 4** summarizes the roadway capacity analysis.

Table 4
Roadway Capacity Analysis

Roadway Segment	Seg ID	# of Lns	2Way Cap	Existing		Background		Project Total			
				Vol	Adeq?	Vol	Adeq?	Dist	Trips	Vol	Adeq?
US 17 / 92											
SR 472 to SR 15A / Taylor Rd*	1,004	6	5,390	1,027	YES	1,190	YES	10%	12	1,202	YES
Graves Ave / CR 4145											
Veteran's Memorial Pkwy to Kentucky Ave	775	2	1,620	1,640	**NO**	1,905	**NO**	15%	18	1,923	**NO**
Kentucky Ave to Normandy Blvd	900a	2	1,620	1,420	YES	1,880	**NO**	5%	6	1,886	**NO**
Normandy Blvd to Howland Blvd	900b	4	2,740	1,590	YES	2,050	YES	5%	6	2,056	YES
Orange Camp Rd											
US 17 / 92 to Princeton Rd	1,380	2	1,270	1,160	YES	1,364	**NO**	3%	4	1,368	**NO**
Princeton Rd to Blue Lake Ave	1,382	2	1,540	1,170	YES	1,402	YES	4%	5	1,407	YES
Blue Lake Ave to W Volusia Bltwy (Dr. MLK Jr)	1,384	2	1,540	1,220	YES	1,531	YES	5%	6	1,537	YES
W Volusia Bltwy (Dr. MLK Jr) to I-4	1,385	2	1,540	1,920	**NO**	2,409	**NO**	5%	6	2,415	**NO**
W. Volusia Bltwy											
Saxon Blvd to Harley Strickland Blvd	1,900	4	3,410	1,280	YES	1,527	YES	5%	6	1,533	YES
Harley Strickland Blvd to Rhode Island Ave	1,901	2	1,540	1,490	YES	1,748	**NO**	5%	6	1,754	**NO**
Rhode Island Ave to Graves Ave	1,902	2	1,620	1,200	YES	1,408	YES	10%	12	1,420	YES
SR 472 to Cassadaga Rd	1,940	2	1,540	1,050	YES	1,232	YES	70%	85	1,317	YES

** 2021 volume obtained from FDOT's Florida Traffic Online*

The following roadway segments are projected to operate above their adopted capacities due to existing traffic volumes or projected background growth:

- Graves Avenue / CR 4145 from Veteran's Memorial Parkway to Normandy Boulevard
- Orange Camp Road from US 17/92 to Princeton Road
- Orange Camp Road from W Volusia Beltway to I-4
- W Volusia Beltway from Harley Strickland Boulevard to Rhode Island Avenue

It is recommended that the four (4) roadway segments be widened from 2-lanes to 4-lanes, and it should also be noted that the proposed development does not cause any roadway segments to become deficient.

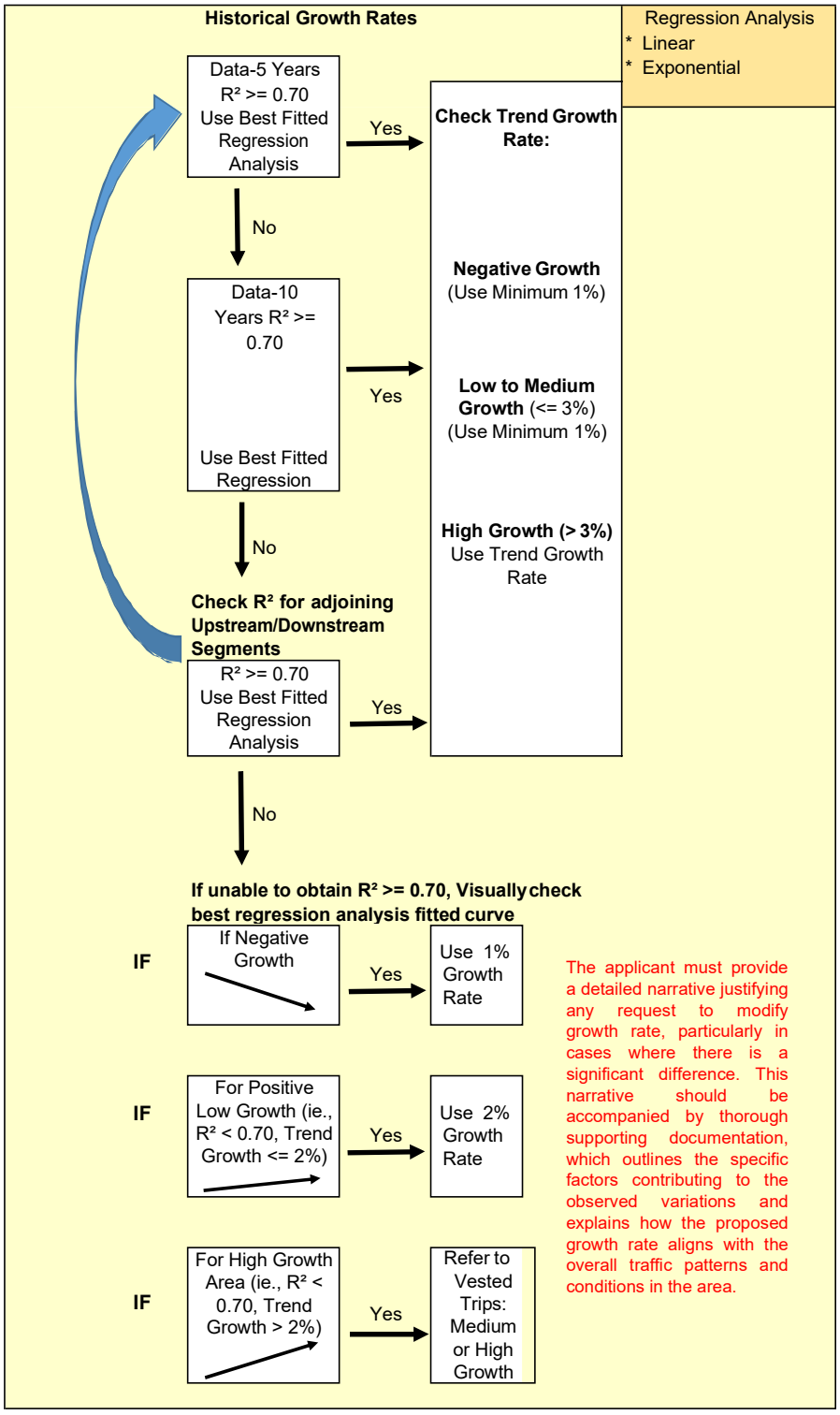
Segment Information			Deland Tech Park	TM BTR	Vested Trip Database
Roadway	From	To			
Cassadaga Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	Macy Ave	120	0	0
Cassadaga Rd*	W. Volusia Bltwy (Dr. MLK Bltwy)	Blue Lake Ave (Extension)	0	0	0
Graves Ave	Veterans Memorial Pkwy	Kentucky Ave	85	18	470
Graves Ave	Kentucky Ave	Normandy Blvd	0	6	925
Graves Ave	Normandy Blvd	Howland Blvd	0	6	991
Howland Blvd	I-4/SR 472	Wolf Pack Run	186	0	868
Howland Blvd	Wolf Pack Run	Catalina Blvd	142	0	783
Howland Blvd	Providence Blvd	Elkcam Blvd	0	0	289
Orange Camp Rd	US 17/92	Princeton Rd	0	4	168
Orange Camp Rd	Blue Lake Ave	W. Volusia Bltwy (Dr. MLK Bltwy)	59	6	197
Orange Camp Rd	W. Volusia Bltwy (Dr. MLK Bltwy)	I-4	0	6	355
W. Volusia Bltwy (Veterans Memorial Pkwy)	Harley Strickland Blvd	Rhode Island Ave	0	6	397
W. Volusia Bltwy (Veterans Memorial Pkwy)	Rhode Island Ave	Graves Ave	56	12	332
W. Volusia Bltwy (Kentucky Ave)	Graves Ave	SR 472	111	0	270
W. Volusia Bltwy (Dr. MLK Bltwy)	Cassadaga Rd	Orange Camp Rd	260	0	382
W. Volusia Bltwy (Dr. MLK Bltwy)	Orange Camp Rd	Taylor Rd	92	0	345
Catalina Blvd**	Howland Blvd	Sixma Rd	0	0	126
Catalina Blvd**	Sixma Rd	Lake Helen Osteen	0	0	110

Vested trips obtained from *Volusia County Vested Trip Database* and also include trips from Deland Tech Park and TM BTR (Yardley)

*This segments is an extension and do not currently exist. The only trips that will be using this segment would be the project trips.

**No data in *Volusia County 2022 AADT* . Historical AADT obtained from *Florida Traffic Online (FTO) 2023* . Existing PM Peak Hour Volume estimated using AADT, K factor and D Factor

Volusia County's Segment Growth Rates and Vested Trips Instructions Policy



The applicant must provide a detailed narrative justifying any request to modify growth rate, particularly in cases where there is a significant difference. This narrative should be accompanied by thorough supporting documentation, which outlines the specific factors contributing to the observed variations and explains how the proposed growth rate aligns with the overall traffic patterns and conditions in the area.

AND

IF there are - Vested Trips

Negative Growth (Use Minimum 1%):

\+ Vested Trips

Low to Medium Growth (<= 3%)(Use Minimum 1%):

\+ Vested Trips

High Growth (> 3%):

Use the Highest # of the two (growth rate or vested trips). Need to submit supporting documentation & justification.

HIGH GROWTH & HIGH VESTED TRIPS

If there are Vested Trips from multiple approved projects on segment.
And, Vested Trips comprise of multiple uses that would normally have significant interaction (residential, retail, office, restaurant, etc…).

And, Vested Trips make up more than 30% of the total future background traffic.

Then, Vested Trips can be reduced by 30% upon request by the Applicant

Signed:_____ Date:_____

Jay Williams, PE, PTOE

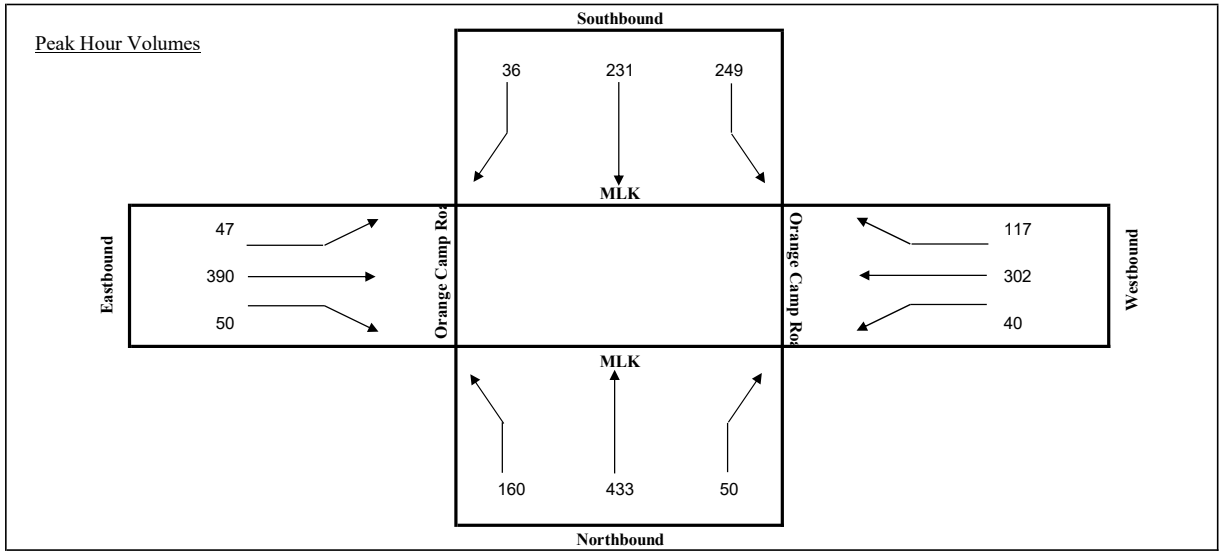
Appendix J
Turning Movement Counts, Seasonal Factor Report and Signal Timing

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Orange Camp Road
Date: 6/12/2024

			MLK			MLK			Orange Camp Road			Orange Camp Road			
			NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	21	56	8	44	49	6	10	90	10	5	59	14	372
7:15 AM	7:30 AM	25	64	13	62	65	7	7	110	11	6	67	17	454
7:30 AM	7:45 AM	40	88	10	74	66	10	12	116	14	6	69	28	533
7:45 AM	8:00 AM	41	127	14	69	53	12	14	103	11	11	77	31	563
8:00 AM	8:15 AM	35	111	12	56	59	5	10	92	9	10	86	30	515
8:15 AM	8:30 AM	44	107	14	50	53	9	11	79	16	13	70	28	494
8:30 AM	8:45 AM	40	85	10	66	60	4	13	89	11	9	58	30	475
8:45 AM	9:00 AM	31	77	14	58	50	7	9	75	12	8	65	22	428
Total for:	7:00 AM	8:00 AM	127	335	45	249	233	35	43	419	46	28	272	90	1922
Total for:	8:00 AM	9:00 AM	150	380	50	230	222	25	43	335	48	40	279	110	1912
Tota Peak Hour:	7:30 AM	8:30 AM	160	433	50	249	231	36	47	390	50	40	302	117	2105
Overall PHF:	0.93														

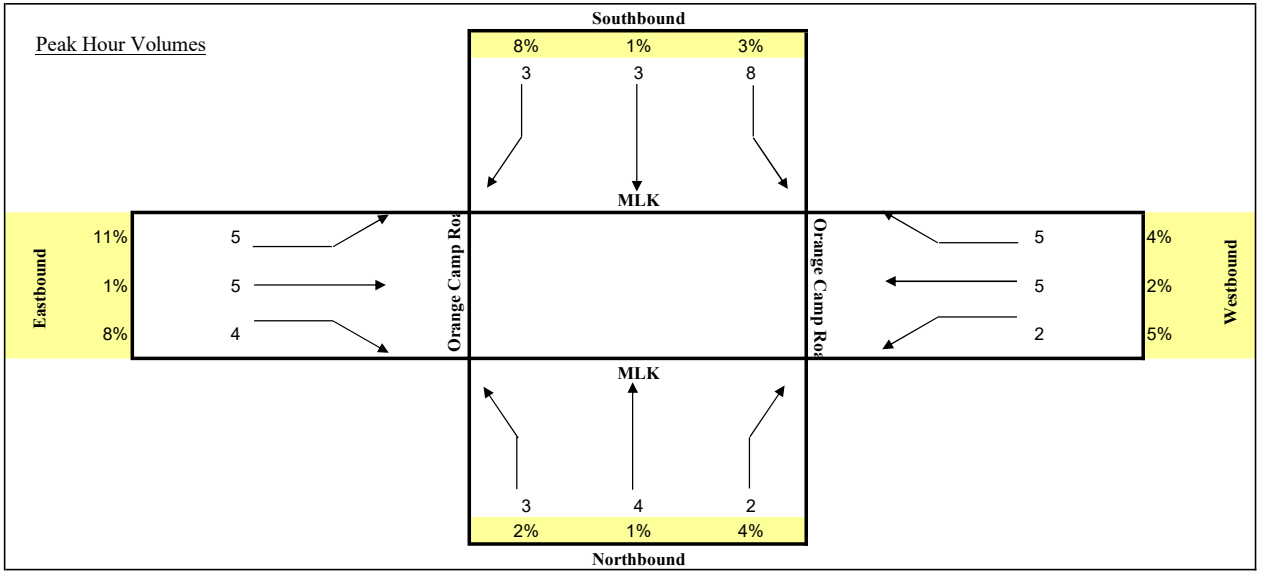


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Orange Camp Road
Date: 6/12/2024

		MLK NB			MLK SB			Orange Camp Road EB			Orange Camp Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	2	2	1	0	1	1	3	1	1	0	2	2	16
7:15 AM	7:30 AM	0	1	1	2	1	0	0	2	0	0	1	1	9
7:30 AM	7:45 AM	1	0	0	1	0	1	1	0	0	2	0	0	6
7:45 AM	8:00 AM	1	1	0	4	0	1	2	1	1	1	3	1	16
8:00 AM	8:15 AM	1	0	1	1	2	0	0	1	0	0	1	1	8
8:15 AM	8:30 AM	0	0	1	0	1	1	2	0	2	0	1	3	11
8:30 AM	8:45 AM	1	3	0	3	0	1	1	3	1	1	0	0	14
8:45 AM	9:00 AM	0	0	0	1	1	0	1	0	0	0	2	1	6
Total for:	7:00 AM	8:00 AM	4	4	2	7	2	3	6	4	2	3	6	4	47
Total for:	8:00 AM	9:00 AM	2	3	2	5	4	2	4	4	3	1	4	5	39
Tota Peak Hour:	7:45 AM	8:45 AM	3	4	2	8	3	3	5	5	4	2	5	5	49
Overall PHF:	0.77														

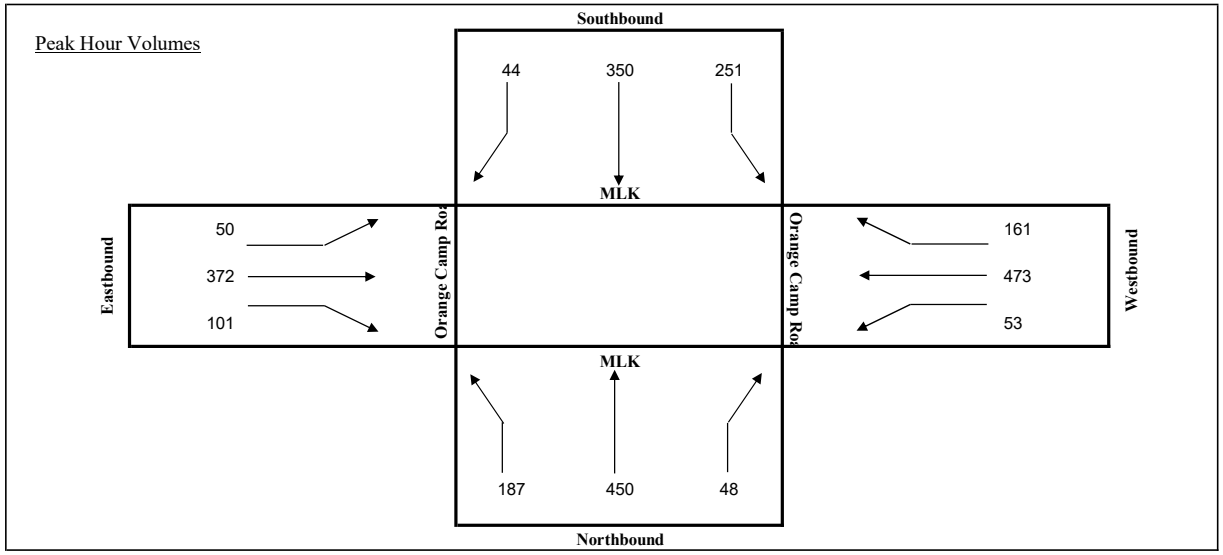


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Orange Camp Road
Date: 6/12/2024

			MLK			MLK			Orange Camp Road			Orange Camp Road			
			NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	31	131	6	49	67	8	12	86	22	7	110	36	565
4:15 PM	4:30 PM	35	132	11	61	70	11	16	96	20	12	125	42	631
4:30 PM	4:45 PM	49	115	11	66	88	9	11	89	28	15	111	41	633
4:45 PM	5:00 PM	53	98	15	59	92	14	9	102	24	16	117	37	636
5:00 PM	5:15 PM	50	105	11	65	100	10	14	85	29	10	120	41	640
5:15 PM	5:30 PM	62	113	14	62	84	10	10	79	24	17	111	40	626
5:30 PM	5:45 PM	52	94	8	55	74	14	15	91	30	21	99	35	588
5:45 PM	6:00 PM	49	102	11	60	80	10	13	82	26	16	102	34	585
Total for:	4:00 PM	5:00 PM	168	476	43	235	317	42	48	373	94	50	463	156	2465
Total for:	5:00 PM	6:00 PM	213	414	44	242	338	44	52	337	109	64	432	150	2439
Tota Peak Hour:	4:15 PM	5:15 PM	187	450	48	251	350	44	50	372	101	53	473	161	2540
Overall PHF:	0.99														

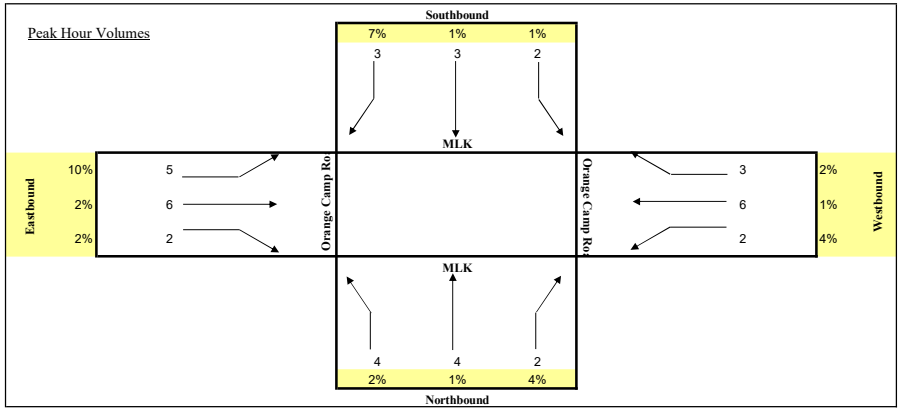


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Orange Camp Road
Date: 6/12/2024

		MLK NB			MLK SB			Orange Camp Road EB			Orange Camp Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	2	0	0	2	1	3	2	0	0	1	1	13
4:15 PM	4:30 PM	0	2	1	1	0	0	1	3	0	1	2	0	11
4:30 PM	4:45 PM	2	0	1	1	0	0	0	1	1	1	3	1	11
4:45 PM	5:00 PM	1	0	0	0	1	2	1	0	1	0	0	1	7
5:00 PM	5:15 PM	0	1	0	1	1	0	1	1	0	0	0	0	5
5:15 PM	5:30 PM	1	0	1	2	0	1	0	0	0	0	2	0	7
5:30 PM	5:45 PM	0	0	0	0	1	0	0	1	0	1	2	0	5
5:45 PM	6:00 PM	1	1	0	1	0	0	1	1	1	0	1	1	8
Total for:	4:00 PM	5:00 PM	4	4	2	2	3	3	5	6	2	2	6	3	42
Total for:	5:00 PM	6:00 PM	2	2	1	4	2	1	2	3	1	1	5	1	25
Tota Peak Hour:	4:00 PM	5:00 PM	4	4	2	2	3	3	5	6	2	2	6	3	42
Overall PHF:	0.81														

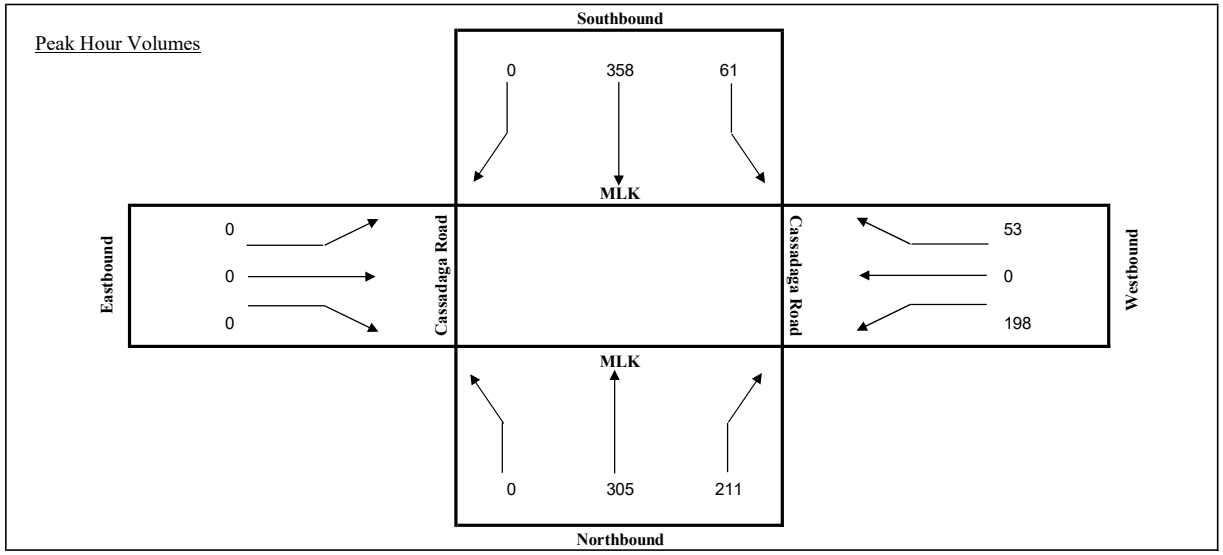


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

		MLK			MLK			Cassadaga Road			Cassadaga Road			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	59	44	10	69	0	0	0	0	27	0	7	216
7:15 AM	7:30 AM	0	82	53	12	71	0	0	0	0	35	0	8	261
7:30 AM	7:45 AM	0	79	50	13	73	0	0	0	0	47	0	12	274
7:45 AM	8:00 AM	0	83	54	18	96	0	0	0	0	58	0	16	325
8:00 AM	8:15 AM	0	69	51	17	102	0	0	0	0	51	0	11	301
8:15 AM	8:30 AM	0	74	56	13	87	0	0	0	0	42	0	14	286
8:30 AM	8:45 AM	0	62	50	16	63	0	0	0	0	37	0	10	238
8:45 AM	9:00 AM	0	56	41	11	68	0	0	0	0	34	0	12	222
Total for:	7:00 AM	8:00 AM	0	303	201	53	309	0	0	0	0	167	0	43	1076
Total for:	8:00 AM	9:00 AM	0	261	198	57	320	0	0	0	0	164	0	47	1047
Tota Peak Hour:	7:30 AM	8:30 AM	0	305	211	61	358	0	0	0	0	198	0	53	1186
Overall PHF:	0.91														

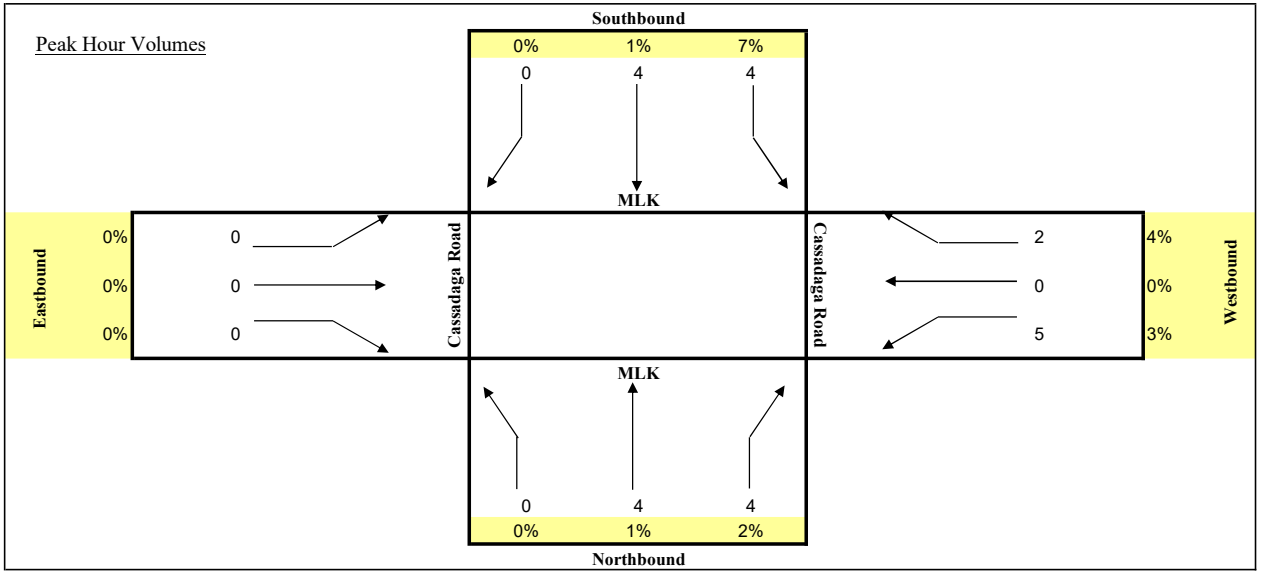


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

		MLK NB			MLK SB			Cassadaga Road EB			Cassadaga Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	2	0	1	2	0	0	0	0	2	0	1	8
7:15 AM	7:30 AM	0	1	2	1	1	0	0	0	0	1	0	0	6
7:30 AM	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	2
7:45 AM	8:00 AM	0	1	0	1	1	0	0	0	0	3	0	0	6
8:00 AM	8:15 AM	0	2	1	2	2	0	0	0	0	1	0	1	9
8:15 AM	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	8:45 AM	0	0	2	2	0	0	0	0	0	1	0	1	6
8:45 AM	9:00 AM	0	2	0	1	1	0	0	0	0	2	0	1	7
Total for:	7:00 AM	8:00 AM	0	4	3	3	4	0	0	0	0	6	0	2	22
Total for:	8:00 AM	9:00 AM	0	5	3	5	3	0	0	0	0	4	0	3	23
Tota Peak Hour:	7:15 AM	8:15 AM	0	4	4	4	4	0	0	0	0	5	0	2	23
Overall PHF:	0.64														

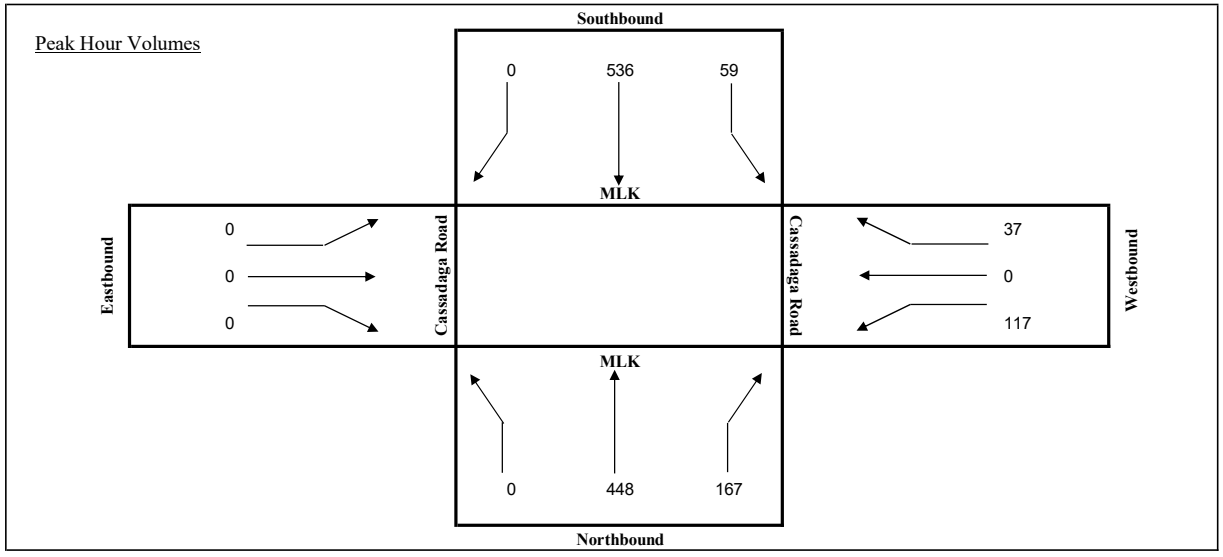


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

			MLK NB			MLK SB			Cassadaga Road EB			Cassadaga Road WB			
Start	**End**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**TOTAL**
4:00 PM	4:15 PM	0	101	24	11	111	0	0	0	0	17	0	11	275
4:15 PM	4:30 PM	0	101	33	13	112	0	0	0	0	26	0	7	292
4:30 PM	4:45 PM	0	100	39	22	136	0	0	0	0	36	0	13	346
4:45 PM	5:00 PM	0	116	45	16	131	0	0	0	0	32	0	9	349
5:00 PM	5:15 PM	0	107	41	12	115	0	0	0	0	21	0	7	303
5:15 PM	5:30 PM	0	125	42	9	154	0	0	0	0	28	0	8	366
5:30 PM	5:45 PM	0	116	37	17	128	0	0	0	0	35	0	3	336
5:45 PM	6:00 PM	0	96	30	13	118	0	0	0	0	30	0	7	294
Total for:	4:00 PM	5:00 PM	0	418	141	62	490	0	0	0	0	111	0	40	1262
Total for:	5:00 PM	6:00 PM	0	444	150	51	515	0	0	0	0	114	0	25	1299
Tota Peak Hour:	4:30 PM	5:30 PM	0	448	167	59	536	0	0	0	0	117	0	37	1364
Overall PHF:	0.93														

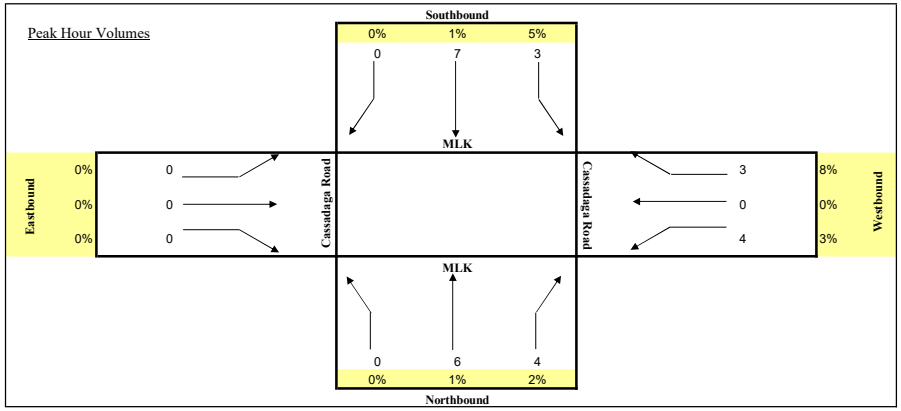


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK
Intersection (E/W): Cassadaga Road
Date: 6/12/2024

		MLK NB			MLK SB			Cassadaga Road EB			Cassadaga Road WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	3	0	1	2	0	0	0	0	0	0	1	7
4:15 PM	4:30 PM	0	0	0	0	1	0	0	0	0	1	0	1	3
4:30 PM	4:45 PM	0	3	3	2	0	0	0	0	0	0	0	0	8
4:45 PM	5:00 PM	0	1	0	0	2	0	0	0	0	2	0	0	5
5:00 PM	5:15 PM	0	0	1	1	1	0	0	0	0	0	0	2	5
5:15 PM	5:30 PM	0	2	0	0	4	0	0	0	0	2	0	1	9
5:30 PM	5:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	3
5:45 PM	6:00 PM	0	1	0	1	1	0	0	0	0	0	0	1	4
Total for:	4:00 PM	5:00 PM	0	7	3	3	5	0	0	0	0	3	0	2	23
Total for:	5:00 PM	6:00 PM	0	3	2	2	6	0	0	0	0	4	0	4	21
Tota Peak Hour:	4:30 PM	5:30 PM	0	6	4	3	7	0	0	0	0	4	0	3	27
Overall PHF:	0.75														

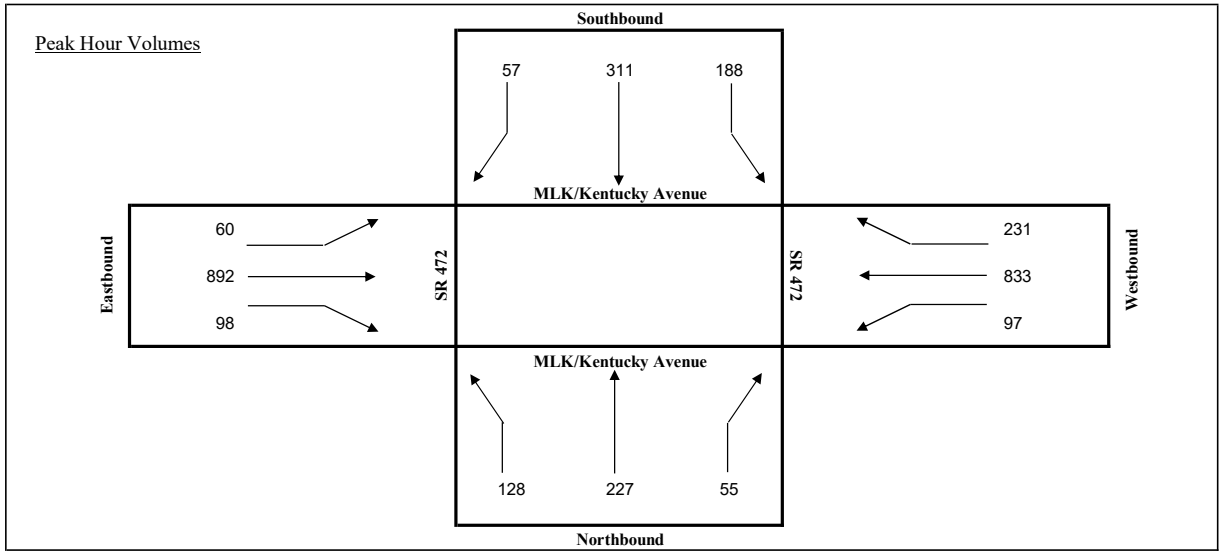


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK/Kentucky Avenue
Intersection (E/W): SR 472
Date: 6/12/2024

			MLK/Kentucky Avenue			MLK/Kentucky Avenue			SR 472			SR 472			
			NB			SB			EB			WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM		27	51	6	29	53	13	10	209	11	17	187	43	656
7:15 AM	7:30 AM		30	62	11	36	60	10	16	209	11	11	199	57	712
7:30 AM	7:45 AM		25	67	12	44	67	9	12	210	19	20	212	50	747
7:45 AM	8:00 AM		35	59	17	52	86	16	11	237	21	22	214	67	837
8:00 AM	8:15 AM		37	50	12	51	81	21	17	240	33	30	210	54	836
8:15 AM	8:30 AM		31	51	14	41	77	11	20	205	25	25	197	60	757
8:30 AM	8:45 AM		23	42	11	37	57	6	15	217	31	19	191	55	704
8:45 AM	9:00 AM		21	52	12	29	62	10	12	180	24	17	169	33	621
Total for:	7:00 AM	8:00 AM	117	239	46	161	266	48	49	865	62	70	812	217	2952
Total for:	8:00 AM	9:00 AM	112	195	49	158	277	48	64	842	113	91	767	202	2918
Tota Peak Hour:	7:30 AM	8:30 AM	128	227	55	188	311	57	60	892	98	97	833	231	3177
Overall PHF:	0.95														

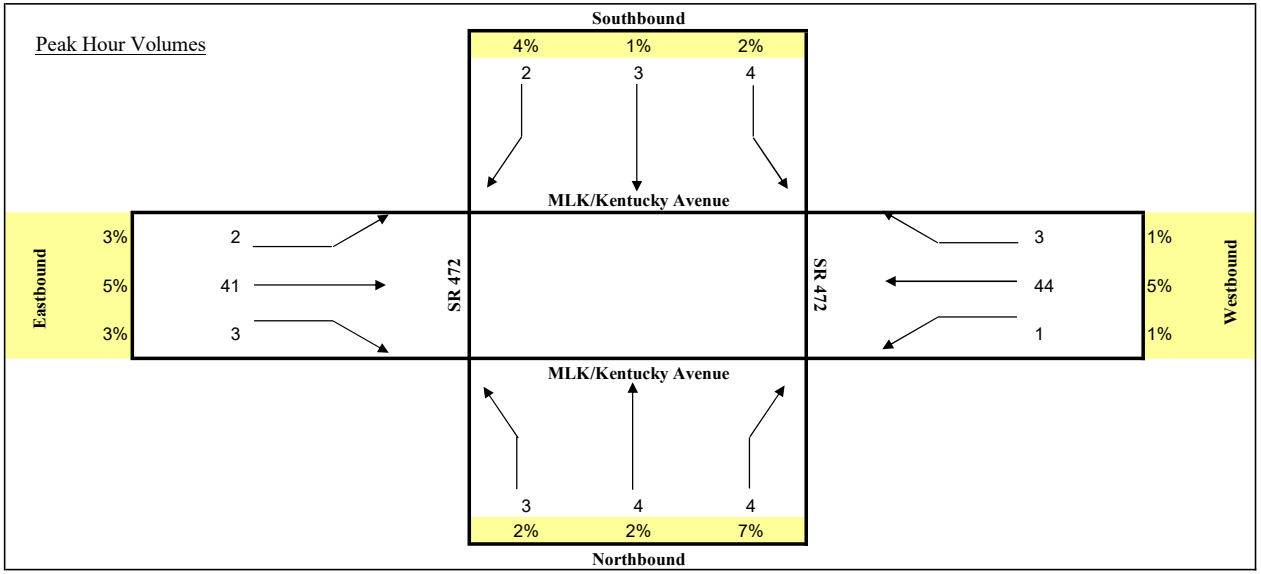


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK/Kentucky Avenue
Intersection (E/W): SR 472
Date: 6/12/2024

		MLK/Kentucky Avenue			MLK/Kentucky Avenue			SR 472			SR 472			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	1	2	1	1	2	1	0	8	2	2	10	1	31
7:15 AM	7:30 AM	0	1	2	0	2	0	1	11	0	0	9	1	27
7:30 AM	7:45 AM	0	1	1	0	0	0	0	7	0	1	13	0	23
7:45 AM	8:00 AM	2	1	1	3	0	1	0	13	1	0	10	0	32
8:00 AM	8:15 AM	1	1	0	1	1	1	1	10	2	0	12	2	32
8:15 AM	8:30 AM	0	1	0	0	0	0	0	9	0	1	8	1	20
8:30 AM	8:45 AM	0	0	1	1	0	0	1	9	1	1	11	1	26
8:45 AM	9:00 AM	1	2	0	0	1	1	0	5	0	0	6	0	16
Total for:	7:00 AM	8:00 AM	3	5	5	4	4	2	1	39	3	3	42	2	113
Total for:	8:00 AM	9:00 AM	2	4	1	2	2	2	2	33	3	2	37	4	94
Tota Peak Hour:	7:15 AM	8:15 AM	3	4	4	4	3	2	2	41	3	1	44	3	114
Overall PHF:	0.89														

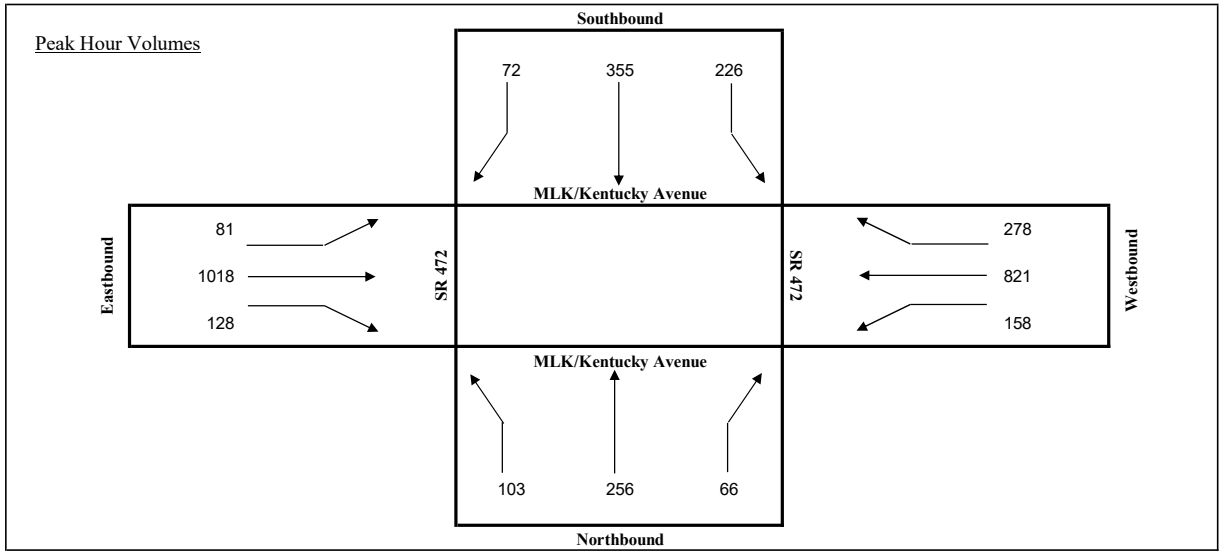


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): MLK/Kentucky Avenue
Intersection (E/W): SR 472
Date: 6/12/2024

			MLK/Kentucky Avenue			MLK/Kentucky Avenue			SR 472			SR 472			
			NB			SB			EB			WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM		25	53	22	51	63	14	21	205	30	34	193	50	761
4:15 PM	4:30 PM		30	59	19	48	71	19	21	247	36	31	202	54	837
4:30 PM	4:45 PM		28	64	21	58	95	19	20	296	42	37	212	55	947
4:45 PM	5:00 PM		25	65	13	56	92	15	22	257	28	41	224	74	912
5:00 PM	5:15 PM		25	60	16	49	70	17	21	242	26	43	181	67	817
5:15 PM	5:30 PM		25	67	16	63	98	21	18	223	32	37	204	82	886
5:30 PM	5:45 PM		18	58	16	52	99	19	16	242	26	35	193	79	853
5:45 PM	6:00 PM		20	44	11	53	86	15	14	212	22	37	185	68	767
Total for:	4:00 PM	5:00 PM	108	241	75	213	321	67	84	1005	136	143	831	233	3457
Total for:	5:00 PM	6:00 PM	88	229	59	217	353	72	69	919	106	152	763	296	3323
Tota Peak Hour:	4:30 PM	5:30 PM	103	256	66	226	355	72	81	1018	128	158	821	278	3562
Overall PHF:	0.94														

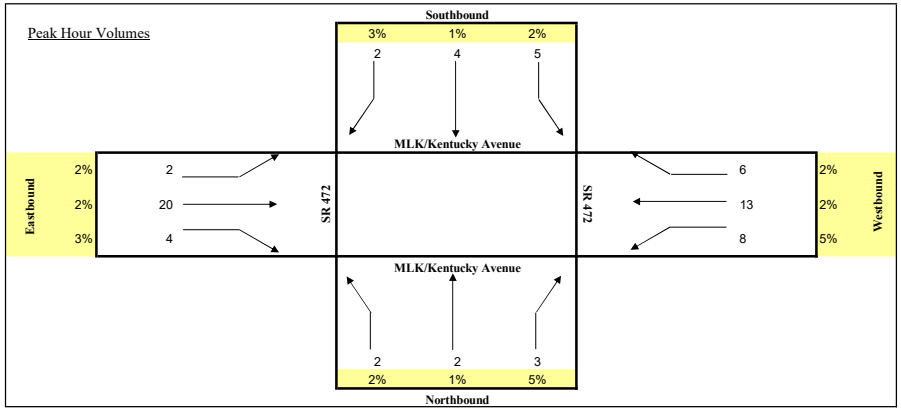


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): MLK/Kentucky Avenue
Intersection (E/W): SR 472
Date: 6/12/2024

		MLK/Kentucky Avenue			MLK/Kentucky Avenue			SR 472			SR 472			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	0	2	1	1	0	1	2	0	1	5	2	16
4:15 PM	4:30 PM	0	0	0	1	0	1	0	1	1	1	6	0	11
4:30 PM	4:45 PM	0	1	0	0	0	0	2	5	2	3	5	3	21
4:45 PM	5:00 PM	1	0	0	2	1	1	0	3	2	2	4	1	17
5:00 PM	5:15 PM	1	0	1	0	1	0	0	6	0	1	2	1	13
5:15 PM	5:30 PM	0	1	2	3	2	1	0	6	0	2	2	1	20
5:30 PM	5:45 PM	0	0	0	0	2	0	0	2	1	2	4	1	12
5:45 PM	6:00 PM	0	0	1	1	0	0	1	4	0	1	3	0	11
Total for:	4:00 PM	5:00 PM	2	1	2	4	2	2	3	11	5	7	20	6	65
Total for:	5:00 PM	6:00 PM	1	1	4	4	5	1	1	18	1	6	11	3	56
Tota Peak Hour:	4:30 PM	5:30 PM	2	2	3	5	4	2	2	20	4	8	13	6	71
Overall PHF:	0.85														

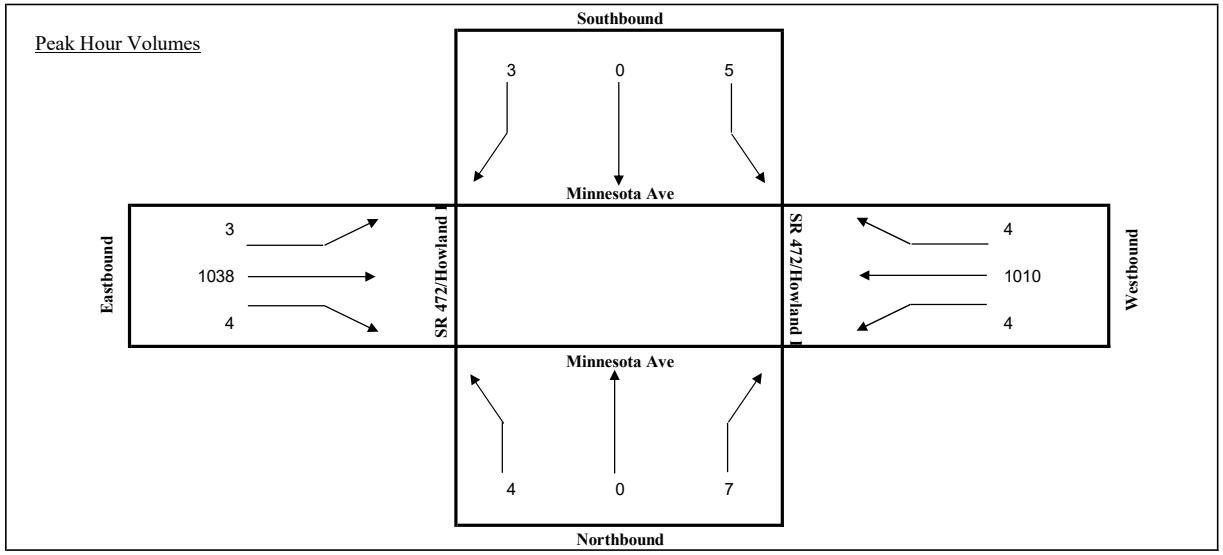


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Minnesota Ave
Intersection (E/W): SR 472/Howland Blvd
Date: 6/12/2024

		Minnesota Ave			Minnesota Ave			SR 472/Howland Blvd			SR 472/Howland Blvd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	1	0	3	1	0	0	2	226	0	0	223	4	460
7:15 AM	7:30 AM	1	0	2	1	0	0	2	232	0	2	234	2	476
7:30 AM	7:45 AM	1	0	0	0	0	1	2	240	1	1	243	1	490
7:45 AM	8:00 AM	0	0	1	1	0	0	1	269	0	1	263	1	537
8:00 AM	8:15 AM	3	0	5	1	0	1	0	281	2	1	266	2	562
8:15 AM	8:30 AM	0	0	1	3	0	1	0	248	1	1	238	0	493
8:30 AM	8:45 AM	1	0	1	0	0	0	2	261	1	0	219	2	487
8:45 AM	9:00 AM	1	0	1	2	0	0	0	217	3	2	197	0	423
Total for:	7:00 AM	8:00 AM	3	0	6	3	0	1	7	967	1	4	963	8	1963
Total for:	8:00 AM	9:00 AM	5	0	8	6	0	2	2	1007	7	4	920	4	1965
Tota Peak Hour:	7:30 AM	8:30 AM	4	0	7	5	0	3	3	1038	4	4	1010	4	2082
Overall PHF:	0.93														

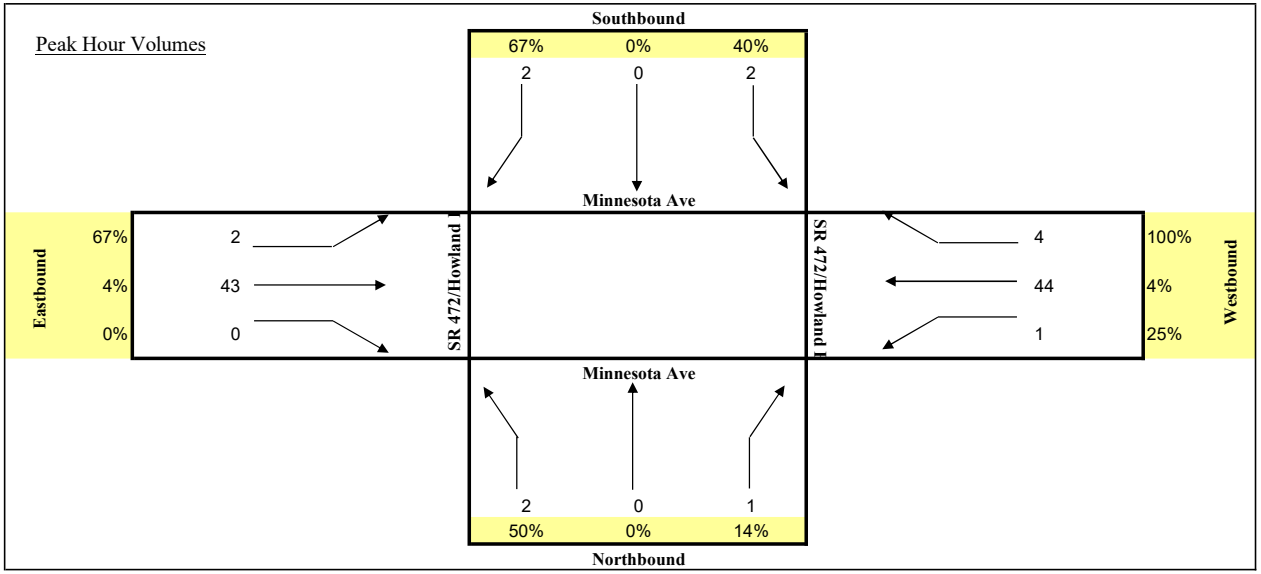


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Minnesota Ave
Intersection (E/W): SR 472/Howland Blvd
Date: 6/12/2024

		Minnesota Ave			Minnesota Ave			SR 472/Howland Blvd			SR 472/Howland Blvd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	0	0	1	0	0	2	9	0	0	10	2	24
7:15 AM	7:30 AM	1	0	0	1	0	0	1	11	0	0	8	1	23
7:30 AM	7:45 AM	0	0	0	0	0	1	0	7	0	0	13	0	21
7:45 AM	8:00 AM	0	0	0	0	0	0	1	14	0	1	11	1	28
8:00 AM	8:15 AM	1	0	1	1	0	1	0	11	0	0	12	2	29
8:15 AM	8:30 AM	0	0	0	2	0	0	0	7	0	0	8	0	17
8:30 AM	8:45 AM	1	0	0	0	0	0	1	11	1	0	10	1	25
8:45 AM	9:00 AM	0	0	1	1	0	0	0	6	1	1	7	0	17
Total for:	7:00 AM	8:00 AM	1	0	0	2	0	1	4	41	0	1	42	4	96
Total for:	8:00 AM	9:00 AM	2	0	2	4	0	1	1	35	2	1	37	3	88
Tota Peak Hour:	7:15 AM	8:15 AM	2	0	1	2	0	2	2	43	0	1	44	4	101
Overall PHF:	0.87														

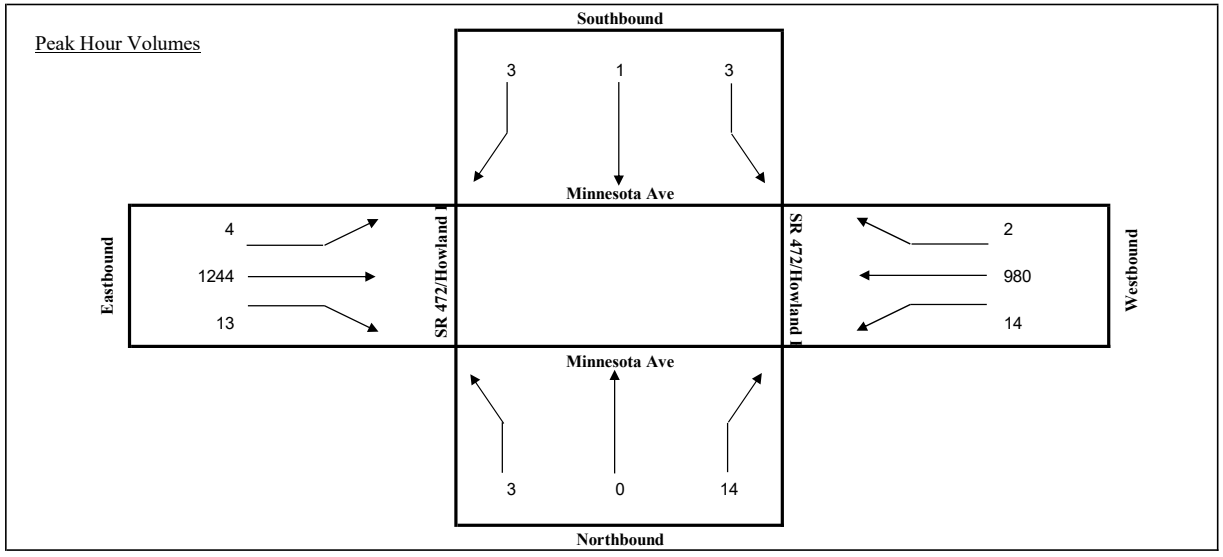


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Minnesota Ave
Intersection (E/W): SR 472/Howland Blvd
Date: 6/12/2024

		Minnesota Ave			Minnesota Ave			SR 472/Howland Blvd			SR 472/Howland Blvd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	2	0	6	0	0	3	1	250	7	3	227	2	501
4:15 PM	4:30 PM	0	0	4	2	0	1	0	300	3	6	244	1	561
4:30 PM	4:45 PM	1	0	5	0	0	0	0	354	5	2	256	0	623
4:45 PM	5:00 PM	2	0	2	1	0	1	1	305	3	5	258	0	578
5:00 PM	5:15 PM	0	0	3	0	1	1	3	285	2	1	222	1	519
5:15 PM	5:30 PM	0	1	2	1	0	0	3	271	7	4	253	2	544
5:30 PM	5:45 PM	1	0	2	2	0	1	0	279	5	4	225	0	519
5:45 PM	6:00 PM	0	0	4	1	0	0	1	245	7	5	213	1	477
Total for:	4:00 PM	5:00 PM	5	0	17	3	0	5	2	1209	18	16	985	3	2263
Total for:	5:00 PM	6:00 PM	1	1	11	4	1	2	7	1080	21	14	913	4	2059
Tota Peak Hour:	4:15 PM	5:15 PM	3	0	14	3	1	3	4	1244	13	14	980	2	2281
Overall PHF:	0.92														

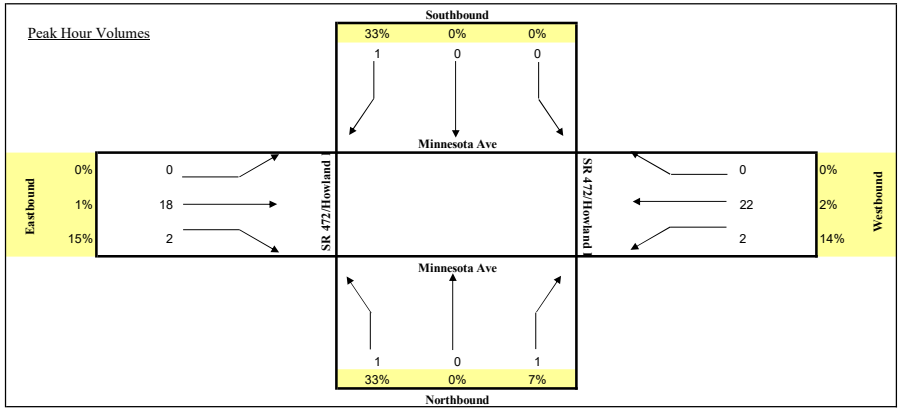


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Minnesota Ave
Intersection (E/W): SR 472/Howland Blvd
Date: 6/12/2024

		Minnesota Ave			Minnesota Ave			SR 472/Howland Blvd			SR 472/Howland Blvd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	1	0	0	0	0	1	0	3	1	0	6	0	12
4:15 PM	4:30 PM	0	0	1	0	0	0	0	1	0	1	6	0	9
4:30 PM	4:45 PM	0	0	0	0	0	0	0	9	0	0	5	0	14
4:45 PM	5:00 PM	0	0	0	0	0	0	0	5	1	1	5	0	12
5:00 PM	5:15 PM	0	0	1	0	0	1	0	5	0	0	3	0	10
5:15 PM	5:30 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
5:30 PM	5:45 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
5:45 PM	6:00 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
Total for:	4:00 PM	5:00 PM	1	0	1	0	0	1	0	18	2	2	22	0	47
Total for:	5:00 PM	6:00 PM	0	0	1	0	0	1	0	19	0	0	13	0	34
Tota Peak Hour:	4:00 PM	5:00 PM	1	0	1	0	0	1	0	18	2	2	22	0	47
Overall PHF:	0.84														



2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7900 VOLUSIA COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.06
2	01/08/2023 - 01/14/2023	1.01	1.06
3	01/15/2023 - 01/21/2023	1.01	1.06
4	01/22/2023 - 01/28/2023	0.99	1.04
5	01/29/2023 - 02/04/2023	0.98	1.03
* 6	02/05/2023 - 02/11/2023	0.96	1.01
* 7	02/12/2023 - 02/18/2023	0.95	1.00
* 8	02/19/2023 - 02/25/2023	0.94	0.99
* 9	02/26/2023 - 03/04/2023	0.93	0.98
*10	03/05/2023 - 03/11/2023	0.92	0.97
*11	03/12/2023 - 03/18/2023	0.92	0.97
*12	03/19/2023 - 03/25/2023	0.93	0.98
*13	03/26/2023 - 04/01/2023	0.94	0.99
*14	04/02/2023 - 04/08/2023	0.95	1.00
*15	04/09/2023 - 04/15/2023	0.97	1.02
*16	04/16/2023 - 04/22/2023	0.97	1.02
*17	04/23/2023 - 04/29/2023	0.98	1.03
*18	04/30/2023 - 05/06/2023	0.98	1.03
19	05/07/2023 - 05/13/2023	0.99	1.04
20	05/14/2023 - 05/20/2023	1.00	1.05
21	05/21/2023 - 05/27/2023	1.01	1.06
22	05/28/2023 - 06/03/2023	1.02	1.07
23	06/04/2023 - 06/10/2023	1.03	1.08
24	06/11/2023 - 06/17/2023	1.04	1.09
25	06/18/2023 - 06/24/2023	1.04	1.09
26	06/25/2023 - 07/01/2023	1.05	1.11
27	07/02/2023 - 07/08/2023	1.06	1.12
28	07/09/2023 - 07/15/2023	1.06	1.12
29	07/16/2023 - 07/22/2023	1.06	1.12
30	07/23/2023 - 07/29/2023	1.06	1.12
31	07/30/2023 - 08/05/2023	1.06	1.12
32	08/06/2023 - 08/12/2023	1.06	1.12
33	08/13/2023 - 08/19/2023	1.06	1.12
34	08/20/2023 - 08/26/2023	1.05	1.11
35	08/27/2023 - 09/02/2023	1.05	1.11
36	09/03/2023 - 09/09/2023	1.04	1.09
37	09/10/2023 - 09/16/2023	1.04	1.09
38	09/17/2023 - 09/23/2023	1.03	1.08
39	09/24/2023 - 09/30/2023	1.02	1.07
40	10/01/2023 - 10/07/2023	1.01	1.06
41	10/08/2023 - 10/14/2023	1.00	1.05
42	10/15/2023 - 10/21/2023	0.99	1.04
43	10/22/2023 - 10/28/2023	0.99	1.04
44	10/29/2023 - 11/04/2023	0.99	1.04
45	11/05/2023 - 11/11/2023	0.99	1.04
46	11/12/2023 - 11/18/2023	1.00	1.05
47	11/19/2023 - 11/25/2023	1.00	1.05
48	11/26/2023 - 12/02/2023	1.00	1.05
49	12/03/2023 - 12/09/2023	1.00	1.05
50	12/10/2023 - 12/16/2023	1.01	1.06
51	12/17/2023 - 12/23/2023	1.01	1.06
52	12/24/2023 - 12/30/2023	1.01	1.06
53	12/31/2023 - 12/31/2023	1.01	1.06

* PEAK SEASON

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Sig #471, CR 4101 (MLK Beltway) @ Cassadaga Rd.
Orange City

FREE: X

DATE: 10/24/2022

SIGNAL #: 471

CO-ORD:

Design By: Sean Castello

NETWORK #:

Volusia County FLORIDA

Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION		SB		WB	SBL	NB			
TURN TYPE		-		SPLIT LAG	PROT	-			
MIN GREEN		17		7	5	17			
EXTENSION		3		3	3	3			
YELLOW		5.5		4.0	5.5	5.5			
RED CLR		2.0		2.8	2.0	2.0			
WALK									
PED CLR									
MAX 1		70		50	30	70			
MAX 2									
MAX 3		-		-		-			
DYM MAX									
DYM STP									
RECALL		MIN		-		MIN			
DETECTOR		LOCK		NON-LOCK	NON-LOCK	LOCK			
FLASH		YELLOW		RED	RED	YELLOW			

COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8	
CYCLE				-	-	-	-	-	
OFFSET				-	-	-	-	-	

PHASE	1	2	3	4	5	6	7	8	
PATTERN 1									
PATTERN 2									
PATTERN 3									
PATTERN 4	-	-	-	-	-	-	-	-	
PATTERN 5	-	-	-	-	-	-	-	-	
PATTERN 6	-	-	-	-	-	-	-	-	
PATTERN 7	-	-	-	-	-	-	-	-	

Controller IP		Switch IP		Camera IP	
Controller Gateway		Switch Gateway		Camera Gateway	

REMARKS:

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: I71, CR 4101 (MLK Beltway) @ Cassada
Orange City

FREE: X

DATE: 10/24/2022

SIGNAL #: 471

CO-ORD:

Design By: Sean Castello

NETWORK #:

Volusia County FLORIDA

TIME OF DAY SCHEDULE

BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
	TIME	00:00-00:00							
MON #1	PATTERN	FREE							P2
	TIME	00:00-00:00							
TUES #1	PATTERN	FREE							
	TIME	00:00-00:00							
WED #1	PATTERN	FREE							P4
	TIME	00:00-00:00							
THU #1	PATTERN	FREE							
	TIME	00:00-00:00							
FRI #1	PATTERN	FREE							P6
	TIME	00:00-00:00							
SAT #1	PATTERN	FREE							
	TIME	00:00-00:00							
SUN #1	PATTERN	FREE							P8

CONTROLLER TYPE		CONDITION OF OVERHEAD	GOOD	PROGRAM NUMBER
Econolite ASC/3		OVERHEAD STREET NAMES	NO	
PHASES:	8Φ	ILLUMINATED STREET NAMES	YES	SIGNAL OWNER
CABINET TYPE	V	PRE-EMPTION	YES	Controller IP Address / FDOT
CABINET DATE		PRE-EMPTION TYPE	INFRARED	0 / LED YES

REMARKS:

Seq #4	2	1	4	3	Seq #5	1	2	3	4	Seq #7	1	2	4	3
	5	6				6	5				6	5		

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: SR 472 @ CR 4101 (MLK Beltway)
Orange City

FREE: [ ]

DATE: 5/16/2022

SIGNAL #: 222

CO-ORD: [X]

Design By: Sean Castello

NETWORK #: OC/Deltona Area Network # 90

Controller Timing Chart

PHASE	1	2	3	4	5	6	7	8	
DIRECTION	EBL	WB	SB	NB	WBL	EB			
TURN TYPE	PROT	-	SPLIT LEAD	SPLIT LAG	PROT	-			
MIN GREEN	5	17	7	7	5	17			
EXTENSION	3	4	4	4	3	4			
YELLOW	5.5	5.5	5.6	5.5	5.5	5.5			
RED CLR	2.8	2.8	3.8	3.3	2.8	2.8			
WALK									
PED CLR									
MAX 1	25	60	35	35	35	60			
MAX 2									
MAX 3		-		-		-			
DYM MAX		90		35		90			
DYM STP		10		10		10			
RECALL		MIN		-		MIN			
DETECTOR	NON-LOCK	LOCK	NON-LOCK	NON-LOCK	NON-LOCK	LOCK			
FLASH	RED	YELLOW	RED	RED	RED	YELLOW			

COORDINATION TIMINGS

PATTERN	1	2	3	4	5	6	7	8	
CYCLE	150	130	150	-	-	-	-	-	
OFFSET	93	99	0	-	-	-	-	-	

PHASE	1	2	3	4	5	6	7	8	
PATTERN 1	19	57	37	37	19	57			
PATTERN 2	19	43	31	37	19	43			
PATTERN 3	19	59	35	37	20	58			
PATTERN 4	-	-	-	-	-	-	-	-	
PATTERN 5	-	-	-	-	-	-	-	-	
PATTERN 6	-	-	-	-	-	-	-	-	
PATTERN 7	-	-	-	-	-	-	-	-	

Controller IP	10.40.91.25	Switch IP	10.40.90.25	Camera IP	10.40.92.25
Controller Gateway	10.40.91.1	Switch Gateway	10.40.90.1	Camera Gateway	10.40.92.1

REMARKS:

Pattern #1		2	1		4	3	Pat #2		1	2		3	4	Pat #3	1	2		4	3
Seq #4		5	6				Seq #5		6	5				Seq #7	6	5			

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: SR 472 @ CR 4101 (MLK Beltway)
Orange City

FREE: [ ]

DATE: 5/16/2022

SIGNAL #: 222

CO-ORD: [X]

Design By: Sean Castello

Volusia County FLORIDA

NETWORK #: OC/Deltona Area Network # 90

TIME OF DAY SCHEDULE

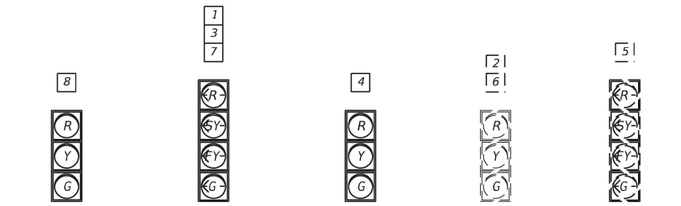
BASE DAY		1	2	3	4	5	6	7	Crosswalk Length
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
MON #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				P2
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
TUES #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
WED #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				P4
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
THU #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				
	TIME	06:30-09:00	09:00-16:00	16:00-18:15	18:15-00:00				
FRI #1	PATTERN	PATTERN #1	PATTERN #2	PATTERN #3	FREE				P6
	TIME	00:00-00:00							
SAT #2	PATTERN	FREE							
	TIME	00:00-00:00							
SUN #2	PATTERN	FREE							P8

CONTROLLER TYPE		CONDITION OF OVERHEAD	GOOD	PROGRAM NUMBER	
Econolite ASC/3		OVERHEAD STREET NAMES	NO		
PHASES:	8Φ	ILLUMINATED STREET NAMES	YES	02.62.00	SIGNAL OWNER
CABINET TYPE	V	PRE-EMPTION	YES	Controller IP Address	FDOT
CABINET DATE	03/2008	PRE-EMPTION TYPE	INFRARED	10.40.91.25	LED YES

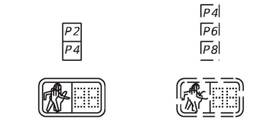
REMARKS:

Seq #4					Seq #5					Seq #7				
	2	1	4	3		1	2	3	4		1	2	4	3
	5	6				6	5				6	5		

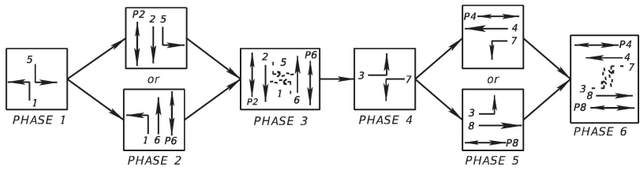
TRAFFIC SIGNAL HEAD DETAILS



PEDESTRIAN SIGNAL HEAD DETAILS



S.O.P. 10 (MOD)



RADAR DETECTION CONNECTION CHART

DETECTOR ID	DETECTION ZONE	DELAY TIME (SEC)	DETECTION ZONE DIMENSION	DETECTOR TYPE
R2	DZ-2	-	EXISTING	ADVANCE
R4	DZ-6	-	EXISTING	ADVANCE
R5	DZ-5	-	EXISTING	PRESENCE
	DZ-2R	10	6' X 40'	PRESENCE
R6	DZ-4	-	6' X 40'	PRESENCE
	DZ-7	-	6' X 40'	PRESENCE
R7	DZ-3	-	6' X 40'	PRESENCE
	DZ-8	-	6' X 40'	PRESENCE
R8	DZ-1	-	6' X 40'	PRESENCE
	DZ-6R	10	EXISTING	PRESENCE

SIZE AND PLACEMENT OF RADAR DETECTION ZONES ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

INITIAL CONTROLLER TIMINGS

	PHASE	NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
	TIMING FUNCTION								
	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	5.0	10.0	5.0	7.0	5.0	10.0	5.0	7.0
	EXTENSION	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	MAXIMUM GREEN 1	30.0	70.0	30.0	60.0	30.0	70.0	30.0	60.0
	MAXIMUM GREEN 2	--	--	--	--	--	--	--	--
	YELLOW CLEARANCE	5.5	5.5	4.0	4.0	5.5	5.5	4.0	4.0
	ALL RED	3.0	2.0	3.0	2.1	3.0	2.0	3.0	2.1
	PEDESTRIAN WALK	--	7.0	--	7.0	--	7.0	--	7.0
	PED. CLEARANCE	--	13.0	--	18.0	--	19.0	--	18.0
	RECALL	--	MIN	--	--	--	MIN	--	--
	FLASH	R	Y	R	R	R	Y	R	R

SIGNAL TIMINGS TO BE ADJUSTED BY VOLUSIA COUNTY BASED ON THE OBSERVED TRAFFIC FLOW WITHIN TWO WEEKS AFTER INSTALLATION.

EXISTING RADAR DETECTION

(R2) (R4)

(SEE VEHICLE DETECTION NOTES)

RADAR DETECTION PAY ITEMS

(R1) (R5) (R6) (R7) (R8)

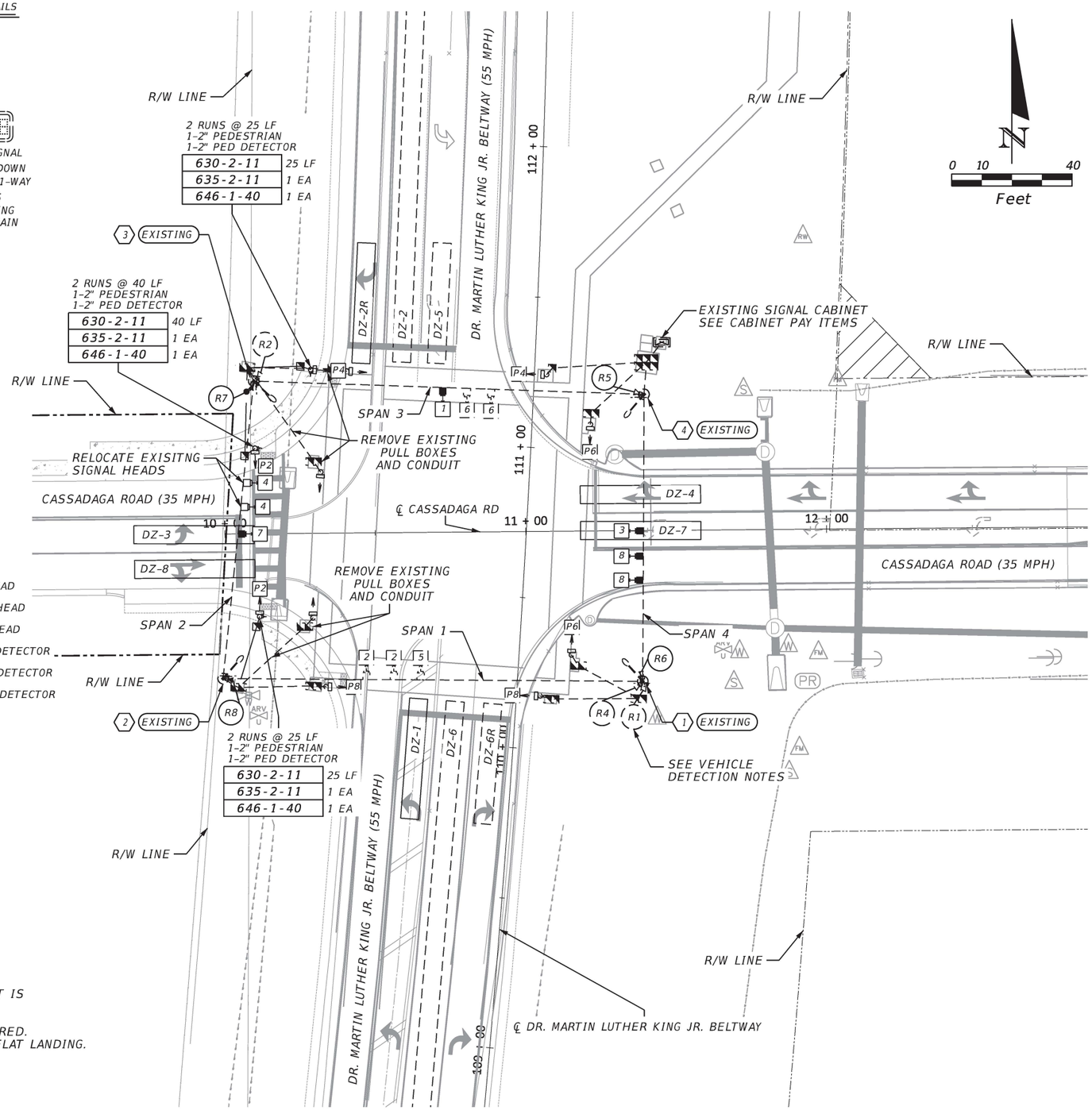
660-3-12	2 EA
660-3-52	2 EA
660-3-62	1 EA

CABINET PAY ITEMS

632-7-1	1 PI
660-3-51	1 EA
671-2-40	1 EA

LEGEND:

- EXISTING SIGNAL HEAD
- RELOCATED SIGNAL HEAD
- PROPOSED SIGNAL HEAD
- EXISTING VEHICLE DETECTOR
- MODIFIED VEHICLE DETECTOR
- PROPOSED VEHICLE DETECTOR



SIGNALIZATION NOTES:

1. THE MAJOR STREET IS DR. MARTIN LUTHER KING JR. BELTWAY (SPEED LIMIT 55 MPH) AND THE MINOR STREET IS CASSADAGA ROAD (SPEED LIMIT 35 MPH).
2. THE MAJOR STREET MOVEMENTS ARE 1,2,5&6, AND THE MINOR STREET MOVEMENTS ARE 3,4,7&8.
3. DURING FLASH OPERATION, MOVEMENTS 2&6 SHALL FLASH YELLOW, AND MOVEMENT 1,3,4,5,7&8 SHALL FLASH RED.
4. CONTRACTOR TO ENSURE ALL PEDESTRIAN DETECTORS ARE IMMEDIATELY ADJACENT TO A MINIMUM 48" X 48" FLAT LANDING.
5. CONTRACTOR SHALL USE EXISITNG CONDUIT UNLESS OTHERWISE NOTED ON THE PLANS.

VEHICLE DETECTION NOTES:

1. REMOVE DETECTOR R1. EXISTING CABLE TO REMAIN.
2. RELOCATE DETECTOR R5 FROM POLE 3 TO POLE 4. UTILIZE CABLE FROM REMOVED DETECTOR R3.
3. RELOCATE DETECTOR R6 FROM POLE 3 TO POLE 1. UTILIZE CABLE FROM REMOVED DETECTOR R1.
4. DETECTOR R7 TO UTILIZE CABLE FROM RELOCATED DETECTOR R5.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BLVD, SUITE 265
ORLANDO, FL 32803
OFFICE: (407) 531-5332
FAX: (407) 531-5331
JEREMY M. CROWE, P.E. 77064
CERTIFICATE OF AUTHORIZATION NO.:30024

Volusia County FLORIDA

SIGNALIZATION PLAN SIGNAL NO. 471

SHEET NO. T-5

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

4/24/2024 3:07:31 PM kv
P:\21145.1 Cassadaga Rd & Dr Martin Luther King Jr Beltway SIG DES\300 - CADD\Signalization\PLANS601.dgn

Appendix K
Excerpts of TM BTR TIAs

Project No. 22012 TM BTR Deland, v1.1

Intersection Volumes

Period	Tgen	Enter	Exit	DR MLK	SF	AGR	Years	Legend
AM Peak		23	72	4.30%	0.00	2.00%	3	Backg'd + (Project) = Total

Intersection= Orange Camp Rd & Dr. MLK Jr Bltwy — 1

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	46	1.00	46	1.06		49	0				0	49	49
EB	T	463	1.00	463	1.06		491	0				0	491	491
	R	55	1.00	55	1.06		58	0	38	5%		1	97	58 + [38] + (1) = 97
	L	42	1.00	42	1.06		45	0	70	5%		1	116	45 + [70] + (1) = 116
WB	T	343	1.00	343	1.06		364	0				0	364	364
	R	136	1.00	136	1.06		144	0				0	144	144
	L	158	1.00	158	1.13		178	0	14		5%	4	196	178 + [14] + (4) = 196
NB	T	369	1.00	369	1.13		417	0	20		10%	7	444	417 + [20] + (7) = 444
	R	42	1.00	42	1.13		47	0	25		5%	4	76	47 + [25] + (4) = 76
	L	331	1.00	331	1.13		374	0				0	374	374
SB	T	248	1.00	248	1.13		280	0	51	10%		2	333	280 + [51] + (2) = 333
	R	41	1.00	41	1.13		46	0				0	46	46

Intersection= Cassadaga Rd & Dr. MLK Jr Bltwy — 2

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	0	1.00	0	1.06		0	0				0	0	
EB	T	0	1.00	0	1.06		0	0				0	0	
	R	0	1.00	0	1.06		0	0				0	0	
	L	227	1.00	227	1.06		241	0	12		70%	50	303	241 + [12] + (50) = 303
WB	T	0	1.00	0	1.06		0	0				0	0	
	R	54	1.00	54	1.06		57	0	39		5%	4	100	57 + [39] + (4) = 100
	L	0	1.00	0	1.13		0	0				0	0	
NB	T	343	1.00	343	1.13		387	0	38		20%	14	439	387 + [38] + (14) = 439
	R	240	1.00	240	1.13		271	0	14			0	285	271 + [14] = 285
	L	77	1.00	77	1.13		87	0	70	25%		6	163	87 + [70] + (6) = 163
SB	T	360	1.00	360	1.13		406	0	143			0	549	406 + [143] = 549
	R	0	1.00	0	1.13		0	0				0	0	

Intersection= SR 472 & Dr. MLK Jr Bltwy — 3

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	88	1.00	88	1.06		93	0	21	15%		3	117	93 + [21] + (3) = 117
EB	T	915	1.00	915	1.06		970	0	82			0	1052	970 + [82] + = 1052
	R	103	1.00	103	1.06		109	0				0	109	109
	L	106	1.00	106	1.06		112	0	19			0	131	112 + [19] = 131
WB	T	864	1.00	864	1.06		916	0	34			0	950	916 + [34] = 950
	R	289	1.00	289	1.06		306	0	23	35%		8	337	306 + [23] + (8) = 337
	L	138	1.00	138	1.13		156	0				0	156	156
NB	T	185	1.00	185	1.13		209	0	9	20%		5	223	209 + [9] + (5) = 223
	R	56	1.00	56	1.13		63	0	56			0	119	63 + [56] = 119
	L	212	1.00	212	1.13		239	0	116		35%	25	380	239 + [116] + (25) = 380
SB	T	320	1.00	320	1.13		361	0	3		20%	14	378	361 + [3] + (14) = 378
	R	57	1.00	57	1.13		64	0	5		15%	11	80	64 + [5] + (11) = 80

Intersection= Kentucky Ave & Graves Ave — 4

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	159	1.00	159	1.00		159	0	46	15%		3	208	159 + [46] + (3) = 208
EB	T	359	1.00	359	1.00		359	119				0	478	359 + {119} = 478
	R	4	1.00	4	1.00		4	0				0	4	4
	L	2	1.00	2	1.00		2	0				0	2	2
WB	T	598	1.00	598	1.00		598	146				0	744	598 + {146} = 744
	R	204	1.00	204	1.00		204	0	13	5%		2	219	204 + [13] + (2) = 219
	L	6	1.00	6	1.13		7	0				0	7	7
NB	T	10	1.00	10	1.13		11	0				0	11	11
	R	9	1.00	9	1.13		10	0				0	10	10
	L	163	1.00	163	1.13		184	0	5		5%	4	193	184 + [5] + (4) = 193
SB	T	7	1.00	7	1.13		8	0				0	8	8
	R	361	1.00	361	1.13		408	0	18		15%	11	437	408 + [18] + (11) = 437

Project No. 22012 TM BTR Deland, v1.1

Intersection Volumes

Period	Tgen	Enter	Exit	DR MLK	SF	AGR	Years	Legend
PM Peak		76	45	4.30%	0.00	2.00%	3	Backg'd

Intersection= Orange Camp Rd & Dr. MLK Jr Bltwy — 1

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	53	1.00	53	1.06		56	0				0	56	56
EB	T	341	1.00	341	1.06		361	0				0	361	361
	R	103	1.00	103	1.06		109	0	33	5%		4	146	109 + [33] + (4) = 146
	L	68	1.00	68	1.06		72	0	60	5%		4	136	72 + [60] + (4) = 136
WB	T	454	1.00	454	1.06		481	0				0	481	481
	R	172	1.00	172	1.06		182	0				0	182	182
	L	256	1.00	256	1.13		289	0	54		5%	2	345	289 + [54] + (2) = 345
NB	T	355	1.00	355	1.13		401	0	73		10%	5	479	401 + [73] + (5) = 479
	R	40	1.00	40	1.13		45	0	92		5%	2	139	45 + [92] + (2) = 139
	L	244	1.00	244	1.13		275	0				0	275	275
SB	T	354	1.00	354	1.13		400	0	44	10%		8	452	400 + [44] + (8) = 452
	R	55	1.00	55	1.13		62	0				0	62	62

Intersection= Cassadaga Rd & Dr. MLK Jr Bltwy — 2

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	0	1.00	0	1.06		0	0				0	0	
EB	T	0	1.00	0	1.06		0	0				0	0	
	R	0	1.00	0	1.06		0	0				0	0	
	L	116	1.00	116	1.06		123	0	46		70%	32	201	123 + [46] + (32) = 201
WB	T	0	1.00	0	1.06		0	0				0	0	
	R	28	1.00	28	1.06		30	0	145		5%	2	177	30 + [145] + (2) = 177
	L	0	1.00	0	1.13		0	0				0	0	
NB	T	482	1.00	482	1.13		544	0	142		20%	9	695	544 + [142] + (9) = 695
	R	167	1.00	167	1.13		189	0	51			0	240	189 + [51] = 240
	L	59	1.00	59	1.13		67	0	60	25%		19	146	67 + [60] + (19) = 146
SB	T	570	1.00	570	1.13		644	0	123			0	767	644 + [123] = 767
	R	0	1.00	0	1.13		0	0				0	0	

Intersection= SR 472 & Dr. MLK Jr Bltwy — 3

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	109	1.00	109	1.06		116	0	18	15%		11	145	116 + [18] + (11) = 145
EB	T	1113	1.00	1,113	1.06		1180	0	71			0	1251	1180 + [71] = 1251
	R	137	1.00	137	1.06		145	0				0	145	145
	L	156	1.00	156	1.06		165	0	70			0	235	165 + [70] = 235
WB	T	844	1.00	844	1.06		895	0	127			0	1022	895 + [127] = 1022
	R	278	1.00	278	1.06		295	0	106	35%		27	428	295 + [106] + (27) = 428
	L	123	1.00	123	1.13		139	0				0	139	139
NB	T	271	1.00	271	1.13		306	0	8	20%		15	329	306 + [8] + (15) = 329
	R	83	1.00	83	1.13		94	0	48			0	142	94 + [48] = 142
	L	210	1.00	210	1.13		237	0	100		35%	16	353	237 + [100] + (16) = 353
SB	T	291	1.00	291	1.13		329	0	13		20%	9	351	329 + [13] + (9) = 351
	R	69	1.00	69	1.13		78	0	20		15%	7	105	78 + [20] + (7) = 105

Intersection= Kentucky Ave & Graves Ave — 4

Approach	Mvmt	Raw	SF	Adjusted	GR	Redirect	Adj Bg'd	Vested	Tech Park	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	336	1.00	336	1.00		336	0	40	15%		11	387	336 + [40] + (11) = 387
EB	T	677	1.00	677	1.00		677	146				0	823	677 + {146} = 823
	R	10	1.00	10	1.00		10	0				0	10	10
	L	13	1.00	13	1.00		13	0				0	13	13
WB	T	514	1.00	514	1.00		514	119				0	633	514 + {119} = 633
	R	139	1.00	139	1.00		139	0	11	5%		4	154	139 + [11] + (4) = 154
	L	17	1.00	17	1.13		19	0				0	19	19
NB	T	10	1.00	10	1.13		11	0				0	11	11
	R	9	1.00	9	1.13		10	0				0	10	10
	L	223	1.00	223	1.13		252	0	17		5%	2	271	252 + [17] + (2) = 271
SB	T	8	1.00	8	1.13		9	0				0	9	9
	R	350	1.00	350	1.13		395	0	66		15%	7	468	395 + [66] + (7) = 468

Appendix L
Projected Intersection Volume Calculation

Project No. 21145 Ford 472
Intersection Volumes

Analysis Period	Factors SF	Factors AGR	Factors Years	Tgen Enter	Tgen Exit	Legend
AM Peak	1.04	1.00%	4	30	91	Backg'd + (Tech Park) + [TM BTR] + (Project) = Total

Intersection: Dr. MLK Bltwy & Orange Camp Rd — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Volumes
	L	0	160	1.04	**166**	1.04	**173**	14	4	**191**	0%	4%	**4**	**195**	173 + {14} + [4] + (4) = 195
NB	T	2	433	1.04	**450**	1.04	**468**	20	7	**495**	0%	8%	**7**	**502**	468 + {20} + [7] + (7) = 502
	R	0	50	1.04	**52**	1.04	**54**	25	4	**83**	0%	8%	**7**	**90**	54 + {25} + [4] + (7) = 90
	L	0	249	1.04	**259**	1.04	**269**			**269**	0%	0%	**0**	**269**	269
SB	T	2	231	1.04	**240**	1.04	**250**	51	2	**303**	8%	0%	**2**	**305**	250 + {51} + [2] + (2) = 305
	R	0	36	1.04	**37**	1.04	**38**			**38**	0%	0%	**0**	**38**	38
	L	0	47	1.04	**49**	1.05	**51**			**51**	0%	0%	**0**	**51**	51
EB	T	2	390	1.04	**406**	1.05	**425**			**425**	0%	0%	**0**	**425**	425
	R	1	50	1.04	**52**	1.05	**54**	38	1	**93**	4%	0%	**2**	**95**	54 + {38} + [1] + (2) = 95
	L	0	40	1.04	**42**	1.05	**44**	70	1	**115**	8%	0%	**2**	**117**	44 + {70} + [1] + (2) = 117
WB	T	2	302	1.04	**314**	1.05	**328**			**328**	0%	0%	**0**	**328**	328
	R	0	117	1.04	**122**	1.05	**128**			**128**	0%	0%	**0**	**128**	128

Intersection: Dr. MLK Bltwy & Cassadaga Rd — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**1***			**1**	10%	0%	**3**	**4**	1 + (3) = 4
NB	T	1	305	1.04	317	1.04	**330**	38	14	**382**	0%	0%	**0**	**382**	330 + {38} + [14] = 382
	R	1	211	1.04	219	1.04	**228**	14		**242**	0%	0%	**0**	**242**	228 + {14} = 242
	L	1	61	1.04	63	1.04	**66**	70	6	**142**	0%	0%	**0**	**142**	66 + {70} + [6] = 142
SB	T	1	358	1.04	372	1.04	**387**	143		**530**	0%	0%	**0**	**530**	387 + {143} = 530
	R	0	0	1.04	0	1.04	**1***			**1**	20%	0%	**6**	**7**	1 + (6) = 7
	L	1	0	1.04	0	1.10	**2***			**2**	0%	20%	**18**	**20**	2 + {18} = 20
EB	T	1	0	1.04	0	1.10	**2***			**2**	0%	2%	**2**	**4**	2 + (2) = 4
	R	0	0	1.04	0	1.10	**3***			**3**	0%	10%	**9**	**12**	3 + {9} = 12
	L	1	198	1.04	206	1.10	**227**	12	50	**289**	0%	0%	**0**	**289**	227 + {12} + [50] = 289
WB	T	1	0	1.04	0	1.10	**0**			**0**	2%	0%	**1**	**1**	(1)
	R	0	53	1.04	55	1.10	**61**	39	4	**104**	0%	0%	**0**	**104**	61 + {39} + [4] = 104

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Dr. MLK Bltwy / Kentucky Ave & SR 472 — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	128	1.04	133	1.08	**144**			**144**	3%	0%	**1**	**145**	144 + (1) = 145
NB	T	1	227	1.04	236	1.08	**255**	9	5	**269**	10%	0%	**3**	**272**	255 + {9} + [5] + (3) = 272
	R	1	55	1.04	57	1.08	**62**	56		**118**	0%	0%	**0**	**118**	62 + {56} = 118
	L	1	188	1.04	196	1.08	**212**	116	25	**353**	0%	0%	**0**	**353**	212 + {116} + [25] = 353
SB	T	1	311	1.04	323	1.08	**349**	3	14	**366**	0%	10%	**9**	**375**	349 + {3} + [14] + (9) = 375
	R	1	57	1.04	59	1.08	**64**	5	11	**80**	0%	0%	**0**	**80**	64 + {5} + [11] = 80
	L	1	60	1.04	62	1.04	**64**	21	3	**88**	0%	0%	**0**	**88**	64 + {21} + [3] = 88
EB	T	2	892	1.04	928	1.04	**965**	82		**1047**	0%	39%	**35**	**1082**	965 + {82} + (35) = 1082
	R	1	98	1.04	102	1.04	**106**			**106**	0%	3%	**3**	**109**	106 + (3) = 109
	L	1	97	1.04	101	1.04	**105**	19		**124**	0%	0%	**0**	**124**	105 + {19} = 124
WB	T	2	833	1.04	866	1.04	**901**	34		**935**	39%	0%	**11**	**946**	901 + {34} + (11) = 946
	R	1	231	1.04	240	1.04	**250**	23	8	**281**	0%	0%	**0**	**281**	250 + {23} + [8] = 281

Intersection: SR 472 & Blue Lake Ave (Ext.) — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**8***			**8**	0%	42%	**38**	**46**	8 + (38) = 46
SB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	1	0	1.04	0	1.04	**8***			**8**	0%	26%	**24**	**32**	8 + (24) = 32
	L	1	0	1.04	0	1.04	**3***			**3**	26%	0%	**8**	**11**	3 + (8) = 11
EB	T	2	1050	1.04	1,092	1.04	**1136**	103	3	**1242**	0%	0%	**0**	**1242**	1136 + {103} + [3] = 1242
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
WB	T	2	1018	1.04	1,059	1.04	**1101**	39	11	**1151**	0%	0%	**0**	**1151**	1101 + {39} + [11] = 1151
	R	1	0	1.04	0	1.04	**2***			**2**	42%	0%	**12**	**14**	2 + (12) = 14

EBT obtained adding EBT, SBL and NBR at the intersection of Howland Blvd (SR 472) and Minnesota Ave.
WBT obtained adding WBT, SBR and NBL at the intersection of MLK and SR 472.
Vested Trips from Tech Park and TM BTR estimated using vested trips from MLK and SR 472.
*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: SR 472 & Minnesota Ave — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4
NB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	7	1.04	7	1.04	**7**			**7**	0%	0%	**0**	**7**	7
	L	0	5	1.04	5	1.04	**5**			**5**	0%	0%	**0**	**5**	5
SB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
	L	1	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
EB	T	2	1038	1.04	1,080	1.04	**1123**	103	3	**1229**	26%	0%	**8**	**1237**	1123 + {103} + [3] + (8) = 1237
	R	1	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4
	L	0	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4
WB	T	2	1010	1.04	1,050	1.04	**1092**	39	11	**1142**	0%	26%	**24**	**1166**	1092 + {39} + [11] + (24) = 1166
	R	0	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4

Intersection: Cassadaga Rd (Ext.) & Access I — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	1	0	1.04	0	1.04	**0**			**0**	0%	32%	**29**	**29**	(29)
SB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	38%	**35**	**35**	(35)
	L	1	0	1.04	0	1.04	**0**			**0**	38%	0%	**11**	**11**	(11)
EB	T	1	0	1.04	0	1.04	**7***			**7**	0%	0%	**0**	**7**	7
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
WB	T	1	0	1.04	0	1.04	**2***			**2**	0%	0%	**0**	**2**	2
	R	1	0	1.04	0	1.04	**0**			**0**	32%	0%	**10**	**10**	(10)

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Blue Lake Ave (Ext.) & Access II — 7

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	1	0	1.04	0	1.04	**7***			**7**	0%	0%	**0**	**7**	7
	R	1	0	1.04	0	1.04	**0**			**0**	30%	0%	**9**	**9**	(9)
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
SB	T	1	0	1.04	0	1.04	**23***			**23**	0%	0%	**0**	**23**	23
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	30%	**27**	**27**	(27)
WB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Blue Lake Ave (Ext.) & Cassadaga Rd (Ext.) — 8

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	1		1.04	0	1.04	**5***			**5**	30%	0%	**9**	**14**	5 + (9) = 14
	R	0		1.04	0	1.04	**0**			**0**	38%	0%	**11**	**11**	(11)
	L	0		1.04	0	1.04	**7***			**7**	0%	0%	**0**	**7**	7
SB	T	1		1.04	0	1.04	**16***			**16**	0%	30%	**27**	**43**	16 + (27) = 43
	R	0		1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
EB	T	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	R	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	L	1		1.04	0	1.21	**0**			**0**	0%	38%	**35**	**35**	(35)
WB	T	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	R	0		1.04	0	1.21	**2**			**2**	0%	0%	**0**	**2**	2

*Background Volumes Estimated using ITE Trip Generation Manual 11th Edition.

Project No. 21145 Ford 472
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	1.04	1.00%	4	94	60	Backg'd + {Tech Park} + [TM BTR] + (Project) = Total

Intersection: Dr. MLK Bltwy & Orange Camp Rd — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Volumes
	L	0	187	1.04	**194**	1.04	**202**	54	2	**258**	0%	4%	**2**	**260**	202 + {54} + [2] + (2) = 260
NB	T	2	450	1.04	**468**	1.04	**487**	73	5	**565**	0%	8%	**5**	**570**	487 + {73} + [5] + (5) = 570
	R	0	48	1.04	**50**	1.04	**52**	92	2	**146**	0%	8%	**5**	**151**	52 + {92} + [2] + (5) = 151
	L	0	251	1.04	**261**	1.04	**271**			**271**	0%	0%	**0**	**271**	271
SB	T	2	350	1.04	**364**	1.04	**379**	44	8	**431**	8%	0%	**8**	**439**	379 + {44} + [8] + (8) = 439
	R	0	44	1.04	**46**	1.04	**48**			**48**	0%	0%	**0**	**48**	48
	L	0	50	1.04	**52**	1.05	**54**			**54**	0%	0%	**0**	**54**	54
EB	T	2	372	1.04	**387**	1.05	**405**			**405**	0%	0%	**0**	**405**	405
	R	1	101	1.04	**105**	1.05	**110**	33	4	**147**	4%	0%	**3**	**150**	110 + {33} + [4] + (3) = 150
	L	0	53	1.04	**55**	1.05	**58**	60	4	**122**	8%	0%	**8**	**130**	58 + {60} + [4] + (8) = 130
WB	T	2	473	1.04	**492**	1.05	**514**			**514**	0%	0%	**0**	**514**	514
	R	0	161	1.04	**167**	1.05	**175**			**175**	0%	0%	**0**	**175**	175

Intersection: Dr. MLK Bltwy & Cassadaga Rd — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**3***			**3**	10%	0%	**9**	**12**	3 + (9) = 12
NB	T	1	448	1.04	466	1.04	**485**	142	9	**636**	0%	0%	**0**	**636**	485 + {142} + [9] = 636
	R	1	167	1.04	174	1.04	**181**	51		**232**	0%	0%	**0**	**232**	181 + {51} = 232
	L	1	59	1.04	61	1.04	**63**	60	19	**142**	0%	0%	**0**	**142**	63 + {60} + [19] = 142
SB	T	1	536	1.04	557	1.04	**579**	123		**702**	0%	0%	**0**	**702**	579 + {123} = 702
	R	0	0	1.04	0	1.04	**3***			**3**	20%	0%	**19**	**22**	3 + (19) = 22
	L	1	0	1.04	0	1.10	**2***			**2**	0%	20%	**12**	**14**	2 + (12) = 14
EB	T	1	0	1.04	0	1.10	**0**			**0**	0%	2%	**1**	**1**	(1)
	R	0	0	1.04	0	1.10	**2***			**2**	0%	10%	**6**	**8**	2 + (6) = 8
	L	1	117	1.04	122	1.10	**134**	46	32	**212**	0%	0%	**0**	**212**	134 + {46} + [32] = 212
WB	T	1	0	1.04	0	1.10	**1***			**1**	2%	0%	**2**	**3**	1 + (2) = 3
	R	0	37	1.04	38	1.10	**42**	145	2	**189**	0%	0%	**0**	**189**	42 + {145} + [2] = 189

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Dr. MLK Bltwy / Kentucky Ave & SR 472 — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	103	1.04	107	1.08	**116**			**116**	3%	0%	**3**	**119**	116 + (3) = 119
NB	T	1	256	1.04	266	1.08	**287**	8	15	**310**	10%	0%	**9**	**319**	287 + (8) + [15] + (9) = 319
	R	1	66	1.04	69	1.08	**75**	48		**123**	0%	0%	**0**	**123**	75 + {48} = 123
	L	1	226	1.04	235	1.08	**254**	100	16	**370**	0%	0%	**0**	**370**	254 + {100} + [16] = 370
SB	T	1	355	1.04	369	1.08	**399**	13	9	**421**	0%	10%	**6**	**427**	399 + {13} + [9] + (6) = 427
	R	1	72	1.04	75	1.08	**81**	20	7	**108**	0%	0%	**0**	**108**	81 + {20} + [7] = 108
	L	1	81	1.04	84	1.04	**87**	18	11	**116**	0%	0%	**0**	**116**	87 + {18} + [11] = 116
EB	T	2	1018	1.04	1,059	1.04	**1101**	71		**1172**	0%	39%	**23**	**1195**	1101 + {71} + (23) = 1195
	R	1	128	1.04	133	1.04	**138**			**138**	0%	3%	**2**	**140**	138 + {2} = 140
	L	1	158	1.04	164	1.04	**171**	70		**241**	0%	0%	**0**	**241**	171 + {70} = 241
WB	T	2	821	1.04	854	1.04	**888**	127		**1015**	39%	0%	**37**	**1052**	888 + {127} + (37) = 1052
	R	1	278	1.04	289	1.04	**301**	106	27	**434**	0%	0%	**0**	**434**	301 + {106} + [27] = 434

Intersection: SR 472 & Blue Lake Ave (Ext.) — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**6***			**6**	0%	42%	**25**	**31**	6 + (25) = 31
SB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	1	0	1.04	0	1.04	**4***			**4**	0%	26%	**16**	**20**	4 + (16) = 20
	L	1	0	1.04	0	1.04	**10***			**10**	26%	0%	**24**	**34**	10 + (24) = 34
EB	T	2	1261	1.04	1,311	1.04	**1363**	89	11	**1463**	0%	0%	**0**	**1463**	1363 + {89} + [11] = 1463
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
WB	T	2	996	1.04	1,036	1.04	**1077**	147	7	**1231**	0%	0%	**0**	**1231**	1077 + {147} + [7] = 1231
	R	1	0	1.04	0	1.04	**7***			**7**	42%	0%	**40**	**47**	7 + (40) = 47

EBT obtained addnq EBT, SBL and NBR at the intersection of Howland Blvd (SR 472) and Minnesota Ave.
WBT obtained addnq WBT, SBR and NBL at the intersection of MLK and SR 472.
Vested Trips from Tech Park and TM BTR estimated using vested trips from MLK and SR 472.
*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: SR 472 & Minnesota Ave — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
NB	T	1	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	14	1.04	15	1.04	**16**			**16**	0%	0%	**0**	**16**	16
	L	0	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
SB	T	1	1	1.04	1	1.04	**1**			**1**	0%	0%	**0**	**1**	1
	R	0	3	1.04	3	1.04	**3**			**3**	0%	0%	**0**	**3**	3
	L	1	4	1.04	4	1.04	**4**			**4**	0%	0%	**0**	**4**	4
EB	T	2	1244	1.04	1,294	1.04	**1346**	89	11	**1446**	26%	0%	**24**	**1470**	1346 + {89} + [11] + (24) = 1470
	R	1	13	1.04	14	1.04	**15**			**15**	0%	0%	**0**	**15**	15
	L	0	14	1.04	15	1.04	**16**			**16**	0%	0%	**0**	**16**	16
WB	T	2	980	1.04	1,019	1.04	**1060**	147	7	**1214**	0%	26%	**16**	**1230**	1060 + {147} + [7] + (16) = 1230
	R	0	2	1.04	2	1.04	**2**			**2**	0%	0%	**0**	**2**	2

Intersection: Cassadaga Rd (Ext.) & Access I — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	1	0	1.04	0	1.04	**0**			**0**	0%	32%	**19**	**19**	(19)
SB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	38%	**23**	**23**	(23)
	L	1	0	1.04	0	1.04	**0**			**0**	38%	0%	**36**	**36**	(36)
EB	T	1	0	1.04	0	1.04	**4***			**4**	0%	0%	**0**	**4**	4
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
WB	T	1	0	1.04	0	1.04	**7***			**7**	0%	0%	**0**	**7**	7
	R	1	0	1.04	0	1.04	**0**			**0**	32%	0%	**30**	**30**	(30)

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Blue Lake Ave (Ext.) & Access II — 7

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Tech Park	TM BTR	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	1	0	1.04	0	1.04	**24***			**24**	0%	0%	**0**	**24**	24
	R	1	0	1.04	0	1.04	**0**			**0**	30%	0%	**28**	**28**	(28)
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
SB	T	1	0	1.04	0	1.04	**14***			**14**	0%	0%	**0**	**14**	14
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
EB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	L	0	0	1.04	0	1.04	**0**			**0**	0%	30%	**18**	**18**	(18)
WB	T	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
	R	0	0	1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Intersection: Blue Lake Ave (Ext.) & Cassadaga Rd (Ext.) — 8

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Redirect	Vested	Bg'd+Vested	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
NB	T	1		1.04	0	1.04	**17***			**17**	30%	0%	**28**	**45**	17 + (28) = 45
	R	0		1.04	0	1.04	**0**			**0**	38%	0%	**36**	**36**	(36)
	L	0		1.04	0	1.04	**0**			**0**	0%	0%	**0**	**0**	
SB	T	1		1.04	0	1.04	**17***			**17**	0%	30%	**18**	**35**	17 + (18) = 35
	R	0		1.04	0	1.04	**4***			**4**	0%	0%	**4**	**4**	4
	L	0		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
EB	T	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	R	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	L	1		1.04	0	1.21	**0**			**0**	0%	38%	**23**	**23**	(23)
WB	T	1		1.04	0	1.21	**0**			**0**	0%	0%	**0**	**0**	
	R	0		1.04	0	1.21	**7***			**7**	0%	0%	**0**	**7**	7

*Background Volumes Estimated using *ITE Trip Generation Manual 11th Edition*.

Appendix M
HCM Analysis Worksheets

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	546	514	718	576
Demand Flow Rate, veh/h	568	530	734	591
Vehicles Circulating, veh/h	595	737	793	573
Vehicles Exiting, veh/h	569	790	370	694
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.7	9.9	14.0	8.6
Approach LOS	A	A	B	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	267	301	249	281	345	389	278	313
Cap Entry Lane, veh/h	781	856	685	759	651	724	797	873
Entry HV Adj Factor	0.962	0.962	0.971	0.970	0.979	0.979	0.974	0.975
Flow Entry, veh/h	257	290	242	273	338	381	271	305
Cap Entry, veh/h	751	824	665	736	637	708	776	851
V/C Ratio	0.342	0.351	0.363	0.370	0.530	0.538	0.349	0.359
Control Delay, s/veh	9.0	8.5	10.3	9.6	14.5	13.5	8.9	8.4
LOS	A	A	B	A	B	B	A	A
95th %tile Queue, veh	2	2	2	2	3	3	2	2

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	612	615	826	656
Demand Flow Rate, veh/h	639	634	844	674
Vehicles Circulating, veh/h	759	816	828	697
Vehicles Exiting, veh/h	612	856	570	753
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.8	12.7	17.7	11.2
Approach LOS	B	B	C	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.469	0.531	0.470	0.530	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	300	339	298	336	397	447	317	357
Cap Entry Lane, veh/h	672	745	637	710	630	702	711	785
Entry HV Adj Factor	0.959	0.957	0.970	0.970	0.978	0.980	0.973	0.975
Flow Entry, veh/h	288	324	289	326	388	438	309	348
Cap Entry, veh/h	644	713	618	688	617	688	692	765
V/C Ratio	0.447	0.455	0.468	0.473	0.630	0.636	0.446	0.455
Control Delay, s/veh	12.3	11.5	13.2	12.2	18.4	17.1	11.6	10.8
LOS	B	B	B	B	C	C	B	B
95th %tile Queue, veh	2	2	2	3	4	5	2	2

Intersection	
Intersection Delay, s/veh	14.0
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	614	617	847	658
Demand Flow Rate, veh/h	641	636	865	676
Vehicles Circulating, veh/h	763	829	828	704
Vehicles Exiting, veh/h	617	864	576	761
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.9	12.9	18.4	11.3
Approach LOS	B	B	C	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.471	0.529	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	301	340	299	337	407	458	318	358
Cap Entry Lane, veh/h	669	742	630	702	630	702	706	781
Entry HV Adj Factor	0.959	0.957	0.970	0.970	0.978	0.980	0.973	0.975
Flow Entry, veh/h	289	325	290	327	398	449	309	349
Cap Entry, veh/h	641	710	611	681	617	689	687	761
V/C Ratio	0.450	0.458	0.475	0.480	0.646	0.652	0.450	0.459
Control Delay, s/veh	12.4	11.6	13.5	12.5	19.1	17.7	11.7	11.0
LOS	B	B	B	B	C	C	B	B
95th %tile Queue, veh	2	2	3	3	5	5	2	2

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	550	722	720	678
Demand Flow Rate, veh/h	576	744	735	696
Vehicles Circulating, veh/h	705	743	732	765
Vehicles Exiting, veh/h	756	724	549	722
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.2	13.2	12.7	12.7
Approach LOS	B	B	B	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.469	0.531	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	271	305	350	394	345	390	327	369
Cap Entry Lane, veh/h	706	780	681	755	688	762	668	741
Entry HV Adj Factor	0.954	0.956	0.970	0.971	0.980	0.978	0.974	0.973
Flow Entry, veh/h	259	292	339	383	338	381	318	359
Cap Entry, veh/h	673	746	661	733	675	745	650	721
V/C Ratio	0.384	0.391	0.514	0.522	0.501	0.512	0.490	0.498
Control Delay, s/veh	10.6	9.9	13.6	12.7	13.1	12.3	13.2	12.3
LOS	B	A	B	B	B	B	B	B
95th %tile Queue, veh	2	2	3	3	3	3	3	3

Intersection	
Intersection Delay, s/veh	19.0
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	612	819	979	757
Demand Flow Rate, veh/h	642	844	999	777
Vehicles Circulating, veh/h	853	912	763	922
Vehicles Exiting, veh/h	846	850	732	834
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.7	21.3	20.3	19.0
Approach LOS	B	C	C	C

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.470	0.530	0.470	0.530	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	302	340	397	447	470	529	365	412
Cap Entry Lane, veh/h	616	688	583	654	669	742	578	649
Entry HV Adj Factor	0.952	0.954	0.969	0.971	0.979	0.980	0.975	0.974
Flow Entry, veh/h	288	324	385	434	460	519	356	401
Cap Entry, veh/h	586	656	565	635	655	728	564	632
V/C Ratio	0.490	0.494	0.681	0.683	0.702	0.713	0.631	0.635
Control Delay, s/veh	14.4	13.2	22.3	20.4	20.9	19.8	19.8	18.3
LOS	B	B	C	C	C	C	C	C
95th %tile Queue, veh	3	3	5	5	6	6	4	5

Intersection	
Intersection Delay, s/veh	19.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	617	827	992	765
Demand Flow Rate, veh/h	648	852	1014	785
Vehicles Circulating, veh/h	869	920	763	932
Vehicles Exiting, veh/h	848	857	754	840
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	14.2	22.0	20.9	19.7
Approach LOS	B	C	C	C

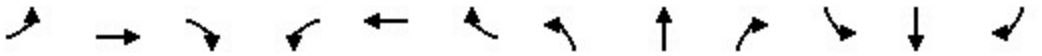
Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR
Assumed Moves	LT	TR	LT	TR	LT	TR	LT	TR
RT Channelized								
Lane Util	0.471	0.529	0.469	0.531	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	305	343	400	452	477	537	369	416
Cap Entry Lane, veh/h	607	678	579	650	669	742	573	643
Entry HV Adj Factor	0.951	0.953	0.971	0.969	0.978	0.980	0.975	0.975
Flow Entry, veh/h	290	327	389	438	466	526	360	406
Cap Entry, veh/h	577	647	562	630	654	727	558	627
V/C Ratio	0.503	0.506	0.691	0.696	0.713	0.723	0.644	0.647
Control Delay, s/veh	14.9	13.7	22.9	21.2	21.5	20.4	20.6	18.9
LOS	B	B	C	C	C	C	C	C
95th %tile Queue, veh	3	3	5	6	6	6	5	5



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	206	55	317	219	63	372
Future Volume (veh/h)	206	55	317	219	63	372
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
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	1841	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	226	48	348	188	69	409
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	2	2	4	2
Cap, veh/h	298	265	630	534	409	1023
Arrive On Green	0.17	0.17	0.34	0.34	0.06	0.55
Sat Flow, veh/h	1753	1560	1870	1585	1753	1870
Grp Volume(v), veh/h	226	48	348	188	69	409
Grp Sat Flow(s),veh/h/ln	1753	1560	1870	1585	1753	1870
Q Serve(g_s), s	6.2	1.3	7.7	4.5	1.2	6.4
Cycle Q Clear(g_c), s	6.2	1.3	7.7	4.5	1.2	6.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	298	265	630	534	409	1023
V/C Ratio(X)	0.76	0.18	0.55	0.35	0.17	0.40
Avail Cap(c_a), veh/h	632	562	908	769	666	1575
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	20.0	17.9	13.6	12.6	9.3	6.6
Incr Delay (d2), s/veh	4.0	0.3	0.8	0.4	0.2	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	2.3	4.3	7.9	0.5	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.9	18.3	14.4	13.0	9.5	6.9
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h	274		536			478
Approach Delay, s/veh	22.9		13.9			7.3
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		35.1		15.4	10.6	24.5
Change Period (Y+Rc), s		7.5		6.8	7.5	7.5
Max Green Setting (Gmax), s		42.5		18.2	10.5	24.5
Max Q Clear Time (g_c+I1), s		8.4		8.2	3.2	9.7
Green Ext Time (p_c), s		2.2		0.6	0.1	2.1

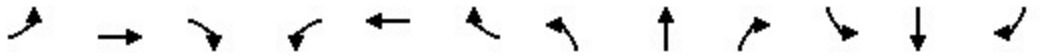
Intersection Summary	
HCM 7th Control Delay, s/veh	13.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	2	3	289	0	104	1	382	242	142	530	1
Future Volume (veh/h)	2	2	3	289	0	104	1	382	242	142	530	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1870	1841	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	2	2	2	318	0	102	1	420	213	156	582	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	4	2	4	2	2	2	4	2	2
Cap, veh/h	307	69	69	532	0	328	153	512	434	295	673	1
Arrive On Green	0.06	0.08	0.08	0.19	0.00	0.21	0.00	0.27	0.27	0.09	0.36	0.36
Sat Flow, veh/h	1781	858	858	1753	0	1585	1781	1870	1585	1753	1867	3
Grp Volume(v), veh/h	2	0	4	318	0	102	1	420	213	156	0	583
Grp Sat Flow(s),veh/h/ln	1781	0	1716	1753	0	1585	1781	1870	1585	1753	0	1870
Q Serve(g_s), s	0.1	0.0	0.2	12.3	0.0	4.3	0.0	16.6	8.9	4.9	0.0	22.9
Cycle Q Clear(g_c), s	0.1	0.0	0.2	12.3	0.0	4.3	0.0	16.6	8.9	4.9	0.0	22.9
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	307	0	138	532	0	328	153	512	434	295	0	674
V/C Ratio(X)	0.01	0.00	0.03	0.60	0.00	0.31	0.01	0.82	0.49	0.53	0.00	0.86
Avail Cap(c_a), veh/h	713	0	1170	710	0	1081	635	1479	1253	618	0	1478
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	33.5	24.0	0.0	26.6	22.4	26.9	24.1	19.7	0.0	23.5
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.1	0.0	0.5	0.0	3.3	0.9	1.5	0.0	3.5
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(95%),veh/ln	0.1	0.0	0.1	8.6	0.0	2.9	0.0	11.2	6.0	3.3	0.0	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	0.0	33.6	25.1	0.0	27.1	22.4	30.2	24.9	21.2	0.0	27.0
LnGrp LOS	C		C	C		C	C	C	C	C		C
Approach Vol, veh/h		6			420			634			739	
Approach Delay, s/veh		32.1			25.6			28.4			25.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	36.0	12.0	22.4	15.5	29.1	22.0	12.4
Change Period (Y+Rc), s	8.5	7.5	7.0	6.1	8.5	7.5	7.0	6.1
Max Green Setting (Gmax), s	21.5	62.5	23.0	53.9	21.5	62.5	23.0	53.9
Max Q Clear Time (g_c+I1), s	2.0	24.9	2.1	6.3	6.9	18.6	14.3	2.2
Green Ext Time (p_c), s	0.0	3.5	0.0	0.6	0.3	3.0	0.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	4	12	289	1	104	4	382	242	142	530	7
Future Volume (veh/h)	20	4	12	289	1	104	4	382	242	142	530	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1870	1841	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	22	4	13	318	1	102	4	420	213	156	582	8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	4	2	4	2	2	2	4	2	2
Cap, veh/h	309	32	105	523	3	330	156	516	437	296	671	568
Arrive On Green	0.06	0.08	0.08	0.19	0.21	0.21	0.01	0.28	0.28	0.09	0.36	0.36
Sat Flow, veh/h	1781	387	1257	1753	15	1572	1781	1870	1585	1753	1870	1585
Grp Volume(v), veh/h	22	0	17	318	0	103	4	420	213	156	582	8
Grp Sat Flow(s),veh/h/ln	1781	0	1644	1753	0	1587	1781	1870	1585	1753	1870	1585
Q Serve(g_s), s	0.9	0.0	0.8	12.5	0.0	4.4	0.1	16.8	9.0	5.0	23.2	0.3
Cycle Q Clear(g_c), s	0.9	0.0	0.8	12.5	0.0	4.4	0.1	16.8	9.0	5.0	23.2	0.3
Prop In Lane	1.00		0.76	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	0	138	523	0	333	156	516	437	296	671	568
V/C Ratio(X)	0.07	0.00	0.12	0.61	0.00	0.31	0.03	0.81	0.49	0.53	0.87	0.01
Avail Cap(c_a), veh/h	710	0	1108	696	0	1069	626	1461	1238	613	1461	1238
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	33.9	24.2	0.0	26.7	22.4	27.0	24.2	19.9	23.9	16.5
Incr Delay (d2), s/veh	0.1	0.0	0.4	1.1	0.0	0.5	0.1	3.2	0.8	1.5	3.6	0.0
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(95%),veh/ln	0.7	0.0	0.6	8.7	0.0	3.0	0.1	11.3	6.0	3.3	14.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	0.0	34.3	25.3	0.0	27.2	22.5	30.2	25.1	21.4	27.5	16.6
LnGrp LOS	C		C	C		C	C	C	C	C	C	B
Approach Vol, veh/h		39			421			637			746	
Approach Delay, s/veh		31.7			25.8			28.4			26.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	36.2	12.0	22.9	15.5	29.6	22.1	12.8
Change Period (Y+Rc), s	8.5	7.5	7.0	6.1	8.5	7.5	7.0	6.1
Max Green Setting (Gmax), s	21.5	62.5	23.0	53.9	21.5	62.5	23.0	53.9
Max Q Clear Time (g_c+I1), s	2.1	25.2	2.9	6.4	7.0	18.8	14.5	2.8
Green Ext Time (p_c), s	0.0	3.5	0.0	0.7	0.3	3.0	0.6	0.1

Intersection Summary	
HCM 7th Control Delay, s/veh	27.0
HCM 7th LOS	C

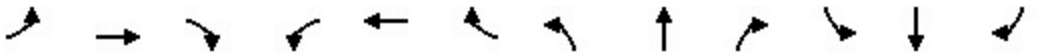


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	122	38	466	174	61	557
Future Volume (veh/h)	122	38	466	174	61	557
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1841	1870
Adj Flow Rate, veh/h	131	29	501	135	66	599
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	2	2	4	2
Cap, veh/h	226	201	664	563	350	1071
Arrive On Green	0.13	0.13	0.35	0.35	0.06	0.57
Sat Flow, veh/h	1753	1560	1870	1585	1753	1870
Grp Volume(v), veh/h	131	29	501	135	66	599
Grp Sat Flow(s),veh/h/ln	1753	1560	1870	1585	1753	1870
Q Serve(g_s), s	3.4	0.8	11.3	2.9	1.0	9.6
Cycle Q Clear(g_c), s	3.4	0.8	11.3	2.9	1.0	9.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	226	201	664	563	350	1071
V/C Ratio(X)	0.58	0.14	0.75	0.24	0.19	0.56
Avail Cap(c_a), veh/h	666	593	957	811	627	1660
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	19.6	18.5	13.6	10.9	9.3	6.4
Incr Delay (d2), s/veh	2.4	0.3	2.1	0.2	0.3	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	1.3	6.3	5.4	0.4	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.0	18.8	15.7	11.1	9.6	6.9
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h	160		636			665
Approach Delay, s/veh	21.4		14.7			7.2
Approach LOS	C		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		13.0	10.4	24.5
Change Period (Y+Rc), s		7.5		6.8	7.5	7.5
Max Green Setting (Gmax), s		42.5		18.2	10.5	24.5
Max Q Clear Time (g_c+I1), s		11.6		5.4	3.0	13.3
Green Ext Time (p_c), s		3.6		0.3	0.1	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	12.0
HCM 7th LOS	B

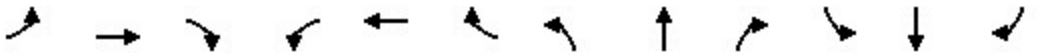
HCM 7th Signalized Intersection Summary
2: Dr MLK Bltwy & Cassadaga Rd Ext/Cassadaga Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	2	212	0	189	3	636	232	142	702	3
Future Volume (veh/h)	2	0	2	212	0	189	3	636	232	142	702	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1870	1841	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	2	0	2	228	0	191	3	684	197	153	755	3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	4	2	4	2	2	2	4	2	2
Cap, veh/h	222	0	115	420	0	255	170	770	652	246	893	4
Arrive On Green	0.05	0.00	0.07	0.14	0.00	0.16	0.00	0.41	0.41	0.07	0.48	0.48
Sat Flow, veh/h	1781	0	1585	1753	0	1585	1781	1870	1585	1753	1862	7
Grp Volume(v), veh/h	2	0	2	228	0	191	3	684	197	153	0	758
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1753	0	1585	1781	1870	1585	1753	0	1869
Q Serve(g_s), s	0.1	0.0	0.1	11.0	0.0	11.0	0.1	32.5	8.0	4.7	0.0	34.0
Cycle Q Clear(g_c), s	0.1	0.0	0.1	11.0	0.0	11.0	0.1	32.5	8.0	4.7	0.0	34.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	222	0	115	420	0	255	170	770	652	246	0	897
V/C Ratio(X)	0.01	0.00	0.02	0.54	0.00	0.75	0.02	0.89	0.30	0.62	0.00	0.85
Avail Cap(c_a), veh/h	557	0	891	595	0	891	563	1220	1034	513	0	1219
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	41.3	32.4	0.0	38.4	20.4	26.2	18.9	21.1	0.0	21.8
Incr Delay (d2), s/veh	0.0	0.0	0.1	1.1	0.0	4.4	0.0	5.3	0.3	2.5	0.0	4.2
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	0.1	0.0	0.1	8.2	0.0	8.0	0.1	19.8	5.3	3.2	0.0	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.8	0.0	41.3	33.5	0.0	42.8	20.4	31.4	19.2	23.6	0.0	26.0
LnGrp LOS	D		D	C		D	C	C	B	C		C
Approach Vol, veh/h		4			419			884			911	
Approach Delay, s/veh		39.1			37.7			28.7			25.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	53.5	12.0	21.5	15.4	47.0	20.4	13.1
Change Period (Y+Rc), s	8.5	7.5	7.0	6.1	8.5	7.5	7.0	6.1
Max Green Setting (Gmax), s	21.5	62.5	23.0	53.9	21.5	62.5	23.0	53.9
Max Q Clear Time (g_c+I1), s	2.1	36.0	2.1	13.0	6.7	34.5	13.0	2.1
Green Ext Time (p_c), s	0.0	4.9	0.0	1.3	0.3	4.9	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1	8	212	3	189	12	636	232	142	702	22
Future Volume (veh/h)	14	1	8	212	3	189	12	636	232	142	702	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1841	1870	1841	1870	1870	1870	1841	1870	1870
Adj Flow Rate, veh/h	15	1	9	228	3	191	13	684	197	153	755	24
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	4	2	4	2	2	2	4	2	2
Cap, veh/h	220	12	105	413	4	251	178	770	652	246	876	742
Arrive On Green	0.05	0.07	0.07	0.14	0.16	0.16	0.02	0.41	0.41	0.07	0.47	0.47
Sat Flow, veh/h	1781	161	1449	1753	25	1564	1781	1870	1585	1753	1870	1585
Grp Volume(v), veh/h	15	0	10	228	0	194	13	684	197	153	755	24
Grp Sat Flow(s),veh/h/ln	1781	0	1610	1753	0	1589	1781	1870	1585	1753	1870	1585
Q Serve(g_s), s	0.7	0.0	0.6	11.0	0.0	11.2	0.4	32.5	8.0	4.7	34.5	0.8
Cycle Q Clear(g_c), s	0.7	0.0	0.6	11.0	0.0	11.2	0.4	32.5	8.0	4.7	34.5	0.8
Prop In Lane	1.00		0.90	1.00		0.98	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	220	0	117	413	0	255	178	770	652	246	876	742
V/C Ratio(X)	0.07	0.00	0.09	0.55	0.00	0.76	0.07	0.89	0.30	0.62	0.86	0.03
Avail Cap(c_a), veh/h	555	0	905	588	0	893	550	1219	1033	513	1219	1033
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	41.5	32.4	0.0	38.5	20.4	26.2	19.0	21.1	22.7	13.8
Incr Delay (d2), s/veh	0.1	0.0	0.3	1.2	0.0	4.6	0.2	5.3	0.3	2.5	4.8	0.0
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(95%),veh/ln	0.6	0.0	0.4	8.2	0.0	8.1	0.3	19.8	5.3	3.2	20.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.2	0.0	41.8	33.6	0.0	43.1	20.5	31.4	19.2	23.7	27.5	13.8
LnGrp LOS	D		D	C		D	C	C	B	C	C	B
Approach Vol, veh/h		25			422			894			932	
Approach Delay, s/veh		39.0			37.9			28.6			26.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	52.4	12.0	21.5	15.4	47.0	20.4	13.1
Change Period (Y+Rc), s	8.5	7.5	7.0	6.1	8.5	7.5	7.0	6.1
Max Green Setting (Gmax), s	21.5	62.5	23.0	53.9	21.5	62.5	23.0	53.9
Max Q Clear Time (g_c+I1), s	2.4	36.5	2.7	13.2	6.7	34.5	13.0	2.6
Green Ext Time (p_c), s	0.0	4.9	0.0	1.3	0.3	4.9	0.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.6
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	928	102	101	866	240	133	236	57	196	323	59
Future Volume (veh/h)	62	928	102	101	866	240	133	236	57	196	323	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	65	977	74	106	912	161	140	248	0	206	340	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	83	1154	494	127	1233	545	123	217		325	334	
Arrive On Green	0.05	0.32	0.32	0.07	0.35	0.35	0.19	0.19	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	652	1156	1572	1781	1826	1585
Grp Volume(v), veh/h	65	977	74	106	912	161	388	0	0	206	340	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1808	0	1572	1781	1826	1585
Q Serve(g_s), s	5.4	38.4	5.2	8.8	34.0	11.2	28.2	0.0	0.0	16.0	27.4	0.0
Cycle Q Clear(g_c), s	5.4	38.4	5.2	8.8	34.0	11.2	28.2	0.0	0.0	16.0	27.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.36		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	1154	494	127	1233	545	340	0		325	334	
V/C Ratio(X)	0.79	0.85	0.15	0.84	0.74	0.30	1.14	0.00		0.63	1.02	
Avail Cap(c_a), veh/h	127	1154	494	127	1233	545	340	0		325	334	
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	0.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	70.8	47.2	35.9	68.8	42.8	35.4	60.9	0.0	0.0	56.7	61.3	0.0
Incr Delay (d2), s/veh	16.2	7.7	0.6	35.9	4.0	1.4	92.9	0.0	0.0	3.5	51.0	0.0
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(95%),veh/ln	5.0	24.4	3.5	8.9	21.2	7.8	31.1	0.0	0.0	11.6	23.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	87.0	54.9	36.6	104.7	46.8	36.7	153.8	0.0	0.0	60.1	112.3	0.0
LnGrp LOS	F	D	D	F	D	D	F			E	F	
Approach Vol, veh/h		1116			1179			388			546	
Approach Delay, s/veh		55.6			50.6			153.8			92.6	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	60.8		37.0	19.0	57.0		37.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	48.7		28.2	10.7	48.7		27.4				
Max Q Clear Time (g_c+I1), s	7.4	36.0		30.2	10.8	40.4		29.4				
Green Ext Time (p_c), s	0.0	4.9		0.0	0.0	3.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			71.8									
HCM 7th LOS			E									

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Dr MLK Bltwy & SR 472

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1047	106	124	935	281	144	269	118	353	366	80
Future Volume (veh/h)	88	1047	106	124	935	281	144	269	118	353	366	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	93	1102	79	131	984	204	152	283	0	372	385	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	113	1154	494	127	1172	518	119	221		325	334	
Arrive On Green	0.06	0.32	0.32	0.07	0.33	0.33	0.19	0.19	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	632	1177	1572	1781	1826	1585
Grp Volume(v), veh/h	93	1102	79	131	984	204	435	0	0	372	385	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1809	0	1572	1781	1826	1585
Q Serve(g_s), s	7.7	45.5	5.5	10.7	38.8	15.1	28.2	0.0	0.0	27.4	27.4	0.0
Cycle Q Clear(g_c), s	7.7	45.5	5.5	10.7	38.8	15.1	28.2	0.0	0.0	27.4	27.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.35		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1154	494	127	1172	518	340	0		325	334	
V/C Ratio(X)	0.82	0.96	0.16	1.03	0.84	0.39	1.28	0.00		1.14	1.15	
Avail Cap(c_a), veh/h	127	1154	494	127	1172	518	340	0		325	334	
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	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	69.4	49.6	36.1	69.6	46.4	38.5	60.9	0.0	0.0	61.3	61.3	0.0
Incr Delay (d2), s/veh	30.5	17.7	0.7	88.3	7.3	2.2	146.4	0.0	0.0	88.1	91.7	0.0
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(95%),veh/ln	7.8	29.8	3.8	12.6	24.3	9.9	39.4	0.0	0.0	28.3	29.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.8	67.3	36.8	158.0	53.7	40.7	207.3	0.0	0.0	149.4	153.0	0.0
LnGrp LOS	F	E	D	F	D	D	F			F	F	
Approach Vol, veh/h		1274			1319			435			757	
Approach Delay, s/veh		67.8			62.0			207.3			151.2	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	58.2		37.0	19.0	57.0		37.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	48.7		28.2	10.7	48.7		27.4				
Max Q Clear Time (g_c+I1), s	9.7	40.8		30.2	12.7	47.5		29.4				
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	98.5
HCM 7th LOS	F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1082	109	124	947	281	145	272	118	353	375	80
Future Volume (veh/h)	88	1082	109	124	947	281	145	272	118	353	375	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	93	1139	82	131	997	204	153	286	0	372	395	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	113	1154	494	127	1172	518	119	222		325	334	
Arrive On Green	0.06	0.32	0.32	0.07	0.33	0.33	0.19	0.19	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	631	1179	1572	1781	1826	1585
Grp Volume(v), veh/h	93	1139	82	131	997	204	439	0	0	372	395	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1809	0	1572	1781	1826	1585
Q Serve(g_s), s	7.7	47.8	5.8	10.7	39.5	15.1	28.2	0.0	0.0	27.4	27.4	0.0
Cycle Q Clear(g_c), s	7.7	47.8	5.8	10.7	39.5	15.1	28.2	0.0	0.0	27.4	27.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.35		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	1154	494	127	1172	518	340	0		325	334	
V/C Ratio(X)	0.82	0.99	0.17	1.03	0.85	0.39	1.29	0.00		1.14	1.18	
Avail Cap(c_a), veh/h	127	1154	494	127	1172	518	340	0		325	334	
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	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	69.4	50.3	36.2	69.6	46.6	38.5	60.9	0.0	0.0	61.3	61.3	0.0
Incr Delay (d2), s/veh	30.5	23.6	0.7	88.3	7.9	2.2	151.1	0.0	0.0	88.1	103.3	0.0
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(95%),veh/ln	7.8	32.0	3.9	12.6	24.8	9.9	40.1	0.0	0.0	28.3	31.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	99.8	73.9	36.9	158.0	54.5	40.7	212.0	0.0	0.0	149.4	164.6	0.0
LnGrp LOS	F	E	D	F	D	D	F			F	F	
Approach Vol, veh/h		1314			1332			439			767	
Approach Delay, s/veh		73.5			62.5			212.0			157.2	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.8	58.2		37.0	19.0	57.0		37.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	48.7		28.2	10.7	48.7		27.4				
Max Q Clear Time (g_c+I1), s	9.7	41.5		30.2	12.7	49.8		29.4				
Green Ext Time (p_c), s	0.0	3.8		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		102.2
HCM 7th LOS		F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Dr MLK Bltwy & SR 472

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	1059	133	164	854	289	107	266	69	235	369	75
Future Volume (veh/h)	84	1059	133	164	854	289	107	266	69	235	369	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	89	1127	108	174	909	214	114	283	0	250	393	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	109	1177	504	139	1227	543	98	243		302	309	
Arrive On Green	0.06	0.33	0.33	0.08	0.35	0.35	0.19	0.19	0.00	0.17	0.17	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	521	1294	1572	1781	1826	1585
Grp Volume(v), veh/h	89	1127	108	174	909	214	397	0	0	250	393	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1815	0	1572	1781	1826	1585
Q Serve(g_s), s	7.4	46.6	7.7	11.7	34.0	15.5	28.2	0.0	0.0	20.3	25.4	0.0
Cycle Q Clear(g_c), s	7.4	46.6	7.7	11.7	34.0	15.5	28.2	0.0	0.0	20.3	25.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.29		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	1177	504	139	1227	543	341	0		302	309	
V/C Ratio(X)	0.82	0.96	0.21	1.25	0.74	0.39	1.16	0.00		0.83	1.27	
Avail Cap(c_a), veh/h	127	1177	504	139	1227	543	341	0		302	309	
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	0.00	0.87	0.87	0.00
Uniform Delay (d), s/veh	69.6	49.1	36.1	69.2	43.0	36.9	60.9	0.0	0.0	60.2	62.3	0.0
Incr Delay (d2), s/veh	28.7	17.8	1.0	159.4	4.1	2.1	101.0	0.0	0.0	15.3	142.3	0.0
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(95%),veh/ln	7.5	30.4	5.2	18.2	21.2	10.1	32.5	0.0	0.0	15.2	35.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.2	66.9	37.1	228.5	47.0	39.1	161.9	0.0	0.0	75.5	204.6	0.0
LnGrp LOS	F	E	D	F	D	D	F			E	F	
Approach Vol, veh/h		1324			1297			397			643	
Approach Delay, s/veh		66.6			70.0			161.9			154.4	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.5	60.5		37.0	20.0	58.0		35.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	50.7		28.2	11.7	49.7		25.4				
Max Q Clear Time (g_c+I1), s	9.4	36.0		30.2	13.7	48.6		27.4				
Green Ext Time (p_c), s	0.0	5.4		0.0	0.0	0.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	93.6
HCM 7th LOS	F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1172	138	241	1015	434	116	310	123	370	421	108
Future Volume (veh/h)	116	1172	138	241	1015	434	116	310	123	370	421	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	123	1247	114	256	1080	369	123	330	0	394	448	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	127	1177	504	139	1192	527	93	249		302	309	
Arrive On Green	0.07	0.33	0.33	0.08	0.34	0.34	0.19	0.19	0.00	0.17	0.17	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	493	1323	1572	1781	1826	1585
Grp Volume(v), veh/h	123	1247	114	256	1080	369	453	0	0	394	448	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1816	0	1572	1781	1826	1585
Q Serve(g_s), s	10.3	49.7	8.1	11.7	43.9	30.8	28.2	0.0	0.0	25.4	25.4	0.0
Cycle Q Clear(g_c), s	10.3	49.7	8.1	11.7	43.9	30.8	28.2	0.0	0.0	25.4	25.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.27		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1177	504	139	1192	527	341	0		302	309	
V/C Ratio(X)	0.97	1.06	0.23	1.84	0.91	0.70	1.33	0.00		1.31	1.45	
Avail Cap(c_a), veh/h	127	1177	504	139	1192	527	341	0		302	309	
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	0.00	0.73	0.73	0.00
Uniform Delay (d), s/veh	69.5	50.1	36.2	69.2	47.4	43.1	60.9	0.0	0.0	62.3	62.3	0.0
Incr Delay (d2), s/veh	69.7	43.4	1.0	405.6	11.5	7.5	166.0	0.0	0.0	154.4	214.9	0.0
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(95%),veh/ln	11.4	38.3	5.6	33.3	27.6	18.3	42.5	0.0	0.0	35.3	44.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	139.2	93.5	37.3	474.8	58.9	50.6	226.9	0.0	0.0	216.7	277.2	0.0
LnGrp LOS	F	F	D	F	E	D	F			F	F	
Approach Vol, veh/h		1484			1705			453			842	
Approach Delay, s/veh		93.0			119.5			226.9			248.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	59.0		37.0	20.0	58.0		35.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	50.7		28.2	11.7	49.7		25.4				
Max Q Clear Time (g_c+I1), s	12.3	45.9		30.2	13.7	51.7		27.4				
Green Ext Time (p_c), s	0.0	3.1		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	145.9	
HCM 7th LOS	F	

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Dr MLK Bltwy & SR 472

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1195	140	241	1052	434	119	319	123	370	427	108
Future Volume (veh/h)	116	1195	140	241	1052	434	119	319	123	370	427	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	123	1271	116	256	1119	369	127	339	0	394	454	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	127	1177	504	139	1192	527	93	248		302	309	
Arrive On Green	0.07	0.33	0.33	0.08	0.34	0.34	0.19	0.19	0.00	0.17	0.17	0.00
Sat Flow, veh/h	1781	3554	1522	1781	3526	1560	495	1321	1572	1781	1826	1585
Grp Volume(v), veh/h	123	1271	116	256	1119	369	466	0	0	394	454	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1781	1763	1560	1816	0	1572	1781	1826	1585
Q Serve(g_s), s	10.3	49.7	8.3	11.7	46.2	30.8	28.2	0.0	0.0	25.4	25.4	0.0
Cycle Q Clear(g_c), s	10.3	49.7	8.3	11.7	46.2	30.8	28.2	0.0	0.0	25.4	25.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.27		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	1177	504	139	1192	527	341	0		302	309	
V/C Ratio(X)	0.97	1.08	0.23	1.84	0.94	0.70	1.36	0.00		1.31	1.47	
Avail Cap(c_a), veh/h	127	1177	504	139	1192	527	341	0		302	309	
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	0.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	69.5	50.1	36.3	69.2	48.2	43.1	60.9	0.0	0.0	62.3	62.3	0.0
Incr Delay (d2), s/veh	69.7	50.5	1.1	405.6	15.0	7.5	182.0	0.0	0.0	154.0	223.0	0.0
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(95%),veh/ln	11.4	40.1	5.7	33.3	29.4	18.3	45.0	0.0	0.0	35.1	45.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	139.2	100.6	37.4	474.8	63.2	50.6	242.9	0.0	0.0	216.3	285.3	0.0
LnGrp LOS	F	F	D	F	E	D	F			F	F	
Approach Vol, veh/h		1510			1744			466			848	
Approach Delay, s/veh		98.9			120.9			242.9			253.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	59.0		37.0	20.0	58.0		35.0				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	10.7	50.7		28.2	11.7	49.7		25.4				
Max Q Clear Time (g_c+I1), s	12.3	48.2		30.2	13.7	51.7		27.4				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	150.7	
HCM 7th LOS	F	

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1242	1151	14	46	32
Future Vol, veh/h	11	1242	1151	14	46	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	515	-	-	275	275	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	1350	1251	15	50	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1266	0	-	0	1950	626
Stage 1	-	-	-	-	1251	-
Stage 2	-	-	-	-	699	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	545	-	-	-	56	427
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	545	-	-	-	55	427
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	228	-
Stage 2	-	-	-	-	454	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	27.82
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	545	-	-	-	160	427
HCM Lane V/C Ratio	0.022	-	-	-	0.312	0.081
HCM Control Delay (s/veh)	11.8	-	-	-	37.3	14.2
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	1463	1231	47	31	20
Future Vol, veh/h	34	1463	1231	47	31	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	515	-	-	275	275	0
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	1590	1338	51	34	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1389	0	-	0	2207	669
Stage 1	-	-	-	-	1338	-
Stage 2	-	-	-	-	869	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	489	-	-	-	38	400
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	371	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	489	-	-	-	35	400
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	371	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.29	0	31.27
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	489	-	-	-	130	400
HCM Lane V/C Ratio	0.076	-	-	-	0.259	0.054
HCM Control Delay (s/veh)	13	-	-	-	42.1	14.5
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1080	4	4	1050	4	4	0	7	5	0	3
Future Vol, veh/h	3	1080	4	4	1050	4	4	0	7	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1161	4	4	1129	4	4	0	8	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1133	0	0	1166	0	0	1743	2312	583	1727	2312	567
Stage 1	-	-	-	-	-	-	1170	1170	-	1140	1140	-
Stage 2	-	-	-	-	-	-	573	1142	-	587	1172	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	612	-	-	595	-	-	55	38	456	57	38	467
Stage 1	-	-	-	-	-	-	205	265	-	214	274	-
Stage 2	-	-	-	-	-	-	472	273	-	463	264	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	612	-	-	595	-	-	54	37	456	55	37	467
Mov Cap-2 Maneuver	-	-	-	-	-	-	149	138	-	153	138	-
Stage 1	-	-	-	-	-	-	204	264	-	212	272	-
Stage 2	-	-	-	-	-	-	465	271	-	453	263	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.04	19.44	23.38
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	261	612	-	-	595	-	-	204
HCM Lane V/C Ratio	0.045	0.005	-	-	0.007	-	-	0.042
HCM Control Delay (s/veh)	19.4	10.9	-	-	11.1	-	-	23.4
HCM Lane LOS	C	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1229	4	4	1142	4	4	0	7	5	0	3
Future Vol, veh/h	3	1229	4	4	1142	4	4	0	7	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1322	4	4	1228	4	4	0	8	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1232	0	0	1326	0	0	1953	2571	663	1906	2571	616
Stage 1	-	-	-	-	-	-	1330	1330	-	1239	1239	-
Stage 2	-	-	-	-	-	-	623	1241	-	667	1332	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	561	-	-	517	-	-	38	26	404	42	26	433
Stage 1	-	-	-	-	-	-	163	222	-	186	246	-
Stage 2	-	-	-	-	-	-	441	245	-	414	222	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	561	-	-	517	-	-	38	25	404	40	25	433
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	116	-	131	116	-
Stage 1	-	-	-	-	-	-	162	221	-	184	244	-
Stage 2	-	-	-	-	-	-	434	243	-	404	220	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.04	22.47	26.37
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	218	561	-	-	517	-	-	177
HCM Lane V/C Ratio	0.054	0.006	-	-	0.008	-	-	0.049
HCM Control Delay (s/veh)	22.5	11.5	-	-	12	-	-	26.4
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1237	4	4	1166	4	4	0	7	5	0	3
Future Vol, veh/h	3	1237	4	4	1166	4	4	0	7	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1330	4	4	1254	4	4	0	8	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1258	0	0	1334	0	0	1974	2605	667	1936	2605	629
Stage 1	-	-	-	-	-	-	1339	1339	-	1265	1265	-
Stage 2	-	-	-	-	-	-	635	1267	-	672	1341	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	549	-	-	513	-	-	37	24	401	40	24	425
Stage 1	-	-	-	-	-	-	161	220	-	179	239	-
Stage 2	-	-	-	-	-	-	433	238	-	412	219	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	549	-	-	513	-	-	36	24	401	38	24	425
Mov Cap-2 Maneuver	-	-	-	-	-	-	119	114	-	127	113	-
Stage 1	-	-	-	-	-	-	160	219	-	178	237	-
Stage 2	-	-	-	-	-	-	426	236	-	402	218	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.04	22.71	27.05
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	215	549	-	-	513	-	-	172
HCM Lane V/C Ratio	0.055	0.006	-	-	0.008	-	-	0.05
HCM Control Delay (s/veh)	22.7	11.6	-	-	12.1	-	-	27.1
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1294	14	15	1019	2	3	0	15	3	1	3
Future Vol, veh/h	4	1294	14	15	1019	2	3	0	15	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1407	15	16	1108	2	3	0	16	3	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1110	0	0	1422	0	0	2010	2565	711	1853	2572	555
Stage 1	-	-	-	-	-	-	1423	1423	-	1141	1141	-
Stage 2	-	-	-	-	-	-	587	1142	-	712	1430	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	625	-	-	475	-	-	35	26	376	46	25	475
Stage 1	-	-	-	-	-	-	143	200	-	213	274	-
Stage 2	-	-	-	-	-	-	463	273	-	389	198	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	625	-	-	475	-	-	33	25	376	42	24	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	114	-	136	109	-
Stage 1	-	-	-	-	-	-	142	199	-	206	264	-
Stage 2	-	-	-	-	-	-	442	264	-	370	197	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.19	19.6	25.1
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	625	-	-	475	-	-	187
HCM Lane V/C Ratio	0.074	0.007	-	-	0.034	-	-	0.041
HCM Control Delay (s/veh)	19.6	10.8	-	-	12.9	-	-	25.1
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1446	15	16	1214	2	3	0	16	3	1	3
Future Vol, veh/h	4	1446	15	16	1214	2	3	0	16	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1572	16	17	1320	2	3	0	17	3	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1322	0	0	1588	0	0	2284	2945	794	2150	2952	661
Stage 1	-	-	-	-	-	-	1589	1589	-	1355	1355	-
Stage 2	-	-	-	-	-	-	695	1357	-	795	1597	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	519	-	-	409	-	-	21	15	331	27	14	405
Stage 1	-	-	-	-	-	-	112	166	-	157	216	-
Stage 2	-	-	-	-	-	-	399	216	-	347	164	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	519	-	-	409	-	-	20	14	331	24	14	405
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	89	-	102	84	-
Stage 1	-	-	-	-	-	-	111	165	-	151	207	-
Stage 2	-	-	-	-	-	-	377	206	-	326	163	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.18	22.47	31.44
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	519	-	-	409	-	-	144
HCM Lane V/C Ratio	0.091	0.008	-	-	0.042	-	-	0.053
HCM Control Delay (s/veh)	22.5	12	-	-	14.2	-	-	31.4
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1470	15	16	1230	2	3	0	16	3	1	3
Future Vol, veh/h	4	1470	15	16	1230	2	3	0	16	3	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	520	-	-	520	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1598	16	17	1337	2	3	0	17	3	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1339	0	0	1614	0	0	2318	2989	807	2180	2996	670
Stage 1	-	-	-	-	-	-	1615	1615	-	1373	1373	-
Stage 2	-	-	-	-	-	-	704	1374	-	808	1623	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	511	-	-	400	-	-	20	14	324	26	13	400
Stage 1	-	-	-	-	-	-	108	161	-	153	212	-
Stage 2	-	-	-	-	-	-	394	211	-	341	160	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	511	-	-	400	-	-	19	13	324	23	13	400
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	86	-	99	81	-
Stage 1	-	-	-	-	-	-	107	160	-	147	203	-
Stage 2	-	-	-	-	-	-	372	202	-	320	158	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.03	0.18	22.99	32.18
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	511	-	-	400	-	-	140
HCM Lane V/C Ratio	0.094	0.009	-	-	0.043	-	-	0.054
HCM Control Delay (s/veh)	23	12.1	-	-	14.4	-	-	32.2
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.2

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	7	2	10	29	35
Future Vol, veh/h	11	7	2	10	29	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	275	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	12	8	2	11	32	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	13	0	-	0	34	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1605	-	-	-	980	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1605	-	-	-	972	1082
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	SB
HCM Control Delay, s/v	4.44	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1605	-	-	-	1029
HCM Lane V/C Ratio	0.007	-	-	-	0.068
HCM Control Delay (s/veh)	7.3	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	4	7	30	19	23
Future Vol, veh/h	36	4	7	30	19	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	275	-	-	275	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	39	4	8	33	21	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	40	0	-	0	90	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1569	-	-	-	910	1075
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1569	-	-	-	888	1075
Mov Cap-2 Maneuver	-	-	-	-	888	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s/v	6.62	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1569	-	-	-	981
HCM Lane V/C Ratio	0.025	-	-	-	0.047
HCM Control Delay (s/veh)	7.4	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	0	7	9	0	23
Future Vol, veh/h	27	0	7	9	0	23
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	-	-	275	-	-
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	29	0	8	10	0	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	33	8	0	0	-	-
Stage 1	8	-	-	-	-	-
Stage 2	25	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	981	1075	-	-	0	-
Stage 1	1015	-	-	-	0	-
Stage 2	998	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	981	1075	-	-	-	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.78	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	981	-
HCM Lane V/C Ratio	-	-	0.03	-
HCM Control Delay (s/veh)	-	-	8.8	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	0	0	28	0	0
Future Vol, veh/h	18	0	0	28	0	0
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	-	-	275	-	-
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	20	0	0	30	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1	0	0	0	-	-
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1022	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	1022	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v		0	0
HCM LOS	-		

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

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	2	14	11	7	43
Future Vol, veh/h	35	2	14	11	7	43
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	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	38	2	15	12	8	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	83	21	0	0	27	0
Stage 1	21	-	-	-	-	-
Stage 2	62	-	-	-	-	-
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	919	1056	-	-	1587	-
Stage 1	1001	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	914	1056	-	-	1587	-
Mov Cap-2 Maneuver	914	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.07	0	1.02
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	914	1056	252	-
HCM Lane V/C Ratio	-	-	0.042	0.002	0.005	-
HCM Control Delay (s/veh)	-	-	9.1	8.4	7.3	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	7	45	36	4	28
Future Vol, veh/h	23	7	45	36	4	28
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	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	25	8	49	39	4	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	108	68	0	0	88	0
Stage 1	68	-	-	-	-	-
Stage 2	39	-	-	-	-	-
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	890	995	-	-	1508	-
Stage 1	954	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	887	995	-	-	1508	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	980	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.05	0	0.92
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	887	995	225	-
HCM Lane V/C Ratio	-	-	0.028	0.008	0.003	-
HCM Control Delay (s/veh)	-	-	9.2	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Appendix N
HCM Analysis Worksheets-Improved

HCM 7th Signalized Intersection Summary
3: Dr MLK Bltwy & SR 472

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1047	106	124	935	281	144	269	118	353	366	80
Future Volume (veh/h)	88	1047	106	124	935	281	144	269	118	353	366	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	93	1102	79	131	984	204	152	283	0	372	385	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	97	1294	554	165	1260	558	202	396		489	491	
Arrive On Green	0.05	0.36	0.36	0.05	0.36	0.36	0.11	0.11	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	3554	1522	3456	3526	1560	1781	3497	1572	3456	3469	1585
Grp Volume(v), veh/h	93	1102	79	131	984	204	152	283	0	372	385	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1728	1763	1560	1781	1749	1572	1728	1735	1585
Q Serve(g_s), s	5.5	30.0	3.7	3.9	26.1	10.2	8.7	8.2	0.0	10.9	11.3	0.0
Cycle Q Clear(g_c), s	5.5	30.0	3.7	3.9	26.1	10.2	8.7	8.2	0.0	10.9	11.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	1294	554	165	1260	558	202	396		489	491	
V/C Ratio(X)	0.96	0.85	0.14	0.80	0.78	0.37	0.75	0.71		0.76	0.78	
Avail Cap(c_a), veh/h	97	1294	554	165	1260	558	305	600		592	595	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.5	30.8	22.4	49.5	30.1	24.9	45.1	44.9	0.0	43.3	43.5	0.0
Incr Delay (d2), s/veh	78.8	7.2	0.5	23.2	4.9	1.9	5.6	2.4	0.0	4.7	5.6	0.0
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(95%),veh/ln	7.9	18.8	2.3	3.9	16.3	6.7	7.2	6.4	0.0	8.4	8.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.4	38.0	22.9	72.7	34.9	26.8	50.7	47.3	0.0	48.0	49.1	0.0
LnGrp LOS	F	D	C	E	C	C	D	D		D	D	
Approach Vol, veh/h		1274			1319			435			757	
Approach Delay, s/veh		43.6			37.4			48.5			48.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	45.8		20.7	13.3	46.5		24.5				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	5.7	28.3		18.0	5.0	29.0		18.0				
Max Q Clear Time (g_c+I1), s	7.5	28.1		10.7	5.9	32.0		13.3				
Green Ext Time (p_c), s	0.0	0.1		1.2	0.0	0.0		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary
3: Dr MLK Bltwy & SR 472

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1082	109	124	946	281	145	272	118	353	375	80
Future Volume (veh/h)	88	1082	109	124	946	281	145	272	118	353	375	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	93	1139	82	131	996	204	153	286	0	372	395	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	97	1283	550	165	1250	553	203	398		498	499	
Arrive On Green	0.05	0.36	0.36	0.05	0.35	0.35	0.11	0.11	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	3554	1522	3456	3526	1560	1781	3497	1572	3456	3469	1585
Grp Volume(v), veh/h	93	1139	82	131	996	204	153	286	0	372	395	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1728	1763	1560	1781	1749	1572	1728	1735	1585
Q Serve(g_s), s	5.5	31.6	3.8	3.9	26.7	10.2	8.7	8.3	0.0	10.8	11.5	0.0
Cycle Q Clear(g_c), s	5.5	31.6	3.8	3.9	26.7	10.2	8.7	8.3	0.0	10.8	11.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	97	1283	550	165	1250	553	203	398		498	499	
V/C Ratio(X)	0.96	0.89	0.15	0.80	0.80	0.37	0.75	0.72		0.75	0.79	
Avail Cap(c_a), veh/h	97	1283	550	165	1250	553	305	600		592	595	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.5	31.5	22.6	49.5	30.5	25.2	45.1	44.9	0.0	43.1	43.4	0.0
Incr Delay (d2), s/veh	78.8	9.3	0.6	23.2	5.3	1.9	5.6	2.4	0.0	4.3	6.1	0.0
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(95%),veh/ln	7.9	20.0	2.4	3.9	16.7	6.8	7.3	6.5	0.0	8.3	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	128.4	40.9	23.2	72.7	35.8	27.1	50.7	47.3	0.0	47.4	49.5	0.0
LnGrp LOS	F	D	C	E	D	C	D	D		D	D	
Approach Vol, veh/h		1314			1331			439			767	
Approach Delay, s/veh		46.0			38.1			48.5			48.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	45.5		20.8	13.3	46.2		24.7				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	5.7	28.3		18.0	5.0	29.0		18.0				
Max Q Clear Time (g_c+I1), s	7.5	28.7		10.7	5.9	33.6		13.5				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	0.0		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	44.0
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1172	138	241	1015	434	116	310	123	370	421	108
Future Volume (veh/h)	116	1172	138	241	1015	434	116	310	123	370	421	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	123	1247	114	256	1080	369	123	330	0	394	448	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	140	1354	580	276	1348	597	206	404		496	498	
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.12	0.12	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	3554	1522	3456	3526	1560	1781	3497	1572	3456	3469	1585
Grp Volume(v), veh/h	123	1247	114	256	1080	369	123	330	0	394	448	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1728	1763	1560	1781	1749	1572	1728	1735	1585
Q Serve(g_s), s	8.5	41.8	6.3	9.2	34.1	23.9	8.2	11.5	0.0	13.8	15.9	0.0
Cycle Q Clear(g_c), s	8.5	41.8	6.3	9.2	34.1	23.9	8.2	11.5	0.0	13.8	15.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	1354	580	276	1348	597	206	404		496	498	
V/C Ratio(X)	0.88	0.92	0.20	0.93	0.80	0.62	0.60	0.82		0.79	0.90	
Avail Cap(c_a), veh/h	140	1354	580	276	1348	597	257	504		498	500	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.0	36.9	25.9	57.1	34.4	31.2	52.5	54.0	0.0	51.8	52.6	0.0
Incr Delay (d2), s/veh	43.0	11.7	0.8	35.1	5.1	4.8	2.8	8.3	0.0	8.6	19.1	0.0
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(95%),veh/ln	9.2	26.1	4.1	9.0	20.8	14.2	6.7	9.2	0.0	10.6	12.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.0	48.6	26.7	92.2	39.4	36.0	55.3	62.2	0.0	60.4	71.8	0.0
LnGrp LOS	F	D	C	F	D	D	E	E		E	E	
Approach Vol, veh/h		1484			1705			453			842	
Approach Delay, s/veh		51.2			46.6			60.3			66.5	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.1	56.1		23.3	18.3	55.9		27.5				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	9.8	44.2		18.0	10.0	44.0		18.0				
Max Q Clear Time (g_c+I1), s	10.5	36.1		13.5	11.2	43.8		17.9				
Green Ext Time (p_c), s	0.0	4.7		0.9	0.0	0.1		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	53.2
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1195	140	241	1052	434	119	319	123	370	427	108
Future Volume (veh/h)	116	1195	140	241	1052	434	119	319	123	370	427	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1796	1870	1856	1841	1870	1841	1856	1870	1826	1870
Adj Flow Rate, veh/h	123	1271	116	256	1119	369	127	339	0	394	454	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	7	2	3	4	2	4	3	2	5	2
Cap, veh/h	140	1352	579	268	1338	592	210	413		498	500	
Arrive On Green	0.08	0.38	0.38	0.08	0.38	0.38	0.12	0.12	0.00	0.14	0.14	0.00
Sat Flow, veh/h	1781	3554	1522	3456	3526	1560	1781	3497	1572	3456	3469	1585
Grp Volume(v), veh/h	123	1271	116	256	1119	369	127	339	0	394	454	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1522	1728	1763	1560	1781	1749	1572	1728	1735	1585
Q Serve(g_s), s	8.5	43.1	6.4	9.2	36.1	24.0	8.5	11.8	0.0	13.8	16.1	0.0
Cycle Q Clear(g_c), s	8.5	43.1	6.4	9.2	36.1	24.0	8.5	11.8	0.0	13.8	16.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	1352	579	268	1338	592	210	413		498	500	
V/C Ratio(X)	0.88	0.94	0.20	0.95	0.84	0.62	0.60	0.82		0.79	0.91	
Avail Cap(c_a), veh/h	140	1352	579	268	1338	592	257	504		498	500	
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	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.0	37.4	26.0	57.4	35.2	31.5	52.4	53.8	0.0	51.7	52.7	0.0
Incr Delay (d2), s/veh	43.0	13.8	0.8	42.5	6.3	4.9	2.8	8.8	0.0	8.5	20.5	0.0
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(95%),veh/ln	9.2	27.2	4.2	9.3	22.0	14.3	7.0	9.5	0.0	10.5	13.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	100.0	51.2	26.7	100.0	41.6	36.4	55.1	62.7	0.0	60.2	73.2	0.0
LnGrp LOS	F	D	C	F	D	D	E	E		E	E	
Approach Vol, veh/h		1510			1744			466			848	
Approach Delay, s/veh		53.3			49.0			60.6			67.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.1	55.8		23.5	18.0	55.9		27.6				
Change Period (Y+Rc), s	8.3	8.3		8.8	8.3	8.3		9.6				
Max Green Setting (Gmax), s	9.8	44.2		18.0	9.7	44.3		18.0				
Max Q Clear Time (g_c+I1), s	10.5	38.1		13.8	11.2	45.1		18.1				
Green Ext Time (p_c), s	0.0	3.9		0.9	0.0	0.0		0.0				

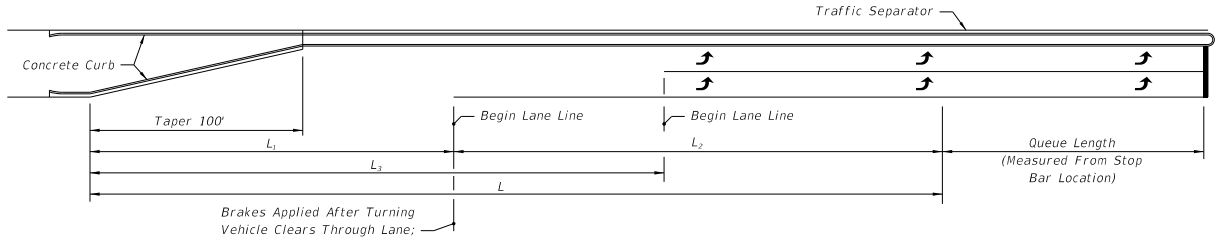
Intersection Summary	
HCM 7th Control Delay, s/veh	55.0
HCM 7th LOS	D

Notes

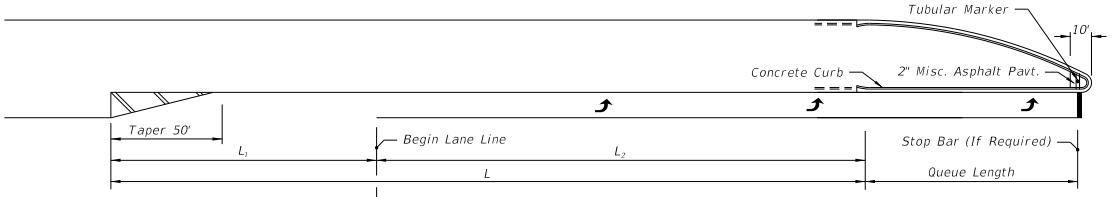
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Appendix O
FDM Exhibit 212-1

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:

1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
   - Entry Speed of 40 mph
   - Brake to stop distance (L_2) of 135 ft.
   - Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2024

Appendix P
Volusia County Land Development Code Turn Lane Guidelines

Major DW	355	365	370	385
Signalized, 4 lanes or more	370	380	385	1320*

DW = Driveway

Minor DW = Maximum ADT of 500 or a maximum peak hour volume of 50

Intermediate DW = Maximum ADT of 1,500 or maximum peak hour volume of 150

Major DW = Maximum ADT of 5,000 or maximum peak hour volume of 500

*Desirable spacing.

Driveway centerline spacing may be increased if the required turn lane storage or transition is increased by any governmental agency. Minimum driveway centerline spacing may be decreased if one-way driveways are utilized and accepted by the DRC.

(4) *Special driveway requirements.* In the case of a land use with special driveway needs, an applicant may submit a traffic engineering study requesting deviations from the requirements of this section. If deviations from driveway requirements are permitted, substitute requirements which deviate no more than necessary to serve the special land use needs may be applied to the development in order to minimize the impact on the adjacent street.

(5) *Turn lanes requirements.*

a. *Turn lane requirements immediately adjacent to the development.*

1. A left-turn lane of 12 feet in width, conforming to Table VI, shall be provided at each driveway when the average daily trip ends of the driveway is 1,000 vehicles or more and/or the average peak hour inbound left-turn volume is 25 vehicles or more. Increased queue lengths (waiting vehicle storage) may be required by the CTE to provide for additional storage, based upon a peak hour entering volume greater than 75 vehicles in the peak hour. No queue length is required if the peak hour entering volume is 75 vehicles in the peak hour or less.
2. 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. Increased storage and transition queue lengths (waiting vehicle storage) may be

required by the CTE to provide for additional storage, based upon a peak hour entering volume greater than 150 vehicles in the peak hour. No queue length is required if the peak hour entering volume is 150 vehicles in the peak hour or less.

b. *Additional improvements immediately adjacent to the development.* At intersections, with a thoroughfare which abut the development, the following improvements shall be provided:

1. A right-turn lane of 12 feet in width, conforming to subsection (e)(5) and Table VI, shall be provided if the development will generate 100 or more right turns during the peak hour.
2. A left-turn lane of 12 feet in width conforming to subsection (e)(5) and Table VI, shall be provided if the street's speed limit is 35 miles per hour or greater and if the development will generate 25 or more left turns during the peak hour.

c. *Through lane pavement transition tapers.* A through lane pavement transition taper shall be provided on all streets and roadways where the through lane is offset to provide for right turn lanes, left turn lanes, lane width changes and an increase or reduction in the number of through lanes. The through lane pavement transition taper length shall be based upon FDOT Standard Index #526 and 17346, and calculated using the following formulas:

For design speeds less than or equal to 40 m.p.h. use:

$$L = \frac{WS^2}{60}$$

For design speeds greater than or equal to 45 m.p.h. use:

L	=	WS
L	=	the pavement transition taper length in feet.
W	=	the width of the through lane lateral transition in feet (offset).

TABLE VI. TURN LANE DIMENSIONAL REQUIREMENTS

EXPAND

Speed Limit (mph)	Urban Section Deceleration Length (feet)*	Rural Section Deceleration Length (feet)*
30	145	145
35	155	155
40	185	185
45	240	320
50	N/A**	385
55	N/A**	455

Appendix Q
VOTRAN Bus Route Information

We drive a great bargain

Votran



English/Español January 2024

For DeLand, Deltona, Orange City, and DeBary

WEST VOLUSIA COUNTY

Area Bus Service Guide



VO to GO

Text VO and your bus stop ID to 321123 to receive a real-time update of the next bus to arrive at your stop.

Download the free myStop app

my

myStop brings rider information to your mobile devices. Plan trips, track buses in real time or setup rider alerts to receive up-to-date notifications about possible delays, detours or schedule changes to each route.

How to contact us

Votran, 950 Big Tree Road, South Daytona, FL 32119

Telephone **386-756-7496** Fax **386-756-7487**

website **www.votran.org**

FOR INFORMATION:

Greater Daytona Beach Area **386-761-7700**
West Volusia **386-943-7033**

Buses displaying "Out of Service" do not stop for passengers.

Votran
We drive a great bargain

A service of Volusia County Government

Welcome



Thank you for choosing Votran, a service of Volusia County Government. Votran is a safe, affordable and convenient option. We hope you'll continue to ride Votran every day...to work, to school, to shop, and to play.

How to use the bus map and timetables

System map

Find your street or the street nearest to you on the map. Note the name, number and color of the route nearest you. Bus departure times can be found on the timetable for this route.

Find your destination on the map. Look for the nearest bus route to this location. If this route is different from the first route you have selected, look at the second timetable and map and check where a transfer may be made. Most transfers are made at **Market Place, Providence/Fort Smith Boulevards and Amelia SuperStop at Northgate Plaza.**

> "Votran's mission is to identify and safely meet the mobility needs of Volusia County. This mission will be accomplished through a courteous, dependable and environmentally-sound team committment to quality service."

Timetable

Check the timetable on the schedule under your route number and look for the time point (cross streets) closest to where you would like to board the bus. Follow the column down the timetable and find a departure time convenient for your trip. Read across the line to the time point closest to your destination transfer point to find your arrival time.

If your boarding or destination point is between two timepoints, the bus will arrive at your destination at a time between the time the bus passes the first timepoint and arrives at the second timepoint. If your trip appears difficult to plan or you have questions, please call **386-943-7033** for assistance. We will help you plan your trip.

Fares - exact fare only

(Subject to change without notice)

Votran does not issue transfers. We recommend that you purchase an all day pass.

ADULT	**$1.75**
SENIOR CITIZENS (65 OR OLDER)	**$0.85**
DISABLED	**$0.85**
YOUTHS (AGES 7-18)	**$0.85**
CHILDREN (under age 7)	**FREE**

Children must be accompanied by a fare-paying adult passenger. Limited to three children.

Passengers must show valid proof of status when paying a reduced fare or showing a reduced fare pass.

SENIOR CITIZENS (65 AND OLDER):
Government ID or license, U.S. Medicare card (red, white and blue), passport, etc.

DISABLED:
Valid agency ID: Conklin Center, ACT, WORC, Medicare card (red, white and blue), passport, (Not Medicaid Gold Card) or Votran ID card indicating "disabled."

YOUTH (AGES 7-18):
Government ID or license showing valid proof of age, school ID (not college ID)

SAVE MONEY WITH VALUE PASSES

Value passes offer convenience and cost-savings for frequent riders. There are multiple options to suit your travel need.

1-DAY PASS	**$3.75**
3-DAY PASS	**$7.50**
7-DAY PASS	**$13.00**
31-DAY PASS	**$46.00**

SENIOR CITIZENS/DISABLED/YOUTH

1-DAY PASS	**$1.85**
3-DAY PASS	**$3.75**
7-DAY PASS	**$6.50**
31-DAY PASS	**$23.00**

- Passes offer unlimited rides for the duration of the pass.
- Fares can be paid with cash, tokens or passes.
- One-day passes are available on-board all fixed route buses.
- Other value passes are available for purchase at the following locations:

VOTRAN OFFICE:	Weekdays, 8:00 a.m. – 5:00 p.m.
TRANSFER PLAZA:	Monday – Saturday, 7:30 a.m. – 5:00 p.m.
DELTONA REGIONAL PUBLIC LIBRARY:	2150 Eustace Ave, Deltona Call (386) 289-7207 Cash only.
HISTORIC COURTHOUSE	Treasury and Billing Office 125 W. New York Ave, Room 120 DeLand, FL 32720 Monday – Friday, 8:00 a.m. – 4:30 p.m.

Purchase Fare Passes online at votran.org.

Travel tips

1. **EXACT FARE**
When boarding always have exact change ready with proper ID card. Operators are not allowed to make change, handle or deposit fares.

2. **REDUCED FARE**
If you qualify for reduced fares, have your U.S. Medicare, proof of age or Votran ID card ready.

3. **SMOKING, EATING AND DRINKING**
Extinguish your cigarettes and finish your food and soft drink before boarding. All are prohibited. This includes electronic smoking devices.

4. **GETTING ON BUS**
When you have arrived at the street location where you need to catch the bus, stand near a designated stop or where there is no sign, stand at the far side of the intersection, not the near side. The bus will not stop in midblock. Watch for your bus to determine the correct route number before signaling the operator to stop. Signal the bus operator by raising your hand.

5. **GETTING OFF BUS**
When you get within a block of your destination, signal the operator to stop by pushing the yellow strip next to the window or by pulling the cord. Stay seated until the bus comes to a complete stop, then move to the rear of the bus to exit. Wait until the green light above the door signals you to push the vertical bars.

6. **PET CARRIERS ON BUS**
Small dogs or cats may ride Votran provided they are in a pet carrier. Pet carriers will need to fit between the riders feet or in the riders lap. Pet carriers may not block the aisle nor be placed in a seat. Small dogs that exhibit excessive barking or aggression will be asked to leave the bus.

7. **BAGGAGE AND STROLLERS**
You may carry on items that can be safely stowed on board once you are seated. Due to safety regulations Votran is unable to permit items such as bicycles, surf boards, or any article that will block the aisles. Bike racks are provided on the exterior of all buses. Strollers must be folded prior to boarding the bus.

8. **NO SHOES, NO SHIRT, NO SERVICE!**

9. **HOLIDAYS**
Votran routes operate on a limited schedule for New Years Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day and Christmas Day. Log into our website at **www.votran.org** for more details.

10. **HAVE A COMMENT, MISUNDERSTANDING OR COMMENDATION?**
Should you wish to make a comment, outline a misunderstanding or commendation of an employee, please contact our office at **386-943-7033**. Please note the bus route, bus number, time of day and location involved in the matter. You also may describe it in writing and mail it to Votran, 950 Big Tree Rd., South Daytona, FL 32119, or report it through our website **www.votran.org**.

11. **UNFORSEEN EVENTS WILL DELAY BUSES.**

SCHEDULE IS SUBJECT TO CHANGE WITHOUT NOTICE

Points of interest served by Votran

Point of Interest	See Map	Grid Ref	Votran Routes
ATTRACTION/RECREATION			
Dupont Lakes	West Volusia	I6	21, 22
GOVERNMENT/SOCIAL SERVICE			
DeLand City Hall/Government Center	West Volusia	E3	20, VoRide
Deltona City Hall	West Volusia	I6	21, 22, 23
Deltona Library	West Volusia	I5	21, 22, 23
DeBary City Hall	West Volusia	K3	20, 23, 31, 33
Methodist Children's Home	West Volusia	K4	21, 22
Orange City City Hall	West Volusia	H3	20, 31
Thomas C. Kelly County Admin Center	West Volusia	E3	20, 31, VoRide
HOSPITALS/MEDICAL CENTERS			
AdventHealth - DeLand	West Volusia	D2	20, VoRide
AdventHealth - Orange City	West Volusia	I3	23, 33
Ambulatory Surgical Ctr of Central FL	West Volusia	E2	20, VoRide
Deltona Healthcare Rehab Cntr	West Volusia	I6	21, 22
V.A. Clinic Deltona	West Volusia	J4	21, 22
V.C. Health Department	West Volusia	I3	23, 33
SCHOOLS/COLLEGES/UNIVERSITIES			
BCU - Deltona Campus	West Volusia	J5	23, 33
DeLand Middle School	West Volusia	F3	20, 31, VoRide
DeLand High School	West Volusia	E3	VoRide
Daytona State College - DeLand	West Volusia	F5	VoRide
Daytona State College - Deltona	West Volusia	I6	21, 22, 23
Deltona Christian School	West Volusia	K5	21, 22
Deltona Middle School	West Volusia	K4	21, 22
Discovery Elementary School	West Volusia	J4	21, 22
Friendship Elementary School	West Volusia	I7	21, 22
Galaxy Middle School	West Volusia	I5	21, 22
Heritage Middle School	West Volusia	J7	21, 22
Orange City Elementary School	West Volusia	H3	20, 31
Pine Ridge High School	West Volusia	J7	21, 22
Southwestern Middle School	West Volusia	F2	20, 31, VoRide
Spirit Elementary School	West Volusia	J5	23, 33
Starke Elementary School	West Volusia	F3	20, 31, VoRide
Stetson University	West Volusia	E3	20, 31, VoRide
Sunrise Elementary School	West Volusia	K7	21, 22
Timbercrest Elementary School	West Volusia	I5	21, 22
SHOPPING CENTERS			
Breezewood Plaza	West Volusia	I3	20, 31
Country Club Corners - Publix	West Volusia	G3	20, 31, VoRide
Crowne Centre Plaza	West Volusia	J3	20, 21, 22, 23, 33
DeBary Commons Shopping Ctr	West Volusia	J3	20, 23, 31, 33
DeLand Plaza	West Volusia	E3	20, VoRide
Deltona Plaza	West Volusia	J4	21, 22
Dogwood Plaza	West Volusia	I3	20, 31
Dupont Lakes Shopping Center	West Volusia	I7	21, 22, 23
Four Townes Shopping Center	West Volusia	I3	20, 31
Marketplace Shopping Center	West Volusia	J3	20, 21, 22, 23, 33
Northgate Shopping Center	West Volusia	D3	20, 31, 60, VoRide
Oakbrook Professional Center	West Volusia	E2	20, VoRide
Orange City Plaza	West Volusia	I3	20, 31
Saxon Plaza Shopping Center	West Volusia	J4	23, 33
Three Seasons Plaza	West Volusia	I3	20, 31
Village Marketplace	West Volusia	I3	20
Walmart - DeLand	West Volusia	D3	20, VoRide
Walmart - Osteen	West Volusia	K7	21, 22
Walmart - South DeLand	West Volusia	F3	20, 31, VoRide
West Volusia Shopping Center	West Volusia	G3	20, 31
Whispering Pines Plaza	West Volusia	I3	20, 31
Woodland Plaza	West Volusia	F3	20, 31, VoRide
TRANSPORTATION			
Amelia SuperStop	West Volusia	D3	20, 31, 60, VoRide
DeLand Municipal Airport	West Volusia	D3	60
Market Place Transfer Center	West Volusia	J3	20, 21, 22, 23, 33
DeLand Intermodal Transfer Facility	West Volusia	E3	20, 31, VoRide
Saxon Park and Ride	West Volusia	J4	23, 33
SunRail - Debary	West Volusia	F5	31, 33
DeLand Amtrak	West Volusia	E1	VoRide

Other services

PERSONS WITH DISABILITIES
All regular fixed buses are equipped for wheelchair accessibility. Votran's Gold service provides door-to-door transportation to persons unable to use the regular fixed bus service. Transportation is provided daily between 6 a.m. – 6 p.m. with a charge of **$3.00** per trip. Applications for Gold service can be obtained from **votran.org** or by request by calling **386-322-5100**. All applicants must be certified by their doctors.

Greater Daytona Beach Area **386-761-7700**
West Volusia **386-943-7033**

COMMUTER ASSISTANCE SERVICES
If bus services are unable to meet your needs, please consider car or van pooling to reach your destination. Votran offers a variety of commuter assistance services to persons who travel to work within Volusia County or to neighboring areas. To learn more please visit our web site or reach us toll-free at **866-610-RIDE**.

BIKES STOW AND GO
All Votran fixed route buses are equipped with bicycle racks that accommodate up to two bicycles. Racks are available on a first-come, first-served basis, so be prepared to secure your bicycle if the positions are full.

LOST AND FOUND
If you've lost something on the bus, please call **386-756-7496** between 8 a.m. – 5 p.m., Monday – Friday.

Bienvenidos



Muchas gracias por elegir Votran, un servicio del Gobierno del Condado de Volusia. Votran es la opción de transporte segura, al alcance y más conveniente. Esperamos continúe usted viajando con Votran todos los días...al trabajo, la escuela, las tiendas, y a jugar.

Como usar el Horario y el Mapa de las rutas Votran

El Mapa Del Sistema Votran

Encuentre la calle donde usted está ubicado o la calle más cerca de usted en el mapa. Fíjese en el nombre, el número, y el color de la ruta más cerca. La hora de salida del autobús se puede ver en el horario de esta ruta.

Encuentre la localización del lugar adonde usted quiere ir en el mapa. Busque la ruta del autobús más cerca a esta localidad. Si esta ruta es diferente a la primera ruta que usted escogió, mire a la segunda ruta y su horario y busque en donde usted puede hacer un transbordo. El transbordo se puede hacer en **'Market Place', 'Providence/Fort Smith' bulevares y Amelia Super Stop en Northgate Plaza.**

> "La misión de Votran es identificar y satisfacer las necesidades de mobilidad en forma segura por el condado de Volusia. Esta misión se logrará a través de un cortés, confiable y un equipo ecológico compromiso a servicio de calidad."

Horario

Revíse la parte que indica el horario del autobús debajo del número de la ruta que usted ha determinado como la mejor para su viaje, y busque la calle o el punto de embarcar que está más cerca a donde usted quiere tomar el autobús. Siga la columna a través del horario hasta que usted encuentre una hora de salida conveniente para su viaje. Lea hacía abajo de esta linea hasta la hora y lugar más cerca de donde usted quiere ir para estimar su hora de llegada.

Si su calle o punto de embarcar o desembarcar el autobús está en el medio de dos paradas, usted puede calcular su llegada con la hora de llegada de la parada antes y de la parada después de la suya. Su autobús llegará a una hora entre estos dos horarios. Si su viaje le parece difícil de planear, o si usted tiene preguntas o necesita ayuda, por favor de llamar este número, **386-943-7033.**

Tarifa - Exacta Solamente

(Conforme a cambio sin aviso)

Votran no emite traslados. Le recomendamos que compre un pase de día entero.

ADULTOS	**$1.75**
CIUDADANOS MAYORES (DE 65 AÑOS)	**$0.85**
PERSONAS INCAPACITADAS	**$0.85**
JOVENES (ENTRE LAS EDADES DE 7 A 18 AÑOS)	**$0.85**
NIÑOS (menores de 7 años de edad)	**GRATIS**

Todo niño debe de ser acompañado por un pasajero adulto con tarifa pagada. Limitado a tres (3) niños.

Todo pasajero debe de mostrar la prueba válida de su estado personal al pagar el precio reducido del pase, o demostrar su pase reducido.

CIUDADANOS JUBILADOS (DESDE 65 AÑOS Y MÁS DE EDAD):
Identificación del gobierno o licencia, tarjeta de Medicare de los EEUU. (rojo, blanco y azul), pasaporte, etc.

INCAPACITADOS:
Identificación valida de la agencia emisora: Conklin Center, ACT, WORC, Tarjeta de Medicare (rojo, blanco y azul), pasaporte, (No se acepta la tarjeta de oro de Medicaid) o tarjeta de identificación de Votran indicando la palabra "disabled."

JÓVENES (DESDE LAS EDADES DE 7 A 18 AÑOS):
Identificación del gobierno o licencia que demuestra la prueba válida de la edad, identificación escolar (no se acepta tarjeta de identificación universitaria).

AHORE SU DINERO COMPRANDO LOS PASES DE TRANSPORTACIÓN

Los pasos del valor ofrecen la conveniencia y los coste-ahorros para los jinetes frecuentes. Hay opciones múltiples para satisfacer su necesidad del recorrido.

PASE DE UN DÍA	**$3.75**
PASE DE 3 DÍAS	**$7.50**
PASE DE 7 DÍAS	**$13.00**
PASE DE 31 DÍA	**$46.00**

PERSONAS JUBILADAS/INCAPACITADOS/JÓVENES

PASE DE UN DÍA	**$1.85**
PASE DE 3 DÍAS	**$3.75**
PASE DE 7 DÍAS	**$6.50**
PASE DE 31 DÍA	**$23.00**

- Los pases ofrecen paseos ilimitados para la duración del paseo.
- Las tarifas se pueden pagar con dinero en efectivo, fichas, o pases.
- Pases de un día están disponibles a bordo todos los autobuses con rutas fijas.
- Otros pases están disponibles para la venta en las siguientes localizaciones:

OFICINA DE VOTRAN:	días laborales, 8:00 a.m. – 5:00 p.m.
PLAZA DE TRANSFERENCIA:	lunes a sábado, 7:30 a.m. – 5:00 p.m.
DELTONA REGIONAL PUBLIC LIBRARY (BIBLIOTECA REGIONAL):	2150 Eustace Ave, Deltona Llame al (386) 289-7207 Únicamente efectivo.
HISTORIC COURTHOUSE	Treasury and Billing Office 125 W. New York Ave, Room 120 DeLand, FL 32720 lunes a viernes, 8:00 a.m. – 5:00 p.m.

Compra de una tarifa pasa en línea en votran.org.

Lo que necesita para el recorrido

1. **TARIFA EXACTA**
Al abordar siempre tenga listo el cambio exacto con la tarjeta apropiada de identificación. No se permite a los operadores a hacer cambio, manejar o depositar el dinero.

2. **PRECIOS REDUCIDOS**
Si usted califica a recibir precios reducidos, tenga listo su tarjeta de Medicare de los EEUU, prueba de su edad, o tarjeta de identificación de Votran.

3. **EL FUMAR, COMER, Y CONSUMIR BEBIDA**
Extinga sus cigarrillos y acabe de alimentarse con comida y refrescos antes de subir. Se prohíben todos. Esto incluye dispositivos electronicós fumadores.

4. **SUBIRSE EN EL AUTOBUS**
Cuando usted ha llegado a la localización en la calle donde usted necesita tomar el autobús, debe de pararse cerca de una parada designada o donde no hay una señal, debe de pararse a los mas lejano de la intersección, no al lado cercano. El autobús no se parará en medio bloque de la calle. Asómese a su autobús para determinar el número correcto de la ruta antes que le señale al operador que se pare. Señale al operador del autobús levantando su mano.

5. **BAJAR DEL AUTOBUS**
Cuando usted ya llegue dentro un bloque de su destinación, señale al operador para que se pare oprimiendo la tira amarilla al lado de la ventana o jalando la cuerda. Permanezca sentado hasta que el autobús se pare completamente. Después muévase a la parte trasera del autobús para salir. Espere hasta que la luz verde sobre la puerta le señale que empuje las barras verticales.

6. **PORTADORES DE MASCOTAS EN EL AUTOBUS**
Perros o gatos pequeños pueden montar Votran siempre que estén en unportador de mascotas. Los portadores deben caber entre sus pies orencima de sus piernas. Los portadores no pueden bloquear el pasillo oser colocados en un asiento. Los perros pequeños que exhiben excesivosladridos o agresión se les pedirá que bajen el autobús.

7. **MALETAS Y COCHES**
Usted puede cargar adentro artículos que se puedan guardar con seguridad a bordo una vez que esté sentado. Debido a las normas de seguridad, Votran no puede permitir artículos tales como bicicletas, tablas de surfear, o cualquier artículo que bloquee los pasillos. Los estantes de bicicletas se proveen en el exterior de todos los autobuses. Cochecitos debe doblarse antes de abordar el autobus.

8. **¡NO ZAPATOS, NO CAMISA, NO SERVICIO!**

9. **DIAS FERIADOS**
Las Rutas de Votran operan en un horario limitado para el Día de Año Nuevo, Memorial Day, el 4 de julio, Labor Day, Thanksgiving Day y el Dia de Navidad. Inicie sesión en nuestro sitio web en **www.votran.org** para más detalles.

10. **¿TIENE ALGUN COMENTARIO, UN MALENTENDIDO, O UNA RECOMENDACION?**
Si usted desea hacer un comentario, dar un resumen sobre un malentendido o elogiar un empleado, por favor comuníquese con nuestra oficina llamando al **386-943-7033**. Favor de anotar la ruta del autobús, número del autobús, la hora del día y la localización implicada en el caso. Usted también puede describir en detalle por escrito y enviarlo por correo postal a Votran, 950 Big Tree Rd., South Daytona, FL 32119, informe a través de nuestro sitio web **www.votran.org**.

11. **EVENTOS IMPREVISTOS RETRASARAN LOS AUTOBUSES**

ESTE HORARIO PUEDE CAMBIAR SIN AVISO

WEST VOLUSIA BUS SERVICE

- All times shown in **bold** are p.m. trips.
- All trips shown in ▭ do not operate on Saturdays.
- All trips shown in ▭ operate on Saturdays only.

Schedule is subject to change without notice

20 DeLand/Orange City

MON-SAT: ***Northbound from Market Place to Deland***

Charles Beall/ Angeles	Market Place *(Arrive)*	Market Place *(Depart)*	Volusia/ Rhode Island	Volusia/ French	Woodland/ Orange Camp	DeLand ITF Gate 2	Thomas C. Kelly County Adm.Ctr	AdventHealth DeLand	Int'l Speedway/ S.R. 15-A	Amelia SuperStop
-:-	-:-	-:-	5:45	5:49	5:55	6:03	-:-	-:-	-:-	6:13
-:-	-:-	6:16	6:24	6:29	6:37	6:47	6:52	6:59	7:04	7:10
-:-	-:-	-:-	6:38	6:43	6:50	-:-	-:-	-:-	-:-	7:10
-:-	-:-	7:25	7:31	7:36	7:42	7:53	8:00	8:08	8:13	8:19
-:-	-:-	8:25	8:31	8:36	8:42	8:53	9:00	9:08	9:13	9:19
9:03	9:13	9:25	9:31	9:36	9:42	9:53	10:00	10:08	10:13	10:19
9:55	10:05	10:25	10:31	10:36	10:42	10:53	11:00	11:08	11:13	11:19
10:55	11:05	11:25	11:31	11:36	11:42	11:53	**12:00**	**12:08**	**12:13**	**12:19**
11:55	**12:05**	**12:25**	**12:31**	**12:36**	**12:42**	**12:53**	**1:00**	**1:08**	**1:13**	**1:19**
12:55	**1:05**	**1:25**	**1:31**	**1:36**	**1:42**	**1:53**	**2:00**	**2:08**	**2:13**	**2:19**
1:55	**2:05**	**2:25**	**2:31**	**2:36**	**2:42**	**2:53**	**3:00**	**3:08**	**3:13**	**3:19**
2:55	**3:05**	**3:25**	**3:31**	**3:36**	**3:42**	**3:53**	**4:00**	**4:08**	**4:13**	**4:19**
3:55	**4:05**	**4:25**	**4:31**	**4:36**	**4:42**	**4:53**	**5:00**	**5:08**	**5:13**	**5:19**
4:55	**5:05**	**5:25**	**5:31**	**5:36**	**5:42**	**5:53**	**6:00**	**6:08**	**6:13**	**6:19**
5:55	**6:05**	**6:25**	**6:31**	**6:36**	**6:42**	**6:53**	**7:00**	**7:08**	**7:13**	**7:19**

MON-SAT ***Southbound from Deland to Market Place***

Amelia SuperStop	Walmart Deland	Amelia SuperStop	Int'l Speedway/ S.R. 15-A	AdventHealth DeLand	Thomas C. Kelly Co. Admin. Ctr	DeLand ITF Gate 1 *(Depart)*	Woodland/ McGregor	Volusia/ French	Volusia/ Rhode Island	Market Place	Charles Beall/ Angeles
6:14	6:23	6:28	6:35	6:39	6:45	6:50	7:00	7:07	7:11	7:20	-:-
7:14	7:19	7:26	7:33	7:37	7:43	7:50	8:00	8:07	8:11	8:20	-:-
8:14	-:-	-:-	-:-	-:-	-:-	8:24	8:34	8:40	8:44	8:53	9:03
8:29	8:34	8:41	8:49	8:54	9:01	9:15	9:24	9:30	9:34	9:45	9:55
9:29	9:34	9:41	9:49	9:54	10:01	10:15	10:24	10:30	10:34	10:45	10:55
10:29	10:34	10:41	10:49	10:54	11:01	11:15	11:24	11:30	11:34	11:45	11:55
11:29	11:34	11:41	11:49	11:54	**12:01**	**12:15**	**12:24**	**12:30**	**12:34**	**12:45**	**12:55**
12:29	**12:34**	**12:41**	**12:49**	**12:54**	**1:01**	**1:15**	**1:24**	**1:30**	**1:34**	**1:45**	**1:55**
1:29	**1:34**	**1:41**	**1:49**	**1:54**	**2:01**	**2:15**	**2:24**	**2:30**	**2:34**	**2:45**	**2:55**
2:29	**2:34**	**2:41**	**2:49**	**2:54**	**3:01**	**3:15**	**3:24**	**3:30**	**3:34**	**3:45**	**3:55**
3:29	**3:34**	**3:41**	**3:49**	**3:54**	**4:01**	**4:15**	**4:24**	**4:30**	**4:34**	**4:45**	**4:55**
4:29	**4:34**	**4:41**	**4:49**	**4:54**	**5:01**	**5:15**	**5:24**	**5:30**	**5:34**	**5:45**	**5:55**
5:29	**5:34**	**5:41**	**5:49**	**5:54**	**6:01**	**6:15**	**6:24**	**6:30**	**6:34**	**6:45**	-:-
6:20	**6:29**	-:-	-:-	-:-	-:-	**6:40**	**6:50**	**6:57**	-:-	-:-	-:-
6:24	**6:29**	**6:36**	**6:44**	**6:49**	**6:56**	**7:10**	**7:19**	**7:25**	**7:29**	**7:38**	-:-
7:20	**7:29**	-:-	-:-	-:-	-:-	**7:40**	**7:50**	**7:57**	**8:01**	-:-	-:-

21 Deltona

MON-SAT: ***Outbound from Market Place to Walmart/Osteen via Providence/Ft. Smith***

Market Place	Deltona Plaza	Providence/ Normandy	Methodist Children's Home	Providence/ Normandy	Providence/ Tivoli	Walmart/ Osteen
-:-	-:-	-:-	-:-	-:-	5:08	5:20
6:25	6:33	6:40	6:46	6:52	6:57	7:11
-:-	-:-	-:-	-:-	-:-	7:04	7:18
8:25	8:33	8:40	8:46	8:52	8:57	9:11
10:25	10:33	10:40	10:46	10:52	10:57	11:11
12:25	**12:33**	**12:40**	**12:46**	**12:52**	**12:57**	**1:11**
2:25	**2:33**	**2:40**	**2:46**	**2:52**	**2:57**	**3:11**
4:25	**4:33**	**4:40**	**4:46**	**4:52**	**4:57**	**5:11**
6:25	**6:33**	**6:40**	**6:46**	**6:52**	**6:57**	**7:11**

MON-SAT: ***Inbound Walmart/Osteen to Market Place via Elkcam/Providence***

Walmart/ Osteen	Pine Ridge High School	Howland/ Elkcam	Newmark/ Montecito	Providence/ Ft. Smith	Deltona City Hall	Deltona Library	Providence/ Tivoli	Providence/ Normandy	Deltona Plaza	Market Place
5:21	5:24	5:31	5:36	5:40	-:-	5:46	5:52	5:56	6:03	6:15
7:19	7:22	7:29	7:34	7:38		7:44	7:50	7:54	8:01	8:13
7:22	7:25	7:32	7:37	7:41	7:45	7:47	7:53	7:57	8:04	8:19
9:22	9:25	9:32	9:37	9:41	9:45	9:47	9:53	9:57	10:04	10:19
11:22	11:25	11:32	11:37	11:41	11:45	11:47	11:53	11:57	**12:04**	**12:19**
1:22	**1:25**	**1:32**	**1:37**	**1:41**	**1:45**	**1:47**	**1:53**	**1:57**	**2:04**	**2:19**
3:22	**3:25**	**3:32**	**3:37**	**3:41**	**3:45**	**3:47**	**3:53**	**3:57**	**4:04**	**4:19**
5:22	**5:25**	**5:32**	**5:37**	**5:41**	**5:45**	**5:47**	**5:53**	**5:57**	**6:04**	**6:19**
7:19	**7:22**	**7:29**	-:-	-:-	-:-	-:-	-:-	-:-	-:-	-:-

22 Deltona

MON-SAT: ***Outbound from Market Place to Walmart/Osteen via Elkcam/Providence***

Market Place	Deltona Plaza	Providence/ Normandy	Providence/ Tivoli	Deltona City Hall	Deltona Library	Elkcam/ Howland	Pine Ridge High School	Walmart/ Osteen
-:-	-:-	5:52	5:57	-:-	6:03	6:11	6:18	6:22
7:25	7:33	7:40	7:45	7:51	7:54	8:03	8:10	8:15
9:25	9:33	9:40	9:45	9:51	9:54	10:03	10:10	10:15
11:25	11:33	11:40	11:45	11:51	11:54	**12:03**	**12:10**	**12:15**
1:25	**1:33**	**1:40**	**1:45**	**1:51**	**1:54**	**2:03**	**2:10**	**2:15**
3:25	**3:33**	**3:40**	**3:45**	**3:51**	**3:54**	**4:03**	**4:10**	**4:15**
5:25	**5:33**	**5:40**	**5:45**	**5:51**	**5:54**	**6:03**	**6:10**	**6:15**

MON-SAT: ***Inbound from Walmart/Osteen to Market Place via Ft. Smith/Providence***

Walmart/ Osteen	Providence/ Tivoli	Providence/ Normandy	Methodist Children's Home	Providence/ Normandy	Deltona Plaza	Market Place
6:24	6:37	6:41	6:47	6:54	7:01	7:18
8:24	8:37	8:41	8:47	8:54	9:01	9:18
10:24	10:37	10:41	10:47	10:54	11:01	11:18
12:24	**12:37**	**12:41**	**12:47**	**12:54**	**1:01**	**1:18**
2:24	**2:37**	**2:41**	**2:47**	**2:54**	**3:01**	**3:18**
4:24	**4:37**	**4:41**	**4:47**	**4:54**	**5:01**	**5:18**
6:20	**6:33**	**6:37**	**6:43**	**6:50**	**6:57**	**7:14**

ROUTE 22 DOES NOT OPERATE ON HOLIDAYS
LA RUTA 22, NO TRABAJA EN LOS DIAS DE FIESTA

23 Orange City

MON-FRI: ***Eastbound from Market Place to Ft. Smith/Providence***

Market Place	Charles Beall/ Angeles	Saxon Blvd Market Place	AdventHealth Orange City	Saxon/Tivoli	Providence/ Ft. Smith
-:-	5:24	5:31	5:35	5:45	5:49
6:20	6:28	6:35	6:39	6:49	6:53
7:20	7:28	7:35	7:39	7:49	7:53
8:20	8:28	8:35	8:39	8:49	8:53
9:20	9:28	9:35	9:39	9:49	9:53
10:20	10:28	10:35	10:39	10:49	10:53
11:20	11:28	11:35	11:39	11:49	11:53
12:20	**12:28**	**12:35**	**12:39**	**12:49**	**12:53**
1:20	**1:28**	**1:35**	**1:39**	**1:49**	**1:53**
2:25	-:-	-:-	**2:31**	**2:41**	**2:45**
3:25	-:-	-:-	**3:31**	**3:41**	**3:45**
4:25	-:-	-:-	**4:31**	**4:41**	**4:45**
5:25	-:-	-:-	**5:31**	**5:41**	**5:45**

MON-FRI: ***Westbound from Providence/Ft. Smith to Market Place***

Providence/ Ft. Smith	Saxon Blvd Park & Ride	Market Place
5:49	6:01	6:16
6:53	7:05	7:20
7:53	8:05	8:20
8:53	9:05	9:20
9:53	10:05	10:20
10:53	11:05	11:20
11:53	**12:05**	**12:20**
12:53	**1:05**	**1:20**
1:53	**2:05**	**2:20**
2:45	**2:57**	**3:12**
3:45	**3:57**	**4:12**
4:45	**4:57**	**5:12**
5:45	**5:57**	**6:12**

SAT ONLY: ***Eastbound from Market Place to Ft. Smith/Providence***

Market Place	Charles Beall/ Angeles	Saxon Blvd Market Place	AdventHealth Orange City	Saxon/Tivoli	Providence/ Ft. Smith
-:-	-:-	-:-	6:39	6:49	6:53
7:20	7:28	7:35	7:39	7:49	7:53
8:20	8:28	8:35	8:39	8:49	8:53
9:20	9:28	9:35	9:39	9:49	9:53
10:20	10:28	10:35	10:39	10:49	10:53
11:20	11:28	11:35	11:39	11:49	11:53
12:20	**12:28**	**12:35**	**12:39**	**12:49**	**12:53**
1:20	**1:28**	**1:35**	**1:39**	**1:49**	**1:53**
2:20	**2:28**	**2:35**	**2:39**	**2:49**	**2:53**
3:20	**3:28**	**3:35**	**3:39**	**3:49**	**3:53**
4:20	**4:28**	**4:35**	**4:39**	**4:49**	**4:53**
5:20	**5:28**	**5:35**	**5:39**	**5:49**	**5:53**

SAT ONLY: ***Westbound from Providence/Ft. Smith to Market Place***

Providence/ Ft. Smith	Saxon Blvd Park & Ride	Market Place
6:53	7:05	7:20
7:53	8:05	8:20
8:53	9:05	9:20
9:53	10:05	10:20
10:53	11:05	11:20
11:53	**12:05**	**12:20**
12:53	**1:05**	**1:20**
1:53	**2:05**	**2:20**
2:53	**3:05**	**3:20**
3:53	**4:05**	**4:20**
4:53	**5:05**	**5:20**
5:53	**6:05**	**6:20**

31 SunRail - US 17-92

MON-FRI ONLY: ***Southbound to SunRail DeBary Station***

Amelia Super Stop	DeLand ITF *(Departs)*	Woodland/ McGreggor	Volusia/ Graves	Charles Beall/ Saxon	Charles Beall/ Highbanks	DeBary SunRail Station	SunRail Departs
4:43	4:53	5:00	5:05	5:12	5:16	5:20	5:30
5:13	5:23	5:30	5:35	5:42	5:46	5:50	6:00
5:43	5:53	6:00	6:05	6:12	6:16	6:20	6:30
6:13	6:23	6:30	6:35	6:42	6:46	6:50	7:00
6:43	6:53	7:00	7:05	7:12	7:16	7:20	7:30
7:08	7:18	7:25	7:30	7:37	7:41	7:45	8:00
7:43	7:53	8:00	8:05	8:12	8:16	8:20	9:00
3:15	**3:31**	**3:40**	**3:47**	**3:56**	**4:02**	**4:08**	**4:30**
3:45	**4:01**	**4:10**	**4:17**	**4:26**	**4:32**	**4:38**	**5:00**
4:15	**4:31**	**4:40**	**4:47**	**4:56**	**5:02**	**5:08**	**5:30**
4:45	**5:01**	**5:10**	**5:17**	**5:26**	**5:32**	**5:38**	-:-
5:15	**5:31**	**5:40**	**5:47**	**5:56**	**6:02**	**6:08**	-:-
5:45	**6:01**	**6:10**	**6:17**	**6:26**	**6:32**	**6:38**	**6:50**
6:18	**6:34**	**6:43**	**6:50**	**6:59**	**7:05**	**7:11**	**8:10**
6:48	**7:04**	**7:13**	**7:20**	**7:29**	**7:35**	**7:41**	**8:10**

MON-FRI ONLY: ***Northbound to Amelia Super Stop***

SunRail Arrives	DeBary SunRail Station	Charles Beall/ Highbanks	Saxon/ Charles Beall	Volusia/ Graves	Woodland/ McGreggor	DeLand ITF *(departs)*	Amelia Super Stop
-:-	5:25	5:30	5:33	5:39	5:44	5:57	6:06
-:-	5:55	6:00	6:03	6:09	6:14	6:27	6:36
-:-	6:25	6:30	6:33	6:39	6:44	6:52	7:01
-:-	6:55	7:00	7:03	7:09	7:14	7:27	7:36
7:18	7:25	7:30	7:33	7:39	7:44	7:57	8:06
7:48	7:55	8:00	8:03	8:09	8:14	8:27	8:36
2:43	**3:25**	**3:30**	**3:33**	**3:39**	**3:44**	**4:00**	**4:09**
3:48	**3:55**	**4:00**	**4:03**	**4:09**	**4:14**	**4:30**	**4:39**
-:-	**4:25**	**4:30**	**4:33**	**4:39**	**4:44**	**5:00**	**5:09**
4:48	**4:55**	**5:00**	**5:03**	**5:09**	**5:14**	**5:30**	**5:39**
5:18	**5:25**	**5:30**	**5:33**	**5:39**	**5:44**	**6:00**	**6:09**
5:48	**5:55**	**6:00**	**6:03**	**6:09**	**6:14**	**6:30**	**6:39**
6:18	**6:25**	**6:30**	**6:33**	**6:39**	**6:44**	**7:00**	**7:09**
6:53	**7:05**	**7:10**	**7:13**	**7:19**	**7:24**	**7:40**	**7:49**
7:23	**7:35**	**7:40**	**7:43**	**7:49**	**7:54**	**8:10**	**8:19**
7:53	**8:05**	**8:10**	**8:13**	**8:19**	**8:24**	**8:40**	**8:49**

33 SunRail - Dupont Lakes

MON-FRI ONLY: ***Westbound to SunRail DeBary Station***

Dupont Lakes Shopping Ctr	Deltona City Hall	Saxon Blvd Park & Ride*	Saxon Blvd Market Place*	DeBary SunRail Station	SunRail Departs
4:25	4:35	4:50	4:58	5:15	5:30
5:25	5:35	5:50	5:58	6:15	6:30
6:25	6:35	6:50	6:58	7:15	7:30
2:25	**2:35**	**2:50**	**2:58**	**3:15**	**3:30**
4:25	**4:35**	**4:50**	**4:58**	**5:15**	**5:30**
-:-	-:-	-:-	**6:25**	**6:42**	**6:50**

MON-FRI ONLY: ***Eastbound to Dupont Lakes***

SunRail Arrives	DeBary SunRail Station	Saxon Blvd Market Place*	AdventHealth Orange City	Saxon Blvd Park & Ride*	Deltona City Hall	Dupont Lakes Shopping Ctr
7:18	7:28	7:40	7:44	7:48	8:06	8:20
8:18	8:28	8:40	8:44	8:48	9:06	9:20
2:43	**3:20**	**3:32**	**3:36**	**3:40**	**3:58**	**4:12**
5:18	**5:28**	**5:40**	**5:44**	**5:48**	**6:06**	**6:20**
6:53	**6:58**	**7:07**	**7:11**	**7:14**	**7:24**	**7:37**

* Buses do not enter Deltona City Hall, Park & Ride, or Market Place. Bus stops are located on the main road.
** Los autobuses no entran en el Ayuntamiento de Deltona, Park & Ride o Market Place. Las paradas de autobús se encuentran en la carretera principal.*

60 East/West Connector

MON-SAT: ***Departs Gate S-5 Westbound to Amelia Superstop***
Does not go inside Volusia Mall

Transfer Plaza	Int'l Speedway Nova	Int'l Speedway Midway	Int'l Speedway Tomoka Farms	Branch Jail	Int'l Speedway Kepler Rd	Amelia Super Stop
-:-	-:-	5:15	5:20	-:-	5:36	5:40
-:-	-:-	*5:57	6:03	-:-	6:19	6:23
6:32	6:40	6:45	6:53	7:01	7:13	7:19
-:-	-:-	6:56	7:01	-:-	7:13	7:19
7:02	7:10	7:15	7:23	7:31	7:43	7:49
7:32	7:40	7:45	7:53	8:01	8:13	8:19
8:02	8:10	8:15	8:23	8:31	8:43	8:49
8:32	8:40	8:45	8:53	9:01	9:13	9:19
9:02	9:10	9:15	9:23	9:31	9:43	9:49
9:32	9:40	9:45	9:53	10:01	10:13	10:19
10:02	10:10	10:15	10:23	10:31	10:43	10:49
10:32	10:40	10:45	10:53	11:01	11:13	11:19
11:32	11:40	11:45	11:53	**12:01**	**12:13**	**12:19**
12:32	**12:40**	**12:45**	**12:53**	**1:01**	**1:13**	**1:19**
1:32	**1:40**	**1:45**	**1:53**	**2:01**	**2:13**	**2:19**
2:32	**2:40**	**2:45**	**2:53**	**3:01**	**3:13**	**3:19**
3:02	**3:10**	**3:15**	**3:23**	**3:31**	**3:43**	**3:49**
3:32	**3:40**	**3:45**	**3:53**	**4:01**	**4:13**	**4:19**
4:02	**4:10**	**4:15**	**4:23**	**4:31**	**4:43**	**4:49**
4:32	**4:40**	**4:45**	**4:53**	**5:01**	**5:13**	**5:19**
5:32	**5:40**	**5:45**	**5:53**	**6:01**	**6:13**	**6:19**
6:32	**6:40**	**6:45**	**6:53**	**7:01**	**7:13**	**7:19**

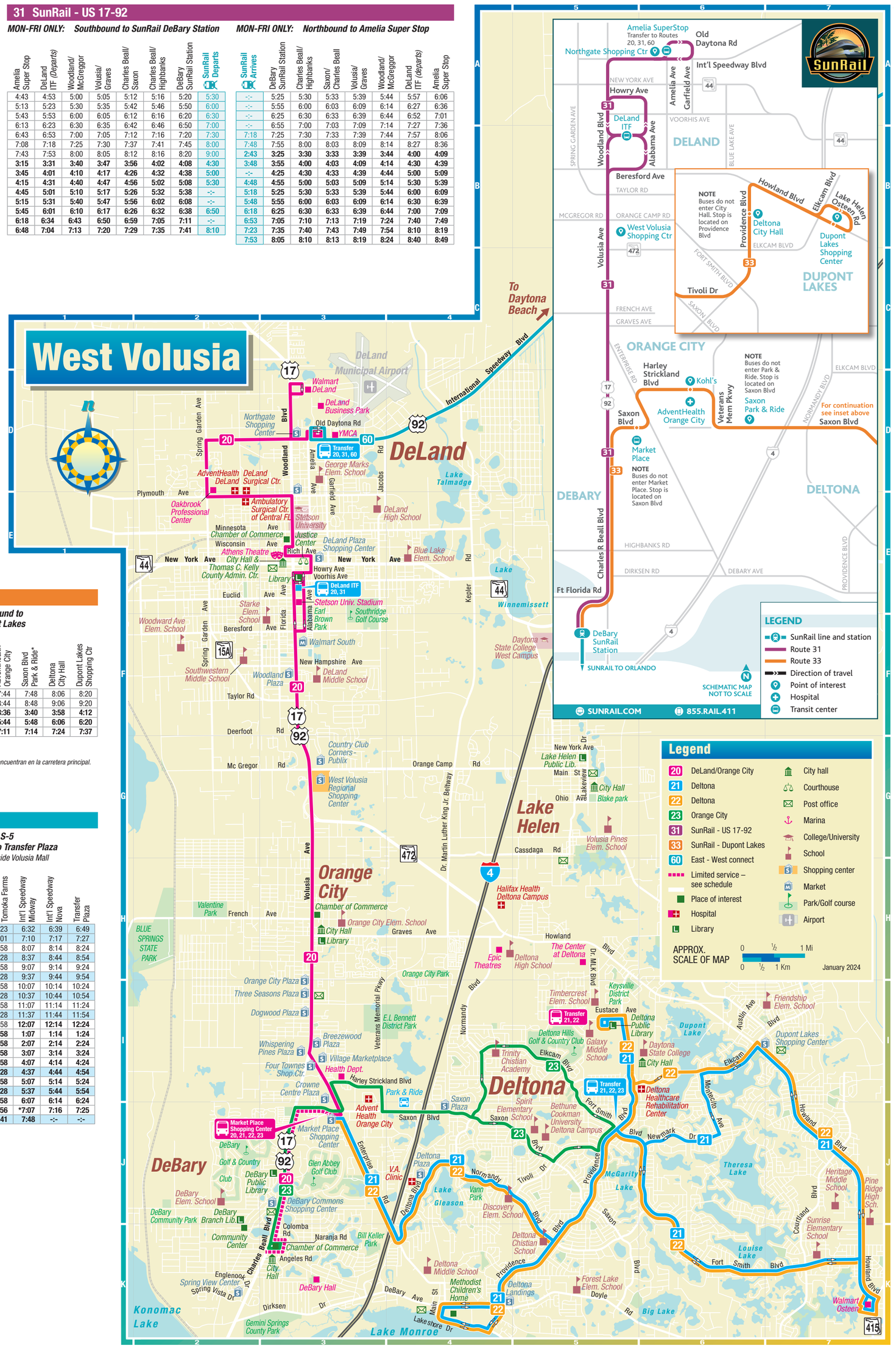
MON-SAT: ***Arrives Gate S-5 Eastbound to Transfer Plaza***
Does not go inside Volusia Mall

Amelia Super Stop	Int'l Speedway Kepler Rd	Branch Jail	Int'l Speedway Tomoka Farms	Int'l Speedway Midway	Int'l Speedway Nova	Transfer Plaza
5:51	5:56	6:12	6:23	6:32	6:39	6:49
6:29	6:34	6:50	7:01	7:10	7:17	7:27
7:26	7:31	7:47	7:58	8:07	8:14	8:24
7:56	8:01	8:17	8:28	8:37	8:44	8:54
8:26	8:31	8:47	8:58	9:07	9:14	9:24
8:56	9:01	9:17	9:28	9:37	9:44	9:54
9:26	9:31	9:47	9:58	10:07	10:14	10:24
9:56	10:01	10:17	10:28	10:37	10:44	10:54
10:26	10:31	10:47	10:58	11:07	11:14	11:24
10:56	11:01	11:17	11:28	11:37	11:44	11:54
11:26	11:31	11:47	11:58	**12:07**	**12:14**	**12:24**
12:26	**12:31**	**12:47**	**12:58**	**1:07**	**1:14**	**1:24**
1:26	**1:31**	**1:47**	**1:58**	**2:07**	**2:14**	**2:24**
2:26	**2:31**	**2:47**	**2:58**	**3:07**	**3:14**	**3:24**
3:26	**3:31**	**3:47**	**3:58**	**4:07**	**4:14**	**4:24**
3:56	**4:01**	**4:17**	**4:28**	**4:37**	**4:44**	**4:54**
4:26	**4:31**	**4:47**	**4:58**	**5:07**	**5:14**	**5:24**
4:56	**5:01**	**5:17**	**5:28**	**5:37**	**5:44**	**5:54**
5:26	**5:31**	**5:47**	**5:58**	**6:07**	**6:14**	**6:24**
6:24	**6:29**	**6:45**	**6:56**	***7:07**	**7:16**	**7:25**
*****7:23**	**7:27**	-:-	**7:41**	**7:48**	-:-	-:-

* Serves the Daytona Airport at 5:55 a.m. Westbound and 7:05 p.m. Eastbound.
** Sirve al aeropuerto de Daytona a las 5:55 a.m. en dirección oeste y a las 7:05 p.m. hacia el este.*

***The last eastbound trip ends at Clyde Morris. Passengers may deboard at Midway and take Route 10. Night Service at :31 past the hour to go to the Intermodal Transit Facility at Earl St. and A1A.

****El último viaje en dirección este termina en Clyde Morris. Los pasajeros pueden desembarcar en Midway y tomar el servicio nocturno de la ruta 10 a las: 31 después de la hora para ir a la instalación de tránsito intermodal en Earl St. y A1A.*



Appendix R
Signal Four Analytics Crash Data

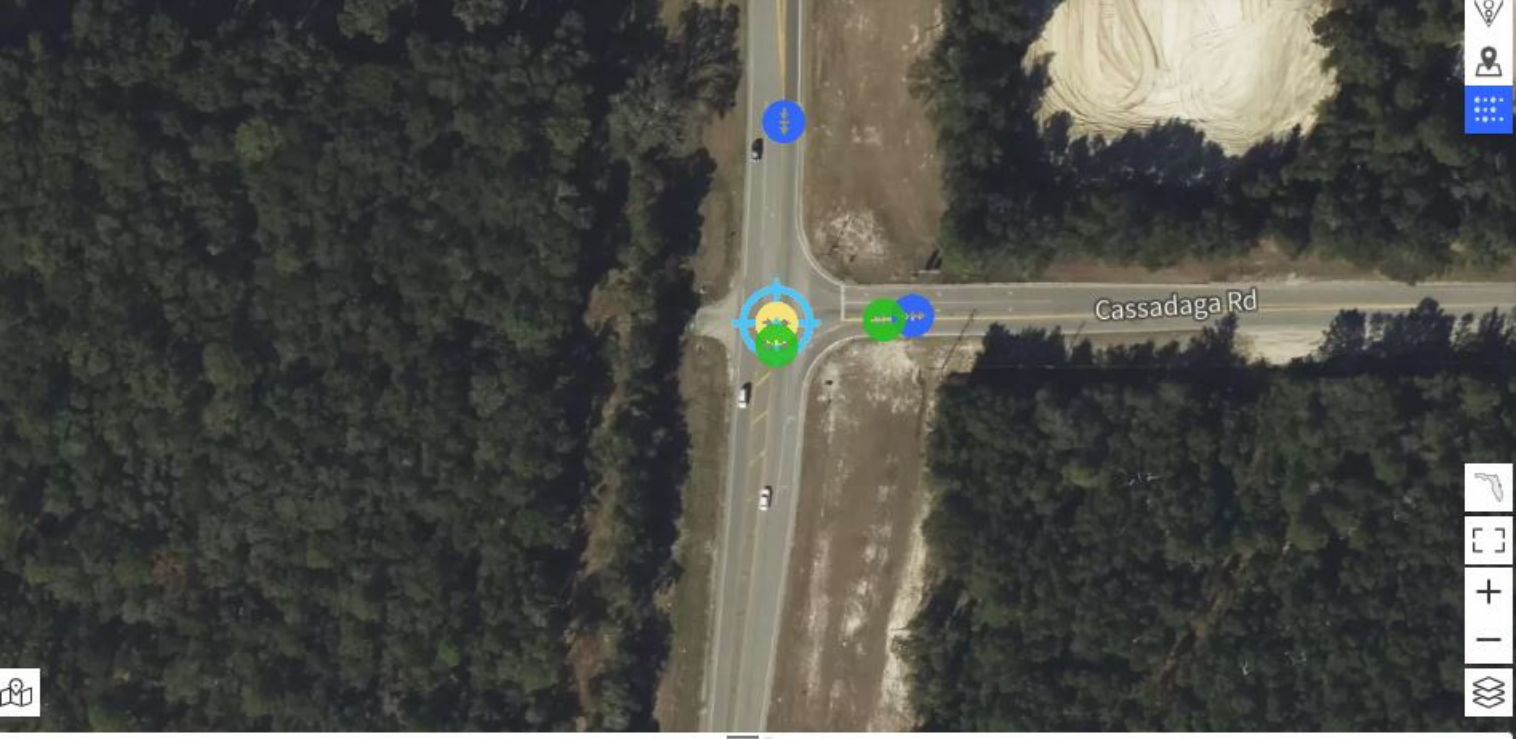
MLK Beltway and Cassadaga Road

REPORT_NUMBER	CRASH_YEAR	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	ON_STREET_ROAD_HIGHWAY	DIRECTION_FROM_INTERSECTION	FROM_INTERSECTION_OF	TYPE_OF_INTERSECTION	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION	INTERCHANGE_FLAG	JUNCTION_FLAG	ROAD_CIRCUMSTANCES_1	ROAD_CIRCUMSTANCES_2	ROAD_CIRCUMSTANCES_3	ENVIRONMENT_CIRCUMSTANCES_1	ENVIRONMENT_CIRCUMSTANCES_2
88074562	2019	2	1	8	36	Volusia	Deland	Urban	CASSADAGA ROAD	East	COUNTY ROAD 4101	T-Intersect	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Intersectio	None			None	
88074557	2019	2	2	8	36	Volusia	Deland	Urban	CASSADAGA ROAD	East	COUNTY ROAD 4101	T-Intersect	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Intersectio	None			None	
87240604	2019	3	3	8	48	Volusia	Orange Cit	Rural	COUNTY ROAD 4101 (	North	CASSADAGA RD	Not at Inte	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Non-Juncti	None			None	
24974479	2022	2	2	8	36	Volusia	Deland	Rural	COUNTY ROAD 4101 (DR. MLK BE		CASSADAGA ROAD	Not at Inte	N	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Non-Juncti	Work Zone			None	
25074130	2023	2	4	8	0	Volusia	Unincorpo	Rural	COUNTY ROAD 4101	South	CASSADAGA ROAD	Not at Inte	N	Dark - Ligh	Clear	Wet	N	Front to Rear	Motor Vehicle in Transport	On Roadwa	N	Non-Juncti	None			None	

ENVIRONMENT_CIRCUMSTANCES_3	WORK_ZONE_RELATED_FLAG	CRASH_IN_WORK_ZONE	TYPE_OF_WORK_ZONE	WORKERS_PRESENT	LAW_ENFORCEMENT_PRESENT	INVESTIGATOR_RANK	INVESTIGATING_AGENCY_NAME	INVESTIGATING_AGENCY_TYPE	LOAD_DATE	CODEABLE	S4_CRASH_TYPE	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_AGGRESSIVE_DRIVING	S4_IS_ALCOHOL_RELATED	S4_IS_CMV_INVOLVED	S4_IS_DISTRACTED	S4_IS_DRUG_RELATED	S4_IS_HIT_AND_RUN	S4_IS_INTERSECTION_RELATED	S4_IS_LANE_DEPARTURE_RELATED	S4_IS_SPEEDING_RELATED	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_POSSIBLE_INJURY_COUNT	S4_NON_INCAPACITATING_INJURY_COUNT	S4_INCAPACITATING_INJURY_COUNT	S4_FATALITY_COUNT	S4_FATALITY_WITHIN_30_DAYS_COUNT
	N					TROOPER	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	No Injury	DAY	N	N	N	N	N	Y	Y	N	N	1	0	0	0	0	0	0
	N					TROOPER	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	Possible Injury	DAY	N	N	N	Y	N	N	Y	N	N	1	1	1	0	0	0	0
	N					SERGEANT	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	Possible Injury	DAY	N	N	N	N	N	N	N	N	N	1	2	2	0	0	0	0
	Y	Activity Are	Work on Sh	Y	N	TPR	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	Non-Incapacitating I	DAY	N	N	N	N	N	N	N	N	N	1	1	0	1	0	0	0
	N					TPR	Florida Hig	Florida Hig	########	Y	Rear End	Rear End	No Injury	NIGHT	N	N	N	Y	N	N	N	N	N	4	0	0	0	0	0	0

S4_NON_TRAFFIC_FATALITY_COUNT	S4_TRAILER_COUNT	S4_MOTORCYCLE_COUNT	S4_MOPED_COUNT	S4_NON_MOTORIST_COUNT	S4_BICYCLIST_COUNT	S4_PEDESTRIAN_COUNT	S4_DRIVER_COUNT	S4_AGING_DRIVER_COUNT	S4_TEENAGER_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_UNRESTRAINED_COUNT	S4_UNRESTRAINED_INJURY_COUNT	S4_UNRESTRAINED_INCAPACITATING_INJURY_COUNT	S4_UNRESTRAINED_FATALITY_COUNT	S4_MOTORCYCLIST_COUNT	S4_MOTORCYCLIST_INCAPACITATING_INJURY_COUNT	S4_MOTORCYCLIST_FATALITY_COUNT	S4_IS_PEDESTRIAN_INVOLVED	S4_PEDESTRIAN_INCAPACITATING_INJURY_COUNT	S4_PEDESTRIAN_FATALITY_COUNT	S4_IS_BICYCLIST_INVOLVED	S4_BICYCLIST_INCAPACITATING_INJURY_COUNT	S4_BICYCLIST_FATALITY_COUNT	S4_CITATION_COUNT	S4_CITATION_AMOUNT	S4_PROPERTY_DAMAGE_COUNT	S4_PROPERTY_DAMAGE_AMOUNT	S4_VEHICLE_DAMAGE_COUNT	S4_VEHICLE_DAMAGE_AMOUNT	S4_TOTAL_DAMAGE_AMOUNT	S4_TRANSPORT_BY_EMS_COUNT
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0				N	0	0	N	0	0	0	0	0	0	1	1000	1000	0
0	0	0	0	0	0	0	2	1	0	0	0	0	0	0				N	0	0	N	0	0	1	0	0	0	2	8000	8000	0
0	0	0	0	0	0	0	3	0	0	0	0	0	0	0				N	0	0	N	0	0	1	0	0	0	3	21500	21500	0
0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	N	0	0	N	0	0	2	0	0	0	2	2000	2000	1
0	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	N	0	0	N	0	0	1	0	0	0	2	15000	15000	0

S4_TRANSPORT_BY_LAW_ENFORCEMENT_COUNT	S4_TRANSPORT_BY_OTHER_COUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_X	S4_Y	S4_LATITUDE	S4_LONGITUDE
0	0	Preliminary	Editor Map	474153.9	3204263	28.96614	-81.2653
0	0	Preliminary	Editor Map	474160.4	3204264	28.96615	-81.2652
0	0	Preliminary	Editor Map	474131	3204309	28.96655	-81.2655
0	0	Preliminary	Computer	474129.2	3204263	28.96613	-81.2655
0	0	Preliminary	Editor Map	474129.2	3204258	28.96609	-81.2655



Injury Summary | Common Attributes | FDOT Attributes

	Total	Fatal Crashes	Serious Injury Cras...	Injury Crashes	Property Damage ...
Crashes	5	0	0	3	2
Fatalities (within 30 Days)	0	0	0	0	0
Incapacitating Injuries	0	0	0	0	0
Non-Incapacitating Injuries	1	0	0	1	0
Possible Injuries	3	0	0	3	0
No Injuries	8	0	0	3	5
Non-Traffic Fatalities	0	0	0	0	0

SR 472 & S Blue Lake Avenue

REPORT_NUMBER	CRASH_YEAR	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	S4_CRASH_TYPE_SIMPLIFIED	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	
88091687	2019	Daylight	Clear	Dry	Rear End	Incapacitating Injury	DAY	
24654910	2022	Dark - Not Lighted	Clear	Dry	Sideswipe	No Injury	NIGHT	



Appendix S
Volusia County Master Proportionate Share Table and Relevant Information

Master Prop Fair Share approved costs & formulas

12/10/2024

Updated 10/23. FDOT Cost Per Mile Reports were calculated 10-22 therefore the 9-23 CPI for Transportation Services of 9.1% is applied. If there is already a county project with estimates based on itemized estimated costs then those amounts are used. Bridge estimates are $300/sf.

Roadway/ Intersection	Segment	Length	Improvement	Cost per Lane Mile (FDOT 11/22)	Additional Cost	Improvement Cost	Design + CEI (25%)	ROW/Mitigation/ Other Costs	2022 Total Improvement Cost	CPI - Trans Svcs (9.2%)	2023-24 Total Improvement Cost	Existing Capacity	Improved Capacity	Capacity Increase	Project Trips	Project Percentage	Prop Share	Prop Share
Graves Ave	Leavitt Ave to VMP	1.18	Widen 2 to 4 lanes, urban	$4,717,890		$5,567,110	$1,391,778		$6,958,888	$640,218	$7,599,105.42	1,620	3,410	1,790		0.00%	$0.00	updated LREs in PFS spreadsheet
	VMP to Kentucky Ave	0.33	Widen 2 to 4 lanes, urban	$4,717,890	$300,000	$1,856,904	$464,226		$2,321,130	$213,544	$2,534,673.55	1,620	3,410	1,790	15	0.84%	$21,240.28	updated LREs in PFS spreadsheet
	Kentucky Ave to 4L at overpass	0.38	Widen 2 to 4 lanes, rural	$3,250,379	$12,050,000	$13,285,144	$3,321,286		$16,606,430	$1,527,792	$18,134,221.59	1,620	3,410	1,790	5	0.28%	$50,654.25	detailed est
Howland Blvd	Forest Edge to Wolf Pack Run	0.25	Widen 4 to 6 lanes, urban	$4,723,934	$300,000	$1,480,984	$370,246		$1,851,229	$170,313	$2,021,542.48	3,410	5,120	1,710		0.00%	$0.00	detailed est
	I-4/SR 472 to Wolf Pack Run	0.40	Widen 4 to 6 lanes, urban	$4,723,934	$480,000	$2,369,574	$592,393		$2,961,967	$272,501	$3,234,467.96	3,410	5,120	1,710	14	0.82%	$26,481.02	detailed est
	Wolf Pack Run to Catalina Blvd	1.20	Widen 4 to 6 lanes, urban	$4,723,934	$1,870,000	$7,538,721	$1,884,680		$9,423,401	$866,953	$10,290,353.89	3,410	5,120	1,710		0.00%	$0.00	detailed est
Kentucky Ave	Graves Ave to SR 472	0.80	Widen 2 to 4 lanes, rural	$3,250,379	$1,715,000	$4,315,303	$1,078,826		$5,394,129	$496,260	$5,890,388.87	1,540	3,410	1,870	20	1.07%	$62,998.81	detailed est
Orange Camp Road	US 17-92 to MLK	2.15	Widen 2 to 4 lanes, urban	Sales Surtax					$19,080,000	$1,755,360	$20,835,360.00							Sales Surtax
Broken out	US 17-92 to Princeton	0.55	Widen 2 to 4 lanes, urban	$8,874,418					$4,880,930	$449,046	$5,329,975.81	1,270	3,410	2,140	3	0.14%	$7,471.93	Sales Surtax
Broken out	Princeton to Blue Lake	1.05	Widen 2 to 4 lanes, urban	$8,874,418					$0	$0	$0.00	1,540	3,410	1,870		0.00%		Sales Surtax
Broken out	Blue Lake to MLK	0.55	Widen 2 to 4 lanes, urban	$8,874,418					$4,880,930	$449,046	$5,329,975.45	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Veterans Memorial Pkwy	SR 472 to Graves Ave	1.00	Widen 2 to 4 lanes, rural	Sales Surtax					$15,000,000	$1,380,000	$16,380,000.00	1,620	3,410	1,790		0.00%	$0.00	Sales Surtax
	Graves Ave to Harley Strickland	2.62	Widen 2 to 4 lanes, rural	Sales Surtax					$9,800,000	$901,600	$10,701,600.00							Sales Surtax
Broken out	Parc Hill Driveway to Rhode Island	0.42	Widen 2 to 4 lanes, rural	ARPA					$4,285,000	$394,220	$4,679,220.00	1,540	3,410	1,870		0.00%	$0.00	Aug 2021 ARPA Presentation to CC
Broken out	Harley Strickland Blvd to Rhode Island	1.22	Widen 2 to 4 lanes, rural	ARPA					$12,446,905	$1,145,115	$13,592,020.00	1,540	3,410	1,870	5	0.27%	$36,342.30	Aug 2021 ARPA Presentation to CC
	Rhode Island to Graves Avenue	1.40	Widen 2 to 4 lanes, rural	ARPA					$7,358,000	$676,936	$8,034,936.00	1,620	3,410	1,790		0.00%	$0.00	Aug 2021 ARPA Presentation to CC
West Volusia Beltway (Kepler Road/MLK)	SR 472 to US 92	7.93	Widen 2 to 4 lanes, rural	Sales Surtax					$44,550,000	$4,098,600	$48,648,600.00							Sales Surtax
Broken out	US 92 to Minnesota Ave	1.90	Widen 2 to 4 lanes, rural	$6,197,772		$11,775,767			$11,775,767	$1,083,371	$12,859,137.35	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Minnesota Ave to SR 44	0.76	Widen 2 to 4 lanes, rural	$6,197,772		$4,710,307			$4,710,307	$433,348	$5,143,654.94	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	SR 44 to E Euclid Ave	0.75	Widen 2 to 4 lanes, rural	$6,197,772		$1,375.53			$1,376	$127	$1,502.08	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	E Euclid Ave to Beresford Ave	0.75	Widen 2 to 4 lanes, rural	$6,197,772		$3,272.80			$3,273	$301	$3,573.90	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Beresford Ave to Taylor Rd	1.05	Widen 2 to 4 lanes, rural	$6,197,772		$6,507,661			$6,507,661	$598,705	$7,106,365.38	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Taylor Rd to Orange Camp Rd	1.04	Widen 2 to 4 lanes, rural	$6,197,772		$6,445,683			$6,445,683	$593,003	$7,038,685.70	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Orange Camp Rd to Cassadaga Rd	1.28	Widen 2 to 4 lanes, rural	$6,197,772		$7,933,148			$7,933,148	$729,850	$8,662,997.79	1,540	3,410	1,870		0.00%	$0.00	Sales Surtax
Broken out	Cassadaga Rd to SR 472	0.40	Widen 2 to 4 lanes, rural	$6,197,772		$2,479,109			$2,479,109	$228,078	$2,707,186.81	1,540	3,410	1,870	15	0.80%	$21,715.40	Sales Surtax

Segment

	Yellow highlighted segments were available in the Master PropShare and used directly for PropShare calculations.
	Orange highlighted segments were estimated based on data from similar road segments, adjusted for length differences, for PropShare calculations.
	Gray Highlights represent the segments whose data were used to estimate Orange Highlight segments.

Model	Cost Per Mile	Report
Rural		
New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders: R01	$4,054,799.93	Report
New Construction Undivided 3 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R02	$4,864,537.52	Report
New Construction Undivided 4 Lane Rural Road with 5' Paved Shoulders: R03	$5,706,368.51	Report
New Construction Divided 4 Lane Rural Road with 2' Paved Shoulders Inside and 5' Paved Shoulders Outside: R04	$7,951,226.49	Report
New Construction Divided 4 Lane Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R05	$10,097,170.21	Report
New Construction Undivided 5 Lane Rural Road with 5' Paved Shoulders, Center Turn Lane: R06	$6,767,484.45	Report
New Construction Divided 6 Lane Rural Road with 5' Paved Shoulders Inside and Out: R07	$9,608,322.81	Report
New Construction Divided 6 Lane Rural Interstate with 10' Paved Shoulders Inside and Out: R08	$11,768,829.26	Report
New Construction Extra Cost for 1 Single Additional Lane on Rural Arterial: R09	$869,856.58	Report
New Construction Extra Cost for 1 Single Additional Lane on a Rural Interstate: R10	$1,017,259.79	Report
Mill and Resurface 2 Lane Rural Road with 5' Paved Shoulders: R11	$725,185.30	Report
Mill and Resurface 3 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R12	$1,006,207.20	Report
Mill and Resurface 4 Lane Rural Road with 5' Paved Shoulders: R13	$1,564,875.63	Report
Mill and Resurface 4 Lane Divided Rural Arterial with 5' Outside Shoulders and 2' Inside: R14	$1,650,420.86	Report
Mill and Resurface 4 Lane Divided Rural Interstate with Paved Shoulders 10' Outside and 4' Inside: R15	$1,900,930.32	Report
Mill and Resurface 5 Lane Rural Road with 5' Paved Shoulders and Center Turn Lane: R16	$1,888,819.25	Report
Mill and Resurface 6 Lane Divided Rural Arterial with 5' Paved Shoulders Inside and Out: R17	$2,353,319.54	Report
Mill and Resurface 6 Lane Divided Rural Interstate with 10' Paved Shoulders Inside and Out: R18	$2,712,032.04	Report
Mill and Resurface 1 Additional Lane Rural Interstate: R19	$446,396.49	Report
Mill and Resurface 1 Additional Lane Rural Arterial: R20	$373,714.37	Report
Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders: R21	$4,225,423.96	Report
Widen Existing 2 Lane Arterial to 4 Lane Divided; Resurface Existing 2 Lanes; 5' Paved Shoulders Inside and Out: R22	$5,088,776.22	Report
Widen Existing 4 Lane Divided Arterial to 6 Lane Divided; Resurface Existing 4 Lanes; 5' Paved Shoulders Inside and Out: R23	$4,836,960.89	Report
Widen 4 Lane Interstate to 6 Lanes (In Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R24	$7,113,435.51	Report
Widen 4 Lane Interstate to 6 Lanes (Outside); Mill and Resurface Existing; 10' Shoulders Outside; Widen Existing 4' Inside Shoulders to 10': R25	$6,668,747.14	Report
Widen Existing 6 Lane Divided Arterial to 8 Lane Divided; Resurface Existing 6 Lanes; 5' Paved Shoulders Inside and Out: R26	$5,295,850.61	Report
Widen 6 Lane Interstate to 8 Lanes (in Median); Mill and Resurface Existing; 10' Paved Shoulders Inside and Out: R27	$7,831,556.14	Report
Widen Divided Rural 4-Lane to Allow for Left Turn Lane, 300': R28	$270,409.62	Report
Widen Divided Rural 4-Lane for Right Turn Lane, 300': R29	$266,905.26	Report

VOLUSIA COUNTY SCHOOLS

Carmen J. Balgobin, Ed.D
Superintendent of Schools

School Board of Volusia County

Ms. Jamie M. Haynes, Chair
Mr. Ruben Colón, Vice Chair
Ms. Krista Goodrich
Mrs. Jessie Thompson
Ms. Donna Brosemer

School Concurrency Determination
Concurrency Letter

May 20, 2025

Mr. Mark A. Watts, Esq.
Cobb Cole
231 N. Woodland Blvd
DeLand, FL 32720

RE : Ford 472 – County of Volusia
School Concurrency Case # 25-02-25-001-R

Mr. Watts:

District staff has reviewed the school concurrency application for the residential project known as Ford 472, associated with 39.24 +/- acres of property. The property is located at or near the intersection of State Road 472 and Dr. Martin L King Jr. Blvd within an unincorporated area of Volusia county. Information provided in the application indicates the development activity will consist of ninety-one (91) single family units and one hundred twelve (112) multi-family.

The district uses a county wide Student Generation Rate (SGR) of (0.258) per single family and 0.137 per multi-family dwelling unit to calculate projected students. By applying the SGR to the use types in Table 1 below, the project could generate Thirty-Five (35) full time students.

Table 1

UNIT TYPE	SGR	UNIT COUNT	STUDENTS GENERATED
Single Family Dwelling Unit	0.258	91	14
Multi Family Dwelling Unit	0.137	112	21
Mobile/ Manufactured Home Dwelling Unit	0.052	0	0
	Total	**203**	**35**

The Concurrency Analysis (Table 2, next page) adjusts for impacts to the Concurrency Service Areas (CSAs) by accounting for current school year enrollments, existing reservations at the impacted schools, and the projected students generated by the applicant. These factors give an associated utilization or Level of Service (LOS) percentage for each CSA.

The schools impacted by this development are Orange City Elementary School, Deland Middle School, and University High School.

Concurrency Analysis

Table 2

Schools	Adopted LOS	SY 2024/25 Enrollment	Active Reservations	Existing LOS w/ Res	Students Generated by Request	Result LOS
Orange City Elementary	115%	595	17	119%	15	122%
Deland Middle	115%	1067	85	100%	8	104%
<Planning Area> CSA (University High)	120%	2881	80	114%	13	115%
Other					35	

The adopted LOS standard for elementary and middle school is (115%) of permanent student stations, and (120%) for high school CSAs. This projected increase in students **will** exceed the adopted LOS at the elementary level. However, the classroom addition at Orange City elementary is projected to be completed within the coming school year, therefore the school district has no objection to this proposed residential development. Minimum planning considerations should include pedestrian and vehicular access, safety, connectivity, and buffering.

Please note that the School Board has the right to adjust the attendance boundaries to balance the student enrollment populations at these area schools. Therefore, students generated from this project may not attend the current assigned schools.

Should you need additional information, please contact me at (386) 947-8786, ext. 50754.

Sincerely,

Cody F. Shepard

Cody F. Shepard
Specialist, Planning & GIS

CC: Carmen J. Balgobin, Ed.D, Superintendent of Schools
Ron Young, Director of Planning & Construction
Robert J. Voges, Ed.S, Planning Coordinator
Kimberly Reading, Land Development Manager, County of Volusia

VOLUSIA COUNTY SCHOOLS

Certificate of School Concurrency

VOLUSIA COUNTY SCHOOL BOARD

Project Information

Project Name	Ford 472
VCSB Project #	25-02-25-001-R
Jurisdiction Project #	
Parcel ID Numbers	8001-00-00-0020
Project Location	State Road 472 and Dr. Martin L King Jr. Blvd
# of Residential Units	203
Residential Unit Type	91 Single Family Homes 112 Multi-Family Townhomes
Property Owners	Pulte Home Company, LLC
Applicant/Agent Name	Mark A. Watts Esp., Cobb Cole

This School Concurrency Certificate shall reserve student stations for the above referenced project and shall confirm that said project meets the School Concurrency requirements of the adopted Interlocal Agreement for Public School Facility Planning.

School Concurrency Analysis

School Levels	Elementary	Middle	High	Other	Total Student Stations Reserved
Students Generated	**15**	**8**	**5**	0	**35**

Comments: This certificate is required to be included with the building permit submittal(s) as proof of school concurrency.

This concurrency reservation shall expire two (2) years from the date of issuance of this certificate.

Cody F. Shepard

Cody F. Shepard
Specialist, Planning & GIS

May 20, 2025
Issue Date

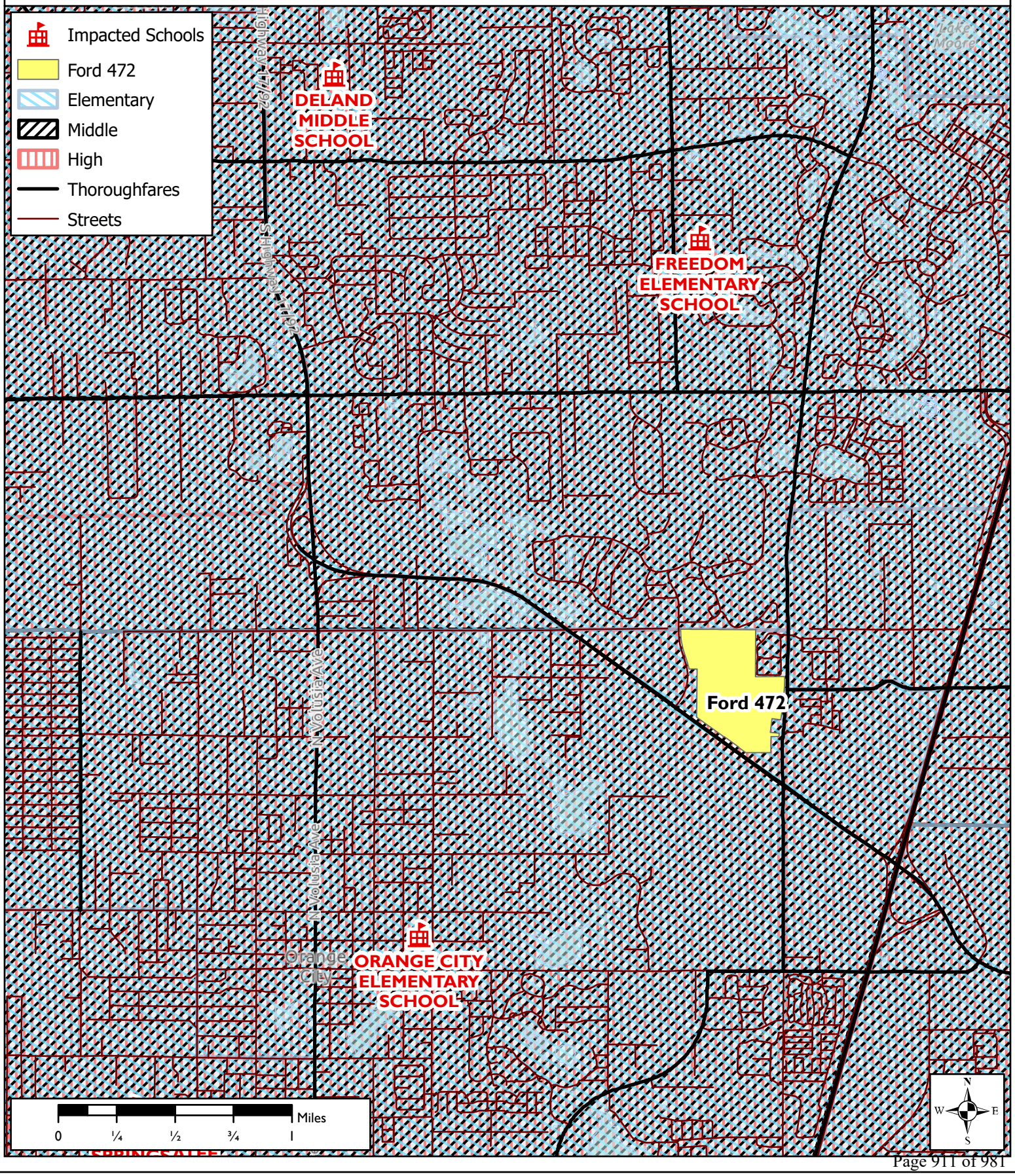
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Rev: 1/2018
Owner: Facilities Services

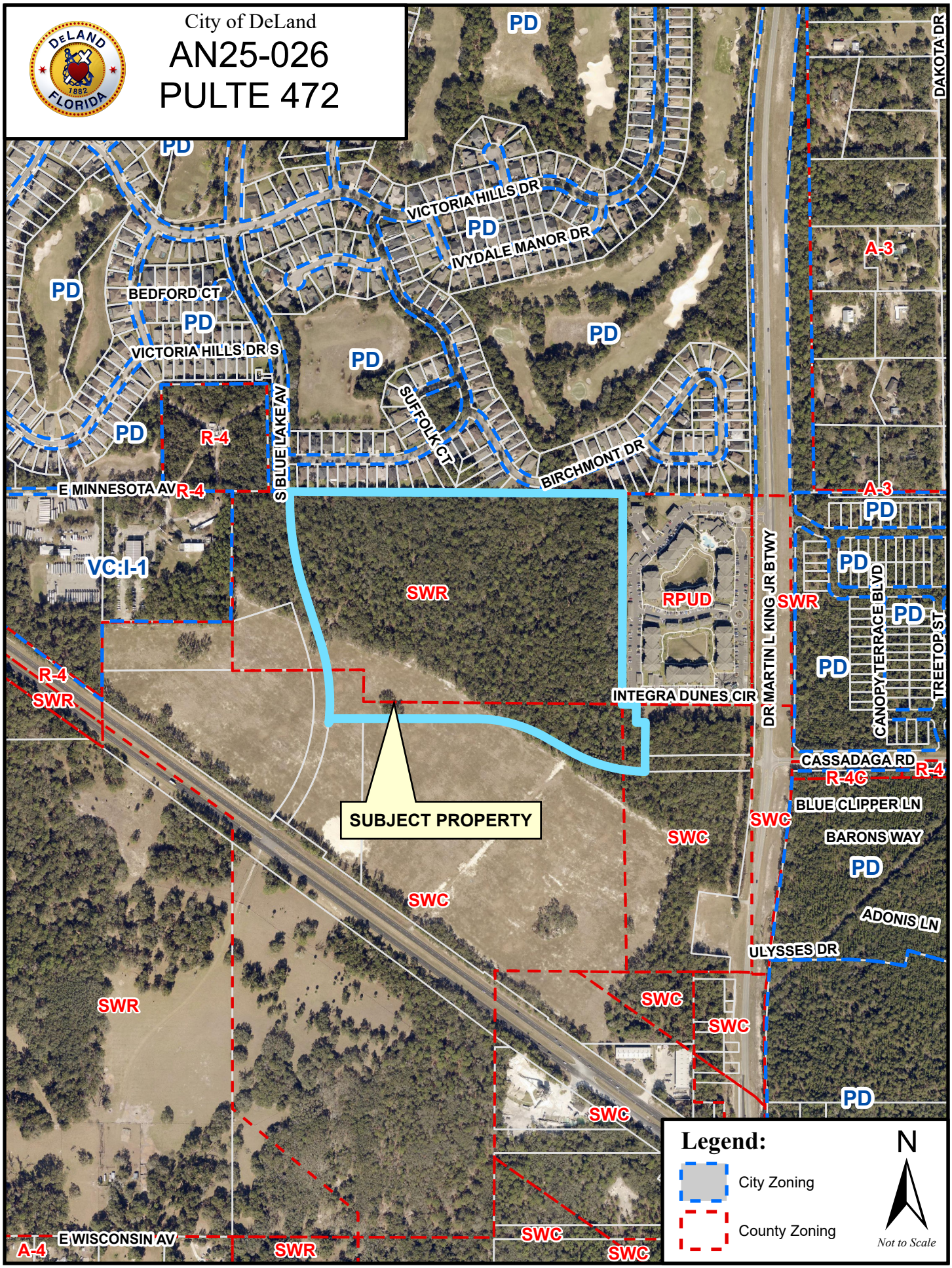
2008-072-VCS
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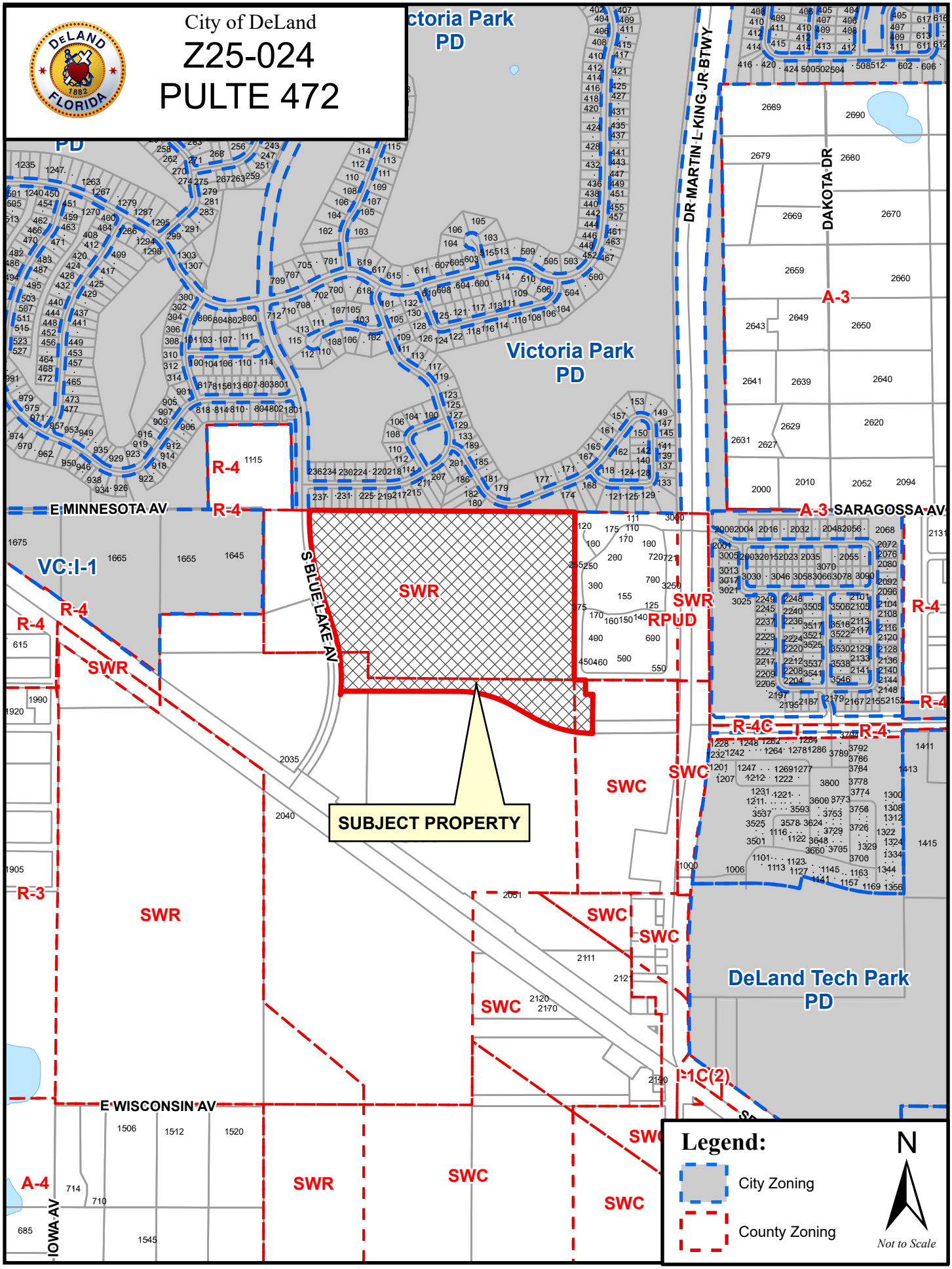
VCSB Schools Impacted by Development

School Concurrency Review - Ford 472

VOLUSIA COUNTY SCHOOLS
Planning & Business Services
May 2025




City of DeLand
AN25-026
PULTE 472
SUBJECT PROPERTY
PD
R-4
A-3
VC:I-1
SWR
SWC
RPUD
VICTORIA HILLS DR
IVYDALE MANOR DR
BEDFORD CT
VICTORIA HILLS DR S
SUFFOLK CT
BIRCHMONT DR
S BLUE LAKE AV
E MINNESOTA AV
DAKOTA DR
INTEGRA DUNES CIR
DR MARTIN L KING JR BTWY
CANOPY TERRACE BLVD
TREETOP ST
CASSADAGA RD
R-4C
BLUE CLIPPER LN
BARONS WAY
ADONIS LN
ULYSSES DR
E WISCONSIN AV
A-4
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z25-024
PULTE 472
Victoria Park PD
Victoria Park PD
DR MARTIN L KING JR BTWY
DAKOTA DR
A-3
A-3
SARAGOSSA AV
E MINNESOTA AV
R-4
R-4
R-4
R-4
R-4
R-4
R-4C
R-4
VC:I-1
R-4
SWR
SWR
SWR
SWR
SWR
S BLUE LAKE AV
RPUD
SUBJECT PROPERTY
SWC
SWC
SWC
SWC
SWC
SWC
SWC
DeLand Tech Park PD
I-1C(2)
R-3
A-4
E WISCONSIN AV
IOWA AV
Legend:
City Zoning
County Zoning
N
Not to Scale

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Second Reading of Ordinance No. 2025-25, Changing the Land Use for ±1.3 Acres of Property, Located at 955 West New York Avenue, from Mixed Office/Residential To Mixed Commercial (With Historic Core Overlay). First Reading held on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Belinda Collins, Senior Planner

ATTACHMENTS: ORD-2025-25, Exhibit A , Survey - 955 W. New York 06-0687, SR-SMLU25-118 955 W. New York Ave. FINAL for PB Packet, SMLU25-118 Current Land Use Change, SMLU25-118 Proposed Land Use Change, SMLU25-118 Aerial, VGMC - 25-035 thru 25-037 Consistency Certification (002), 955 New York -Trip Gen Memo - FLU (1)

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

The applicant is requesting a Comprehensive Land Use Amendment for land located at 955 W. New York Avenue. The request is to amend the property's designation from Mixed Office/ Residential to Mixed Commercial (w/Historic Core Overlay). The 1.3-acre site is currently vacant and undeveloped. The owner has also submitted an application to rezone this site.

On August 13, 2025, the Planning Board recommended approval of the land use amendment and the rezoning.

On October 6, 2025, the City Commission approved the ordinance on First Reading.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Strategic Focus Area: Preserving a "Sense of Community" as a key asset.
Strategic Context: Throughout the strategic planning process, the term "sense of community" has been highly valued as a distinctive DeLand asset. The term is most often associated with downtown, the historic district, Stetson, and the old city grid. It is this core city identity that citizens want to maintain and preserve. This distinctiveness is critically important in the new economy, where a sense of place is a highly valued asset. There is synergy between high-value jobs and maintaining the current sense of place that distinguishes the core city.
Promote additional investment
Action Steps:
2. Continue private investment in those core assets that define "sense of community."

a. Encourage private investment in commercial redevelopment and residential restoration.
b. Provide incentives to encourage redevelopment of commercially underutilized buildings.

SUSTAINABILITY:

The Strategic Plan Focus Area: Preparing for the Future/Sustainability recognizes that, "...the city itself is dynamic and that extensive changes will occur in the near and long term future", and that "...it is important that

there be a strategic focus on the future." By changing the land use from Mixed Office/ Residential to Mixed Commercial (w/Historic Core Overlay), the designation will be compatible with the numerous other properties located along New York Avenue with the same designation.

FISCAL IMPACT:

N/A

RECOMMENDATION:

It is recommended that the City Commission approve the requested land use amendment on Second Reading.

BACKGROUND/DISCUSSION:

This property is currently vacant and undeveloped. The applicant has stated that it has been difficult to find a use for the property, and it is felt that the current land use of Mixed Office/ Residential is too restrictive. This amendment is requested in order to provide more options for use of the site. There have also been issues with trespassing on the site and development may help resolve that issue. The property located at 955 W. New York Avenue is also the subject of a rezoning request to change the zoning designation from P-1 (Professional Residential) to C-1 (Neighborhood Commercial). This land use amendment will create consistency and enable that rezoning application to go forward with no issues in regard to land use designation.

ORDINANCE NO. 2025 - 25

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, AMENDING THE COMPREHENSIVE PLAN FOR THE CITY OF DELAND, BY CHANGING THE LAND USE DESIGNATION OF CERTAIN PROPERTY LOCATED AT 955 WEST NEW YORK AVENUE; FROM MIXED OFFICE/RESIDENTIAL FUTURE LAND USE DESIGNATION TO MIXED COMMERCIAL (WITH HISTORIC CORE OVERLAY) FUTURE LAND USE DESIGNATION; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, F.S. §163.3161, et seq., creates the Community Planning Act (hereinafter the "Act"); and

WHEREAS, the Act allows each local government to approve comprehensive plan amendments related to small scale development activities at any time during the year under certain conditions; and

WHEREAS, the Act permits small area amendments to be approved without regard to statutory limits on the frequency of comprehensive plan amendments as long as:

1. The proposed amendment involves the change to the land use designation of a parcel of property that is 50 acres or less; and

2. The cumulative effect of the above amendment does not exceed 120 acres annually; and

WHEREAS, the City Commission adopted a comprehensive plan for the future growth and development of the City pursuant to Ordinance No. 90-4, as amended, (hereinafter the "Comprehensive Plan"); and

WHEREAS, the City Commission has received a request to amend the Comprehensive Plan by changing the land use designation of approximately +/- 1.3 acres of land located at 955 West New York Avenue, from Mixed Office/Residential future land use designation to Mixed Commercial (with Historic Core Overlay) future land use designation; and

WHEREAS, the Planning Board held a public hearing, after due public notice, for the purpose of recommending the adoption of the proposed Comprehensive Plan amendment; and

WHEREAS, the City Commission held a public hearing after due public notice, in accordance with F.S. §163.3184(11); and

WHEREAS, this land use amendment has been transmitted to and reviewed by the Volusia Growth Management Commission.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission hereby amends the Future Land Use Map for the incorporated area by changing the land use designation of that certain parcel of land located at 955 West New York Avenue, consisting of approximately +/- 1.3 acres of land from Mixed Office/Residential Future Land Use designation to Mixed Commercial (with Historic Core

Overlay) Future Land Use designation, as more particularly described in the Exhibit "A" attached hereto and by this reference made a part hereof.

Section 2. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 3. The effective date of this Ordinance shall be the later date of the following events: (1) the date of issuance of a certificate of consistency or conditional certificate of consistency with regard to the land use designation of the subject property by the Volusia Growth Management Commission; (2) thirty-one (31) days after its adoption by the City Commission; or (3) if properly challenged by an affected person, after the state land planning agency or the Administration Commission, respectively, issues a final order determining this adopted small scale development amendment to be in compliance. No development orders, development permits or land uses dependent on this Ordinance may be issued or commence before it has become effective.

PASSED AND DULY ADOPTED this 17th day of November, 2025.

_____
Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

_____
Julie Hennessy
City Clerk - Auditor

Passed on first reading: October 06, 2025
Adopted on second reading: November 17, 2025

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

955 West New York Avenue, Deland, Florida, 32720

Size and Legal Description

Size

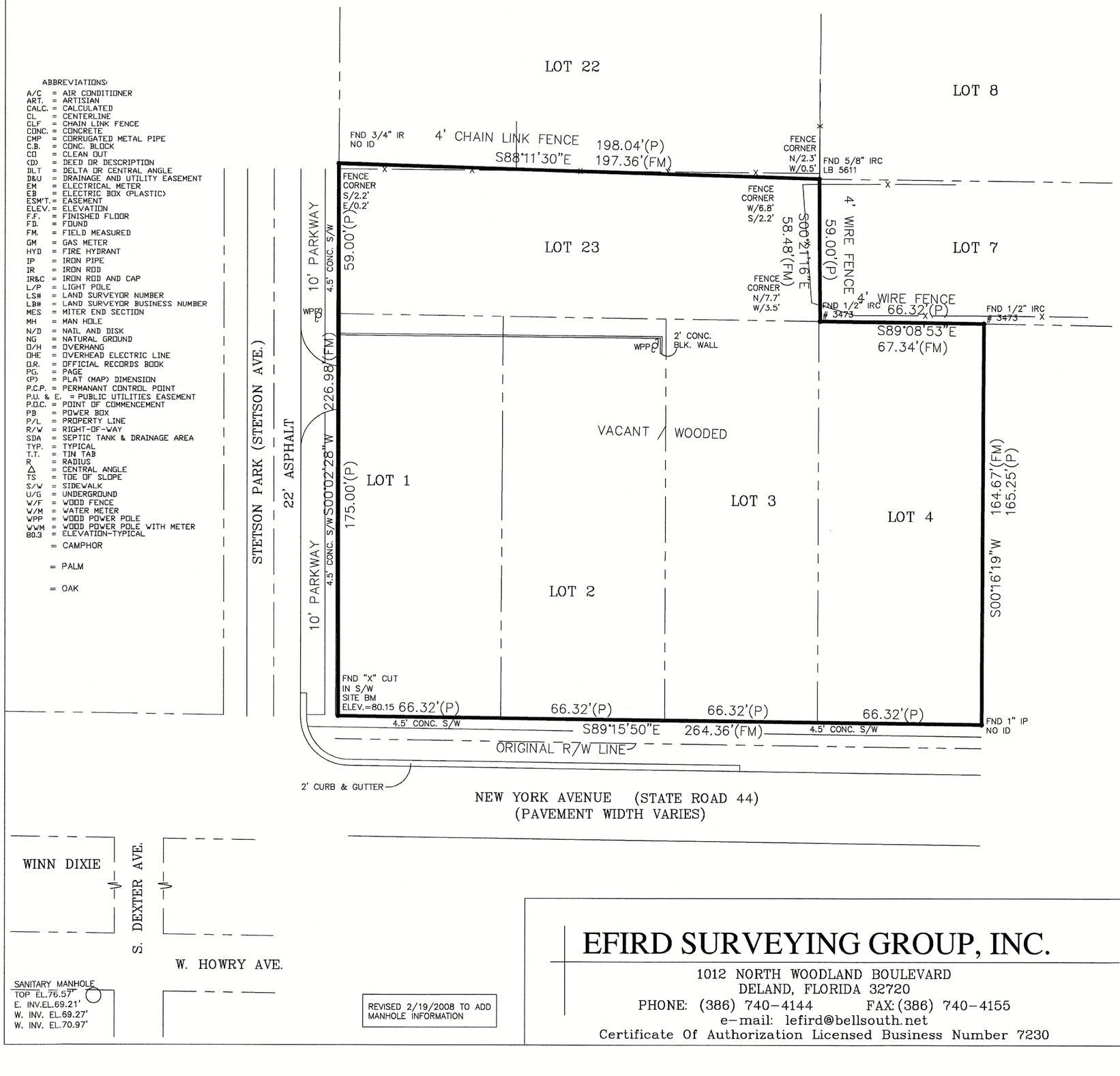
Total Property Size = +/- 1.3 Acres

Legal Description (Both Parcels)

8 17 30 LOTS 1 TO 4 INC BLK 6 STETSON PARK MB 7 PG 7 PER OR 4395 PG 2168 PER OR 5956 PGS 0821-0823 INC

8 17 30 LOT 23 BLK 6 STETSON PARK MB 7 PG 7 PER OR 4395 PG 2 168 PER OR 5956 PGS 0821-0823 INC

SECTION 8, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND
VOLUSIA COUNTY, FLORIDA



ABBREVIATIONS:

A/C = AIR CONDITIONER
ART. = ARTISIAN
CALC. = CALCULATED
CL = CENTERLINE
CLF = CHAIN LINK FENCE
CONC. = CONCRETE
CMP = CORRUGATED METAL PIPE
C.B. = CONC. BLOCK
CO = CLEAN OUT
(D) = DEED OR DESCRIPTION
DLT = DELTA OR CENTRAL ANGLE
D&U = DRAINAGE AND UTILITY EASEMENT
EM = ELECTRICAL METER
EB = ELECTRIC BOX (PLASTIC)
ESM'T. = EASEMENT
ELEV. = ELEVATION
F.F. = FINISHED FLOOR
FD. = FOUND
FM. = FIELD MEASURED
GM = GAS METER
HYD = FIRE HYDRANT
IP = IRON PIPE
IR = IRON ROD
IR&C = IRON ROD AND CAP
L/P = LIGHT POLE
LS# = LAND SURVEYOR NUMBER
LB# = LAND SURVEYOR BUSINESS NUMBER
MES = MITER END SECTION
MH = MAN HOLE
N/D = NAIL AND DISK
NG = NATURAL GROUND
O/H = OVERHANG
OHE = OVERHEAD ELECTRIC LINE
O.R. = OFFICIAL RECORDS BOOK
PG. = PAGE
(P) = PLAT (MAP) DIMENSION
P.C.P. = PERMANANT CONTROL POINT
P.U. & E. = PUBLIC UTILITIES EASEMENT
P.O.C. = POINT OF COMMENCEMENT
PB = POWER BOX
P/L = PROPERTY LINE
R/W = RIGHT-OF-WAY
SDA = SEPTIC TANK & DRAINAGE AREA
TYP. = TYPICAL
T.T. = TIN TAB
R = RADIUS
△ = CENTRAL ANGLE
TS = TOE OF SLOPE
S/W = SIDEWALK
U/G = UNDERGROUND
W/F = WOOD FENCE
W/M = WATER METER
WPP = WOOD POWER POLE
WWM = WOOD POWER POLE WITH METER
80.3 = ELEVATION-TYPICAL
= CAMPHOR
= PALM
= OAK

1" = 30'
GRAPHIC SCALE
0 15 30 60

DESCRIPTION: (PER O.R. 4395, PAGE 2168)

LOTS ONE (1), TWO (2), THREE (3), AND FOUR (4), BLOCK SIX (6), STETSON PARK SUBDIVISION IN SECTION EIGHT (8), TOWNSHIP SEVENTEEN (17) SOUTH, RANGE THIRTY EAST (30 E.), ACCORDING TO MAP IN MAP BOOK SEVEN (7), PAGE SEVEN (7), PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

AND

LOT TWENTY-THREE (23), BLOCK SIX (6), IN STETSON PARK, VOLUSIA COUNTY, FLORIDA, AS SHOWN BY PLAT OF SAME DULY RECORDED IN OFFICE OF THE CLERK OF THE CIRCUIT COURT OF SAID COUNTY AND STATE IN MAP BOOK 7, PAGE 7.

NOTE:

THIS PLAT AND/OR SKETCH OF SURVEY IS CERTIFIED TO AND PREPARED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES AND/OR INDIVIDUALS SHOWN HEREON, ON THE MOST CURRENT DATE SHOWN, AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER. THERE MAY BE ADDITIONAL RESTRICTIONS AND/OR OTHER MATTERS THAT ARE NOT SHOWN HEREON THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY. THIS SURVEY /SKETCH IS PREPARED WITHOUT BENEFIT OF ABSTRACT OR TITLE SEARCH UNLESS OTHERWISE NOTED. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES. THIS SURVEY DRAWING IS THE PROFESSIONAL OPINION OF THIS SURVEYOR AND MAPPER AND THE FIRM, WHICH WAS PREPARED UTILIZING THE BEST AVAILABLE INFORMATION AND AS SUCH DOES NOT CONSTITUTE A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED. FURTHERMORE, THIS SURVEYOR AND FIRM DOES NOT ASSUME RESPONSIBILITY AND SHALL NOT BE HELD LIABLE FOR CLAIMS ARISING FROM ERRONEOUS OR INCORRECT INFORMATION FURNISHED TO THE SURVEYOR, WHICH WAS USED AS A BASIS IN THE PREPARATION OF THIS SURVEY DRAWING.

NOTES:

1. NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHT OF WAY AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS SHOWN.
2. NOT VALID WITHOUT THE SIGNATURE AND RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. NO UNDERGROUND IMPROVEMENTS OR INSTALLATIONS OR OTHER INTERIOR IMPROVEMENTS HAVE BEEN LOCATED, EXCEPT AS SHOWN, AS PER THE REQUEST OF THE CLIENT.
4. UNLESS NOTED, LEGAL DESCRIPTION FURNISHED BY CLIENT.
5. FEATURES SHOWN BY SYMBOL AS INDICATED IN THE LEGEND ARE NOT TO SCALE.
6. THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE SEARCH, A TITLE SEARCH MAY REVEAL ADDITIONAL INFORMATION AFFECTING THE PARCEL AS SHOWN.
7. WHERE APPLICABLE, MONUMENT DIAMETERS, ETC.. AND/OR LS OR LB NUMBERS ARE SHOWN NEAR RESPECTIVE SYMBOL ABOVE, UNLESS SHOWN IN LEGEND.
8. BEARINGS ASSUMED FROM PLAT, DEED, LEGAL DESCRIPTION.
9. UNLESS SHOWN, ONLY THOSE VISIBLE FEATURES IN THE IMMEDIATE VICINITY OF THE ABOVE DESCRIBED PARCEL BOUNDARY HAVE BEEN LOCATED.
10. SUBJECT PROPERTY LIES WITHIN ZONE "X", AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAN AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, CITY OF DELAND COMMUNITY #120307, PANEL #12127C0465 G DATED APRIL 15, 2002. THIS FLOOD INSURANCE RATE MAP IS NOT A SURVEY AND NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF SAID MAP.

REVISED 2/19/2008 TO ADD MANHOLE INFORMATION

REVISED 7/16/2025 TO SHOW CURRENT SURVEY CONDITIONS

EFIRD SURVEYING GROUP, INC.
1012 NORTH WOODLAND BOULEVARD
DELAND, FLORIDA 32720
PHONE: (386) 740-4144 FAX: (386) 740-4155
e-mail: lefird@bellsouth.net
Certificate Of Authorization Licensed Business Number 7230

Boundary Survey

Survey Date:	Drawing Number	Scale:
10/24/06	06-0687 C	1"=30
		Drawn By: M.J./JM

For:
955 NEW YORK AVENUE, LLC
FIRST COMMERCIAL BANK OF FLORIDA
VOLUSIA TITLE SERVICES, INC.
FIRST AMERICAN TITLE INSURANCE COMPANY
04-852

I HEREBY CERTIFY THIS SURVEY DRAWING TO BE CORRECT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND COMPLIES IN FORM WITH THE MINIMUM TECHNICAL STANDARDS AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 61G17-6, F.A.C. PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

STATE OF FLORIDA LICENSED SURVEYOR NO. 5823

7/16/2025

LARRY R. EFIRD JR.
Professional Surveyor & Mapper No. 5823

PLANNING DEPARTMENT STAFF REPORT
TO
THE CITY OF DELAND PLANNING BOARD

August 13, 2025

A. APPLICATION NO.: SMLU25-118

APPLICANT: Tim Exner, New York Ave, LLC

STAFF PLANNER: Belinda Williams-Collins – AICP, Senior Planner

REQUEST: To amend the land use designation from Mixed Office/Residential to Mixed Commercial

B. SITE FACTORS:

Location: 955 W. New York Ave.
Parcel ID #: 700834060010, 700834060230
Parcel Size: 1.3 ± acres
Land Use: Mixed Office/Residential
Existing Use: Vacant, undeveloped

	SURROUNDING USE:	ZONING:
North:	VC:ULI (Urban Low Intensity)	VC R-4: Urban Single-Family Residential
South:	Mixed Office/Residential	P-1: Professional - Residential
East:	VC:ULI (Urban Low Intensity)	VC R-4: Urban Single-Family Residential
West:	Mixed Office/Residential	P-1: Professional - Residential

C. REQUESTED ACTION & HISTORY:

The applicant is requesting the future land use designation be amended for a 1.3± acre parcel located at 955 W. New York Ave. from Mixed Office/Residential (w/Historic Core Overlay and Downtown Design District Overlay) to Mixed Commercial. A portion of the property has the Historic Core Overlay and Downtown Design District Overlay and this designation will remain. *The Applicant has requested to rezone the property from P-1 to C-1 (Z25-119).*

D. ANALYSIS:

The purpose of this section is to analyze the reasonableness of the applicant's request for an amendment of the land use designation for the subject property. This analysis will include a description of the current and future land uses of the site and the surrounding area, potential impacts on the transportation system, and any significant adverse environmental impacts. Florida Statute 163.3187 allows for a Future Land Use Map amendment for area of use under 50 acres, and which are not an area of critical state concern.

1. Availability of Public Facilities (water, sewer, drainage, traffic, and schools if residential):

- The City's Utilities Department states that the closest city water main is found along Stetson Park Dr./New York Ave. and the closest sewer main is found on the eastern edge of the property 600 feet east to Boundary Ave. This site would most likely require a lift

station to address the sewer system connection and it may be possible to install a gravity system along New York.

- Due to the proposed land use and based on the size of the property, a Traffic Impact Analysis could be required dependent on the size and use of the structure proposed. Once a detailed site plan application is submitted, a determination of whether or not the proposed use would trigger more than 1,000 average daily trips will be established. Should this be the case a full TIA would be required.

- Should the eventual use of the property be residential, the Volusia County School Board will issue a capacity determination letter to determine if there is adequate capacity for the proposed project.

2. **Compatibility with Land Use and Other Elements:** The Future Land Use element requires that the subject property be consistent with surrounding development. The Comprehensive Plan describes the proposed Mixed Commercial land use designation as follows:

> The City of DeLand has several areas which are characterized by a mixture of primarily single family residential, office, and retail/service land uses. Although there is a tendency for the residences to convert to nonresidential land uses (office, service, and retail), residential land uses are compatible with the nonresidential land uses and comprise a significant portion of the land uses. Residential land uses include single family, and multiple family, having densities not exceeding 10 DU/A.

The general types of development for this land use designation are:

- Residential development, both single family and multiple family
- Conversion of residential structures into office, service and/or retail uses
- Office complexes
- High schools
- Neighborhood Convenience
- Neighborhood Shopping Center

Policy guidelines for development for this land use designation are:

- Neighborhood convenience centers shall be located so as to be easily accessible to both automobiles and to the pedestrians who live within the immediate area.
- Neighborhood commercial areas are frequently located in older areas of the city and may be comprised of a mixture of both residential and nonresidential land uses.

- New neighborhood commercial developments shall be clustered to promote shared facilities and access.
  Residential land uses may either be freestanding or share structures with nonresidential land uses.

A portion of the property includes the Historic Corridor Overlay and Downtown Design District Overlay and these overlays will remain. There are no structures, historic or otherwise, currently on the property and this overlay also applies to other properties along the corridor.

3. **Future Land Use Map:** The proposed change in the land use designation to Mixed Commercial and retain the Historic Core Overlay- Downtown Design District will be shown on the revised Future Land Use Map.

4. **Location of Lakes, Floodplains, and Wetlands:** The property does not contain any bodies of water, nor is it located within a floodplain.

5. **Analysis of Natural Resources:**
   - ***a.*** *Soil types:* Astatula-Tavares
   - ***b.*** *Presence of Endangered Species*: None known of at this time. A full report will be required with the submittal of an application for development of the property.

6. **Existing and Future Impact upon Infrastructure Capacity:**

   a. *Water* – The City's Utility Department indicates sufficient water supply is available for the proposed land use designation.

   b. *Sewer* – The City's Utility Department has indicated sufficient existing capacity. The site may require the provision of a lift station.

   c. *Drainage* – The City adheres to the County's 100-year frequency, 24-hour storm event standard for landlocked basins. Stormwater capture for future development will be addressed on-site and will be further evaluated at the time of preliminary plat.

   d. *Solid Waste* – Solid waste services are available for the property.

   e. *Transportation* – The proposed use of the property has not yet been determined. In order to estimate traffic generated by development on the subject property, projections for the most intense type of development allowed under the existing and proposed land use designations must be made. Development under the most intensive of the uses allowed under the current land use designation of Mixed Office/Residential must be compared with the most intensive use proposed under the Mixed Commercial designation.

   The applicant has provided an analysis of the trip generation for this site and concluded that the existing use would generate 1,234 daily trips, 122 peak AM and 258 peak PM. The proposed use would generate 1,319 daily trips, 118 peak AM and 111 peak PM. The difference in these theoretical maximums result in an additional 85 daily trips, -4 peak AM and -147 peak PM. *These calculations according to Trip Generation by the Institute of Transportation Engineers. (11th ed.)*

   Both of these generation rates exceed the 1,000 trip threshold requiring a full TIA. The actual future use, once determined, will be similarly analyzed and should the result exceed 1,000 trips, a full TIA will be required.

7. **Impact upon Recreation and Open Space:** Future residential development of the site may create a demand for new recreation if the property is developed for residential use. That demand will be addressed once a final development plan is submitted.

8. **New Public Facilities Needed to Serve Land Use:** There is the potential need of a lift station.

9. **Impact Upon Existing Deficiencies:** As identified in the City's Comprehensive Plan, drainage in this area is deficient. Any future development on this site will be required to manage its own stormwater, based on the 100 year/24-hour storm event, and further review will be undertaken as part of the development plan submittal.

10. **Impact upon Ability of the City to Fund Capital Improvements:** The development should not create an additional impact upon the City's ability to fund the projects listed in the adopted Five-Year Capital Improvement Program as the development will utilize existing roadways.

11. **Impact upon Adopted Five-Year Schedule in Capital Improvements Element:** The proposed land use amendment will not require revision to the City's adopted Five-Year Capital Improvement Program.

12. **Compatibility with Existing Zoning Classification:** The applicant is also requesting to rezone the property to C-1 (Neighborhood Commercial) which is permitted under the amended land use designation. A concurrent application for a rezoning accompanies this application. The proposed zoning designation would be compatible with the proposed Mixed Commercial land use designation. (The existing land use designation permits only P-1 and PD zoning. The proposed land use designation would permit P-1, C-1, C-2, E-1 and PD zoning.)

13. **Will the proposed land use change impact schools?** If a residential use is proposed in the future on this property, the applicant is required to provide a current Finding of Adequate Capacity letter from the Volusia County School Board, determining that capacity is available for the proposed use. The applicant will be required to reserve said capacity and submit an approval letter from the school board at that time.

14. **How does this proposal fit with the guidelines developed for DeLand 2050 Vision and the City's Strategic Plan?**

    a. DeLand 2050 Vision: Concentrate development towards the Urban Core with appropriate density or intensity.

    b. DeLand Strategic Plan:
    Strategic Focus Area: Creating the connected community
    Key Corridors. The city has two key corridors — Woodland and SR 44 and several gateways that are important entry ways into the city. The look and feel of these corridors and gateways need to be consistent or complementary with the city both to enhance the sense of community as well as permeate across the city the image of DeLand.

E. CONCLUSION: The facility analysis presented in the above sections suggests the proposed land use should not cause any of the City's facilities to degrade below the adopted or current operational level of service (LOS). The proposed land use designation, Mixed Commercial, is consistent with the surrounding area, and is not expected to create any land use incompatibilities.

F. STAFF RECOMMENDATION: Staff recommends the Planning Board forward a recommendation of approval of the proposed amendment of the subject property's future land use designation from Mixed Office/Residential to Mixed Commercial.

G. VGMC INFRASTRUCTURE IMPACT ASSESSMENT:

In accordance with standard practice from the Florida Department of Economic Opportunity (DEO) and other review agencies, an impact comparison analysis of the proposed amendment has been completed based upon the theoretical maximum development potential under the currently adopted future land use designation versus the proposed designation.

The following seven public facilities and services were examined:

1. Transportation
2. Sanitary Sewer
3. Potable Water
4. Solid Waste
5. Stormwater Drainage
6. Recreation
7. Schools

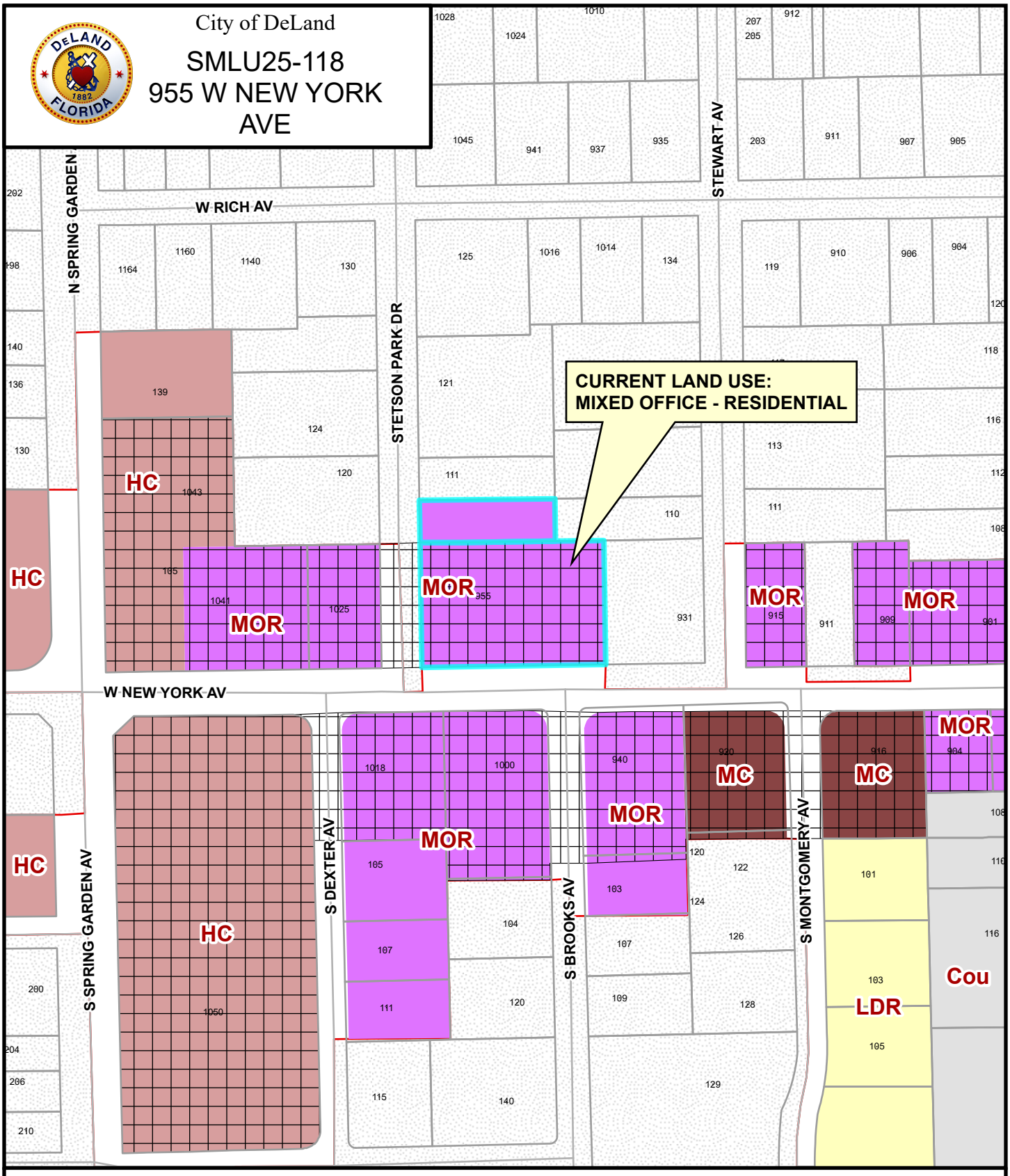
Table 4. Impact Analysis (Theoretical Maximums)

Development Variable			EXISTING Land Use	PROPOSED Land Use	Net Change
			Mixed Office/Resid.	*Mixed Commercial*	
Theoretical Maximum					
Property Acreage	**1.3**				
Permitted Density			*5.8*	*10*	4
Dwelling units			7.54	13	5
Non-residential (retail, sq. ft.)					0
1. Population	2.44	persons/hh	18	32	**+ 13**
2. PM Peak Hour Trips/Daily Trips	0.57	PM peak/unit	3	6	**+ 3**
	7.12	trips/unit	41	71	**+ 30**
3. Sanitary Sewer	200	gal/unit	1508	2600	**+ 1092**
4. Potable water (gal/day)	300	gal/unit	2262	3900	**+ 1638**
5. Solid waste (pounds/person)	3.21	lb/person	59	102	**+ 43**
6. Stormwater Drainage					
7. Recreation/Open Space (ac./person)	0.007	acres/person	0	0	**0**

The proposed amendment indicates a difference in service needs from one land use designation to the other based on the theoretical maximum impact analysis. This analysis is meant to help ensure the efficient provision of these services as sites are eventually developed.

City of DeLand

SMLU25-118
955 W NEW YORK AVE

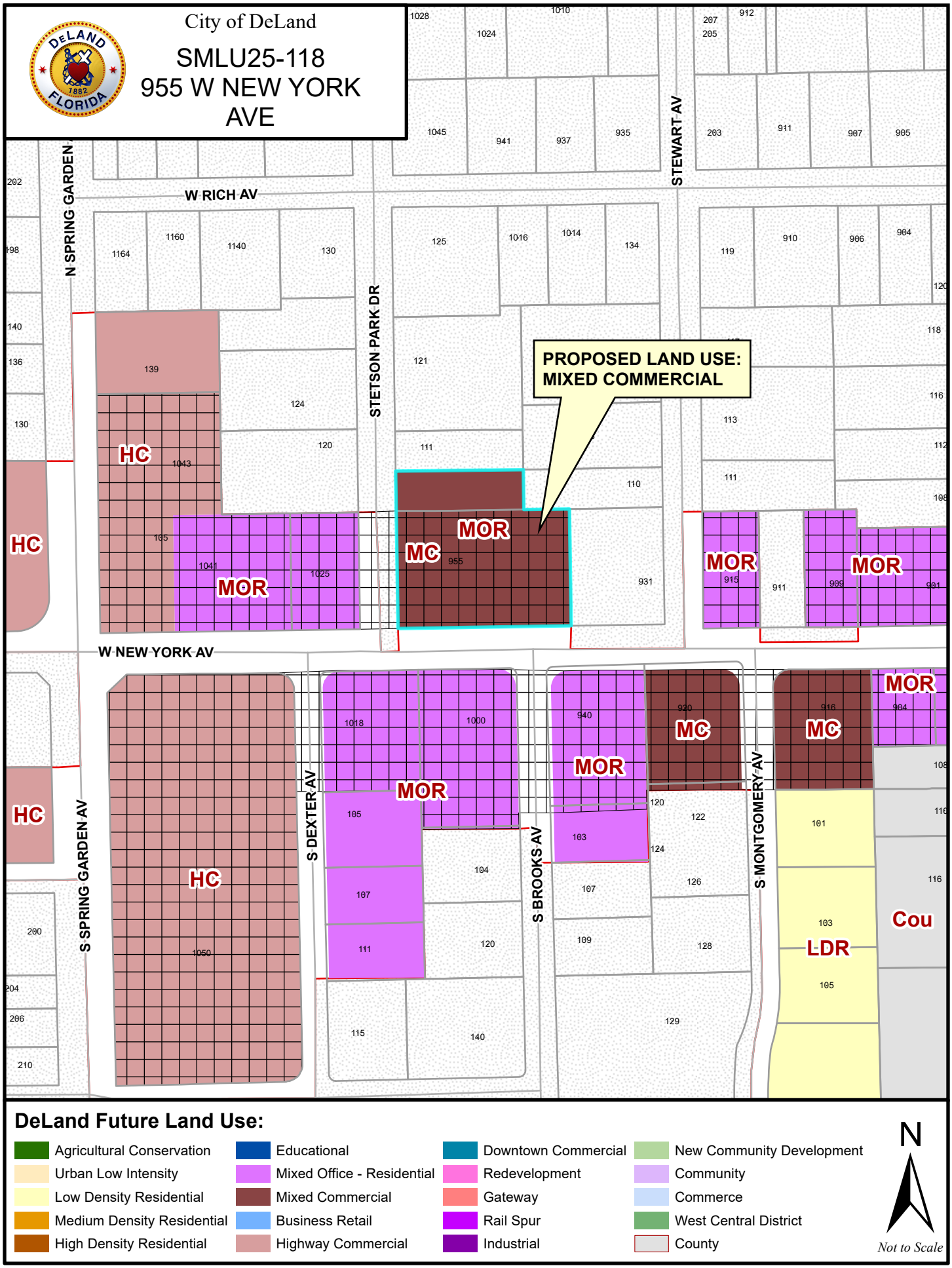


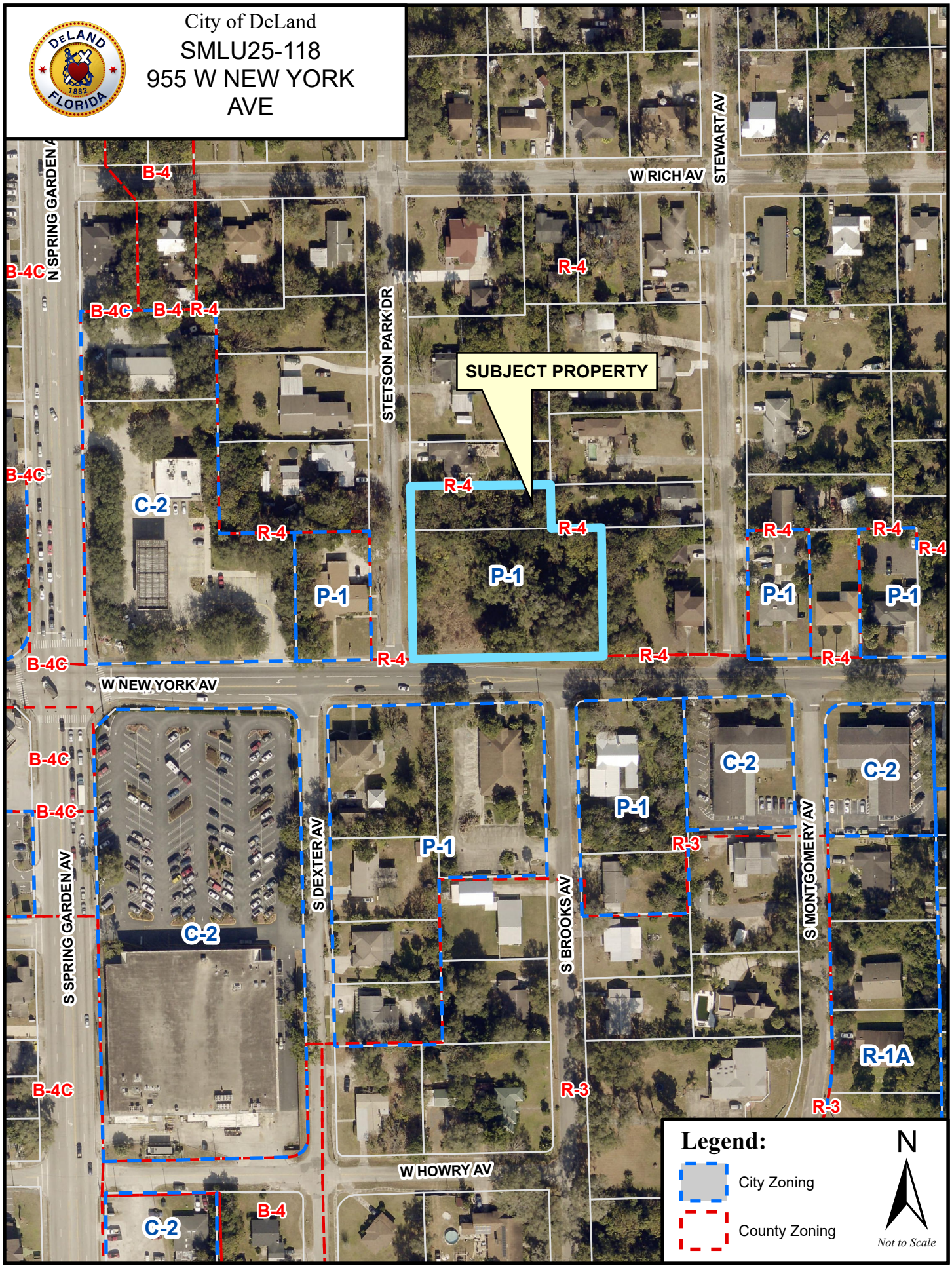
DeLand Future Land Use:

- Agricultural Conservation
- Urban Low Intensity
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Educational
- Mixed Office - Residential
- Mixed Commercial
- Business Retail
- Highway Commercial
- Downtown Commercial
- Redevelopment
- Gateway
- Rail Spur
- Industrial
- New Community Development
- Community
- Commerce
- West Central District
- County

N

Not to Scale


City of DeLand
SMLU25-118
955 W NEW YORK AVE
PROPOSED LAND USE: MIXED COMMERCIAL
W RICH AV
W NEW YORK AV
N SPRING GARDEN
STETSON PARK DR
STEWART AV
S SPRING GARDEN AV
S DEXTER AV
S BROOKS AV
S MONTGOMERY AV
HC
MOR
MC
LDR
Cou
DeLand Future Land Use:
Agricultural Conservation
Urban Low Intensity
Low Density Residential
Medium Density Residential
High Density Residential
Educational
Mixed Office - Residential
Mixed Commercial
Business Retail
Highway Commercial
Downtown Commercial
Redevelopment
Gateway
Rail Spur
Industrial
New Community Development
Community
Commerce
West Central District
County
N
Not to Scale


City of DeLand
SMLU25-118
955 W NEW YORK AVE
SUBJECT PROPERTY
W RICH AV
STEWART AV
N SPRING GARDEN AV
STETSON PARK DR
W NEW YORK AV
S SPRING GARDEN AV
S DEXTER AV
S BROOKS AV
S MONTGOMERY AV
W HOWRY AV
B-4
B-4C
C-2
R-4
P-1
R-3
R-1A
Legend:
City Zoning
County Zoning
N
Not to Scale

Volusia Growth Management Commission

November 5, 2025

Carol Kuhn, Planning Director
City of DeLand
120 S. Florida Avenue
DeLand, FL 32720

RE: City of DeLand, Small Scale Comprehensive Plan Amendments
VGMC #25-035 – SMLU25-118, 955 W. New York Avenue
VGMC #25-036 – SMLU25-083, 210 Ridgewood Avenue
VGMC #25-037 – SMLU25-025, North of SR472, East of S. Blue Lake Avenue
Certificate of Consistency

Dear Ms. Kuhn,

VGMC Case Nos. 25-035, 25-036 and 25-037 qualify for certification in accordance with Chapter 90, Article II. of the Volusia County Code of Ordinances, Volusia Growth Management Commission Consistency Certification Rules and Organization. Based upon the lack of objection filed by another unit of local government, VGMC Case Nos. 25-035, 25-036 and 25-037 are hereby deemed certified as consistent effective November 4, 2025 without the need for a public hearing.

The Volusia Growth Management Commission appreciates the efforts of the City of DeLand to further intergovernmental cooperation and coordination in Volusia County. If you have any questions regarding this matter, please do not hesitate to call me.

Sincerely,

Debbie Connors

Debbie Connors
VGMC Chair

210 South Beach Street, Suite 202, Daytona Beach, FL 32114
Tel: 386-947-1875 ■ Email: vgmc@volusia.org

NEWKIRK ENGINEERING, INC.
CIVIL ENGINEERING - TRANSPORTATION - CEI - LANDSCAPE ARCHITECTURE
1230 N US HWY 1, SUITE 3, ORMOND BEACH, FLORIDA 32174 386-872-7794

July 11, 2025

Ms. Carol Kuhn
Planning Director
120 S. Florida Ave
DeLand, FL 32720

RE: 955 New York Ave – Trip Generation Memo
Parcel No.'s 7008-34-06-0010 & 7008-34-06-0230
1.23 Acres +/-

Dear Ms. Kuhn,

Submitted is a traffic trip generation calculation for the above referenced project:

The trip generation calculations for the proposed **Future Land Use Amendment & Rezoning** from *Mixed Office – Residential* to *Mixed Commercial* (w/ *Historical Corridor Overlay*) and from *P-1* to *C-1* for the parcels located at 955 W New York Ave, DeLand, Florida 32724.

Calculations were performed with the 11th Edition of the ITE trip generation calculator. Attached is the ITE trip generation report and input data. The ITE Codes used for theoretical maximums for existing and proposed are **(912) Drive-In Bank** and **(932) High-Turnover Sit-Down Restaurant**.

A maximum building area was determined by using the P-1 zoning requirement of 10,000 SF per acre. This was applied to the proposed zoning as both scenarios have a 60% maximum impervious area which will govern these high-parking demand uses.

ZONING	Land Use (with Historical Corridor Overlay)	ITE Code	UNIT	11th Ed. ITE Vehicle Trip Generation Rates						
				DAILY	(Peak Hour of Adjacent Street Traffic)					
					AM	AM In	AM Out	PM	PM In	PM Out
P-1	Mixed Office - Residential	(912) Drive-in Bank	KSF	100.35	9.95	58%	42%	21.01	50%	50%
C-1	Mixed Commercial	(932) High-Turnover Restaurant (sit down)	KSF	107.2	9.57	55%	45%	9.05	61%	39%

		Maximum Existing Use (10,000 SF building area per Acre)	Unit	Total Distribution of Generated Trips						
		Description (ITE Code)	KSF	Daily	AM	AM In	AM Out	PM	PM In	PM Out
P-1	Mixed Office - Residential	(912) Drive-in Bank	12.30	1234	122	71	51	258	129	129

		Maximum Proposed Use (10,000 SF building area per Acre)	Unit	Total Distribution of Generated Trips						
		Description (ITE Code)	KSF	Daily	AM	AM In	AM Out	PM	PM In	PM Out
C-1	Mixed Commercial	(932) High-Turnover Restaurant (sit down)	12.30	1319	118	65	53	111	68	56

Existing Max Use: 1,234 daily trips, 122 peak AM, 258 peak PM
Proposed Max Use: 1,319 daily trips, 118 peak AM, 111 peak PM

Difference in Theoretical Max: +85 Daily Trips, -4 Peak AM, -147 peak PM

The differences observed between these maximum values can be attributed to the anticipated building size and use of the buildings. For a 1.23-acre site, a 12,300 square foot building would be on the larger side of building for each of these uses. These buildings would require ample parking, and the site would need to meet all other dimensional and stormwater requirements. Additionally, the significant drop in Peak PM traffic could be attributed to the middle hours of the day (lunchtime) seeing additional trips for the restaurant use and overall disbursement of trips outside of the peak hours.

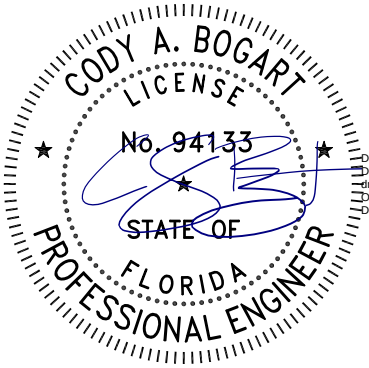
These theoretical trip generation rates for both scenarios anticipate 1,000 daily trips or more as possible, which require a TIA to be conducted for a site plan. If the future proposed site plan configuration and use does not exceed 1,000 daily trips, then the TIA requirement would be waived.

If you have any questions or need additional information, please feel free to call or email me at cody@Newkirk-Engineering.com.

Sincerely,

Cody A. Bogart, PE
NEWKIRK ENGINEERING, INC.

This report has been digitally signed and sealed by Cody A. Bogart, PE #94133 on



Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Name: Cody A. Bogart
PE License No: 94133
Address: 1230 North US Highway 1
Suite 3
Ormond Beach, FL 32174

Drive-in Bank
(912)

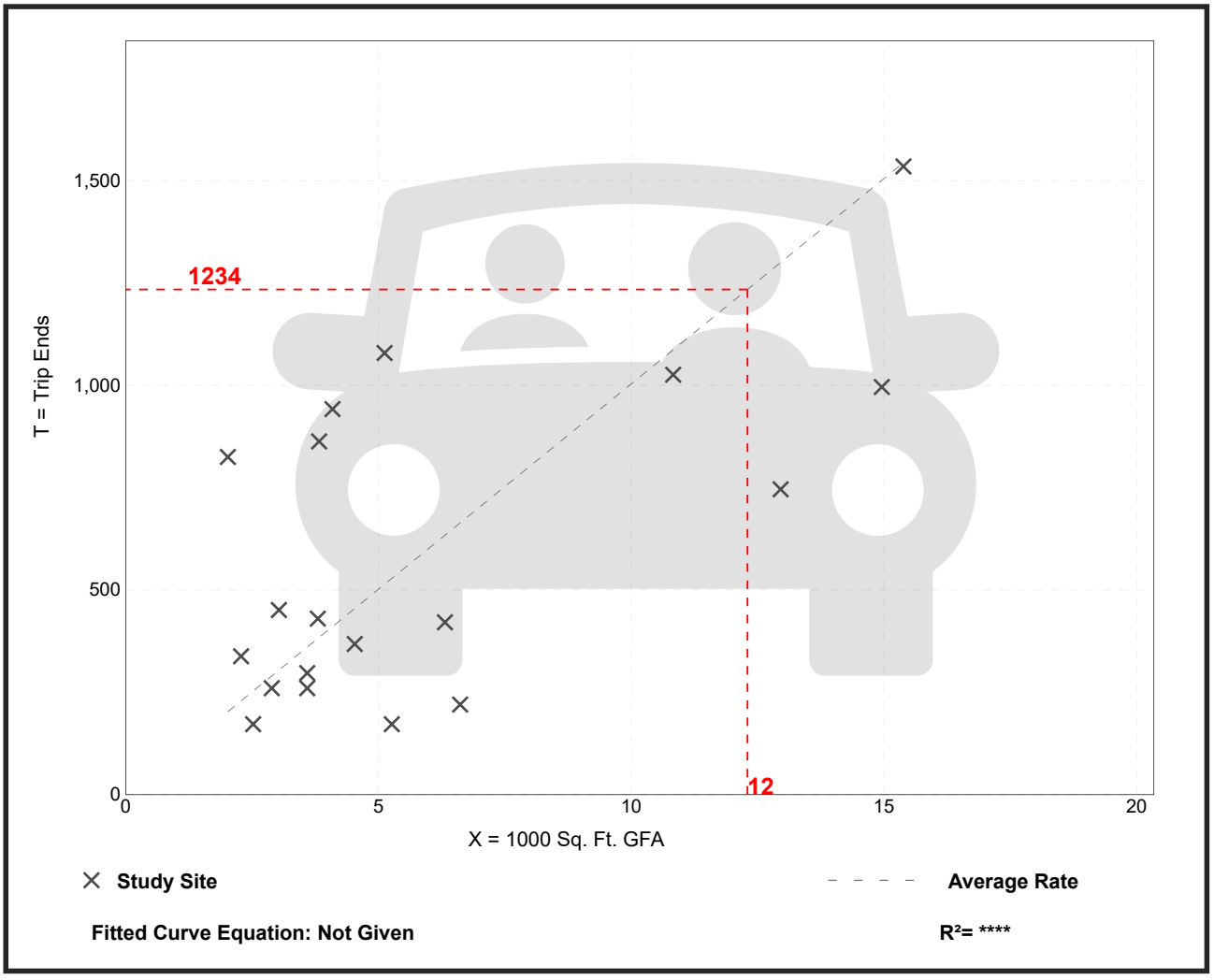
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.35	32.67 - 408.42	68.62

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

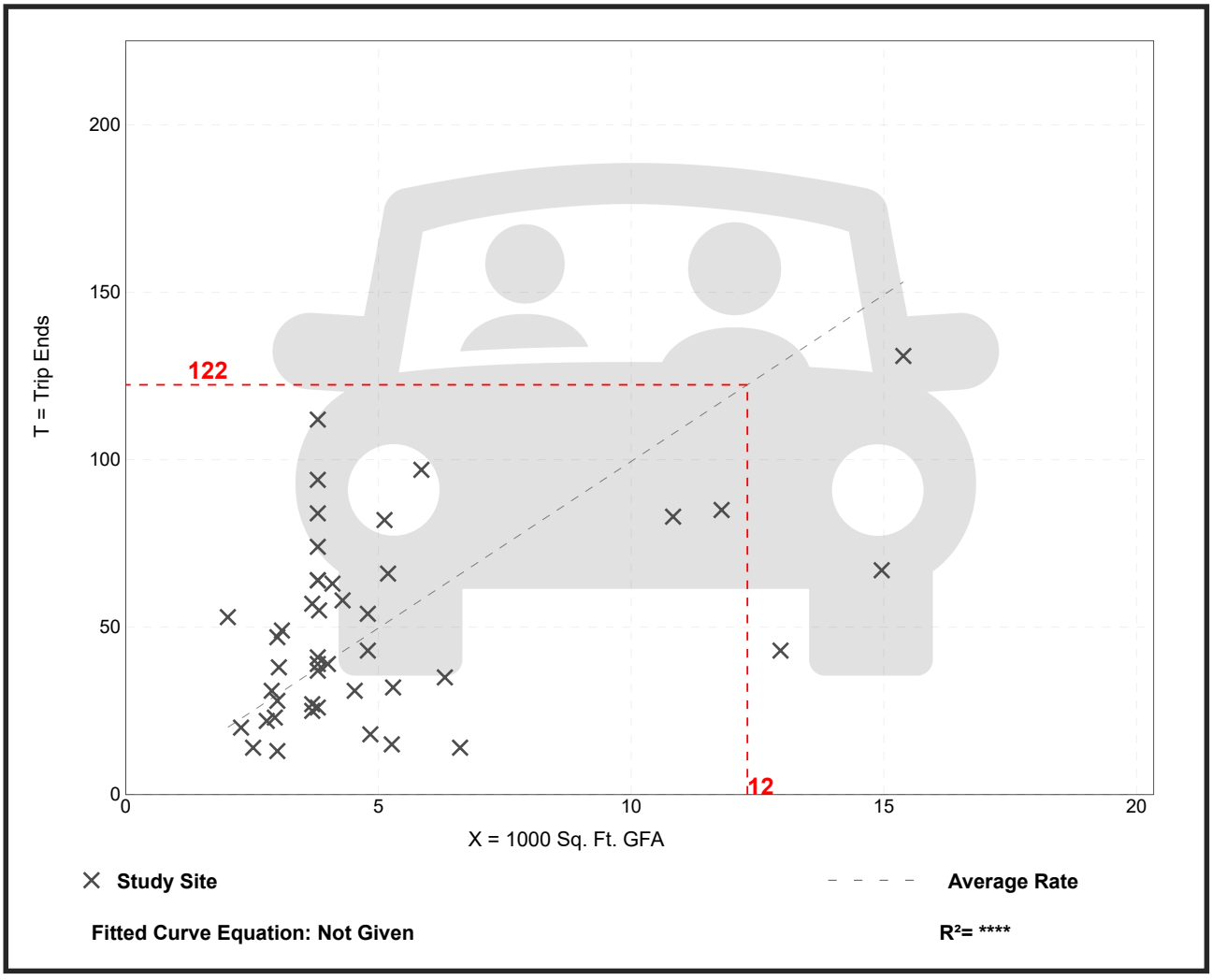
Drive-in Bank
(912)

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: 44
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	6.00

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

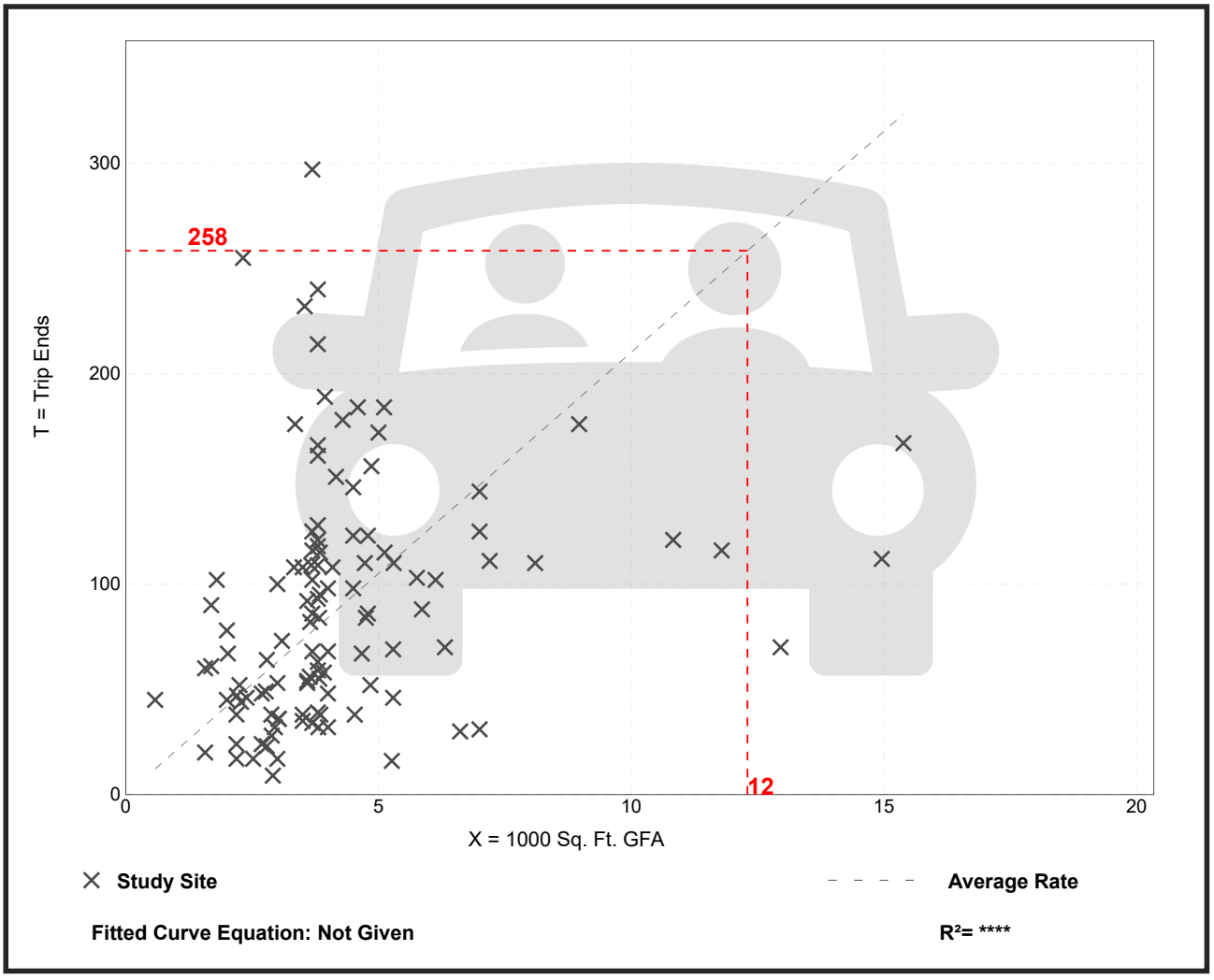
Drive-in Bank
(912)

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: 114
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

High-Turnover (Sit-Down) Restaurant
(932)

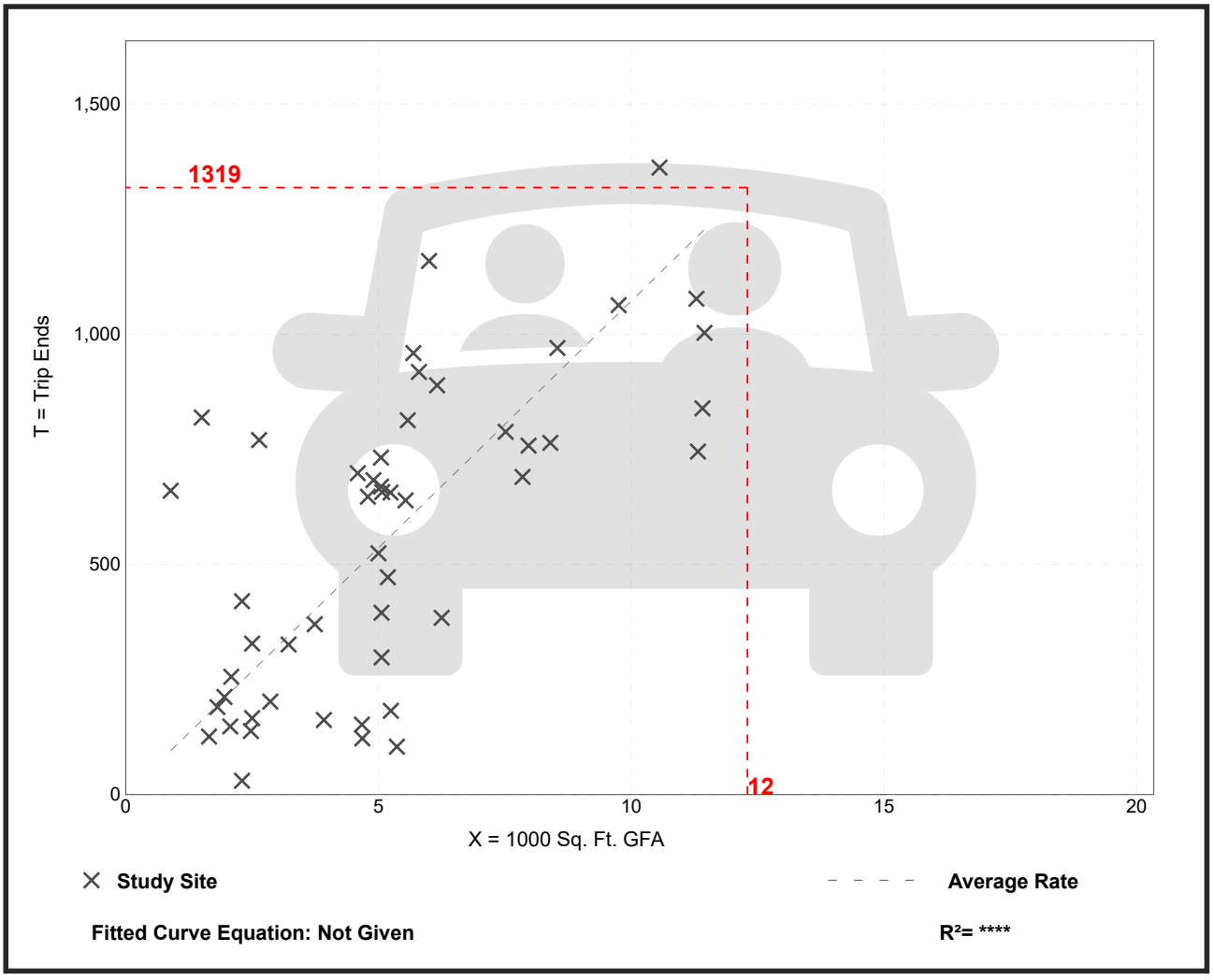
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

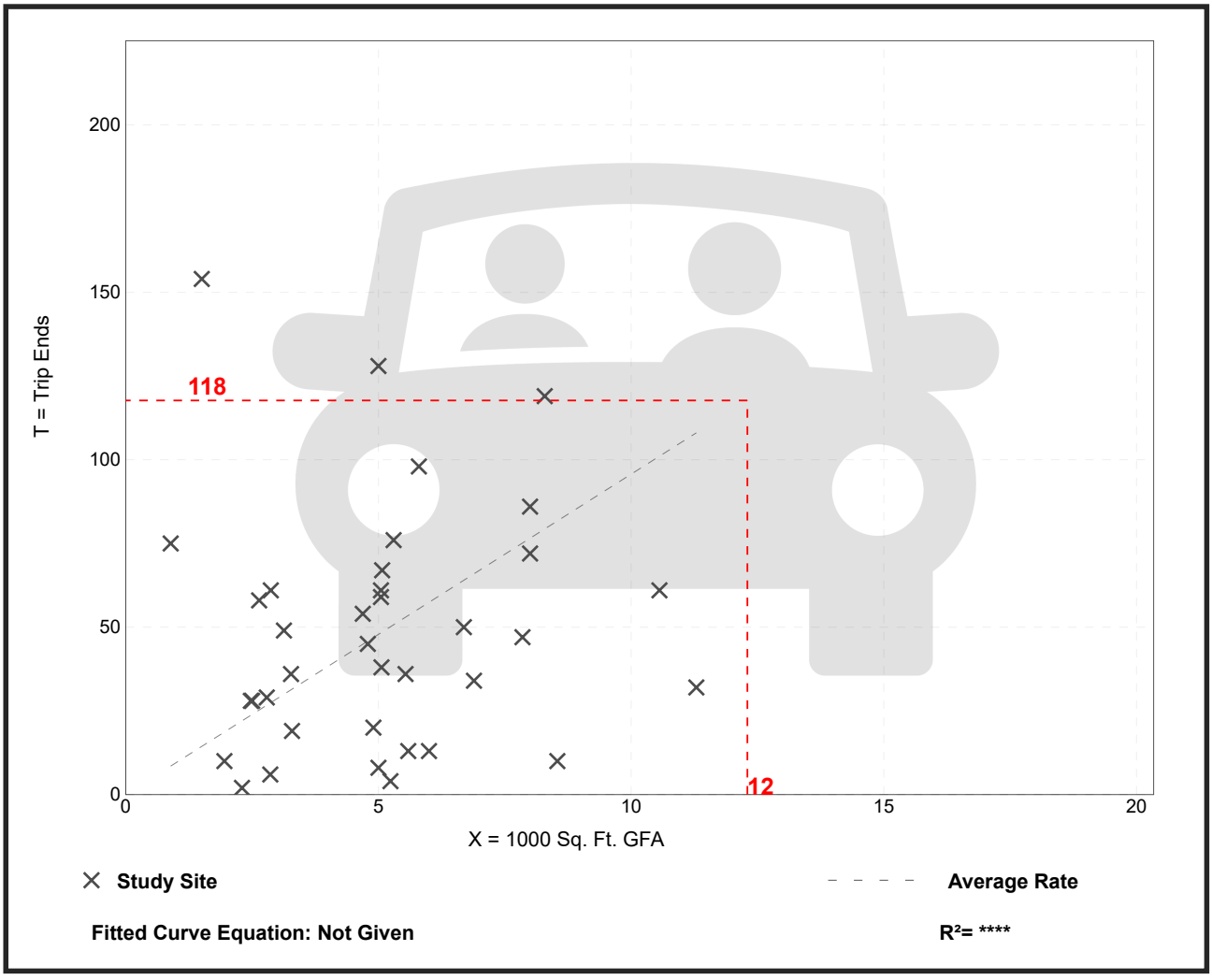
High-Turnover (Sit-Down) Restaurant
(932)

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: 37
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

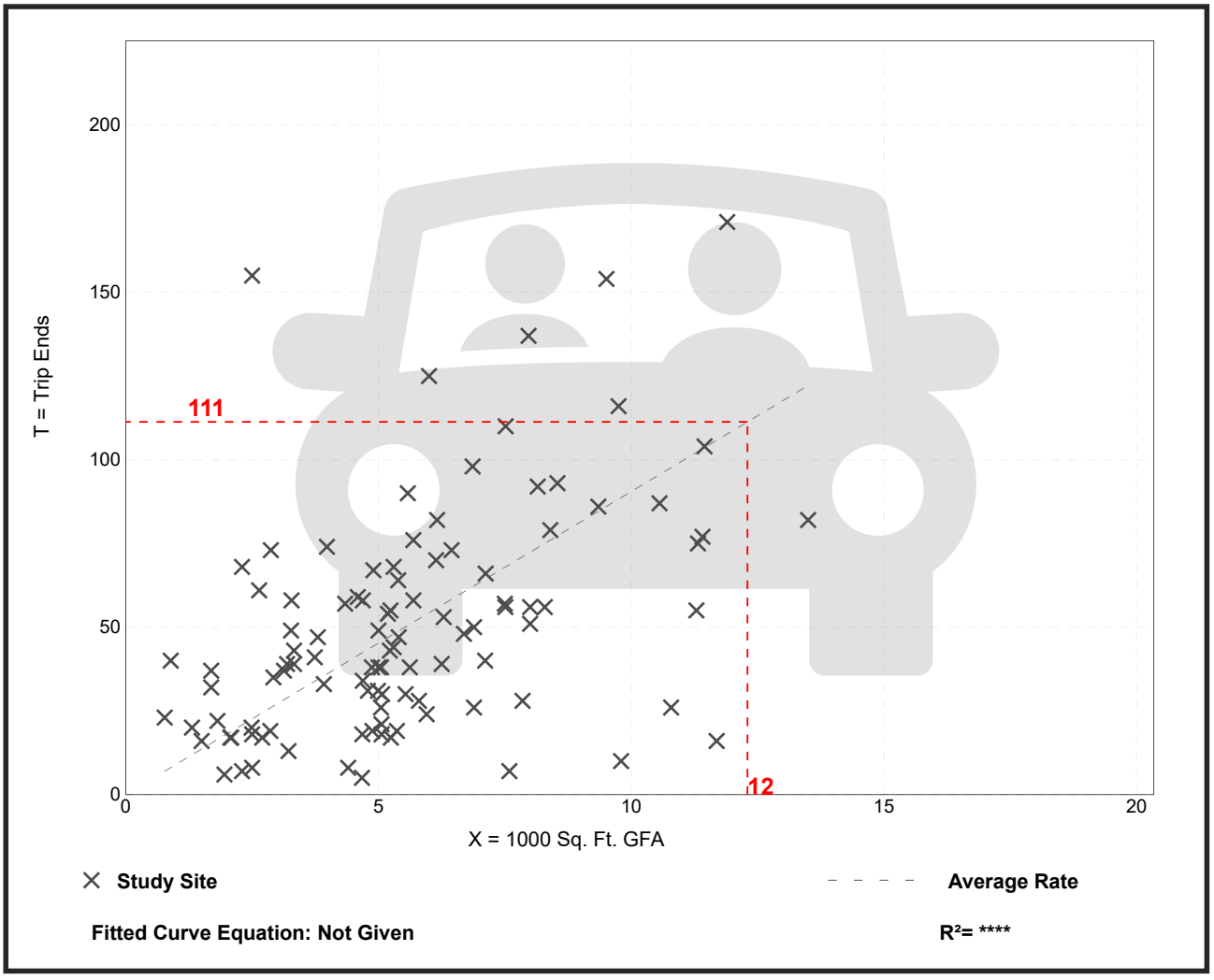
High-Turnover (Sit-Down) Restaurant
(932)

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: 104
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Second Reading of Ordinance No. 2025-26, Changing the Zoning for ±1.3 Acres of Property Located at 955 West New York Ave, from P-1 (Professional-Residential) to C-1 (Neighborhood Commercial). First Reading held on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Belinda Collins, Senior Planner

ATTACHMENTS: ORD-2025-26, Exhibit A-Legal Description , Survey - 955 W. New York 06-0687, SR-Z25-119 955 W. New York Ave FINAL, Z25-119 Aerial, Z25-119 Proposed Aerial, Z25-119 Proposed Zoning, Z25-119 Zoning, 955 New York -Trip Gen Memo - FLU (1)

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

This request is for approval to amend the zoning designation for property located at 955 W. New York Avenue from P-1 (Professional Residential) to C-1 (Neighborhood Commercial). The 1.3-acre site is currently vacant and undeveloped. This site is located adjacent to a single-family neighborhood, located in unincorporated Volusia County, to the north. The intent of the new zoning designation is "to provide for the retail and service needs of adjacent residential areas." It permits both residential and non-residential land uses…" The staff report prepared for the August 13, 2025 Planning Board meeting presented a comparison of the uses allowed in the existing zoning designation and how they compare to the uses of the proposed designation. No specific use has been proposed for the property and the applicant is requesting the amendment in the anticipation that more options for development will be made available with the change.

At the August 13, 2025 meeting, the Planning Board recommended approval of the rezoning as well as a land use amendment for this site.

On October 6, 2025, the City Commission approved the ordinance on First Reading.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:
Strategic Focus Area: Creating the connected community.
Strategic Context: It is the connections between the three elements identified so far which will create the economic dynamism and the community vibrancy desired by the citizenry. This connection takes form in four ways:

- **Key Corridors**. The City has two key corridors — Woodland and SR 44 and **several gateways that are important entryways into the City**. The look and feel of these corridors and gateways needs to be consistent or complementary with the City both to enhance the sense of community as well as permeate across the City the image of DeLand as a distinctive place which attracts high-value wage earners and high-value jobs.

SUSTAINABILITY:

SUSTAINABILITY:
Amending the zoning designation of this property and outlining the use parameters will permit its development for neighborhood commercial purposes that align with the city's development requirements and will enable the city to continue active pursuit of its vision and strategic plan.

FISCAL IMPACT:

Approval of the rezoning will promote the development of this property, and inclusion of any new business, residential or other use onto the city's tax rolls will generate additional revenue to be used toward city services.

RECOMMENDATION:

It is recommended that the City Commission approve on Second Reading, an ordinance amending the zoning designation of this property from P-1 (Professional Residential) to C-1 (Neighborhood Commercial).

BACKGROUND/DISCUSSION:

This property is currently vacant and undeveloped. The applicant has stated that it has been difficult to find a use for the property, and it is felt that the current land use of Mixed Office/ Residential is too restrictive. This site is located adjacent to a single-family neighborhood, located in unincorporated Volusia County, to the north. The intent of the new zoning designation is "to provide for the retail and service needs of adjacent residential areas."

ORDINANCE NO. 2025 - 26

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, CHANGING THE ZONING FROM P-1 PROFESSIONAL RESIDENTIAL TO C-1 NEIGHBORHOOD COMMERCIAL ON PROPERTY LOCATED AT 955 WEST NEW YORK AVENUE; MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; CONDITIONING FINAL DEVELOPMENT ORDERS ON A DETERMINATION OF CAPACITY; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the property located at 955 West New York Avenue and more particularly described in the attached Exhibit "A", is currently zoned as P-1, Professional Residential, pursuant to City of DeLand's Zoning Ordinances; and

WHEREAS, the property currently has a Land Use Designation of Mixed Commercial (with Historic Core Overlay) pursuant to the City of DeLand's Land Use Plan; and

WHEREAS, a proper and complete application has been received requesting that the zoning be changed to C-1, Neighborhood Commercial; and

WHEREAS, the C-1, Neighborhood Commercial zoning designation is consistent with the Comprehensive Plan of the City of DeLand.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission has held a public hearing on the application for a change of zoning from P-1, Professional Residential to C-1, Neighborhood Commercial zoning designation, on the following described property:

See legal description attached hereto as Exhibit "A"

Tax Parcel Identification Nos.:
700834060010 and 700834060230

Section 2. The City Commission hereby finds that the C-1, Neighborhood Commercial zoning designation is consistent with the parcel's Mixed Commercial (with Historic Core Overlay).

Section 3. Pursuant to the determination made at public hearing, the City Commission hereby amends the Comprehensive Zoning Map of the City of DeLand and changes the zoning from P-1, Professional Residential to C-1, Neighborhood Commercial zoning designation on the parcels described in Section 1.

Section 4. The Planning Director is hereby directed to change the Comprehensive Zoning Map of the City of DeLand to conform with the change of zoning enacted in this Ordinance.

Section 5. No rights to obtain final development orders nor any rights to develop the property have been granted or implied by this Ordinance. Final development orders for the property including, but not limited to building permits and site plan approval shall be subject to a determination of capacity.

Section 6. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 7. This Ordinance shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this 17th day of November, 2025.

_____
Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading: October 06, 2025
Adopted on second reading: November 17, 2025

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

955 West New York Avenue, Deland, Florida, 32720

Size and Legal Description

Size

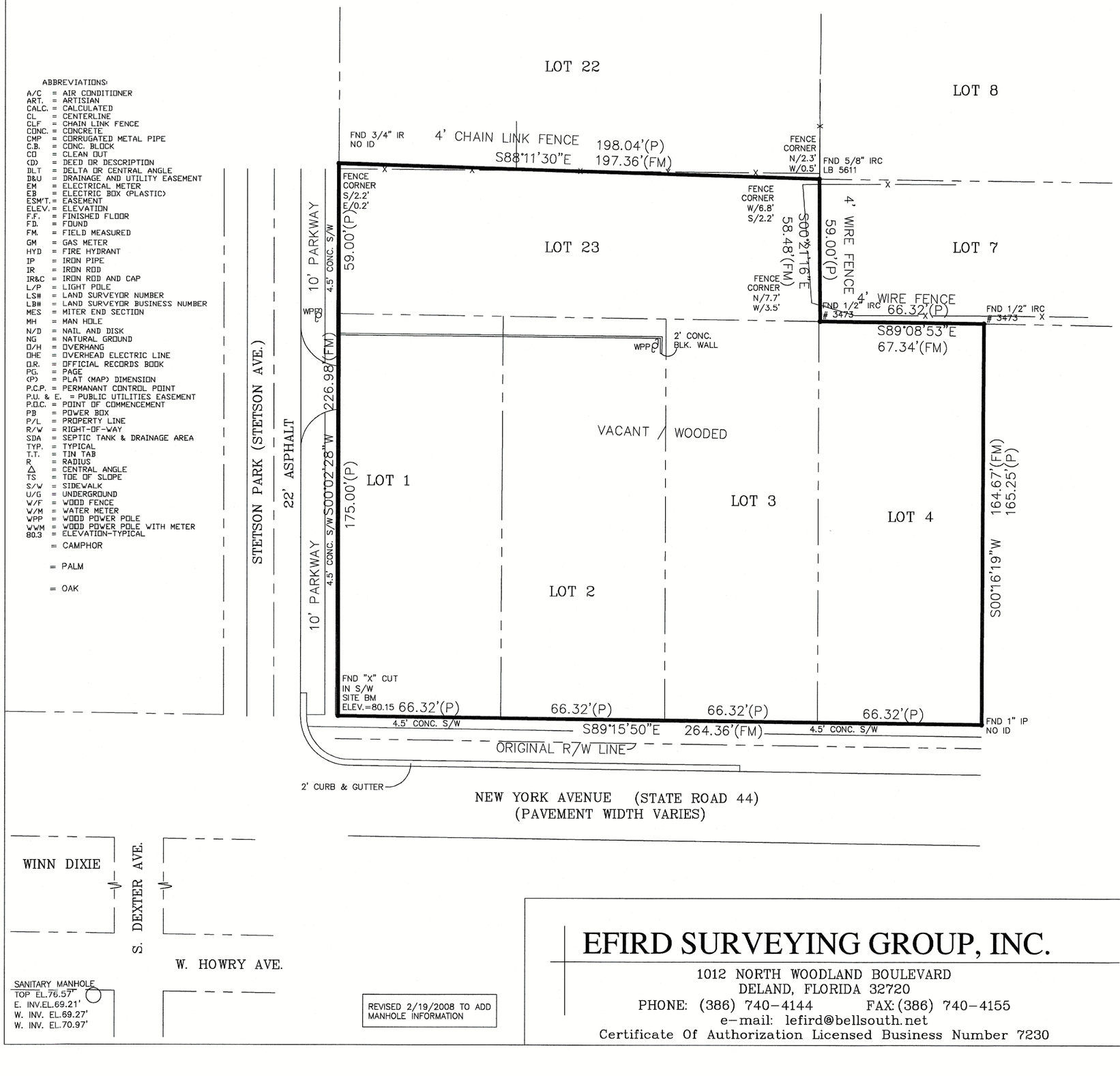
Total Property Size = +/- 1.3 Acres

Legal Description (Both Parcels)

8 17 30 LOTS 1 TO 4 INC BLK 6 STETSON PARK MB 7 PG 7 PER OR 4395 PG 2168 PER OR 5956 PGS 0821-0823 INC

8 17 30 LOT 23 BLK 6 STETSON PARK MB 7 PG 7 PER OR 4395 PG 2 168 PER OR 5956 PGS 0821-0823 INC

SECTION 8, TOWNSHIP 17 SOUTH, RANGE 30 EAST
CITY OF DELAND
VOLUSIA COUNTY, FLORIDA



ABBREVIATIONS:

A/C = AIR CONDITIONER
ART. = ARTISIAN
CALC. = CALCULATED
CL = CENTERLINE
CLF = CHAIN LINK FENCE
CONC. = CONCRETE
CMP = CORRUGATED METAL PIPE
C.B. = CONC. BLOCK
CO = CLEAN OUT
(D) = DEED OR DESCRIPTION
DLT = DELTA OR CENTRAL ANGLE
D&U = DRAINAGE AND UTILITY EASEMENT
EM = ELECTRICAL METER
EB = ELECTRIC BOX (PLASTIC)
ESM'T. = EASEMENT
ELEV. = ELEVATION
F.F. = FINISHED FLOOR
FD. = FOUND
FM. = FIELD MEASURED
GM = GAS METER
HYD = FIRE HYDRANT
IP = IRON PIPE
IR = IRON ROD
IR&C = IRON ROD AND CAP
L/P = LIGHT POLE
LS# = LAND SURVEYOR NUMBER
LB# = LAND SURVEYOR BUSINESS NUMBER
MES = MITER END SECTION
MH = MAN HOLE
N/D = NAIL AND DISK
NG = NATURAL GROUND
O/H = OVERHANG
OHE = OVERHEAD ELECTRIC LINE
O.R. = OFFICIAL RECORDS BOOK
PG. = PAGE
(P) = PLAT (MAP) DIMENSION
P.C.P. = PERMANANT CONTROL POINT
P.U. & E. = PUBLIC UTILITIES EASEMENT
P.O.C. = POINT OF COMMENCEMENT
PB = POWER BOX
P/L = PROPERTY LINE
R/W = RIGHT-OF-WAY
SDA = SEPTIC TANK & DRAINAGE AREA
TYP. = TYPICAL
T.T. = TIN TAB
R = RADIUS
△ = CENTRAL ANGLE
TS = TOE OF SLOPE
S/W = SIDEWALK
U/G = UNDERGROUND
W/F = WOOD FENCE
W/M = WATER METER
WPP = WOOD POWER POLE
WWM = WOOD POWER POLE WITH METER
80.3 = ELEVATION-TYPICAL
= CAMPHOR
= PALM
= OAK

1" = 30'
GRAPHIC SCALE
0 15 30 60

DESCRIPTION: (PER O.R. 4395, PAGE 2168)

LOTS ONE (1), TWO (2), THREE (3), AND FOUR (4), BLOCK SIX (6), STETSON PARK SUBDIVISION IN SECTION EIGHT (8), TOWNSHIP SEVENTEEN (17) SOUTH, RANGE THIRTY EAST (30 E.), ACCORDING TO MAP IN MAP BOOK SEVEN (7), PAGE SEVEN (7), PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

AND

LOT TWENTY-THREE (23), BLOCK SIX (6), IN STETSON PARK, VOLUSIA COUNTY, FLORIDA, AS SHOWN BY PLAT OF SAME DULY RECORDED IN OFFICE OF THE CLERK OF THE CIRCUIT COURT OF SAID COUNTY AND STATE IN MAP BOOK 7, PAGE 7.

NOTE:

THIS PLAT AND/OR SKETCH OF SURVEY IS CERTIFIED TO AND PREPARED FOR THE SOLE AND EXCLUSIVE BENEFIT OF THE ENTITIES AND/OR INDIVIDUALS SHOWN HEREON, ON THE MOST CURRENT DATE SHOWN, AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL WHOMSOEVER. THERE MAY BE ADDITIONAL RESTRICTIONS AND/OR OTHER MATTERS THAT ARE NOT SHOWN HEREON THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY. THIS SURVEY /SKETCH IS PREPARED WITHOUT BENEFIT OF ABSTRACT OR TITLE SEARCH UNLESS OTHERWISE NOTED. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES. THIS SURVEY DRAWING IS THE PROFESSIONAL OPINION OF THIS SURVEYOR AND MAPPER AND THE FIRM, WHICH WAS PREPARED UTILIZING THE BEST AVAILABLE INFORMATION AND AS SUCH DOES NOT CONSTITUTE A GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED. FURTHERMORE, THIS SURVEYOR AND FIRM DOES NOT ASSUME RESPONSIBILITY AND SHALL NOT BE HELD LIABLE FOR CLAIMS ARISING FROM ERRONEOUS OR INCORRECT INFORMATION FURNISHED TO THE SURVEYOR, WHICH WAS USED AS A BASIS IN THE PREPARATION OF THIS SURVEY DRAWING.

NOTES:

1. NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHT OF WAY AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS SHOWN.
2. NOT VALID WITHOUT THE SIGNATURE AND RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
3. NO UNDERGROUND IMPROVEMENTS OR INSTALLATIONS OR OTHER INTERIOR IMPROVEMENTS HAVE BEEN LOCATED, EXCEPT AS SHOWN, AS PER THE REQUEST OF THE CLIENT.
4. UNLESS NOTED, LEGAL DESCRIPTION FURNISHED BY CLIENT.
5. FEATURES SHOWN BY SYMBOL AS INDICATED IN THE LEGEND ARE NOT TO SCALE.
6. THIS SURVEY WAS PERFORMED WITHOUT BENEFIT OF A TITLE SEARCH, A TITLE SEARCH MAY REVEAL ADDITIONAL INFORMATION AFFECTING THE PARCEL AS SHOWN.
7. WHERE APPLICABLE, MONUMENT DIAMETERS, ETC.. AND/OR LS OR LB NUMBERS ARE SHOWN NEAR RESPECTIVE SYMBOL ABOVE, UNLESS SHOWN IN LEGEND.
8. BEARINGS ASSUMED FROM PLAT, DEED, LEGAL DESCRIPTION.
9. UNLESS SHOWN, ONLY THOSE VISIBLE FEATURES IN THE IMMEDIATE VICINITY OF THE ABOVE DESCRIBED PARCEL BOUNDARY HAVE BEEN LOCATED.
10. SUBJECT PROPERTY LIES WITHIN ZONE "X", AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAN AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, CITY OF DELAND COMMUNITY #120307, PANEL #12127C0465 G DATED APRIL 15, 2002. THIS FLOOD INSURANCE RATE MAP IS NOT A SURVEY AND NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF SAID MAP.

REVISED 7/16/2025
TO SHOW CURRENT
SURVEY CONDITIONS

REVISED 2/19/2008 TO ADD MANHOLE INFORMATION

EFIRD SURVEYING GROUP, INC.
1012 NORTH WOODLAND BOULEVARD
DELAND, FLORIDA 32720
PHONE: (386) 740-4144 FAX: (386) 740-4155
e-mail: lefird@bellsouth.net
Certificate Of Authorization Licensed Business Number 7230

Boundary Survey

Survey Date:	Drawing Number	Scale:
10/24/06	06-0687 C	1"=30
		Drawn By: M.J./JM

For:
955 NEW YORK AVENUE, LLC
FIRST COMMERCIAL BANK OF FLORIDA
VOLUSIA TITLE SERVICES, INC.
FIRST AMERICAN TITLE INSURANCE COMPANY

04-852

I HEREBY CERTIFY THIS SURVEY DRAWING TO BE CORRECT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND COMPLIES IN FORM WITH THE MINIMUM TECHNICAL STANDARDS AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 61G17-6, F.A.C. PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

STATE OF FLORIDA LICENSED SURVEYOR NO. 5823

7/16/2025

LARRY R. EFIRD JR.
Professional Surveyor & Mapper No. 5823

PLANNING DEPARTMENT STAFF REPORT
TO
PLANNING BOARD

August 13, 2025

A. APPLICATION NO.: Z25-119

STAFF PLANNER: Belinda Williams-Collins - AICP, Senior Planner

APPLICANT: Tim Exner, 995 New York Ave, LLC

REQUEST: Rezone from: P-1 (Professional-Residential)
To: C-1 (Neighborhood Commercial)
The Applicant has also submitted an application for a future land use amendment (SMLU25-11)

APPLICABLE REGULATIONS:
Article XII ADMINISTRATION AND ENFORCEMENT
Sec. 33-135 – Procedure for text amendments & rezoning.

B. SITE FACTORS:

Location: 955 W. New York Ave. (700834060010, 700834060230)
Size: 1.3± acres
Land Use: Mixed Office/Residential
Zoning: P-1 (Professional-Residential)

	SURROUNDING USE:	**ZONING:**
North:	VC:ULI (Urban Low Intensity)	VC R-4: Urban Single-Family Residential
South:	Mixed Office/Residential	P-1: Professional - Residential
East:	VC:ULI (Urban Low Intensity)	VC R-4: Urban Single-Family Residential
West:	Mixed Office/Residential	P-1: Professional - Residential

C. ANALYSIS:

The subject property is a vacant, undeveloped property located along New York Avenue just west of the central core of the city. The property is comprised of five (5) individual lots on a corridor that was primarily a residential street. Over time, many of the existing residential structures have been converted to business use. It is anticipated that these lots will be combined into a single property. The area is characterized by single-family use to the north and east, and office use to the west and along the south side of New York Ave.

The area north of the property is unincorporated Volusia County has a land use designation of ULI (Urban Low Intensity) and zoning of R-4 (Urban Single-Family Residential) described as follows:

> The ULI designation is primarily a residential designation but may also allow neighborhood convenience uses and individual office buildings as transitional uses…
>
> *R-4 Purpose and intent:* The purpose and intent of the R-4 Urban Single-Family Residential Classification is to provide medium-density residential developments, preserving the character of existing or proposed residential neighborhoods.

The city's land development regulations describe the existing and proposed zoning designations as follows:

P-1 Professional-Residential District.

(a) Statement of intent.

1. It is the intent of this section to provide a zoning district wherein certain types of residential and professional uses are permitted such residential and other permitted uses are to be harmonious in appearance and have ample open space, which is extensively landscaped.
2. Further, this district is formulated to:
    1) Permit the conversion of certain older residential areas to combination of residences and restricted services;
    2) Provide a transition between existing commercial uses and adjacent residential areas but yet not adversely affected areas; and
    3) Encourage comprehensively planned professional residential office developments.

C-1—Limited Neighborhood Commercial District.

(a) Statement of intent. The purpose of this district is to provide for the retail and service needs of adjacent residential areas. It permits both residential and nonresidential land uses, either freestanding or combined in a shared structure.

A comparison of the permitted uses for both designation is as follows:

P-1		C-1	
PROFESSIONAL		**PROFESSIONAL**	
General/Professional Offices	P	General/Professional Offices	P
Financial Institutions	P	Financial Institutions	P
MEDICAL SUPPORT (See also Section 33-19.11)		**MEDICAL SUPPORT (See also Section 33-19.11)**	
Medical office	P	Medical office	P
Apothecary shops	P	Apothecary shops	C15
Drugstores and pharmacies	P		
Laboratories, hospitals and clinics	E15	Laboratories, hospitals and clinics	P
Medical clinics over 5,000 square feet	E15		
		Nursing homes and adult congregate living facilities	P
BUSINESS SUPPORT		**BUSINESS SUPPORT**	
		Mailbox and shipping shops	P
		Copying, printing and lithography	P
PERSONAL SERVICES		**PERSONAL SERVICES**	
		Beauty salons, barbershops and day spas	P
Day care facilities, adult or child	P	Day care facilities, adult or child	P
		Dry cleaning and laundry, retail	C3
		Pet shops and pet grooming with no overnight boarding of animals	C
HOSPITALITY		**HOSPITALITY**	
Bed and breakfast inn	C 19	Bed and breakfast inn	P
		Hotels or motels and associated accessory uses including restaurant and conference facilities	C 5
		Uses requiring a DBPR 3PS liquor license (package sales) or 4COP liquor license (bars, lounges, etc.)	E17
		Package sales where beer and/or wine (no liquor) are sold for consumption off premises with DBPR 2APS license	C

		Restaurants, except fast food and/or drive through facilities	P
		Restaurants and establishments serving alcohol requiring a DBPR 2COP, 3PS or 4COP license with special class	C
FOOD SERVICE AND INDUSTRY		**FOOD SERVICE AND INDUSTRY**	
VEHICULAR (See also Section 33-19.12)		Bakery, pastry, gourmet, coffee and specialty beverage shops (retail)	P
		Bakeries wholesale, up to 1,000 square feet of floor area	C
RETAIL		**RETAIL**	
		Retail sales	P
RESIDENTIAL (See also Section 33-20)		**RESIDENTIAL (See also Section 33-20)**	
Community residential homes		Garden communities	C
Multifamily—Per section 33-19.02 (e)	C*	Multiple-family dwellings and duplexes complaint with R-12 standards	C
Community residential homes		Residential dwelling units above the first floor or one residential unit on the first floor accessory to an office or commercial use	C
Single-family—Per section 33-19.02 (d)	C*	Single-family dwelling compliant with R-1 standards not located within the highway commercial land use areas	C
Convalescent, rest and nursing homes; institutions and homes for children, the aged and the disabled	P	Two-family dwelling and duplexes compliant with R-2 standards	C
Single-family dwellings, except mobile homes	P		
INSTITUTIONAL		**INSTITUTIONAL**	
Churches, houses of worship and religious institutions with customary accessory educational and recreational uses	E5	Churches, houses of worship and religious institutions with customary accessory educational and recreational uses	E5
Government and public land uses and buildings	P	Government and public land uses and buildings	P
Private clubs and lodges	P	Private clubs and lodges	P
RECREATION		**RECREATION**	
Museums	P		
		Music, dance, gymnasium, art school or studio, excluding discotheques	P
Parks, community and regional	E8	Parks, community and regional	E8
Parks, mini and neighborhood	P	Parks, mini and neighborhood	P
TRADES		**TRADES**	
INDUSTRIAL AND MANUFACTURING		**INDUSTRIAL AND MANUFACTURING**	
		Microwave, radio, telephone and television facilities and transmission towers	E6
MISCELLANEOUS		**MISCELLANEOUS**	

No specific use has been proposed for the property and once a decision is made for its development, a site plan will be required to ensure the regulations are met as intended. Consolidation of the lots will also be required.

The table below compares the development standards of the existing and proposed districts.

DEVELOPMENT STANDARDS		
	P-1 (Professional-Residential)	**C-1** (Neighborhood Commercial)
Min. lot area	7500 sq. ft.	n/a com'l/6500 s.f./ 7500 duplex
Front yard setback	n/a	n/a
Rear yard setback (Com'l/SF/Duplex)	25 ft.	30 ft./25 ft./25 ft.
Side yard setback	10 ft./15ft. (st)	15 resid- 0 other/7.5 ft./7.5 ft.
Min. lot width	75 ft.	60ft./75ft.
Max. Impervious	50%	60%

Section 33-135 of the Land Development Regulations provides the following criteria, which the Planning Board and City Commission shall utilize in reviewing a rezoning request:

1. **Is the proposed rezoning consistent with the Comprehensive Land Use Plan, the land use, zoning pattern and character of the surrounding area?**

   The proposed zoning of C-1 (Neighborhood Commercial) is inconsistent with the current comprehensive plan land use designation of MOR (Mixed Office - Residential). The applicant has initiated a land use amendment to a compatible designation of Mixed Commercial. Generally, the intent of the proposed zoning designation is the same, however, some of the specific uses permitted within the proposed zoning designation are different as shown in the table above.

2. **Will the proposed rezoning have an impact upon the environment or natural resources?**

   The subject site is vacant, undeveloped, and wooded. The rezoning process will not impact this situation. Environmental and resource impacts will be evaluated with the future replat and site plan applications. Future development will need to meet the development standards and the community design standards as well.

3. **Will the proposed rezoning have an impact upon the economy of the affected area?**

   Rezoning of the property would permit a wider range of uses, but some of the uses allowed in the P-1 zoning district would be eliminated. Once developed, it is anticipated that the impact of the rezoning would be similar to what is currently allowed under the P-1 zoning. Ultimately, use of the property will be limited to what the relatively small 1.3-acre site will allow based on the site development standards.

4. **Will the proposed rezoning have an impact upon governmental services?**

   The subject property will have access to the currently existing government services, such as police and fire, and utilities. No additional services are anticipated to be necessary.

5. **Are there changes in the circumstances or conditions affecting the area since the original assignment of zoning that will support the proposed zoning?**

   The core district that made up the original City of DeLand is located just east of this area. New York Avenue was developed primarily as a residential corridor as evidenced by the remaining residential structures. Few of these remaining residential structures are in use as single family homes as most have been converted to commercial and office use.

   While there is a significant amount of residential use in the surrounding area, major corridors, such as New York Ave., are inconsistent with single-family use. In particular, New York Ave. is now designated a State Highway with higher volumes of traffic. The request to rezone the property is consistent with the changes in the development and traffic patterns.

6. Was there a mistake in the original classification?

There is no known mistake in the original zoning classification. The Professional-Residential designation permits the conversion of residential structures to commercial use to provide a transition between residential and office/commercial uses.

7. Will the proposed rezoning have any effect upon the use or value of the affected area?

The proposed rezoning would allow a number of additional retail uses in the area while maintaining the intent of the conversion of residential structures and providing a transition or buffer to the single-family areas. There are currently no structures on the property, however, development would be required to consider the adjacent neighborhoods and impacts to those areas and would have to meet the community design standards.

8. Will the proposed rezoning have an impact upon public health, safety and welfare?

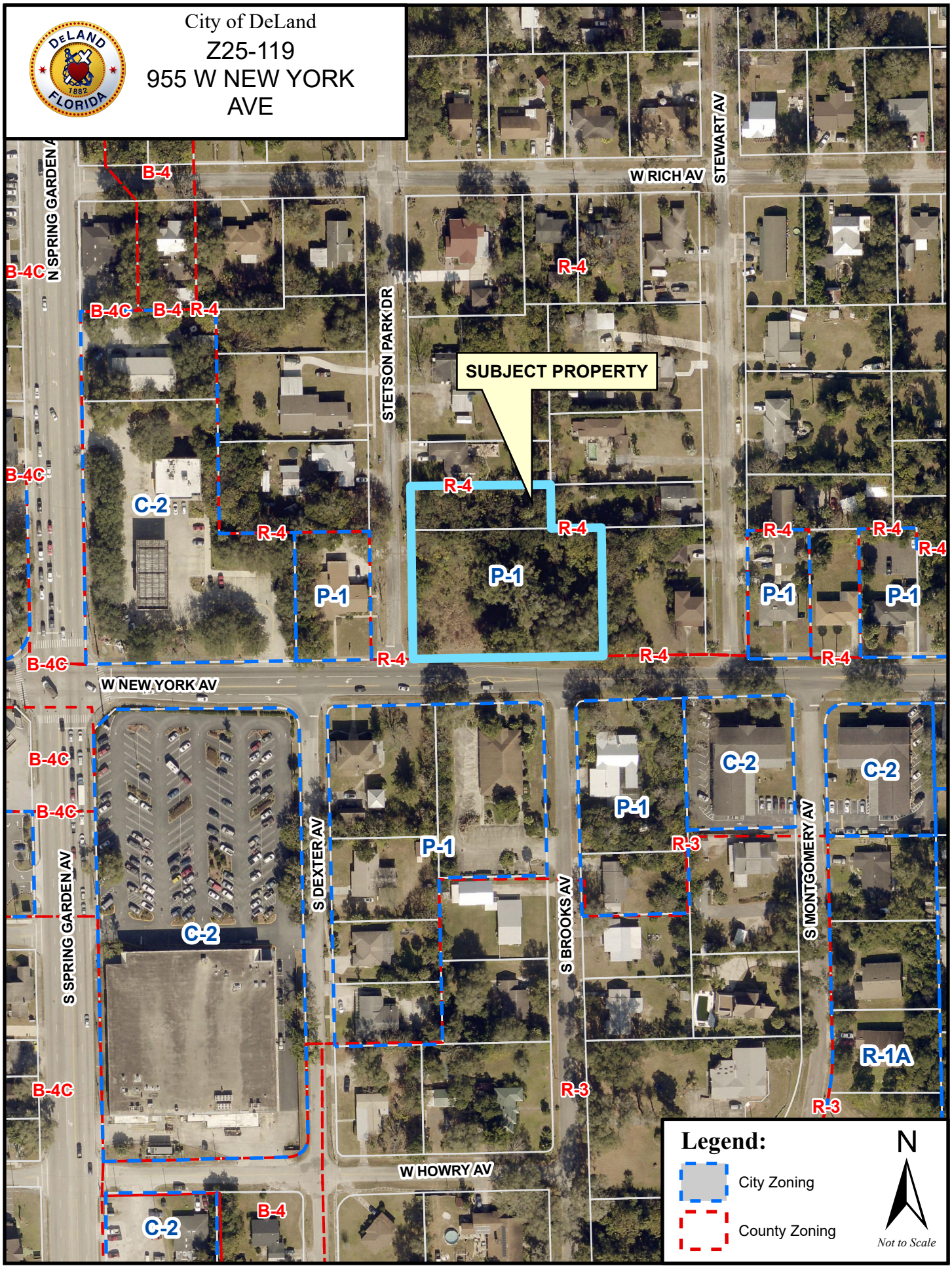
There is not anticipated to be any adverse impacts upon public health, safety, or welfare as a result of this zoning change.

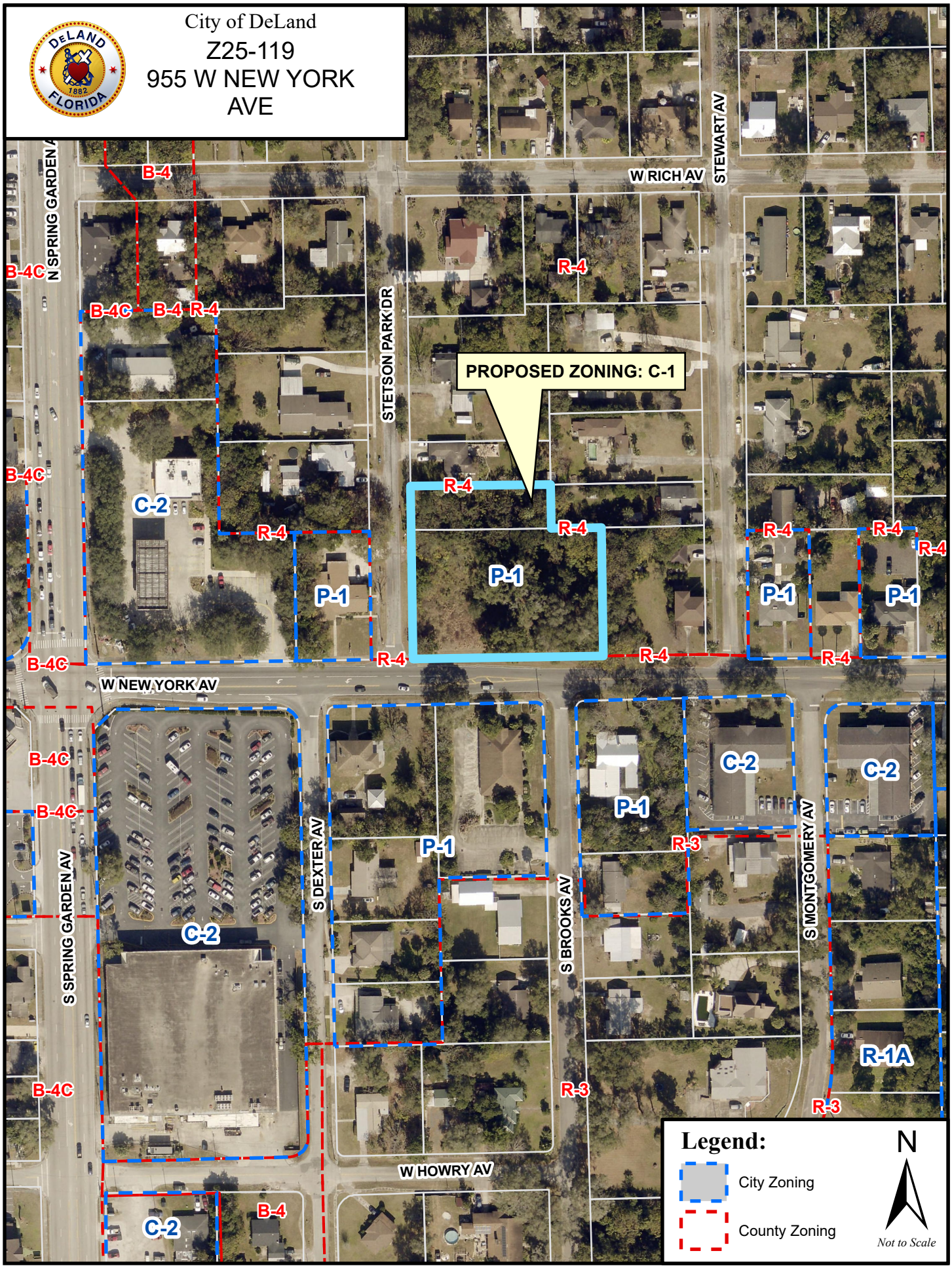
D. CONCLUSION:

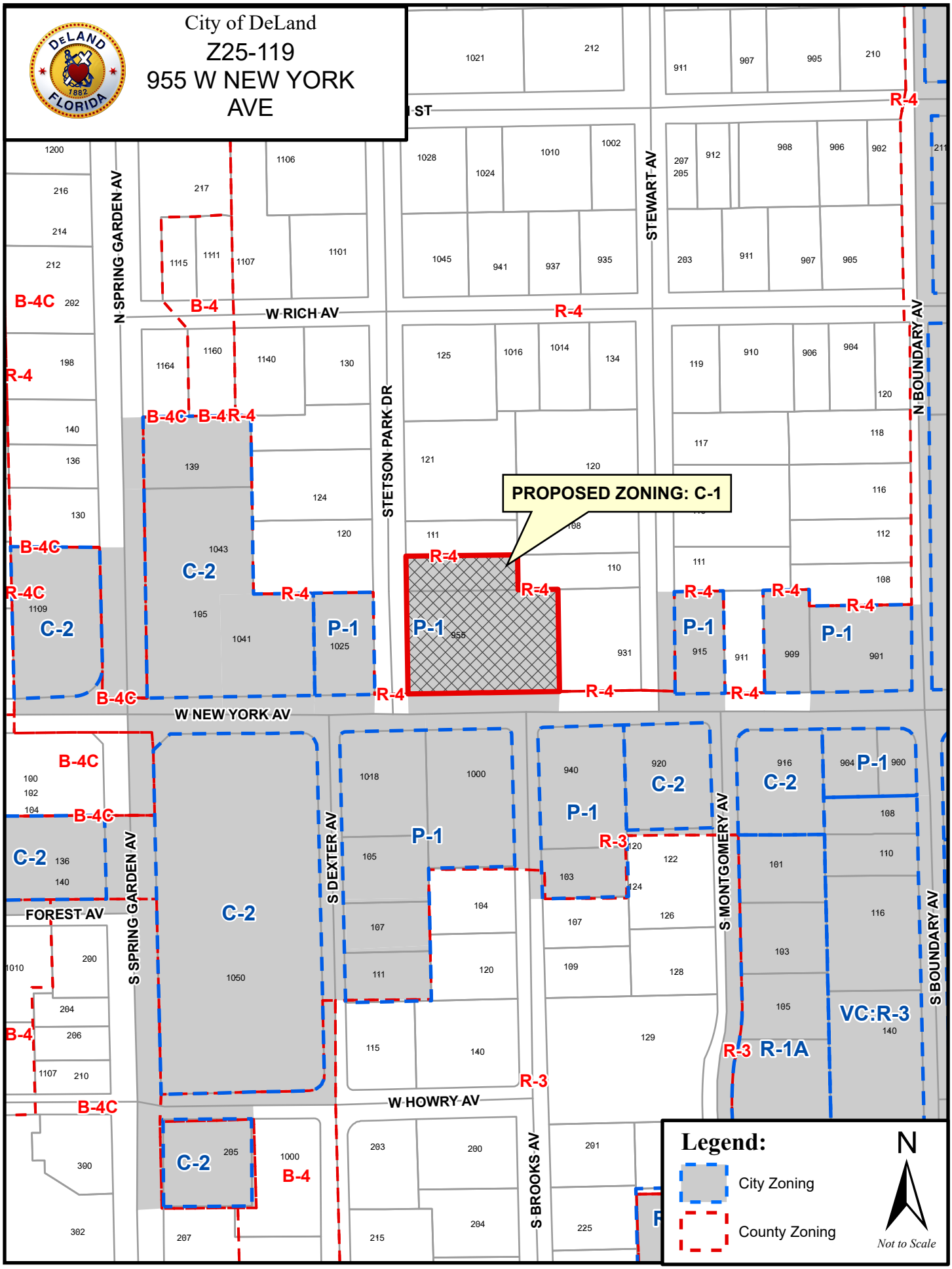
The applicant is proposing to rezone the subject property from P-1 (Professional-Residential, to C-1 (Neighborhood Commercial). This section of the city, heading west, is where properties are beginning to transition from the City limits of DeLand to unincorporated Volusia County. In consideration of the pattern of development along New York Avenue, this rezoning change appears to be consistent and compatible with the area. Specific development of the property will be required to consider the impacts upon the nearby neighborhoods.

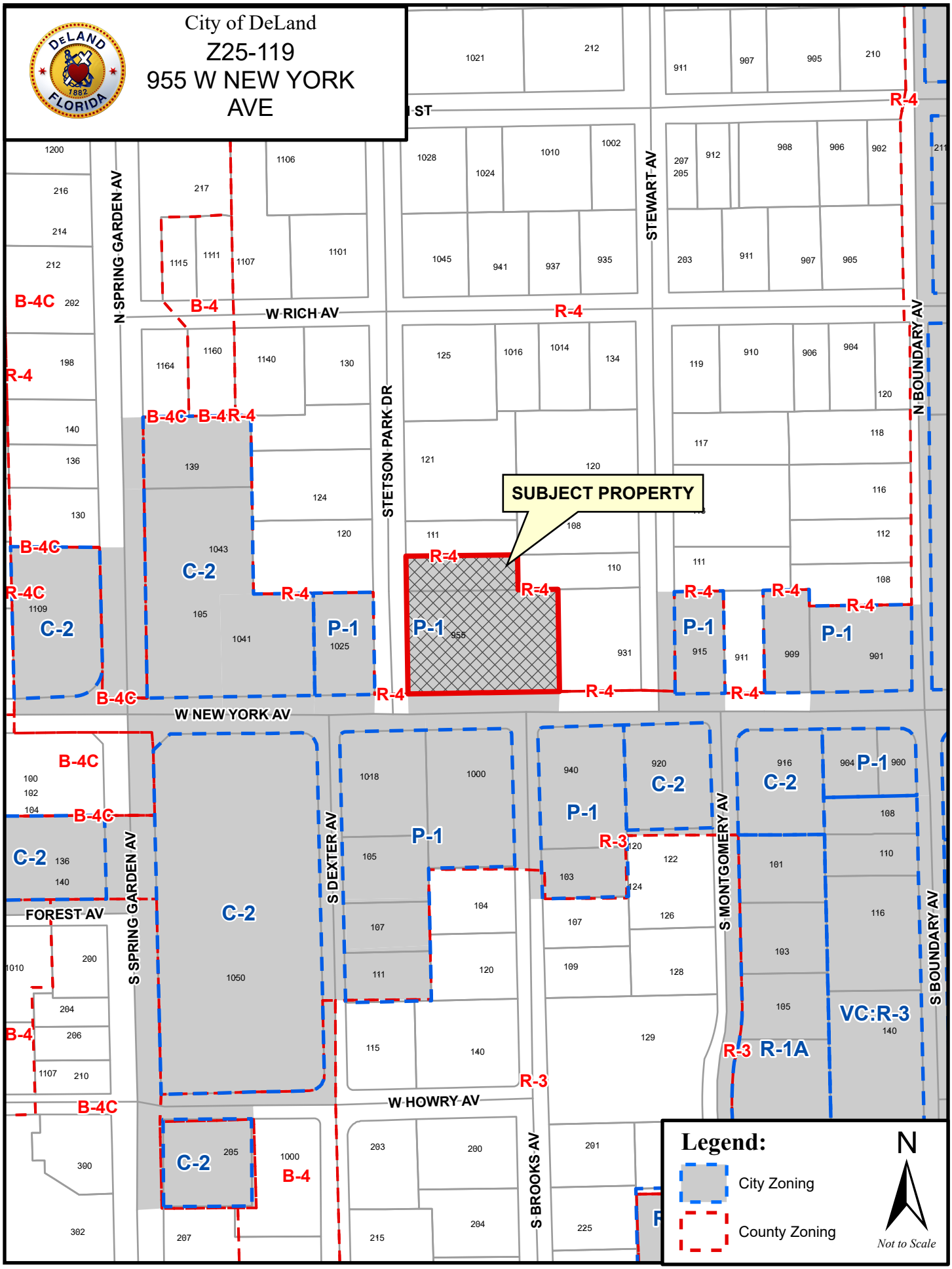
E. STAFF RECOMMENDATION:

Staff recommends that the Planning Board forward the application to the City Commission with a recommendation of approval for the request to rezone from the property from P-1 (Professional-Residential, to C-1 (Neighborhood Commercial).


City of DeLand
Z25-119
955 W NEW YORK AVE
SUBJECT PROPERTY
W NEW YORK AV
W RICH AV
W HOWRY AV
STETSON PARK DR
STEWART AV
N SPRING GARDEN AV
S SPRING GARDEN AV
S DEXTER AV
S BROOKS AV
S MONTGOMERY AV
B-4
B-4C
C-2
R-4
P-1
R-3
R-1A
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z25-119
955 W NEW YORK AVE
PROPOSED ZONING: C-1
W RICH AV
STEWART AV
N SPRING GARDEN AV
STETSON PARK DR
W NEW YORK AV
S SPRING GARDEN AV
S DEXTER AV
S BROOKS AV
S MONTGOMERY AV
W HOWRY AV
B-4
B-4C
R-4
C-2
P-1
R-3
R-1A
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z25-119
955 W NEW YORK AVE
PROPOSED ZONING: C-1
W NEW YORK AV
W RICH AV
W HOWRY AV
FOREST AV
N SPRING GARDEN AV
S SPRING GARDEN AV
STETSON PARK DR
S DEXTER AV
STEWART AV
S MONTGOMERY AV
N BOUNDARY AV
S BOUNDARY AV
S BROOKS AV
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z25-119
955 W NEW YORK AVE
SUBJECT PROPERTY
W NEW YORK AV
W RICH AV
W HOWRY AV
FOREST AV
N SPRING GARDEN AV
S SPRING GARDEN AV
STETSON PARK DR
S DEXTER AV
STEWART AV
S MONTGOMERY AV
N BOUNDARY AV
S BOUNDARY AV
S BROOKS AV
B-4C
B-4
C-2
P-1
R-4
R-3
R-1A
VC:R-3
Legend:
City Zoning
County Zoning
N
Not to Scale

NEWKIRK ENGINEERING, INC.
CIVIL ENGINEERING - TRANSPORTATION - CEI - LANDSCAPE ARCHITECTURE
1230 N US HWY 1, SUITE 3, ORMOND BEACH, FLORIDA 32174 386-872-7794

July 11, 2025

Ms. Carol Kuhn
Planning Director
120 S. Florida Ave
DeLand, FL 32720

RE: 955 New York Ave – Trip Generation Memo
Parcel No.'s 7008-34-06-0010 & 7008-34-06-0230
1.23 Acres +/-

Dear Ms. Kuhn,

Submitted is a traffic trip generation calculation for the above referenced project:

The trip generation calculations for the proposed **Future Land Use Amendment & Rezoning** from *Mixed Office – Residential* to *Mixed Commercial* (w/ *Historical Corridor Overlay*) and from *P-1* to *C-1* for the parcels located at 955 W New York Ave, DeLand, Florida 32724.

Calculations were performed with the 11th Edition of the ITE trip generation calculator. Attached is the ITE trip generation report and input data. The ITE Codes used for theoretical maximums for existing and proposed are **(912) Drive-In Bank** and **(932) High-Turnover Sit-Down Restaurant**.

A maximum building area was determined by using the P-1 zoning requirement of 10,000 SF per acre. This was applied to the proposed zoning as both scenarios have a 60% maximum impervious area which will govern these high-parking demand uses.

ZONING	Land Use (with Historical Corridor Overlay)	ITE Code	UNIT	11th Ed. ITE Vehicle Trip Generation Rates						
				DAILY	(Peak Hour of Adjacent Street Traffic)					
					AM	AM In	AM Out	PM	PM In	PM Out
P-1	Mixed Office - Residential	(912) Drive-in Bank	KSF	100.35	9.95	58%	42%	21.01	50%	50%
C-1	Mixed Commercial	(932) High-Turnover Restaurant (sit down)	KSF	107.2	9.57	55%	45%	9.05	61%	39%

		Maximum Existing Use (10,000 SF building area per Acre)	Unit	Total Distribution of Generated Trips						
		Description (ITE Code)	KSF	Daily	AM	AM In	AM Out	PM	PM In	PM Out
P-1	Mixed Office - Residential	(912) Drive-in Bank	12.30	1234	122	71	51	258	129	129

		Maximum Proposed Use (10,000 SF building area per Acre)	Unit	Total Distribution of Generated Trips						
		Description (ITE Code)	KSF	Daily	AM	AM In	AM Out	PM	PM In	PM Out
C-1	Mixed Commercial	(932) High-Turnover Restaurant (sit down)	12.30	1319	118	65	53	111	68	56

Existing Max Use: 1,234 daily trips, 122 peak AM, 258 peak PM
Proposed Max Use: 1,319 daily trips, 118 peak AM, 111 peak PM

Difference in Theoretical Max: +85 Daily Trips, -4 Peak AM, -147 peak PM

The differences observed between these maximum values can be attributed to the anticipated building size and use of the buildings. For a 1.23-acre site, a 12,300 square foot building would be on the larger side of building for each of these uses. These buildings would require ample parking, and the site would need to meet all other dimensional and stormwater requirements. Additionally, the significant drop in Peak PM traffic could be attributed to the middle hours of the day (lunchtime) seeing additional trips for the restaurant use and overall disbursement of trips outside of the peak hours.

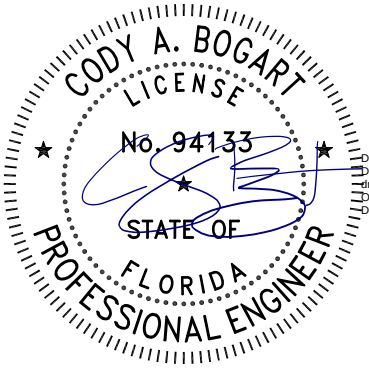
These theoretical trip generation rates for both scenarios anticipate 1,000 daily trips or more as possible, which require a TIA to be conducted for a site plan. If the future proposed site plan configuration and use does not exceed 1,000 daily trips, then the TIA requirement would be waived.

If you have any questions or need additional information, please feel free to call or email me at cody@Newkirk-Engineering.com.

Sincerely,

Cody A. Bogart, PE
NEWKIRK ENGINEERING, INC.

This report has been digitally signed and sealed by Cody A. Bogart, PE #94133 on



Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Name: Cody A. Bogart
PE License No: 94133
Address: 1230 North US Highway 1
Suite 3
Ormond Beach, FL 32174

Drive-in Bank
(912)

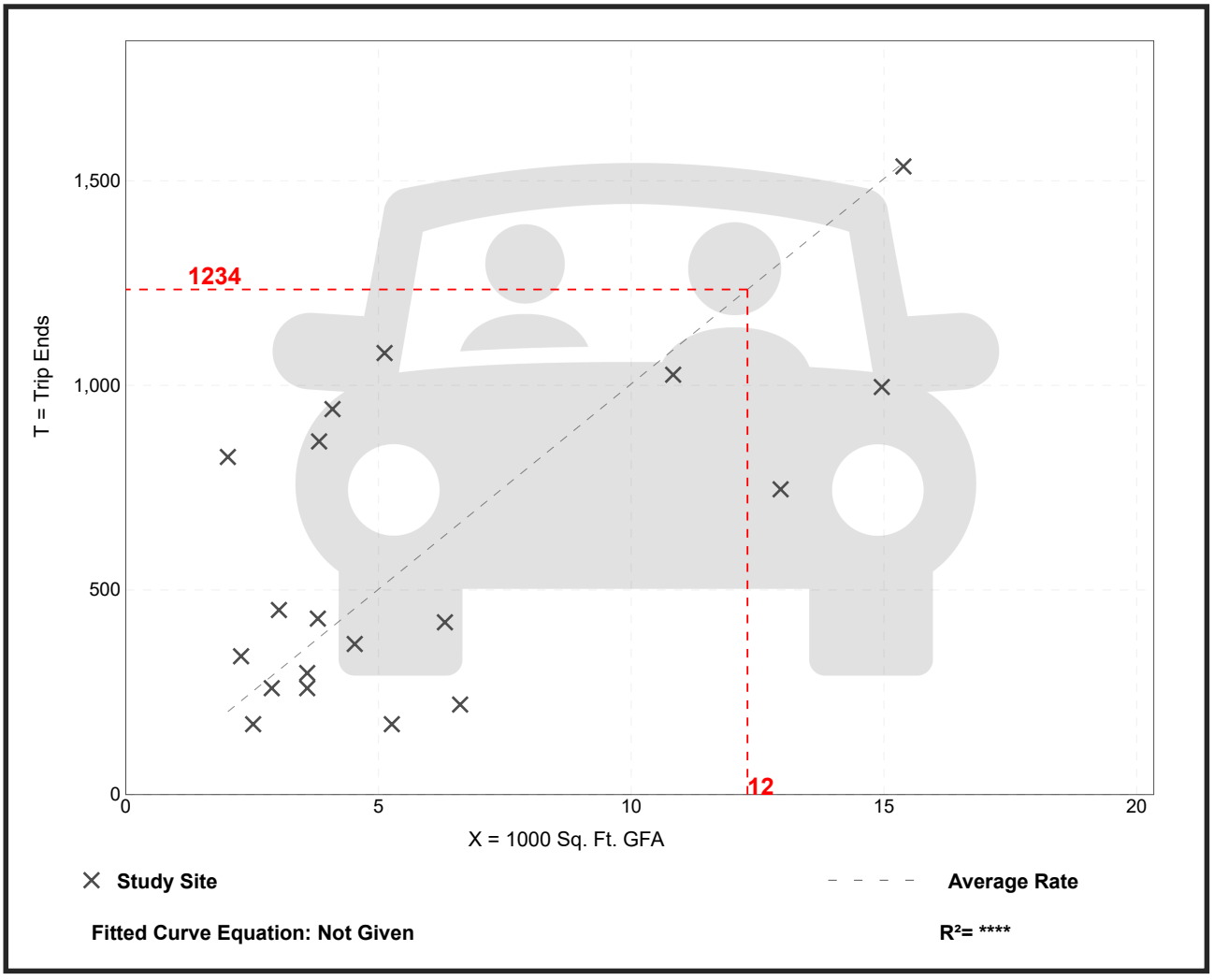
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.35	32.67 - 408.42	68.62

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

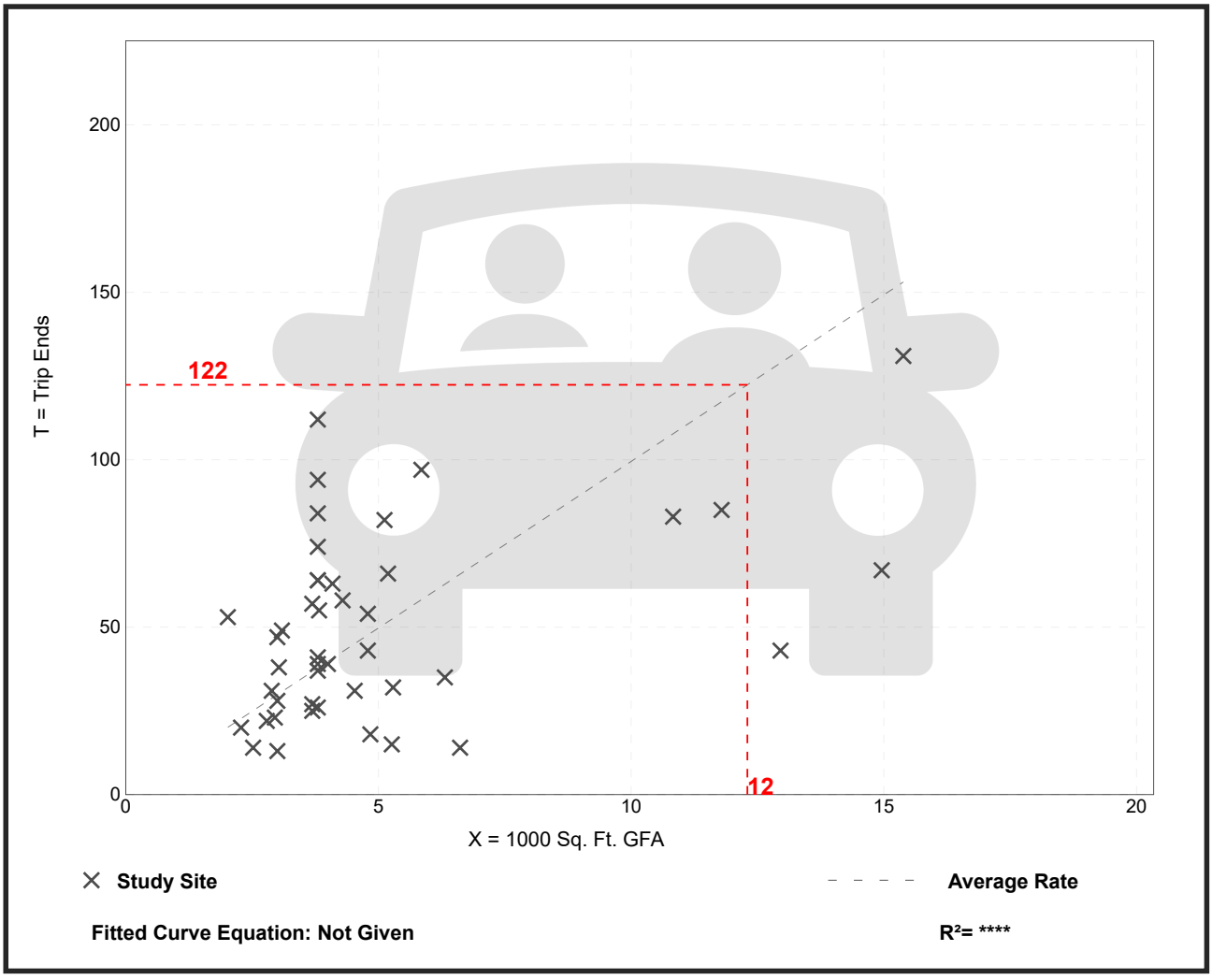
Drive-in Bank
(912)

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: 44
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.95	2.12 - 29.47	6.00

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

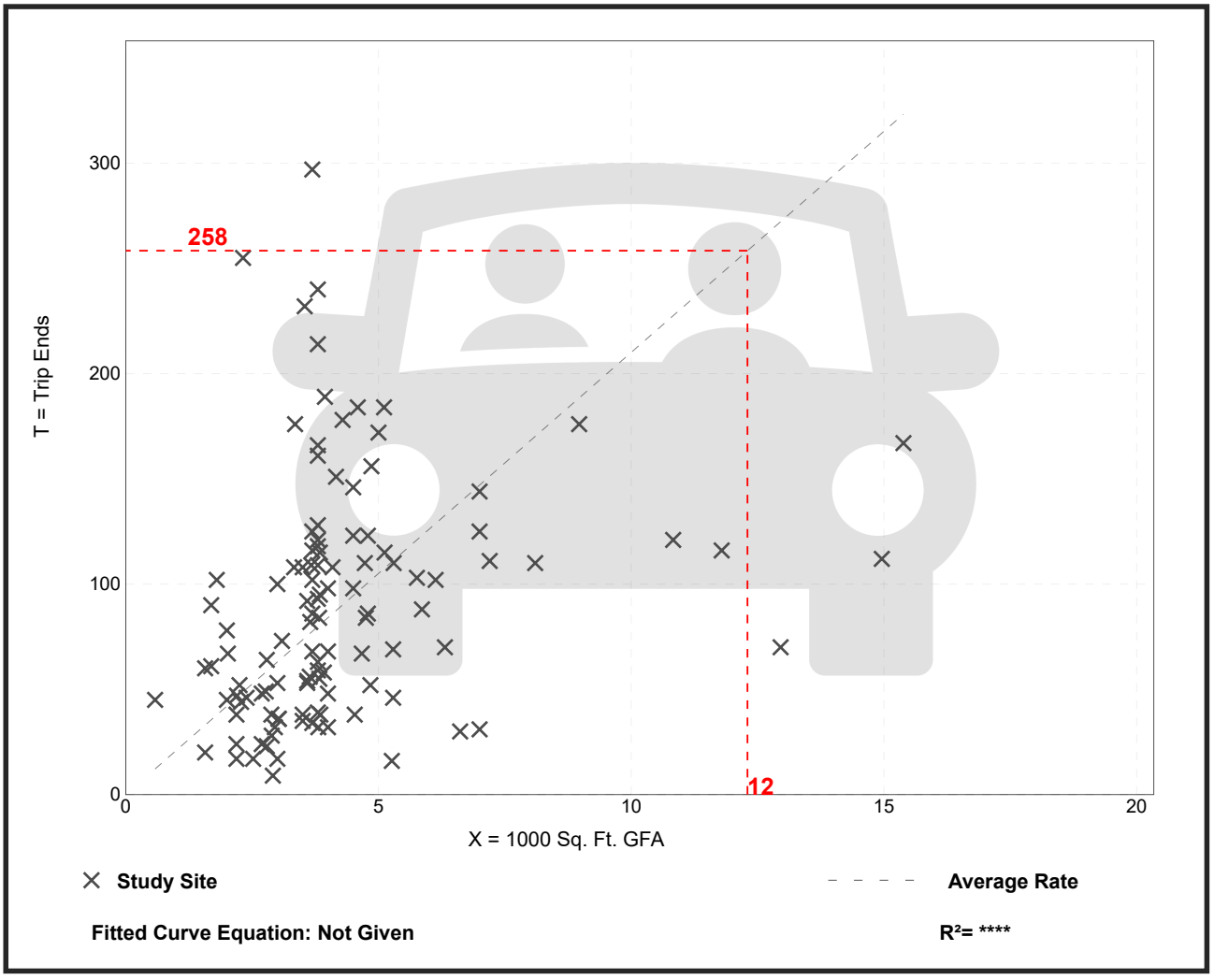
Drive-in Bank
(912)

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: 114
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.01	3.04 - 109.91	15.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

High-Turnover (Sit-Down) Restaurant
(932)

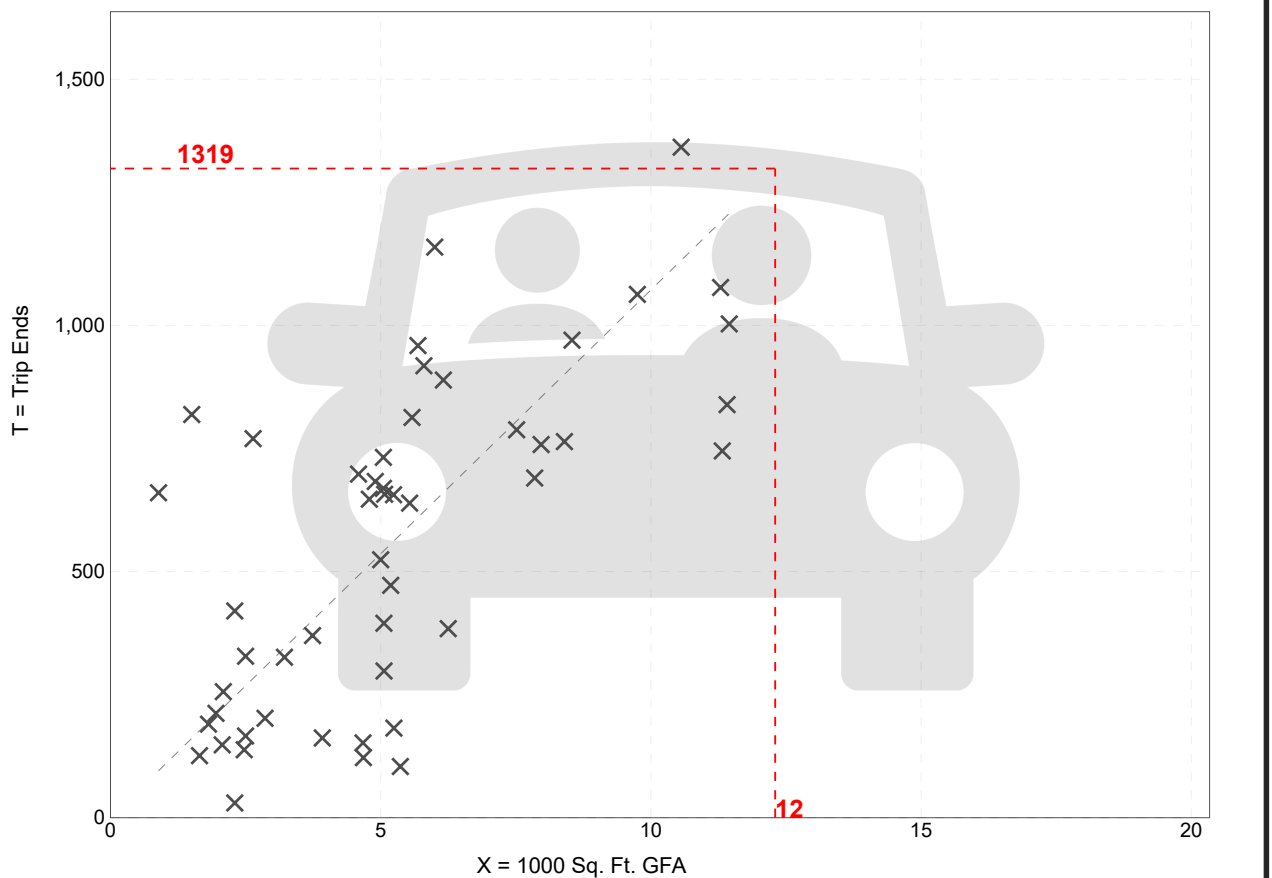
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

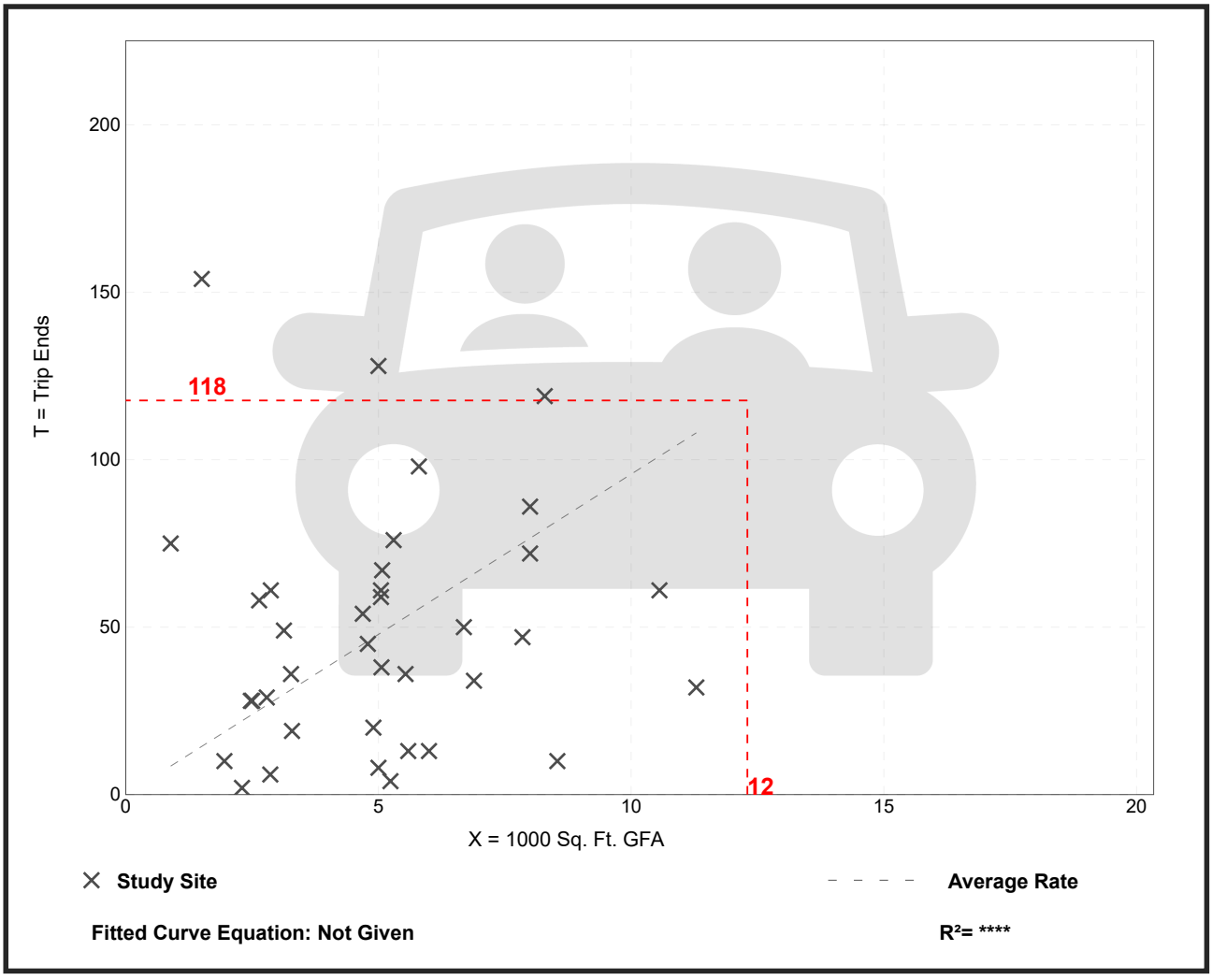
High-Turnover (Sit-Down) Restaurant
(932)

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: 37
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



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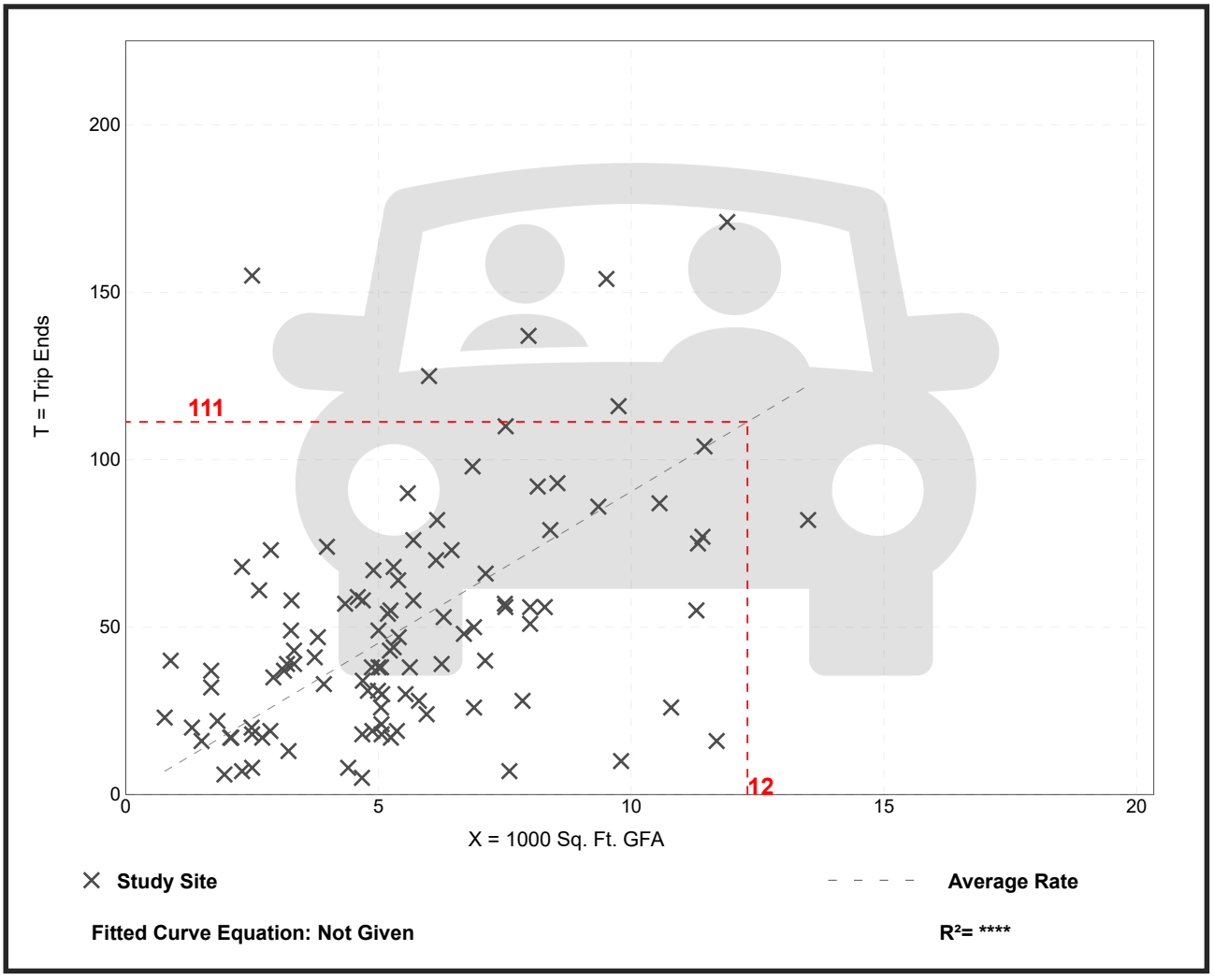
High-Turnover (Sit-Down) Restaurant
(932)

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: 104
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: First Reading of Ordinance Changing the Zoning for Approximately 7.35 Acres of Property, Located on South Woodland Boulevard from Mainstreet Townhomes PD to C-2 (General Commercial). First Reading Continued on October 6, 2025.

DEPARTMENT: Planning

PREPARED BY: Kendall Story, Senior Planner

ATTACHMENTS: Ordinance, Exhibit A, Z25-079 Staff Report, Z25-079 Project Narrative, Z25-079 Aerial, Z25-079 Zoning

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

The subject property is located directly south of the West Volusia Shopping Center, across from Firehouse Rd. It was previously rezoned from C-2, General Commercial, to the Mainstreet Townhomes Planned Development (PD) on August 7, 2006. The Mainstreet Townhomes PD approved 66 multi-family townhome units, but the project was abandoned after the rezoning was approved.

The C-2 zoning district allows for a range of commercial uses such as office/medical uses, personal service uses, hospitality uses as well as vehicular service uses and multi-family uses. The C-2 zoned district differs from the Mainstreet Townhomes PD which only allows multi-family townhomes as a permitted use.

On June 11, 2025, the Planning Board voted 3-1 to recommend denial of the rezone request. At the meeting, both citizens and Board members voiced concern over the uncertainty of future development and impacts upon the neighboring Wellington Woods residential subdivision located directly to the east of the subject property.

On July 21, 2025, the City Commission voted to continue the request to the August 18, 2025, City Commission meeting.

On August 18, 2025, the City Commission voted to continue the request to the October 6, 2025, City Commission meeting.

On October 6, 2025, the City Commission voted to continue the request to the November 17, 2025, City Commission meeting, allowing the applicant more time to meet with nearby residents of Wellington Woods and their concerns.

On October 24, 2025, a neighborhood meeting was held and attended by the applicant, Jessica Gow of CobbCole, the owners of the subject property and 8 adjacent residents from Wellington Woods. The topics discussed included:

1. Distance from Carwash building to rear property line (645 ft., about an 8th of a mile) and sound buffering, which should not be an issue with that distance.
2. Distance from the homeowners' property line to future potential development in the rear of the property – the discussion centered around the Property Owner and residents agreeing that the potential for retail development in that corridor was highly unlikely based on site layout, and the residents requested, and the owner agreed, that the owner will work with the City to install opaque fencing along that boundary

when/if development in the rear moves forward – inside of the 25' setback/natural preservation area proposed.

3. Residents agreed there is no need for a written use restriction based on the practical constraints of the site and limitations on uses in the rear.
4. Residents and Property Owner agreed that based on the info discussed, they would no longer oppose the zoning request with the assurance there would be a fence in the area discussed.
    a. One resident did continue to express frustration that they were told the subject property would be preservation area by the realtor.
    b. The residents, headed up by Jim Peppin as their point of contact, noted that they would either send notes to the Commissioners noting that they were comfortable, or organize to have someone at the meeting to say they are satisfied and not opposed to the rezoning.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

Institute Smart Growth Principles.

SUSTAINABILITY:

N/A

FISCAL IMPACT:

Rezoning of the subject property to C-2 would allow for a multitude of general commercial uses and provide opportunity for development of the parcel, as the current Mainstreet Townhomes PD only allows for multi-family townhome use.

RECOMMENDATION:

Staff recommends that the City Commission approve the request to rezone the subject property, on first reading.

BACKGROUND/DISCUSSION:

According to the 2050 Vision, the parcel is located within Category 2, "Urban Core". The Urban Core is described as being a location where the majority of new growth will take place.

ORDINANCE NO. 2025 -

AN ORDINANCE OF THE CITY COMMISSION OF DELAND, FLORIDA, CHANGING THE ZONING FROM MAINSTREET TOWNHOMES PLANNED DEVELOPMENT (PD) TO C-2, GENERAL COMMERCIAL, ON PROPERTY LOCATED ON SOUTH WOODLAND BOULEVARD, MAKING FINDINGS OF CONSISTENCY WITH THE COMPREHENSIVE LAND USE PLAN FOR THE CITY OF DELAND; DIRECTING CHANGE IN THE COMPREHENSIVE ZONING MAP; CONDITIONING FINAL DEVELOPMENT ORDERS ON A DETERMINATION OF CAPACITY; AND PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, the property located on South Woodland Boulevard and more particularly described in the attached Exhibit "A", is currently zoned as Mainstreet Townhomes Planned Development (PD), pursuant to City of DeLand's Zoning Ordinances; and

WHEREAS, the property currently has a Land Use Designation of Highway Commercial pursuant to the City of DeLand's Land Use Plan; and

WHEREAS, a proper and complete application has been received requesting that the zoning be changed to C-2, General Commercial; and

WHEREAS, the C-2, General Commercial zoning designation is consistent with the Comprehensive Plan of the City of DeLand.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF DELAND, FLORIDA:

Section 1. The City Commission has held a public hearing on the application for a change of zoning from Mainstreet Townhomes, Planned Development (PD) to C-2, General Commercial zoning designation, on the following described property:

See legal description attached hereto as Exhibit "A"

Tax Parcel Identification No. 70330800002B

Section 2. The City Commission hereby finds that the City of DeLand's C-2, General Commercial zoning designation is consistent with the property's Highway Commercial future land use designation.

Section 3. Pursuant to the determination made at public hearing, the City Commission hereby amends the Comprehensive Zoning Map of the City of DeLand and changes the zoning from Mainstreet Townhomes Planned Development (PD) to C-2, General Commercial zoning designation on the parcel described in Section 1.

Section 4. The Planning Director is hereby directed to change the Comprehensive Zoning Map of the City of DeLand to conform with the change of zoning enacted in this Ordinance.

Section 5. No rights to obtain final development orders nor any rights to develop the property have been granted or implied by this Ordinance. Final development orders for the property including, but not limited to building permits and site plan approval shall be subject to a determination of capacity.

Section 6. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, that holding shall in no way affect the validity of the remaining portions of this Ordinance.

Section 7. This Ordinance shall become effective immediately upon its adoption.

PASSED AND DULY ADOPTED this ___day of _____.

_____
Christopher M. Cloudman
Mayor - Commissioner

ATTEST:

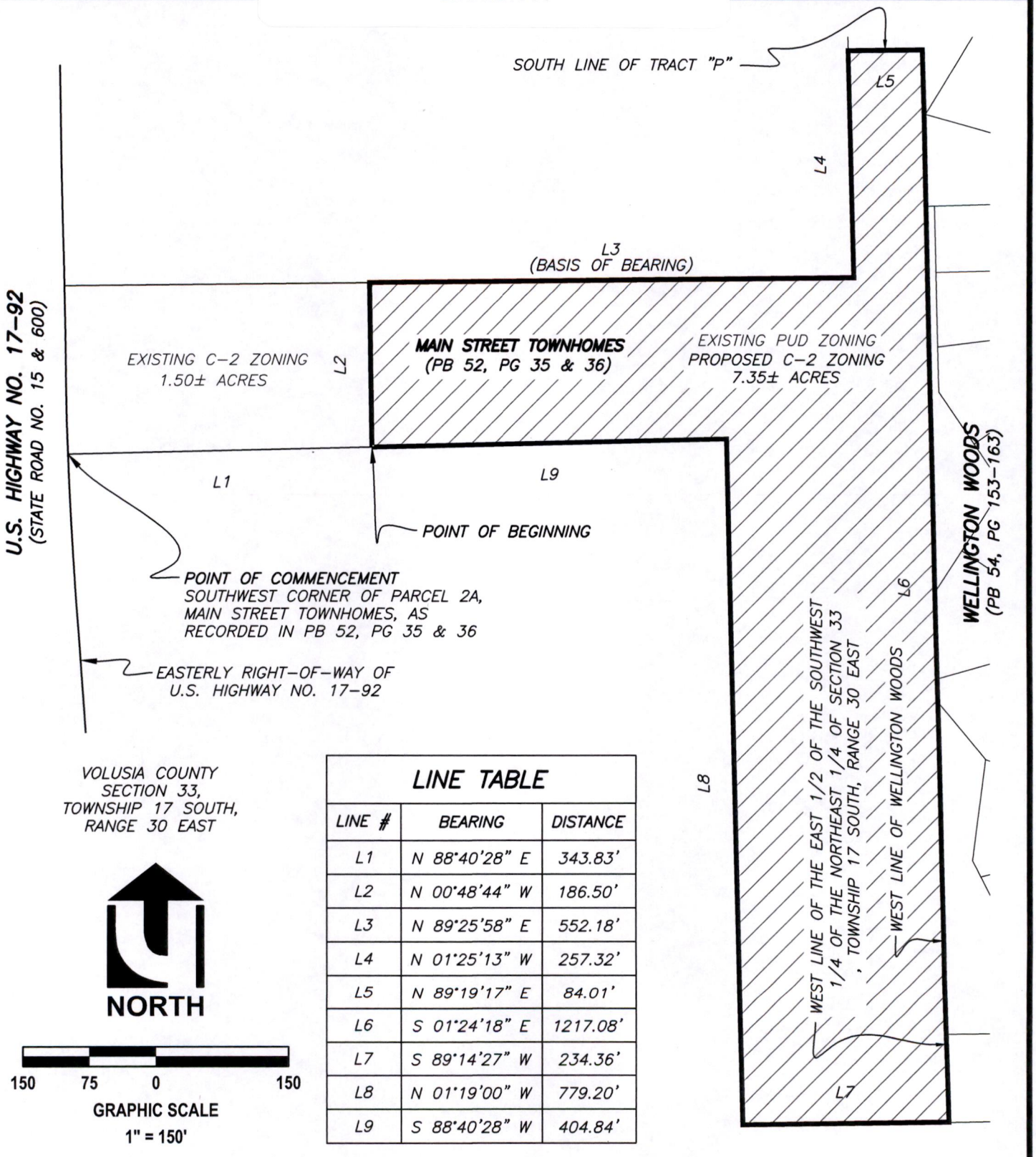
_____
Julie A. Hennessy
City Clerk - Auditor

Passed on first reading:
Adopted on second reading:

APPROVED AS TO FORM AND LEGALITY:

_____
Darren J. Elkind
City Attorney

"EXHIBIT A"



VOLUSIA COUNTY
SECTION 33,
TOWNSHIP 17 SOUTH,
RANGE 30 EAST

NORTH

150 75 0 150

GRAPHIC SCALE
1" = 150'

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N 88°40'28" E	343.83'
L2	N 00°48'44" W	186.50'
L3	N 89°25'58" E	552.18'
L4	N 01°25'13" W	257.32'
L5	N 89°19'17" E	84.01'
L6	S 01°24'18" E	1217.08'
L7	S 89°14'27" W	234.36'
L8	N 01°19'00" W	779.20'
L9	S 88°40'28" W	404.84'

NOT A SURVEY

SHEET 1 OF 2

SEE SHEET 2 OF 2 FOR CERTIFICATION AND SURVEYOR'S SIGNATURE

LOCATION No: 17-30-33	SKETCH
PROJECT No: 230914	
DATE: 08/20/2025	
CHECKED BY: CKV	
DRAFTED BY: WRW	

UPHAM INC
CIVIL ENGINEERING · SURVEYING · LANDSCAPE ARCHITECTURE
265 Kenilworth Avenue · Ormond Beach · Florida 32174
Voice: 386.672.9515 · Fax: 386.673.6554 · uphaminc.com
LB # 0003612 LC # 0000357

DESCRIPTION:

A PORTION OF PARCEL 2A AND ALL OF PARCEL 2B, MAIN STREET TOWNHOMES, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 52, PAGES 35 AND 36, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF PARCEL 2A, MAIN STREET TOWNHOMES, AS RECORDED IN PLAT BOOK 52, PAGES 35 AND 36, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, SAID POINT ALSO BEING A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 17-92; THENCE DEPARTING SAID RIGHT-OF-WAY, N 88°40'28" E, FOR A DISTANCE OF 343.83 FEET FOR A POINT OF BEGINNING; THENCE N 00°48'44" W, FOR A DISTANCE OF 186.50 FEET; THENCE N 89°25'58" E, FOR A DISTANCE OF 552.18 FEET; THENCE N 01°25'13" W, FOR A DISTANCE OF 257.32 FEET TO A POINT ON THE SOUTH LINE OF TRACT "P", WELLINGTON WOODS, PLAT BOOK 54, PAGE 153 THROUGH 163, OFFICIAL RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE ALONG SAID SOUTH LINE, N 89°19'17" E, FOR A DISTANCE OF 84.01 FEET TO A POINT ON THE WEST LINE OF AFORESAID PLAT ALSO BEING THE WEST LINE OF THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 33, TOWNSHIP 17 SOUTH, RANGE 30 EAST, CITY OF DELAND, VOLUSIA COUNTY, FLORIDA; THENCE DEPARTING SAID SOUTH LINE AND ALONG SAID WEST LINE, S 01°24'18" E, FOR A DISTANCE OF 1217.08 FEET; THENCE DEPARTING SAID WEST LINE, S 89°14'27" W, FOR A DISTANCE OF 234.36 FEET; THENCE N 01°19'00" W, FOR A DISTANCE OF 779.20 FEET; THENCE S 88°40'28" W, FOR A DISTANCE OF 404.84 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIPTION CONTAINS 7.35 ± ACRES

GENERAL NOTES:

1. BEARINGS AS SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE GRID, NORTH AMERICAN DATUM OF 1983 (NAD83) WITH 2011 ADJUSTMENT AS DERIVED FROM THE LENGEMANN NETWORK, A TOPCON GNSS NETWORK. AS A REFERENCE FOR THIS SKETCH AND DESCRIPTION, ALONG THE NORTH LINE OF THE PLAT OF MAIN STREET TOWNHOMES, AS RECORDED IN PLAT BOOK 52, PAGE 35, HAVING A BEARING OF (N 89°25'58" E).

2. LEGAL DESCRIPTION PREPARED BY UPHAM, INC. AUGUST 20, 2025 AT CLIENTS REQUEST.

ABBREVIATIONS / LEGEND

INC ... INCORPORATED
L ... LINE
LB ... LICENSED BUSINESS
PSM ... PROFESSIONAL SURVEY MAPPER
PB ... PLAT BOOK
PG ... PAGE

NOT A SURVEY

THE FOREGOING SKETCH AND DESCRIPTION IS CERTIFIED TO MEET THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS, EFFECTIVE DATE JULY 1, 2018, AS PURSUANT TO SECTION 5J-17.051, FLORIDA ADMINISTRATIVE CODE. NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND THE RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. FLORIDA ADMINISTRATIVE CODE 5J-17.062 (2)

BY: Clyde O Van Kleeck Jr. Digitally signed by Clyde O Van Kleeck Jr. Date: 2025.08.21 13:22:54 -04'00'

C. O. VAN KLEECK, JR., PSM No. 6149

LOCATION No: 17-30-33	DESCRIPTION
PROJECT No: 230914	
DATE: 08/20/2025	
CHECKED BY: CKV	
DRAFTED BY: WRW	

UPHAM INC
CIVIL ENGINEERING · SURVEYING · LANDSCAPE ARCHITECTURE
265 Kenilworth Avenue · Ormond Beach · Florida 32174
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LB # 0003612 LC # 0000357

THIS ITEM HAS BEEN SIGNED AND SEALED ON THE DATE AND TIME AS SHOWN HEREON; WHEN SIGNED AND SEALED BY AN ELECTRONIC SIGNATURE, PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED & SEALED AND THE SIGNATURE & SEAL MUST BE VERIFIED ON ALL ELECTRONIC COPIES.

PLANNING DEPARTMENT STAFF REPORT
TO
PLANNING BOARD

June 11, 2025

A. APPLICATION NO.: Z25-079

STAFF PLANNER: Kendall Story

APPLICANT: Jessica Gow, CobbCole

REQUEST: Rezone from Mainstreet Townhomes Planned Development, to City C-2 (General Commercial)

APPLICABLE REGULATIONS:

Article XII ADMINISTRATION AND ENFORCEMENT
Sec. 33-135 – Procedure for text amendments & rezoning.

B. SITE FACTORS:

Location:	S. Woodland Blvd., east of Firehouse Rd.
Size:	±7.35 acres
Land Use:	HC (Highway Commercial)
Existing Zoning:	Mainstreet Townhomes PD
Existing Use:	Vacant

	SURROUNDING LAND USE:	SURROUNDING ZONING:
North:	HC (Highway Commercial)	C-2 (General Commercial)
South:	VC: COM (Commercial)/HC (Highway Commercial)	VC: B-3 (Shopping Center)/C-2 (General Commercial)
East:	LDR (Low Density Residential)	Wellington Woods PD
West:	VC: COM (Commercial)	VC: B-4C (General Commercial)

C. ANALYSIS:

The subject property is located directly south of the West Volusia Shopping Center, across from Firehouse Rd. It was previously rezoned from C-2, General Commercial, to the Mainstreet Townhomes Planned Development (PD) on August 7, 2006. The Mainstreet Townhomes PD approved 66 multi-family townhome units, but the project was abandoned after the rezoning was approved. At this time, the applicant is proposing a carwash on both parcels 2A & 2B which will be replatted prior to a site plan submittal.

The first ±344 feet of property make up parcel 2A of the Mainstreet Townhomes subdivision. Parcel 2A fronts on Woodland Blvd. and is currently zoned C-2. Parcel 2B of the Mainstreet Townhome subdivision, which is east of parcel 2A, is zoned PD.

The C-2 zoning district allows for a range of commercial uses such as office/medical uses, personal service uses, hospitality uses as well as vehicular service uses and multi-family uses. The C-2 zoned district differs from the Mainstreet Townhomes PD which only allows multi-family townhomes as a permitted use. Below is a table comparing the development standards of the proposed C-2 district, with the current Mainstreet Townhomes PD.

DEVELOPMENT STANDARDS		
	C-2 REQUIRED	**MAINSTREET TOWNHOMES PD**
MIN. LOT AREA	9,000 sq. ft./Lot	900 sq. ft./Unit
FRONT YARD SETBACK (PERIMETER)	20'/30' Landscape buffer	30'/30' Landscape buffer
REAR YARD SETBACK (PERIMETER)	25'	20'
SIDE YAR SETBACK (PERIMETER)	10'	20'
LOT WIDTH	75'	20'
MAX. IMPERVIOUS (TOTAL SITE)	70%	46.82%

Section 33-135 of the Land Development Regulations provides the following criteria, which the Planning Board and City Commission shall utilize in reviewing a rezoning request:

1. **Is the proposed rezoning consistent with the Comprehensive Land Use Plan, the land use, zoning pattern and character of the surrounding area?**

   The proposed zoning of C-2 (General Commercial) is consistent with the Comprehensive Plan with an underlying land use designation of HC (Highway Commercial). The HC land use designation is considered compatible with the C-2 zoning district, per the Comprehensive Plan.

2. **Will the proposed rezoning have an impact upon the environment or natural resources?**

   The subject site is heavily wooded and any development will reduce the tree coverage significantly. However, when a site plan is submitted, the development standards will ensure that tree preservation areas and landscape buffering both meet the requirements of the Land Development Regulations. Additionally, because the property is greater than 5 acres, the code will require a survey of all endangered or threatened species and may require a habitat management plan.

3. **Will the proposed rezoning have an impact upon the economy of the affected area?**

   If developed, the rezoning of the property will have an impact on the local economy as it will no longer be restricted to residential uses only and will allow a range of commercial uses as well.

4. **Will the proposed rezoning have an impact upon governmental services?**

   The subject property will have access to existing services, such as police and fire, are already available. The effect upon governmental services will depend upon the use of the

property when it is developed, as multi-family townhomes will still be allowed, but the site may develop as a commercial use instead. The availability of services and traffic impacts will be evaluated at the time of site plan.

5. Are there changes in the circumstances or conditions affecting the area since the original assignment of zoning that will support the proposed zoning?

Since the original approval of the Mainstreet Townhomes PD in 2006, there have been changes in the market and demand of the area, as both residential and commercial developments have been established, such as the Huntington Downs residential development and the build-out of the Woodland Crossings shopping center. With this rezoning, multi-family uses will still be permitted, however, additional commercial uses will also be allowed.

6. Was there a mistake in the original classification?

There was no known mistake in the original zoning classification. Following 2006, when the property was originally rezoned from C-2 to the Mainstreet Townhomes PD, the economy and development demands shifted due to the recession. The applicant requests to restore the original zoning of C-2.

7. Will the proposed rezoning have any effect upon the use or value of the affected area?

The proposed rezoning would allow the operation of a commercial use which should have a positive impact upon the city's economy, as the property would no longer be undeveloped and vacant.

8. Will the proposed rezoning have an impact upon public health, safety and welfare?

There will not be any adverse impacts upon public health, safety, or welfare as a result of this zoning change. This rezoning would be consistent with the commercial uses of the surrounding area.

D. CONCLUSION:

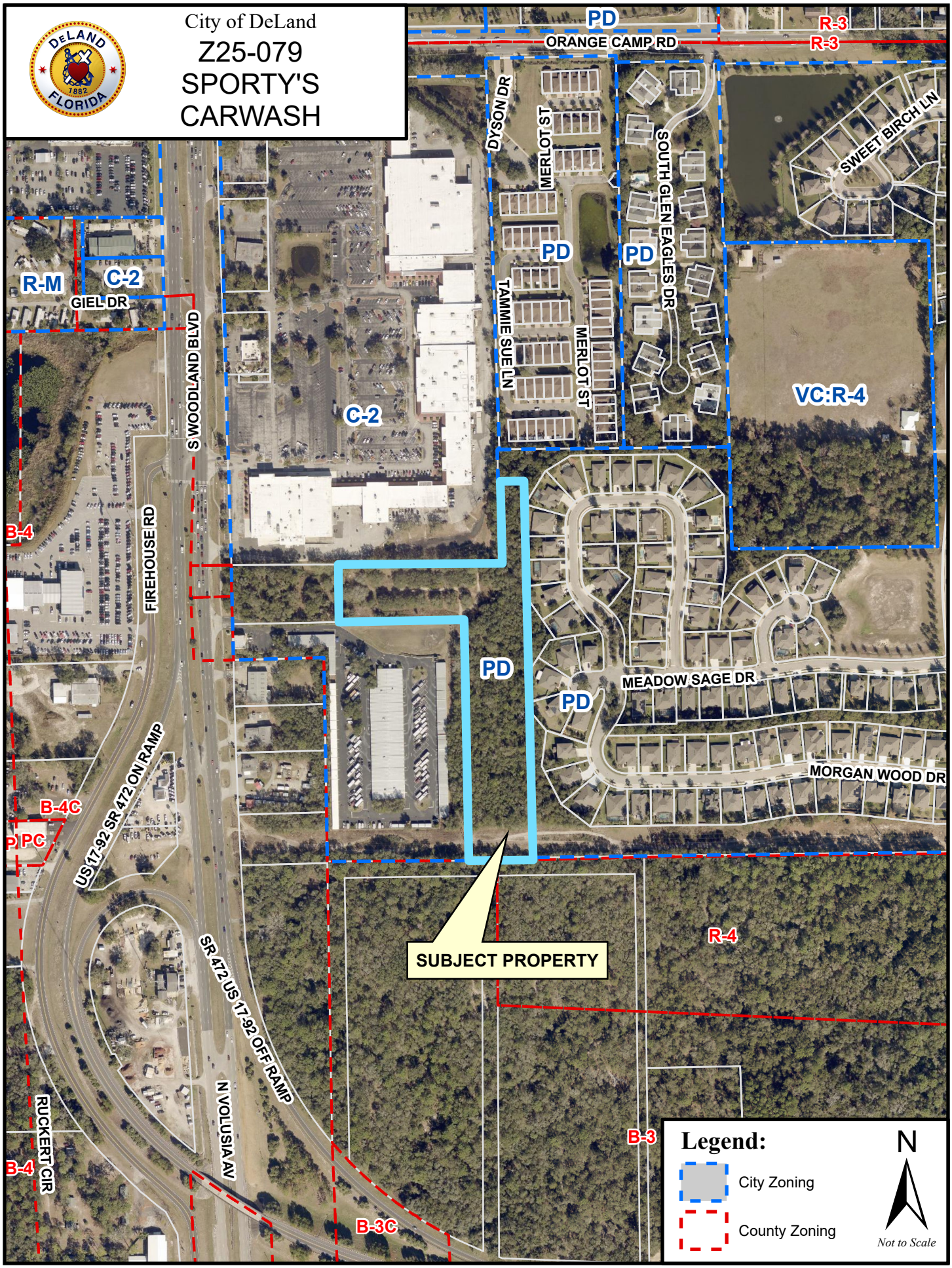
The applicant is proposing to rezone the subject property from the Mainstreet Townhomes PD , back to its original C-2 zoning district, which is compatible with the HC (Highway Commercial) future land use designation and the Redevelopment Overlay.

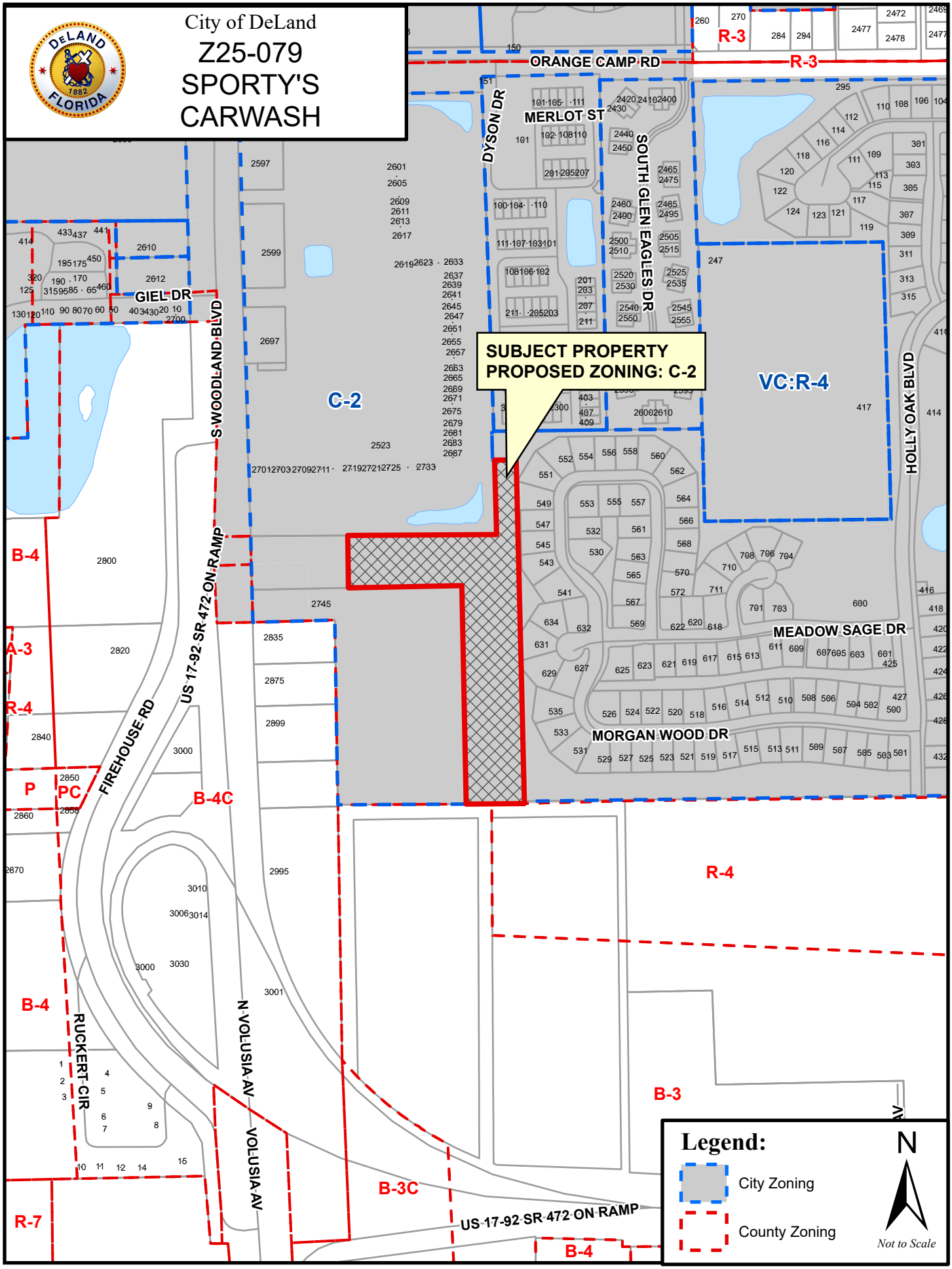
E. STAFF RECOMMENDATION:

Staff recommends that the Planning Board forward the application to the City Commission with a recommendation of approval for the request to rezone from the Mainstreet PD to C-2 (General Commercial).

Project Narrative – Rezoning to C-2 Zoning District

The Applicant is requesting a rezoning back to the C-2 Zoning District as contemplated under the Mainstreet Townhomes Residential Planned District. The former Planned District, adopted in 2006, included a provision on reverter, noting that the City Commission may rezone any portion of the project which has not secured a final development order on or before 5 years from its effective date. This Property did not receive a final development order within the time frame set out above, and the Applicant is requesting the rezoning of the site to permit its orderly development through two commercial parcels.


City of DeLand
Z25-079
SPORTY'S
CARWASH
PD
ORANGE CAMP RD
R-3
R-3
DYSON DR
MERLOT ST
SOUTH GLEN EAGLES DR
SWEET BIRCH LN
PD
PD
TAMMIE SUE LN
MERLOT ST
VC:R-4
R-M
C-2
GIEL DR
S WOODLAND BLVD
C-2
B-4
FIREHOUSE RD
PD
PD
MEADOW SAGE DR
MORGAN WOOD DR
B-4C
P PC
US 17-92 SR 472 ON RAMP
SUBJECT PROPERTY
R-4
SR 472 US 17-92 OFF RAMP
N VOLUSIA AV
RUCKERT CIR
B-4
B-3C
B-3
Legend:
City Zoning
County Zoning
N
Not to Scale


City of DeLand
Z25-079
SPORTY'S
CARWASH
SUBJECT PROPERTY
PROPOSED ZONING: C-2
ORANGE CAMP RD
DYSON DR
MERLOT ST
SOUTH GLEN EAGLES DR
GIEL DR
S WOODLAND BLVD
US 17-92 SR 472 ON RAMP
FIREHOUSE RD
RUCKERT CIR
N VOLUSIA AV
VOLUSIA AV
HOLLY OAK BLVD
MEADOW SAGE DR
MORGAN WOOD DR
C-2
VC:R-4
R-3
R-4
B-4
A-3
P
PC
B-4C
B-3C
R-7
B-3
Legend:
City Zoning
County Zoning
N
Not to Scale

CITY OF DELAND
Request for Commission Action
November 17, 2025

SUBJECT: Consideration re Addition of Solar to the City Hall Roof Project.

DEPARTMENT: Admin Services

PREPARED BY: Michael Grebosz, Asst. City Manager

ATTACHMENTS: Roof Proposal, Solar Proposal

APPROVED BY: Michael Pleus, City Manager, November 12, 2025

SUMMARY/HIGHLIGHT:

The FY 2025-2026 Budget includes funds for a roof replacement for City Hall. The amount of funding that was included is approximately $331,000. The roof is at the end of its useful life, out of warranty, and has needed to incur regular patching and maintenance over the past 5 years. There also has been interior damage in certain instances due to the deterioration of the roof. These repairs cost the city money and include things like repeated ceiling tile replacement, dry wall/paint repairs, and carpet repairs/replacement.

The city has recently received a project proposal from a vendor through a cooperative purchasing program that is approximately $103,000 below the budgeted amount if we were to do a standard roof replacement that will include a 20-year warranty.

The vendor also quoted an alternative option to include solar panels on the roof that will offset 16.5% of the annual kWh consumed at City Hall, or stated differently, approximately $23,000 a year in energy savings. The solar system will have a similar warranty as compared to the roof on most components. The cost to add the solar option to the roof replacement would increase the total project to $462,198. According to the vendor, the payback period for adding the solar to the project would be just under 9 years. The city would see immediate savings on our monthly power bills. Additionally, an added benefit to utilizing a single vendor for this entire project is that if there are any issues, it is one touchpoint interaction. There will not be multiple touchpoints (or potential finger pointing) compared to if the city were to select a separate vendor for the solar separate from the roof vendor.

Staff is seeking direction from the City Commission as to how to proceed. The vendor needs to have a response by the end of November to lock in the pricing due to the Federal Solar Incentive Program changes that will be occurring at year end.

STRATEGIC PLAN FOCUS AREA/ACTION STEP:

High Value Government and Preparing for the Future/Sustainability

SUSTAINABILITY:

Energy efficient buildings and infrastructure & natural resource protection and optimization

FISCAL IMPACT:

$331,240 is budgeted for the roof replacement at City Hall for FY 25-26. The additional solar option would increase the cost of the project by $130,958 over the budgeted amount, but would reduce annual power costs by

approximately $23,000 on a moving forward basis. If the solar option is not selected, the project will provide $103,000 in savings this fiscal year, with no future power savings.

RECOMMENDATION:

Staff is seeking a recommendation from the City Commission on whether to include solar on the City Hall roof project.

BACKGROUND/DISCUSSION:

Included in the FY 25-26 budget is a roof replacement for City Hall. The roofing vendor provided a price proposal that included an option to add solar to the roof project. Sustainability is one of the city's long-term strategic initiatives and adding solar to the project would align with that strategic initiative.

TECTA AMERICA
Roofing Redefined

OMNIA PARTNERS

04-29 JOC Contract

Tecta America Southeast | 588 Monroe Road, Sanford FL 32771
(407) 330-9303 | FAX (407) 330-5959 | CCC1333144

March 5th, 2025

Tecta America Southeast, LLC (herein after referred to as "TASE") proposes to perform and furnish the labor, materials, insurance, supervision, equipment and warranty (herein together referred to as "Work") described herein for:

Owner/Customer: **City of DeLand**
Address: **1102 Garfield Avenue DeLand 32724**
Project: **DeLand City Hall – All Roof Sections – 120 South Florida Avenue DeLand, FL 32720**
Telephone: **Mark Collins 386 561 0490** ***collinsm@deland.org***

SCOPE OF WORK: Furnish and install the following: 60mil PVC - Recover

1. Procure all necessary permits.
2. Set up safety, equipment and material by crane.
3. Perform an infrared moisture scan as required by local building code and manufacturers specifications.
4. Replace any damaged roof insulation as needed per unit pricing.
5. Install new 1" ISO cover board over the field of roof.
6. Install new 60mil PVC roof membrane via rhino bond over the field of roof.
7. Adhere 60mil PVC roof membrane along the parapet walls and RTU equipment curbs.
8. Install new 60mil PVC soil pipe boots, split pipe boots and roof drain flashings.
9. Install new 24ga. PVC clad through wall scuppers and pitch pans.
10. Install new parapet wall and RTU equipment curb skirt metal flashing.
11. Install new 24ga. Kynar standard colored parapet wall coping cap cover plates over existing seams.
12. Install new walk pad on upper roof at existing lay out.
13. Existing coping caps, leader heads and downspouts to remain in place.
14. Remove all debris and dispose of properly.
15. Provide a Tecta America Southeast 2-year warranty.
16. Provide a Manufacturers Materials & Labor 20-yr warranty.

Total Price: $ 331,240.00

Qualifications & Exclusions:

- Direct access to building and staging area for loading and unloading materials and equipment is required.
- Lightning Protection by others.
- Mechanical/Electrical/Plumbing by others.
- 110V electric power at site is required.
- Decking install, cutting, fastening, steel, concrete, stucco etc. by others.
- All Mechanical/Electrical equipment, components etc. furnished by others.
- Damaged insulation replacement unit pricing: $ 16.72 per SF.
- Damaged decking replacement unit pricing: $ 30.68 per SF.
- Small concrete patio areas are not included in bid.
- Working hours: 1st shift.

Payment Terms: 20% deposit, 30% upon material delivery, 40% upon substantial completion, 10% upon completion.

Investment: Tecta America Southeast, LLC shall perform the work for: ***See Above.***

This proposal is subject to revision or withdrawal by TASE until communication of acceptance. This proposal expires twenty (20) days after the date stated above if not earlier accepted, revised or withdrawn.

By: ***KYLE MONDAY*** Date: 3/5/2025
kmonday@tectaamerica.com

The undersigned hereby accepts this proposal and, intending to be legally bound hereby, agrees that this writing shall be a binding contract and shall constitute the entire contract, subject only to the approval of credit by Tecta America which approval shall not be unreasonably withheld.

THE TERMS AND CONDITIONS SET FORTH ON THE NEXT PAGE ARE A PART OF THIS INVESTMENT

Owner/Customer:_____ Title:_____

By:_____ Date:_____

PROJECT PROPOSAL



Advanced Green Technologies (AGT) is pleased to submit the following proposal for your consideration of the above-referenced premises as follows. We agree to provide all labor, material, tools, equipment and proper insurance with an excess liability of twelve (12) million dollars.

To:
Mark Collins
City of DeLand
120 South Florida Ave. DeLand, FL32720
386.740.6880

Job Name:
DELAND CITY HALL SOLAR

Address:
120 S. Florida Ave Deland, Florida 32720

Date:
August 11, 2025

Reference:
Rooftop Solar Proposal

ENGINEERING AND SITE EVALUATION

1. Provide structural evaluation to determine site limitation for the construction and final system dead load.
2. Provide full electrical design per NEC 2020 code version. Design excludes Coordination Study.
3. Provide structural engineering plans and calculations for all rooftop racking structures to meet local, state, and national code standards as required.
4. Attachment of racking system to be engineered utilizing manufacturers wind tunnel design in accordance with ASCE 7-22 guidelines, and local building code. Project assumes a flat ballasted roof mount with mechanical attachments as required and final design will be dependent on all engineering studies.
5. Setbacks / reliefs are also designed in accordance with NEC NFPA Fire Code and ASCE 7-22 wind code requirements based on actual pressure calculations associated with the height and location of your facility.
6. Secure and pay for local building permits.
7. Secure and pay for all required Utility Impact Studies, Utility Net Metering and Utility Interconnection agreements. Utility upgrades to existing utility owned transformers, substations and any other equipment that may be required from an impact study is excluded from this proposal.

SYSTEM SIZING

Final Solar System Sizing is based upon 12 months of historic power bills and is projected to offset 16.54% of annual kWh consumption.

INTERCONNECTION / NET METERING

The Solar system we are proposing will be interconnected behind your existing utility meter and will promote the self-consumption of power produced onsite. To accomplish this, we will be required to install a bi-directional meter and coordinate interconnection contract between the system owner and the utility provider. These costs are included in this proposal.

SOLAR RACKING SYSTEM

1. Prepare existing roof surface to receive solar system and coordinate all warranty requirements with roofing manufacturer.
2. Provide and install roofing manufacturers flashing system at all required penetrations to ensure warranty continuation.
3. Provide and install roofing manufacturers approved slip sheets at all racking to roofing wear points.
4. Furnish and install Unirac Gridflex racking system fully ballasted to the existing roof structure at a fixed tilt angle of 10 degrees.

SOLAR MODULES

Furnish and install 230 Trina Solar 580 W-DC solar modules. A total of 133,400 W-DC solar capacity to be installed.

MODULE LEVEL POWER ELECTRONICS (MLPE)

Furnish and install 230 AP SMART RSD-S-PLC - Rapid Shut Down devices per final designs.

SOLAR INVERTERS

Furnish and install 2 CPS America 60,000 W-AC inverters per final designs. A total of 120,000 W-AC inverter capacity to be installed.

DC ELECTRICAL SYSTEM

1. Furnish and install #10 PV Wire Home Run cabling per final DC string design.
2. All PV wire to be routed through conduit or cable tray in exposed areas outside of the solar array footprint.
3. All Panel to Panel wiring to be clipped and neatly managed with Heyco Sunrunner (or equal) clips.

AC ELECTRICAL SYSTEM

1. All AGT provided electrical gear per final engineered design to be NEMA 1 or NEMA 3R Rated, where appropriate.
2. All conduit, wire, terminations, and balance of systems electrical components to be provided and installed in accordance with NEC Code and AGT best practices.

DATA MONITORING AND METEOROLOGICAL STATION

1. Furnish and install new CPS America data monitoring system hardware.
2. Data connection to be provided by Owner supplied internet service. AGT to provide wiring, and labor to terminate in existing communication panel.

GUARANTEE - MODULES

30 year limited guarantee on power output modules from Trina Solar.

GUARANTEE - MODULE LEVEL POWER ELECTRONICS

25 year guarantee on rapid shutdown devices from AP Smart.

GUARANTEE - INVERTERS

10 year guarantee on inverters from CPS America.

CONTRACTOR'S WARRANTY

1 year warranty on materials and labor from Advanced Roofing, Inc. dba Advanced Green Technologies.

QUOTATION

FOR THE SUM OF THREE HUNDRED THIRTY-THREE THOUSAND NINE HUNDRED THIRTY DOLLARS $333,930.00

CLARIFICATION AND EXCLUSIONS

1. All solar modules, inverters, and racking may be subject to substitution for an equivalent product.
2. Excludes Sales Tax - Solar Energy is Sales Tax Exempt in the State of Florida
3. Excludes Lightning Protection
4. Excludes Davis Bacon/Wage Requirements
5. Excludes Module Level Optimization

PREVENTIVE MAINTENANCE AGREEMENT

☐ **PREVENTIVE MAINTENANCE PROGRAM**

Inverter Maintenance/Module Inspections Cost - $2.393.00
Communications and Annual Reporting Cost - $1,200.00

We are pleased to submit the following two-year maintenance proposal (once a year visits) for your consideration on the above referenced location as follows:

SCOPE OF WORK

Inverter Maintenance/Module Inspections:

1. Check Irradiance and Module Temperature.
2. Check Operating Voltage (AC and DC Voltage) and Current.
3. Check Inverter status, Inspect inverter cabinet for damage and proper securement.
4. Check Filters and clean as needed.
5. Check inverter fans for dirt/dust build-up, clean and verify fans are operating properly.
6. Measure torque of all electrical connections, re-torque as needed.
7. Inspect all conduits for proper connections to supports, couplings and fittings.
8. Inspect all visible wire connections to ensure all are properly secured.
9. Inspect signs and labels and add or replace as needed.
10. Inspect all racking and attachment systems for loose or missing parts. Repair or replace as needed.
11. Visually inspect all PV Modules for physical damage and document conditions.
12. Confirm no water leakage to any component parts.
13. Remove and dispose of any debris covering the modules that may cause shading.
14. A complete documented report will be provided to the client digitally.

EXCLUSIONS

Excludes lift, if needed.

This is a maintenance proposal only and does not cover labor or parts associated with potential repairs not covered under warranty. Work is based only on Scope of Work listed above, any other issues or problems will be identified and the responsible party notified.

AGT will make necessary repairs as required after advising the Client of recommended repairs, providing a proposal, and executing scope of work once proposal is approved.

ANNUAL MAINTENANCE SCHEDULE	
	COSTS
Annual Maintenance: Year 1 - 3	$3,593.00
Annual Maintenance: Year 4 - 6	TBD
Annual Maintenance: Year 7 - 9	TBD
Hourly T&M Rate for Non-O&M Work (2-Man Team)	$200.00
***Travel charges are billed portal to portal at the hourly rate**	

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written order and will become an extra charge over and above the estimate. All agreements continent upon strikes, accidents, or delays beyond our control. Owner to carry fire, tornado, and other necessary insurance.

Due to long lead time for material deliveries and extreme volatility in material prices, Contractor cannot guarantee the price of materials necessary for the completion of the Work. If, subsequent to the execution of this Agreement, there are any unavoidable casualties, material shortages, manufacturer or supplier mandated upcharges on materials, or any other events beyond Contractor's control that cause an increase in the price of the materials used in the performance of the Work, which include but is not limited to, steel, aluminum, cooper, steel-related products, or inverters or other electrical components, the Contract Sum shall be equitably adjusted to account for those unforeseen costs.

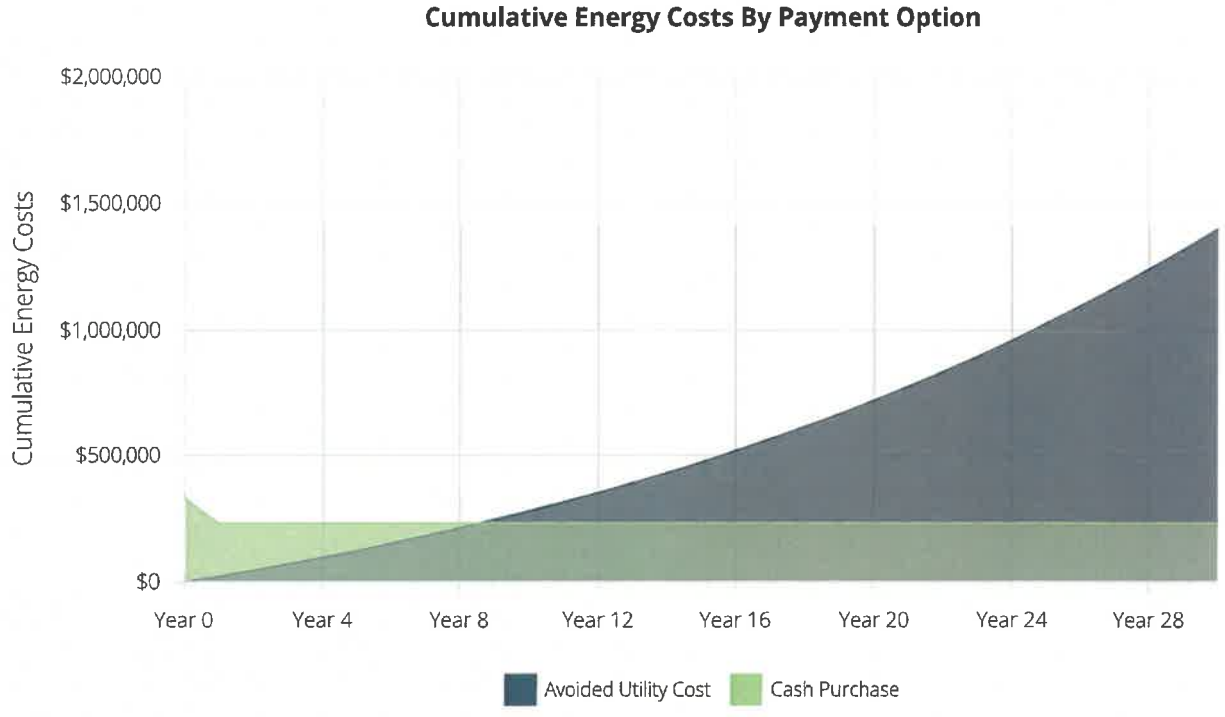
Steel Pricing is indexed to the FRED Index for "Hot Rolled Steel bars, plates and structural shapes" as well as for Cold Rolled sheet and strip. If cost increased more than 5% from the date of the quote and the time of ownership approval for release on these indexes, we reserve the right to increase the price according to the % increase cited in these indexes.

https://fred.stlouisfed.org/series/WPU101 https://fred.stlouisfed.org/series/WPU101707
Copper and Aluminum Electrical Wire and Cable is indexed to the FRED Index for "Copper Wire and Cable" and "Aluminum Wire and Cable". If cost increased more than 5% from the date of the quote and the time of ownership approval for release on these indexes, we reserve the right to increase the price according to the % increase cited in these indexes.

1 Project Summary

Payment Options	Cash Purchase
IRR - Term	12.9%
LCOE PV Generation	$0.040 /kWh
Net Present Value	$373,276
Payback Period	8.6 Years
Total Payments	$333,930
Total Incentives	$100,179
Net Payments	$233,751
Electric Bill Savings - Term	$1,400,185
Blended Electricity Cost per kWh	$0.126 /kWh
Energy Cost Escalation Rate	5.0%
Upfront Payment	$333,930

Combined Solar PV Rating
Power Rating: 133,400 W-DC
Power Rating: 113,804 W-AC-CEC



2.1.3 Utility Rates

The table below shows the rates associate with your current utility rate schedule (GSD-1). Your estimated electric bills after solar are shown on the following page.

Customer Charges				Energy Charges				Demand Charges			
Season	Charge Type	Rate Type	GSD-1	Season	Charge Type	Rate Type	GSD-1	Season	Charge Type	Rate Type	GSD-1
S1	Flat Rate	per billing period	$17.75	S1	Flat Rate	Import	$0.09419	S1	Flat Rate	Import	$11.61

2.1.4 Current Electric Bill

The table below shows your annual electricity costs based on the most current utility rates and your previous 12 months of electrical usage.

Rate Schedule: DUKE-FL - GSD-1

Time Periods	Energy Use (kWh)	Max Demand (kW)	Charges			
Bill Ranges & Seasons	Total	NC / Max	Other	Energy	Demand	Total
1/1/2025 - 2/1/2025 S1	120,175	291	$18	$11,319	$3,379	$14,716
2/1/2025 - 3/1/2025 S1	112,627	305	$18	$10,608	$3,541	$14,167
3/1/2025 - 4/1/2025 S1	100,234	305	$18	$9,441	$3,541	$13,000
4/1/2025 - 5/1/2025 S1	97,098	305	$18	$9,146	$3,541	$12,704
5/1/2025 - 6/1/2025 S1	100,013	305	$18	$9,420	$3,541	$12,979
6/1/2025 - 7/1/2025 S1	95,884	305	$18	$9,031	$3,541	$12,590
7/1/2024 - 8/1/2024 S1	99,105	274	$18	$9,335	$3,181	$12,534
8/1/2024 - 9/1/2024 S1	107,665	274	$18	$10,141	$3,181	$13,340
9/1/2024 - 10/1/2024 S1	104,089	274	$18	$9,804	$3,181	$13,003
10/1/2024 - 11/1/2024 S1	111,050	274	$18	$10,460	$3,181	$13,659
11/1/2024 - 12/1/2024 S1	110,396	274	$18	$10,398	$3,181	$13,597
12/1/2024 - 1/1/2025 S1	111,009	288	$18	$10,456	$3,344	$13,817
Total	1,269,345	-	$213	$119,560	$40,333	$160,106

2.1.5 New Electric Bill

Rate Schedule: DUKE-FL - GSD-1

Time Periods	Energy Use (kWh)	Max Demand (kW)	Charges			
Bill Ranges & Seasons	Total	NC / Max	Other	Energy	Demand	Total
1/1/2025 - 2/1/2025 S1	105,921	286	$18	$9,977	$3,320	$13,315
2/1/2025 - 3/1/2025 S1	97,581	297	$18	$9,191	$3,448	$12,657
3/1/2025 - 4/1/2025 S1	80,699	282	$18	$7,601	$3,274	$10,893
4/1/2025 - 5/1/2025 S1	75,903	260	$18	$7,149	$3,019	$10,186
5/1/2025 - 6/1/2025 S1	77,268	275	$18	$7,278	$3,193	$10,488
6/1/2025 - 7/1/2025 S1	76,726	271	$18	$7,227	$3,146	$10,391
7/1/2024 - 8/1/2024 S1	78,925	241	$18	$7,434	$2,798	$10,250
8/1/2024 - 9/1/2024 S1	88,498	251	$18	$8,336	$2,914	$11,267
9/1/2024 - 10/1/2024 S1	87,546	241	$18	$8,246	$2,798	$11,062
10/1/2024 - 11/1/2024 S1	94,895	256	$18	$8,938	$2,972	$11,928
11/1/2024 - 12/1/2024 S1	96,257	268	$18	$9,066	$3,111	$12,196
12/1/2024 - 1/1/2025 S1	99,217	285	$18	$9,345	$3,309	$12,672
Total	1,059,436	-	$213	$99,788	$37,303	$137,304

Annual Electricity Savings: $22,802

2.1.1 PV System Details

General Information
Facility: Meter 9914963
Address: 120 S Florida Ave DeLand FL 32720

Solar PV System Rating
Power Rating: 133,400 W-DC
Power Rating: 113,804 W-AC-CEC

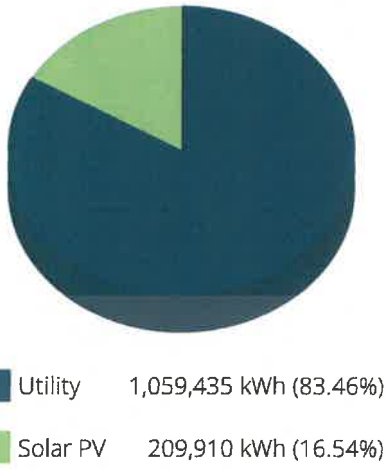
Solar PV Equipment Description
Solar Panels: (230) Trinasolar TSM-NEG19RC.20 580W
Inverters: (2) Chint Power Systems CPS SCA60KTL-DO/US-480

Solar PV Equipment Typical Lifespan
Solar Panels: Greater than 30 Years
Inverters: 15 Years

Solar PV System Cost and Incentives

Solar PV System Cost	$333,930
Direct pay - 30% ITC	-$100,179
Net Solar PV System Cost	**$233,751**

Energy Consumption Mix
Annual Energy Use: 1,269,345 kWh



Monthly Energy Use vs Solar Generation

