

CITY OF DELTONA

Audubon Park

CAPITAL IMPROVEMENTS ELEMENT (CIE) REPORT

Fiscal Year 2013-2014

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

Table of Contents

| | |
|--|----|
| INTRODUCTION | 4 |
| SECTION 1 - LEVEL OF SERVICE | |
| SOLID WASTE | 7 |
| PARKS AND RECREATION | 9 |
| POTABLE WATER | 10 |
| SCHOOLS | 12 |
| TRANSPORTATION | 13 |
| STORMWATER..... | 14 |
| WASTEWATER..... | 15 |
| SECTION 2 - CAPITAL IMPROVEMENTS PROJECTS | |
| POTABLE WATER | 18 |
| TRANSPORTATION | 23 |
| STORMWATER..... | 26 |
| WASTEWATER..... | 41 |
| SECTION 3 – FIVE YEAR CIP FUNDS | |
| OVERALL CITY OF DELTONA CAPITAL BUDGET..... | 47 |
| ESTIMATED OPERATING BUDGET IMPACTS OF SELECTED CAPITAL IMPROVEMENT PROJECTS | 48 |
| GOVERNMENTAL FUNDS – SUMMARY BY PROJECT TYPE | 49 |
| GOVERNMENTAL FUNDS – SUMMARY BY FUNDING SOURCE | 50 |
| ENTERPRISE FUND – SUMMARY BY PROJECT TYPE..... | 51 |
| ENTERPRISE FUND – SUMMARY BY FUNDING SOURCE | 52 |
| APPENDICES | |
| APPENDIX A - Capital Improvements Projects (<i>Strikethrough/Underline Format</i>) | 53 |
| APPENDIX B - Certification of Availability of Permitted Disposal Capacity | 92 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

APPENDIX C - Schools – 2013/2018 Capital Five – Year Work Program 93
APPENDIX D - School Facilities LOS Chart..... 94
APPENDIX E - Volusia County 2012 Average Annual Daily Traffic & Historical Counts..... 95
APPENDIX F - 2013 Deltona Traffic Counts 96
APPENDIX G - Deltona Wastewater Treatment Plant – Daily Flows 97

INTRODUCTION

The Capital Improvements Element (CIE) evaluates the capital facilities and level of service thresholds needed to support the City and implement the Comprehensive Plan.

The City's Comprehensive Plan CIE Policy CIE1-2.13 states the following: "The Five Year program of scheduled capital improvements shall be reviewed and updated annually by the City Manager. This annual review and update shall be integrated into the City's annual budget process, complete with time tables and a deadline for specific tasks in the City's operating budget process recognizing direct expenditures for capital improvements of element of the comprehensive plan. The Capital Improvements document shall be completed subsequent to the completion of the annual budget document."

According to the above policy, the City's Capital Improvement Element ensures compliance with adopted level of service standards for public facilities and other projected needs for services. According to State law, local governments have a degree of flexibility with regard to the management of public services. For example, the method in which traffic is managed on non-State roads is basically a decision left to the local government. However, the City of Deltona utilizes a traditional level of service (LOS) approach to ensuring that capacity is available for various public services that include solid waste, park land, roads, drainage, potable water, wastewater and schools. The LOS standards articulated as part of the City Comprehensive Plan are intended to ensure that adequate public services are being afforded to serve the citizens of Deltona.

The most up to date population figures for the City of Deltona, promulgated by the Bureau of Economic and Business Research (BEBR), indicate that in 2013 the City had a population of 85,469. According to the City's adopted Evaluation and Appraisal Report (EAR), in 2025, the City is projected to have a population of 132,605. This projection was based on the 2000 Census and growth rates that were promulgated during the real estate boom. From a historical standpoint, population growth within Deltona has been brisk. The City grew an average of 3.67% per year between 1990 and 2000. Growth continued from 2000 to 2007 at an average rate of 3.4% per year. Using population projection data illustrated in the EAR, the City is expected to grow at an average rate of 2.9% per year from present to the end of the current planning period. As has been stated, relatively high growth rates have been a norm for the City for over 17, years but according to recent population projections, City population is leveling out. Past migration and future population projections indicate that the City will still grow, just not quite as fast as it has in the past.

A review of the most recent population projections for the City prepared by the Shimberg Center for Affordable Housing indicates that slow population growth rates will be the norm throughout the 2025 planning horizon thus confirming the statement that the "City will grow, just not as fast as it has in the past." The latest Shimberg population projections were consulted as part of initial efforts to update the City Comprehensive Plan, per the next City Evaluation and Appraisal Report (EAR) process. To foreshadow future events, the City will be working on the EAR project to update the Comprehensive Plan starting in 2014. The EAR is scheduled to be submitted to the Florida Department of Economic Opportunity by late 2017.

To determine a growth rate for this update to the CIE, City population was projected utilizing a conservative growth rate of 2.5% over the next five years. This is less than the aforementioned 3.67% or 2.9%, but further reflects the "leveling off" of growth within the City. In the future, as the above mentioned EAR process progresses, population and growth rates will probably be scaled back.

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

| YEAR | POPULATION |
|-------|------------|
| 2013* | 85,469 |
| 2014 | 87,606 |
| 2015 | 89,796 |
| 2016 | 92,041 |
| 2017 | 94,342 |
| 2018 | 96,701 |

**Population estimates for April 1, 2013, prepared by the University of Florida, Bureau of Economic and Business Research (BEBR).*

SECTION 1
LEVEL OF SERVICE

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

LOS - SOLID WASTE

The City has a trash hauling contract with the firm Waste Pro. The contract extends to the end of 2019. Waste Pro is only vendor responsible for the collection and disposal of solid waste generated from single family dwellings and municipal facilities. Commercial and other non-residential uses contract privately for trash removal. Waste Pro is also responsible for the hauling of recyclables. Recyclable materials are delivered to the Sanford Recycle and Transfer station in Sanford, FL. The City does derive income from recyclables and that money is utilized to fund college scholarships for eligible kids within the City.

City household trash and yard debris is trucked to the West Volusia County Transfer Station, where it is either mulched or taken to the County Tomoka Landfill. The Tomoka Landfill complex is a regional facility and the facility accepts trash from various entities, including most of the unincorporated and incorporated areas of Volusia County and Flagler County. The current County landfill cell, referred to as the “north cell” will last until 2021. The attached letter (**Appendix B**), obtained from Volusia County, indicates that capacity exists within the various phases of the “north cell” of the Tomoka Land Fill complex to accept the Deltona solid waste stream until 2021.

Based on the fact that the City hauler is responsible for only residential trash, determining if the City has achieved its stated 8.6 pounds per capita per day LOS is limited to best available data. Research regarding waste management activities in the City reveals that the solid waste stream has slightly increased from 2.61 to 2.66 pounds per capita per day. However, over 8% of the solid waste stream is being recycled. The slight increase in solid waste generation in the City can be explained by a slightly improving economy (i.e. more consumption) and increased transient activity amongst the Central Florida population.

The City’s contract with the hauler Waste Pro states that all trash, recycling, and yard waste will be picked up once a week. To manage the contract, the City has a Solid Waste and Enforcement Coordinator to ensure that trash is picked up and managed appropriately throughout the City, no matter the hauler. Therefore, Deltona has made a commitment to ensure that trash is picked up and managed accordingly.

Combining the known residential and unknown non-residential trash generation rates, the City will not achieve the 8.6 pounds per day level of service threshold articulated by the Comprehensive Plan. However, in light of the fact that the solid waste stream originating from the City is properly managed, the idea of attempting to achieve what may be a high LOS standard is somewhat ludicrous. Less trash generation and more recycled is generally considered to be a positive attribute. The 8.6 pounds per day per capita cited in the City Plan was carried over from the County Comprehensive Plan. Within unincorporated Volusia County, there are many different land uses and each is associated with different trash generation rates. As has been mentioned, Deltona is comprised mostly of residential uses. Therefore, the City will continue to maintain the existing LOS even though in the projected CIE timeframe, the City will not meet the LOS due to other generation rates.

Waste management costs have escalated over the last few years in part by raising fuel costs. However, the hauling costs have stabilized. Waste management costs in the City have gone up only eight (8) cents a month from last year, to \$14.58 per month. The charge is assessed on the tax bill and paid yearly. There are provisions in the contract for slight increases. Regardless of any cost increases consistent with the contract, the cost of trash pick-up will continue to be paid directly by homeowners and trash will be managed accordingly.

The first table below (*table 3.1*) illustrates the existing Comprehensive Plan solid waste stream LOS. Table 3.2 serves as a 5 year projection of the solid waste stream as population within the City grows.

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

Table 3.1

| FACILITY TYPE | ADOPTED LOS | SOURCE |
|---------------|-------------------------------|--|
| Solid Waste | 8.6 pounds per capita per day | Infrastructure Element Objective I3-SW3, Policy I3-SW3.1 |

Table 3.2

| FISCAL YEAR | SOLID WASTE POUNDS PER YEAR | RECYCLING POUNDS PER YEAR | YARD WASTE POUNDS PER YEAR | TOTAL POUNDS | POUNDS PER CAPITA PER DAY |
|-------------|-----------------------------|---------------------------|----------------------------|---------------|---------------------------|
| 2012-2013 | 63,041,800.00 | 7,194,300.00 | 12,886,040.00 | 83,122,140.00 | 2.66 |
| 2013-2014 | 64,618,047.84 | 7,374,180.65 | 13,208,232.46 | 85,200,460.95 | 2.66 |
| 2014-2015 | 66,233,388.40 | 7,558,522.54 | 13,538,415.66 | 87,330,326.59 | 2.66 |
| 2015-2016 | 67,889,296.87 | 7,747,494.02 | 13,876,891.13 | 89,513,682.01 | 2.66 |
| 2016-2017 | 69,586,510.85 | 7,941,179.26 | 14,223,809.63 | 91,751,499.75 | 2.66 |
| 2017-2018 | 71,326,505.54 | 8,139,746.63 | 14,579,472.72 | 94,045,724.88 | 2.66 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

LOS - PARKS AND RECREATION

The City of Deltona Comprehensive Plan has established a minimum level of service for developed park and recreational lands. The LOS is expressed as developed acres per 1,000 residents. In addition, the LOS is programmed to incrementally increase every year throughout the planning horizon. By the year 2015, the City Park and Recreation LOS shall be 3.00 developed acres per thousand residents. The City has 666 acres of developed park land available for City residents. The City has another 309.9 acres of undeveloped land available for park use.

The City Comprehensive Plan articulates the following criteria/definition with regard to determining if a park is considered developed: “The term developed park and recreational land shall mean that typically 50% of the total project site is usable for passive or active recreational purposes. For individual park or open space sites that amount of developed land will vary due to the purpose of the park site, or environmental, site and social conditions.”

“Developed” parks range in size from the 360-acre Lyonia Preserve to small “pocket” parks that serve individual neighborhoods. The aforementioned Lyonia Preserve is a passive park that is developed and made accessible with a network of interpretive trails and is managed by Volusia County. Other “developed” parks in the City include active uses, such as ball fields, play grounds, etc. The active parks are managed by the City of Deltona.

Table 4.1 indicates the Park Level of Service (LOS).

Table 4.2 illustrates that the City has met the level of service threshold articulated within the Comprehensive Plan.

Table 4.1

| FACILITY TYPE | BY YEAR | ADOPTED LOS* | INCREMENTAL INCREASE** | SOURCE |
|----------------------|---------|--------------|-----------------------------------|---|
| Parks and Recreation | 2010 | 2.60 | 69.63 acres (2005-2010) | Parks and Recreation Element Objective PR1-1 Policy PR1-1.2 |
| | 2015 | 3.00 | 72.09 + 7.61 acres (2010 - 2015) | |
| | 2025 | 3.50 | 93.84 acres by & dev. (2015-2025) | |

Table 4.2

| YEAR | POPULATION | Total Acreage Developed Parks | Achieved LOS | Surplus | Adopted LOS | Total Acreage Developed & Undeveloped Parks |
|-------------------|------------|-------------------------------|--------------|---------|-------------|---|
| 2013 ¹ | 85,469 | 666 | 7.79 | 429.91 | 2.76 | 975.90 |
| 2014 | 87,606 | 666 | 7.60 | 416.28 | 2.84 | 975.90 |
| 2015 | 89,796 | 666 | 7.42 | 402.91 | 2.92 | 975.90 |
| 2016 | 92,041 | 666 | 7.24 | 389.02 | 3.00 | 975.90 |
| 2017 | 94,342 | 666 | 7.06 | 377.42 | 3.05 | 975.90 |
| 2018 | 96,701 | 666 | 6.89 | 365.42 | 3.10 | 975.90 |

*Developed Acres per 1000 Residents **Additional Needed Developed Park Land

¹Population estimates for April 1, 2013, prepared by the University of Florida, Bureau of Economic and Business Research (BEBR) 2013 - 2018 population projections based on a growth average of 2.50% per year

POTABLE WATER - RESIDENTIAL UNITS

The City of Deltona Comprehensive Plan, Infrastructure Element (Potable Water) policy I1-PW1.1, states that “The City of Deltona adopts a level of service standard providing for an annual average daily volume of 300 gallons of potable water per equivalent residential unit.” Water use in the City has gone down from 219 gallons of water per ERU per day during the last CIE update to 200 gallons of water per ERU per day. Water conservation measures, such as an inclined rate structure, continue to help reduce water usage. However, rainfall this summer has been adequate to sustain lawns and other landscaping; thus reducing irrigation demand. In addition, the City has raised its water rates and the higher cost of water has also encouraged conservation. The City has been providing a level of service below the cited 300 gallons per day per ERU. Less water usage is considered a positive development and the City has the capacity to provide 200 gallons of water per day per ERU. While the City does have adequate water capacity and an ability to serve, the City continues to invest in improving the potable water system. The City is in the process of installing new and sometimes larger pipes. The City is also expanding water service. Water lines have been extended down the SR 415 corridor. The SR 415 water line extension will serve planned urban land uses associated with the SR 415 corridor. Water lines along the Doyle, Ft. Smith, and Howland corridors have been or are being upsized; sometimes in conjunction with road work.

The development of alternative water supplies has been a well discussed topic by water providers in Central Florida. Ideas have been considered ranging from the desalination of sea water to the use of surface water. In the past, the City has explored the use of surface water from the St. Johns River system to offset the use of ground water. At one time there was anticipation that the St. Johns River would be a viable source of potable water. However, the viability of major withdraws from the St. Johns River came into question because of legal and regulatory uncertainties.

Instead of using the St. Johns River to supply a significant portion of potable water, the City plans to offset the use of potable water by making reuse water more available. Therefore, the City is in the initial phases of establishing a complex of stormwater/wastewater percolation ponds on 42 acres of a 122-acre site owned by the City. In addition, the City is looking to purchase another 70 acres for the development of percolation ponds. The concept, known as rapid infiltration basins (RIB), while involving percolation to replenish the aquifer, is also associated with a plan to expand water reuse opportunities within the City.

To facilitate the distribution of reuse water, the City is going to interconnect the new wastewater treatment facility located on the east side of town with existing City reuse water infrastructure. The City is also exploring reuse water interconnections with other service providers in the area including Volusia County. To serve one house with reuse water, the wastewater flow from approximately four (4) to six (6) homes is needed. Therefore, for water reuse in the City to be reliable and accepted on a large scale, the availability of reuse water needs to be constant. To augment City reuse capacity, the City will partner with the St. Johns River Water Management to withdraw surface water from Lake Monroe. Expanded water reuse will result in more potable water conservation.

The City is also researching the viability of obtaining groundwater resources from areas outside of the City through partnerships. However, such partnerships involve various public and private parties and negotiating the details of agreements can be protracted. Finally, the City will explore the feasibility of treating brackish water from the lower Floridan Aquifer. Funding for these activities come from, impact fees, operating surplus, and a utility bond. Grants are another funding possibility.

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

| FACILITY TYPE | ADOPTED LOS | SOURCE |
|---------------|---|---|
| Potable Water | 300 gallons of potable water per equivalent residential unit (annual average daily volume) | Infrastructure Element Objective I1-PW1 Policy I1-PW1.1 |

| FISCAL YEAR | RESIDENTIAL UNITS | GALLONS OF POTABLE WATER PER YEAR | GALLONS OF POTABLE WATER PER EQUIVALENT RESIDENTIAL UNIT (annual average daily volume) |
|-------------|-------------------|-----------------------------------|--|
| 2012-2013* | 30,710 | 2,246,464,235 | 200 |
| 2013-2014 | 31,513 | 2,300,438,103 | 200 |
| 2014-2015 | 32,301 | 2,357,949,055 | 200 |
| 2015-2016 | 33,108 | 2,416,897,781 | 200 |
| 2016-2017 | 33,936 | 2,477,320,226 | 200 |
| 2017-2018 | 34,785 | 2,539,270,863 | 200 |

Projections for the potable water level of service for the fiscal years 2012-2017 have been determined by the application of the following formula:

$$\frac{\text{Gallons of potable water per year}}{\text{Residential units}} = \frac{\text{Gallons of potable water per residential unit per year}}{365 \text{ days}} = \text{Gallons of potable water per equivalent residential unit (annual average daily volume)}$$

About 4,000 acres of the City of Deltona is served by the County Deltona North water and sewer system. The above referenced City level of service of 300 gallons per equivalent residential unit (ERU) is identical to the County goal for servicing water users within the Deltona North service area. According to County records, water usage within the County's Deltona North system is about 333 gallons per day per ERU. Deltona North does service newer subdivisions within the City that have had some residential growth. In addition, the homes in the Deltona North service area within Deltona tend to be slightly larger than the houses in older parts of the City. Also, more importance is placed on landscaping within these subdivisions, as evidenced by some subdivisions being subject to landscaping covenants. Notwithstanding the aforementioned characteristics, water use has gone down in the Deltona North service area from 343 gallons per day per ERU to 333 gallons per day per ERU. Some of this trend can be attributed to ample rainfall this summer. The County has expanded reclaimed water line coverage in the Deltona North service area. Therefore, there is anticipation that use of reclaimed water has also resulted in reduced potable water demand.

*Information provided by Deltona Utilities as of 9/27/2013. Projections for fiscal years 2013-2018 is based on population projections.

LOS-SCHOOLS

Pursuant to the County Charter, the City of Deltona is a party to an interlocal agreement with the Volusia County School District and maintains a Public School Facilities Element (PSFE). The interlocal agreement and PSFE establishes school concurrency for the City, and accomplish the following objectives:

- 1) Ensures the City will coordinate with the School Board to provide consistency between the Comprehensive Plan and public school facilities.
- 2) Requires the City to coordinate with the School Board with regard to the location of new schools.
- 3) Establishes design and location provisions to ensure land use compatibility and to effectively incorporate schools into the greater community.
- 4) Plans and manages residential development, so that adequate school capacity is available to serve development.
- 5) Establishes concurrency management standards.
- 6) Creates school concurrency service areas.
- 7) Provides for the implementation of a school concurrency management system.
- 8) Establishes provisions for financially feasible mitigation alternatives to address school capacity matters.
- 9) Implements adopted level of service standards

The City of Deltona is currently served by ten elementary, three middle, and three high schools. Most of these school facilities are located within the municipal limits of Deltona. Information provided by the School Board illustrates the five (5) year building, expansion and maintenance budget for schools within the County (**Appendix C**). Also, attached as **Appendix D**, is a school facility level of service chart for the southwestern section of Volusia County. The subject southwest area includes all of incorporated Deltona and other unincorporated areas adjacent to the City. It is the intent that this information will become part of the City CIE.

LOS – TRANSPORTATION

The City of Deltona encompasses approximately 41 square miles and has over 450 linear miles of streets and roadways. Streets and roadways, and sidewalks within the City fall under the maintenance and improvement responsibility of the City, County of Volusia, or the State of Florida. VOTRAN provides mass transit within the City, in the form of bus and shuttle routes.

City transportation improvements within the City are funded by impact fees, transportation bond proceeds, local option gas tax disbursements, grants and through other sources, such as interest. The City has widened almost all of Ft. Smith Blvd. During the next fiscal year the City anticipates that there will be money to improve the segment of Ft. Smith between Howland and SR 415 from two lanes to three lanes. The City is also proposing that a segment of Normandy Blvd. between Fort Smith Blvd. and Saxon Blvd. be improved. The City has allocated \$1.7 million to start the process to improve this segment of Normandy Blvd. to three lanes. Not all City roadway work involves adding lane capacity. The City is very active in road maintenance and the appropriate maintenance of facilities can protect capacity. Unmaintained roads can alter traffic patterns by shifting traffic to better maintained facilities. Several roads/segments, such as Courtland, Elkcarn and E. Normandy, have been repaved. The City has also funded the repaving of portions of India Blvd., which is a City collector and designated thoroughfare facility. In addition, the City has been expanding the sidewalk system to encourage safe pedestrian access to goods and services and provide an alternate mode of transportation.

The LOS for roadways is articulated by the City Comprehensive Plan as follows:

Policy T1-4.3

Unless a thoroughfare is designated separately within the LOS Roadway Segment Table of this document for a level of service standard, the City of Deltona shall establish the following PM peak hour level of service standards:

| <u>Functional Classification</u> | <u>Acceptable Standard</u> |
|----------------------------------|----------------------------|
| I-4 | As determined by FDOT |
| Arterial | E |
| Collector | E |
| Local | D |

Policy T1-4.4

Roadway level of service thresholds shall be defined consistent with the FDOT Quality/Level of Service Handbook (A.K.A. Look up tables), 9J- 5.019(4)(c)(1)

In the spring of 2013, the City contracted for new traffic counts. The intent of the new traffic counts contracted by the City was to obtain up-to-date traffic volume information on City thoroughfares that were not County roads. The County routinely does count traffic on County roads that also happen to be City thoroughfares. The 2013 City traffic counts (**Appendix F**) and 2012 County traffic counts for City thoroughfares (**Appendix E**) are attached. These counts have been used for this CIE update. Comparing the new traffic counts with 2008 vintage traffic counts the City used for past CIE updates indicates that traffic volumes have dropped.

City will continue to maintain an acceptable LOS on City roads with the limited resources available. A concurrency spreadsheet is attached as Appendix E. The spreadsheet indicates that only 6.3% of the City roadway segments monitored by the City and County are currently operating below an acceptable level of service.

LOS – STORMWATER

The City's Comprehensive Plan articulates a stormwater level of service in the terms of development thresholds. The stormwater LOS is as follows:

Policy I4-STW1.3

All land use and development approval decisions which impact water resources in Deltona shall conform to the comprehensive surface and groundwater watershed management plan, when approved by the City Commission.

Level of Service for Storm Water Quantity and Quality:

- a. ***Closed Basing LOS:*** *The City will establish a Level of Service design standard in closed drainage basins as follows: All development shall meet the minimum volume of retention equivalent to one-half inch of depth over the entire project area and the discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24 hour, 100 year frequency storm.*
- b. ***Basins with Outfall LOS:*** *The City will establish a Level of Service design standard in non-closed basins as follows: All development shall meet the minimum volume of retention equivalent to one-half inch of depth over the entire project area and the discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24 hour, 25 year frequency storm.*

The above referenced policy establishes a specific LOS for both closed basins and basins with outfalls. Basins are treated differently to recognize local drainage conditions. In Deltona and much of west Volusia County, stormwater tends to be more difficult to manage within closed basin areas. Therefore, in general, development within closed basins is required to afford more retention compared to development within basin areas that have outfalls. Implementation of the stormwater LOS is performed during the site plan review process. Actual stormwater infrastructure includes, but is not limited to, retention areas, swales, pipes, etc. and such infrastructure is designed/constructed based on the proposed impervious surfaces, soil characteristics, slopes, etc. Finally, the City does periodically inspect existing stormwater facilities to ensure that drainage systems are maintained and will function appropriately.

For recent and new development, the stormwater LOS has been implemented. However, much of the City was platted and developed before contemporary drainage regulation. While much of the City is associated with sandy, very well drained soils, drainage has always been a City concern. Confronted with limited drainage infrastructure and a development history that predates current stormwater requirements, the City is retrofitting areas with appropriate stormwater management facilities. To fund this activity, the City in 2002, passed a stormwater utility assessment. The fee collections have been used to maintain and create stormwater facilities throughout the City. The City also funds improvements to stormwater management infrastructure through Community Development Block Grant funds. The information on pages 26 through 40 of this document illustrates City capital drainage projects, expenditures, and funding sources.

LOS–WASTEWATER

Wastewater within the City is mostly managed by individual on-site waste water management systems (septic tanks). However, the City does provide wastewater treatment for a limited area of the City. The City currently has approximately 80 miles of pipe and services over 5,700 connections (both residential and non-residential). The City currently has one wastewater treatment plant but is planning another wastewater plant that will be discussed below. After treatment, wastewater is allowed to percolate, used for golf course irrigation, or used by home owners that are served by active reuse water lines. The level of service for wastewater is illustrated in the following policy:

Policy I2-SSI.1

The City of Deltona adopts a level of service standard providing for an annual average daily volume of 284 gallons of domestic wastewater per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated utilizing Deltona Water equivalent residential unit factors for water and wastewater service as illustrated in City land development regulations. 9J-5.011(2)(c)(1)

The subject average daily 284 gallons of domestic wastewater per day LOS was carried over to the City Comprehensive Plan from the Volusia County Comprehensive Plan. The 284 gallon per day LOS was generated by averaging the flow rates of County utility facilities. The flow rate data was predicated on information gleaned in the late 1980s. Tracking wastewater flows for the City reveals that wastewater generation rates continue to trend downward. For example, the City's over 5,000 residential users, as per the last CIE update, generated an average of 155 gallons a day per household; much less than the 284 gallons LOS. For the last fiscal year the wastewater generation rates fell further to 137 gallons per day per ERU. However, County projections for the Deltona North service area indicate the average wastewater flow is 219 gallons per day per household.

The reason for the reduction in wastewater flow within the City is because of less water use. Conservation measures such as the inclined rate structure, low flow plumbing fixtures/appliances, and conservation-oriented awareness, with regard to water usage, have helped reduce wastewater flow. In addition, as has been observed as part of the discussion about potable water, the water rates have gone up, which has led to less water use and lower wastewater flows. Factoring in all demands on the existing City wastewater plant and the permitted capacity of the plant, the City has over 250,000 gallons of additional wastewater treatment capacity per day available. There are over 5,000 residential wastewater connections and almost 300 non-residential connections served by Deltona wastewater utilities and the City presently has capacity to serve some new development and redevelopment at present wastewater flow rates. The table attached as **Appendix G** illustrates City wastewater treatment activity from September 2011 to August 2012.

To promote economic development and provide an alternative to septic systems, the City has been interested in expanding its wastewater service capacity. Therefore, the City is building a new, state of the art, wastewater plant. Construction of the new plant is slated for November of 2013. Capacity for the plant will be phased as it is needed, with the first phase treating 1.5 million gallons of wastewater per day. At full capacity, the plant will be able to treat 4.5 plus million gallons of water per day. The plant is envisioned to treat wastewater originating from new development planned in the area and existing development. In addition, capacity from the new plant would free up capacity at the existing Fisher wastewater plant. Expanded capacity at the existing plant will be used for redevelopment activity and extending sewer service to areas that have experienced flooding in the past and/or are associated with environmentally sensitive areas (lakes/floodplains).

The City is initiating the construction of a series of percolation ponds on 42 acres of a 122 acre site owned by the City. The ponds would accept treated wastewater from both the existing water treatment plant and

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

the proposed water treatment plant. In addition, stormwater would be mixed with the treated wastewater. The intent of the pond system is to enhance water recharge to the aquifer. The City will utilize water in the ponds to support an expanded water reuse system that is envisioned for the City. The expected outcome of the percolation pond system is greater aquifer recharge and further potable water conservation as reuse water becomes more available and reliable. The City is committed to increasing percolation pond/rapid infiltration basin (RIB) coverage throughout the City. The City has budgeted \$950,000 for the purchase of another 70 acres located in the southeastern section of the City. The 70-acre RIB site, if purchased, would be supplied wastewater from the City's new wastewater plant located on the east side of town.

Over 4,000 acres of the City is served by the County Deltona North wastewater system. Average daily flows generated from the incorporated portion of the Deltona North service area equates to 218,000 gallons per day. The County projects that by the end of 2015 the Deltona North service area will generate a 0.598 million gallon per day flow rate with about 98,000 gallons per day being generated from the City of Deltona. The County plant has the capacity to treat 0.600 million gallons of wastewater per day. The average wastewater flow generated from a single family dwelling within the Deltona North wastewater plant is less than 284 gallons per day LOS illustrated in above cited policy I2-SS1.1. However, based on wastewater plant capacity and projected flows through the year 2015, there will be enough capacity to meet the wastewater needs into the future.

SECTION 2
CAPITAL IMPROVEMENTS PROJECTS

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

POTABLE WATER

CAPITAL IMPROVEMENT PROJECTS SUMMARY

| Project No. | Project | FY 2013-2014 | FY 2014-2015 | FY 2015-2016 | FY 2016-2017 | FY 2017-2018 | Total |
|------------------------------------|--|--------------------|--------------------|------------------|------------------|------------------|--------------------|
| 46900 | Water Main Replacements | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,000,000 |
| 46001 | Well Rehabs | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$150,000 | \$550,000 |
| 41009 | Alternative Water Supply | \$350,000 | \$250,000 | \$150,000 | \$150,000 | \$150,000 | \$1,050,000 |
| 640160 | Water CUP Renewal | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| 40018 | Doyle Rd 16" Water Main Improvements | \$855,000 | \$0 | \$0 | \$0 | \$0 | \$855,000 |
| 46013 | Howland Blvd Utility Relocation, Phase 3 | \$1,500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$3,000,000 |
| 46019 | Normandy Sec. B Utility Relocates | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 |
| Total Projects Expenditures | | \$3,745,000 | \$2,050,000 | \$450,000 | \$450,000 | \$500,000 | \$7,195,000 |

| Revenue Source | FY 2013-2014 | FY 2014-2015 | FY 2015-2016 | FY 2016-2017 | FY 2017-2018 | Total |
|--------------------------|--------------------|--------------------|------------------|------------------|------------------|--------------------|
| Operating Surplus | \$2,110,502 | \$495,992 | \$360,000 | \$360,000 | \$410,000 | \$3,736,494 |
| Drawdown of Fund Balance | \$1,347,998 | \$1,464,008 | \$0 | \$0 | \$0 | \$2,812,006 |
| Grants | \$196,000 | \$0 | \$0 | \$0 | \$0 | \$196,000 |
| Impact Fees | \$90,500 | \$90,000 | \$90,000 | \$90,000 | \$90,000 | \$450,500 |
| Total Revenues | \$3,745,000 | \$2,050,000 | \$450,000 | \$450,000 | \$500,000 | \$7,195,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Water Main Replacements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 46900
POLICY NUMBER: I1-PW1.2

PROJECT DESCRIPTION

Water main failures can result in an interruption in service, impact public health as well as have detrimental effects on fire protection. In some cases, mains are increased in size to accommodate the installation of fire hydrants in the surrounding area. Improving the loss of service, reliability, and fire protection to residents should exceed anticipated costs.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Operating Surplus | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,000,000 |
| Total | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,000,000 |

PROJECT NAME: Well Rehabs
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 46001
POLICY NUMBER: I1-PW1.2

PROJECT DESCRIPTION

The public supply wells produce drinking water for the City. Failure to rehab and maintain operational continuity would affect public health. Providing maintenance also allows the utility to maintain production levels from the wells. Inspection and maintenance of existing wells is cost effective compared to the costs of relocating or requesting a replacement well through the water management district.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | <u>FY</u> <u>16/17</u> | FY 17/18 | Total |
|-----------------------------|------------------|------------------|------------------|---------------------------|------------------|------------------|
| Drawdown of Fund Balance | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| Operating Surplus | \$0 | \$100,000 | \$100,000 | \$100,000 | \$150,000 | \$450,000 |
| Total | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$150,000 | \$550,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Alternative Water Supply
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 41009
POLICY NUMBER: I1-PW2.5

PROJECT DESCRIPTION

There is not enough water availability for current or future demands. Reductions in groundwater allocations by the Water Management District are forcing this capital expense. This is an on-going project with potential costs of a very large magnitude.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Operating Surplus | \$259,500 | \$160,000 | \$60,000 | \$60,000 | \$60,000 | \$599,500 |
| Impact Fees | \$90,500 | \$90,000 | \$90,000 | \$90,000 | \$90,000 | \$450,500 |
| Total | \$350,000 | \$250,000 | \$150,000 | \$150,000 | \$150,000 | \$1,050,000 |

PROJECT NAME: Water CUP Renewal
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 640160
POLICY NUMBER: I1-PW1.2

PROJECT DESCRIPTION

This is an on-going project which is anticipated to be completed in FY 13/14. The CUP permit is the operating permit for the public water supply for the City and is in accordance with the Water Resources Act of 1972. Operating a public water system without this permit would result in the City being in violation of Chapter 40C-2 as authorized under F.S. 373.113. Renewing this permit will allow the City to legally supply potable water to the citizens of Deltona. The costs to renew the permit are less than the associated fees that would result from non-renewal in the form of administrative fines and legal fees.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Operating Surplus | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Total | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$40,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Doyle Road 16” Water Main Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 40018
POLICY NUMBER: I1-PW1.2

PROJECT DESCRIPTION

This is for the design, permitting, and preparation of bid documents for the 16” water main from approximately the Doyle Road intersection to the Courtland and Doyle Road intersection. It is about 1.5 miles in length and will provide a connection between the existing water mains in order to “loop” the distribution system. This looping will allow enhanced water circulation and provide fire protection in this development corridor.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Operating Surplus | \$855,000 | \$0 | \$0 | \$0 | \$0 | \$855,000 |
| Total | \$855,000 | \$0 | \$0 | \$0 | \$0 | \$855,000 |

PROJECT NAME: Howland Utility Relocate (Phase 3)
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 46013
POLICY NUMBER: I1-PW4.2

PROJECT DESCRIPTION

There are currently four road widening projects within the City that require the relocation of water and/or wastewater lines (Normandy Blvd., Howland Blvd., DeBary Ave., & Fort Smith Blvd). These pipes will be replaced with new pipes and, in some cases, with larger pipe to provide better services.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|--------------------|--------------------|-------------|-------------|-------------|--------------------|
| Operating Surplus | \$56,002 | \$35,992 | \$0 | \$0 | \$0 | \$91,994 |
| Drawdown of Fund Balance | \$1,247,998 | \$1,464,008 | \$0 | \$0 | \$0 | \$2,712,006 |
| Grants | \$196,000 | \$0 | \$0 | \$0 | \$0 | \$196,000 |
| Total | \$1,500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$3,000,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Normandy Section B Utility Relocates
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 46019
POLICY NUMBER: I1-PW4.2

PROJECT DESCRIPTION

If the City does move forward with the widening of Normandy Blvd. Section B, the utilities will need to be relocated as part of the roadway construction. Failure to move the utilities in conjunction with the roadway construction can lead to significantly higher repair costs in the future.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Operating Surplus | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 |
| Total | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

TRANSPORTATION

CAPITAL IMPROVEMENT PROJECTS SUMMARY

| Project No. | Project | FY 2013-2014 | FY 2014-2015 | FY 2015-2016 | FY 2016-2017 | FY 2017-2018 | Total |
|------------------------------------|---|--------------------|--------------|--------------|------------------|------------------|---------------------|
| 33031 | Normandy Blvd – Widening Section B | \$ 1,700,000 | \$0 | \$0 | \$0 | \$0 | \$ 1,700,000 |
| 631021 | Road Resurfacing | \$ 500,000 | \$0 | \$0 | \$750,000 | \$750,000 | \$ 2,000,000 |
| 33064 | Howland Blvd./Ft. Smith Blvd. Intersection Improvements | \$625,000 | \$0 | \$0 | \$0 | \$0 | \$625,000 |
| Total Projects Expenditures | | \$2,825,000 | \$0 | \$0 | \$750,000 | \$750,000 | \$ 4,325,000 |

| Revenue Source | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------------------|--------------------|------------|------------|------------------|------------------|--------------------|
| Operating Surplus | \$521,225 | \$0 | \$0 | 571,925 | \$575,000 | \$1,668,150 |
| Drawdown of Fund Balance | \$2,128,775 | \$0 | \$0 | \$3,075 | \$0 | \$2,131,850 |
| Impact Fees | \$175,000 | \$0 | \$0 | \$175,000 | 175,000 | 525,000 |
| Total Revenues | \$2,825,000 | \$0 | \$0 | \$750,000 | \$750,000 | \$4,325,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Normandy Blvd – Section B
PLAN ELEMENT: Transportation

PROJECT NUMBER: 33031
POLICY NUMBER: T1-2.4

PROJECT DESCRIPTION

This project is part of the City’s overall road widening plan and has been scheduled for a couple of years. As the City has grown, traffic congestion has also increased. This project is intended to alleviate some of that congestion. This project will conclude in FY 13/14

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|--------------------|-------------|-------------|-------------|-------------|--------------------|
| Operating Surplus | \$21,225 | \$0 | \$0 | \$0 | \$0 | \$21,225 |
| Drawdown of Fund Balance | \$1,503,775 | \$0 | \$0 | \$0 | \$0 | \$1,503,775 |
| Impact Fees | \$175,000 | \$0 | \$0 | \$0 | \$0 | \$175,000 |
| Total | \$1,700,000 | \$0 | \$0 | \$0 | \$0 | \$1,700,000 |

PROJECT NAME: Road Resurfacing and Striping
PLAN ELEMENT: Transportation

PROJECT NUMBER: 631021
POLICY NUMBER: T1-1.9

PROJECT DESCRIPTION

The consequences resulting from not funding road resurfacing would include undue wear and deterioration on the roadway infrastructure, a tremendous safety and liability issue from increased accidents and a cost increase in repairs and/or complete reconstruction of the roadway at a later date. Resurfacing greatly reduces the hazards and threats to public safety. By restoring rough, damaged and deteriorating roadways to a like-new condition allows the general public to travel more comfortably, safely, and confidently. Road Resurfacing includes putting thermoplastic striping to replace the temporary paint that is initially laid down when a road is resurfaced.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|------------------|-------------|-------------|------------------|------------------|--------------------|
| Operating Surplus | \$500,000 | \$0 | \$0 | \$571,925 | \$575,000 | \$1,646,925 |
| Drawdown of Fund Balance | \$0 | \$0 | \$0 | \$3,075 | \$0 | \$0 |
| Impact Fees | \$0 | \$0 | \$0 | \$175,000 | \$175,000 | \$350,000 |
| Total | \$500,000 | \$0 | \$0 | \$750,000 | \$750,000 | \$2,000,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Howland Blvd./Ft. Smith Blvd
Intersection Improvements
PLAN ELEMENT: Transportation

PROJECT NUMBER: 33064
POLICY NUMBER: T1-2.4

PROJECT DESCRIPTION

The project will be constructed as a part of the Volusia County Howland Phase 3 roadway project which includes the reconstruction of the Howland and Ft. Smith intersection. The work will include rural to urban cross section, curb and gutter, bicycle lanes, and 5 foot sidewalks. New turn lanes will be added to Fort Smith Blvd at the intersection of Howland Blvd.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Drawdown of Fund Balance | \$625,000 | \$0 | \$0 | \$0 | \$0 | \$625,000 |
| Total | \$625,000 | \$0 | \$0 | \$0 | \$0 | \$625,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

**STORMWATER
CAPITAL IMPROVEMENT PROJECTS SUMMARY**

| Project No. | Project | FY 2013-2014 | FY 2014-2015 | FY 2015-2016 | FY 2016-2017 | FY 2017/2018 | Total |
|-------------|--|--------------|--------------|--------------|--------------|--------------|-------------|
| 28237 | Armadillo Dr./ Fitzpatrick Terrace Improvements | \$14,200 | \$0 | \$0 | \$0 | \$0 | \$14,200 |
| 21001 | Leland Drainage Impr. | \$25,000 | \$400,000 | \$0 | \$0 | \$0 | \$425,000 |
| 650100 | Drainage Pipe Rehab | \$ 200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,000,000 |
| 24105 | Tipton Dr. Retention Pond Improvement | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| 28238 | Bonview Ave./ Merchant Terr. Drainage Improvements | \$25,000 | \$75,000 | \$0 | \$0 | \$0 | \$100,000 |
| 29199 | Mapleshade Drainage Retention Pond Improvements | \$103,000 | \$0 | \$0 | \$0 | \$0 | \$103,000 |
| 29239 | Brickell Dr. Drainage Improvements | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| 28236 | Cardinal St. (2902/2912) Drainage Improvements | \$5,600 | \$0 | \$0 | \$0 | \$0 | \$5,600 |
| 21002 | Stormwater Master Regional System | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| 28230 | Keysville Ave. (2620) Drainage Improvement | \$13,700 | \$0 | \$0 | \$0 | \$0 | \$13,700 |
| 23220 | Piedmont Drainage Area Swale Improvements | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| 28229 | Blackburn/Eldridge Drainage Improvements | \$135,000 | \$0 | \$0 | \$0 | \$0 | \$135,000 |
| 29240 | Courtland/Skate Park Drainage Improvements | \$165,000 | \$0 | \$0 | \$0 | \$0 | \$165,000 |
| 21003 | Stormwater Master Force Main | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| 28235 | Lyric/O'Bannion/ Peak Drainage Improvements | \$9,400 | \$0 | \$0 | \$0 | \$0 | \$9,400 |
| 28231 | Monica Ct. (1506) Drainage Improvements | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$7,000 |
| 28239 | Pine Bluff Ave. Drainage Improvements | \$20,000 | \$110,000 | \$40,000 | \$0 | \$0 | \$170,000 |
| 25125 | Stanton/Worthington Phase II Drainage Improvements | \$18,600 | \$0 | \$0 | \$0 | \$0 | \$18,600 |
| 28228 | Courtland/Haulover Drainage Improvements | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

| | | | | | | | |
|------------------------------------|---|--------------------|------------------|------------------|------------------|------------------|--------------------|
| 29207 | Summit Hill Dr. (1434) Drainage Improvements | \$8,100 | \$0 | \$0 | \$0 | \$0 | \$8,100 |
| 28232 | Swanson & Santa Clara Intersection Drainage Improvements | \$12,200 | \$0 | \$0 | \$0 | \$0 | \$12,200 |
| 28233 | Vaughn & Tansboro Drainage Improvements | \$14,000 | \$0 | \$0 | \$0 | \$0 | \$14,000 |
| 28234 | Walton Ave. (1401) Drainage Improvements | \$5,100 | \$0 | \$0 | \$0 | \$0 | \$5,100 |
| 29175 | Danforth Ave. Drainage – Phase 1 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| 29175 | Danforth Ave. Drainage – Phase 2 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| Total Projects Expenditures | | \$2,250,900 | \$785,000 | \$240,000 | \$200,000 | \$200,000 | \$3,675,900 |

| Revenue Source | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|
| Drawdown of Fund Balance | \$1,710,928 | \$557,300 | \$72,750 | \$85,800 | \$141,100 | \$2,567,878 |
| Grants | \$252,172 | \$0 | \$0 | \$0 | \$0 | \$252,172 |
| Operating Surplus | \$287,800 | \$227,700 | \$166,250 | \$114,200 | \$58,900 | \$855,850 |
| Total Revenues | \$2,250,900 | \$785,000 | \$240,000 | \$200,000 | \$200,000 | \$3,675,900 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Armadillo Dr./Fitzpatrick Terr.
Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28237
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 600' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better facilitate the flow of stormwater.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Drawdown of Fund Balance | \$14,200 | \$0 | \$0 | \$0 | \$0 | \$14,200 |
| Total | \$14,200 | \$0 | \$0 | \$0 | \$0 | \$14,200 |

PROJECT NAME: Leland Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 21001
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The drainage retention area on Leland Dr. adversely affects numerous residents in the Leland and Oslo area, during and after prolonged stormwater events. The drainage area receives water from several inlets. Improvements are needed to handle the flow in the area. Funding this project would greatly increase the level of flood protection for the residents in this area. This project has several benefits that cause it to exceed the cost of its funding. The area currently requires the use of emergency rental pumps to control flooding issues after major storm events.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|------------------|-------------|-------------|-------------|------------------|
| Operating Surplus | \$0 | \$227,200 | \$0 | \$0 | \$0 | \$227,200 |
| Drawdown of Fund Balance | \$25,000 | \$172,800 | \$0 | \$0 | \$0 | \$197,800 |
| Total | \$25,000 | \$400,000 | \$0 | \$0 | \$0 | \$425,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Drainage Pipe Rehab.
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 650100
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The City has several stormwater pipe runs that require lining. These runs are in areas where digging them up would jeopardize structures on private property. If we do not address these failures, there could be severe consequences when the rainy season begins.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Drawdown of Fund Balance | \$199,500 | \$199,500 | \$32,750 | \$85,800 | \$141,100 | \$658,650 |
| Operating Surplus | \$500 | \$500 | \$167,250 | \$114,200 | \$58,900 | \$341,350 |
| Total | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,000,000 |

PROJECT NAME: Tipton Dr. Improvements
Gravity System
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 24105
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The retention pond at Tipton Dr. currently floods the area during and after major storm events. It cannot support the capacity that is needed by the surrounding area. This project would improve the capacity of this pond and decrease the flooding in the surrounding area. This project would also eliminate the need for emergency pumps, as well as the cost of labor and equipment that is needed to set up and maintain emergency pumps. This project is a continuation from FY 12/13.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Grants | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Total | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Bonview Ave./Merchant Terr.
Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28238
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The scope of this project covers engineering, design and permitting for a drainage improvement project for the Bonview Avenue and Merchant Terrace area. This area has experienced flooding in past years and an improved system should help reduce the flooding and better manage stormwater in the area.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|-----------------|-------------|-------------|-------------|------------------|
| Drawdown of Fund Balance | \$25,000 | \$75,000 | \$0 | \$0 | \$0 | \$100,000 |
| Total | \$25,000 | \$75,000 | \$0 | \$0 | \$0 | \$100,000 |

PROJECT NAME: Mapleshade Drainage Retention Pond
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29199
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The drainage retention pond next to 3154 Mapleshade Street needs an outfall structure. During major storm events, this pond overflows and floods the streets. This poses a safety hazard for local residents and for the response of emergency services. Improvements are needed to reduce flooding in this area. The construction of this project is a carry-over from FY 12/13.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Grants | \$103,000 | \$0 | \$0 | \$0 | \$0 | \$103,000 |
| Total | \$103,000 | \$0 | \$0 | \$0 | \$0 | \$103,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Brickell Dr. Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29239
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

This project will assist in reducing the TMDL levels, while improving the water quality of Lake Monroe. This project will treat the stormwater prior to it being discharged into downstream waters. Grant money may be a possibility for this project.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY <u>16/17</u> | FY 17/18 | Total |
|-----------------------------|-----------------|-------------|-------------|--------------------|-------------|-----------------|
| Drawdown of Fund Balance | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Total | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 |

PROJECT NAME: Cardinal St. (2902/2912) Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28236
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm event. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed in this area as the current infrastructure is old and failing. The scope of this project consists of replacing a large portion of the old system with HDPE piping, which is better suited for the area.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|----------------|-------------|-------------|-------------|-------------|----------------|
| Drawdown of Fund Balance | \$5,600 | \$0 | \$0 | \$0 | \$0 | \$5,600 |
| Total | \$5,600 | \$0 | \$0 | \$0 | \$0 | \$5,600 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Stormwater Master Regional System
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 21002
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

This system will serve as a multi-function system allowing for storage of stormwater within a 122-acre site and also serve as a means for augmenting effluent water.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Drawdown of Fund Balance | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| Total | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |

PROJECT NAME: Keysville Ave. (2620) Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28230
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 440' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Drawdown of Fund Balance | \$13,700 | \$0 | \$0 | \$0 | \$0 | \$13,700 |
| Total | \$13,700 | \$0 | \$0 | \$0 | \$0 | \$13,700 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Piedmont Drainage Area Swale Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 23220
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The swales in the Piedmont drainage area flow too rapidly during storm events and are in need of improvements. This project is being continued from FY 12/13, with completion in FY 13/14.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Grants | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Total | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |

PROJECT NAME: Blackburn/Eldrige Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28229
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

During FY 13/14 the engineered and permitted drainage improvements will be constructed. The budget includes the CEI (construction engineering inspection) services along with the cost of construction for the project. The improved system should help reduce the flooding and manage the current stormwater in the area.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Operating Surplus | \$135,000 | \$0 | \$0 | \$0 | \$0 | \$135,000 |
| Total | \$135,000 | \$0 | \$0 | \$0 | \$0 | \$135,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Courtland – Skate Park Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29240
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

During FY 13/14, the engineered and permitted drainage improvements will be constructed, which includes stormwater pipe and material installation, swale reconfiguration and roadway restoration. The budget includes the CEI (construction engineering inspection) services in addition to the cost of construction for the project. The improved system should help reduce the flooding and manage the current stormwater in the area of the Skate Park entrance along Courtland Boulevard.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Drawdown of Fund Balance | \$165,000 | \$0 | \$0 | \$0 | \$0 | \$165,000 |
| Total | \$165,000 | \$0 | \$0 | \$0 | \$0 | \$165,000 |

PROJECT NAME: Stormwater Master Force Main
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 21003
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

This new stormwater force main will connect the Tivoli/Wheeling pump station and pond with the new Master Regional Stormwater pond system. In doing so, this will relieve the Tivoli area and assist with preventing future flooding to the area.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Drawdown of Fund Balance | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |
| Total | \$350,000 | \$0 | \$0 | \$0 | \$0 | \$350,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Lyric/O’Bannion/Peak Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28235
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed in this area as the current infrastructure is old and failing. The scope of this project consists of replacing a large portion of the old system with HDPE piping, which is better suited for the area.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|----------------|-------------|-------------|-------------|-------------|----------------|
| Drawdown of Fund Balance | \$9,400 | \$0 | \$0 | \$0 | \$0 | \$9,400 |
| Total | \$9,400 | \$0 | \$0 | \$0 | \$0 | \$9,400 |

PROJECT NAME: Monica Ct. (1506) Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28231
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in his area. The scope of this project consists of the installation of roughly 140’ of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|----------------|-------------|-------------|-------------|-------------|----------------|
| Drawdown of Fund Balance | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$7,000 |
| Total | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$7,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Pine Bluff Ave. Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28239
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

During storm events the existing stormwater system on Pine Bluff Avenue is inadequate to disperse the water; often leaving the neighborhood with standing water. The City has concluded that an enhanced system of the new piping and stormwater inlets will help mitigate the problem. This phase of the project will include the engineering, design and permitting of the project.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|------------------|-----------------|-------------|-------------|------------------|
| Drawdown of Fund Balance | \$20,000 | \$110,000 | \$40,000 | \$0 | \$0 | \$170,000 |
| Total | \$20,000 | \$110,000 | \$40,000 | \$0 | \$0 | \$170,000 |

PROJECT NAME: Swanson & Santa Clara Intersection
Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28232
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 500' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Drawdown of Fund Balance | \$12,200 | \$0 | \$0 | \$0 | \$0 | \$12,200 |
| Total | \$12,200 | \$0 | \$0 | \$0 | \$0 | \$12,200 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Stanton/Worthington Phase II
Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 25125
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 940' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Operating Surplus | \$2,300 | \$0 | \$0 | \$0 | \$0 | \$2,300 |
| Drawdown of Fund Balance | \$12,128 | \$0 | \$0 | \$0 | \$0 | \$12,128 |
| Grants | \$4,172 | \$0 | \$0 | \$0 | \$0 | \$4,172 |
| Total | \$18,600 | \$0 | \$0 | \$0 | \$0 | \$18,600 |

PROJECT NAME: Courtland /Haulover Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28228
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

During FY 13/14, the engineered and permitted drainage improvements will be constructed. The budget includes the CEI (construction engineering inspection) services along with the cost of construction for the project. The improved system should help reduce the flooding and manage the current stormwater in the area.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Operating Surplus | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| Total | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Summit Hill Dr. (1434) Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29207
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 120' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|----------------|-------------|-------------|-------------|-------------|----------------|
| Drawdown of Fund Balance | \$8,100 | \$0 | \$0 | \$0 | \$0 | \$8,100 |
| Total | \$8,100 | \$0 | \$0 | \$0 | \$0 | \$8,100 |

PROJECT NAME: Vaughn & Tansboro Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28233
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 370' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Drawdown of Fund Balance | \$14,000 | \$0 | \$0 | \$0 | \$0 | \$14,000 |
| Total | \$14,000 | \$0 | \$0 | \$0 | \$0 | \$14,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Walton Ave. (1401) Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28234
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed in this area as the current infrastructure is old and failing. The scope of this project consists of replacing a large portion of the old system with HDPE piping, which is better suited for the area.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|----------------|-------------|-------------|-------------|-------------|----------------|
| Drawdown of Fund Balance | \$5,100 | \$0 | \$0 | \$0 | \$0 | \$5,100 |
| Total | \$5,100 | \$0 | \$0 | \$0 | \$0 | \$5,100 |

PROJECT NAME: Danforth Ave. Drainage- Phase 1
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29175
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The Danforth Avenue area gets overwhelmed during heavy and prolonged periods of rain. The area needs drainage improvements in order to better serve residents and emergency responders. FY 12/13 includes engineering, design and permitting for Phase 1 of this project. The construction will begin in FY 13/14.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Grants | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Total | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Danforth Ave. Drainage – Phase 2
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29175
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The Danforth Avenue area gets overwhelmed during heavy and prolonged periods of rain. The area needs drainage improvements in order to better serve residents and emergency responders. FY 12/13 includes engineering, design and permitting for Phase 1 of this project. The construction will begin in FY 13/14.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Grants | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| Total | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$100,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

WASTEWATER

CAPITAL IMPROVEMENT PROJECTS SUMMARY

| Project No. | Project | FY 2013-2014 | FY 2014-2015 | FY 2015-2016 | FY 2016-2017 | FY 2017-2018 | Total |
|------------------------------------|-----------------------------------|---------------------|---------------------|--------------------|------------------|------------------|---------------------|
| 46010 | Easter Wastewater Treatment Plant | \$12,000,000 | \$12,000,000 | \$5,000,000 | \$0 | \$0 | \$29,000,000 |
| 45009 | Rehab Sewer Collection System | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$500,000 |
| 44011 | RIB Site for EWWTP | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$950,000 |
| 640500 | RAS Pumps for Clarifiers | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| 43012 | Doyle Rd Reclaimed Main | \$3,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$6,000,000 |
| 44012 | Doyle Rd RIB Site | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$900,000 |
| 43011 | Master Lift Station-Doyle Road | \$650,000 | \$0 | \$0 | \$0 | \$0 | \$650,000 |
| Total Projects Expenditures | | \$17,630,000 | \$15,100,000 | \$5,100,000 | \$100,000 | \$100,000 | \$38,030,000 |

| Revenue Source | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------------------|---------------------|---------------------|--------------------|------------------|------------------|---------------------|
| Drawdown of Fund Balance | \$3,380,000 | \$1,800,000 | \$0 | \$0 | \$0 | \$5,180,000 |
| Debt Proceeds | \$12,950,000 | \$12,000,000 | \$2,510,000 | \$0 | \$0 | \$27,460,000 |
| Grants | \$1,200,000 | \$1,200,000 | \$0 | \$0 | \$0 | \$2,400,000 |
| Operating Surplus | \$100,000 | \$100,000 | \$2,590,000 | \$100,000 | \$100,000 | 2,990,000 |
| Total Revenues | \$17,630,000 | \$15,100,000 | \$5,100,000 | \$100,000 | \$100,000 | \$38,030,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Eastern Wastewater Treatment Plant
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 46010
POLICY NUMBER: I2-SS1.3

PROJECT DESCRIPTION

The City is currently in the process of having a second wastewater treatment facility designed and permitted. This process will carry over into FY 13/14 and beyond. This plant will support the development on the east side of the City and help alleviate some of the flows that go through the current wastewater treatment plant.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|---------------------|---------------------|--------------------|-------------|-------------|---------------------|
| Operating Surplus | \$0 | \$0 | \$2,490,000 | \$0 | \$0 | \$2,490,000 |
| Debt Proceeds | \$12,000,000 | \$12,000,000 | \$2,510,000 | \$0 | \$0 | \$26,510,000 |
| Total | \$12,000,000 | \$12,000,000 | \$5,000,000 | \$0 | \$0 | \$29,000,000 |

PROJECT NAME: Rehab Sewer Collection System
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 45009
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

Not addressing the aging sewer collection system will result in failures. A failure will cause a loss in sewer service to the residents and an environmental release of raw sewage to the surrounding communities and environment. Repairing the collection system not only avoids costs associated with emergency repairs but also reduces the amount of ground water leaking into the system that is then treated at the wastewater facility. This reduces the direct costs on chemicals used to treat ground water and could also offset the need for capital expansion due to capacity at the wastewater facility.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Operating Surplus | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$500,000 |
| Total | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$500,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: RIB Site for EWWTP
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 44011
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

This RIB site will physically be located on the southern portion of the 122 acre site. The design and completion of the Eastern Wastewater Treatment facility relies on this project. The FDEP permit for the Eastern Wastewater Treatment facility will not be issued without completion of this project. Development in the City's growth areas and the SR 415 corridor depends upon the provision of sewer service and the success of this project.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|---------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Debt Proceeds | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$950,000 |
| Total | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$950,000 |

PROJECT NAME: RAS Pumps for Clarifiers
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 640500
POLICY NUMBER:

PROJECT DESCRIPTION

The existing RAS pumps for the clarifiers at the wastewater treatment facility are in need of an upgrade. They do not operate at full capacity due to their age and have to be manually assisted by staff to keep up with the current flow at the wastewater facility. These pumps have to be cleaned several times throughout the day in order to keep the system from getting clogged. This presents a safety hazard for staff that has to unclog the pumps which may contain hazardous objects such as razors, needles, etc. New pumps will be better able to handle the existing flow and will allow for increased flow in the future.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Drawdown of Fund Balance | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| Total | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Doyle Rd Reclaimed Main
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 43012
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

This line will connect the reclaimed lines recently constructed on SR415 to the existing lines on Doyle Rd. These lines will also connect to the proposed Doyle Road RIB site.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|--------------------|--------------------|-------------|-------------|-------------|--------------------|
| Drawdown of Fund Balance | \$1,800,000 | \$1,800,000 | \$0 | \$0 | \$0 | \$3,600,000 |
| Grants | \$1,200,000 | \$1,200,000 | \$0 | \$0 | \$0 | \$2,400,000 |
| Total | \$3,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$6,000,000 |

PROJECT NAME: Master Lift Station – Doyle Road
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 43011
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

This lift station will serve as the wastewater master pump station for future development of the Doyle Road and SR 415 area. The scope of this project consists of the pump station, related equipment and a generator for emergency power

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Drawdown of Fund Balance | \$650,000 | \$0 | \$0 | \$0 | \$0 | \$650,000 |
| Total | \$650,000 | \$0 | \$0 | \$0 | \$0 | \$650,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Doyle Rd. RIB Site
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 44012
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

This project includes the acquisition of approx. 70 acres of land, design, permitting, and construction of rapid infiltration basins for disposal of reclaimed water during wet weather periods. This facility will be used in conjunction with the new Eastern Wastewater Treatment Facility.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|-----------------------------|------------------|-------------|-------------|-------------|-------------|------------------|
| Drawdown of Fund Balance | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$900,000 |
| Total | \$900,000 | \$0 | \$0 | \$0 | \$0 | \$900,000 |

**SECTION 3
FIVE YEAR CIP FUNDS**

OVERALL CITY OF DELTONA CAPITAL BUDGET

The following spreadsheets and charts contained within Section 3 of this report represent the five year City capital budget and funding sources. There are also spreadsheets and charts that specifically depict capital projects funded by enterprise funds. The fiscal analysis was derived using the subject spreadsheets and tables as a foundation for the analysis of concurrency-oriented capital improvements.

A review of the Section 3 spreadsheets and accompanying tables will reveal that, in some cases, unidentified funding sources have been scheduled for projects as early as year one of the 5 year capital improvement program. As the funding sources currently considered unidentified become known (reliable funding mechanisms), the CIE will be appropriately updated during the next annual CIE amendment to reflect the changed funding status.

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

**ESTIMATED OPERATING
BUDGET IMPACTS OF SELECTED
CAPITAL IMPROVEMENT PROJECTS**

The following projects are expected to generate incremental operating costs and therefore impact future operating budgets. This list is not all inclusive but does include the most significant projects whose operating budget impacts have been quantified.

| | FY 14 / 15 | FY 15 / 16 | FY 16 / 17 | FY 17 / 18 |
|-----------------------------------|-------------|-------------|-------------|-------------|
| Public Safety: | | | | |
| No major projects (1) | \$ - | \$ - | \$ - | \$ - |
| Transportation: | | | | |
| No major projects (1) | \$ - | \$ - | \$ - | \$ - |
| Culture & Recreation: | | | | |
| No major projects (1) | \$ - | \$ - | \$ - | \$ - |
| Total - Governmental Funds | \$ - | \$ - | \$ - | \$ - |

Wastewater - New Multi-Year Eastern Wastewater Treatment Plant

Estimated Completion: 2015

| | 6 | 8 | 8 | 8 |
|---------------------------------------|----------------|------------------|------------------|------------------|
| Additional Staffing (# New Personnel) | 6 | 8 | 8 | 8 |
| Additional Staffing Costs | \$ 225,000 | \$ 600,000 | \$ 625,000 | \$ 650,000 |
| Materials (R&R) | 10,000 | 35,000 | 40,000 | 45,000 |
| Membrane Replacement | - | - | 125,000 | 125,000 |
| Chemicals | 75,000 | 100,000 | 125,000 | 150,000 |
| Utilities | 400,000 | 550,000 | 575,000 | 600,000 |
| Biosolids Treatment | 100,000 | 200,000 | 225,000 | 250,000 |
| Water Testing Services | 20,000 | 45,000 | 50,000 | 50,000 |
| Misc. Tools & Supplies | 25,000 | 25,000 | 25,000 | 25,000 |
| Training, etc. | 15,000 | 15,000 | 20,000 | 20,000 |
| Total - Enterprise Funds | 870,000 | 1,570,000 | 1,810,000 | 1,915,000 |

(1) Due to the general state of the economy over the past several years, the City has significantly reduced its capital spending. The majority of projects presented in this budget represent those that are more renewal and/or replacement in nature therefore, additional future operating costs are not anticipated with the exception of the Eastern Wastewater Treatment Plant.

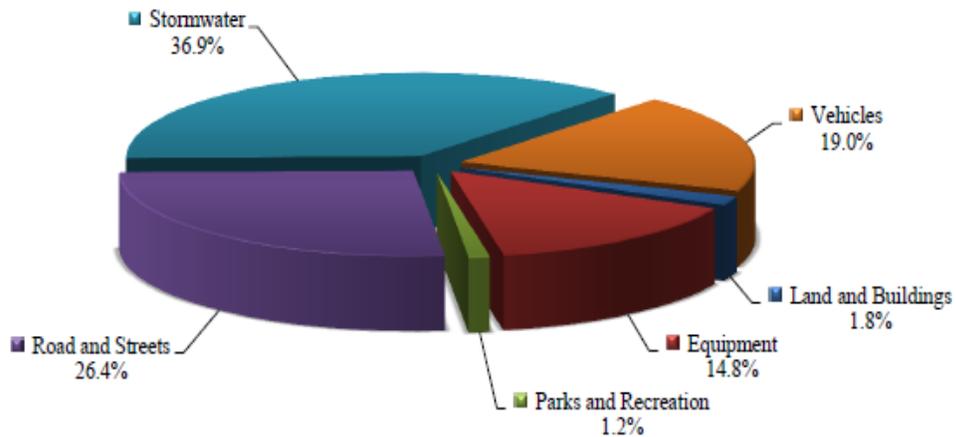
13/14 Annual Budget

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

**GOVERNMENTAL FUNDS
FIVE YEAR CAPITAL IMPROVEMENT PLAN
SUMMARY BY PROJECT TYPE**

| Project | Budget | Planned | | | | Total |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | |
| Land and Buildings - Fire Station | \$ 408,000 | \$ - | \$ - | \$ - | \$ - | \$ 408,000 |
| Land and Buildings - Parks & Recreation | - | - | - | - | - | - |
| Equipment | 1,139,700 | 885,700 | 649,000 | 532,000 | 202,500 | 3,408,900 |
| Road Construction | 2,325,000 | 500,000 | 1,250,000 | - | - | 4,075,000 |
| Park Projects | 265,000 | - | - | - | - | 265,000 |
| Road Resurfacing | 500,000 | - | - | 750,000 | 750,000 | 2,000,000 |
| Sidewalks | - | - | - | - | - | - |
| Stormwater - Capital Improvement | 1,827,900 | 694,000 | 1,475,000 | 2,106,000 | 550,000 | 6,652,900 |
| Stormwater - Renewal and Replacement | 423,000 | 420,000 | 395,000 | 298,400 | 295,000 | 1,831,400 |
| Vehicles | 177,000 | 992,000 | 1,056,000 | 1,033,000 | 1,122,000 | 4,380,000 |
| | <u>\$ 7,065,600</u> | <u>\$ 3,491,700</u> | <u>\$ 4,825,000</u> | <u>\$ 4,719,400</u> | <u>\$ 2,919,500</u> | <u>\$ 23,021,200</u> |

Total 5-Year CIP By Project Type



13/14 Annual Budget

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

**GOVERNMENTAL FUNDS
FIVE YEAR CAPITAL IMPROVEMENT PLAN
SUMMARY BY FUNDING SOURCE**

| Funding Source | Budget | Planned | | | | Total |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | |
| Gas Tax Revenue (1) | \$ 511,225 | \$ 529,075 | \$ 548,575 | \$ 562,925 | \$ 580,950 | \$ 2,732,750 |
| General Fund | 1,050,000 | 1,050,000 | 1,050,000 | 1,050,000 | 1,050,000 | 5,250,000 |
| Grants | 218,977 | - | - | - | - | 218,977 |
| Impact Fees - Fire | 3,210 | 3,210 | 3,210 | 3,210 | 3,210 | 16,050 |
| Impact Fees - Law Enforcement | 1,740 | 1,740 | 1,740 | 1,740 | 1,740 | 8,700 |
| Impact Fees - Parks and Recreation | 23,340 | 23,340 | 23,340 | 23,340 | 23,340 | 116,700 |
| Impact Fees - Transportation | 175,000 | 175,000 | 175,000 | 175,000 | 175,000 | 875,000 |
| Interest Income | 29,320 | 28,180 | 23,670 | 20,690 | 12,410 | 114,270 |
| Stormwater Special Assessments (2) | 284,100 | 226,200 | 165,850 | 112,500 | 57,100 | 845,750 |
| Unidentified Funding (3) | - | - | 2,000,000 | 2,000,000 | 750,000 | 4,750,000 |
| Draw from (transfer) to CIP Fund Balance | 4,768,688 | 1,454,955 | 833,615 | 769,995 | 265,750 | 8,093,003 |
| | <u>\$ 7,065,600</u> | <u>\$ 3,491,700</u> | <u>\$ 4,825,000</u> | <u>\$ 4,719,400</u> | <u>\$ 2,919,500</u> | <u>\$ 23,021,200</u> |

(1) Tax revenues in excess of related operating expenditures and debt service.

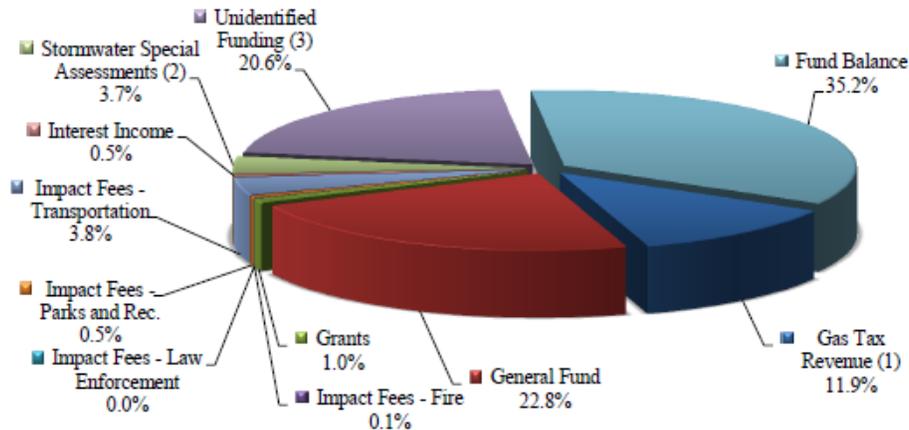
(2) Assessment revenue in excess of related operating expenditures and debt service

(3) If funding does not materialize the related capital outlay will be adjusted as needed.

CIP Fund Balance:

| | | | | | |
|---------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Beginning CIP reserve | \$ 11,923,444 | \$ 7,154,756 | \$ 5,699,801 | \$ 4,866,186 | \$ 4,096,191 |
| Draw (from) addition to reserve | (4,768,688) | (1,454,955) | (833,615) | (769,995) | (265,750) |
| Ending CIP reserve | <u>\$ 7,154,756</u> | <u>\$ 5,699,801</u> | <u>\$ 4,866,186</u> | <u>\$ 4,096,191</u> | <u>\$ 3,830,441</u> |

Total 5-Year CIP By Funding Source



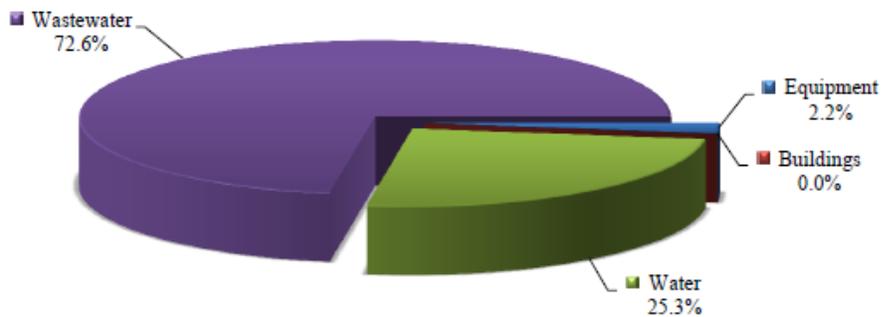
13/14 Annual Budget

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

**ENTERPRISE FUND
FIVE YEAR CAPITAL IMPROVEMENT PLAN
SUMMARY BY PROJECT TYPE**

| Project | Budget | Planned | | | | Total |
|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | |
| Vehicle & Equipment | \$ 442,252 | \$ 200,203 | \$ 225,302 | \$ 163,746 | \$ 159,505 | \$ 1,191,008 |
| Water | 5,923,616 | 5,088,086 | 790,856 | 1,049,463 | 973,820 | 13,825,841 |
| Wastewater | <u>16,335,532</u> | <u>15,229,719</u> | <u>5,145,442</u> | <u>517,366</u> | <u>2,472,175</u> | <u>39,700,234</u> |
| | <u>\$22,701,400</u> | <u>\$20,518,008</u> | <u>\$ 6,161,600</u> | <u>\$ 1,730,575</u> | <u>\$ 3,605,500</u> | <u>\$54,717,083</u> |

Total 5-Year CIP By Project Type



13/14 Annual Budget

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

**ENTERPRISE FUND
FIVE YEAR CAPITAL IMPROVEMENT PLAN
SUMMARY BY FUNDING SOURCE**

| Funding Source | Budget | Planned | | | | Total |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | |
| Interest Income | \$ 80,000 | \$ 54,800 | \$ 52,800 | \$ 61,000 | \$ 75,500 | \$ 324,100 |
| Utility Assessment Fees | 350,500 | 358,000 | 366,000 | 374,000 | 383,000 | 1,831,500 |
| Utility Operating Fund (1) | 3,456,902 | 3,353,079 | 3,403,158 | 4,137,158 | 4,808,158 | 19,158,455 |
| Grants | 1,896,000 | 1,280,000 | 80,000 | 200,000 | 1,100,000 | 4,556,000 |
| Issuance of debt - State Revolving Fund | 12,950,000 | 12,000,000 | 2,510,000 | - | - | 27,460,000 |
| Draw from (transfer) to reserves | 3,967,998 | 3,472,129 | (250,358) | (3,041,583) | (2,761,158) | 1,387,028 |
| | <u>\$22,701,400</u> | <u>\$20,518,008</u> | <u>\$ 6,161,600</u> | <u>\$ 1,730,575</u> | <u>\$ 3,605,500</u> | <u>\$ 54,717,083</u> |

- (1) Operating revenues in excess of related exp
(2) Bond Sinking Fund & Customer Deposits.
(3) Restricted by State Law but available for qualifying capital outlay.
(4) Restricted by bond covenants for renewal & replacement. Available for R & R capital outlay.
(5) Benchmark is six months of operating expenses.

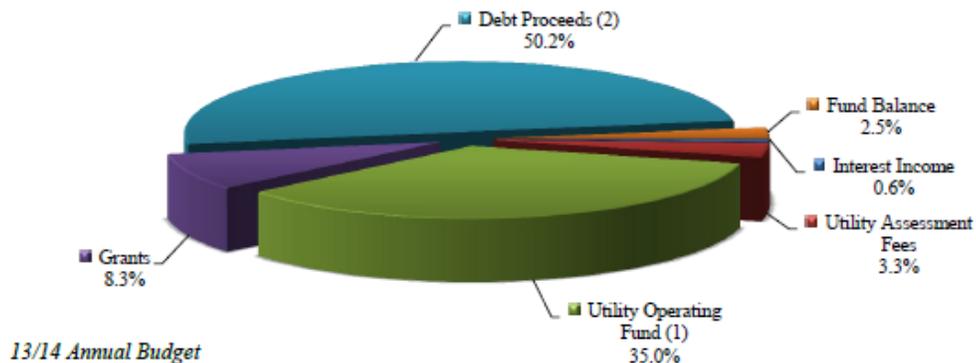
Reserves:

| | | | | | |
|---------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Reserve | \$17,876,049 | \$13,908,051 | \$10,435,922 | \$10,686,280 | \$13,727,863 |
| Draw (from) addition to reserve | (3,967,998) | (3,472,129) | 250,358 | 3,041,583 | 2,761,158 |
| Ending Reserves | <u>\$13,908,051</u> | <u>\$10,435,922</u> | <u>\$10,686,280</u> | <u>\$13,727,863</u> | <u>\$16,489,021</u> |

Reserve Components:

| | | | | | |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|
| Restricted (2) | \$ 5,308,000 | \$ 5,637,000 | \$ 5,753,000 | \$ 5,850,000 | \$ 5,944,000 |
| Restricted - Impact Fees (3) | 90,500 | 90,000 | 90,000 | 90,000 | 90,000 |
| Restricted - Renewal & Replacement (4) | 956,000 | 1,022,000 | 1,079,000 | 1,133,000 | 1,189,000 |
| Operating Reserve (5) | - | - | - | - | 1,500,000 |
| Unassigned | 7,553,551 | 3,686,922 | 3,764,280 | 6,654,863 | 7,766,021 |
| Total Reserves | <u>\$13,908,051</u> | <u>\$10,435,922</u> | <u>\$10,686,280</u> | <u>\$13,727,863</u> | <u>\$16,489,021</u> |

Total 5-Year CIP By Funding Source



APPENDICES

|

APPENDIX A
Capital Improvements Projects
Strikethrough Underline Format

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

POTABLE WATER

CAPITAL IMPROVEMENT PROJECTS SUMMARY

| Project No. | Project | FY | FY | FY | FY | FY | Total |
|------------------------------------|--|--|--|--|--|--|--|
| | | 2012-2013 2013-2014 | 2013-2014 2014-2015 | 2014-2015 2015-2016 | 2015-2016 2016-2017 | 2016-2017 2017-2018 | |
| 40018 <u>46900</u> | Water Main Replacements | \$500,000 <u>\$200,000</u> | \$500,000 <u>\$200,000</u> | \$500,000 <u>\$200,000</u> | \$500,000 <u>\$200,000</u> | \$500,000 <u>\$200,000</u> | \$2,500,000 <u>\$1,000,000</u> |
| 46017 <u>46001</u> | Well Rehabs | \$150,000 <u>\$100,000</u> | \$150,000 <u>\$100,000</u> | \$150,000 <u>\$100,000</u> | \$150,000 <u>\$100,000</u> | \$150,000 <u>\$100,000</u> | \$750,000 <u>\$550,000</u> |
| 46014 <u>41009</u> | Alternative Water Supply | \$500,000 <u>\$350,000</u> | \$250,000 | \$250,000 <u>\$150,000</u> | \$250,000 <u>\$150,000</u> | \$250,000 <u>\$150,000</u> | \$1,500,000 <u>\$1,500,000</u> |
| 46900 | Magdalena WTP-GST-HSP | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |
| 46013 <u>640160</u> | Courtland Filter System Water CUP Renewal | \$300,000 <u>\$40,000</u> | \$0 | \$0 | \$0 | \$0 | \$300,000 <u>\$40,000</u> |
| 44011 <u>40018</u> | Doyle Rd 16" Water Main Improvements | \$150,000 <u>\$855,000</u> | \$1,000,000 | \$0 | \$0 | \$0 | \$1,150,000 <u>\$855,000</u> |
| <u>46013</u> | <u>Howland Blvd Utility Relocation, Phase 3</u> | <u>\$1,500,000</u> | <u>\$1,500,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$3,000,000</u> |
| <u>46019</u> | <u>Normandy Sec. B Utility Relocates</u> | <u>\$700,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$700,000</u> |
| Total Projects Expenditures | | \$2,700,000 <u>\$3,745,000</u> | \$1,900,000 <u>\$0</u> | \$900,000 <u>\$0</u> | \$900,000 <u>\$0</u> | \$900,000 <u>\$0</u> | \$7,300,000 <u>\$1,545,000</u> |

| Revenue Source | FY | FY | FY | FY | FY | Total |
|--------------------------|--|--|--|--|--|--|
| | 2012-2013 2013-2014 | 2013-2014 2014-2015 | 2014-2015 2015-2016 | 2015-2016 2016-2017 | 2016-2017 2017-2018 | |
| Operating Surplus | \$500,000 <u>\$2,110,502</u> | \$1,750,000 <u>\$495,992</u> | \$400,000 <u>\$360,000</u> | \$870,000 <u>\$360,000</u> | \$870,000 <u>\$410,000</u> | \$4,390,000 <u>\$3,736,494</u> |
| Drawdown of Fund Balance | \$2,200,000 <u>\$1,347,998</u> | \$150,000 <u>\$1,464,008</u> | \$500,000 <u>\$0</u> | \$0 | \$0 | \$2,850,000 <u>\$2,812,006</u> |
| Grants | <u>\$196,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$196,000</u> |
| Impact Fees | \$0 <u>\$90,500</u> | \$0 <u>\$90,000</u> | \$0 <u>\$90,000</u> | \$30,000 <u>\$90,000</u> | \$30,000 <u>\$90,000</u> | \$60,000 <u>\$450,500</u> |
| Total Revenues | \$2,700,000 <u>\$3,745,000</u> | \$1,900,000 <u>\$2,050,000</u> | \$900,000 <u>\$450,000</u> | \$900,000 <u>\$450,000</u> | \$900,000 <u>\$500,000</u> | \$7,300,000 <u>\$7,195,000</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Water Main Replacements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~40018~~46900
POLICY NUMBER: I1-PW1.2

PROJECT DESCRIPTION

Water main failures can result in an interruption in service, impact public health as well as have detrimental effects on fire protection. In some cases, mains are increased in size to accommodate the installation of fire hydrants in the surrounding area. Improving the loss of service, reliability, and fire protection to residents should exceed anticipated costs.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-----------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|--|
| Drawdown of Fund Balance | \$500,000 | \$0 | \$500,000 | \$0 | \$0 | \$1,000,000 |
| Operating Surplus | \$0 \$200,000 | -\$500,000 \$200,000 | -\$0 \$200,000 | -\$500,000 \$200,000 | -\$500,000 \$200,000 | -\$1,500,000 \$1,000,000 |
| Total | -\$500,000 \$200,000 | -\$500,000 \$200,000 | -\$500,000 \$200,000 | -\$500,000 \$200,000 | -\$500,000 \$200,000 | -\$2,500,000 \$1,000,000 |

PROJECT NAME: Well Rehabs
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~46017~~46001
POLICY NUMBER: I1-PW1.2

PROJECT DESCRIPTION

The public supply wells produce drinking water for the City. Failure to rehab and maintain operational continuity would affect public health. Providing maintenance also allows the utility to maintain production levels from the wells. Inspection and maintenance of existing wells is cost effective compared to the costs of relocating or requesting a replacement well through the water management district.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-----------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|------------------------------|-----------------------------------|
| Drawdown of Fund Balance | \$150,000 \$100,000 | \$150,000 \$0 | \$0 | \$0 | \$0 | \$300,000 \$100,000 |
| Operating Surplus | \$0 | \$0 \$100,000 | \$150,000 \$100,000 | \$150,000 \$100,000 | \$150,000 | \$450,000 |
| Total | \$150,000 \$100,000 | \$150,000 \$100,000 | \$150,000 \$100,000 | \$150,000 \$100,000 | \$150,000 | \$750,000 \$550,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Alternative Water Supply
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~46014~~41009
POLICY NUMBER: II-PW2.5

PROJECT DESCRIPTION

There is not enough water availability for current or future demands. Reductions in groundwater allocations by the Water Management District are forcing this capital expense. This is an on-going project with potential costs of a very large magnitude.

Funding Summary

| Source/YR | FY <u>12/13</u> <u>13/14</u> | FY <u>13/14</u> <u>14/15</u> | FY <u>14/15</u> <u>15/16</u> | FY <u>15/16</u> <u>16/17</u> | FY <u>16/17</u> <u>17/18</u> | Total |
|-------------------|--|--|--|--|--|--|
| Operating Surplus | \$500,000 <u>\$259,500</u> | \$250,000 <u>\$160,000</u> | \$250,000 <u>\$60,000</u> | \$220,000 <u>\$60,000</u> | \$220,000 <u>\$60,000</u> | \$1,440,000 <u>\$599,500</u> |
| Impact Fees | \$0 <u>\$90,500</u> | \$0 <u>\$90,000</u> | \$0 <u>\$90,000</u> | \$30,000 <u>\$90,000</u> | \$30,000 <u>\$90,000</u> | \$60,000 <u>\$450,000</u> |
| Total | \$500,000 <u>\$350,000</u> | \$250,000 <u>\$250,000</u> | \$250,000 <u>\$150,000</u> | \$250,000 <u>\$150,000</u> | \$250,000 <u>\$150,000</u> | \$1,500,000 <u>\$1,050,000</u> |

~~**PROJECT NAME:** Magdalena Water Treatment Plant **PROJECT NUMBER:** 46900
/Ground Storage Tank/High Speed Pump~~

~~**PLAN ELEMENT:** Infrastructure **POLICY NUMBER:** II-PW1.2~~

~~**PROJECT DESCRIPTION**~~

~~*This area is experiencing water pressure problems due to the small capacity well at this site. This affects the level of service provided as well as the ability to provide fire protection in this area. Water quality at this well is also poor and the requested facilities would improve overall quality of water as well as allowing for more adequate fire protection.*~~

~~**Funding Summary**~~

| Source/YR | FY <u>12/13</u> | FY <u>13/14</u> | FY <u>14/15</u> | FY <u>15/16</u> | FY <u>16/17</u> | Total |
|--------------------------|------------------------|--------------------|--------------------|--------------------|--------------------|------------------------|
| Drawdown of Fund Balance | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |
| Total | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Water CUP Renewal

PROJECT NUMBER: 640160

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I1-PW1.2

PROJECT DESCRIPTION

This is an on-going project which is anticipated to be completed in FY 13/14. The CUP permit is the operating permit for the public water supply for the City and is in accordance with the Water Resources Act of 1972. Operating a public water system without this permit would result in the City being in violation of Chapter 40C-2 as authorized under F.S. 373.113. Renewing this permit will allow the City to legally supply potable water to the citizens of Deltona. The costs to renew the permit are less than the associated fees that would result from non-renewal in the form of administrative fines and legal fees.

Funding Summary

| <u>Source/YR</u> | <u>FY 13/14</u> | <u>FY 14/15</u> | <u>FY 15/16</u> | <u>FY 16/17</u> | <u>FY 17/18</u> | <u>Total</u> |
|--------------------------|------------------------|---------------------|---------------------|---------------------|---------------------|------------------------|
| <u>Operating Surplus</u> | <u>\$40,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$40,000</u> |
| <u>Total</u> | <u>\$40,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$40,000</u> |

~~**PROJECT NAME:** Courtland Filter System~~

~~**PROJECT NUMBER:** 46013~~

~~**PLAN ELEMENT:** Infrastructure~~

~~**POLICY NUMBER:** I1-PW1.2~~

~~**PROJECT DESCRIPTION**~~

~~*The Courtland Water Treatment Plant is in need of a filter system upgrade. The current filter system is not large enough to properly handle the production rate at this plant. This upgrade will allow the City to maintain a high level of quality water and will also increase the availability of flow and pressure for fire safety.*~~

~~***Funding Summary***~~

| <u>Source/YR</u> | <u>FY 12/13</u> | <u>FY 13/14</u> | <u>FY 14/15</u> | <u>FY 15/16</u> | <u>FY 16/17</u> | <u>Total</u> |
|-------------------------------------|-------------------------|---------------------|---------------------|---------------------|-------------------|-------------------------|
| <u>Drawdown of Fund Balance</u> | <u>\$300,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$300,000</u> |
| <u>Total</u> | <u>\$300,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$300,000</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Doyle Road 16" Water Main Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~44011~~-40018
POLICY NUMBER: I1-PW1.2

PROJECT DESCRIPTION

This is for the design, permitting, and preparation of bid documents for the 16" water main from approximately the Doyle Road intersection to the Courtland and Doyle Road intersection. It is about 1.5 miles in length and will provide a connection between the existing water mains in order to "loop" the distribution system. This looping will allow enhanced water circulation and provide fire protection in this development corridor.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|-----------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------------|
| Drawdown of Fund Balance | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| Operating Surplus | \$0 \$855,000 | \$1,000,000 \$0 | \$0 | \$0 | \$0 | \$1,000,000 \$855,000 |
| Total | \$150,000 \$855,000 | \$1,000,000 \$0 | \$0 | \$0 | \$0 | \$1,150,000 \$855,000 |

PROJECT NAME: Howland Utility Relocate (Phase 3)
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 46013
POLICY NUMBER: I1-PW4.2

PROJECT DESCRIPTION

There are currently four road widening projects within the City that require the relocation of water and/or wastewater lines (Normandy Blvd., Howland Blvd., DeBary Ave., & Fort Smith Blvd). These pipes will be replaced with new pipes and, in some cases, with larger pipe to provide better services.

Funding Summary

| Source/YR | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | FY 17/18 | Total |
|--------------------------|--------------------|--------------------|-------------|-------------|------------|--------------------|
| Operating Surplus | \$56,002 | \$35,992 | \$0 | \$0 | \$0 | \$91,994 |
| Drawdown of Fund Balance | \$1,247,998 | \$1,464,008 | \$0 | \$0 | \$0 | \$2,712,006 |
| Grants | \$196,000 | \$0 | \$0 | \$0 | \$0 | \$196,000 |
| Total | \$1,500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$3,000,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Normandy Section B Utility Relocates

PROJECT NUMBER: 46019

PLAN ELEMENT: Infrastructure

POLICY NUMBER: 11-PW4.2

PROJECT DESCRIPTION

If the City does move forward with the widening of Normandy Blvd. Section B, the utilities will need to be relocated as part of the roadway construction. Failure to move the utilities in conjunction with the roadway construction can lead to significantly higher repair costs in the future.

Funding Summary

| <u>Source/YR</u> | <u>FY 13/14</u> | <u>FY 14/15</u> | <u>FY 15/16</u> | <u>FY 16/17</u> | <u>FY 17/18</u> | <u>Total</u> |
|-------------------|---------------------|---------------------|---------------------|---------------------|-----------------|------------------|
| Operating Surplus | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 |
| Total | \$700,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

TRANSPORTATION

CAPITAL IMPROVEMENT PROJECTS SUMMARY

| Project No. | Project | FY | FY | FY | FY | FY | Total |
|------------------------------------|---|---|--|--|--|--|---|
| | | 2012-2013 <u>2013-2014</u> | 2013-2014 <u>2014-2015</u> | 2014-2015 <u>2015-2016</u> | 2015-2016 <u>2016-2017</u> | 2016-2017 <u>2017-2018</u> | |
| 33031 | Normandy Blvd – Widening Section B | -\$1,300,000 <u>\$1,700,000</u> | \$0 | \$0 | \$0 | \$0 | -\$1,300,000 <u>\$1,700,000</u> |
| 33023 | Fort Smith Blvd – Section 2 | -\$1,745,000 | \$0 | \$0 | \$0 | \$0 | -\$1,745,000 |
| 631021 | Road Resurfacing | \$630,000 <u>\$500,000</u> | \$0 | \$0 | \$750,000 | \$800,000 <u>\$750,000</u> | -\$2,180,000 <u>\$2,000,000</u> |
| 33064 | Howland Blvd./Ft. Smith Blvd. Intersection Improvements | \$625,000 | \$0 | \$0 | \$0 | \$0 | \$625,000 |
| 33021 | Fort Smith Widening – Sec. 4B | \$0 | \$700,000 | \$1,300,000 | \$0 | \$0 | \$2,000,000 |
| Total Projects Expenditures | | -\$4,300,000 <u>\$2,825,000</u> | \$700,000 <u>\$0</u> | \$1,300,000 <u>\$0</u> | \$750,000 | \$800,000 <u>\$750,000</u> | -\$7,850,000 <u>\$4,325,000</u> |

| Revenue Source | FY | FY | FY | FY | FY | Total |
|--------------------------|--|---------------------------------|--------------------------------------|--|--|---|
| | 12/13 <u>13/14</u> | 13/14 <u>14/15</u> | 14/15 <u>15/16</u> | 15/16 <u>16/17</u> | 16/17 <u>17/18</u> | |
| Operating Surplus | \$527,100 <u>\$521,225</u> | \$579,225 <u>\$0</u> | \$629,875 <u>\$0</u> | \$682,675 <u>\$571,925</u> | \$732,025 <u>\$575,000</u> | \$3,150,900 <u>\$1,668,150</u> |
| Drawdown of Fund Balance | \$3,727,900 <u>\$2,128,775</u> | \$75,775 <u>\$0</u> | \$625,125 <u>\$0</u> | \$22,325 <u>\$3,075</u> | \$22,975 <u>\$0</u> | \$4,474,100 <u>\$2,131,850</u> |
| Impact Fees | \$45,000 <u>\$175,000</u> | \$45,000 <u>\$0</u> | \$45,000 <u>\$0</u> | \$45,000 <u>\$175,000</u> | \$45,000 <u>\$175,000</u> | \$225,000 <u>\$525,000</u> |
| Total Revenues | \$4,300,000 <u>\$2,825,000</u> | \$700,000 <u>\$0</u> | \$1,300,000 <u>\$0</u> | \$750,000 | \$800,000 <u>\$750,000</u> | -\$7,850,000 <u>\$4,325,000</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Normandy Blvd – Section B
PLAN ELEMENT: Transportation

PROJECT NUMBER: 33031
POLICY NUMBER: T1-2.4

PROJECT DESCRIPTION

This project is part of the City's overall road widening plan and has been scheduled for a couple of years. As the City has grown, traffic congestion has also increased. This project is intended to alleviate some of that congestion. This project will conclude in FY ~~12/13~~13/14.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|---|------------------------------|------------------------------|------------------------------|------------------------------|--|
| Operating Surplus | \$21,225 | \$0 | \$0 | \$0 | \$0 | \$21,225 |
| Drawdown of Fund Balance | -\$1,300,000 \$1,503,775 | \$0 | \$0 | \$0 | \$0 | \$1,300,000 \$1,503,775 |
| Impact Fees | \$175,000 | \$0 | \$0 | \$0 | \$0 | \$175,000 |
| Total | -\$1,300,000 \$1,700,000 | \$0 | \$0 | \$0 | \$0 | \$1,300,000 \$1,700,000 |

~~**PROJECT NAME:** Fort Smith Blvd – Section 2 **PROJECT NUMBER:** 33023
PLAN ELEMENT: Transportation **POLICY NUMBER:** T1-2.4~~

~~***PROJECT DESCRIPTION***~~

~~*This project is part of the City's overall road widening plan that has been scheduled for several years. As the City has grown the streets have become more congested and this project is intended to alleviate some of that congestion. This project will conclude in FY 12/13.*~~

~~***Funding Summary***~~

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|--------------------------|--------------------|-------------|-------------|-------------|-------------|--------------------|
| Drawdown of Fund Balance | \$1,745,000 | \$0 | \$0 | \$0 | \$0 | \$1,745,000 |
| Total | \$1,745,000 | \$0 | \$0 | \$0 | \$0 | \$1,745,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Road Resurfacing and Striping
PLAN ELEMENT: Transportation

PROJECT NUMBER: 631021
POLICY NUMBER: T1-1.9

PROJECT DESCRIPTION

The consequences resulting from not funding road resurfacing would include undue wear and deterioration on the roadway infrastructure, a tremendous safety and liability issue from increased accidents and a cost increase in repairs and/or complete reconstruction of the roadway at a later date. Resurfacing greatly reduces the hazards and threats to public safety. By restoring rough, damaged and deteriorating roadways to a like-new condition allows the general public to travel more comfortably, safely, and confidently. Road Resurfacing includes putting thermoplastic striping to replace the temporary paint that is initially laid down when a road is resurfaced.

Funding Summary

| Source/YR | FY 12/13/13/14 | FY 13/14/14/15 | FY 14/15/15/16 | FY 15/16/16/17 | FY 16/17/17/18 | Total |
|--------------------------|--------------------------------|-------------------|-------------------|------------------------|--------------------------------|----------------------------------|
| Operating Surplus | \$527,100 \$500,000 | \$0 | \$0 | \$682,675 \$571,925 | \$732,025 \$575,000 | \$1,941,800 \$1,646,925 |
| Drawdown of Fund Balance | \$57,900 \$0 | \$0 | \$0 | \$22,325 \$3,075 | \$22,975 \$0 | \$103,200 \$0 |
| Impact Fees | \$45,000 \$0 | \$0 | \$0 | \$45,000 \$175,000 | \$45,000 \$175,000 | \$135,000 \$350,000 |
| Total | \$630,000 \$500,000 | \$0 | \$0 | \$750,000 | \$800,000 \$750,000 | 2,180,000 \$2,000,000 |

PROJECT NAME: Howland Blvd./Ft. Smith Blvd
Intersection Improvements
PLAN ELEMENT: Transportation

PROJECT NUMBER: 33064
POLICY NUMBER: T1-2.4

PROJECT DESCRIPTION

The project will be constructed as a part of the Volusia County Howland Phase 3 roadway project which includes the reconstruction of the Howland and Ft. Smith intersection. The work will include rural to urban cross section, curb and gutter, bicycle lanes, and 5 foot sidewalks. New turn lanes will be added to Fort Smith Blvd at the intersection of Howland Blvd.

Funding Summary

| Source/YR | FY 12/13/13/14 | FY 13/14/14/15 | FY 14/15/15/16 | FY 15/16/16/17 | FY 16/17/17/18 | Total |
|--------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|
| Drawdown of Fund Balance | \$625,000 | \$0 | \$0 | \$0 | \$0 | \$625,000 |
| Total | \$625,000 | \$0 | \$0 | \$0 | \$0 | \$625,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Fort Smith Widening Sec. 4B **PROJECT NUMBER:** 33021

PLAN ELEMENT: Transportation **POLICY NUMBER:** T1-1.9

PROJECT DESCRIPTION

This project is part of the City's overall road widening plan that has been on the books for several years. As the City has grown, congested streets have also grown. This road widening project is designed to help alleviate some of that congestion.

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-----------------------------|-------------|------------------|--------------------|-------------|-------------|------------------|
| Operating Surplus | \$0 | \$579,225 | \$629,875 | \$0 | \$0 | \$1,209,100 |
| Drawdown of Fund Balance | \$0 | \$75,775 | \$625,125 | \$0 | \$0 | \$700,900 |
| Impact Fees | \$0 | \$45,000 | \$45,000 | \$0 | \$0 | \$90,000 |
| Total | \$0 | \$700,000 | \$1,300,000 | \$0 | \$0 | 2,000,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

**STORMWATER
CAPITAL IMPROVEMENT PROJECTS SUMMARY**

| Project No. | Project | FY 2012-2013 2013-2014 | FY 2013-2014 2014-2015 | FY 2014-2015 2015-2016 | FY 2015-2016 2016-2017 | FY 2016-2017 2017-2018 | Total |
|----------------------------------|--|--|---|---|---|---|--|
| 28222 <u>28237</u> | Kraft/Bluefield Drainage Impr. Armadillo Dr./ Fitzpatrick Terr. Drainage Improvements | -\$78,000 <u>\$14,200</u> | \$0 | \$0 | \$0 | \$0 | -\$78,000 <u>\$14,200</u> |
| 21001 | Leland Drainage Impr. | \$475,000 <u>\$25,000</u> | <u>\$400,000</u> | \$0 | \$0 | \$0 | \$475,000 <u>\$425,000</u> |
| 650100 | Drainage Pipe Rehab | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | \$ 1,000,000 |
| 24105 | Tipton Dr. Retention Pond Improvement | \$275,000 <u>\$25,000</u> | \$0 | \$0 | \$0 | \$0 | \$275,000 <u>\$25,000</u> |
| 29193 <u>28238</u> | Holston Drainage Improvements Bonview Ave./ Merchant Terr. Drainage Improvements | \$75,000 <u>\$25,000</u> | \$0 <u>\$75,000</u> | \$0 | \$0 | \$0 | \$75,000 <u>\$100,000</u> |
| 29199 | Mapleshade Drainage Retention Pond Improvements | \$180,000 <u>\$103,000</u> | \$0 | \$0 | \$0 | \$0 | \$180,000 <u>\$103,000</u> |
| 24127 <u>29239</u> | Wheeling/Tivoli PS w/Interconnects Brickell Dr. Drainage Improvements | \$720,000 <u>\$25,000</u> | \$0 | \$0 | \$0 | \$0 | \$720,000 <u>\$25,000</u> |
| <u>28236</u> | Beechdale Pond Cardinal St. (2902/2912) Drainage Improvements | \$0 <u>\$5,600</u> | \$275,000 <u>\$0</u> | \$0 | \$0 | \$0 | \$275,000 <u>\$5,600</u> |
| 21002 | Stormwater Master Regional System | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| 24106 <u>28230</u> | Abby Terrace (Phase 3) Drainage Improvement Keysville Ave. (2620) Drainage Improvement | -\$9,000 <u>\$13,700</u> | \$0 | \$0 | \$0 | \$0 | -\$9,000 <u>\$13,700</u> |
| 29195 | Keyes Ln Drainage Improvements | \$32,571 | \$0 | \$0 | \$0 | \$0 | \$32,571 |
| 23220 | Piedmont Drainage Area Swale Improvements | \$15,000 <u>\$10,000</u> | \$0 | \$0 | \$0 | \$0 | \$15,000 <u>\$10,000</u> |
| 28229 | Blackburn/Eldridge Drainage Improvements | \$30,000 <u>\$135,000</u> | \$120,000 <u>\$0</u> | \$0 | \$0 | \$0 | \$150,000 <u>\$135,000</u> |
| 29240 | Courtland/Skate Park Drainage Improvements | \$35,000 <u>\$165,000</u> | \$115,000 <u>\$0</u> | \$0 | \$0 | \$0 | \$150,000 <u>\$165,000</u> |
| 21003 | Stormwater Master Force Main | \$275,000 <u>\$350,000</u> | \$0 | \$0 | \$0 | \$0 | \$275,000 <u>\$350,000</u> |
| 29241 <u>28235</u> | 3180 Tunisa Drive Drainage | \$5,200 <u>\$9,400</u> | \$0 | \$0 | \$0 | \$0 | \$5,200 <u>\$9,400</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

| | | | | | | | |
|--|---|--|--|---|----------------|----------------|---|
| | Improvements Lyric/O'Bannion/Peak Drainage Improvements | | | | | | |
| 28225 28231 | Amboy Dr./Conyers Ct. Drainage Improvements Monica Ct. (1506) Drainage Improvements | \$15,000 \$7,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 \$7,000 |
| 28226 28239 | Azora Drive Drainage Improvements Pine Bluff Ave. Drainage Improvement | \$12,000 \$20,000 | \$0 \$110,000 | \$0 \$40,000 | \$0 | \$0 | \$12,000 \$170,000 |
| 28227 25125 | Citation Ave. Drainage Improvements Stanton/Worthington Phase II Drainage Improvements | \$8,000 \$18,600 | \$0 | \$0 | \$0 | \$0 | \$8,000 \$18,600 |
| 28228 | Courtland/Haulover Drainage Improvements | \$50,000 \$150,000 | \$200,000 \$0 | \$0 | \$0 | \$0 | \$250,000 \$150,000 |
| 29235 29207 | Dewberry Dr. Drainage Improvements Summit Hill Dr. (1434) Drainage Improvements | \$20,000 \$8,100 | \$0 | \$0 | \$0 | \$0 | \$20,000 \$8,100 |
| 26223 28232 | E. Normandy Blvd. (960) Drainage Improvements Swanson & Santa Clara Intersection Drainage Improvements | \$6,000 \$12,200 | \$0 | \$0 | \$0 | \$0 | \$6,000 \$12,200 |
| 29182 28233 | Elkeam Blvd. (2381) Drainage Improvements Vaughn & Tansboro Drainage Improvements | \$9,000 \$14,000 | \$0 | \$0 | \$0 | \$0 | \$9,000 \$14,000 |
| 29238 28234 | Elkeam Blvd./Nemo Dr. Drainage Improvements Walton Ave. (1401) Drainage Improvements | \$18,000 \$5,100 | \$0 | \$0 | \$0 | \$0 | \$18,000 \$5,100 |
| 29139 | Ireland Dr./Urbana Drainage Improvements | \$9,500 | \$0 | \$0 | \$0 | \$0 | \$9,500 |
| 24221 | Matheson St. Drainage Improvements | \$17,000 | \$0 | \$0 | \$0 | \$0 | \$17,000 |
| 29242 | Rosedale Dr. Drainage Improvements | \$16,000 | \$0 | \$0 | \$0 | \$0 | \$16,000 |
| 24222 | Seahorse St. Drainage Improvements | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| 29243 | Seybold Terrace | \$5,200 | \$0 | \$0 | \$0 | \$0 | \$5,200 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

| | | | | | | | |
|------------------------------------|---|--|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---------------------------------------|
| | Drainage Improvements | | | | | | |
| 27142 | Taylorville St./Jeffers St. Drainage Improvements | \$17,000 | \$0 | \$0 | \$0 | \$0 | \$17,000 |
| 29175 | Danforth Ave. Drainage – Phase 1 | \$30,000 \$10,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 \$10,000 |
| 23217 29175 | Stillwater Ave./Radeliff St./Horizon St./Danforth Ave. Drainage – Phase 2 | \$25,500 \$100,000 | \$0 | \$0 | \$0 | \$0 | \$25,000 \$100,000 |
| 26224 | 1120/1128 Elgrove Dr. Drainage | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$12,500 |
| Total Projects Expenditures | | \$3,480,471 \$ 2,250,900 | \$910,000 \$785,000 | \$200,000 \$240,000 | \$200,000 \$200,000 | \$200,000 \$200,000 | \$4,990,471 \$3,675,900 |

| Revenue Source | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|---------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|---------------------------------|---------------------------------------|
| Drawdown of Fund Balance | \$2,755,800 \$1,710,928 | \$684,000 \$557,300 | \$24,500 \$72,750 | \$69,750 \$85,800 | \$117,100 \$141,100 | \$3,651,150 \$2,567,878 |
| Grants | \$442,671 \$252,172 | \$0 | \$0 | \$0 | \$0 | \$442,671 \$252,172 |
| Operating Surplus | \$282,000 \$287,800 | \$226,000 \$227,700 | \$175,500 \$166,250 | \$130,250 \$114,200 | \$82,900 \$58,900 | \$896,650 \$855,850 |
| Total Revenues | \$3,480,471 \$2,250,900 | \$910,000 \$785,000 | \$200,000 \$240,000 | \$200,000 | \$200,000 | \$4,990,471 \$3,675,900 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: ~~Kraft/Bluefield Drainage~~ Armadillo Dr./
Fitzpatrick Terr. Drainage Improvements

PROJECT NUMBER: ~~28224~~ 28237

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~The large drainage retention area bordering Kraft Drive and Bluefield Avenue floods and adversely affects several properties when the drainage reaches its peak level. The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 600' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better facilitate the flow of stormwater.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------|---------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------------|
| Drawdown of | \$78,000 | \$0 | \$0 | \$0 | \$0 | 78,000 |
| Fund Balance | \$14,200 | | | | | \$14,200 |
| Total | \$78,000 \$14,200 | \$0 | \$0 | \$0 | \$0 | \$78,000 \$14,200 |

PROJECT NAME: Leland Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 21001
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The drainage retention area on Leland Dr. adversely affects numerous residents in the Leland and Oslo area, during and after prolonged stormwater events. The drainage area receives water from several inlets. Improvements are needed to handle the flow in the area. ~~Not~~Funding this project would greatly ~~de~~increase the level of flood protection for the residents in this area. This project has several benefits that cause it to exceed the cost of its funding. The area currently requires the use of emergency rental pumps to control flooding issues ~~in this area~~ after major storm events. ~~This project would help to eliminate these costs as well as provide a higher level of protection for the area residents.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-------------------|----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------------------|
| Operating Surplus | \$0 | \$227,200 | \$0 | \$0 | \$0 | \$227,200 |
| Drawdown of | \$475,000 | \$0 \$172,800 | \$0 | \$0 | \$0 | \$475,000 |
| Fund Balance | \$25,000 | | | | | \$197,800 |
| Total | \$475,000 \$25,000 | \$0 \$400,000 | \$0 | \$0 | \$0 | \$475,000 \$425,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Drainage Pipe Rehab.
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 650100
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The City has several stormwater pipe runs that require lining. These runs are in areas where digging them up would jeopardize structures on private property. *If we do not address these failures, there ~~will~~ could be severe consequences when the rainy season begins.*

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| Drawdown of Fund Balance | \$200,000 \$199,500 | \$200,000 \$199,500 | \$24,500 \$32,750 | \$69,750 \$85,800 | \$117,100 \$141,100 | \$611,350 \$658,650 |
| Operating Surplus | \$500 | \$500 | \$175,500 \$167,250 | \$130,250 \$114,200 | \$82,900 \$58,900 | \$388,650 \$341,350 |
| Total | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,000,000 |

PROJECT NAME: Tipton Dr. ~~Retention~~Improvements
~~Pond Improvements~~Gravity System
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 24105
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The retention pond at Tipton currently floods the area during and after major storm events. It cannot ~~keep up with~~support the capacity that is needed by the surrounding area. This project would improve the capacity of this pond and decrease the flooding in the surrounding area. This project would also eliminate the need for emergency pumps, as well as the cost of labor and equipment that is needed to set up and maintain emergency pumps. This project is a continuation from FY 12/13.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--|----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------|
| Drawdown of Fund Balance Grants | \$275,000 \$25,000 | \$0 | \$0 | \$0 | \$0 | \$275,000 \$25,000 |
| Total | \$275,000 \$25,000 | \$0 | \$0 | \$0 | \$0 | \$275,000 \$25,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: ~~Holston Drainage Improvements~~ Bonview Ave./
Merchant Terr. Drainage Improvements

PROJECT NUMBER: ~~29193~~ 28238

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~The intersection at Holston and Bannock Terrace has severe flooding during and after major storm events leaving the road under water for long periods of time. This poses a safety hazard for local residents and for the response of emergency services. Improvements are needed to reduce the flooding in this area.~~ The scope of this project covers engineering, design and permitting for a drainage improvement project for the Bonview Avenue and Merchant Terrace area. This area has experienced flooding in past years and an improved system should help reduce the flooding and better manage the stormwater in the area.

Funding Summary

| Source/YR | FY 12/13 <u>13/14</u> | FY 13/14 <u>14/15</u> | FY 14/15 <u>15/16</u> | FY 15/16 <u>16/17</u> | FY 16/17 <u>17/18</u> | Total |
|------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| Drawdown of Fund | \$75,000 | \$0 <u>\$75,000</u> | \$0 | \$0 | \$0 | \$75,000 |
| Balance | <u>\$25,000</u> | | | | | <u>\$100,000</u> |
| Total | \$75,000 <u>\$25,000</u> | \$0 <u>\$75,000</u> | \$0 | \$0 | \$0 | \$75,000 <u>\$100,000</u> |

PROJECT NAME: Mapleshade Drainage Retention Pond
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29199
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~Project consists of a new retention pond. The pond was identified as a need by the City Stormwater Master Plan. The drainage retention pond next to 3154 Mapleshade Street needs an outfall structure. During major storm events, this pond overflows and floods the streets. This poses a safety hazard for local residents and for the response of emergency services. Improvements are needed to reduce flooding in this area. The construction of this project is a carry-over from FY 12/13.~~

Funding Summary

| Source/YR | FY 12/13 <u>13/14</u> | FY 13/14 <u>14/15</u> | FY 14/15 <u>15/16</u> | FY 15/16 <u>16/17</u> | FY 16/17 <u>17/18</u> | Total |
|--------------|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| Grants | \$180,000 | \$0 | \$0 | \$0 | \$0 | \$180,000 |
| | <u>\$103,000</u> | | | | | <u>\$103,000</u> |
| Total | \$180,000 <u>\$103,000</u> | \$0 | \$0 | \$0 | \$0 | \$180,000 <u>\$103,000</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: ~~Wheeling/Tivoli Pump Station~~Brickell Dr. PROJECT NUMBER: ~~24127~~29239

~~w/Interconnects~~Drainage Improvements

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~The Wheeling/Tivoli area intersection, and nearby residents and properties experienced flooding during Tropical Storm Fay. An existing stormwater pump station was overwhelmed by the quantity of stormwater, resulting in flooding of the immediate areas. Based upon evaluations conducted by the City's consulting engineers, the replacement of this pump station and the construction of a new force main would resolve the flooding in this area and would eliminate the threat of flooding on private property in this area. This project will assist in reducing the TMDL levels, while improving the water quality of Lake Monroe. This project will treat the stormwater prior to it being discharged into downstream waters. Grant money may be a possibility for this project.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------------|
| Operating Surplus | \$45,100 | \$0 | \$0 | \$0 | \$0 | \$45,100 |
| Drawdown of Fund Balance | \$527,800 \$25,000 | \$0 | \$0 | \$0 | \$0 | \$527,800 \$25,000 |
| Grants | \$147,100 | \$0 | \$0 | \$0 | \$0 | \$147,100 |
| Total | \$720,000 \$25,000 | \$0 | \$0 | \$0 | \$0 | \$720,000 \$25,000 |

PROJECT NAME: ~~Beechdale Pond~~Cardinal St.(2902/2912) PROJECT NUMBER: ~~28236~~

~~Drainage Improvements~~

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~Beechdale Pond is a very important part (or section) of the Drysdale/Chapel Interconnect project; this pond is needed for storm water storage. The roadway in this area floods during and after storm event. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed in this area as the current infrastructure is old and failing. The scope of this project consists of replacing a large portion of the old system with HDPE piping, which is better suited for the area.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------------|
| Drawdown of Fund Balance | \$0 \$5,600 | \$275,000 \$0 | \$0 | \$0 | \$0 | \$275,000 \$5,600 |
| Total | \$0 \$5,600 | \$275,000 \$0 | \$0 | \$0 | \$0 | \$275,000 \$5,600 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Stormwater Master Regional System
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 210032
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

This system will serve as a multi-function system allowing for storage of stormwater within a 122-acre site and also serve as a means for augmenting effluent water. ~~The costs include design and permitting. Construction is expected to take place FY 12/13. The benefits of this project greatly exceed the cost.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------|
| Drawdown of Fund Balance | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |
| Total | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$800,000 |

PROJECT NAME: ~~Abby Terrace Drg. Improvements~~ Keysville Ave. **PROJECT NUMBER:** ~~24106~~ 28230
(2620) Drainage Improvement

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~The area near the 800 block of Abby Terrace has a very aged stormwater system in place that is currently failing in several spots. The troubled spots in the pipe do not allow for the system to function properly and therefore cannot adequately address the flooding issues in this area. By replacing pipe and upgrading structures in this area, stormwater will be able to travel as intended which will significantly reduce flooding in this area. If the area is not upgraded, the existing system will continue to fail and put the area at risk for flooding.~~ The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 440' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|---------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------------------|
| Drawdown of Fund Balance | \$9,000 \$13,700 | \$0 | \$0 | \$0 | \$0 | \$9,000 \$13,700 |
| Total | \$9,000 \$13,700 | \$0 | \$0 | \$0 | \$0 | \$9,000 \$13,700 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Keyes Ln Drainage Improvements **PROJECT NUMBER:** 29195
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I4-STW2.1

PROJECT DESCRIPTION

This area of Keyes Lane floods after major storm events. The area needs drainage improvements in order to better service residents as well as emergency responders. FY 11/12 includes engineering design and permitting for Phase I of this project. The construction of this project would occur in FY 12/13 and is expected to be fully funded by CDBG funds

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|--------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Grants | \$32,571 | \$0 | \$0 | \$0 | \$0 | \$32,571 |
| Total | \$32,571 | \$0 | \$0 | \$0 | \$0 | \$32,571 |

PROJECT NAME: Piedmont Drainage Area Swale Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 23220
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The swales in the Piedmont drainage area flow too rapidly during storm events and are in need of improvements. ~~FY 11/12 includes the surveying and design for the project with construction to be completed in FY 12/13.~~ This project is being continued from FY 12/13, with completion in FY 13/14.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------|--|------------------------------|------------------------------|------------------------------|------------------------------|--|
| Grants | \$15,000 \$10,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 \$10,000 |
| Total | \$15,000 \$10,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 \$10,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Blackburn/Eldrige Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28229
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~The scope of this project covers engineering, design and permitting for a drainage improvement project for the Blackburn and Eldridge area. This area has experienced flooding in past years and an improved system should help reduce the flooding and manage the current stormwater in the area.~~ During FY 13/14, the engineered and permitted drainage improvements will be constructed. The budget includes the CEI (construction engineering inspection) services along with the cost of construction for the project. The improved system should help reduce the flooding and manage the current stormwater in the area.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-------------------|----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------------------|
| Operating Surplus | \$30,000 \$135,000 | \$120,000 \$0 | \$0 | \$0 | \$0 | \$150,000 \$135,000 |
| Total | \$30,000 \$135,000 | \$120,000 \$0 | \$0 | \$0 | \$0 | \$150,000 \$135,000 |

PROJECT NAME: Courtland – Skate Park Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29240
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~This project includes engineering, design and permitting for a drainage improvement project for the Courtland Skate Park area. This area has experienced flooding in past years and an improved system should help reduce the flooding and manage the current stormwater in the area.~~ During FY 13/14, the engineered and permitted drainage improvements will be constructed, which includes stormwater pipe and material installation, swale reconfiguration and roadway restoration. The budget includes the CEI (construction engineering inspection) services in addition to the cost of construction for the project. The improved system should help reduce the flooding and manage the current stormwater in the area of the Skate Park entrance along Courtland Boulevard.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------------------|
| Operating Surplus | \$35,000 | \$106,000 | \$0 | \$0 | \$0 | \$141,000 |
| Drawdown of Fund Balance | \$0 \$165,000 | \$9,000 \$0 | \$0 | \$0 | \$0 | \$9,000 \$165,000 |
| Total | \$35,000 \$165,000 | \$115,000 \$0 | \$0 | \$0 | \$0 | \$150,000 \$165,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Stormwater Master Force Main
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 21003
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

This new stormwater force main will connect the Tivoli/Wheeling pump station and pond with the new Master Regional Stormwater pond system. In doing so, this will relieve the Tivoli area and assist with preventing future flooding to the area.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------|-----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------------------|
| Drawdown of | \$275,000 | \$0 | \$0 | \$0 | \$0 | \$275,000 |
| Fund Balance | \$350,000 | | | | | \$350,000 |
| Total | \$275,000 \$350,000 | \$0 | \$0 | \$0 | \$0 | \$275,000 \$350,000 |

PROJECT NAME: ~~3180 Tunisia-Dr. Drainage Improvements~~ Lyric/ O'Bannion/Peak Drainage Improvements
PROJECT NUMBER: ~~29241~~28235

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. The scope of this project includes installation of a stormwater system in this area which should help reduce the flooding in the area.~~ The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed in this area as the current infrastructure is old and failing. The scope of this project consists of replacing a large portion of the old system with HDPE piping, which is better suited for the area.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------|-------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|
| Drawdown of | \$5,200 | \$0 | \$0 | \$0 | \$0 | \$5,200 \$9,400 |
| Fund Balance | \$9,400 | | | | | \$9,400 |
| Total | \$5,200 \$9,400 | \$0 | \$0 | \$0 | \$0 | \$5,200 \$9,400 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: ~~Amboy Dr./Conyers Ct. Drainage Improvements~~ Monica Ct. (1506) Drainage Improvements **PROJECT NUMBER:** ~~28225~~ 28231
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area.

Improvements are needed to reduce the flooding in his area. The scope of this project consists of the installing installation of approximately 640' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.

This project is intended to reduce the flooding of the roadway in this area, therefore providing better travel conditions for Deltona residents as well as emergency services

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------|
| Drawdown of Fund Balance | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 |
| | \$7,000 | | | | | \$7,000 |
| Total | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$15,000 |
| | \$7,000 | | | | | \$7,000 |

PROJECT NAME: ~~Azora Drive Drainage Improvements~~ Pine Bluff Ave. Drainage Improvement **PROJECT NUMBER:** ~~28226~~ 28239

PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I4-STW2.1

PROJECT DESCRIPTION

~~The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. The scope of this project includes tying into the existing system as well as the installation of percolation pipes. The additional pipes will assist with relieving the current structures which are often overwhelmed during storm events. This project is intended to reduce flooding of the roadway in this area, thereby providing better travel conditions for Deltona residents as well as emergency services. During storm events the existing stormwater system on Pine Bluff Avenue is inadequate to disperse the water; often leaving the neighborhood with standing water. The City has concluded that an enhanced system of the new piping and stormwater inlets will help mitigate the problem. This phase of the project will include the engineering, design and permitting of the project.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------|
| Operating Surplus | \$12,000 | \$0 | \$0 | \$0 | \$0 | \$12,000 |
| Drawdown of Fund Balance | \$20,000 | \$110,000 | \$40,000 | \$0 | \$0 | \$170,000 |
| Total | \$12,000 | \$0 | \$40,000 | \$0 | \$0 | \$12,000 |
| | \$20,000 | \$110,000 | \$40,000 | \$0 | \$0 | \$170,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: E-Normandy Blvd. (960) Drainage Improvements **PROJECT NUMBER:** 262228232
Swanson & Santa Clara Intersection Drainage Improvements
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area.

~~Currently, there is not an improved stormwater system in the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of a soek pipe and structures which will allow for the storm water to perecolate into the ground more efficiently roughly 500' of HDPE pipe and associated structures needed to improve the area. This project should reduce the flooding of the roadway in this area, thereby providing better travel conditions for Deltona residents as well as emergency services. The existing swales in the area will also be reshaped to better the flow of stormwater.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|--------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--------------------------------|
| Operating Surplus | \$6,000 | \$0 | \$0 | \$0 | \$0 | \$6,000 |
| Drawdown of Fund Balance | \$12,200 | | | | | \$12,200 |
| Total | \$6,000 \$12,200 | \$0 | \$0 | \$0 | \$0 | \$6,000 \$12,200 |

PROJECT NAME: Citation Ave. Drainage Improvements Stanton/ **PROJECT NUMBER:** 2822725125
Worthington Phase II Drainage Improvements
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. ~~There is an existing stormwater system in this area that will be tied into and expanded to better alleviate the flooding in this area. This project is intended to reduce flooding of the roadway in this area, thereby providing better travel conditions for Deltona residents as well as emergency services. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 940' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|--------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|--------------------------------|
| Operating Surplus | \$8,000 | \$0 | \$0 | \$0 | \$0 | \$8,000 |
| Drawdown of Fund Balance | \$2,300 | | | | | \$2,300 |
| Grants | \$4,172 | \$0 | \$0 | \$0 | \$0 | \$4,172 |
| Total | \$8,000 \$18,600 | \$0 | \$0 | \$0 | \$0 | \$8,000 \$18,600 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Courtland /Haulover [Drainage](#) Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 28228
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~This project includes engineering, design and permitting for a drainage project for the Courtland and Haulover area. This area has experienced flooding in past year and an improved system should help to reduce the flooding and manage the current stormwater in that area.~~ During FY 13/14, the engineered and permitted drainage improvements will be constructed. The budget includes the CEI (construction engineering inspection) services along with the cost of construction for the project. The improved system should help reduce the flooding and manage the current stormwater in the area.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------|
| Drawdown of Fund Balance | \$50,000 | \$200,000 | \$0 | \$0 | \$0 | \$250,000 |
| Operating Surplus | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| Total | \$50,000 | \$200,000 | \$0 | \$0 | \$0 | \$250,000 |
| | <u>\$150,000</u> | <u>\$0</u> | | | | <u>\$150,000</u> |

PROJECT NAME: ~~Dewberry Drive Drainage Improvements~~
Summit Hill Dr. (1434) Drainage Improvements
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~29235~~ 29207
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~The residents of Dewberry Dr. currently have standing water in the swale area in front of their homes. This project will greatly improve the drainage in this area. Stormwater has received numerous complaints from our customers that live in this area. This project will eliminate the standing water and some of the mosquito concerns in this area.~~ The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Improvements are needed to reduce the flooding in this area. The scope of this project consists of the installation of roughly 120' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------|
| Operating Surplus | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Drawdown of Fund Balance | \$8,100 | \$0 | \$0 | \$0 | \$0 | \$8,100 |
| Total | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| | <u>\$8,100</u> | | | | | <u>\$8,100</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: ~~Elkcam Blvd. (2381) Drainage Improvements~~
Vaughn & Tansboro Drainage Improvements

PROJECT NUMBER: ~~2918228233~~

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area.

*Improvements are needed to reduce the flooding in this area. The scope of this project **includes expanding the current system in the area** consists of the installation of roughly 370' of HDPE pipe and associated structures needed to improve the area. The existing swales in the area will also be reshaped to better the flow of stormwater. **By adding additional structures and pipe, the water will be dispersed over a larger area rather than concentrated in a small area.** This project is intended to reduce the flooding of the roadway in this area, thereby providing better travel conditions for Deltona residents as well as emergency services.*

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------------------|-----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------------------|
| Operating Surplus | \$9,000 | \$0 | \$0 | \$0 | \$0 | \$9,000 |
| Drawdown of Fund Balance | \$14,000 | | | | | \$14,000 |
| Total | \$9,000 \$14,000 | \$0 | \$0 | \$0 | \$0 | \$9,000 \$14,000 |

~~**PROJECT NAME:** Ireland Dr./Urbana Drainage Improvements~~

~~**PROJECT NUMBER:** 27139~~

~~**PLAN ELEMENT:** Infrastructure~~

~~**POLICY NUMBER:** I4-STW2.1~~

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area.

Currently, there is not a stormwater system in this area. The scope of this project includes the installation of stormwater pipe and associated structures which should alleviate flooding in this intersection. This project is intended to reduce the flooding of the roadway in this area, thereby providing better travel conditions for Deltona residents as well as emergency services.

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-------------------|------------------------|------------------------|------------------------|------------------------|------------------------|----------------|
| Operating Surplus | \$9,500 | \$0 | \$0 | \$0 | \$0 | \$9,500 |
| Total | \$9,500 | \$0 | \$0 | \$0 | \$0 | \$9,500 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: ~~Elkcam Blvd./Nemo Dr. Drainage Improvements~~
Walton Ave. (1401) Drainage Improvements

PROJECT NUMBER: ~~29238~~28234

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area.

Improvements are needed in this area as the current infrastructure is old and failing. The scope of this project consists of the installation of approx. 640' of HDPE pipe and associated structures to improve the area ~~replacing a large portion of the old system with HDPE piping, which is better suited for the area.~~ The existing swales in the area will also be reshaped to better the flow of stormwater

Funding Summary

| Source/YR | FY <u>12/13</u> <u>13/14</u> | FY <u>13/14</u> <u>14/15</u> | FY <u>14/15</u> <u>15/16</u> | FY <u>15/16</u> <u>16/17</u> | FY <u>16/17</u> <u>17/18</u> | Total |
|---------------------------------|-----------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|
| Operating Surplus | \$18,000 | \$0 | \$0 | \$0 | \$0 | \$18,000 |
| <u>Drawdown of Fund Balance</u> | <u>\$5,100</u> | \$0 | \$0 | \$0 | \$0 | <u>\$5,100</u> |
| Total | \$18,000 \$5,100 | \$0 | \$0 | \$0 | \$0 | \$18,000 \$5,100 |

~~**PROJECT NAME:** Matheson St. Drainage Improvements~~

~~**PROJECT NUMBER:** 24221~~

~~**PLAN ELEMENT:** Infrastructure~~

~~**POLICY NUMBER:** I4-STW2.1~~

PROJECT DESCRIPTION

~~The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. The current stormwater infrastructure in this area is old and failing. This project will replace a large portion of the old system with HDPE piping that will be better suited for the area.~~

Funding Summary

| Source/YR | FY <u>12/13</u> | FY <u>13/14</u> | FY <u>14/15</u> | FY <u>15/16</u> | FY <u>16/17</u> | Total |
|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------------|
| Operating Surplus | \$17,000 | \$0 | \$0 | \$0 | \$0 | \$17,000 |
| Total | \$17,000 | \$0 | \$0 | \$0 | \$0 | \$17,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Rosedale Dr. Drainage Improvements **PROJECT NUMBER:** 29242
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. The scope of this project includes improving and expanding the existing stormwater infrastructure in the area. This project is intended to reduce flooding of the roadway in this area, thereby providing better travel conditions for Deltona residents as well as emergency services

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Operating Surplus | \$16,000 | \$0 | \$0 | \$0 | \$0 | \$16,000 |
| Total | \$16,000 | \$0 | \$0 | \$0 | \$0 | \$16,000 |

PROJECT NAME: Seahorse St. Drainage Improvements **PROJECT NUMBER:** 24222
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I4-STW2.1

PROJECT DESCRIPTION

The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. Currently there is not an improved system in the area. The scope of this project consists of the installation of a sock pipe and structures which will allow for the water to percolate into the ground more efficiently. This project is intended to reduce the flooding of the roadway in this area, thereby providing better travel conditions for Deltona residents as well as emergency services.

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-------------------|----------------|-------------|-------------|-------------|-------------|----------------|
| Operating Surplus | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |
| Total | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$5,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

~~**PROJECT NAME:** Seybold Terr. Drainage Improvements **PROJECT NUMBER:** 29243
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** 14-STW2.1~~

PROJECT DESCRIPTION

~~The roadway in this area floods during and after storm events. The standing flood waters severely impact travel in the area, including the ability of emergency vehicles to travel safely through the area. The scope of this project includes extending the existing stormwater system in this area. By expanding the current system, the area should see a reduced amount of flooding. This project is intended to reduce flooding of the roadway in this area, thereby providing better travel conditions for Deltona residents as well as emergency services~~

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-------------------|----------------|-------------|-------------|-------------|-------------|----------------|
| Operating Surplus | \$5,200 | \$0 | \$0 | \$0 | \$0 | \$5,200 |
| Total | \$5,200 | \$0 | \$0 | \$0 | \$0 | \$5,200 |

~~**PROJECT NAME:** Taylorville St./Jeffers St. Drainage Improvements **PROJECT NUMBER:** 27142
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** 14-STW2.1~~

PROJECT DESCRIPTION

~~This project was identified as part of the City's Stormwater Master Plan. This area currently has some stormwater infrastructure but this project will add to it, allowing it to connect to the larger system which in turn will alleviate more flooding in this area. This project should reduce the flooding of the roadway in this area thereby providing better travel conditions for Deltona residents as well as emergency services.~~

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-------------------|-----------------|-------------|-------------|-------------|-------------|-----------------|
| Operating Surplus | \$17,000 | \$0 | \$0 | \$0 | \$0 | \$17,000 |
| Total | \$17,000 | \$0 | \$0 | \$0 | \$0 | \$17,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Danforth Ave. Drainage- Phase 1
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 29175
POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

The Danforth Avenue area gets overwhelmed during heavy and prolonged periods of rain. The area needs drainage improvements in order to better serve residents and emergency responders. FY 12/13 includes engineering, design and permitting for Phase 1 of this project. The construction will ~~tentatively take place during~~ begin in FY 13/14.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------|---------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------------|
| Grants | \$30,000 \$10,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 \$10,000 |
| Total | \$30,000 \$10,000 | \$0 | \$0 | \$0 | \$0 | \$30,000 \$10,000 |

PROJECT NAME: ~~Stillwater Ave./Radcliff St./Horizon St.~~
Danforth Ave. Drainage – Phase 2

PROJECT NUMBER: ~~23217~~29175

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I4-STW2.1

PROJECT DESCRIPTION

~~The current stormwater system is outdated. This project will consist of removing and replacing 230' of 24" SQ CMP with HDPE. Structures in the area will also be upgraded to grated inlets. The construction of this project will be conducted in-house. The Danforth Avenue area gets overwhelmed during heavy and prolonged periods of rain. The area needs drainage improvements in order to better serve residents and emergency responders. FY 12/13 includes engineering, design and permitting for Phase 1 of this project. The construction will begin in FY 13/14.~~

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|--------------|----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------------|
| Grants | \$25,500 \$100,000 | \$0 | \$0 | \$0 | \$0 | \$25,500 \$100,000 |
| Total | \$25,500 \$100,000 | \$0 | \$0 | \$0 | \$0 | \$25,500 \$100,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: 1120/1128 Elgrove Dr. Drainage **PROJECT NUMBER:** 26224
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** 14 STW2.1

PROJECT DESCRIPTION

The current stormwater system is outdated. This project will consist of removing and replacing 40' of 15" ERCP and 145' of 18" aluminum with HDPE. The structure in this area will also be upgraded to a grated inlet. The construction of this project will be conducted in-house

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|--------------|-----------------|-------------|-------------|-------------|------------|-----------------|
| Grants | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$12,500 |
| Total | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$12,500 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

WASTEWATER

CAPITAL IMPROVEMENT PROJECTS SUMMARY

| Project No. | Project | FY | FY | FY | FY | FY | Total |
|------------------------------------|--|--|--|--|--|--|--|
| | | 2012-2013 2013-2014 | 2013-2014 2014-2015 | 2014-2015 2015-2016 | 2015-2016 2016-2017 | 2016-2017 2017-2018 | |
| 43012 <u>46010</u> | Easter Wastewater Treatment Plant | \$10,000,000 <u>\$12,000,000</u> | \$12,000,000 | \$3,000,000 <u>\$5,000,000</u> | \$0 | \$0 | \$25,000,000 <u>\$29,000,000</u> |
| 46020 <u>45009</u> | Rehab Sewer Collection System | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$1,250,000 <u>\$500,000</u> |
| 43010 <u>44011</u> | RIB Site for EWWTP | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$950,000 |
| 46001 <u>640500</u> | Elkeam Lift Station Upgrade RAS Pumps for Clarifiers | \$550,000 <u>\$30,000</u> | \$0 | \$0 | \$0 | \$0 | \$550,000 <u>30,000</u> |
| 40016 | 11 th Ave. Roadway to New WWTP | \$1,900,000 | \$0 | \$0 | \$0 | \$0 | \$1,900,000 |
| 41012 <u>43012</u> | Doyle Rd Reclaimed Main | \$250,000 <u>\$3,000,000</u> | <u>\$3,000,000</u> | \$0 | \$0 | \$0 | \$250,000 <u>\$6,000,000</u> |
| 44012 | Doyle Rd RIB Site | \$1,500,000 <u>\$900,000</u> | \$0 | \$0 | \$0 | \$0 | \$1,500,000 <u>\$900,000</u> |
| 46019 <u>43011</u> | Master Lift Station-Doyle Road | \$700,000 <u>\$650,000</u> | \$0 | \$0 | \$0 | \$0 | \$700,000 <u>\$650,000</u> |
| Total Projects Expenditures | | \$16,100,000 <u>\$17,630,000</u> | \$12,250,000 <u>\$15,100,000</u> | \$3,250,000 <u>\$5,100,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$32,100,000 <u>\$38,030,000</u> |

| Revenue Source | FY | FY | FY | FY | FY | Total |
|--------------------------|--|--|--|--|--|--|
| | 12/13 <u>13/14</u> | 13/14 <u>14/15</u> | 14/15 <u>15/16</u> | 15/16 <u>16/17</u> | 16/17 <u>17/18</u> | |
| Drawdown of Fund Balance | \$6,267,113 <u>\$3,380,000</u> | \$212,563 <u>\$1,800,000</u> | \$365,813 | \$0 | \$0 | \$6,845,489 <u>\$5,180,000</u> |
| Debt Proceeds | \$9,700,000 <u>\$12,950,000</u> | \$11,100,000 <u>\$12,000,000</u> | \$0 <u>\$2,510,000</u> | \$0 | \$0 | \$20,800,000 <u>\$27,460,000</u> |
| Impact Fees | \$30,500 | \$30,000 | \$30,000 <u>\$0</u> | \$0 | \$0 | \$90,500 |
| Grants | <u>\$1,200,000</u> | <u>\$1,200,000</u> | | | | <u>\$2,400,000</u> |
| Operating Surplus | \$102,387 <u>\$100,000</u> | \$907,437 <u>\$100,000</u> | \$2,854,187 <u>\$2,590,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$4,364,011 <u>\$2,990,000</u> |
| Total Revenues | \$16,100,000 <u>\$17,630,000</u> | \$12,250,000 <u>\$15,100,000</u> | \$3,250,000 <u>\$5,100,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$32,100,000 <u>\$38,030,000</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Eastern Wastewater Treatment Plant
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~43012~~ 46010
POLICY NUMBER: I2-SS1.3

PROJECT DESCRIPTION

The City is currently in the process of having a second wastewater treatment facility designed and permitted. This process will carry over into FY 13/14 and beyond. This plant will support the development on the east side of the City and help alleviate some of the flows that go through the current wastewater treatment plant.

Funding Summary

| Source/YR | FY 12/13 <u>13/14</u> | FY 13/14 <u>14/15</u> | FY 14/15 <u>15/16</u> | FY 15/16 <u>16/17</u> | FY 16/17 <u>17/18</u> | Total |
|-------------------------------------|---|---|---|-------------------------------------|-------------------------------------|---|
| Operating Surplus | \$0 | \$657,437 <u>\$0</u> | \$2,604,187 <u>\$2,490,000</u> | \$0 | \$0 | \$3,261,624 <u>\$2,490,000</u> |
| Drawdown of Fund Balance | \$269,500 | \$212,563 | \$365,813 | \$0 | \$0 | \$847,876 |
| Impact Fees | \$30,500 | \$30,000 | \$30,000 | \$0 | \$0 | \$90,500 |
| Debt Proceeds | \$9,700,000 <u>\$12,000,000</u> | \$11,100,000 <u>\$12,000,000</u> | \$0 <u>\$2,510,000</u> | \$0 | \$0 | \$20,800,000 <u>\$26,510,000</u> |
| Total | \$10,000,000 <u>\$12,000,000</u> | \$12,000,000 | \$3,000,000 <u>\$5,000,000</u> | \$0 | \$0 | \$25,000,000 <u>\$29,000,000</u> |

PROJECT NAME: Rehab Sewer Collection System
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~460204~~ 5009
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

Not addressing the aging sewer collection system will result in failures. A failure will cause a loss in sewer service to the residents and an environmental release of raw sewage to the surrounding communities and environment. Repairing the collection system not only avoids costs associated with emergency repairs but also reduces the amount of ground water leaking into the system that is then treated at the wastewater facility. This reduces the direct costs on chemicals used to treat ground water and could also offset the need for capital expansion due to capacity at the wastewater facility.

Funding Summary

| Source/YR | FY 12/13 <u>13/14</u> | FY 13/14 <u>14/15</u> | FY 14/15 <u>15/16</u> | FY 15/16 <u>16/17</u> | FY 16/17 <u>17/18</u> | Total |
|-------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---|
| Operating Surplus | \$0 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$250,000 <u>\$100,000</u> | \$1,000,000 <u>\$500,000</u> |
| Drawdown of Fund Balance | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| Total | \$250,000 <u>\$100,000</u> | \$1,250,000 <u>\$500,000</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: RIB Site for EWWTP

PROJECT NUMBER: ~~43010~~44011

PLAN ELEMENT: Infrastructure

POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

This RIB site will physically be located on the southern portion of the 122 acre site. The design and completion of the Eastern Wastewater Treatment facility relies on this project. The FDEP permit for the Eastern Wastewater Treatment facility will not be issued without completion of this project. Development in the City's growth areas and the SR 415 corridor depends upon the provision of sewer service and the success of this project.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------|
| Drawdown of Fund Balance | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$950,000 |
| Debt Proceeds | | | | | | |
| Total | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$950,000 |

PROJECT NAME: ~~Elkcam Lift Station Upgrade~~RAS Pumps for Clarifiers

PROJECT NUMBER: ~~46001~~640500

PLAN ELEMENT: Infrastructure

POLICY NUMBER: ~~I2-SS1.7~~

PROJECT DESCRIPTION

The current lift station is in desperate need of an upgrade. In its current state, the lift station would not be able to handle the flows for the future Eastern Wastewater Treatment facility. The upgrade of the current station will be a portion of what will be necessary to handle the flows to the Eastern Wastewater Treatment facility while ensuring that the station can adequately function in the interim. This renovation to the current lift station will continue to pump to the Fisher Wastewater plant until the Eastern Wastewater Treatment facility comes on line. The existing RAS pumps for the clarifiers at the wastewater treatment facility are in need of an upgrade. They do not operate at full capacity due to their age and have to be manually assisted by staff to keep up with the current flow at the wastewater facility. These pumps have to be cleaned several times throughout the day in order to keep the system from getting clogged. This presents a safety hazard for staff that has to unclog the pumps which may contain hazardous objects such as razors, needles, etc. New pumps will be better able to handle the existing flow and will allow for increased flow in the future.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-----------------------------|----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------------|
| Drawdown of Fund Balance | \$550,000 \$30,000 | \$0 | \$0 | \$0 | \$0 | \$550,000 \$30,000 |
| Total | \$550,000 \$30,000 | \$0 | \$0 | \$0 | \$0 | \$550,000 \$30,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: ~~11th Ave. Roadway to New WWTP~~ **PROJECT NUMBER:** ~~40016~~
PLAN ELEMENT: ~~Infrastructure~~ **POLICY NUMBER:** ~~I2-SS1.7~~

PROJECT DESCRIPTION

The Eastern Water Reclamation facility would not have an entrance road and underground utilities. Therefore, it would not be ready for construction in subsequent years. Future development in the City growth areas and the SR 415 corridor depend upon utility services being available.

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-----------------------------|-------------|-------------|-------------|-------------|-------------|--------------------|
| Drawdown of Fund Balance | \$1,900,000 | \$0 | \$0 | \$0 | \$0 | \$1,900,000 |
| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,900,000 |

PROJECT NAME: Doyle Rd Reclaimed Main
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~41012~~ 43012
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

This line will connect the reclaimed lines recently constructed on SR415 to the existing lines on Doyle Rd. These lines will also connect to the proposed Doyle Road RIB site.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/1414/15 | FY 14/1515/16 | FY 15/1616/17 | FY 16/1717/18 | Total |
|-----------------------------|--|--------------------------------------|------------------|------------------|------------------|--|
| Drawdown of Fund Balance | \$250,000 <u>\$1,800,000</u> | \$0 <u>\$1,800,000</u> | \$0 | \$0 | \$0 | \$250,000 <u>\$3,600,000</u> |
| <u>Grants</u> | <u>\$1,200,000</u> | <u>\$1,200,000</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$2,400,000</u> |
| Total | \$250,000 <u>\$3,000,000</u> | \$0 <u>\$3,000,000</u> | \$0 | \$0 | \$0 | \$250,000 <u>\$6,000,000</u> |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Master Lift Station – Doyle Road
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: ~~46019~~-43011
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

This lift station will serve as the wastewater master pump station for future development of the Doyle Road and SR 415 area. The scope of this project consists of the pump station, related equipment and a generator for emergency power

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-----------------------------|-----------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------------------------|
| Operating Surplus | \$102,387 | \$0 | \$0 | \$0 | \$0 | \$102,387 |
| Drawdown of Fund Balance | \$597,613 \$650,000 | \$0 | \$0 | \$0 | \$0 | \$597,613 \$650,000 |
| Total | \$700,000 \$650,000 | \$0 | \$0 | \$0 | \$0 | \$700,000 \$650,000 |

PROJECT NAME: Doyle Rd. RIB Site
PLAN ELEMENT: Infrastructure

PROJECT NUMBER: 44012
POLICY NUMBER: I2-SS1.7

PROJECT DESCRIPTION

This project includes the acquisition of approx. 70 acres of land, design, permitting, and construction of rapid infiltration basins for disposal of reclaimed water during wet weather periods. This facility will be used in conjunction with the new Eastern Wastewater Treatment Facility.

Funding Summary

| Source/YR | FY 12/13 13/14 | FY 13/14 14/15 | FY 14/15 15/16 | FY 15/16 16/17 | FY 16/17 17/18 | Total |
|-----------------------------|-------------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------------|
| Drawdown of Fund Balance | \$1,500,000 \$900,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 \$900,000 |
| Total | \$1,500,000 \$900,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 \$900,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

**WASTEWATER & WATER
CAPITAL IMPROVEMENT PROJECTS SUMMARY**

| Project No. | Project | —FY 2012-2013 | —FY 2013-2014 | FY 2014-2015 | FY 2015-2016 | FY 2016-2017 | Total |
|------------------------------------|---|--------------------|------------------|-----------------|-----------------|-----------------|--------------------|
| 43001 | Howland Utility Relocate (Phase 3) | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| 46010 | Normandy Section B Utility Relocates | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| 45009 | Fort Smith Utility Relocate (Section 2) | \$200,000 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Total Projects Expenditures | | \$1,950,000 | \$0 | \$0 | \$0 | \$0 | \$1,950,000 |

| Revenue Source | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|--------------------------|--------------------|-------------|-------------|-------------|-------------|--------------------|
| Drawdown of Fund Balance | \$1,950,000 | \$0 | \$0 | \$0 | \$0 | \$1,950,000 |
| Total Revenues | \$1,950,000 | \$0 | \$0 | \$0 | \$0 | \$1,950,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Howland Utility Relocate (Phase 3) **PROJECT NUMBER:** 43001
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I1-PW4.2

PROJECT DESCRIPTION

There are currently four road widening projects within the City that require the relocation of water and/or wastewater lines (Normandy Blvd., Howland Blvd., DeBary Ave., & Fort Smith Blvd). These pipes will be replaced with new pipes and, in some cases, with larger pipe to provide better services.

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-----------------------------|--------------------|-------------|-------------|-------------|------------|--------------------|
| Drawdown of Fund Balance | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |
| Total | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$1,500,000 |

PROJECT NAME: Normandy Section B Utility Relocates **PROJECT NUMBER:** 46010
PLAN ELEMENT: Infrastructure **POLICY NUMBER:** I1-PW4.2

PROJECT DESCRIPTION

If the City does not move forward with the widening of Normandy Blvd. Section B, the utilities will need to be relocated as part of the roadway construction. Failure to move the utilities in conjunction with the roadway construction can lead to significantly higher repair costs in the future.

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|-----------------------------|------------------|-------------|-------------|-------------|------------|------------------|
| Drawdown of Fund Balance | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| Total | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$250,000 |

FISCAL YEAR 2013 – 2014
CAPITAL IMPROVEMENTS ELEMENT

PROJECT NAME: Fort Smith Utility Relocate **PROJECT NUMBER:** 45009
 (Section 2) Providence Blvd to **POLICY NUMBER:** 11-PW4.2
 Primrose Terr

PLAN ELEMENT: Infrastructure

PROJECT DESCRIPTION

~~Relocating utilities is required as part of the overall City-wide road widening plan. As part of the City-wide road widening project, the City is currently relocating the utilities located in the area while expanding the system at the same time.~~

Funding Summary

| Source/YR | FY 12/13 | FY 13/14 | FY 14/15 | FY 15/16 | FY 16/17 | Total |
|------------------------------|-------------------|-------------|-------------|-------------|-------------|-------------------|
| -Drawdown of Fund Balance | -\$200,000 | -\$0 | \$0 | \$0 | \$0 | \$200,000 |
| Total | -\$200,000 | \$0 | \$0 | \$0 | \$0 | -\$200,000 |

APPENDIX B
Certification of Availability of
Permitted Disposal Capacity

ONE COMPANY | *Many Solutions*

October 22, 2009

Mr. Leonard Marion, Director
Public Works, Solid Waste Division
Volusia County, Florida
3151 E. New York Avenue
DeLand, Florida 32724

RE: Annual Remaining Capacity and Site Life Report
Tomoka Farms Road Solid Waste Management Facility
North Cell Class I and Class III Landfills
Permit Nos. SO64-0078767-023 & SC64-0078767-024, WACS: 27540
Volusia County, Florida

Dear Mr. Marion,

HDR Engineering, Inc. is hereby submitting this annual estimate of remaining capacity for the Tomoka Farms Road Solid Waste Management Facility in accordance with 62-701.500(13)(c), FAC.

The following table presents the remaining capacity and estimated site life as of April 7, 2009:

| | Disposal Capacity (cubic yards) | Closure Date |
|-----------------------------|------------------------------------|----------------|
| North Cell Class I Landfill | --- | --- |
| with Phase 1 Expansion | 3,187,247 | January 2015 |
| with Phase 2 Expansion | 7,187,247 | September 2021 |
| Class III Landfill | 4,699,616 | January 2029 |

- Notes:
1. Disposal capacity is based on topographic survey flown on April 7, 2009 and as-built conditions. This above capacity does not include volume for final cap.
 2. Closure date is based on average per capita utilization rates from past six years and population projections from the Volusia County Planning Department.
 3. The North Cell Phase 2 Expansion is permitted by the FDEP for construction but it has not yet been constructed and certified by the FDEP for disposal.

Please contact me if you have any questions or comments at (904) 598-8900 or at Carlo.Lebtron@hdrinc.com.

Sincerely,
HDR Engineering, Inc.

Carlo F. Lebron, PE
Vice President

HDR Engineering, Inc.

200 W Forsyth Street
Suite 800
Jacksonville, FL 32202-4321

Phone: (904) 598-8900
Fax: (904) 598-8988
www.hdrinc.com



September 10, 2010

City of Deltona
2345 Providence Blvd
Deltona, FL 32725

Attn: Ron Paradise, Assistant Planning and Development Director
Ref: Class I Solid Waste Transportation and Disposal Capabilities

On behalf of Waste Services of Florida, Inc. ("WSI"), I am responding to The City of Deltona's ("City") request to confirm that WSI has the capacity to meet the City's five (5) year comprehensive disposal requirement.

WSI is a fully integrated solid waste services provider in the State of Florida. WSI owns a network of transfer stations, material recycling facilities, and solid waste landfills.

The City's solid waste is collected by the City's contractor and then delivered to WSI's Sanford Recycling and Transfer facility located in Sanford, Florida. The solid waste is consolidated and loaded into transfer vehicles and transported to WSI's JED landfill. Opening in January of 2004, the landfill has over 50 years of permitted disposal capacity. It is one of the premier landfills constructed in the Southeastern United States in the last 20 years. JED is constructed with a double composite liner system and one of the most sophisticated leachate collection systems that far exceeds the requirements by local, state and federal standards.

The JED Landfill is located less than 65 miles from the Sanford Recycling and Transfer Station. Attached you will find the FDEP permit(s) for both Sanford Recycling and Transfer Station and the JED landfill. As the permits are renewed and/or updated, a copy of the new permit can be sent to the City if you desire for your records.

WSI appreciates your current business and is also interested in managing the disposal of your waste water treatment plan residuals. WSI is interested assisting the City in developing the most efficient, long term and cost effective waste disposal solution for all the City's solid waste needs.

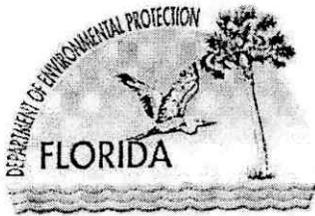
Should you have any questions please contact me at 407-261-5032 or on my cell at 917-359-5174.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Dennis G. Pantano". The signature is written in a cursive, somewhat stylized font.

Dennis G. Pantano
Regional Vice-President
Waste Services of Florida, Inc.

09-13-10 P01:26 IN



Florida Department of Environmental Protection

Central District
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

NOTICE OF PERMIT

Charlie Crist
Governor

Jeff Kotkamp
Lt. Governor

Michael W. Sole
Secretary

By E-Mail
smccash@wsii.us

Mr. Shawn McCash
Sanford Recycling and Transfer, Inc.
5002 T-Rex Avenue, Suite 200
Boca Raton, FL 33431

OCD-SW-08-0260

Seminole County – SW
Sanford Recycling and Transfer, Inc. TS/MRF-
Waste Processing Facility
DEP File No. SO59-0203666-003

Dear Mr. McCash:

Enclosed is Permit Number SO59-0203666-003, to operate the Sanford Recycling and Transfer, Inc., Transfer Station/Materials Recovery Facility, issued under Section(s) 403.061(14) and 403.707, of the Florida Statutes.

Any party to this order (permit) has the right to seek judicial review of the permit under section 120.68 of the Florida Statutes, by the filing of a Notice of Appeal under rule 9.110 of the Florida Rules of Appellate Procedure, with the Clerk of the Department of Environmental Protection, Office of General Counsel, Mail Station 35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000 and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice of appeal must be filed within thirty days after this notice is filed with the Clerk of the Department.

Executed in Orlando, Florida.

STATE OF FLORIDA DEPARTMENT
OF ENVIRONMENTAL PROTECTION

Vivian F. Garfein
Director, Central District
3319 Maguire Boulevard, Suite 232
Orlando, FL 32803
407/894-7555

Date: June 23, 2008

"More Protection. Less Prowess"
www.dep.state.fl.us

FILING AND ACKNOWLEDGMENT

FILED, on this date, pursuant to Section 120.52, F. S., with the designated Department Clerk, receipt of which is hereby acknowledged.



June 23, 2008

 Clerk

 Date

CERTIFICATE OF SERVICE

The undersigned duly designated deputy agency clerk hereby certifies that this NOTICE OF PERMIT and all copies were sent before the close of business on June 23, 2008 to the listed persons.



 Clerk

VFG/gc/ew

Enclosure

Copies furnished to:

Richard Tedder, P.E. – DEP – Tallahassee

Fred Wick – DEP – Tallahassee

Frank Hornbrook – DEP – Tallahassee

Kwasi Badu-Tweneboah, Ph.D., P.E. – Geosyntec Consultants kbadu-tweneboah@geosyntec.comRichard Meinert – Seminole County Environmental Services rmeinert@seminolecountyfl.govThomas George, City of Sanford Georget@Sanfordfl.gov

"More Protection. Less Process"
www.dep.state.fl.us



Florida Department of Environmental Protection

Central District
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary

By E-mail
smccash@wsii.us

Sanford Recycling and Transfer, Inc.
5002 T-Rex Avenue, Suite 200
Boca Raton, FL 33431

Attention: Mr. R. Shawn McCash

WACS Facility 90926
Permit/Certification Number:
SO59-0203666-003
Expiration Date: 2/20/2013
County: Seminole
Section 39, Township 19 South, Range 30 East
Latitude 28°49'10", Longitude 81°18'37"
Project: Sanford Recycling and Transfer, Inc.,
TS/MRF - Waste Processing Facility

This permit is issued under the provisions of Chapter(s) 403, Florida Statutes, and Florida Administrative Code Rule(s) 62-4, and 62-701. The above named permittee is hereby authorized to perform the work or operate the facility shown on the application and approved drawing(s), plans, and other documents attached hereto or on file with the Department and made a part hereof and specifically described as follows:

To operate the Sanford Recycling and Transfer, Inc., Transfer Station/Materials Recovery Facility – Waste Processing Facility to serve Seminole, Orange, Lake and Volusia Counties. The facility occupies an area of 7.66 acres.

The facility will accept Class I and Class III waste from private collection vehicles. The Class I waste will be placed into transport vehicles and hauled to a Department permitted Class I landfill. Recyclable materials will be separated from the Class III waste stream. The remaining waste will be hauled to a Department permitted Class III landfill.

The Class III recycling operation will consist of screening, sorting, cardboard bailing, wood chipping and site material handling equipment.

LOCATION: The facility will be located at 555 N. White Cedar Road, Sanford, in Section 39, Township 19 South, Range 30 East, in Seminole County, Florida.

GENERAL CONDITIONS:

1. The terms, conditions, requirements, limitations and restrictions set forth in this permit, are "permit conditions" and are binding and enforceable pursuant to Sections 403.141, 403.727, or 403.859 through 403.861, Florida Statutes (F.S.) The permittee is placed on notice that the Department will review this permit periodically and may initiate enforcement action for any violation of these conditions.
2. This permit is valid only for the specific processes and operations applied for and indicated in the approved drawings or exhibits. Any unauthorized deviation from the approved drawings, exhibits, specifications, or conditions of this permit may constitute grounds for revocation and enforcement action by the Department.
3. As provided in subsections 403.087(6) and 403.722(5), F.S., the issuance of this permit does not convey any vested rights or any exclusive privileges. Neither does it authorize any injury to public or private property or any invasion of personal rights, nor any infringement of federal, state, or local laws or regulations. This permit is not a waiver of or approval of any other Department permit that may be required for other aspects of the total project which are not addressed in this permit.
4. This permit conveys no title to land or water, does not constitute State recognition or acknowledgment of title, and does not constitute authority for the use of submerged lands unless herein provided and the necessary title or leasehold interests have been obtained from the State. Only the Trustees of the Internal Improvement Trust Fund may express State opinion as to title.
5. This permit does not relieve the permittee from liability for harm or injury to human health or welfare, animal, or plant life, or property caused by the construction or operation of this permitted source, or from penalties therefore; nor does it allow the permittee to cause pollution in contravention of Florida Statutes and Department rules, unless specifically authorized by an order from the Department.
6. The permittee shall properly operate and maintain the facility and systems of treatment and control (and related appurtenances) that are installed and used by the permittee to achieve compliance with the conditions of this permit, as required by Department rules. This provision includes the operation of backup and auxiliary facilities or similar systems when necessary to achieve compliance with the conditions of the permit and when required by Department rules.
7. The permittee, by accepting this permit, specifically agrees to allow authorized Department personnel, upon presentation of credentials or other documents as may be required by law and at reasonable times, access to the premises where the permitted activity is located or conducted to:
 - (a) Have access to and copy any records that must be kept under conditions of this permit;
 - (b) Inspect the facility, equipment, practices, or operations regulated or required under this permit; and
 - (c) Sample or monitor any substances or parameters at any location reasonably necessary to assure compliance with this permit or Department rules.
8. If, for any reason, the permittee does not comply with or will be unable to comply with any condition or limitation specified in this permit, the permittee shall immediately provide the Department with the following information:
 - (a) A description of and cause of noncompliance; and
 - (b) The period of noncompliance, including dates and times; or, if not corrected, the anticipated time the noncompliance is expected to continue, and steps being taken to reduce, eliminate, and prevent recurrence of the noncompliance.

The permittee shall be responsible for any and all damages which may result and may be subject to enforcement action by the Department for penalties or for revocation of this permit.

9. In accepting this permit, the permittee understands and agrees that all records, notes, monitoring data and other information relating to the construction or operation of this permitted source which are submitted to the Department may be used by the Department as evidence in any enforcement case involving the permitted source arising under the Florida Statutes or Department rules, except where such use is prescribed by Section 403.111 and 403.73, F.S. Such evidence shall only be used to the extent it is consistent with the Florida Rules of Civil Procedure and appropriate evidentiary rules.
10. The permittee agrees to comply with changes in Department rules and Florida Statutes after a reasonable time for compliance; provided, however, the permittee does not waive any other rights granted by Florida Statutes or Department rules.
11. This permit is transferable only upon Department approval in accordance with Rule 62-4.120 and 62-730.300, Florida Administrative Code (F.A.C.), as applicable. The permittee shall be liable for any non-compliance of the permitted activity until the transfer is approved by the Department.
12. This permit or a copy thereof shall be kept at the work site of the permitted activity.
13. The permittee shall comply with the following:
 - (a) Upon request, the permittee shall furnish all records and plans required under Department rules. During enforcement actions, the retention period for all records will be extended automatically unless otherwise stipulated by the Department.
 - (b) The permittee shall hold at the facility or other location designated by this permit records of all monitoring information (including all calibration and maintenance records and all original strip chart recordings for continuous monitoring information) required by the permit, copies of all reports required by this permit, and records of all data used to complete the application for this permit. These materials shall be retained at least three years from the date of the sample, measurement, report, or application unless otherwise specified by Department rule.
 - (c) Records of monitoring information shall include:
 1. the date, exact place, and time of sampling or measurements;
 2. the person responsible for performing the sampling or measurements;
 3. the dates analyses were performed;
 4. the person responsible for performing the analyses;
 5. the analytical techniques or methods used;
 6. the results of such analyses.
14. When requested by the Department, the permittee shall within a reasonable time furnish any information required by law which is needed to determine compliance with the permit. If the permittee becomes aware the relevant facts were not submitted or were incorrect in the permit application or in any report to the Department, such facts or information shall be corrected promptly.

PERMITTEE:
Sanford Recycling and Transfer, Inc.

WACS Facility: 90926
Permit/Certification Number: SO59-0203666-003
Expiration Date: 2/20/2013

Attention: Mr. R. Shawn McCash

SPECIFIC CONDITIONS:

Note that time-sensitive specific conditions are summarized in Appendix B of this permit.

1. Plans and Specifications: Drawings, plans, documents and specifications submitted by the permittee, not attached hereto but on file at the Central District office, are made a part of this permit. The documents are listed in Appendix A.
2. Document Requirements: A copy of the permit, with a complete copy of the permit application and engineering drawings shall be kept on file at the facility for inspection and review upon request.
3. Other Permits: This permit does not relieve the permittee from complying with any other appropriate stormwater, ERP, or other permit requirements.
4. Signs: Signs indicating the name of the operating authority, traffic flow, hours of operation, charges for disposal and the types of wastes accepted shall be placed at all entrances to the facility, Rule 62-701.500(5) and 11(g), F.A.C.
5. Site Access: Access to the site shall be restricted by an effective barrier designed to prevent unauthorized entry and dumping, Rule 62-701.710(4)(f), F.A.C.
6. Litter, Dust & Fire Protection: The facility shall have litter control devices, dust controls, fire protection and fire-fighting facilities. Litter is to be picked up and litter control devices are to be cleaned.
7. Safety Devices: Safety devices shall be provided on equipment to shield and protect the operators from potential hazards during operation.
8. Equipment Breakdown: In the event of equipment malfunction, destruction, breakdown or other problems resulting in the permittee being temporarily unable to comply with any of the conditions of this permit, the permittee shall immediately notify the Department. The notification shall address the cause of the problem, corrective action, and what steps are being taken to prevent a recurrence, as required by Rule 62-4.130, F.A.C.
9. Effluent Discharge: There shall be no discharge of liquid effluents or contaminated runoff to surface or ground water without prior approval from the Department.
10. Stormwater Management: All stormwater runoff from the site shall be collected and treated to meet the requirements of Chapters 373 and 403, Florida Statutes (F.S.) and Rule 62-701.710(8), F.A.C. prior to discharge off-site.
11. Control of Nuisance Conditions: The permittee shall be responsible for the control of odors and fugitive particulates arising from this operation. Such controls shall prevent the creation of nuisance conditions that may arise from adverse odors and fugitive particulates, and their effect on adjacent or nearby properties and users. The permittee shall immediately investigate any complaints received from the general public and, where warranted, take corrective actions to abate the adverse odor or nuisance condition. The permittee must prepare a written report on each complaint describing the action taken to resolve the complaint, and submit the report to the Department within 10 days of receiving the complaint. If the complaint has not been resolved by that time, the permittee must prepare and submit an additional report no later than 10 days from the date of resolution.

PERMITTEE:
Sanford Recycling and Transfer, Inc.

WACS Facility: 90926
Permit/Certification Number: SO59-0203666-003
Expiration Date: 2/20/2013

Attention: Mr. R. Shawn McCash

SPECIFIC CONDITIONS:

12. Improper Operations: When the Department, after investigation, has good reason (such as complaints, questionable maintenance of equipment, improper operations, etc.) to believe that any applicable standard contained in Chapter 62-701, F.A.C. or in this permit is being violated, it may require the owner or operator of the source to identify the nature of the problem and report to the Department in writing, the results of the investigation and corrective action taken to prevent its recurrence.
13. Transfer Station/Material Recovery Facility Requirements: The facility shall meet the requirements for Waste Processing Facilities, Rule 62-701.710, F.A.C.
14. Clean-up of Solid Waste Storage Areas: All solid waste storage areas shall be maintained and cleaned, as necessary, to prevent fly, rodent and other vector problems.
15. Facility Shut-down: During any periods the facility is not operating, whether due to a planned or emergency shutdown, all incoming waste shall be directed to a Department permitted landfill or disposal facility for disposal.
16. Leachate & Other Liquid Wastes: The facility shall provide a suitable system for the collection and treatment necessary to meet water quality standards of all leachate, and other liquid wastes such as washdown water produced as a result of the operation of the facility.
17. Solid Waste Processing Rate: The average Class I and Class III solid waste processing rate for this source is 4000 cubic yards per day as stated in the application. Actual operating rates may vary depending upon business conditions.
18. Operation Plan: The facility operators shall be trained, Rule 62-701.320(15), F.A.C., and a copy of the operation plan that describes how the applicant shall comply with Rule 62-701.710(4), F.A.C. shall be kept at the facility.
19. Recordkeeping: The permittee must keep the records required by Rule 62-701.710(9)(a), F.A.C. readily available for inspection. The Permittee shall submit an annual report to the Department on Form 62-701.900(7) no later than April 1 of each year (Rule 62-701.710(9)(b), F.A.C.). The report shall be sent to the Department's Tallahassee office with a copy to the Central District office.
20. Permit Deviations: The Department shall be notified and approval shall be obtained prior to executing any substantial changes or revisions to the operation authorized by this permit.
21. Operation Permit Renewal: An operation permit renewal must be submitted at least 60 days prior to the expiration of the operation permit, Rule 62-4.090, F.A.C.
22. Facility Closure: The owner or operator shall notify the Department in writing 180 days before the date the facility is expected to close. Closure shall be completed within 180 days after receiving the final waste quantity. Within 30 days after closure is completed, the owner or operator shall certify in writing to the Department that closure is complete.

PERMITTEE:
Sanford Recycling and Transfer, Inc.

WACS Facility: 90926
Permit/Certification Number: SO59-0203666-003
Expiration Date: 2/20/2013

Attention: Mr. R. Shawn McCash

SPECIFIC CONDITIONS:

23. Financial Assurance Requirements: The permittee shall maintain compliance with the financial assurance requirements of Rule 62-701.710, F.A.C. by submitting all required updated supporting documentation in accordance with Rule 62-701.630, F.A.C. and 40 CFR Part 264, Subpart H as adopted by reference in Rule 62-701.630, F.A.C. All submittals in response to this specific condition shall be submitted to the Financial Coordinator, Solid Waste Section, Department of Environmental Protection, MS-4565, 2600 Blair Stone Road, Tallahassee, Florida 32399-2400.
24. Annual Cost Estimates and Financial Instrument Adjustments: The permittee shall, in addition to annually adjusting the closure and long-term care cost estimates, adjust the financial assurance mechanism to reflect an increase in cost estimates. Cost estimate adjustments shall be in accordance with Rule 62-701.630(4), F.A.C. Instrument adjustments shall be in accordance with Rule 62-701.630, F.A.C., and 40 CFR Part 264, Subpart H as adopted by reference in Rule 62-701.630, F.A.C. Documentation of financial mechanism increases shall be submitted to: Financial Coordinator, Solid Waste Section, Department of Environmental Protection, MS-4565, 2600 Blair Stone Road, Tallahassee, Florida 32399-2400. All estimate update submittals shall be sent to: Department of Environmental Protection, Central District, Solid Waste Section, 3319 Maguire Boulevard, Suite 232, Orlando, Florida 32803-3767.

ISSUED: June 23, 2008

STATE OF FLORIDA DEPARTMENT
OF ENVIRONMENTAL PROTECTION



Vivian F. Garfein
Director, Central District
3319 Maguire Boulevard
Suite 232
Orlando, Florida 32803

FILING AND ACKNOWLEDGMENT

FILED, on this date, pursuant to Section 120.52, Florida Statutes, with the designated Department Clerk, receipt of which is hereby acknowledged.



June 23, 2008

Clerk

Date

CERTIFICATE OF SERVICE

The undersigned duly designated deputy agency clerk hereby certifies that this NOTICE OF PERMIT and all copies were transmitted before the close of business on June 23, 2008 to the listed persons.



Clerk
Page 6 of 6

Appendix A

1. Renewal Of Permit To Operate A Waste Processing Facility, Sanford Recycling And Transfer Facility Class I and Class III, Sanford, Florida, Prepared by Geosyntec Consultants, Jacksonville, Florida dated November 2007. Received and stamped November 14, 2007, DEP – Central District.
2. First Request for Additional Information from Central District – DEP dated December 10, 2007.
3. Response to First Request for Additional Information, Sanford Recycling and Transfer Facility, Class I and Class III, Sanford, Florida, Prepared by Geosyntec Consultants, Jacksonville, Florida dated January 2008. Received and stamped January 9, 2008, DEP – Central District.

APPENDIX B
DEP Permit #SO59-0203666-003

| Specific Condition | Requirement | Action | Due date |
|--------------------|---|--|---|
| 8 | Equipment Breakdown | Notify the Department of equipment breakdown, malfunction, etc. | Immediately upon discovery |
| 9 | Effluent Discharge | Prior to any discharge of liquid effluents/contaminated runoff to surface water or groundwater | Obtain approval from the Department |
| 11 | Control of Nuisance Conditions | Prepare and submit a written report on each warranted complaint describing the action to resolve the complaint | Within 10 days of receiving the complaint |
| 11 | Control of Nuisance Conditions | Submit an additional report if complaint has not been resolved within 10 days | No later than 10 days from the date of resolution |
| 19 | Annual Reporting | Maintain information required by Rule 62-701.710(9)(a), F.A.C. Submit report required by Rule 62-701.710(9)(b), F.A.C. to both Tallahassee and District offices. | Not later than April 1 of each year. |
| 20 | Permit Deviations | Notify and obtain approval from the Department of any substantial changes or revisions to the operation | Prior to executing any substantial changes or revisions to the operation |
| 21 | Operation Permit Renewal (Permit expires on 02/20/2013) | Submit an operation permit renewal application | At least 60 days prior to the expiration date of this permit (before 12/22/2012) |
| 22 | Facility Closure | Notify the Department in writing | At least 180 days prior to the date of closure when wastes will no longer be accepted at the landfill |

"More Protection, Less Process"

APPENDIX B
DEP Permit #SO59-0203666-003

| Specific Condition | Requirement | Action | Due date |
|--------------------|--|---|--|
| 22 | Facility Closure | Certify to the Department in writing that closure is complete | Within 30 days after closure is completed |
| 23 | Financial Assurance | Update the financial assurance mechanism | Submit between January 1 and March 1 of each year |
| 24 | Annual Cost Estimates and Financial Instrument Adjustments | Adjust the closure and long-term care cost estimates, and the financial assurance mechanism | Submit between January 1 and March 1 of each year; if using an escrow account submit between July 1 and September 1 of each year |



Florida Department of Environmental Protection

Central District
3319 Maguire Boulevard, Suite 232
Orlando, Florida 32803-3767

Charlie Crist
Governor

Jeff Kottkamp
Lt. Governor

Michael W. Sole
Secretary - Designee

NOTICE OF PERMIT

By E-Mail
smccash@wasteservicesinc.com

In the matter of an
Application for Permit
by:
Mr. Shawn McCash
Omni Waste of Osceola County, LLC
1501 Omni Way
St. Cloud, FL 34473

OCD-SW-07-0118

Osceola County – SW
Oak Hammock Disposal, Phases 2 and 3, Class I
Permit Application Nos. SC49-0199726-004 & SO49-0199726-005

Dear Mr. McCash:

Enclosed are Permit Numbers SC49-0199726-004 & SO49-0199726-005, to construct and operate the Oak Hammock Disposal, Phases 2 and 3, Class I landfill, issued under Section(s) 403.061(14) and 403.707, of the Florida Statutes.

Any party to this order (permit) has the right to seek judicial review of the permit under section 120.68 of the Florida Statutes, by the filing of a Notice of Appeal under rule 9.110 of the Florida Rules of Appellate Procedure, with the Clerk of the Department of Environmental Protection, Office of General Counsel, Mail Station 35, 3900 Commonwealth Boulevard, Tallahassee, Florida 32399-3000 and by filing a copy of the notice of appeal accompanied by the applicable filing fees with the appropriate district court of appeal. The notice of appeal must be filed within thirty days after this notice is filed with the Clerk of the Department.

Executed in Orlando, Florida.

STATE OF FLORIDA DEPARTMENT
OF ENVIRONMENTAL PROTECTION

Vivian F. Garfein
Director, Central District
3319 Maguire Boulevard, Suite 232
Orlando, FL 32803
407/894-7555

Date: March 22, 2007

"More Protection. Less Process"
www.dep.state.fl.us

FILING AND ACKNOWLEDGMENT

FILED, on this date, pursuant to Section 120.52, F. S., with the designated Department Clerk, receipt of which is hereby acknowledged.



March 22, 2007

Clerk

Date

CERTIFICATE OF SERVICE

The undersigned duly designated deputy agency clerk hereby certifies that this NOTICE OF PERMIT and all copies were mailed before the close of business on March 22, 2007 to the listed persons.



Clerk

VFG/gc/ew

Enclosure

Copies furnished to:

Richard Tedder, P.E. – DEP – Tallahassee

Fred Wick – DEP – Tallahassee

Frank Hornbrook – DEP – Tallahassee

L. Kozlov, P.E. – DEP – Air Section

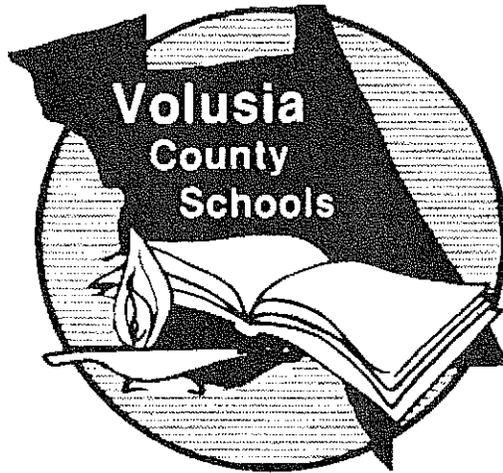
Ayushman Gupta, P.E. – Geosyntec Consultants agupta@geosyntec.com

Mark W. Halleen, P.E. mhalleen@foth.com

"More Protection, Less Process"
www.dep.state.fl.us

APPENDIX C
Schools - 2012/2017 Capital
Five-Year Work Program

*2013-14
Recommended
Operating
Budget*



September 10, 2013



District School Board of Volusia County



Capital Five -Year Fiscal Forecast

| REVENUES | Budget 2013-2014 | Forecast 2014-2015 | Forecast 2015-2016 | Forecast 2016-2017 | Forecast 2017-2018 |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| State sources: | | | | | |
| CO&DS distributed to district | \$ 310,000 | \$ 310,000 | \$ 310,000 | \$ 310,000 | \$ 310,000 |
| Interest on undistributed CO&DS | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| PECO | - | - | - | - | - |
| Other state sources | - | - | - | - | - |
| Total state sources | 330,000 | 330,000 | 330,000 | 330,000 | 330,000 |
| Local sources: | | | | | |
| Ad valorem taxes | 39,087,954 | 39,087,954 | 39,478,834 | 39,873,622 | 40,272,359 |
| Sales tax | 32,017,000 | 32,337,170 | 32,660,542 | 16,493,574 | - |
| Interest income | - | - | - | - | - |
| Impact fees | 500,000 | 1,500,000 | 3,000,000 | 3,000,000 | 3,000,000 |
| Sale of Property & other local Revenue | - | - | - | - | - |
| Total local sources | 71,604,954 | 72,925,124 | 75,139,376 | 59,367,196 | 43,272,359 |
| TOTAL REVENUE | 71,934,954 | 73,255,124 | 75,469,376 | 59,697,196 | 43,602,359 |
| OTHER SOURCES OF FUNDS: | | | | | |
| Transfers In | - | - | - | - | - |
| Other Financing Sources | - | - | - | - | - |
| Restricted Fund Balance | 56,641,818 | 43,215,319 | 42,114,547 | 45,730,802 | 56,176,453 |
| Assigned Fund Balance | - | - | - | - | - |
| Total other sources | 56,641,818 | 43,215,319 | 42,114,547 | 45,730,802 | 56,176,453 |
| TOTAL REVENUE, OTHER SOURCES & FUND BALANCES | \$ 128,576,772 | \$ 116,470,443 | \$117,583,923 | \$ 105,427,998 | \$ 99,778,812 |
| EXPENDITURES (by category) | | | | | |
| New Construction | \$ - | \$ - | \$ - | \$ 500,000 | \$ 17,500,000 |
| Projects at Existing Schools & Facilities | 4,750,000 | 4,950,000 | 4,950,000 | 4,950,000 | 4,950,000 |
| Facilities Management | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 |
| Technology | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 |
| System Wide Equipment and Vehicles | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 |
| Buses | 4,116,030 | 3,125,000 | 3,125,000 | 3,125,000 | 3,125,000 |
| Projects in Progress | 7,778,341 | - | - | - | - |
| TOTAL EXPENDITURES | 21,144,371 | 12,575,000 | 12,575,000 | 13,075,000 | 30,075,000 |
| TRANSFERS OUT: | | | | | |
| To General Fund | 12,950,000 | 10,507,250 | 8,007,250 | 5,507,250 | 3,007,250 |
| To Debt Service Funds | 51,267,082 | 51,273,646 | 51,270,871 | 30,669,295 | 23,802,365 |
| TOTAL TRANSFERS | 64,217,082 | 61,780,896 | 59,278,121 | 36,176,545 | 26,809,615 |
| Restricted Fund Balance | 43,215,319 | 42,114,547 | 45,730,802 | 56,176,453 | 42,894,197 |
| TOTAL EXPENDITURES, TRANSFERS & FUND BALANCES | \$ 128,576,772 | \$ 116,470,443 | \$117,583,923 | \$ 105,427,998 | \$ 99,778,812 |



Capital Five-Year Work Program

| | BUDGET 2013-2014 | BUDGET 2014-2015 | BUDGET 2015-2016 | BUDGET 2016-2017 | BUDGET 2017-2018 |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|
| New Construction | | | | | |
| Major Renovations - Elementary (to be determined) \$ | - | - | - | - | \$ 15,000,000 |
| DeLand Area Elm - Addition - For Growth | - | - | - | 500,000 | 2,500,000 |
| Total New Construction | - | - | - | 500,000 | 17,500,000 |
| Major Projects at Existing Schools & Facilities | | | | | |
| Portables - Lease | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Portables - Moves & Compliance | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 |
| Various Schools - Minor Projects | 2,100,000 | 2,100,000 | 2,100,000 | 2,100,000 | 2,100,000 |
| Various Facilities - Facilities Review Projects | 2,300,000 | 2,500,000 | 2,500,000 | 2,500,000 | 2,500,000 |
| Total Major Prjs at Existing Facilities | 4,750,000 | 4,950,000 | 4,950,000 | 4,950,000 | 4,950,000 |
| Facilities Management | | | | | |
| Facilities Management - Various Projects | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 |
| Technology | | | | | |
| Network, EDP & Communications Equipment | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 |
| System Wide Equipment & Vehicles | | | | | |
| Various Schools & Departments Furn. & Equip. | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 |
| Buses | | | | | |
| Transportation Dept - Bus Replacement | 4,116,030 | 3,125,000 | 3,125,000 | 3,125,000 | 3,125,000 |
| Transfers | | | | | |
| Transfers - To General Fund | 12,950,000 | 10,507,250 | 8,007,250 | 5,507,250 | 3,007,250 |
| Transfers - To Debt Service | 51,267,082 | 51,273,646 | 51,270,871 | 30,669,295 | 23,802,365 |
| Total Transfers | 64,217,082 | 61,780,896 | 59,278,121 | 36,176,545 | 26,809,615 |
| TOTALS | \$ 77,583,112 | \$ 74,355,896 | \$ 71,853,121 | \$ 49,251,545 | \$ 56,884,615 |



APPENDIX D
School Facilities LOS Chart

Level of Service/Utilization Charts 2010/11 - 2013/14

| Southwest Planning Area | | Actual | | | Actual | | | Actual | | | | | | | |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|------------|-------------|-------------|------------|-------------|-------------|------------|-------------|-------------|------|
| | | 2010/2011 | | 2011/2012 | | 2012/2013 | | 2013/2014 | | 2014/2015 | | 2015/2016 | | | |
| School | Enroll | Cap | Util | Enroll | Cap | Util | Enroll | Cap | Util | Enroll | Cap | Util | Enroll | Cap | Util |
| Elementary | | | | | | | | | | | | | | | |
| Deltona Lakes | 774 | 926 | 84% | 763 | 926 | 82% | 762 | 926 | 82% | 731 | 908 | 81% | 908 | 908 | |
| Discovery | 711 | 725 | 98% | 643 | 725 | 89% | 667 | 725 | 92% | 673 | 725 | 93% | 725 | 725 | |
| Enterprise | 616 | 489 | 126% | 561 | 671 | 84% | 564 | 671 | 84% | 577 | 671 | 86% | 671 | 671 | |
| Forest Lake | 717 | 733 | 98% | 731 | 733 | 100% | 725 | 733 | 99% | 654 | 733 | 89% | 733 | 733 | |
| Friendship | 494 | 531 | 93% | 458 | 531 | 86% | 460 | 531 | 87% | 452 | 531 | 85% | 531 | 531 | |
| Osteen | 591 | 764 | 77% | 587 | 764 | 77% | 514 | 764 | 67% | 526 | 764 | 69% | 764 | 764 | |
| Pride | 558 | 765 | 73% | 537 | 765 | 70% | 523 | 765 | 68% | 583 | 765 | 76% | 765 | 765 | |
| Spirit | 782 | 768 | 102% | 724 | 768 | 94% | 658 | 768 | 86% | 686 | 768 | 89% | 768 | 768 | |
| Sunrise | 608 | 721 | 84% | 572 | 731 | 78% | 525 | 731 | 72% | 510 | 731 | 70% | 731 | 731 | |
| Timbercrest | 871 | 722 | 121% | 774 | 722 | 107% | 758 | 722 | 105% | 738 | 722 | 102% | 722 | 722 | |
| Elementary Total | 6722 | 7144 | | 6350 | 7336 | | 6156 | 7336 | | 6130 | 7318 | | 7318 | 7318 | |
| Elementary Charter School | | | | | | | | | | | | | | | |
| Reading Star Academy | | | | 119 | 180 | 66% | | 234 | 0% | | 288 | 0% | 318 | 318 | |
| Total | | | | 119 | 180 | | 0 | 234 | | 0 | 288 | | 318 | 318 | |
| K-8 Charter School | | | | | | | | | | | | | | | |
| Ivey Hawn Academy | | | | 289 | 300 | 96% | 312 | 314 | 99% | 396 | 360 | 110% | 400 | 400 | |
| Total | | | | 289 | 300 | | 312 | 314 | | 396 | 360 | | 400 | 400 | |
| Middle | | | | | | | | | | | | | | | |
| Deltona | 1190 | 1190 | 100% | 1212 | 1190 | 102% | 1215 | 1190 | 102% | 1137 | 1190 | 96% | 1190 | 1190 | |
| Galaxy | 1123 | 1167 | 96% | 1087 | 1167 | 93% | 1114 | 1167 | 95% | 1067 | 1167 | 91% | 1167 | 1167 | |
| Heritage Middle | 1225 | 1110 | 110% | 1224 | 1110 | 110% | 1195 | 1110 | 108% | 1210 | 1110 | 109% | 1110 | 1110 | |
| Middle Total | 3538 | 3467 | | 3523 | 3467 | | 3524 | 3467 | | 3414 | 3467 | | 3467 | 3467 | |
| High | | | | | | | | | | | | | | | |
| Deltona | 1951 | 1837 | 106% | 1669 | 1837 | 91% | 1633 | 1837 | 89% | 1686 | 1864 | 90% | 1864 | 1834 | |
| Pine Ridge | 1865 | 1744 | 107% | 1765 | 1744 | 101% | 1699 | 1744 | 97% | 1634 | 1744 | 94% | 1744 | 1744 | |
| High Total | 3816 | 3581 | 107% | 3434 | 3581 | 96% | 3332 | 3581 | 93% | 3320 | 3608 | 92% | 3608 | 3578 | |

APPENDIX E
Volusia County 2012 Average Annual
Daily Traffic & Historical Counts

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Rd Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|---------|---|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|----------------------|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| Rd Name | Limits | Cnt Sta | SIS_12 | EVA2012 | MainRes | Tfare12 | Distance | Lanes_12 | SPD2012 | Direction | F_Type_12 | Fun_Class | AADT_03 | AADT_04 | AADT_05 | AADT_06 | AADT_07 | AADT_08 | AADT_09 | AADT_10 | AADT_11 | AADT_12 | CA LOS_12 |
| I-4 | SR 46 to Volusia Co. | 0266-S | Yes | Yes | FDOT | Yes | 1.90 | 6 | 65 | E+W | UA FWIS 6L + AUX | Rural Principal Arterial - Interstate | 84,500 | 103,000 | 112,500 | 112,000 | 113,000 | 111,000 | 108,000 | 115,000 | 109,500 | 103,000 | C |
| I-4 | Seminole Co. to Dirksen Dr. | 484 | Yes | Yes | FDOT | Yes | 3.58 | 6 | 65 | E+W | UA FWIS 6L | Rural Principal Arterial - Interstate | - | 94,000 | 111,500 | 115,500 | 119,500 | 115,000 | 107,500 | 111,500 | 102,500 | 106,500 | C |
| I-4 | Dirksen Dr. to Saxon Blvd. | 9906 | Yes | Yes | FDOT | Yes | 2.79 | 6 | 70 | E+W | UA FWIS 6L | Urban Principal Arterial - Interstate | 79,500 | - | - | 96,600 | 95,356 | 92,578 | 94,700 | 95,400 | 93,600 | 93,900 | C |
| I-4 | Saxon Blvd. to SR 472 | 1003 | Yes | Yes | FDOT | Yes | 3.15 | 6 | 70 | E+W | UA FWIS 6L | Urban Principal Arterial - Interstate | 74,500 | 70,000 | 83,500 | 86,500 | 89,000 | 86,000 | 53,500 | 86,500 | 79,500 | 88,000 | C |
| I-4 | SR 472 to Orange Camp Rd. | 485 | Yes | Yes | FDOT | Yes | 2.12 | 6 | 70 | E+W | UA FWIS 6L | Urban Principal Arterial - Interstate | 53,500 | 60,000 | 57,500 | 59,500 | 61,500 | 58,000 | 75,000 | 76,000 | 70,500 | 77,500 | C |
| I-4 | Orange Camp Rd. to SR 44 | 497 | Yes | Yes | FDOT | Yes | 2.56 | 6 | 70 | E+W | UA FWIS 6L | Urban Principal Arterial - Interstate | 49,500 | 52,500 | 62,000 | 59,000 | 61,000 | 58,000 | 61,500 | 65,000 | 62,000 | 55,500 | C |
| I-4 | SR 44 to US 92 Connector | 486 | Yes | Yes | FDOT | Yes | 10.31 | 4 | 70 | E+W | UA FWIS 4L | Urban Principal Arterial - Interstate | 45,000 | 47,500 | 49,500 | 53,500 | 54,500 | 56,000 | 56,000 | 56,000 | 54,000 | 55,000 | C |
| I-4 | US 92 Connector to I-95 | 491 | Yes | Yes | FDOT | Yes | 3.52 | 4 | 70 | E+W | UA FWIS 4L | Urban Principal Arterial - Interstate | 39,000 | 35,500 | 36,500 | 37,500 | 42,500 | 47,500 | 45,500 | 43,000 | 43,000 | 40,000 | C |
| I-95 | N. of Volusia/Flagler Co. Line | 292-F | Yes | Yes | FDOT | Yes | - | 6 | 70 | N+S | UA FWIS 6L | Rural & Urban Principal Arterial - Interstate | 59,300 | 60,600 | 63,000 | 65,000 | - | 57,700 | 63,200 | 64,700 | 62,500 | 63,200 | C |
| I-95 | Flagler Co. Line/Old Dixie to US 1 | 496 | Yes | Yes | FDOT | Yes | 5.00 | 6 | 70 | N+S | UA FWIS 6L | Rural & Urban Principal Arterial - Interstate | 60,500 | 62,500 | 58,500 | 58,500 | 58,500 | 53,000 | 66,000 | 67,000 | 60,500 | 64,500 | C |
| I-95 | US 1 to SR 40 | 495 | Yes | Yes | FDOT | Yes | 5.55 | 6 | 70 | N+S | UA FWIS 6L | Rural & Urban Principal Arterial - Interstate | 58,500 | 60,500 | 60,000 | 60,000 | 60,000 | 55,000 | 68,500 | 69,000 | 62,500 | 66,500 | C |
| I-95 | SR 40 to LPGA Blvd. | 534 | Yes | Yes | FDOT | Yes | 2.64 | 6 | 70 | N+S | UA FWIS 6L + AUX | Urban Principal Arterial - Interstate | 80,500 | 84,500 | 70,500 | 80,500 | 73,000 | 79,000 | 79,500 | 68,000 | 76,000 | 69,500 | C |
| I-95 | LPGA Blvd. to US 92 | 494 | Yes | Yes | FDOT | Yes | 3.56 | 6 | 65 | N+S | UA FWIS 6L | Urban Principal Arterial - Interstate | 72,500 | 74,500 | 75,500 | 80,000 | 74,000 | 68,000 | 70,000 | 70,500 | 74,500 | 71,500 | C |
| I-95 | US 92 to Beville Rd./I-4 | 494 | Yes | Yes | FDOT | Yes | 1.26 | 6 | 65 | N+S | UA FWIS 6L + AUX | Urban Principal Arterial - Interstate | 76,000 | 78,000 | 91,000 | 119,000 | 56,000 | 57,500 | 70,000 | 70,500 | 74,500 | 71,500 | C |
| I-95 | Beville Rd./I-4 to SR 421 (Dunlawton A | 492 | Yes | Yes | FDOT | Yes | 4.57 | 4 | 70 | N+S | UA FWIS 4L | Urban Principal Arterial - Interstate | 47,000 | 46,500 | 49,500 | 49,500 | 56,000 | 57,500 | 52,500 | 51,000 | 44,500 | 42,500 | C |
| I-95 | SR 421 (Dunlawton Ave.) to SR 44 | 133 | Yes | Yes | FDOT | Yes | 6.99 | 4 | 70 | N+S | UA FWIS 4L | Urban Principal Arterial - Interstate | 39,121 | 40,082 | 41,000 | 40,400 | 40,119 | 36,377 | 37,400 | 38,000 | 36,600 | 36,900 | C |
| I-95 | SR 44 to SR 442 (Indian River Blvd.) | 503 | Yes | Yes | FDOT | Yes | 4.84 | 4 | 70 | N+S | UA FWIS 4L | Rural & Urban Principal Arterial - Interstate | 31,000 | 30,500 | 34,000 | 28,500 | 33,500 | 34,000 | 32,000 | 32,000 | 31,000 | 31,000 | C |
| I-95 | SR 442 (Indian River Blvd.) to Brevard | 0436-B | Yes | Yes | FDOT | Yes | 11.45 | 4 | 70 | N+S | RUA FW 4L | Rural Principal Arterial - Interstate | 23,500 | 24,500 | 27,500 | 31,500 | 27,000 | 24,500 | 26,000 | 24,500 | 30,500 | 30,000 | B |
| US 1 | N. of Volusia/Flagler Co. Line | 0263-F | Yes | Yes | FDOT | Yes | - | 4 | 65 | N+S | TA UFH 2W 4L D WL | Rural Principal Arterial - Other | 10,520 | 12,235 | 13,600 | 17,100 | 15,135 | 13,680 | 12,100 | 11,600 | 11,200 | 10,700 | C |
| US 1 | Flagler Co. to I-95 | 536 | Yes | Yes | FDOT | Yes | 1.53 | 4 | 60 | N+S | UA UFH 2W 4L D WL | Urban Principal Arterial - Other | 14,700 | 15,400 | 17,100 | 18,300 | 19,900 | 16,800 | 15,200 | 15,400 | 15,100 | 13,400 | D |
| US 1 | I-95 to Airport Rd. | 351 | Yes | Yes | FDOT | Yes | 2.81 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 19,700 | 20,600 | 22,500 | 23,000 | 23,000 | 22,500 | 21,500 | 21,500 | 20,500 | 19,400 | D |
| US 1 | Airport Rd. to Nova Rd. | 100 | Yes | Yes | FDOT | Yes | 1.13 | 4 | 55 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 23,000 | 24,000 | 34,500 | 30,000 | 31,000 | 29,000 | 25,500 | 25,500 | 26,000 | 22,500 | D |
| US 1 | Nova Rd. to SR 40 | 1019 | Yes | Yes | FDOT | Yes | 1.83 | 4 | 55 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 19,200 | 20,000 | 19,600 | 19,800 | 18,800 | 18,200 | 17,000 | 16,800 | 16,300 | 16,400 | D |
| US 1 | SR 40 to Hand Ave. | 5142 | Yes | Yes | FDOT | Yes | 0.84 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 27,500 | 30,000 | 26,500 | 27,000 | 25,000 | 23,500 | 22,500 | 23,000 | 21,500 | 19,000 | D |
| US 1 | Hand Ave. to LPGA Blvd. | 1018 | Yes | Yes | FDOT | Yes | 2.00 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 30,000 | 30,000 | 29,000 | 28,500 | 28,500 | 27,000 | 26,000 | 26,000 | 26,000 | 21,500 | D |
| US 1 | LPGA Blvd. to SR 430 (Mason Ave.) | 1018 | Yes | Yes | FDOT | Yes | 1.47 | 4 | 35 | N+S | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 31,000 | 30,000 | 28,500 | 28,500 | 28,500 | 27,000 | 26,000 | 26,000 | 26,000 | 21,500 | D |
| US 1 | SR 430 (Mason Ave.) to Fairview/Main | 5074 | Yes | Yes | FDOT | Yes | 0.54 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 29,500 | 29,500 | 28,500 | 30,000 | 30,000 | 29,000 | 29,500 | 28,500 | 27,000 | 27,000 | D |
| US 1 | Fairview/Main St. to US 92/ISB | 5071 | Yes | Yes | FDOT | Yes | 0.66 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 34,000 | 29,000 | 32,000 | 32,500 | 29,500 | 29,000 | 28,000 | 27,000 | 24,000 | 23,500 | D |
| US 1 | US 92/ISB to Orange Ave. | 5070 | Yes | Yes | FDOT | Yes | 0.30 | 4 | 35 | N+S | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 36,000 | 36,000 | 35,000 | 32,000 | 30,000 | 30,000 | 29,000 | 28,000 | 28,000 | 26,000 | D |
| US 1 | Orange Ave. to Bellevue Ave. | 5066 | Yes | Yes | FDOT | Yes | 0.72 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 37,000 | 36,000 | 35,500 | 32,500 | 30,500 | 30,500 | 29,500 | 28,500 | 28,000 | 29,500 | D |
| US 1 | Bellevue Ave. to SR 400/Beville Rd. | 452 | Yes | Yes | FDOT | Yes | 1.05 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 42,500 | 41,000 | 39,000 | 33,500 | 34,000 | 32,500 | 31,500 | 30,500 | 32,500 | 30,000 | D |
| US 1 | SR 400/Beville Rd. to Bellewood Ave. | 5063 | Yes | Yes | FDOT | Yes | 0.27 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 39,500 | 35,500 | 35,000 | 33,000 | 30,500 | 30,000 | 28,000 | 26,000 | 28,000 | 27,500 | D |
| US 1 | Bellewood Ave. to Big Tree Rd. | 5062 | Yes | Yes | FDOT | Yes | 0.45 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 35,500 | 35,500 | 34,000 | 31,500 | 29,500 | 30,000 | 28,000 | 27,500 | 26,500 | 24,500 | D |
| US 1 | Big Tree Rd. to Reed Canal Rd. | 5061 | Yes | Yes | FDOT | Yes | 1.17 | 4 | 45 | N+S | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 37,500 | 37,500 | 35,500 | 33,000 | 30,000 | 31,500 | 29,500 | 29,000 | 27,500 | 25,000 | D |
| US 1 | Reed Canal Rd. to SR 421 (Dunlawton | 213 | Yes | Yes | FDOT | Yes | 1.18 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 35,500 | 34,000 | 33,500 | 29,500 | 31,000 | 27,500 | 26,000 | 25,000 | 24,500 | 24,500 | E |
| US 1 | SR 421 (Dunlawton Ave.) to Commonw | 5057 | Yes | Yes | FDOT | Yes | 1.37 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 27,000 | 25,000 | 24,500 | 23,500 | 22,500 | 22,500 | 20,500 | 20,100 | 20,500 | 19,600 | E |
| US 1 | Commonwealth to Nova Rd. | 152 | Yes | Yes | FDOT | Yes | 1.23 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 21,000 | 23,000 | 21,000 | 20,500 | 17,000 | 15,800 | 15,200 | 15,800 | 14,100 | 13,800 | D |
| US 1 | Nova Rd. to Art Center Ave. | 13 | Yes | Yes | FDOT | Yes | 3.19 | 4 | 45 | N+S | UA UFH 2W 4L D WL | Urban Principal Arterial - Other | 23,000 | 25,500 | 22,500 | 23,500 | 22,000 | 21,500 | 20,900 | 20,100 | 19,400 | 19,600 | D |
| US 1 | Art Center Ave. to Turnbull Bay Rd. | 5159 | Yes | Yes | FDOT | Yes | 2.24 | 4 | 55 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 25,000 | 27,000 | 26,000 | 29,000 | 24,500 | 23,500 | 11,600 | 22,500 | 23,500 | 22,500 | D |
| US 1 | Turnbull Bay Rd. to Canal St. (Bus. SR | 5155 | Yes | Yes | FDOT | Yes | 1.34 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 28,000 | 36,000 | 31,000 | 30,000 | 28,000 | 27,500 | 26,000 | 23,500 | 22,500 | 24,500 | D |
| US 1 | Canal St. (Bus. SR 44) to 10th Ave. | 5154 | Yes | Yes | FDOT | Yes | 1.52 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 28,000 | 28,500 | 28,500 | 28,000 | 27,000 | 26,000 | 25,000 | 24,000 | 22,000 | 21,500 | D |
| US 1 | 10th Ave. to Park Ave. | 5168 | Yes | Yes | FDOT | Yes | 1.00 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 30,500 | 32,000 | 32,000 | 32,500 | 29,000 | 28,000 | 27,000 | 28,000 | 27,000 | 25,500 | D |
| US 1 | Park Ave. to SR 442 (Indian River Blvd) | 5170 | Yes | Yes | FDOT | Yes | 1.49 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 31,000 | 31,500 | 31,500 | 31,500 | 29,000 | 29,000 | 27,000 | 27,500 | 26,500 | 25,500 | D |
| US 1 | SR 442 (Indian River Blvd.) to Volco Rd | 27 | Yes | Yes | FDOT | Yes | 2.26 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 22,000 | 23,000 | 22,500 | 22,500 | 25,000 | 21,000 | 19,600 | 20,000 | 18,900 | 19,000 | D |
| US 1 | Volco Rd. to H.H. Birch Rd. | 9929 | Yes | Yes | FDOT | Yes | 3.70 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 12,617 | 13,105 | 13,094 | 12,980 | 12,672 | 11,843 | 11,700 | 11,400 | 11,000 | 11,100 | D |
| US 1 | H.H. Birch Rd. to Halifax Ave. | 9929 | Yes | | | | | | | | | | | | | | | | | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS | |
|------------------------------|--|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|---|
| US 92 | Jacobs Rd. to Kepler Rd. | 5 | | Yes | FDOT | Yes | 1.23 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 27,000 | 26,000 | 28,500 | 29,000 | 31,000 | 27,000 | 27,000 | 24,000 | 25,000 | 22,500 | D | |
| US 92 | Kepler Rd. to Old Daytona Rd. | 9925 | | Yes | FDOT | Yes | 1.32 | 4 | 65 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 16,090 | 16,429 | 16,636 | 16,800 | 16,531 | 14,852 | 14,200 | 14,000 | 13,400 | 13,000 | 13,000 | D |
| US 92 | Old Daytona Rd. to Red John Dr. | 9925 | | Yes | FDOT | Yes | 7.20 | 4 | 55 | E+W | RDA UFH 2W 4L D WL | Rural Principal Arterial - Other | 16,090 | 16,429 | 16,636 | 16,800 | 16,531 | 14,852 | 14,200 | 14,000 | 13,400 | 13,000 | 13,000 | B |
| US 92 | Red John Dr. to I-4 EB Ramp | 478 | | Yes | FDOT | Yes | 2.26 | 4 | 55 | E+W | TA S2WAC1 2W 4L D WL | Rural & Urban Principal Arterial - Other | 23,500 | 23,000 | 24,000 | 25,000 | 24,500 | 25,000 | 22,000 | 22,000 | 20,000 | 19,800 | C | |
| US 92 | I-4 EB Ramp to LPGA Blvd. | 478 | | Yes | FDOT | Yes | 0.58 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 23,500 | 23,000 | 24,000 | 25,000 | 24,500 | 25,000 | 22,000 | 22,000 | 20,000 | 19,800 | D | |
| US 92 | LPGA Blvd. to I-95 | 532 | | Yes | FDOT | Yes | 2.03 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 27,000 | 32,000 | 31,500 | 28,000 | 29,000 | 28,500 | 25,500 | 25,000 | 27,000 | 24,500 | D | |
| US 92 | I-95 to Williamson Blvd. | 508 | Yes | Yes | FDOT | Yes | 0.71 | 8 | 50 | E+W | UA S2WAC2 2W 8L D WL | Urban Principal Arterial - Other | 44,500 | 46,500 | 48,000 | 48,500 | 51,500 | 43,500 | 43,500 | 42,000 | 40,500 | 40,500 | C | |
| US 92 | Williamson Blvd. to Bill France Blvd. | 5172 | Yes | Yes | FDOT | Yes | 1.13 | 8 | 50 | E+W | UA S2WAC2 2W 8L D WL | Urban Principal Arterial - Other | 45,000 | 47,000 | 51,500 | 49,500 | 50,000 | 50,000 | 43,500 | 46,000 | 43,000 | 41,500 | C | |
| US 92 | Bill France Blvd. to SR 483/Clyde Morr | 5094 | Yes | Yes | FDOT | Yes | 0.86 | 8 | 50 | E+W | UA S2WAC2 2W 8L D WL | Urban Principal Arterial - Other | 41,000 | 41,500 | 42,500 | 42,500 | 44,000 | 40,500 | 39,000 | 39,000 | 39,500 | 35,500 | C | |
| US 92 | SR 483/Clyde Morris Blvd. to SR 5A/Nd | 5096 | Yes | Yes | FDOT | Yes | 0.93 | 6 | 45 | E+W | UA S2WAC2 2W 6L D WL | Urban Principal Arterial - Other | 48,000 | 43,000 | 45,000 | 45,000 | 44,000 | 41,500 | 39,500 | 40,500 | 43,000 | 39,000 | C | |
| US 92 | SR 5A/Nova Rd. to Martin Luther King | 5099 | Yes | Yes | FDOT | Yes | 0.78 | 4 | 40 | E+W | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 30,500 | 32,000 | 33,000 | 29,000 | 26,500 | 29,500 | 28,500 | 27,500 | 25,500 | 27,500 | C | |
| US 92 | Martin Luther King Blvd. to US 1 | 5104 | Yes | Yes | FDOT | Yes | 0.38 | 4 | 40 | E+W | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 28,000 | 30,500 | 28,000 | 28,000 | 26,000 | 28,500 | 27,000 | 26,500 | 25,500 | 26,000 | C | |
| US 92 | US 1 to Beach St. | 5105 | | Yes | FDOT | Yes | 0.23 | 4 | 30 | E+W | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 20,400 | 17,700 | 20,900 | 17,900 | 22,500 | 20,800 | 17,700 | 18,500 | 17,500 | 17,300 | D | |
| US 92 | Beach St. to SR 441/Peninsula Dr. | 337 | | Yes | FDOT | Yes | 0.88 | 4 | 40 | E+W | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 24,500 | 20,400 | 21,000 | 16,500 | 18,500 | 18,700 | 17,400 | 15,800 | 13,500 | 18,100 | D | |
| US 92 | SR 441/Peninsula Dr. to SR A1A/Atlant | 5109 | | Yes | FDOT | Yes | 0.30 | 4 | 30 | E+W | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 13,400 | 10,200 | 12,800 | 19,600 | 15,300 | 10,500 | 13,500 | 9,500 | 8,900 | 9,900 | D | |
| SR A1A - Ocean Shore Blvd. | Westmayer Pl. to N. 17th St. | 0246-F | | Yes | FDOT | | 2.25 | 2 | 45 | N+S | UA UFH 2W 2L U WL | Urban Principal Arterial - Other | 7,100 | 6,900 | 6,700 | 6,100 | 5,600 | 4,900 | 6,000 | 4,800 | 5,000 | 4,700 | D | |
| SR A1A - Ocean Shore Blvd. | N. 17th St. to SR 100 | 1002-F | | Yes | FDOT | | 1.25 | 2 | 45 | N+S | UA S2WAC1 2W 2L U WL | Urban Principal Arterial - Other | 8,900 | 8,300 | 8,500 | 7,500 | 6,800 | 5,600 | 6,400 | 6,000 | 6,200 | 5,900 | D | |
| SR A1A - Ocean Shore Blvd. | SR 100 to S. 23rd St. | 1001-F | | Yes | FDOT | | 2.10 | 2 | 35 | N+S | UA S2WAC1 2W 2L U WL | Urban Principal Arterial - Other | 9,500 | 9,600 | 10,100 | 8,700 | 7,800 | 7,700 | 9,200 | 7,700 | 7,600 | 7,700 | D | |
| SR A1A - Ocean Shore Blvd. | S. 23rd St. to Volusia Co. Line | 0010-F | | Yes | FDOT | | 2.00 | 2 | 45 | N+S | UA UFH 2W 2L U WL | Urban Principal Arterial - Other | 6,400 | 7,600 | 7,300 | 6,000 | 5,500 | 4,600 | 6,000 | 5,000 | 4,700 | 4,600 | D | |
| SR A1A - Ocean Shore Blvd. | Flagler Co Line to High Bridge Rd | 368 | | Yes | FDOT | Yes | 1.26 | 2 | 55 | N+S | UA UFH 2W 2L U WL | Urban Principal Arterial - Other | 10,900 | 11,400 | 10,500 | 16,300 | 17,100 | 17,300 | 15,100 | 15,700 | 15,500 | 15,300 | D | |
| SR A1A - Ocean Shore Blvd. | High Bridge Rd to Ormond Mall | 368 | | Yes | FDOT | Yes | 6.42 | 2 | 55 | N+S | UA UFH 2W 2L U WL | Urban Principal Arterial - Other | 10,900 | 11,400 | 10,500 | 16,300 | 17,100 | 17,300 | 15,100 | 15,700 | 15,500 | 15,300 | D | |
| SR A1A - Ocean Shore Blvd. | Ormond Mall to Neptune Ave | 174 | | Yes | FDOT | Yes | 1.69 | 2 | 40 | N+S | UA UFH 2W 2L U WL | Urban Principal Arterial - Other | 17,100 | 21,500 | 17,600 | 16,500 | 16,600 | 17,500 | 16,400 | 15,800 | 18,500 | 15,100 | D | |
| SR A1A - Ocean Shore Blvd. | Neptune Ave to SR 40 (Granada Blvd.) | 5125 | | Yes | FDOT | Yes | 0.70 | 2 | 35 | N+S | UA UFH 2W 2L U WL | Urban Principal Arterial - Other | 21,000 | 22,500 | 17,400 | 18,400 | 18,100 | 17,100 | 17,900 | 16,800 | 15,600 | 12,300 | D | |
| SR A1A - Atlantic Ave. North | SR 40 to Harvard Dr. | 5124 | | Yes | FDOT | Yes | 1.70 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 22,000 | 20,500 | 19,700 | 19,100 | 19,800 | 17,700 | 19,500 | 16,500 | 16,600 | 17,600 | D | |
| SR A1A - Atlantic Ave. North | Harvard Dr. to SR430/Seabreeze Blvd. | 5121 | | Yes | FDOT | Yes | 2.53 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 20,100 | 18,900 | 21,000 | 20,000 | 24,000 | 20,000 | 18,500 | 17,000 | 17,100 | 16,400 | D | |
| SR A1A - Atlantic Ave. North | SR 430/Seabreeze Blvd. to SR430/Oak | 5117 | | Yes | FDOT | Yes | 0.12 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 21,100 | 16,500 | 17,700 | 16,700 | 24,300 | 16,600 | 17,900 | 19,800 | 20,800 | 17,100 | D | |
| SR A1A - Atlantic Ave. North | SR 430/Oakridge Blvd. to US 92/ISB | 5115 | | Yes | FDOT | Yes | 0.90 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 20,400 | 15,300 | 16,000 | 15,400 | 21,500 | 23,500 | 17,400 | 17,800 | 15,200 | 16,500 | D | |
| SR A1A - Atlantic Ave. South | US 92 to Silver Beach Ave. | 5112 | | Yes | FDOT | Yes | 0.69 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 17,500 | 13,200 | 14,600 | 13,300 | 15,400 | 13,300 | 12,800 | 12,200 | 11,200 | 12,000 | D | |
| SR A1A - Atlantic Ave. South | Silver Beach Ave. to Florida Shores | 436 | | Yes | FDOT | Yes | 2.34 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 17,000 | 18,000 | 16,000 | 19,500 | 18,900 | 10,500 | 11,400 | 10,100 | 10,700 | 10,400 | D | |
| SR A1A - Atlantic Ave. South | Florida Shores to Van Ave. | 5179 | | Yes | FDOT | Yes | 1.29 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 18,200 | 14,400 | 15,600 | 13,900 | 14,900 | 16,900 | 11,800 | 16,100 | 13,800 | 11,400 | D | |
| SR A1A - Atlantic Ave. South | Van Ave. to SRA1A/Dunlawton Ave. | 477 | | Yes | FDOT | Yes | 1.05 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 19,000 | 23,500 | 17,400 | 18,800 | 13,000 | 16,700 | 15,800 | 15,500 | 13,700 | 11,200 | D | |
| SR A1A - Dunlawton Ave. | SR A1A/Atlantic Ave. to US 1 | 427 | | Yes | FDOT | Yes | 1.25 | 4 | 35 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 27,500 | 28,000 | 28,500 | 29,000 | 29,500 | 30,000 | 27,000 | 24,500 | 27,000 | 26,000 | E | |
| SR 5A - Nova Rd. | US 1 to Wilmette Ave. | 459 | | Yes | FDOT | Yes | 1.00 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 10,200 | 10,600 | 11,800 | 15,900 | 14,700 | 14,000 | 13,400 | 12,800 | 12,800 | 12,300 | D | |
| SR 5A - Nova Rd. | Wilmette Ave. to SR 40 | 518 | | Yes | FDOT | Yes | 0.51 | 6 | 45 | N+S | UA S2WAC2 2W 6L D WL | Urban Principal Arterial - Other | 20,300 | 21,500 | 21,500 | 24,500 | 26,000 | 24,500 | 23,000 | 23,000 | 24,000 | 23,500 | D | |
| SR 5A - Nova Rd. | SR 40 to Hand Ave. | 510 | | Yes | FDOT | Yes | 1.15 | 6 | 45 | N+S | UA S2WAC2 2W 6L D WL | Urban Principal Arterial - Other | 17,200 | 19,000 | 23,500 | 29,000 | 29,500 | 29,000 | 27,500 | 26,500 | 24,000 | 28,500 | D | |
| SR 5A - Nova Rd. | Hand Ave. to LPGA Blvd. | 528 | | Yes | FDOT | Yes | 2.06 | 6 | 45 | N+S | UA S2WAC2 2W 6L D WL | Urban Principal Arterial - Other | 19,500 | 20,500 | 25,000 | 31,000 | 31,000 | 30,500 | 29,000 | 29,000 | 28,000 | 28,500 | D | |
| SR 5A - Nova Rd. | LPGA Blvd. to SR 430/Mason Blvd | 366 | | Yes | FDOT | Yes | 1.47 | 6 | 45 | N+S | UA S2WAC1 2W 6L D WL | Urban Principal Arterial - Other | 25,500 | 24,500 | 32,500 | 31,500 | 31,000 | 32,500 | 30,000 | 29,500 | 27,500 | 27,000 | D | |
| SR 5A - Nova Rd. | SR 430/Mason Ave. to US 92/ISB | 5088 | | Yes | FDOT | Yes | 1.22 | 6 | 45 | N+S | UA S2WAC1 2W 6L D WL | Urban Principal Arterial - Other | 30,500 | 34,000 | 36,000 | 35,000 | 35,000 | 32,000 | 33,500 | 32,000 | 30,000 | 30,000 | D | |
| SR 5A - Nova Rd. | US 92/ISB to Bellevue Ave. | 5090 | | Yes | FDOT | Yes | 1.07 | 6 | 45 | N+S | UA S2WAC1 2W 6L D WL | Urban Principal Arterial - Other | 38,500 | 38,000 | 41,000 | 38,500 | 38,000 | 38,000 | 34,500 | 35,000 | 32,500 | 32,000 | D | |
| SR 5A - Nova Rd. | Bellevue Ave. to SR 400/Beville Rd. | 348 | | Yes | FDOT | Yes | 1.00 | 6 | 50 | N+S | UA S2WAC1 2W 6L D WL | Urban Principal Arterial - Other | 38,500 | 38,000 | 40,000 | 39,000 | 38,000 | 37,000 | 34,500 | 35,000 | 34,000 | 33,000 | D | |
| SR 5A - Nova Rd. | SR 400/Beville Rd. to Big Tree | 363 | | Yes | FDOT | Yes | 0.70 | 6 | 50 | N+S | UA S2WAC2 2W 6L D WL | Urban Principal Arterial - Other | 25,500 | 28,500 | 30,000 | 30,000 | 28,500 | 29,000 | 27,500 | 28,500 | 27,000 | 25,500 | D | |
| SR 5A - Nova Rd. | Big Tree to Madeline Ave. | 363 | | Yes | FDOT | Yes | 1.61 | 5 | 50 | N+S | UA S2WAC1 2W 5L D WL | Urban Principal Arterial - Other | 25,500 | 28,500 | 30,000 | 30,000 | 28,500 | 29,000 | 27,500 | 28,500 | 27,000 | 25,500 | D | |
| SR 5A - Nova Rd. | Madeline Ave to SR 421/Dunlawton Av | 1017 | | Yes | FDOT | Yes | 1.30 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 17,600 | 23,000 | 25,000 | 26,000 | 26,000 | 26,500 | 26,500 | 27,000 | 26,500 | 25,500 | D | |
| SR 5A - Nova Rd. | SR 421/Dunlawton Ave. to Spruce Cree | 1016 | | Yes | FDOT | Yes | 1.08 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 25,500 | 23,500 | 23,500 | 25,500 | 24,500 | 24,500 | 25,000 | 25,500 | 25,000 | 25,000 | D | |
| SR 5A - Nova Rd. | Spruce Creek Rd. to US 1 | 458 | | Yes | FDOT | Yes | 1.44 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 9,800 | 10,500 | 16,400 | 17,400 | 16,900 | 17,100 | 16,700 | 16,900 | 16,800 | 16,300 | D | |
| SR 11 | CR 304 (in Flagler Co.) to SR 40 | 0009-F | | | FDOT | Yes | 2.42 | 2 | | | | | | | | | | | | | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|--------------------------------|--|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| SR 44 | I-4 to Prevat Ave. | 480 | | Yes | FDOT | Yes | 0.74 | 4 | 55 | E+W | TA UFH 2W 4L D WL | Rural Principal Arterial - Other | 14,200 | 15,800 | 17,200 | 14,700 | 15,300 | 16,700 | 17,600 | 17,700 | 16,400 | 17,200 | C |
| SR 44 | Prevat Ave. to Pioneer Tr. | 41 | | Yes | FDOT | Yes | 5.93 | 4 | 65 | E+W | RDA UFH 2W 4L D WL | Rural Principal Arterial - Other | 14,200 | 15,800 | 17,200 | 14,700 | 12,200 | 13,100 | 15,100 | 15,100 | 13,600 | 14,900 | B |
| SR 44 | Pioneer Tr. to SR 415/CR 415 | 1011 | | Yes | FDOT | Yes | 3.56 | 4 | 65 | E+W | RDA UFH 2W 4L D WL | Rural Principal Arterial - Other | 8,300 | 8,700 | 10,300 | 9,400 | 12,200 | 10,900 | 12,000 | 12,400 | 10,500 | 9,900 | B |
| SR 44 | SR 415/CR 415 to Samsula Dr. | 1012 | | Yes | FDOT | Yes | 1.14 | 4 | 65 | E+W | RDA UFH 2W 4L D WL | Rural Principal Arterial - Other | 14,900 | 13,900 | 14,200 | 14,000 | 14,900 | 15,100 | 16,400 | 17,300 | 15,800 | 13,500 | B |
| SR 44 | Samsula Dr. to Airport Rd | 423 | | Yes | FDOT | Yes | 1.70 | 4 | 65 | E+W | TA UFH 2W 4L D WL | Rural & Urban Principal Arterial - Other | 15,300 | 14,300 | 14,300 | 18,200 | 18,800 | 15,700 | 18,200 | 17,700 | 16,200 | 14,400 | C |
| SR 44 | Airport Rd. to I-95 | 423 | | Yes | FDOT | Yes | 2.05 | 4 | 65 | E+W | TA UFH 2W 4L D WL | Rural & Urban Principal Arterial - Other | 15,300 | 14,300 | 14,300 | 18,200 | 18,800 | 15,700 | 18,200 | 17,700 | 16,200 | 14,400 | C |
| SR 44 | I-95 to Mission Dr | 515 | | Yes | FDOT | Yes | 2.83 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 21,000 | 23,500 | 22,000 | 23,000 | 25,500 | 23,500 | 25,500 | 22,500 | 25,000 | 27,500 | D |
| SR 44 | Mission Dr. to Live Oak | 514 | | Yes | FDOT | Yes | 1.35 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 18,200 | 18,400 | 18,200 | 19,000 | 20,200 | 19,300 | 22,000 | 22,500 | 17,800 | 18,700 | D |
| SR 44/SR A1A/S Causeway | Live Oak to Peninsula Ave. | 207 | | Yes | FDOT | Yes | 1.30 | 4 | 50 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 25,500 | 25,500 | 26,000 | 25,500 | 31,000 | 28,000 | 30,000 | 29,500 | 24,000 | 26,500 | D |
| SR 44/SR A1A/S Causeway | Peninsula Ave. to Saxon Dr. | 5180 | | Yes | FDOT | Yes | 0.35 | 4 | 40 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 22,500 | 23,000 | 23,000 | 21,500 | 27,500 | 25,000 | 26,000 | 25,000 | 21,000 | 22,500 | D |
| SR 44/SR A1A/3rd Ave/Atlantic | Saxon Dr. to 6th Ave | 5043 | | Yes | FDOT | Yes | 0.50 | 4 | 40 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 14,500 | 13,500 | 13,500 | 13,200 | 16,700 | 16,800 | 18,300 | 17,000 | 14,000 | 15,300 | D |
| SR 44 (Business) - Canal St. | SR 44/Lytle St to Pioneer Trail | 516 | | | FDOT | Yes | 0.17 | 2 | 40 | E+W | UA S2WAC1 2W 2L U WL | Urban Minor Arterial | 12,500 | 13,000 | 12,800 | 13,100 | 14,800 | 12,500 | 12,200 | 11,200 | 11,400 | 10,800 | D |
| SR 44 (Business) - Canal St. | Pioneer Tr. to US 1 | 111 | | | FDOT | Yes | 0.76 | 2 | 40 | E+W | UA S2WAC1 2W 2L U WL | Urban Minor Arterial | 13,900 | 13,600 | 13,700 | 13,600 | 14,900 | 13,000 | 12,500 | 11,500 | 11,700 | 11,100 | D |
| SR 44 (Old) - N Causeway | Riverside Dr to Peninsula | 421 | | | FDOT | Yes | 0.14 | 2 | 30 | E+W | UA S2WAC1 2W 2L U WL | Urban Minor Arterial | 10,000 | 10,400 | 10,000 | 9,000 | 8,900 | 9,600 | 9,200 | 8,600 | 9,000 | 9,300 | D |
| SR 46 | Seminole Co. to Brevard Co. | 0416-B | | | FDOT | Yes | 5.44 | 2 | 55 | E+W | RUA UFH 2W 2L U WL | Rural Minor Arterial | 4,800 | 5,700 | 6,000 | 5,700 | - | 5,500 | 8,500 | 5,200 | 5,600 | 6,000 | C |
| SR 100 - Flagler County | John Anderson Hwy (CR 201) to Lamb | 335-F | | Yes | FDOT | | 0.50 | 4 | 35 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 16,900 | 17,100 | 18,000 | 17,000 | 16,900 | 15,447 | 16,700 | 17,300 | 18,000 | 18,400 | D |
| SR 100 - Flagler County | Lambert Ave. (CR 201) to SR A1A | 5012-F | | Yes | FDOT | | 0.70 | 4 | 35 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 13,000 | 13,900 | 13,600 | 12,500 | 12,200 | 12,400 | 14,000 | 11,500 | 12,100 | 11,200 | D |
| SR 400 - Beville Rd. | I-95 to Williamson Blvd. | 501 | | Yes | FDOT | Yes | 0.28 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 27,500 | 27,500 | 27,500 | 28,500 | 25,500 | 24,500 | 24,000 | 24,500 | 24,000 | 24,000 | D |
| SR 400 - Beville Rd. | Williamson Blvd. to SR 483/Clyde Morr | 5189 | | Yes | FDOT | Yes | 1.91 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 27,500 | 27,500 | 27,500 | 28,500 | 29,000 | 27,500 | 27,500 | 27,000 | 26,500 | 26,500 | D |
| SR 400 - Beville Rd. | SR 483/Clyde Morris Blvd. to SR 5A/N | 511 | | Yes | FDOT | Yes | 0.68 | 4 | 45 | E+W | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 33,500 | 35,000 | 35,000 | 34,500 | 34,000 | 32,500 | 32,500 | 31,000 | 32,000 | 33,000 | D |
| SR 400 - Beville Rd. | SR 5A/Nova Rd. to US 1 | 502 | | Yes | FDOT | Yes | 1.34 | 4 | 45 | E+W | UA S2WAC2 2W 4L D WL | Urban Principal Arterial - Other | 28,500 | 28,000 | 28,500 | 26,000 | 25,000 | 26,000 | 24,500 | 24,500 | 23,000 | 24,000 | D |
| SR 415 - State Count | SR 44 to Acorn Lake Rd | 1009 | | Yes | FDOT | Yes | 10.49 | 2 | 55 | N+S | RDA UFH 2W 2L U WL | Rural Minor Arterial | 9,000 | 9,400 | 9,700 | 9,500 | 10,500 | 9,100 | 9,200 | 7,300 | 8,300 | 7,700 | C |
| SR 415 - State Count | Acorn Lake Rd to Howland Blvd. | 321 | | Yes | FDOT | Yes | 0.88 | 2 | 55 | N+S | UA UFH 2W 2L U WL | Urban Minor Arterial | 5,700 | 5,100 | 6,100 | 7,300 | 6,600 | 6,200 | 6,700 | 6,400 | 5,900 | 6,500 | D |
| SR 415 - State Count | Howland Blvd. to Enterprise-Osteen Rd | 437 | | Yes | FDOT | Yes | 1.83 | 2 | 55 | N+S | UA UFH 2W 2L U WL | Urban Minor Arterial | 13,500 | 14,100 | 14,200 | 14,000 | 15,700 | 15,200 | 15,300 | 15,100 | 15,100 | 15,200 | D |
| SR 415 - State Count | Enterprise-Osteen Rd. to Seminole Co. | 25 | | Yes | FDOT | Yes | 4.39 | 2 | 55 | N+S | TA UFH 2W 2L U WL | Rural Minor Arterial | 17,300 | 17,400 | 17,700 | 17,500 | 19,300 | 18,200 | 17,100 | 17,100 | 16,800 | 16,800 | D |
| SR 415 - State Count | Volusia Co. Line to SR 46 | 0279-S | | Yes | FDOT | | 0.90 | 2 | 55 | N+S | UA UFH 2W 2L U WL | Rural Minor Arterial | 14,800 | 16,200 | 15,400 | 14,900 | - | 15,400 | 14,100 | 14,200 | 15,400 | 15,200 | D |
| SR 421 - Dunlawton Ave. | Williamson to Clyde Morris Blvd. | 517 | | Yes | FDOT | Yes | 1.07 | 6 | 45 | E+W | UA S2WAC2 2W 6L D WL | Urban Principal Arterial - Other | 33,500 | 34,500 | 37,500 | 35,500 | 36,500 | 37,500 | 38,000 | 36,500 | 39,500 | 38,500 | D |
| SR 421 - Dunlawton Ave. | Clyde Morris Blvd. to SR 5A/Nova Rd. | 1014 | | Yes | FDOT | Yes | 1.31 | 6 | 50 | E+W | UA S2WAC2 2W 6L D WL | Urban Principal Arterial - Other | 34,000 | 29,000 | 31,500 | 29,500 | 33,500 | 30,000 | 31,000 | 31,500 | 28,500 | 26,500 | D |
| SR 421 - Dunlawton Ave. | SR5A/Nova Rd. to Spruce Creek Rd. | 1015 | | Yes | FDOT | Yes | 0.91 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 29,000 | 29,500 | 28,500 | 32,000 | 28,000 | 28,000 | 29,500 | 30,500 | 27,000 | 28,000 | D |
| SR 421 - Dunlawton Ave. | Spruce Creek Rd. to US 1 | 5181 | | Yes | FDOT | Yes | 0.71 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | Urban Principal Arterial - Other | 26,500 | 28,500 | 25,500 | 29,000 | 26,000 | 27,000 | 26,500 | 27,500 | 25,000 | 25,500 | E |
| SR 430 - Mason Ave. | SR 483/Clyde Morris Blvd. to SR 5A/N | 5197 | | Yes | FDOT | Yes | 0.99 | 4 | 35 | E+W | UA S2WAC2 2W 4L U WL | Urban Minor Arterial | 22,500 | 21,500 | 21,000 | 19,600 | 20,300 | 20,300 | 20,100 | 18,200 | 18,200 | 17,800 | D |
| SR 430 - Mason Ave. | SR 5A/Nova Rd. to US 1 | 5197 | | Yes | FDOT | Yes | 1.08 | 4 | 35 | E+W | UA S2WAC2 2W 4L U WL | Urban Minor Arterial | 22,500 | 21,500 | 21,000 | 19,600 | 20,300 | 20,300 | 20,100 | 18,200 | 18,200 | 17,800 | D |
| SR 430 - Mason Ave. | US 1 to Beach St. | 5197 | | Yes | FDOT | Yes | 0.30 | 4 | 35 | E+W | UA S2WAC2 2W 4L D WL | Urban Minor Arterial | 22,500 | 21,500 | 21,000 | 19,600 | 20,300 | 20,300 | 20,100 | 18,200 | 18,200 | 17,800 | D |
| SR 430 - Oakridge Blvd. - EB | Beach St. to Peninsula Dr | 5198 | | | FDOT | Yes | 0.70 | 2 | 40 | E+W | UA S2WAC1 1W 2L D WL | Urban Minor Arterial | 11,000 | 10,000 | 10,500 | 9,600 | 9,800 | 10,000 | 9,600 | 6,000 | - | - | D |
| SR 430 - Oakridge Blvd. - EB | Peninsula Dr to SR A1A/Atlantic | 5195 | | | FDOT | Yes | 0.28 | 2 | 40 | E+W | UA S2WAC1 1W 2L D WL | Urban Minor Arterial | 4,900 | 4,500 | 5,300 | 4,600 | 5,300 | 5,500 | 5,500 | 4,800 | 4,700 | 3,600 | D |
| SR 430 - Seabreeze Bridge - WB | Beach St. to Peninsula Dr | 5196 | | Yes | FDOT | Yes | 1.01 | 2 | 40 | E+W | UA S2WAC1 1W 2L D WL | Urban Minor Arterial | 12,000 | 11,000 | 11,500 | 10,000 | 10,500 | 11,000 | 11,000 | 9,900 | 17,800 | 16,800 | D |
| SR 430 - Seabreeze Bridge - WB | Peninsula Dr to SR A1A/Atlantic | 5191 | | Yes | FDOT | Yes | 0.29 | 2 | 30 | E+W | UA S2WAC1 1W 2L D WL | Urban Minor Arterial | 5,500 | 5,500 | 6,200 | 4,800 | 5,900 | 6,500 | 6,300 | 5,000 | 5,300 | 4,300 | D |
| SR 441 - Peninsula Dr. | US 92/ISB to Silver Beach Ave. | 5187 | | | FDOT | Yes | 0.65 | 2 | 35 | N+S | UA S2WAC1 2W 2L U WL | Urban Minor Arterial | 12,000 | 11,200 | 12,200 | 12,100 | 11,100 | 10,600 | 9,900 | 9,400 | 8,700 | 9,400 | D |
| SR 441 - Peninsula Dr. | Silver Beach Ave. to Florida Shores | 5187 | | | FDOT | Yes | 2.34 | 2 | 35 | N+S | UA S2WAC1 2W 2L U WL | Urban Minor Arterial | 12,000 | 11,200 | 12,200 | 12,100 | 11,100 | 10,600 | 9,900 | 9,400 | 8,700 | 9,400 | D |
| SR 441 - Peninsula Dr. | Florida Shores to SR A1A/Dunlawton | 5188 | | | FDOT | Yes | 2.42 | 2 | 40 | N+S | UA S2WAC1 2W 2L U WL | Urban Minor Arterial | 8,700 | 6,400 | 7,000 | 7,100 | 6,700 | 6,600 | 6,100 | 6,000 | 5,600 | 5,300 | D |
| SR 442 - Indian River Blvd. | I-95 to Air Park Rd. | 170 | | Yes | FDOT | Yes | 2.09 | 4 | 55 | E+W | TA S2WAC1 2W 4L D WL | Rural Minor Arterial | 8,600 | 9,379 | 9,700 | 10,000 | 9,647 | 8,972 | 9,200 | 9,300 | 8,900 | 9,500 | C |
| SR 442 - Indian River Blvd. | Air Park Rd. to US 1 | 5190 | | Yes | FDOT | Yes | 1.69 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | Urban Minor Arterial | 18,100 | 16,400 | 18,800 | 20,200 | 17,300 | 17,800 | 16,800 | 17,700 | 16,400 | 16,100 | D |
| SR 472 | US 17/92 to CR 4101/MLK Blvd | 472 | | | FDOT | Yes | 2.31 | 4 | 60 | E+W | UA UFH 2W 4L D WL | Urban Principal Arterial - Other | 17,700 | 19,200 | 20,100 | 21,400 | 20,800 | 18,900 | 19,200 | 20,200 | 19,700 | 20,100 | D |
| SR 472 | CR 4101/MLK Blvd to I-4 (end of state) | 535 | | | FDOT | Yes | 1.10 | 4 | 60 | E+W | UA UFH 2W 4L D WL | Urban Principal Arterial - Other | 22,000 | 23,500 | 27,000 | 28,000 | 27,000 | 25,500 | 24,000 | 24,500 | 22,000 | 24,500 | D |
| SR 483 - Clyde Morris Blvd. | SR 430 (Mason Ave.) to US 92/ISB | 5182 | | | FDOT | Yes | 1.20 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | Urban Principal Arterial - Other | 20,500 | 21,500 | 22,000 | 20,500 | 20,500 | 18,400 | 17,700 | 18,300 | 20,000 | 18,100 | D |
| SR 483 - Clyde Morris Blvd. | US 92/ISB to Aviation Ctr Pkwy/Belleve | 5193 | | | FDOT | Yes | 1.20 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | Urban Principal Arterial - Other | 32,000 | 34,000 | 34,000 | 34,000 | 32,000 | 31,500 | 26,500 | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|-------------------------------|--|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| Ariel Rd. | Beacon Light Rd. to US 1 | 91 | | | County | No | 1.20 | 2 | 35 | E+W | TA OCCRAC1 2W 2L U 0L | Rural Local | 660 | 650 | 730 | 680 | 590 | 530 | 530 | 500 | 560 | 540 | E |
| Arredondo Grant Rd. | Spring Garden Ranch Rd. to James St | 100 | | | County | Yes | 0.60 | 2 | 30 | E+W | RUA UFH 2W 2L U 0L | Rural Major Collector & Urban Collector | 810 | 790 | 590 | 1,160 | 1,090 | 980 | 1,130 | 1,050 | 1,100 | 1,140 | C |
| Arredondo Grant Rd. | James St. to SR 11 | 101 | | | County | Yes | 2.00 | 2 | 35 | E+W | RUA UFH 2W 2L U 0L | Rural Collector | 290 | 2,840 | 230 | 590 | 550 | 460 | 460 | 450 | 510 | 580 | C |
| Atlantic Ave. (DBS) | SR A1A/Dunlawton Ave. to Phillis Ave. | 115 | | Yes | County | Yes | 0.40 | 4 | 35 | N+S | UA MCCRAC1 2W 4L D WL | Urban Collector | 13,870 | 13,670 | 13,010 | 17,620 | 14,180 | 11,530 | 12,400 | 14,380 | 9,170 | 13,680 | E |
| Atlantic Ave. (DBS) | Phillis Ave. to Marcelle Ave. | 113 | | Yes | County | Yes | 0.75 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | Urban Collector | 11,460 | 11,270 | 11,340 | 13,370 | 11,280 | 9,360 | 10,110 | 12,930 | 8,250 | 11,990 | E |
| Atlantic Ave. (DBS) | Marcelle Ave. to Major St | 111 | | Yes | County | Yes | 1.30 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 9,940 | 9,760 | 10,350 | 10,470 | 9,800 | 8,020 | 8,580 | 10,480 | 6,780 | 9,420 | E |
| Atlantic Ave. (PI) | Major St to Beach St. | 110 | | Yes | County | Yes | 2.80 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,970 | 2,950 | 1,580 | 2,760 | 2,800 | 2,330 | 2,410 | 3,190 | 1,760 | 2,930 | E |
| Atlantic Ave/Turtle Mound Rd. | Flagler Ave. (N. Causeway) to 6th Ave. | 123 | | Yes | City | Yes | 1.25 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | Urban Principal Arterial - Other | 4,050 | 3,920 | 3,090 | 4,190 | 3,760 | 3,020 | 3,410 | 3,550 | 2,760 | 3,350 | E |
| Atlantic Ave/Turtle Mound Rd. | 6th Ave. to 27th Ave. | 122 | | Yes | County | Yes | 1.45 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 18,150 | 17,530 | 14,800 | 18,250 | 19,070 | 13,580 | 16,840 | 16,200 | 13,430 | 16,510 | E |
| Atlantic Ave/Turtle Mound Rd. | 27th Ave. to Hiles Blvd. | 120 | | Yes | County | Yes | 1.55 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | Urban Principal Arterial - Other | 12,040 | 11,600 | 9,160 | 12,840 | 13,230 | 8,260 | 12,190 | 12,790 | 9,900 | 11,900 | E |
| Atlantic Ave/Turtle Mound Rd. | Hiles Blvd. to Saxon Dr | 118 | | Yes | County | Yes | 0.45 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | Urban Principal Arterial - Other | 6,940 | 6,700 | 4,720 | 7,450 | 8,010 | 4,870 | 6,870 | 6,580 | 5,650 | 6,530 | E |
| Atlantic Ave/Turtle Mound Rd. | Saxon Dr. to Turtle Mound Rd. | 116 | | Yes | County | Yes | 1.60 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | Urban Principal Arterial - Other | 6,850 | 6,610 | 5,540 | 7,460 | 7,870 | 4,920 | 7,030 | 5,470 | 5,580 | 6,560 | E |
| Atlantic Ave/Turtle Mound Rd. | Turtle Mound Rd. to Canaveral Nat'l Pa | 1872 | | Yes | County | Yes | 7.65 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Principal Arterial - Other | 2,860 | 2,750 | 2,030 | 2,860 | 3,090 | 1,940 | 2,740 | 2,150 | 2,230 | 2,610 | E |
| Barwick Rd. | Ft. Florida Rd. to US 17/92 | 127 | | | City | No | 1.50 | 2 | 30 | N+S & E+W | TA OCCRAC1 2W 2L U 0L | n/c | - | - | 740 | 710 | 720 | 920 | 680 | 650 | 750 | 930 | E |
| Beach/Riverside/Beach (OB) | Pine Tree Dr to Inglesa Ave. | 137 | | | County | Yes | 1.10 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 2,640 | 2,520 | 2,600 | 2,380 | 2,450 | 2,150 | 2,490 | 2,220 | 2,000 | 1,950 | E |
| Beach/Riverside/Beach (OB) | Inglesa Ave. to Wilmette Ave. | 135 | | | County | Yes | 2.55 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 8,490 | 6,060 | 6,020 | 6,430 | 6,330 | 6,320 | 6,390 | 5,880 | 5,660 | 5,740 | E |
| Beach/Riverside/Beach (OB) | Wilmette Ave. to SR 40 | 132 | | | County | Yes | 0.70 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 9,480 | 8,320 | 8,290 | 9,240 | 8,980 | 9,680 | 9,840 | 8,610 | 8,780 | 8,780 | E |
| Beach/Riverside/Beach (OB) | SR 40 to Division Ave. | 131 | | | County | Yes | 0.60 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 9,330 | 9,050 | 9,160 | 10,310 | 10,120 | 7,730 | 7,770 | 7,290 | 6,860 | 6,800 | E |
| Beach/Riverside/Beach (HH) | Division Ave. to LPGA Blvd. | 1632 | | | County | Yes | 1.60 | 2 | 25 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 5,930 | 6,140 | 6,620 | 6,110 | 6,530 | 5,550 | 5,400 | 5,000 | 4,930 | 5,050 | E |
| Beach/Riverside/Beach (HH) | LPGA Blvd. to 5th St | 130 | | | County | Yes | 0.20 | 4 | 25 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 7,660 | 7,610 | 6,360 | 6,480 | 6,860 | 5,120 | 5,060 | 4,600 | 4,920 | 4,960 | E |
| Beach/Riverside/Beach (HH) | 5th St to SR 430/Mason | 130 | | | County | Yes | 0.20 | 4 | 25 | N+S | UA MCCRAC2 2W 4L U 0L | Urban Minor Arterial | 7,660 | 7,610 | 6,360 | 6,480 | 6,860 | 5,120 | 5,060 | 4,600 | 4,920 | 4,960 | E |
| Beacon Light Rd. | Volco Rd. to Ariel Rd. | 141 | | | County | Yes | 1.25 | 2 | 35 | N+S | TA MCCRAC1 2W 2L U 0L | Rural Local | 580 | 530 | 300 | 260 | 220 | 370 | 360 | 370 | 430 | 370 | E |
| Beacon Light Rd. | Ariel Rd. to Halifax Ave. | 140 | | | County | Yes | 2.75 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | Rural Local | 180 | 160 | 150 | 130 | 130 | 170 | 170 | 190 | 190 | 210 | C |
| Bellevue Ave. Extension | CR 415/Tomoka Farms Rd to Williams | 151 | | | County | Yes | 0.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,830 | 5,740 | 6,520 | 6,280 | 6,970 | 7,790 | 5,450 | 5,470 | 4,970 | 5,010 | E |
| Bellevue Ave. Extension | Williamson Blvd to SR 483/Clyde Morris | 153 | | | County | Yes | 2.50 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,190 | 3,160 | 3,400 | 3,240 | 3,700 | 4,930 | 2,560 | 2,950 | 2,760 | 2,410 | E |
| Bellevue Ave. | Clyde Morris Blvd. to Nova Rd. | DB-37 | | | City | No | 0.70 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 8,255 | 8,840 | 8,570 | 7,160 | 8,340 | 7,820 | 7,460 | 7,640 | - | - | E |
| Bellevue Ave. | Nova Rd. to US 1 | DB-35 | | | City | No | 1.20 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,970 | 8,140 | 8,720 | 8,630 | 7,310 | 7,060 | 6,780 | 7,000 | - | - | E |
| Beresford Ave. | Beresford Rd. to Fatio Rd | 161 | | | County | Yes | 0.70 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 1,810 | 1,880 | 1,420 | 1,640 | 1,930 | 1,420 | 1,290 | 1,300 | 1,280 | 1,340 | E |
| Beresford Ave. | Fatio Rd. to SR 15A | 162 | | | County | Yes | 1.30 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 4,730 | 4,900 | 3,410 | 4,130 | 4,860 | 3,760 | 3,760 | 3,600 | 3,590 | 3,720 | E |
| Beresford Ave. | SR 15A to US 17/92 | 164 | | | County | Yes | 1.75 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,550 | 5,790 | 5,500 | 6,130 | 6,700 | 4,350 | 4,700 | 4,290 | 4,810 | 4,760 | E |
| Beresford Ave. | US 17/92 to Amelia Ave | 165 | | | County | Yes | 0.25 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | Urban Collector | 11,550 | 12,100 | 12,010 | 12,260 | 12,710 | 9,450 | 9,590 | 9,260 | 9,700 | 9,520 | E |
| Beresford Ave. | Amelia Ave. to Hill Ave. | 167 | | | County | Yes | 1.00 | 2 | 40 | E+W | UA MCCRAC1 2W 2L D WL | Urban Collector | 5,790 | 6,090 | 6,650 | 6,830 | 7,450 | 5,840 | 5,650 | 5,400 | 5,600 | 5,970 | E |
| Beresford Ave. | Hill Ave. to Blue Lake Ave. | 169 | | | County | Yes | 1.35 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | n/c | 3,460 | 3,650 | 3,410 | 4,080 | 4,410 | 3,600 | 3,250 | 3,330 | 2,980 | 3,300 | E |
| Beresford Ave. | Blue Lake Ave. to MLK (Kepler Rd.) | 171 | | | County | Yes | 0.80 | 0 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | n/c | - | - | - | - | - | - | - | - | - | E | |
| Beresford Ave. | MLK (Kepler Rd.) to SR 44 | 172 | | | County | Yes | 0.75 | 0 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | n/c | - | - | - | - | - | - | - | - | - | E | |
| Beresford Rd. | Old New York Ave. to Beresford Ave. | 183 | | | County | No | 0.30 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,230 | 2,290 | 1,920 | 2,350 | 2,370 | 2,100 | 1,890 | 1,860 | 1,990 | 2,050 | E |
| Beresford Rd. | Beresford Ave. to Fatio Rd. | 182 | | | County | No | 1.30 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Rural Minor Collector | 1,020 | 1,020 | 1,130 | 1,200 | 1,240 | 1,170 | 1,050 | 920 | 1,050 | 1,060 | E |
| Beresford Rd. | Fatio Rd. to Spring Garden Ave. | 181 | | | County | No | 0.75 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 700 | 680 | 720 | 920 | 970 | 670 | 680 | 720 | 670 | 710 | E |
| Beresford Rd. | Spring Garden Ave. to SR 15A | 180 | | | County | No | 0.40 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 560 | 550 | 710 | 810 | 840 | 730 | 860 | 500 | 470 | 940 | E |
| Big Tree Rd. | Clyde Morris Blvd. to Nova Rd. | 192 | | | County | Yes | 1.10 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,480 | 7,180 | 9,400 | 8,350 | 9,180 | 8,320 | 8,630 | 7,940 | 7,700 | 8,080 | E |
| Big Tree Rd. | Nova Rd. to Magnolia Ave. | 193 | | | County | Yes | 0.40 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | Urban Collector | 10,670 | 10,130 | 15,230 | 13,110 | 14,860 | 13,840 | 13,150 | 12,830 | 12,230 | 11,460 | E |
| Big Tree Rd. | Magnolia Ave. to Kenilworth Ave. | 195 | | | County | Yes | 0.45 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | Urban Collector | 10,280 | 9,850 | 13,710 | 12,120 | 13,530 | 11,640 | 11,180 | 11,310 | 10,850 | 10,160 | E |
| Big Tree Rd. | Kenilworth Ave. to US 1 | 196 | | | County | Yes | 0.55 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | Urban Collector | 10,500 | 10,020 | 9,190 | 8,400 | 9,450 | 9,260 | 8,190 | 7,010 | 7,270 | 6,790 | E |
| Bill France Blvd. | Clyde Morris Blvd. to Mason Ave. | 202 | | | City | No | 0.38 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Collector | 5,740 | 5,550 | 7,330 | 6,830 | 7,850 | 7,050 | 5,750 | 5,850 | 5,230 | 4,970 | E |
| Bill France Blvd. | Mason Ave. to Dunn Ave. | 201 | | | City | No | 0.63 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | Urban Collector | 9,860 | 9,600 | 11,150 | 10,580 | 11,820 | 11,290 | 8,930 | 8,930 | 7,960 | 7,790 | E |
| Bill France Blvd. | Dunn Ave. to US 92 | 200 | | | City | No | 0.60 | 4 | 35 | N+S | UA MCCRAC1 2W 4L U WL | Urban Collector | 12,700 | 12,450 | 16,110 | 13,740 | 15,020 | 13,920 | 10,260 | 11,410 | 10,250 | 10,750 | E |
| Blackburn Rd. | CR 3 to Emporia Rd | 211 | | | County | No | 1.25 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | Rural Minor Collector | 640 | 590 | 680 | 680 | 750 | 660 | 730 | 560 | 550 | 550 | C |
| Blackwelder Rd. | Lake Winona Rd. to SR 11 | 221 | | | County | No | 3.25 | 2 | 35 | E+W | RUA UFH 2W 2L U 0L | Rural Local | 240 | 210 | 270 | 400 | 420 | 200 | 240 | 190 | 180 | 180 | C |
| Blue Lake Ave. | Plymouth Ave. to Minnesota Ave. | 237 | | | County | Yes | 1.00 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 4,400 | 4,270 | 4,900 | 3,960 | 7,690 | 5,460 | 5,090 | 5,100 | 5,780 | 5,380 | E |
| Blue Lake Ave. | Minnesota Ave. to SR 44 | 236 | | | County | Yes | 0.55 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,850 | 2,760 | 3,430 | 3,650 | 5,320 | 4,230 | 3,920 | 3,760 | 4,330 | 4,190 | E |
| Blue Lake Ave. | SR 44 to | | | | | | | | | | | | | | | | | | | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|-------------------------------|---|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| Catalina Blvd. | Sixma Rd. to Lake Helen-Osteen Rd. | DLT-20.030 | | | City | No | 0.40 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Local | 8,740 | 8,440 | 9,700 | 10,120 | 9,401 | 10,733 | - | - | - | - | E |
| Clara Ave. | Beresford Ave. to New Hampshire Ave. | 303 | | | County | No | 0.50 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 2,950 | 2,870 | 2,690 | 2,490 | 2,840 | 2,390 | 1,350 | 1,910 | 2,070 | 2,040 | E |
| Clara Ave. | New Hampshire Ave. to SR 15A | 301 | | | County | No | 0.50 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,660 | 1,630 | 1,710 | 1,570 | 1,800 | 1,780 | 1,410 | 1,540 | 1,640 | 1,640 | E |
| Clifton Rd. | Lake Winona Rd. to SR 11 | 311 | | | County | No | 1.70 | 2 | 30 | E+W | RUA UFH 2W 2L U 0L | Rural Local | 140 | 150 | 140 | 180 | 250 | 180 | 200 | 180 | 190 | 160 | C |
| Cloverleaf Blvd./Anderson Dr. | Deltona Blvd. to Anderson Dr. | DLT-25.000 | | | City | No | 1.00 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 4,150 | 4,340 | 4,410 | - | 5,431 | 4,148 | - | - | - | - | E |
| Clyde Morris Blvd. | SR 40 to Hand Ave | 348 | | | County | Yes | 0.80 | 4 | 35 | N+S | UA MCCRAC2 2W 4L D WL | Urban Principal Arterial - Other | 15,090 | 15,160 | 16,050 | 16,380 | 18,450 | 12,060 | 12,220 | 13,030 | 12,340 | 11,940 | E |
| Clyde Morris Blvd. | Hand Ave. to LPGA Blvd. | 343 | | | County | Yes | 1.50 | 4 | 50 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 13,850 | 13,960 | 15,090 | 15,640 | 17,500 | 11,790 | 11,970 | 13,000 | 14,070 | 13,560 | E |
| Clyde Morris Blvd. | LPGA Blvd. to Bill France Blvd. | 341 | | | County | Yes | 1.25 | 4 | 50 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 17,990 | 18,110 | 15,430 | 15,920 | 17,890 | 12,700 | 12,660 | 13,690 | 13,450 | 12,880 | E |
| Clyde Morris Blvd. | Bill France Blvd. to Mason Ave. | 338 | | | County | Yes | 0.60 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 13,230 | 13,330 | 14,470 | 14,390 | 16,700 | 12,420 | 12,610 | 13,630 | 13,140 | 12,310 | E |
| Clyde Morris Blvd./SR 483 | SR 430/Mason Ave. to US 92 | 5182 | | | FDOT | Yes | 1.20 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | Urban Principal Arterial - Other | 20,500 | 21,500 | 22,000 | 20,500 | 20,500 | 18,400 | 17,700 | 18,300 | 20,000 | 18,100 | D |
| Clyde Morris Blvd./SR 483 | US 92 to Beville Rd. | 5193 | | | FDOT | Yes | 2.00 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | Urban Principal Arterial - Other | 32,000 | 34,000 | 34,000 | 34,000 | 32,000 | 31,500 | 28,500 | 31,000 | 30,500 | 27,000 | D |
| Clyde Morris Blvd. | Beville Rd. to Big Tree Rd. | 337 | | | County | Yes | 0.90 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 26,210 | 26,000 | 25,670 | 25,470 | 28,340 | 24,640 | 23,350 | 23,290 | 24,600 | 22,880 | E |
| Clyde Morris Blvd. | Big Tree Rd. to Madeline Ave. | 335 | | | County | Yes | 1.00 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 24,000 | 23,870 | 25,290 | 25,040 | 27,880 | 22,640 | 21,970 | 23,010 | 24,200 | 22,260 | E |
| Clyde Morris Blvd. | Madeline Ave. to Willow Run Blvd. | 333 | | | County | Yes | 1.30 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 25,010 | 24,820 | 24,800 | 24,690 | 27,290 | 25,290 | 21,200 | 22,130 | 22,750 | 21,460 | E |
| Clyde Morris Blvd. | Willow Run Blvd. to SR 421/Dunlawton | 332 | | | County | Yes | 0.65 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 23,190 | 23,150 | 22,890 | 22,760 | 24,710 | 19,550 | 19,810 | 19,890 | 21,310 | 19,060 | E |
| Clyde Morris Blvd. | SR 421/Dunlawton Ave to Taylor Rd. | 330 | | | County | Yes | 0.95 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 11,990 | 11,980 | 11,440 | 11,390 | 12,670 | 8,730 | 10,300 | 10,530 | 10,060 | 9,900 | E |
| Commonwealth Blvd. | Spruce Creek Rd. to Orange Ave. | 360 | | | County | No | 0.55 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Local | 4,870 | 4,810 | 6,010 | 5,900 | 6,410 | 6,620 | 5,210 | 5,380 | 5,250 | 5,450 | E |
| Commonwealth Blvd. | Orange Ave. to US 1 | 361 | | | County | No | 0.35 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Local | 6,500 | 6,420 | 4,130 | 3,730 | 4,120 | 3,970 | 3,460 | 3,590 | 3,670 | 3,540 | E |
| CR 3 | US 17 to Washington Ave. | 386 | | | County | Yes | 2.20 | 2 | 35 | N+S | RDA UFH 2W 2L U 0L | Rural Local | 1,120 | 1,120 | 1,130 | 1,200 | 1,320 | 1,250 | 1,220 | 1,200 | 1,040 | 1,100 | C |
| CR 3 | Washington Ave. to Emporia Rd | 384 | | | County | Yes | 1.20 | 2 | 30 | N+S | RDA UFH 2W 2L U 0L | Rural Local | 2,040 | 2,020 | 1,990 | 2,070 | 2,320 | 1,740 | 1,980 | 1,870 | 1,650 | 1,680 | C |
| CR 3 | Emporia Rd to SR 40 | 382 | | | County | Yes | 3.40 | 2 | 45 | N+S | RDA UFH 2W 2L U 0L | Rural Local | 960 | 950 | 890 | 980 | 1,100 | 760 | 880 | 760 | 700 | 680 | C |
| CR 3 | SR 40 to Lake Winona Rd. | 380 | | | County | Yes | 5.04 | 2 | 35 | N+S | RDA UFH 2W 2L U 0L | n/c | 940 | 940 | 910 | 1,050 | 1,150 | 770 | 680 | 690 | 670 | 610 | C |
| CR 3 | Lake Winona Rd. to Ponce DeLeon Blvd | 380 | | | County | Yes | 0.45 | 2 | 45 | N+S | TA MCCRAC1 2W 2L U 0L | n/c | 940 | 940 | 910 | 1,050 | 1,150 | 770 | 680 | 690 | 670 | 610 | E |
| CR 15A | US 17 to Airport Rd. | 440 | | | County | Yes | 0.90 | 2 | 50 | N+S | UA UFH 2W 2L U 0L | Urban Minor Arterial | 4,240 | 4,280 | 4,970 | 4,100 | 4,320 | 4,700 | 4,380 | 4,300 | 4,220 | 4,160 | E |
| CR 15A | Airport Rd. to SR 11 | 441 | | | County | Yes | 1.25 | 2 | 40 | E+W | UA UFH 2W 2L U 0L | Urban Minor Arterial | 2,170 | 2,200 | 2,770 | 2,420 | 2,530 | 2,530 | 2,230 | 2,150 | 2,190 | 2,060 | E |
| CR 92 (Intr'l Spdwy Blvd.) | SR 15A to Stone St. | 450 | | Yes | County | Yes | 0.25 | 4 | 45 | E+W | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 10,910 | 11,790 | 12,600 | 14,030 | 14,900 | 13,810 | 12,350 | 12,040 | 11,970 | 11,770 | E |
| CR 92 (Intr'l Spdwy Blvd.) | Stone St. to US 17/92 | 452 | | Yes | County | Yes | 0.75 | 4 | 35 | E+W | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 14,000 | 15,050 | 14,890 | 16,710 | 17,690 | 16,590 | 15,630 | 14,870 | 14,370 | 14,000 | E |
| CR 305 (Bunnell Rd.) | US 17 to Cowart Rd. | 460 | | | County | Yes | 1.50 | 2 | 50 | E+W | RUA UFH 2W 2L U 0L | Rural Minor Collector | 1,980 | 1,890 | 2,080 | 2,050 | 2,120 | 2,200 | 1,660 | 1,220 | 1,490 | 1,420 | C |
| CR 305 (Bunnell Rd.) | Cowart Rd. to Flagler Co. | 461 | | | County | Yes | 3.00 | 2 | 50 | E+W | RUA UFH 2W 2L U 0L | Rural Minor Collector | 1,300 | 1,240 | 1,410 | 1,520 | 1,530 | 1,710 | 1,140 | 710 | 990 | 890 | C |
| Courtland Blvd. | Beckwith St. to Captain Dr. | DLT-30.010 | | | City | No | 1.00 | 2 | 40 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 3,510 | 3,820 | 3,990 | 4,040 | 7,975 | 3,681 | - | - | - | - | E |
| Courtland Blvd. | Captain Dr. to Elkcam Blvd | DLT-30.030 | | | City | No | 1.50 | 2 | 40 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 5,070 | 5,990 | 5,870 | 5,870 | 9,975 | 5,068 | - | - | - | - | E |
| Courtland Blvd. | Elkcam Blvd. to end of road (Puerto Rico) | DLT-30.040 | | | City | No | 0.75 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,340 | 1,940 | 2,120 | 2,110 | 4,331 | 1,899 | - | - | - | - | E |
| Courtland Blvd. | Tallwood Dr. to Newmark Dr. | DLT-30.050 | | | City | No | 0.25 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 1,390 | 1,640 | 1,720 | 1,680 | 1,907 | 1,870 | - | - | - | - | E |
| Courtland Blvd. | Newmark Dr. to Howland Blvd | DLT-30.070 | | | City | No | 1.00 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,050 | 3,150 | 3,170 | 3,180 | 5,973 | 3,575 | - | - | - | - | E |
| Courtland Blvd. | Howland Blvd. to India Blvd | DLT-30.090 | | | City | No | 1.20 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,390 | 5,310 | 6,370 | 6,400 | 12,066 | 7,764 | - | - | - | - | E |
| Courtland Blvd. | India Blvd. to Ft Smith Blvd | DLT-30.100 | | | City | No | 0.70 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,490 | 6,070 | 6,280 | 6,230 | 6,972 | 8,397 | - | - | - | - | E |
| Courtland Blvd. | Ft Smith Blvd. to Doyle Rd | DLT-30.130 | | | City | No | 1.80 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 6,830 | 6,040 | 6,040 | 6,040 | 6,377 | 6,241 | - | - | - | - | E |
| Courtland Blvd. | Doyle Rd. to Enterprise-Osteen Rd. | DLT-30.140 | | | City | No | 0.90 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,080 | 2,110 | 2,050 | 2,000 | 3,106 | 1,609 | - | - | - | - | E |
| Cowart Rd. | Bunnell Rd to Little Brown Church Rd. | 430 | | | County | No | 2.05 | 2 | 40 | N+S | RUA UFH 2W 2L U 0L | Rural Local | 230 | 240 | 370 | 390 | 440 | 390 | 280 | 310 | 260 | 230 | C |
| Cow Creek Rd. | SR 442 to Volco Rd. | 420 | | | County | Yes | 3.50 | 2 | 50 | N+S | RUA UFH 2W 2L U 0L | n/c | 800 | 820 | 840 | 970 | 1,020 | 780 | 750 | 720 | 750 | 740 | C |
| Daugharty Rd. | SR 11 to Marsh Rd. | 472 | | | County | No | 0.95 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | Rural Local | 550 | 570 | 670 | 600 | 530 | 540 | 540 | 610 | 550 | 550 | C |
| Daugharty Rd. (S. End) | Marsh Rd. to SR 11 | 470 | | | County | Yes | 0.80 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | Rural Local | 540 | 570 | 650 | 620 | 560 | 590 | 520 | 500 | 510 | 510 | C |
| Deltona Blvd. | Normandy Blvd. to Cloverleaf Blvd./Anderson Dr. | DLT-35.000 | | | City | No | 1.25 | 4 | 35 | E+W | UA MCCRAC1 2W 4L D WL | Urban Collector | 14,110 | 14,420 | 16,130 | - | 14,802 | 14,966 | - | - | - | - | E |
| Deltona Blvd. | Cloverleaf Blvd./Anderson Dr. to Enterprise Rd. | DLT-35.030 | | | City | No | 0.50 | 4 | 35 | N+S | UA MCCRAC1 2W 4L D WL | Urban Collector | 18,400 | 17,620 | 18,980 | - | 18,396 | 15,546 | - | - | - | - | E |
| Deltona Blvd. | Enterprise Rd. to DeBary Ave | DLT-35.040 | | | City | No | 0.85 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 11,610 | 12,840 | 13,550 | - | 15,305 | 13,780 | - | - | - | - | E |
| Demotte Ave. | Peninsula Dr. to Atlantic Ave. | 500 | | | County | No | 0.20 | 2 | 25 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 4,450 | 4,420 | 2,820 | 2,270 | 2,450 | 2,450 | 3,900 | 4,250 | 3,940 | 4,480 | E |
| Derbyshire Rd. | Flomich St. to LPGA Blvd. | 512 | | | County | Yes | 0.75 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,310 | 7,080 | 8,420 | 8,320 | 9,010 | 7,870 | 7,420 | 7,680 | 7,930 | 7,470 | E |
| Derbyshire Rd. | LPGA Blvd. to SR 430/Mason Ave. | 511 | | | County | No | 1.45 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 6,710 | 6,710 | 7,230 | 6,810 | 7,400 | 6,830 | 6,400 | 6,160 | 5,950 | 5,980 | E |
| Dirksen/DeBary/Doyle | US 17/92 to Sunrise Blvd. | 520 | | | County | Yes | 1.75 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 9,580 | 10,180 | 7,750 | 8,110 | 8,950 | 7,110 | 6,330 | 6,270 | 6,910 | 6,230 | E |
| Dirksen/DeBary/Doyle | Sunrise Blvd to WB I-4 Ramps | 521 | | | County | Yes | 0.20 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 13,740 | 14,630 | 13,370 | 13,170 | 16,300 | 11,510 | 10,980 | 10,720 | 11,180 | 10,690 | E |
| Dirksen/DeBary/Doyle | | | | | | | | | | | | | | | | | | | | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|-----------------------|--|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| Elkcam Blvd. | Normandy Blvd. to Ft. Smith Blvd. | DLT-45.000 | | | City | No | 1.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 10,260 | 11,870 | 12,570 | - | 10,153 | 5,142 | - | - | - | - | E |
| Elkcam Blvd. | Ft. Smith Blvd. to Providence Blvd. | DLT-45.010 | | | City | No | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,360 | 8,530 | 8,890 | - | 7,158 | 4,805 | - | - | - | - | E |
| Elkcam Blvd. | Providence Blvd. to Montecito Ave. | DLT-45.020 | | | City | No | 1.05 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 11,530 | 12,890 | 13,360 | - | 11,751 | 11,772 | - | - | - | - | E |
| Elkcam Blvd. | Montecito Ave. to Howland Blvd. | DLT-45.040 | | | City | No | 1.00 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 10,840 | 12,140 | 12,590 | - | 5,591 | 10,554 | - | - | - | - | E |
| Elkcam Blvd. | Howland Blvd. to Lake Helen-Osteen Rd | DLT-45.050 | | | City | No | 0.15 | 2 | 40 | E+W | UA MCCRAC1 2W 2L D WL | Urban Collector | 11,400 | 13,280 | 13,980 | - | 6,068 | 13,766 | - | - | - | - | E |
| Elkcam Blvd. | Lake Helen-Osteen Rd to Courtland Blvd | DLT-45.060 | | | City | No | 0.70 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 9,060 | 11,160 | 11,960 | - | 4,736 | 8,571 | - | - | - | - | E |
| Elkcam Blvd. | Courtland Blvd. to Riverhead Dr. | DLT-45.080 | | | City | No | 0.50 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | n/c | 610 | 620 | 680 | - | 592 | 943 | - | - | - | - | E |
| Emporia Rd. | SR 40 to Peterson/Blackburn | 560 | | | County | Yes | 3.00 | 2 | 40 | N+S | RUA UFH 2W 2L U 0L | Rural Minor Collector | 850 | 840 | 790 | 920 | 1,030 | 800 | 850 | 860 | 690 | 720 | C |
| Emporia Rd. | Peterson/Blackburn to US 17 | 564 | | | County | Yes | 1.45 | 2 | 40 | E+W | RUA UFH 2W 2L U 0L | Rural Minor Collector | 1,380 | 1,390 | 1,330 | 1,540 | 1,640 | 1,210 | 1,420 | 1,880 | 1,280 | 1,230 | C |
| Enterprise Ave. (NSB) | Pioneer Tr. to Halleck St. | 570 | | | County | Yes | 0.10 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,680 | 7,410 | 7,480 | 7,400 | 7,110 | 7,500 | 7,210 | 7,640 | 7,460 | 7,000 | E |
| Enterprise Rd. | US 17/92 to Harley Strickland Blvd. | 586 | | | County | Yes | 0.50 | 4 | 35 | N+S | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 23,380 | 23,070 | 22,530 | 24,250 | 23,270 | 23,090 | 23,210 | 22,160 | 22,090 | 20,900 | E |
| Enterprise Rd. | Harley Strickland Blvd. to Saxon Blvd. | 585 | | | County | Yes | 0.50 | 4 | 45 | N+S | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 25,030 | 23,530 | 23,030 | 24,860 | 25,370 | 24,100 | 25,340 | 23,250 | 23,670 | 22,790 | E |
| Enterprise Rd. | Saxon Blvd. to Highbanks Rd. | 584 | | | County | Yes | 1.55 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 21,910 | 21,340 | 21,140 | 20,510 | 23,720 | 23,150 | 24,490 | 23,470 | 23,460 | 23,750 | E |
| Enterprise Rd. | Highbanks Rd. to Deltona Blvd. | 582 | | | County | Yes | 0.50 | 4 | 35 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 14,950 | 14,560 | 14,390 | 14,090 | 15,750 | 14,720 | 14,990 | 12,530 | 15,330 | 14,620 | E |
| Enterprise Rd. | Deltona Blvd. to Main St. | 581 | | | County | Yes | 1.10 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U WL | Urban Collector | 7,370 | 6,270 | 6,290 | 6,310 | 6,860 | 5,990 | 6,100 | 7,030 | 7,800 | 7,150 | E |
| Enterprise-Osteen Rd. | Providence to Garfield Rd | 600 | | | County | Yes | 1.50 | 2 | 30 | E+W | TA MCCRAC1 2W 2L U 0L | Rural Local | 2,830 | 2,830 | 2,840 | 2,970 | 2,790 | 2,580 | 2,480 | 2,570 | 2,690 | 2,470 | E |
| Enterprise-Osteen Rd. | Garfield Rd to Reed Ellis Rd. | 601 | | | County | Yes | 1.70 | 2 | 35 | E+W | TA MCCRAC1 2W 2L U 0L | Rural Local | 2,030 | 1,930 | 1,910 | 1,960 | 2,020 | 1,870 | 1,840 | 1,750 | 1,850 | 1,690 | E |
| Enterprise-Osteen Rd. | Reed Ellis Rd. to SR 415 | 602 | | | County | Yes | 2.50 | 2 | 35 | E+W | TA MCCRAC1 2W 2L U 0L | Rural Local | 1,400 | 1,320 | 1,330 | 1,270 | 1,350 | 1,150 | 1,210 | 1,050 | 1,160 | 1,080 | E |
| Euclid Ave. | Grand to Fatio Rd. | 610 | | | County | No | 0.25 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,600 | 1,680 | 1,670 | 1,570 | 1,860 | 1,200 | 1,220 | 1,190 | 1,190 | 1,080 | E |
| Euclid Ave. | Fatio Rd. to Woodward Ave. | 611 | | | County | No | 0.25 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,390 | 1,520 | 1,770 | 1,640 | 1,950 | 1,370 | 1,380 | 1,340 | 1,360 | 1,270 | E |
| Euclid Ave. | Woodward Ave. to SR 15A | 612 | | | County | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 2,980 | 3,130 | 2,990 | 2,860 | 3,400 | 2,300 | 2,390 | 2,270 | 2,310 | 2,300 | E |
| Euclid Ave. | SR 15A to Adelle Ave. | 613 | | | County | No | 0.75 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 3,040 | 3,210 | 3,000 | 2,790 | 3,310 | 2,500 | 2,740 | 2,520 | 2,440 | 2,510 | E |
| Euclid Ave. | Adelle Ave. to US 17/92 | 614 | | | County | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 2,230 | 2,360 | 2,096 | 1,850 | 2,140 | 2,080 | 1,940 | 2,180 | 2,150 | 2,200 | E |
| Eustace Ave. | Catalina Blvd. to Providence Blvd | DLT-55.010 | | | City | No | 0.85 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 6,530 | 4,310 | 4,610 | - | 3,639 | 4,199 | - | - | - | - | E |
| Flagler Ave. (NSB) | N. Causeway to Peninsula Ave. | 640 | | | FDOT | Yes | 0.40 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 7,000 | 6,630 | 5,610 | 8,310 | 7,960 | 8,270 | 8,820 | 9,100 | 8,560 | 9,500 | E |
| Flagler Ave. (NSB) | Peninsula Ave. to Atlantic Ave. | 641 | | | City | Yes | 0.40 | 2 | 20 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 10,240 | 9,790 | 9,420 | 4,740 | 4,500 | 4,740 | 5,120 | 5,420 | 5,050 | 4,130 | E |
| Flomich St. | Derbyshire Rd. to SR 5A/Nova Rd. | 650 | | | County | Yes | 0.30 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,430 | 5,420 | 5,520 | 5,600 | 6,210 | 5,890 | 4,980 | 5,520 | 5,450 | 5,570 | E |
| Flomich St. | SR 5A/Nova Rd. to US 1 | | | | City | No | 1.40 | 2 | 25 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | - | - | - | - | - | - | - | - | - | - | E |
| Fort Florida Rd. | Highbanks Rd. to Ft. Florida Point Rd. | 661 | | | City | No | 1.75 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 770 | 790 | 1,080 | 1,190 | 1,130 | 950 | 1,150 | 970 | 1,090 | 1,080 | E |
| Fort Florida Rd. | Ft. Florida Point Rd. to Barwick Rd. | 662 | | | City | No | 2.25 | 2 | 35 | N+S & E+W | TA OCCRAC1 2W 2L U 0L | Rural Minor Collector | 770 | 790 | 410 | 400 | 380 | 270 | 230 | 260 | 640 | 770 | E |
| Fort Florida Rd. | Barwick Rd. to US 17/92 | 660 | | | City | No | 0.60 | 2 | 35 | E+W | TA OCCRAC1 2W 2L U 0L | Rural Minor Collector | 1,110 | 1,140 | 1,140 | 1,130 | 1,130 | 1,040 | 980 | 960 | 1,340 | 1,350 | E |
| Fort Smith Blvd. | Elkcam Blvd. to Providence Blvd | DLT-60.000 | | | City | No | 1.00 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,580 | 3,220 | 2,910 | - | 3,160 | 3,280 | - | - | - | - | E |
| Fort Smith Blvd. | Providence Blvd. to Newmark Dr. | DLT-60.020 | | | City | No | 0.50 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 10,660 | 12,680 | 12,290 | - | 11,901 | 13,876 | - | - | - | - | E |
| Fort Smith Blvd. | Newmark Dr. to Normandy Blvd | DLT-60.030 | | | City | No | 0.85 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | Urban Collector | 6,850 | 8,140 | 7,470 | - | 7,576 | 7,010 | - | - | - | - | E |
| Fort Smith Blvd. | Normandy Blvd. to India Blvd | DLT-60.050 | | | City | No | 0.55 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | Urban Collector | 13,040 | 14,410 | 13,530 | - | 14,262 | 13,768 | - | - | - | - | E |
| Fort Smith Blvd. | India Blvd. to Courtland Blvd | DLT-60.070 | | | City | No | 2.25 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | Urban Collector | 6,720 | 7,400 | 6,880 | - | 7,154 | 7,592 | - | - | - | - | E |
| Fort Smith Blvd. | Courtland Blvd. to Howland Blvd | DLT-60.100 | | | City | No | 0.75 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | Urban Collector | 4,270 | 5,670 | 4,760 | - | 7,388 | 8,497 | - | - | - | - | E |
| Fort Smith Blvd. | Howland Blvd. to SR 415 | DLT-60.110 | | | City | No | 0.55 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,150 | 4,010 | 3,810 | - | 3,949 | 3,108 | - | - | - | - | E |
| French Ave. | Beginning of road to Blue Springs Park | 690 | | | County | No | 1.00 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 150 | 170 | 170 | 160 | 190 | 130 | 160 | 130 | 140 | 180 | E |
| French Ave. | Blue Springs Park to Lawton Ave./Ham | 691 | | | County | No | 1.25 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 650 | 700 | 540 | 510 | 600 | 530 | 1,340 | 800 | 520 | 670 | E |
| French Ave. | Lawton Ave./Hamilton to US 17/92 | 694 | | | County | Yes | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D 0L | Urban Collector | 5,380 | 5,640 | 6,100 | 6,810 | 7,740 | 5,470 | 5,970 | 5,320 | 5,660 | 5,240 | E |
| Garfield Ave. | US 92 to Plymouth Ave. | 702 | | | County | Yes | 0.85 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,020 | 1,770 | 1,930 | 2,150 | 2,700 | 2,390 | 2,230 | 2,240 | 2,310 | 2,220 | E |
| Garfield Ave. | Plymouth Ave. to SR 44 | 700 | | | County | Yes | 1.00 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 1,700 | 1,480 | 2,270 | 2,490 | 2,750 | 2,400 | 2,240 | 2,230 | 2,350 | 2,280 | E |
| Garfield Ave. | SR 44 to Beresford Ave. | 698 - NEW | | | City | No | 1.00 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | - | - | - | - | - | - | - | - | 2,330 | 2,140 | E |
| Garfield Rd. | Doyle Rd. to Enterprise-Osteen Rd | 711 | | | County | Yes | 0.90 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | 1,410 | 1,830 | 1,880 | 1,680 | 1,480 | 1,440 | 1,590 | 1,530 | 1,860 | 1,680 | E |
| Glencoe Rd. | Pioneer Tr. to SR 44 | 732 | | | County | No | 0.85 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 1,280 | 1,260 | 1,550 | 1,730 | 1,680 | 1,550 | 1,380 | 1,370 | 1,670 | 1,820 | E |
| Glencoe Rd. | SR 44 to Paige Ave. | 731 | | | County | No | 1.10 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 2,540 | 2,470 | 3,750 | 3,550 | 3,830 | 3,750 | 3,300 | 3,380 | 3,710 | 3,780 | E |
| Glencoe Rd. | Paige Ave. to Taylor Rd. | 730 | | | County | No | 1.50 | 2 | 40 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 1,310 | 1,290 | 1,470 | 1,110 | 1,400 | 1,280 | 1,070 | 1,120 | 1,310 | 1,300 | E |
| Glenwood Rd. | Grand Ave. to SR 15A | 741 | | | County | Yes | 1.60 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 4,280 | 4,060 | 4,420 | 2,270 | 1,600 | 4,430 | 3,980 | 3,980 | 4,210 | 4,170 | E |
| Glenwood Rd. | SR 15A to US 17 | 743 | | | County | Yes | 1.25 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,450 | 2,070 | 2,420 | 2,230 | 1,330 | 2,580 | 2,260 | 2,190 | 2,140 | 2,140 | E |
| Grand Av/CR 4053 | Retta St. to Lemon St. | 756 | | | County | Yes | 1.80 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,150 | 2,230 | 2,250 | 1,990 | 2,130 | 1,830 | 1,770 | 1,750 | 1,740 | 1,720 | E |
| Grand Av/CR 4053 | Lemon St. to Glenwood Rd. | 754 | | | County | Yes | 1.3 | | | | | | | | | | | | | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|------------------------------|--|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| Hand Ave. | Shangri La Dr. to Nova Rd. | 833 | | | County | Yes | 0.25 | 4 | 45 | E+W | UA MCCRAC1 2W 4L D WL | Urban Collector | 13,050 | 14,860 | 17,210 | 17,010 | 15,840 | 14,200 | 13,750 | 15,150 | 14,880 | 14,320 | E |
| Hand Ave. | Nova Rd. to US 1 | 834 | | | City | Yes | 1.90 | 2 | 25 | E+W | UA MCCRAC1 2W 2L U OL | Urban Collector | 10,140 | 10,900 | 12,180 | 11,730 | 8,480 | 7,860 | 7,270 | 7,670 | 8,080 | 5,360 | E |
| Harley Strickland Blvd. | Enterprise Rd. to Veteran's Memorial P | 841 | | | City | No | 1.35 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | n/c | 9,690 | 10,290 | 11,420 | 11,460 | 13,760 | 12,190 | 12,110 | 12,770 | 12,390 | 11,850 | E |
| Hazen Rd. | Mercers Fernery Rd. to Plymouth Ave. | 852 | | | County | Yes | 1.50 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U OL | n/c | 800 | 790 | 680 | 850 | 880 | 620 | 630 | 590 | 720 | 700 | E |
| Hazen Rd. | Plymouth Ave. to SR 44 | 850 | | | County | Yes | 1.00 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U OL | n/c | 1,140 | 1,120 | 1,190 | 1,370 | 1,480 | 1,190 | 1,130 | 1,130 | 1,050 | 1,240 | E |
| Highbanks Rd. | Fort Florida Rd. to Westside Connector | 860 | | | City | No | 1.75 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U OL | Urban Collector | 2,040 | 2,200 | 1,930 | 1,950 | 1,980 | 2,100 | 2,260 | 1,880 | 1,810 | 1,840 | E |
| Highbanks Rd. | Westside Connector to US 17/92 | 861 | | | City | No | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U OL | Urban Collector | 9,860 | 10,550 | 10,810 | 10,850 | 10,550 | 9,700 | 10,380 | 9,600 | 10,010 | 9,840 | E |
| Highbanks Rd. | US 17/92 to Enterprise Rd. | 863 | | | City | No | 1.45 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U OL | Urban Collector | 7,570 | 8,060 | 7,360 | 7,420 | 7,990 | 7,420 | 7,070 | 6,800 | 7,360 | 7,370 | E |
| Highbridge Rd. | Walter Boardman Ln. to John Anderson | 871 | | | County | Yes | 1.60 | 2 | 30 | E+W | TA MCCRAC1 2W 2L U OL | Rural Major Collector | 2,260 | 2,400 | 2,340 | 2,010 | 2,010 | 1,950 | 2,370 | 2,130 | 1,830 | 2,100 | E |
| Highbridge Rd. | John Anderson Dr. to SR A1A | 872 | | | County | Yes | 0.20 | 2 | 30 | E+W | TA MCCRAC1 2W 2L U OL | Rural Major Collector | 1,720 | 1,910 | 1,950 | 1,580 | 1,610 | 1,560 | 1,920 | 1,730 | 1,520 | 1,780 | E |
| Hill Ave./Jacobs Rd. | US 92 to Plymouth Ave. | 950 | | | County | Yes | 0.85 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 4,610 | 4,160 | 4,340 | 4,910 | 5,770 | 5,580 | 5,100 | 6,190 | 5,870 | 5,190 | E |
| Hill Ave. | Plymouth Ave. to Minnesota Ave. | 885 | | | City | Yes | 0.50 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 4,760 | 4,520 | 4,730 | 4,980 | 5,590 | 4,410 | 4,700 | 4,340 | 5,240 | 5,020 | E |
| Hill Ave. | Minnesota Ave. to SR 44 | 883 | | | City | Yes | 0.50 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 4,110 | 3,910 | 4,020 | 4,380 | 4,680 | 3,690 | 3,800 | 3,810 | 4,260 | 4,010 | E |
| Hill Ave. | SR 44 to Voorhis Ave. | 882 | | | County | Yes | 0.25 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 2,370 | 2,290 | 2,540 | 2,760 | 2,870 | 2,230 | 2,290 | 2,400 | 2,530 | 2,780 | E |
| Hill Ave. | Voorhis Ave. to Beresford Ave. | 881 | | | County | Yes | 0.75 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 2,050 | 1,960 | 2,150 | 2,310 | 2,450 | 2,050 | 2,080 | 2,130 | 2,310 | 2,370 | E |
| Hill Ave. | Beresford Ave. to Taylor Rd. | 878 - NEW | | | County | Yes | 1.00 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U OL | n/c | - | - | - | - | - | - | - | - | - | 430 | E |
| Hontoon Rd. | Old New York Ave. to Botts Landing Rd | 891 | | | County | No | 1.15 | 2 | 40 | N+S | UA OCCRAC1 2W 2L U OL | Urban Collector | 3,130 | 3,140 | 3,520 | 3,330 | 3,570 | 2,990 | 2,930 | 2,930 | 3,050 | 2,840 | C |
| Hontoon Rd. | Botts Landing Rd. to end of road | 890 | | | County | No | 2.00 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U OL | Urban Collector | 790 | 760 | 1,080 | 980 | 1,060 | 850 | 780 | 920 | 870 | 790 | C |
| Howland Blvd. | I-4/SR 472 to Wolf Pack Run | 901 | | | FDOT | Yes | 0.40 | 4 | 45 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 25,190 | 26,180 | 29,420 | 34,200 | 31,910 | 29,950 | 28,290 | 30,330 | 30,490 | 29,890 | E |
| Howland Blvd. | Wolf Pack Run to Catalina Blvd. | 903 | | | County | Yes | 1.15 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 22,100 | 21,920 | 26,100 | 30,200 | 28,610 | 26,660 | 25,260 | 27,640 | 28,010 | 27,440 | E |
| Howland Blvd. | Catalina Blvd. to Providence Blvd. | 905 | | | County | Yes | 0.35 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 17,410 | 17,100 | 19,850 | 23,670 | 22,660 | 20,700 | 19,640 | 21,390 | 22,110 | 21,930 | E |
| Howland Blvd. | Providence Blvd. to Elkcam Blvd. | 906 | | | County | Yes | 2.10 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U OL | Urban Minor Arterial | 13,960 | 12,670 | 14,380 | 14,610 | 16,590 | 14,620 | 13,380 | 15,390 | 16,890 | 14,140 | E |
| Howland Blvd. | Elkcam Blvd. to Lake Helen-Osteen Rd | 908 | | | County | Yes | 0.30 | 4 | 45/40 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 14,190 | 15,520 | 16,610 | 18,200 | 17,460 | 15,020 | 15,250 | 15,030 | 15,300 | 15,620 | E |
| Howland Blvd. | Lake Helen-Osteen Rd. to Newmark Dr | 909 | | | County | Yes | 0.70 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 13,880 | 18,660 | 19,200 | 21,180 | 20,690 | 17,810 | 16,330 | 19,340 | 20,350 | 20,990 | E |
| Howland Blvd. | Newmark Dr. to Courtland Blvd. | 911 | | | County | Yes | 1.15 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 13,500 | 14,650 | 14,960 | 16,580 | 16,820 | 14,860 | 13,640 | 16,250 | 16,640 | 16,990 | E |
| Howland Blvd. | Courtland Blvd. to Ft Smith Blvd. | 913 | | | County | Yes | 1.80 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 8,200 | 9,160 | 9,300 | 11,280 | 12,690 | 11,160 | 11,570 | 12,820 | 13,280 | 12,920 | E |
| Howland Blvd. | Ft Smith Blvd. to SR 415 | 915 | | | County | Yes | 0.65 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 7,100 | 7,750 | 7,770 | 8,220 | 11,730 | 11,870 | 11,580 | 12,770 | 12,650 | 12,180 | E |
| Humphrey Blvd. | Newmark Dr. to India Blvd | DLT-75.000 | | | City | No | 1.50 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U OL | n/c | 3,210 | 3,590 | 3,620 | - | 3,381 | 3,303 | - | - | - | - | E |
| India Blvd. | Fort Smith Blvd. to Humphrey Blvd. | DLT-80.000 | | | City | No | 2.00 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U OL | n/c | 6,280 | 6,560 | 6,120 | - | 6,106 | 3,750 | - | - | - | - | E |
| India Blvd. | Humphrey Blvd. to Courtland Blvd. | DLT-80.010 | | | City | No | 0.06 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U OL | n/c | 3,590 | 4,490 | 3,480 | - | 4,459 | 3,501 | - | - | - | - | E |
| Indian Lake Rd. | Tiger Bay Rd. to US 92 | 935 | | | County | No | 0.80 | 2 | 40 | N+S | TA OCCRAC1 2W 2L U OL | Rural Local | - | - | 5,650 | 5,880 | 7,250 | 6,340 | 5,380 | 5,020 | 6,090 | 5,550 | E |
| Jimmy Ann Dr. | LPGA Blvd. to Clyde Morris Blvd. | 962 | | | City | No | 0.30 | 2 | 45 | N+S | UA OCCRAC1 2W 2L U OL | Urban Collector | 8,160 | 8,120 | 7,170 | 7,430 | 8,330 | 8,660 | 7,890 | 8,470 | 7,520 | 7,650 | E |
| Jimmy Ann Dr. | Clyde Morris Blvd. to Mason Ave. | 960 | | | City | No | 0.15 | 2 | 45 | N+S | UA OCCRAC1 2W 2L U OL | Urban Collector | 7,710 | 7,680 | 5,650 | 5,730 | 4,760 | 4,700 | 4,460 | 4,900 | 4,380 | 4,000 | E |
| John Anderson Dr. | Highbridge Rd. to Lynnhurst | 974 | | | County | Yes | 7.40 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 5,210 | 4,960 | 5,300 | 4,420 | 5,180 | 3,430 | 4,080 | 3,880 | 3,590 | 3,960 | E |
| John Anderson Dr. | Lynnhurst to Halifax Dr | 972 | | | County | Yes | 0.85 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 8,100 | 6,710 | 6,970 | 6,150 | 6,890 | 5,550 | 5,620 | 5,220 | 5,390 | 5,520 | E |
| John Anderson Dr. | Halifax Dr. to Neptune | 971 | | | City | Yes | 1.00 | 2 | 25 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 5,010 | 5,020 | 5,360 | 4,510 | 5,070 | 3,690 | 3,550 | 3,620 | 3,610 | 3,950 | E |
| John Anderson Dr. | Neptune to SR 40 | 970 | | | City | Yes | 1.00 | 2 | 25 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 8,200 | 8,340 | 6,780 | 6,660 | 7,120 | 5,430 | 5,550 | 5,110 | 5,060 | 5,930 | E |
| John Anderson Hwy. | Walter Boardman Lane to Flagler Co. | 990 | | | County | Yes | 1.00 | 2 | 5 NB / 30 S | N+S | TA MCCRAC1 2W 2L U OL | Rural Minor Collector | 1,170 | 1,440 | 1,480 | 1,060 | 1,060 | 1,110 | 1,040 | 960 | 1,000 | 1,140 | E |
| Josephine St./10th St. | Old Mission Rd. to Tatum Blvd. | 1000 | | | County | Yes | 0.30 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U OL | Urban Collector | 4,550 | 4,400 | 6,050 | 6,310 | 6,370 | 5,610 | 6,370 | 6,000 | 5,810 | 5,860 | E |
| Josephine St./10th St. | Tatum Blvd. to US 1 | 1002 | | | City | Yes | 1.80 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | Urban Collector | 3,320 | 3,250 | 7,460 | 6,930 | 6,920 | 6,870 | 7,400 | 7,310 | 7,350 | 7,140 | E |
| Kathy Dr. (N. Penin.) | John Anderson Dr. to SR A1A | 1011 | | | County | No | 0.44 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U OL | Urban Local | 370 | 250 | 550 | 400 | 390 | 430 | 420 | 470 | 420 | 460 | E |
| Kennedy Pkwy (Old SR 3) | US 1 to Park Entrance | 1020 | | | Federal | No | 4.00 | 2 | 55 | E+W | RUA UFH 2W 2L U OL | Rural Major Collector | 1,120 | 1,140 | 1,090 | 950 | 830 | 1,000 | 930 | 1,040 | 700 | 660 | C |
| Kicklighter Rd. | Macy Ave. to Lake Helen-Osteen/Prev | 1051 | | | County | Yes | 0.75 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U OL | Urban Local | 1,610 | 1,270 | 1,550 | 1,520 | 1,640 | 1,760 | 1,770 | 1,930 | 2,080 | 1,810 | E |
| Lake George Rd. | Bream Dr. to US 17 | 1062 | | | County | No | 3.90 | 2 | 30 | E+W | RUA UFH 2W 2L U OL | Rural Local | 1,400 | 1,430 | 1,220 | 940 | 1,080 | 990 | 1,010 | 780 | 860 | 820 | C |
| Lake Helen-Osteen Rd. | Kicklighter Rd. to Captain Dr. | 1076 | | | County | Yes | 1.40 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 5,330 | 7,820 | 7,760 | 7,810 | 8,290 | 6,290 | 7,310 | 7,020 | 7,030 | 6,570 | E |
| Lake Helen-Osteen Rd. | Captain Dr. to Catalina Blvd. | 1073 | | | County | Yes | 0.40 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 6,920 | 7,920 | 8,050 | 8,090 | 8,610 | 6,700 | 6,990 | 7,390 | 7,410 | 7,090 | E |
| Lake Helen-Osteen Rd. | Catalina Blvd. to Haulover Blvd. | 1072 | | | County | Yes | 0.50 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 8,500 | 9,640 | 9,430 | 9,490 | 10,130 | 9,560 | 9,430 | 10,200 | 10,320 | 9,740 | E |
| Lake Helen-Osteen Rd. | Haulover Blvd. to Elkcam Blvd. | 1071 | | | County | Yes | 1.75 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U OL | Urban Collector | 6,640 | 7,790 | 7,900 | 7,920 | 8,230 | 6,720 | 7,000 | 7,470 | 7,690 | 7,540 | E |
| Lake Helen-Osteen Rd. | Elkcam Blvd. to Howland Blvd. | 1070 | | | County | Yes | 0.40 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U OL | Urban Collector | 2,320 | 3,470 | 3,420 | 3,400 | 3,660 | 2,920 | 3,440 | 5,490 | 6,140 | 6,050 | E |
| Children's Way/Lakeshore Dr. | Main St. to Providence Blvd. | 1090 | | | County | Yes | 0.70 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U OL | Urban Local | 2,390 | 2,430 | 2,340 | 2,380 | 2,220 | 2,000 | 2,080 | 1,220 | 1,000 | 960 | E |
| Lakeshore Dr. | Providence Blvd. to Garfield Rd | 1092 | </ | | | | | | | | | | | | | | | | | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS | |
|-------------------------------|--|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|---|
| LPGA Blvd. (DB) | Williamson Blvd. to Clyde Morris Blvd. | 1134 | | Yes | County | Yes | 0.50 | 4 | 50 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 19,680 | 20,160 | 21,700 | 21,930 | 21,750 | 22,550 | 19,490 | 21,030 | 19,240 | 20,640 | E | |
| LPGA Blvd. (DB) | Clyde Morris Blvd. to Jimmy Ann Dr. | 1136 | | Yes | County | Yes | 1.10 | 4 | 45 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 14,170 | 14,480 | 16,530 | 16,800 | 19,480 | 16,650 | 14,400 | 13,850 | 14,080 | 15,410 | E | |
| LPGA Blvd. (DB) | Jimmy Ann Dr. to Derbyshire Rd. | 1137 | | Yes | County | Yes | 0.25 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 16,560 | 16,950 | 19,310 | 19,730 | 18,680 | 19,030 | 16,430 | 15,700 | 15,960 | 17,300 | E | |
| LPGA Blvd. (CO) | Derbyshire Rd. to SR5A/Nova Rd. | 1139 | | Yes | County | Yes | 0.55 | 4 | 35 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 13,650 | 14,000 | 15,020 | 14,890 | 14,640 | 16,860 | 12,930 | 13,080 | 11,140 | 13,160 | E | |
| LPGA Blvd. (HH) | SR5A/Nova Rd. to US 1 | 1141 | | Yes | County | Yes | 1.10 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 11,930 | 12,180 | 11,750 | 11,690 | 10,920 | 11,600 | 9,850 | 10,260 | 9,350 | 9,570 | E | |
| Macy Ave. | Ohio St. to Cassadaga Rd. | 1150 | | | County | Yes | 0.75 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 1,550 | 1,250 | 1,400 | 1,380 | 1,530 | 1,390 | 1,230 | 1,350 | 1,210 | 1,230 | C | |
| Madeline Ave. | Williamson Blvd. to Clyde Morris Blvd | 1161 | | | City | Yes | 1.30 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 5,710 | 5,570 | 9,850 | 8,820 | 9,900 | 10,030 | 8,910 | 9,600 | 9,930 | 9,980 | E | |
| Madeline Ave. | Clyde Morris Blvd. to SR5A/Nova Rd. | 1163 | | | City | Yes | 1.30 | 2 | 25 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 7,650 | 7,530 | 7,800 | 6,940 | 7,660 | 9,460 | 6,460 | 6,560 | 6,370 | 6,560 | E | |
| Madeline Ave. | SR5A/Nova Rd. to Sauls St. | 1164 | | | City | Yes | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 6,390 | 6,310 | 5,560 | 5,100 | 5,680 | 4,270 | 4,210 | 4,760 | 4,510 | 4,440 | E | |
| Madeline Ave. | Sauls St. to US 1 | | | | City | Yes | 0.50 | 0 | 35 | E+W | UA MCCRAC1 2W 2L U WL | n/c | - | - | - | - | - | - | - | - | - | - | E | |
| Main St. (Enterprise) | Enterprise Rd. to DeBary Ave. | 1174 | | | County | Yes | 0.35 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,260 | 5,600 | 4,810 | 4,870 | 4,440 | 4,490 | 4,880 | 2,830 | 2,920 | 2,660 | E | |
| Main St. (Enterprise) | DeBary Ave. to Lakeshore Dr. | 1173 | | | County | Yes | 0.20 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Local | 2,410 | 2,580 | 2,580 | 2,710 | 2,380 | 2,360 | 2,540 | - | - | - | - | E |
| Main St. (Harbor Oaks) | Riverside Dr. to US 1 | 1175 | | | County | No | 0.20 | 2 | 25 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 480 | 490 | 500 | 570 | 680 | 620 | 480 | 490 | 470 | 510 | E | |
| Main St. (Lake Helen) | I-4 to Lakeview Dr. | 1176 | | | County | Yes | 0.95 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 6,080 | 5,450 | 6,330 | 6,050 | 6,370 | 5,320 | 5,390 | 5,600 | 5,500 | 5,550 | C | |
| Marsh Rd. | Daugharty Rd. to Carter Rd. | 1183 | | | County | Yes | 3.00 | 2 | 40 | N+S | RDA UFH 2W 2L U 0L | Rural Local | 720 | 730 | 740 | 810 | 750 | 600 | 710 | 720 | 5,500 | 680 | C | |
| Marsh Rd. | Carter Rd. to US 92 | 1180 | | | County | Yes | 2.05 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Local | 3,010 | 3,020 | 2,730 | 2,920 | 2,730 | 2,140 | 2,140 | 2,430 | 2,330 | 2,340 | E | |
| Mason Ave. | Williamson Blvd. to Fentress Blvd. | 1190 | | | County | Yes | 0.60 | 2 | 45 | E+W | UA MCCRAC1 2W 2L D WL | Urban Minor Arterial | 10,260 | 10,330 | 10,020 | 9,490 | 10,860 | 9,090 | 8,400 | 8,360 | 8,300 | 8,450 | E | |
| Mason Ave. | Fentress Blvd. to Bill France Blvd. | 1191 | | | County | Yes | 0.50 | 2 | 40 | E+W | UA MCCRAC1 2W 2L D WL | Urban Minor Arterial | 12,020 | 12,080 | 12,470 | 11,660 | 11,550 | 10,700 | 10,680 | 10,580 | 9,320 | 9,760 | E | |
| Mason Ave. | Bill France Blvd. to Jimmy Ann Dr. | 1193 | | | County | Yes | 0.30 | 4 | 40 | E+W | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 14,420 | 14,530 | 14,240 | 13,750 | 13,830 | 13,250 | 12,140 | 12,900 | 11,750 | 12,520 | E | |
| Mason Ave. | Jimmy Ann Dr. to SR 483/Clyde Morris | 1194 | | | County | Yes | 0.50 | 4 | 40 | E+W | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 15,530 | 15,590 | 15,140 | 14,650 | 16,230 | 13,510 | 13,150 | 13,530 | 12,120 | 12,330 | E | |
| Maytown Rd. | New Smyrna Blvd. to Pell Rd. | 1196 | | | County | No | 5.60 | 2 | 50 | E+W | RDA UFH 2W 2L U 0L | Rural Minor Collector | - | - | 3,720 | 3,450 | 3,370 | 3,120 | 3,360 | 3,120 | 3,350 | 3,270 | C | |
| Maytown Rd. | Pell Rd. to Beacon Light Rd. | 1198 | | | County | No | 12.90 | 2 | 45 | E+W | RUA UFH 2W 2L U 0L | Rural Minor Collector | - | - | 1,200 | 1,110 | 720 | 660 | 670 | 650 | 730 | 600 | C | |
| Maytown Rd./Halifax Ave. (OH) | Beacon Light Rd. to US 1 | 790 | | | County | Yes | 1.10 | 2 | 35 | E+W | RDA UFH 2W 2L U 0L | Rural Minor Collector | 1,980 | 1,900 | 1,960 | 1,770 | 1,990 | 1,380 | 1,650 | 1,650 | 1,770 | 1,680 | C | |
| McBride Rd. | US 17 to Lake George Rd. | 1200 | | | County | No | 3.00 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | Rural Local | 320 | 330 | 350 | 380 | 380 | 270 | 290 | 310 | 300 | 220 | C | |
| McGregor Rd. | Westside Con./Fatio to Spring Garden | 1210 - NEW | | | County | Yes | 0.70 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | - | - | - | - | - | - | - | - | 1,600 | 1,600 | E | |
| McGregor Rd. | Spring Garden Ave. to US17/92 | 1211 | | | County | Yes | 1.40 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 4,600 | 4,930 | 5,800 | 5,440 | 5,580 | 4,990 | 4,730 | 4,600 | 8,110 | 8,850 | E | |
| Mercers Fernery Rd. | Glenwood Rd. to SR 15A | 1221 | | | County | Yes | 1.45 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | n/c | 1,020 | 990 | 1,010 | 2,340 | 2,380 | 830 | 910 | 860 | 980 | 950 | E | |
| Mercers Fernery Rd. | SR 15A to US 17 | 1223 | | | County | Yes | 1.25 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | n/c | 1,170 | 1,150 | 1,300 | 1,470 | 1,530 | 1,170 | 1,350 | 1,370 | 1,580 | 1,520 | E | |
| Midway Ave. | Williamson Blvd. to US 92 | 1230 | | | County | Yes | 2.00 | 4 | 40 | E+W | UA MCCRAC1 2W 4L D WL | Urban Collector | 2,960 | 3,020 | 3,110 | 2,840 | 3,210 | 3,310 | 2,420 | 2,530 | 2,380 | 2,440 | E | |
| Minnesota Ave. (DeLand) | Grand Ave. to SR 15A | 1245 | | | County | Yes | 1.35 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | n/c | 1,810 | 1,790 | 1,740 | 1,860 | 1,950 | 2,230 | 2,670 | 2,670 | 2,650 | 2,850 | E | |
| Minnesota Ave. (DeLand) | SR 15A to US 17/92 | 1247 | | | County | Yes | 1.25 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 1,790 | 1,780 | 1,790 | 1,840 | 1,990 | 1,110 | 1,240 | 1,090 | 1,100 | 900 | E | |
| Minnesota Ave. (DeLand) | Amelia Ave. to Hill Ave | 1249 | | | County | Yes | 0.75 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,450 | 2,360 | 2,270 | 1,690 | 1,850 | 1,970 | 2,280 | 2,170 | 2,300 | 2,110 | E | |
| Minnesota Ave. (DeLand) | Hill Ave. to Blue Lake Ave. | 1250 | | | County | Yes | 0.50 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,120 | 3,060 | 2,780 | 2,070 | 2,230 | 2,630 | 2,840 | 2,680 | 2,770 | 2,650 | E | |
| Minnesota Ave. (DeLand) | Blue Lake Ave. to Kepler Rd. | 1251 | | | County | Yes | 0.85 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 4,380 | 4,340 | 3,890 | 3,370 | 3,550 | 4,270 | 4,500 | 3,530 | 4,530 | 4,170 | E | |
| Minnesota Ave. (Orange City) | Sparkman Ave. to US 17/92 | 1241 | | | County | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 1,680 | 1,790 | 1,900 | 2,040 | 2,280 | 2,090 | 1,860 | 1,810 | 1,930 | 1,950 | E | |
| Minnesota Ave. (Orange City) | US 17/92 to Leavitt Ave. | 1242 | | | County | No | 0.50 | 2 | 25 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,110 | 1,180 | 1,510 | 1,520 | 1,700 | 1,500 | 1,400 | 1,470 | 1,360 | 1,390 | E | |
| Minnesota Ave. (Orange City) | Leavitt Ave. to SR 472 | 1243 | | | County | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,330 | 1,380 | 960 | 1,320 | 1,430 | 1,430 | 1,340 | 1,430 | 1,170 | 1,180 | E | |
| New Hampshire Ave. | SR 15A to Adelle Ave | 1270 | | | County | No | 0.15 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 2,710 | 2,650 | 2,730 | 2,550 | 2,610 | 2,080 | 2,110 | 2,210 | 2,280 | 2,260 | E | |
| New Hampshire Ave. | Adelle Ave to Clara Ave. | 1271 | | | County | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 3,290 | 3,220 | 3,320 | 3,050 | 3,200 | 2,550 | 2,540 | 2,480 | 2,630 | 2,780 | E | |
| New Hampshire Ave. | Clara Ave. to US 17/92 | 1272 | | | County | No | 0.25 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 3,580 | 3,500 | 3,500 | 3,200 | 3,390 | 2,580 | 2,640 | 2,640 | 2,790 | 2,850 | E | |
| Newmark Dr. | Ft Smith Blvd. to Humphrey Blvd. | DLT-100.000 | | | City | No | 1.60 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,750 | 8,770 | 8,700 | - | 8,066 | 7,061 | - | - | - | - | E | |
| Newmark Dr. | Humphrey Blvd. to Howland Blvd | DLT-100.020 | | | City | No | 0.90 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 6,400 | 7,440 | 7,010 | - | 7,046 | 6,452 | - | - | - | - | E | |
| Newmark Dr. | Howland Blvd. to Courtland Blvd. | DLT-100.040 | | | City | No | 0.75 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,230 | 2,490 | 2,540 | - | 6,875 | 1,434 | - | - | - | - | E | |
| New York Ave. (Orange City) | Westside Pkwy/Hamilton Ave. to Spark | 1281 | | | County | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 3,300 | 3,500 | 4,030 | 4,340 | 4,730 | 4,490 | 3,750 | 3,850 | 4,230 | 3,880 | E | |
| New York Ave. (Orange City) | Sparkman Ave. to Carpenter Ave | 1283 | | | County | No | 0.30 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 4,580 | 4,880 | 5,390 | 5,160 | 5,700 | 5,350 | 4,560 | 4,770 | 5,230 | 4,990 | E | |
| New York Ave. (Orange City) | Carpenter Ave. to US 17/92 | 1284 | | | County | No | 0.25 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 5,530 | 5,970 | 6,400 | 6,320 | 6,500 | 6,030 | 5,300 | 5,580 | 6,090 | 5,640 | E | |
| New York Ave. (Lake Helen) | Summit Ave. to Lakeview Dr. | 1285 | | | County | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,120 | 1,080 | 1,110 | 1,100 | 1,160 | 910 | 850 | 920 | 900 | 970 | C | |
| Normandy Blvd. | Graves (old Howland) to Rhode Island | DLT-105.000 | | | City | No | 1.25 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,720 | 6,360 | 6,710 | - | 6,786 | 4,411 | - | - | - | - | E | |
| Normandy Blvd. | Rhode Island Ave. to Elkcam Blvd. | DLT-105.000 | | | City | No | 0.50 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,640 | 6,700 | 7,550 | - | 6,439 | 4,893 | - | - | - | - | E | |
| Normandy Blvd. | Elkcam Blvd. to Saxon Blvd | DLT-105.030 | | | City | No | 1.00 | 4 | 35 | N+S | UA NSOSRS 2W 4L D WL | Urban Collector | 13,400 | 13,940 | 14,930 | - | 13,100 | 10,694 | - | - | - | - | E | |
| Normandy Blvd. | Saxon Blvd. to Deltona Blvd | DLT-105.050 | | </ | | | | | | | | | | | | | | | | | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|-----------------------------|---|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| Old New York Ave. | Hontoon Rd. to Lakeview Dr. | 1361 | | | County | Yes | 0.40 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,830 | 4,190 | 4,120 | 3,850 | 4,190 | 3,570 | 2,820 | 3,250 | 3,540 | 3,190 | C |
| Old New York Ave. | Lakeview Dr. to Grand Ave. | 1362 | | | County | Yes | 0.50 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 4,820 | 5,210 | 5,080 | 5,050 | 5,390 | 3,970 | 3,860 | 4,130 | 4,210 | 3,990 | E |
| Old New York Ave. | Grand Ave. to SR 44 | 1364 | | | County | Yes | 0.91 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,380 | 3,630 | 3,200 | 3,180 | 3,500 | 2,800 | 2,790 | 2,730 | 2,800 | 2,440 | E |
| Orange/Silver Beach Ave. | Nova Rd. to Dr Martin Luther King Jr Blvd | 1370 | | | County | Yes | 0.75 | 2 | 30 | E+W | UA MCCRAC1 2W 2L D WL | Urban Minor Arterial | 12,410 | 12,260 | 10,760 | 10,870 | 11,500 | 9,290 | 9,980 | 10,930 | 8,500 | 7,970 | E |
| Orange/Silver Beach Ave. | Martin Luther King Jr Blvd. to Marion St | 1372 | | | County | Yes | 0.20 | 2 | 30 | E+W | UA MCCRAC1 2W 2L D WL | Urban Minor Arterial | 9,140 | 9,030 | 8,380 | 7,770 | 8,390 | 6,530 | 7,110 | 7,270 | 6,190 | 6,210 | E |
| Orange/Silver Beach Ave. | Marion St. to US 1 | 1373 | | | County | Yes | 0.10 | 4 | 30 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 9,930 | 9,510 | 8,150 | 7,540 | 8,360 | 6,300 | 6,890 | 7,530 | 6,280 | 6,200 | E |
| Orange/Silver Beach Ave. | US 1 to Beach St. | 1374 | | Yes | County | Yes | 0.20 | 4 | 30 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 13,990 | 13,830 | 10,960 | 10,000 | 10,950 | 9,300 | 9,780 | 10,660 | 9,870 | 9,370 | E |
| Orange/Silver Beach Ave. | Beach St. to City Island Pkwy. | 1375 | | Yes | County | Yes | 0.20 | 4 | 30 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 15,530 | 15,340 | 20,210 | 12,420 | 13,680 | 11,510 | 12,460 | 11,430 | 11,130 | 11,440 | E |
| Orange/Silver Beach Ave. | City Island Pkwy. to Peninsula Dr. | 1710 | | Yes | County | Yes | 0.60 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 13,500 | 13,200 | 12,730 | 11,130 | 11,820 | 10,210 | 10,870 | 10,340 | 10,550 | 10,850 | E |
| Orange/Silver Beach Ave. | Peninsula Dr. to SR A1A | 1711 | | Yes | County | Yes | 0.30 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 9,100 | 6,330 | 5,820 | 4,270 | 4,740 | 4,160 | 5,120 | 4,500 | 4,590 | 5,070 | E |
| Orange Camp Rd. | US 17/92 to Princeton | 1380 | | | County | Yes | 0.75 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 9,160 | 9,010 | 10,030 | 10,460 | 10,960 | 9,620 | 8,730 | 8,850 | 9,020 | 9,640 | E |
| Orange Camp Rd. | Princeton. to Blue Lake Ave. | 1382 | | | County | Yes | 0.90 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 8,250 | 8,170 | 8,390 | 7,710 | 8,170 | 8,540 | 8,430 | 8,070 | 8,860 | 9,280 | E |
| Orange Camp Rd. | Blue Lake Ave. to W Volusia Btlwy. (Dr | 1384 | | | County | Yes | 0.55 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 9,250 | 9,130 | 9,920 | 10,210 | 10,790 | 9,590 | 9,190 | 8,940 | 8,880 | 9,600 | E |
| Orange Camp Rd. | W Volusia Btlwy. (Dr MLK Jr) to I-4 | 1385 | | | County | Yes | 1.00 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 10,300 | 10,210 | 12,170 | 12,080 | 12,700 | 11,510 | 10,280 | 10,730 | 10,910 | 11,300 | E |
| Palm Dr. | John Anderson Dr. to SR A1A | 1391 | | | County | No | 0.44 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 2,160 | 2,250 | 1,680 | 1,500 | 1,420 | 1,360 | 1,450 | 1,600 | 1,410 | 1,440 | E |
| Park Ave. | Old Mission Rd. to Air Park Rd. | 1409 | | | County | Yes | 0.90 | 2 | 45 | E+W | TA MCCRAC1 2W 2L U 0L | Rural Major Collector | - | - | 4,220 | 3,960 | 4,320 | 4,180 | 3,960 | 3,770 | 3,670 | 3,800 | E |
| Park Ave. | Air Park Rd. to US 1 | 1413 | | | County | Yes | 1.40 | 2 | 30 | E+W | UA MCCRAC1 2W 2L D WL | Urban Collector | 8,380 | 8,100 | 8,460 | 7,900 | 8,070 | 7,850 | 7,400 | 6,960 | 7,490 | 7,070 | E |
| Peninsula Dr. - South | Dunlawton Ave. to Marcelle Ave | 1420 | | | County | No | 0.15 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 4,820 | 4,800 | 3,500 | 2,760 | 3,110 | 4,370 | 4,620 | 5,160 | 4,660 | 5,280 | E |
| Peninsula Dr. - South | Marcelle Ave. to Major St. | 1423 | | | County | No | 0.45 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 2,660 | 1,590 | - | 1,200 | 1,730 | 2,150 | 2,730 | 2,970 | 2,700 | 2,960 | E |
| Peninsula Dr. - South | Major St. to Inlet Harbor Rd | 1419 | | | County | No | 0.55 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | - | - | - | - | - | 6,630 | 2,690 | 2,520 | 2,780 | E | |
| Peninsula Dr. - South | Inlet Harbor Rd to Beach Street | 1422 | | | City | No | 3.00 | 2 | 25 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,580 | 1,570 | 1,500 | 880 | 1,220 | 1,270 | 1,220 | 1,510 | 980 | 1,320 | E |
| Peterson Rd. | Riley Pidgeon Rd. to Emporia/Blackbu | 1433 | | | County | No | 2.80 | 2 | 35 | E+W | RUA UFH 2W 2L U 0L | Rural Local | 380 | 370 | 400 | 390 | 390 | 290 | 280 | 320 | 330 | 310 | C |
| Pineland Tr. | Airport Rd. to Harmony Ave. | 1450 | | | County | No | 2.50 | 2 | 50 | N+S | TA OCCRAC1 2W 2L U 0L | n/c | 240 | 720 | 750 | 390 | 480 | 440 | 700 | 610 | 570 | 670 | E |
| Pineland Tr. | Harmony Ave. to US 1 | 1451 | | | County | No | 2.00 | 2 | 50 | E+W | TA OCCRAC1 2W 2L U 0L | n/c | 440 | 480 | 650 | 280 | 360 | 300 | 260 | 230 | 220 | 370 | E |
| Pine Tree Dr. | US 1 to Addison Dr | 1440 | | | County | No | 1.00 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Local | 2,440 | 2,870 | 3,040 | 2,870 | 3,020 | 2,460 | 2,590 | 2,600 | 2,480 | 2,620 | E |
| Pine Tree Dr. | Addison Dr. to Old Dixie Hwy | 1441 | | | County | No | 1.00 | 2 | 35 | E+W | TA OCCRAC1 2W 2L U 0L | Rural Local | 1,760 | 1,510 | 1,570 | 1,850 | 1,890 | 1,660 | 1,740 | 1,420 | 1,250 | 1,300 | E |
| Pioneer Tr. | SR 44 to Tomoka Farms Rd. | 1461 | | | County | Yes | 4.00 | 2 | 50 | E+W | RDA UFH 2W 2L U 0L | Rural Major Collector | 2,540 | 2,520 | 2,530 | 2,600 | 2,580 | 2,730 | 3,300 | 3,070 | 3,340 | 3,480 | C |
| Pioneer Tr. | Tomoka Farms Rd. Airport Rd. | 1464 | | | County | Yes | 1.40 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,210 | 3,160 | 4,080 | 4,210 | 3,620 | 3,370 | 3,310 | 3,660 | 3,700 | 3,510 | E |
| Pioneer Tr. | Airport Rd. to Turnbull Bay Rd. | 1465 | | | County | Yes | 2.50 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,090 | 3,040 | 3,380 | 3,590 | 2,700 | 2,620 | 2,860 | 2,710 | 2,720 | 2,610 | E |
| Pioneer Tr. | Turnbull Bay Rd. to Sugar Mill Dr | 1467 | | | County | Yes | 1.75 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,140 | 3,100 | 3,480 | 3,850 | 2,950 | 2,790 | 2,670 | 2,840 | 2,800 | 2,780 | E |
| Pioneer Tr. | Sugar Mill Dr. to Williams Rd. | 1471 | | | County | Yes | 1.45 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,150 | 3,100 | 3,740 | 4,200 | 3,630 | 3,560 | 4,360 | 3,920 | 4,230 | 4,280 | E |
| Pioneer Tr. | Williams Rd. to Enterprise Ave | 1473 | | | County | Yes | 1.05 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 4,700 | 4,620 | 5,590 | 5,460 | 5,430 | 5,320 | 5,830 | 5,300 | 5,240 | 4,910 | E |
| Pioneer Tr. | Enterprise Ave. to Jungle Rd | 1474 | | | County | Yes | 0.50 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,390 | 7,270 | 8,810 | 8,850 | 9,410 | 8,600 | 8,870 | 8,380 | 8,220 | 7,300 | E |
| Pioneer Tr. | Jungle Rd to Canal St. | 1475 | | | County | Yes | 0.25 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,660 | 2,630 | 2,310 | 2,120 | 2,080 | 2,390 | 2,630 | 1,910 | 1,940 | 2,120 | E |
| Wallace Rd. | Canal St to SR 44 | 1955 | | | County | Yes | 0.25 | 3 | 35 | N+S | UA MCCRAC1 2W 2L D WL | Urban Collector | - | - | 8,300 | 7,610 | 8,750 | 8,020 | 8,260 | 7,700 | 7,550 | 7,540 | E |
| Mission Dr. | SR 44 to Old Mission Rd. | 1261 | | | County | Yes | 0.75 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | Urban Collector | 10,230 | 13,380 | 14,040 | 14,920 | 15,200 | 14,310 | 14,190 | 12,420 | 14,180 | 11,730 | E |
| Old Mission Rd./Mission Rd. | Old Mission Rd. to Josephine St. | 1354 | | | County | Yes | 0.75 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | Urban Collector | 10,210 | 9,860 | 12,570 | 12,470 | 13,630 | 12,250 | 12,570 | 12,270 | 11,920 | 11,390 | E |
| Old Mission Rd. | Josephine St. to Park Ave | 1353 | | | County | Yes | 1.70 | 2 | 35 | N+S | TA MCCRAC1 2W 2L U 0L | Urban Collector | 7,240 | 7,040 | 7,530 | 7,430 | 8,040 | 7,530 | 7,250 | 6,920 | 7,230 | 6,280 | E |
| Old Mission Rd. | Park Ave. to SR 442 | 1351 | | | County | Yes | 2.00 | 2 | 45 | N+S | TA MCCRAC1 2W 2L U 0L | Rural Minor Collector | 4,500 | 4,380 | 4,880 | 4,640 | 5,480 | 4,400 | 4,380 | 4,190 | 4,250 | 3,920 | E |
| Plantation Oaks Blvd. | Old Dixie Highway | | | | County | No | 1.92 | 0 | | E+W | UA OCCRAC1 2W 2L U WL | n/c | - | - | - | - | - | - | - | - | - | - | E |
| Plaza Dr. (N. Penin.) | John Anderson Dr. to SR A1A | 1481 | | | County | No | 1.00 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 170 | 200 | 240 | 240 | 200 | 200 | 190 | 280 | 370 | 230 | E |
| Plymouth Ave. | Grand Ave. to Hazen Rd. | 1490 | | | County | Yes | 1.00 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 1,330 | 1,260 | 1,290 | 1,440 | 1,710 | 1,360 | 1,280 | 1,150 | 1,080 | 1,030 | E |
| Plymouth Ave. | Hazen Rd. to SR 15A | 1491 | | | County | Yes | 0.75 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 4,200 | 4,370 | 4,550 | 4,860 | 5,480 | 5,520 | 5,790 | 5,830 | 5,760 | 5,120 | E |
| Plymouth Ave. | SR 15A to Stone St. | 1493 | | | County | Yes | 0.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 10,070 | 10,020 | 9,460 | 10,010 | 10,540 | 10,180 | 9,970 | 10,320 | 10,050 | 9,380 | E |
| Plymouth Ave. | Stone St. to Clara Ave | 1495 | | | County | Yes | 0.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 10,760 | 11,090 | 9,920 | 10,590 | 11,050 | 10,280 | 10,780 | 10,460 | 10,490 | 10,040 | E |
| Plymouth Ave. | Clara Ave. to US 17/92 | 1497 | | | County | Yes | 0.20 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | Urban Collector | 12,910 | 13,320 | 11,530 | 12,210 | 12,980 | 12,200 | 12,340 | 11,990 | 12,110 | 11,460 | E |
| Plymouth Ave. | US 17/92 to Amelia Ave | 1498 | | | County | Yes | 0.20 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U WL | Urban Collector | 9,650 | 9,900 | 8,650 | 9,150 | 9,760 | - | - | - | - | - | E |
| Plymouth Ave. | Amelia Ave. to Garfield Ave. | 1500 | | | County | Yes | 0.20 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,160 | 7,360 | 6,460 | 7,040 | 7,480 | 7,100 | 6,960 | 7,090 | 6,440 | 5,850 | E |
| Plymouth Ave. | Garfield Ave. to Blue Lake Rd./Jacobs | 1502 | | | County | Yes | 0.75 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 6,490 | 6,650 | 5,600 | 5,900 | 6,660 | 6,250 | 6,170 | 6,370 | 5,900 | 5,270 | E |
| Ponce DeLeon Blvd. | CR 3 to US 17 | 1511 | | | County | Yes | 0.85 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Local | 2,640 | 2,560 | 3,000 | 3,440 | 3,880 | 2,590 | 2,890 | 2,400 | 2,500 | 2,26 | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|---------------------------|--|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| Reynolds Rd. | US 17 to SR 11 | 1590 | | | County | Yes | 4.40 | 2 | 35 | E+W | RUA UFH 2W 2L U 0L | Urban & Rural Local | 1,680 | 1,630 | 1,570 | 1,420 | 1,320 | 1,360 | 1,450 | 1,410 | 1,160 | 1,250 | E |
| Rhode Island Ave. | Westside Connector to Sparkman Ave | 1598 | | | County | Yes | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | n/c | - | - | - | - | - | - | - | 4,520 | 5,360 | 5,140 | E |
| Rhode Island Ave. | Sparkman Ave to Carpenter Ave | 1599 | | | County | Yes | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | n/c | - | - | - | - | - | - | - | 6,360 | 7,000 | 6,480 | E |
| Rhode Island Ave. | Carpenter Ave to US 17/92 | 1600 | | | County | Yes | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | n/c | - | - | - | - | - | - | - | 6,540 | 7,080 | 6,280 | E |
| Rhode Island Ave. | US 17/92 to Veteran's Memorial Pkwy. | 1601 | | | City | No | 2.80 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 7,080 | 6,710 | 8,110 | 8,240 | 9,010 | 8,040 | 7,060 | 7,280 | 8,990 | 8,790 | E |
| Rhode Island Ave. | Veteran's Memorial Pkwy. to Normandy | | | | County | Yes | 1.80 | 0 | | E+W | UA MCCRAC1 2W 2L U 0L | n/c | - | - | - | - | - | - | - | - | - | - | E |
| Riley Pidgeon Rd. | Peterson Rd. to SR 40 | 1610 | | | County | No | 2.55 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | Rural Local | 320 | 320 | 870 | 910 | 1,080 | 410 | 430 | 490 | 480 | 450 | C |
| River Dr. | John Anderson Dr. to SR A1A | 1621 | | | County | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Local | 390 | 400 | 330 | 360 | 420 | 230 | 270 | 270 | 310 | 290 | E |
| Riverside Dr. (NSB) | SR 44 (N. Causeway) to SR A1A (S. C. | 1635 | | | City | No | 0.20 | 2 | 25 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 3,200 | 3,060 | 4,200 | 4,040 | 3,870 | 4,160 | 3,850 | 2,600 | 3,640 | 3,800 | E |
| Halfax/Riverside Dr. (PO) | Dunlawton Ave. to Commonwealth Ave | 804 | | | City | No | 1.55 | 2 | 25 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 1,310 | 1,320 | 1,230 | 1,400 | 1,580 | 1,110 | 1,350 | 1,850 | 1,650 | 1,990 | E |
| Riverside Dr. (PO) | Commonwealth Ave. to Main St | 1638 | | | City | No | 1.20 | 2 | 25 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 750 | 750 | 1,030 | 840 | 960 | 760 | 640 | 720 | 590 | 600 | E |
| Samsula Dr. | Pioneer Tr. to SR 44 | 1651 | | | County | Yes | 2.60 | 2 | 45 | N+S | TA MCCRAC1 2W 2L U 0L | Rural Minor Collector | 1,350 | 1,310 | 1,740 | 1,500 | 1,570 | 1,270 | 1,280 | 1,330 | 1,430 | 1,160 | E |
| Sandra Dr. | John Anderson Dr. to SR A1A | 1661 | | | County | No | 1.00 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 280 | 220 | 290 | 220 | 270 | 260 | 250 | 270 | 270 | 270 | E |
| Saxon Blvd. | Rail Station to Westside Connector | | | | County | Yes | 0.62 | 0 | 40 | E+W | UA MCCRAC1 2W 2L D WL | n/c | - | - | - | - | - | - | - | - | - | - | E |
| Saxon Blvd. | Westside Connector to US 17/92 | | | | County | Yes | 1.30 | 0 | 40 | E+W | UA MCCRAC1 2W 2L D WL | n/c | - | - | - | - | - | - | - | - | - | - | E |
| Saxon Blvd. | US 17/92 to Enterprise Rd | 1671 | | | County | Yes | 0.65 | 4 | 35 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 16,540 | 16,650 | 17,075 | 14,720 | 16,160 | 15,170 | 16,730 | 16,730 | 14,450 | 15,490 | E |
| Saxon Blvd. | Enterprise Rd. to Veterans Memorial P | 1673 | | | County | Yes | 0.60 | 5 | 45 | E+W | UA MCCRAC2 2W 5L D WL | Urban Minor Arterial | 35,990 | 35,540 | 35,790 | 32,660 | 32,130 | 30,170 | 34,710 | 32,160 | 30,370 | 30,950 | E |
| Saxon Blvd. | VMP to FDOT Park & Ride | 1674 | | | County | Yes | 0.30 | 5 | 45 | E+W | UA MCCRAC2 2W 5L D WL | Urban Minor Arterial | 45,220 | 47,320 | 48,090 | 45,170 | 44,450 | 41,750 | 43,900 | 41,920 | 40,060 | 40,700 | E |
| Saxon Blvd. | FDOT Park & Ride to I-4 | 1685 | | | County | Yes | 0.30 | 4 | 45 | E+W | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 45,220 | 47,320 | 48,090 | 45,170 | 39,780 | 37,360 | 46,860 | 44,590 | 42,380 | 43,180 | E |
| Saxon Blvd. | I-4 to Finland Dr. | 1675 | | | County | Yes | 0.35 | 4 | 40 | E+W | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 46,800 | 49,540 | 50,330 | 45,250 | 46,890 | 44,040 | 45,960 | 40,660 | 41,210 | 41,200 | E |
| Saxon Blvd. | Finland Dr. to Normandy Blvd. | 1676 | | | County | Yes | 0.35 | 4 | 40 | E+W | UA MCCRAC2 2W 4L D WL | Urban Minor Arterial | 40,710 | 43,410 | 44,490 | 40,010 | 38,680 | 36,330 | 38,990 | 37,800 | 35,940 | 35,990 | E |
| Saxon Blvd. | Normandy Blvd. to Tivoli Dr. | 1677 | | | County | Yes | 1.25 | 4 | 40 | E+W | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 24,330 | 26,410 | 28,380 | 25,440 | 24,990 | 23,470 | 29,890 | 25,550 | 24,160 | 24,000 | E |
| Saxon Blvd. | Tivoli Dr. to Providence Blvd. | 1679 | | | County | Yes | 0.90 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 10,510 | 11,430 | 12,560 | 11,020 | 10,520 | 9,880 | 10,560 | 10,200 | 9,720 | 9,610 | E |
| Saxon Blvd. | Providence Blvd. to Normandy Blvd. | 1681 | | | County | Yes | 0.70 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 8,740 | 9,020 | 9,880 | 10,040 | 10,790 | 8,130 | 8,540 | 8,210 | 7,590 | 8,270 | E |
| Saxon Blvd. | Normandy Blvd. to Doyle Rd. | 1684 | | | County | Yes | 1.00 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 6,210 | 6,120 | 6,790 | 6,700 | 7,300 | 5,850 | 5,630 | 5,580 | 5,420 | 5,460 | E |
| Saxon Dr. (NSB) | 3rd Ave/SR A1A to 27th Ave. | 1695 | | | County | No | 1.75 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 4,950 | 4,840 | 5,600 | 5,570 | 5,750 | 5,340 | 5,690 | 5,760 | 5,390 | 5,480 | E |
| Saxon Dr. (NSB) | 27th Ave. to Hiles Blvd. | 1693 | | | County | No | 1.55 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 2,440 | 2,400 | 2,650 | 2,690 | 2,860 | 2,490 | 2,940 | 2,880 | 2,480 | 2,460 | E |
| Saxon Dr. (NSB) | Hiles Blvd. to SR A1A | 1691 | | | County | No | 0.55 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | Urban Collector | 820 | 830 | 790 | 880 | 900 | 790 | 910 | 900 | 770 | 870 | E |
| Shell Rd. | Highbanks Rd. to Sanford Ave. | 1701 | | | City | No | 1.10 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 2,000 | 2,130 | 2,210 | 2,190 | 2,190 | 2,150 | 2,090 | 1,870 | 2,150 | 1,940 | E |
| Shell Rd. | Sanford Ave. to Benson Junction Rd. | 1700 | | | City | No | 0.70 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 800 | 850 | 1,300 | 1,270 | 1,880 | 1,600 | 1,450 | 1,460 | 1,510 | 1,490 | E |
| Sparkman Ave. | Minnesota Ave. to New York Ave. W. | 1723 | | | County | No | 0.45 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 910 | 990 | 1,120 | 1,250 | 1,420 | 1,020 | 1,140 | 1,160 | 1,150 | 1,120 | E |
| Sparkman Ave. | New York Ave. W. to French Ave. | 1722 | | | County | No | 0.75 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 1,640 | 1,800 | 1,720 | 1,850 | 2,050 | 1,500 | 1,600 | 1,650 | 1,670 | 1,540 | E |
| Sparkman Ave. | French Ave. to Blue Springs Ave. | 1721 | | | County | No | 0.65 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 1,960 | 2,140 | 2,080 | 2,240 | 2,500 | 2,080 | 2,220 | 2,330 | 2,880 | 2,600 | E |
| Sparkman Ave. | Blue Springs Ave. to Rhode Island Ave | 1720 | | | County | No | 0.60 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 350 | 360 | 530 | 510 | 600 | 660 | 770 | 980 | 1,620 | 1,370 | E |
| Spring Garden Ave. | Beresford Ave. to Beresford Rd. West | 1732 | | | County | Yes | 0.60 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,350 | 2,380 | 2,270 | 2,550 | 2,490 | 2,380 | 2,260 | 1,940 | 2,030 | 2,060 | E |
| Spring Garden Ave. | Beresford Rd. West to McGregor Rd. | 1731 | | | County | Yes | 0.90 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,610 | 2,650 | 2,360 | 2,640 | 2,700 | 2,530 | 2,450 | 2,260 | 2,320 | 2,420 | E |
| Spring Garden Ranch Rd. | US 17 to Arrendondo Grant Rd. | 1740 | | | County | Yes | 1.85 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,600 | 2,480 | 3,240 | 3,040 | 2,780 | 2,930 | 3,220 | 2,860 | 2,910 | 3,020 | E |
| Spring Garden Ranch Rd. | Arrendondo Grant Rd. to Reynolds Rd. | 1742 | | | County | No | 1.80 | 2 | 35 | E+W | RUA UFH 2W 2L U 0L | n/c | 520 | 490 | 540 | 470 | 450 | 350 | 420 | 370 | 390 | 420 | C |
| Spruce Creek Rd. | Dunlawton Ave. to Commonwealth Blvd | 1755 | | | City | Yes | 1.05 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 11,230 | 10,980 | 9,280 | 9,470 | 9,210 | 7,500 | 7,250 | 7,290 | 6,950 | 5,710 | E |
| Spruce Creek Rd. | Commonwealth Blvd. to SR5A/Nova Rd | 1752 | | | County | Yes | 0.50 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 13,030 | 12,650 | 12,130 | 12,230 | 12,170 | 10,660 | 10,460 | 9,310 | 9,960 | 9,360 | E |
| Spruce Creek Rd. | SR5A/Nova Rd. to Taylor Rd. | 1751 | | | County | Yes | 0.75 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 19,050 | 18,580 | 19,990 | 20,470 | 20,140 | 15,770 | 17,650 | 16,760 | 16,350 | 15,350 | E |
| Stone St. | Mercers Fernery Rd. to CR 92/ISB | 1773 | | | County | Yes | 0.70 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | 680 | 650 | 610 | 730 | 780 | 580 | 610 | 610 | 540 | 530 | E |
| Stone St. | CR 92 to Plymouth Ave. | 1770 | | | County | Yes | 0.80 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | 5,240 | 5,170 | 5,430 | 6,370 | 6,650 | 6,190 | 5,690 | 6,210 | 5,540 | 5,270 | E |
| Sugar Mill Dr. | Pioneer Tr. to SR 44 | 1781 | | | County | Yes | 1.30 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | 2,630 | 2,580 | 3,240 | 3,130 | 2,760 | 2,370 | 2,520 | 2,450 | 2,370 | 2,450 | E |
| Summit Ave. | SR 44 to Main St. | 1791 | | | County | Yes | 2.20 | 2 | 50 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Minor Arterial | 4,940 | 4,640 | 3,000 | 2,980 | 3,180 | 4,690 | 4,660 | 5,630 | 5,280 | 4,780 | E |
| Surfside Dr. | John Anderson Dr. to SR A1A | 1801 | | | County | No | 0.35 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | Urban Local | 450 | 410 | 430 | 340 | 370 | 370 | 330 | 450 | 350 | 340 | E |
| Taylor Rd. (CO) | Tomoka Farms Rd. to Spruce Creek Bl | 1810 | | Yes | County | Yes | 0.70 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U WL | Urban Principal Arterial - Other | 7,660 | 7,620 | 8,390 | 8,670 | 8,520 | 7,460 | 5,800 | 7,510 | 7,170 | 6,890 | E |
| Taylor Rd. (CO) | Spruce Creek Blvd. to Crane Lake Blvd | 1811 | | Yes | County | Yes | 1.10 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | Urban Principal Arterial - Other | 11,140 | 11,140 | 12,400 | 12,770 | 12,460 | 10,860 | 10,700 | 10,610 | 9,790 | 9,660 | E |
| Taylor Rd. (CO) | Crane Lake Blvd. to Summertree Rd. | 1812 | | Yes | County | Yes | 0.75 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | Urban Principal Arterial - Other | 15,670 | 15,500 | 18,890 | 19,390 | 18,660 | 16,670 | 13,880 | 14,280 | 14,570 | 14,300 | E |
| Taylor Rd. (CO) | Summertree Rd. to Williamson Blvd. | 1813 | | Yes | County | Yes | 0.20 | 4 | 45 | E+W | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 17,160 | 16,980 | 20,590 | 20,960 | 20,330 | - | 16,340 | 14,630 | 15,190 | 14,600 | E |
| Taylor Rd. (CO) | Williamson Blvd. to I-95 (at Dunlawton | 1814 | | Yes | County | Yes | 0.15 | 5 | 45 | E+W | UA MCCRAC3 2W 5L D WL | Urban Principal Arterial - Other | 30,940 | 3 | | | | | | | | | |

Volusia County 2012 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2012 SIS Facility | 2012 Evacuation Route | Roadway Maintaining Agency | 2012 Roadway on County's Thoroughfare | Distance (in miles) | 2012 No. of Lanes | Posted Speed | Direction | 2012 Facility Type | 2000 Federal Functional Classification | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2012 Vol. Co. Allowable LOS |
|------------------------------------|---|----------------------|-------------------|-----------------------|----------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|
| Tomoka Farms Rd. | Shunz Rd. to Townwest Blvd | 1845 | | | County | Yes | 1.50 | 2 | 50 | N+S | UA UFH 2W 2L U 0L | Urban Minor Arterial | 5,110 | 4,980 | 5,840 | 6,160 | 4,960 | 5,470 | 4,910 | 5,470 | 5,870 | 5,780 | E |
| Tomoka Farms Rd. | Townwest Blvd to Taylor Rd. | 1844 | | | County | Yes | 1.45 | 2 | 50 | N+S | UA UFH 2W 2L U 0L | Urban Minor Arterial | 5,980 | 5,770 | 6,480 | 6,800 | 5,030 | 6,550 | 5,500 | 5,970 | 5,780 | 5,780 | E |
| Tomoka Farms Rd. | Taylor Rd. to Pioneer Tr | 1843 | | Yes | County | Yes | 2.80 | 2 | 50 | N+S | UA UFH 2W 2L U 0L | Urban Minor Arterial | 8,420 | 8,140 | 8,520 | 8,650 | 9,050 | 9,590 | 7,910 | 9,180 | 9,330 | 8,810 | E |
| Tomoka Farms Rd. | Pioneer Tr to SR 44 | 1840 | | Yes | County | Yes | 2.20 | 2 | 50 | N+S | RDA UFH 2W 2L U 0L | Rural Minor Arterial | 6,080 | 5,840 | 5,310 | 5,550 | 5,260 | 6,740 | 5,000 | 4,700 | 4,510 | 5,110 | C |
| Town West Blvd. | Tomoka Farms Rd. to Williamson Blvd | 1850 | | | City | No | 1.59 | 2 | 40 | E+W | UA OCCRAC1 2W 2L D WL | n/c | - | - | - | - | - | - | 14,200 | 3,240 | 3,570 | 3,920 | E |
| Turnbull Bay Rd. | Pioneer Tr. to Williams Rd. | 1863 | | | County | Yes | 2.90 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 2,980 | 2,870 | 3,120 | 3,130 | 3,290 | 3,020 | 3,210 | 3,340 | 2,950 | 2,900 | E |
| Turnbull Bay Rd. | Williams Rd. to Industrial Park Ave. | 1865 | | | County | Yes | 1.20 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,710 | 3,580 | 4,130 | 3,640 | 4,030 | 3,810 | 3,140 | 3,350 | 3,080 | 3,100 | E |
| Turnbull Bay Rd. | Industrial Park Ave. to US 1 | 1867 | | | County | Yes | 0.85 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,110 | 4,940 | 4,810 | 4,550 | 4,790 | 4,560 | 4,510 | 4,720 | 4,090 | 3,890 | E |
| Tymber Creek Rd. | Broadway Ave./US 1 to Airport Rd | 1883 | | | County | Yes | 4.20 | 2 | 40 | N+S | TA MCCRAC1 2W 2L U 0L | n/c | 1,250 | 1,380 | 1,440 | 2,090 | 2,350 | 1,450 | 1,580 | 1,820 | 1,750 | 1,780 | E |
| Tymber Creek Rd. | Airport Rd. to Tymber Run | 1882 | | | County | Yes | 0.90 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U WL | Urban Collector | 7,580 | 8,960 | 8,980 | 8,980 | 9,930 | 7,290 | 8,440 | 8,240 | 8,000 | 8,280 | E |
| Tymber Creek Rd. | Tymber Run to SR 40 | 1881 | | | County | Yes | 0.50 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U WL | Urban Collector | 10,880 | 13,910 | 13,910 | 13,990 | 15,090 | 13,020 | 13,470 | 12,320 | 12,880 | 13,400 | E |
| Tymber Creek Rd. | SR 40 to Riverbend Rd. | 1880 | | | County | Yes | 0.45 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | 900 | 1,020 | 1,030 | 840 | 930 | 820 | 670 | 740 | 770 | 680 | E |
| Van Ave. | Peninsula Dr. to SR A1A | 1890 | | | County | No | 0.20 | 2 | 25 | E+W | UA OCCRAC1 2W 2L U 0L | n/c | 490 | 520 | 620 | 580 | 700 | 660 | 500 | 420 | 630 | 630 | E |
| Volco Rd. | Cow Creek Rd. to Beacon Light Rd. | 1920 | | | County | Yes | 2.50 | 2 | 30 | N+S | RUA UFH 2W 2L U 0L | n/c | 350 | 320 | 290 | 260 | 230 | 240 | 150 | 220 | 270 | 220 | C |
| Volco Rd. | Beacon Light Rd. to 35th St. | 1921 | | | County | Yes | 1.40 | 2 | 45 | N+S | TA MCCRAC1 2W 2L U 0L | Rural & Urban Local | 390 | 360 | 420 | 370 | 330 | 390 | 410 | 400 | 460 | 420 | E |
| Volco Rd. | 35th St. to US 1 | 1922 | | | County | Yes | 0.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Local | 1,760 | 1,690 | 1,780 | 1,640 | 1,470 | 1,410 | 1,820 | 1,420 | 1,860 | 1,840 | E |
| Voorhis Ave. | US 17/92 to Amelia Ave. | 1931 | | | County | Yes | 0.20 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 5,360 | 5,090 | 5,230 | 5,000 | 5,300 | 4,130 | 4,030 | 3,780 | 3,940 | 3,670 | E |
| Voorhis Ave. | Amelia Ave. to Hill Ave. | 1933 | | | County | Yes | 1.00 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,370 | 3,190 | 3,440 | 3,430 | 3,860 | 3,240 | 3,260 | 3,000 | 3,060 | 3,000 | E |
| Voorhis Ave. | Hill Ave. to Blue Lake Ave. | 1934 | | | County | Yes | 0.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,320 | 3,150 | 3,390 | 3,200 | 3,760 | 3,100 | 3,130 | 2,960 | 3,030 | 3,070 | E |
| Voorhis Ave. | Blue Lake Ave. to SR 44 | 1935 | | | County | Yes | 0.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 3,530 | 3,350 | 3,390 | 3,420 | 3,770 | 3,200 | 3,500 | 3,130 | 3,340 | 3,280 | E |
| Walter Boardman Ln. | Old Dixie Hwy. to Highbridge Rd. | 1960 | | | County | Yes | 1.20 | 2 | 30 | E+W | TA UFH 2W 2L U 0L | Rural Major Collector | 3,060 | 3,180 | 3,330 | 2,740 | 2,830 | 2,590 | 2,920 | 2,630 | 2,390 | 2,730 | E |
| Wayne Ave. (NSB) | Halleck St. to US 1 | 1970 | | | County | Yes | 1.00 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | Urban Collector | 6,160 | 6,030 | 6,030 | 6,380 | 6,200 | 6,400 | 6,400 | 6,430 | 6,390 | 5,970 | E |
| Westside Parkway (new/Fatio) | SR 44 to Beresford Ave. | 1979 | | | County | Yes | 1.00 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | 140 | 160 | 130 | 190 | 190 | - | 90 | 110 | 80 | 120 | E |
| Westside Parkway (Fatio Rd.) | Beresford Ave. to McGregor Rd. | 1978 | | | County | Yes | 2.00 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | Urban Local | 1,380 | 1,430 | 1,570 | 1,570 | 1,650 | 1,640 | 1,500 | 1,370 | 1,450 | 1,470 | E |
| Westside Parkway (new) | McGregor Rd. to existing Hamilton/Fatio | 1977 | | | County | Yes | 2.00 | 0 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | - | - | - | - | - | - | - | - | - | - | |
| Westside Parkway (Hamilton Ave.) | Hamilton Ave. (north end) to French Av | 1976 | | | County | Yes | 1.20 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | 2,050 | 2,340 | 2,650 | 2,580 | 2,500 | 2,680 | 2,400 | 2,300 | 2,430 | 2,560 | E |
| Westside Parkway (Lawton Ave.) | French Ave. to Rhode Island Ave. | 1975 | | | County | Yes | 1.25 | 0 | 25 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | - | - | - | - | - | - | - | - | - | - | |
| Westside Parkway (new) | Rhode Island Ave. to Debary Plantation | 1974 | | | County | Yes | 1.48 | 0 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | - | - | - | - | - | - | - | - | - | - | |
| Westside Parkway (Don Smith Blvd) | DeBary Plantation Blvd. to Highbanks P | 1972 | | | County | Yes | 1.2 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | - | - | 5,880 | 6,060 | 1,120 | 1,490 | 1,760 | 1,710 | 1,870 | 1,860 | E |
| W. Volusia Btlwy (Kepler Rd) | Northern terminus to US 92 | 1040 | | | County | No | 0.60 | 2 | 50 | N+S | UA MCCRAC1 2W 2L U 0L | n/c | 1,650 | 1,740 | 1,840 | 1,930 | 1,930 | 1,660 | 1,510 | 1,360 | 1,560 | 1,460 | E |
| W. Volusia Btlwy (Kepler Rd) | US 92 to Minnesota Ave. | 1951 | | | County | Yes | 1.85 | 2 | 50 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 13,470 | 13,140 | 14,840 | 15,350 | 15,220 | 13,840 | 12,408 | 12,820 | 12,130 | 12,290 | E |
| W. Volusia Btlwy (Kepler Rd) | Minnesota Ave. to SR 44 | 1949 | | | County | Yes | 0.75 | 2 | 50 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 14,280 | 13,960 | 16,890 | 17,400 | 17,310 | 17,000 | 14,160 | 13,890 | 14,310 | 14,480 | E |
| W. Volusia Btlwy (Kepler Rd) | SR 44 to Beresford Ave. Ext. | 1948 | | | County | Yes | 0.75 | 2 | 50 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 11,260 | 10,980 | 12,600 | 12,850 | 12,870 | 12,980 | 9,720 | 10,600 | 10,260 | 10,390 | E |
| W. Volusia Btlwy (Dr MLK Jr) | Beresford Ave. Ext. to Taylor Rd. | 1945 | | | County | Yes | 1.10 | 2 | 55 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 11,210 | 10,940 | 11,700 | 11,880 | 11,710 | 10,670 | 9,950 | 10,370 | 9,940 | 10,220 | E |
| W. Volusia Btlwy (Dr MLK Jr) | Taylor Rd. to Orange Camp Rd. | 1943 | | | County | Yes | 1.00 | 2 | 55 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 11,330 | 11,040 | 14,060 | 14,580 | 14,410 | 15,620 | 12,700 | 11,910 | 11,240 | 11,850 | E |
| W. Volusia Btlwy (Dr MLK Jr) | Orange Camp Rd. to Cassadaga Rd. | 1942 | | | County | Yes | 1.40 | 2 | 55 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 11,200 | 10,930 | 12,760 | 13,030 | 12,730 | 13,190 | 10,500 | 11,040 | 9,940 | 10,280 | E |
| W. Volusia Btlwy (Dr MLK Jr) | Cassadaga Rd. to SR 472 | 1940 | | | County | Yes | 0.20 | 2 | 55 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 12,340 | 12,050 | 14,000 | 14,270 | 14,220 | 13,210 | 11,660 | 11,830 | 10,610 | 11,290 | E |
| W. Volusia Btlwy (Kentucky Ave) | SR 472 to Graves Ave | 1030 | | | County | Yes | 0.80 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | Urban Collector | 8,910 | 8,270 | 11,180 | 12,440 | 10,440 | 9,060 | 8,740 | 9,110 | 7,970 | 9,010 | E |
| W. Volusia Btlwy (Veteran's Memor) | Graves Ave. to Rhode Island Ave. | 1902 | | | County | Yes | 1.50 | 2 | 45 | N+S | UA MCCRAC1 2W 2L D WL | Urban Minor Arterial | 11,740 | 11,760 | 13,400 | 13,690 | 13,510 | 13,570 | 13,860 | 13,050 | 14,100 | 14,830 | E |
| W. Volusia Btlwy (Veteran's Memor) | Rhode Island Ave. to Harley Strickland | 1901 | | | County | Yes | 1.22 | 2 | 55 | N+S | UA MCCRAC1 2W 2L U WL | Urban Minor Arterial | 13,780 | 13,760 | 17,190 | 17,570 | 18,160 | 18,510 | 14,740 | 15,530 | 13,810 | 15,170 | E |
| W. Volusia Btlwy (Veteran's Memor) | Harley Strickland Blvd. to Saxon Blvd. | 1900 | | | County | Yes | 0.38 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | Urban Minor Arterial | 19,370 | 19,330 | 22,160 | 22,970 | 22,330 | 23,130 | 19,480 | 18,660 | 18,720 | 19,260 | E |
| Williams Rd. | Turnbull Bay Rd. to Mooneyham Dr. | 1981 | | | County | No | 0.50 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 1,310 | 1,290 | 1,350 | 1,290 | 1,270 | 1,440 | 1,520 | 1,520 | 1,430 | 1,430 | E |
| Williams Rd. | Mooneyham Dr. to Pioneer Tr. | 1980 | | | County | No | 1.50 | 2 | 40 | N+S | UA OCCRAC1 2W 2L U 0L | n/c | 1,530 | 1,510 | 1,550 | 1,480 | 1,430 | 1,590 | 1,780 | 1,640 | 1,770 | 1,640 | E |
| Williamson Blvd. | SR 40 to Hand Ave. | 2004 | | | County | Yes | 0.60 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 18,930 | 19,040 | 21,200 | 20,890 | 22,070 | 19,590 | 21,040 | 19,130 | 18,470 | 20,240 | E |
| Williamson Blvd. | Hand Ave. to LPGA Blvd. | 2001 | | | County | Yes | 2.05 | 2 | 50 | N+S | UA MCCRAC1 2W 2L U WL | Urban Principal Arterial - Other | 13,270 | 13,380 | 15,480 | 15,090 | 16,040 | 13,530 | 12,780 | 13,010 | 14,090 | 12,500 | E |
| Williamson Blvd. | LPGA Blvd. to Mason Ave. | 2000 | | Yes | County | Yes | 0.35 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 14,530 | 14,640 | 16,900 | 16,710 | 17,580 | 14,910 | 14,340 | 14,650 | 13,570 | 14,430 | E |
| Williamson Blvd. | Mason Ave. to Dunn Ave. | 1999 | | | County | Yes | 0.35 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 13,880 | 13,990 | 15,630 | 15,570 | 16,650 | 13,400 | 13,780 | 13,210 | 12,750 | 13,390 | E |
| Williamson Blvd. | Dunn Ave. to US 92 | 1998 | | | County | Yes | 2.35 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 15,590 | 15,490 | 16,270 | 16,220 | 17,510 | 15,190 | 15,070 | 15,530 | 13,560 | 14,200 | E |
| Williamson Blvd. | US 92 to Midway Ave. | 1997 | | | County | Yes | 0.50 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | Urban Principal Arterial - Other | 10,670 | 10,770 | 10,450 | 10,730 | 11,530 | 9,340 | 9,120 | 10,390 | 10,170 | 10,490 | E |
| Williamson Blvd. | Midway Ave. to Bellevue Ave. Ext. | 1996 | | | County | Yes | 0.50 | 4 | 50 | N+S | | | | | | | | | | | | | |

APPENDIX F
2013 Deltona Traffic Counts

YEAR 2013 CITY OF DELTONA TRAFFIC COUNT REPORT

| Roadway | Segment Limits | Count Station Number | 2013 SIS Facility | 2013 Evacuation Route | 2013 Roadway on County's Thoroughfare | Distance (in miles) | 2013 No. of Lanes | Speed Limit | 2013 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2013 AADT | 2013 Vol. Co. Allowable LOS | 2013 LOS Capacity | 2013 V/C Ratio | 2013 LOS |
|------------------|--|----------------------|-------------------|-----------------------|---------------------------------------|---------------------|-------------------|-------------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|-------------------|----------------|----------|
| Catalina Blvd. | Howland Blvd. to Sixma Rd. | DLT-20.020 | No | No | No | 0.50 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 9,370 | 9,810 | 9,560 | 11,560 | 12,750 | 15,799 | 12,089 | - | - | - | - | 11,698 | E | 12,710 | 0.920 | D |
| Catalina Blvd. | Sixma Rd. to Lake Helen-Osteen Rd. | DLT-20.030 | No | No | No | 0.40 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 8,480 | 8,740 | 8,440 | 9,700 | 10,120 | 9,401 | 10,733 | - | - | - | - | 9,776 | E | 12,710 | 0.769 | C |
| Courtland Blvd. | Beckwith St. to Haulover Blvd. | DLT-30.010 | No | No | No | 1.00 | 2 | 40 | UA_OCCRAC1_2W_2L_U_0L | 3,080 | 3,510 | 3,820 | 3,990 | 4,040 | 7,975 | 3,681 | - | - | - | - | 2,008 | E | 9,180 | 0.219 | B |
| Courtland Blvd. | Haulover Blvd. to Elkcam Blvd. | DLT-30.030 | No | No | No | 1.50 | 2 | 40 | UA_OCCRAC1_2W_2L_U_0L | 4,870 | 5,070 | 5,990 | 5,870 | 5,870 | 9,975 | 5,068 | - | - | - | - | 4,565 | E | 9,180 | 0.497 | B |
| Courtland Blvd. | Elkcam Blvd. to Puerto Rico Dr. | DLT-30.040 | No | No | No | 0.75 | 2 | 35 | UA_OCCRAC1_2W_2L_U_0L | 1,850 | 1,340 | 1,940 | 2,120 | 2,110 | 4,331 | 1,899 | - | - | - | - | 1,159 | E | 9,180 | 0.126 | B |
| Courtland Blvd. | Wavcrest St. to Newmark Dr. | DLT-30.050 | No | No | No | 0.25 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 1,510 | 1,390 | 1,640 | 1,720 | 1,680 | 1,907 | 1,870 | - | - | - | - | 1,283 | E | 12,710 | 0.101 | B |
| Courtland Blvd. | Newmark Dr. to Howland Blvd. | DLT-30.070 | No | No | No | 1.00 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 3,270 | 3,050 | 3,150 | 3,170 | 3,180 | 5,973 | 3,575 | - | - | - | - | 2,399 | E | 12,710 | 0.189 | B |
| Courtland Blvd. | Howland Blvd. to India Blvd. | DLT-30.090 | No | No | No | 1.20 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 7,000 | 5,390 | 5,310 | 6,370 | 6,400 | 12,066 | 7,764 | - | - | - | - | 6,467 | E | 12,710 | 0.509 | B |
| Courtland Blvd. | India Blvd. to Ft Smith Blvd. | DLT-30.100 | No | No | No | 0.70 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 7,250 | 5,490 | 6,070 | 6,280 | 6,230 | 6,972 | 8,397 | - | - | - | - | 7,997 | E | 12,710 | 0.629 | C |
| Courtland Blvd. | Ft Smith Blvd. to Doyle Rd. | DLT-30.130 | No | No | No | 1.80 | 2 | 40 | UA_MCCRAC1_2W_2L_U_0L | 6,510 | 6,830 | 6,040 | 6,040 | 6,040 | 6,377 | 6,241 | - | - | - | - | 6,079 | E | 12,710 | 0.478 | B |
| Courtland Blvd. | Doyle Rd. to Enterprise-Osteen Rd. | DLT-30.140 | No | No | No | 0.90 | 2 | 30 | UA_MCCRAC1_2W_2L_U_0L | 2,090 | 2,080 | 2,110 | 2,050 | 2,000 | 3,106 | 1,609 | - | - | - | - | 1,600 | E | 12,710 | 0.126 | B |
| Deltona Blvd. | Normandy Blvd. to Cloverleaf Blvd. | DLT-35.000 | No | No | No | 1.25 | 4 | 35 | UA_MCCRAC1_2W_4L_D_WL | 14,440 | 14,110 | 14,420 | 16,130 | - | 14,802 | 14,966 | - | - | - | - | 11,421 | E | 35,010 | 0.326 | B |
| Deltona Blvd. | Cloverleaf Blvd. to Enterprise Rd. | DLT-35.030 | No | No | No | 0.50 | 4 | 35 | UA_MCCRAC1_2W_4L_D_WL | 15,540 | 18,400 | 17,620 | 18,980 | - | 18,396 | 15,546 | - | - | - | - | 14,268 | E | 35,010 | 0.408 | B |
| Deltona Blvd. | Enterprise Rd. to DeBary Ave. | DLT-35.040 | No | No | No | 0.85 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 10,540 | 11,610 | 12,840 | 13,550 | - | 15,305 | 13,780 | - | - | - | - | 9,321 | E | 12,710 | 0.733 | C |
| Elkcam Blvd. | Normandy Blvd. to Ft. Smith Blvd. | DLT-45.000 | No | No | No | 1.50 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 9,960 | 10,260 | 11,870 | 12,570 | - | 10,153 | 5,142 | - | - | - | - | 7,500 | E | 12,710 | 0.590 | C |
| Elkcam Blvd. | Ft. Smith Blvd. to Providence Blvd. | DLT-45.010 | No | No | No | 1.00 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 7,270 | 7,360 | 8,530 | 8,890 | - | 7,158 | 4,805 | - | - | - | - | 6,125 | E | 12,710 | 0.482 | B |
| Elkcam Blvd. | Providence Blvd. to Montecito Ave. | DLT-45.020 | No | No | No | 1.05 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 11,170 | 11,530 | 12,890 | 13,360 | - | 11,751 | 11,772 | - | - | - | - | 10,082 | E | 12,710 | 0.793 | C |
| Elkcam Blvd. | Montecito Ave. to Howland Blvd. | DLT-45.040 | No | No | No | 1.00 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 10,620 | 10,840 | 12,140 | 12,590 | - | 5,591 | 10,554 | - | - | - | - | 9,926 | E | 12,710 | 0.781 | C |
| Elkcam Blvd. | Howland Blvd. to Lake Helen-Osteen Rd. | DLT-45.050 | No | No | No | 0.15 | 2 | 35 | UA_MCCRAC1_2W_2L_D_WL | 10,920 | 11,400 | 13,280 | 13,980 | - | 6,068 | 13,766 | - | - | - | - | 10,533 | E | 16,680 | 0.631 | C |
| Elkcam Blvd. | Lake Helen-Osteen Rd. to Courtland Blvd. | DLT-45.060 | No | No | No | 0.70 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 1,550 | 9,060 | 11,160 | 11,960 | - | 4,736 | 8,571 | - | - | - | - | 6,899 | E | 12,710 | 0.543 | B |
| Elkcam Blvd. | Courtland Blvd. to Riverhead Dr. | DLT-45.080 | No | No | No | 0.50 | 2 | 30 | UA_MCCRAC1_2W_2L_U_0L | 560 | 610 | 620 | 680 | - | 592 | 943 | - | - | - | - | 484 | E | 12,710 | 0.038 | B |
| Eustace Ave. | Catalina Blvd. to Roseboro Dr. | DLT-55.010 | No | No | No | 0.40 | 2 | 30 | UA_OCCRAC1_2W_2L_U_0L | - | 6,530 | 4,310 | 4,610 | - | 3,639 | 4,199 | - | - | - | - | 2,486 | D | 8,580 | 0.290 | B |
| Eustace Ave. | Roseboro Dr. to Providence Blvd. | DLT-55.010 | No | No | No | 0.45 | 2 | 30 | UA_OCCRAC1_2W_2L_U_0L | - | 6,530 | 4,310 | 4,610 | - | 3,639 | 4,199 | - | - | - | - | 3,484 | D | 8,580 | 0.406 | B |
| Fort Smith Blvd. | Elkcam Blvd. to Providence Blvd. | DLT-60.000 | No | No | No | 1.00 | 2 | 30 | UA_MCCRAC1_2W_2L_U_0L | 2,700 | 2,580 | 3,220 | 2,910 | - | 3,160 | 3,280 | - | - | - | - | 2,251 | E | 12,710 | 0.177 | B |
| Fort Smith Blvd. | Providence Blvd. to Newmark Dr. | DLT-60.020 | No | No | No | 0.50 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 10,150 | 10,660 | 12,680 | 12,290 | - | 11,901 | 13,876 | - | - | - | - | 10,502 | E | 12,710 | 0.826 | C |
| Fort Smith Blvd. | Newmark Dr. to Normandy Blvd. | DLT-60.030 | No | No | No | 0.85 | 2 | 35 | UA_MCCRAC1_2W_2L_D_WL | 7,040 | 6,850 | 8,140 | 7,470 | - | 7,576 | 7,010 | - | - | - | - | 8,609 | E | 16,680 | 0.516 | B |
| Fort Smith Blvd. | Normandy Blvd. to India Blvd. | DLT-60.050 | No | No | No | 0.55 | 2 | 35 | UA_MCCRAC1_2W_2L_D_WL | 13,000 | 13,040 | 14,410 | 13,530 | - | 14,262 | 13,768 | - | - | - | - | 11,570 | E | 16,680 | 0.694 | C |
| Fort Smith Blvd. | India Blvd. to Courtland Blvd. | DLT-60.070 | No | No | No | 2.25 | 2 | 35 | UA_MCCRAC1_2W_2L_D_WL | 6,570 | 6,720 | 7,400 | 6,880 | - | 7,154 | 7,592 | - | - | - | - | 6,262 | E | 16,680 | 0.375 | B |
| Fort Smith Blvd. | Courtland Blvd. to Howland Blvd. | DLT-60.100 | No | No | No | 0.75 | 2 | 35 | UA_MCCRAC1_2W_2L_D_WL | 6,660 | 4,270 | 5,670 | 4,760 | - | 7,388 | 8,497 | - | - | - | - | 8,461 | E | 16,680 | 0.507 | B |
| Fort Smith Blvd. | Howland Blvd. to SR 415 | DLT-60.110 | No | No | No | 0.55 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 3,240 | 3,150 | 4,010 | 3,810 | - | 3,949 | 3,108 | - | - | - | - | 2,844 | E | 12,710 | 0.224 | B |
| India Blvd. | Fort Smith Blvd. to Courtland Blvd. | DLT-80.000 | No | No | No | 2.06 | 2 | 35 | UA_OCCRAC1_2W_2L_U_0L | 6,950 | 6,280 | 6,560 | 6,120 | - | 6,106 | 3,750 | - | - | - | - | 3,517 | E | 9,180 | 0.383 | B |
| Newmark Dr. | Ft Smith Blvd. to Humphrey Blvd. | DLT-100.000 | No | No | No | 1.60 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 7,300 | 7,750 | 8,770 | 8,700 | - | 8,066 | 7,061 | - | - | - | - | 6,063 | E | 12,710 | 0.477 | B |
| Newmark Dr. | Humphrey Blvd. to Howland Blvd. | DLT-100.020 | No | No | No | 0.90 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 6,060 | 6,400 | 7,440 | 7,010 | - | 7,046 | 6,452 | - | - | - | - | 6,372 | E | 12,710 | 0.501 | B |
| Newmark Dr. | Howland Blvd. to Courtland Blvd. | DLT-100.040 | No | No | No | 0.75 | 2 | 30 | UA_MCCRAC1_2W_2L_U_0L | 1,990 | 2,230 | 2,490 | 2,540 | - | 6,875 | 1,434 | - | - | - | - | 1,108 | E | 12,710 | 0.087 | B |

Note : 2013 LOS Capacities - based on 2009 FDOT Quality/Level of Service Facility Type Designations and Capacities (VERSION DATE: 9/04/2009)

YEAR 2013 CITY OF DELTONA TRAFFIC COUNT REPORT

| Roadway | Segment Limits | Count Station Number | 2013 SIS Facility | 2013 Evacuation Route | 2013 Roadway on County's Thoroughfare | Distance (in miles) | 2013 No. of Lanes | Speed Limit | 2013 Facility Type | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 2011 AADT | 2012 AADT | 2013 AADT | 2013 Vol. Co. Allowable LOS | 2013 LOS Capacity | 2013 V/C Ratio | 2013 LOS |
|----------------|-----------------------------------|----------------------|-------------------|-----------------------|---------------------------------------|---------------------|-------------------|-------------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------------------|-------------------|----------------|----------|
| Normandy Blvd. | Graves Ave. to Rhode Island Ave. | DLT-105.000 | No | No | No | 1.25 | 2 | 45 | UA_MCCRAC1_2W_2L_U_0L | 6,020 | 5,720 | 6,360 | 6,710 | - | 6,786 | 4,411 | - | - | - | - | 7,095 | E | 12,710 | 0.558 | C |
| Normandy Blvd. | Rhode Island Ave. to Elkcam Blvd. | DLT-105.000 | No | No | No | 0.50 | 4 | 30 | UA_MCCRAC1_2W_4L_D_WL | 5,950 | 5,640 | 6,700 | 7,550 | - | 6,439 | 4,893 | - | - | - | - | 6,891 | E | 35,010 | 0.197 | B |
| Normandy Blvd. | Elkcam Blvd. to Saxon Blvd. | DLT-105.030 | No | No | No | 1.00 | 4 | 35 | UA_NSOSRS_2W_4L_D_WL | 13,140 | 13,400 | 13,940 | 14,930 | - | 13,100 | 10,694 | - | - | - | - | 7,532 | E | 35,010 | 0.215 | B |
| Normandy Blvd. | Saxon Blvd. to Deltona Blvd. | DLT-105.050 | No | No | No | 0.70 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 13,670 | 12,950 | 13,630 | 14,370 | - | 12,775 | 10,996 | - | - | - | - | 10,231 | E | 12,710 | 0.805 | C |
| Normandy Blvd. | Deltona Blvd. to Tivoli Dr. | DLT-105.070 | No | No | No | 1.10 | 3 | 30 | UA_MCCRAC1_2W_2L_U_0L | 13,420 | 12,700 | 13,740 | 14,360 | - | 12,843 | 11,929 | - | - | - | - | 9,560 | E | 12,710 | 0.752 | C |
| Normandy Blvd. | Tivoli Dr. to Providence Blvd. | DLT-105.090 | No | No | No | 0.90 | 3 | 35 | UA_MCCRAC1_2W_2L_U_0L | 9,600 | 8,810 | 9,560 | 10,360 | - | 12,069 | 8,305 | - | - | - | - | 6,846 | E | 12,710 | 0.539 | B |
| Normandy Blvd. | Providence Blvd. to Saxon Blvd. | DLT-105.120 | No | No | No | 1.00 | 2 | 35 | UA_MCCRAC1_2W_2L_D_WL | 8,020 | 8,860 | 9,240 | 10,040 | - | 8,662 | 8,148 | - | - | - | - | 7,016 | E | 16,680 | 0.421 | B |
| Normandy Blvd. | Saxon Blvd. to Ft Smith Blvd. | DLT-105.140 | No | No | No | 0.75 | 2 | 35 | UA_MCCRAC1_2W_2L_U_0L | 11,960 | 11,970 | 12,400 | 13,310 | - | 7,640 | 11,232 | - | - | - | - | 10,715 | E | 12,710 | 0.843 | C |
| Tivoli Dr. | Saxon Blvd. to Providence Blvd. | DLT-125.020 | No | No | No | 0.85 | 2 | 30 | UA_MCCRAC1_2W_2L_U_0L | 10,190 | 11,580 | 12,590 | 12,890 | - | 12,272 | 13,736 | - | - | - | - | 11,058 | D | 11,880 | 0.931 | C |

APPENDIX G
Deltona Wastewater Treatment Plant
Daily Flows

Daily Wastewater Flows September 2012 through August 2013

| DATE | S-12 | O-12 | N-12 | D-12 | J-13 | F-13 | M-13 | A-13 | M-13 | J-13 | J-13 | A-13 |
|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1 | 0.888 | 0.776 | 0.774 | 0.730 | 0.726 | 0.720 | 0.795 | 0.797 | 0.818 | 0.860 | 0.677 | 0.682 |
| 2 | 0.852 | 0.773 | 0.736 | 0.790 | 0.705 | 0.754 | 0.766 | 0.763 | 0.793 | 0.945 | 0.700 | 0.701 |
| 3 | 0.881 | 0.763 | 0.755 | 0.758 | 0.714 | 0.761 | 0.836 | 0.777 | 0.749 | 0.772 | 0.709 | 0.739 |
| 4 | 0.838 | 0.797 | 0.798 | 0.766 | 0.710 | 0.780 | 0.790 | 0.821 | 0.778 | 0.833 | 0.694 | 0.820 |
| 5 | 0.881 | 0.780 | 0.791 | 0.763 | 0.753 | 0.793 | 0.790 | 0.760 | 0.811 | 0.847 | 0.697 | 0.799 |
| 6 | 0.893 | 0.800 | 0.767 | 0.780 | 0.801 | 0.761 | 0.766 | 0.795 | 0.788 | 0.716 | 0.788 | 0.785 |
| 7 | 0.874 | 0.845 | 0.756 | 0.783 | 0.780 | 0.765 | 0.795 | 0.859 | 0.792 | 0.821 | 0.760 | 0.750 |
| 8 | 0.895 | 0.849 | 0.774 | 0.778 | 0.796 | 0.753 | 0.759 | 0.802 | 0.783 | 0.793 | 0.696 | 0.757 |
| 9 | 0.890 | 0.853 | 0.742 | 0.822 | 0.770 | 0.752 | 0.785 | 0.769 | 0.784 | 0.806 | 0.689 | 0.687 |
| 10 | 0.892 | 0.832 | 0.730 | 0.836 | 0.783 | 0.792 | 0.873 | 0.752 | 0.781 | 0.780 | 0.767 | 0.777 |
| 11 | 0.841 | 0.855 | 0.749 | 0.806 | 0.733 | 0.822 | 0.816 | 0.791 | 0.761 | 0.790 | 0.691 | 0.783 |
| 12 | 0.828 | 0.845 | 0.764 | 0.828 | 0.758 | 0.851 | 0.804 | 0.937 | 0.761 | 0.814 | 0.734 | 0.754 |
| 13 | 0.837 | 0.801 | 0.740 | 0.801 | 0.805 | 0.838 | 0.790 | 0.599 | 0.771 | 0.691 | 0.789 | 0.645 |
| 14 | 0.791 | 0.830 | 0.744 | 0.747 | 0.783 | 0.821 | 0.847 | 0.778 | 0.777 | 0.669 | 0.785 | 0.645 |
| 15 | 0.817 | 0.824 | 0.738 | 0.761 | 0.770 | 0.779 | 0.770 | 0.794 | 0.766 | 0.697 | 0.766 | 0.739 |
| 16 | 0.859 | 0.800 | 0.703 | 0.829 | 0.716 | 0.785 | 0.773 | 0.785 | 0.779 | 0.683 | 0.769 | 0.699 |
| 17 | 0.825 | 0.780 | 0.723 | 0.767 | 0.791 | 0.765 | 0.789 | 0.805 | 0.898 | 0.830 | 0.710 | 0.660 |
| 18 | 0.831 | 0.763 | 0.764 | 0.752 | 0.763 | 0.803 | 0.801 | 0.832 | 0.836 | 0.767 | 0.711 | 0.749 |
| 19 | 0.818 | 0.706 | 0.783 | 0.714 | 0.781 | 0.774 | 0.783 | 0.765 | 0.881 | 0.680 | 0.789 | 0.695 |
| 20 | 0.794 | 0.817 | 0.802 | 0.745 | 0.791 | 0.793 | 0.799 | 0.785 | 0.876 | 0.643 | 0.782 | 0.812 |
| 21 | 0.787 | 0.863 | 0.795 | 0.703 | 0.798 | 0.786 | 0.800 | 0.842 | 0.920 | 0.641 | 0.772 | 0.684 |
| 22 | 0.820 | 0.790 | 0.742 | 0.769 | 0.801 | 0.790 | 0.769 | 0.808 | 0.874 | 0.733 | 0.765 | 0.962 |
| 23 | 0.846 | 0.735 | 0.698 | 0.777 | 0.807 | 0.792 | 0.768 | 0.791 | 0.881 | 0.743 | 0.774 | 0.933 |
| 24 | 0.793 | 0.712 | 0.719 | 0.719 | 0.742 | 0.832 | 0.825 | 0.751 | 0.845 | 0.705 | 0.795 | 0.894 |
| 25 | 0.769 | 0.798 | 0.795 | 0.641 | 0.722 | 0.813 | 0.748 | 0.791 | 0.840 | 0.716 | 0.782 | 0.973 |
| 26 | 0.788 | 0.759 | 0.778 | 0.720 | 0.741 | 0.813 | 0.739 | 0.750 | 0.781 | 0.761 | 0.753 | 0.817 |
| 27 | 0.777 | 0.759 | 0.752 | 0.737 | 0.771 | 0.800 | 0.729 | 0.763 | 0.808 | 0.802 | 0.772 | 0.921 |
| 28 | 0.834 | 0.804 | 0.746 | 0.696 | 0.781 | 0.800 | 0.719 | 0.792 | 0.858 | 0.753 | 0.815 | 0.808 |
| 29 | 0.756 | 0.779 | 0.775 | 0.736 | 0.758 | | 0.735 | 0.812 | 0.862 | 0.780 | 0.778 | 0.718 |
| 30 | 0.783 | 0.760 | 0.707 | 0.720 | 0.746 | | 0.762 | 0.792 | 0.888 | 0.781 | 0.702 | 0.757 |
| 31 | | 0.762 | 0.762 | 0.755 | 0.769 | | 0.806 | | 0.862 | | | 0.776 |
| TOTAL | 24.978 | 24.610 | 23.402 | 23.529 | 23.665 | 22.088 | 24.327 | 23.658 | 25.402 | 22.852 | 22.411 | 23.921 |
| MAX DAY | 0.895 | 0.863 | 0.802 | 0.836 | 0.807 | 0.851 | 0.873 | 0.937 | 0.920 | 0.945 | 0.815 | 0.973 |
| AVG DAY | 0.833 | 0.794 | 0.755 | 0.759 | 0.763 | 0.789 | 0.785 | 0.789 | 0.819 | 0.762 | 0.747 | 0.772 |
| Permitted | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 | 1.400 |
| Capacity % | 59.5% | 56.7% | 53.9% | 54.2% | 54.5% | 56.3% | 56.1% | 56.3% | 58.5% | 54.4% | 53.4% | 55.1% |

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