

Exhibit 3-A
CPA 11-1-9

Current Figure 2-3

Figure 2-3 Existing
Roadway Number of Lanes 2025 Map
Volusia County, Florida

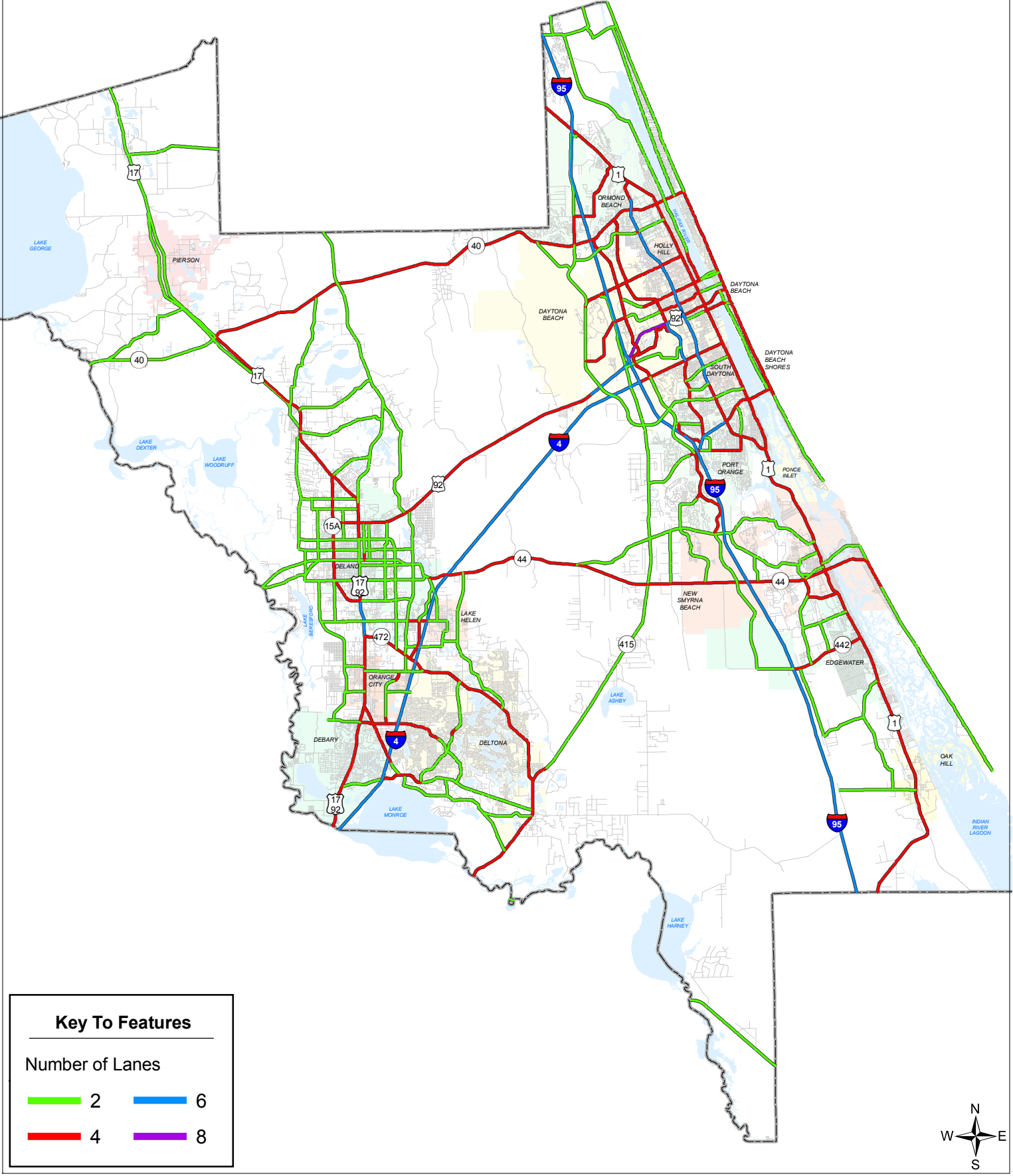


Exhibit 3-B
CPA 11-1-9

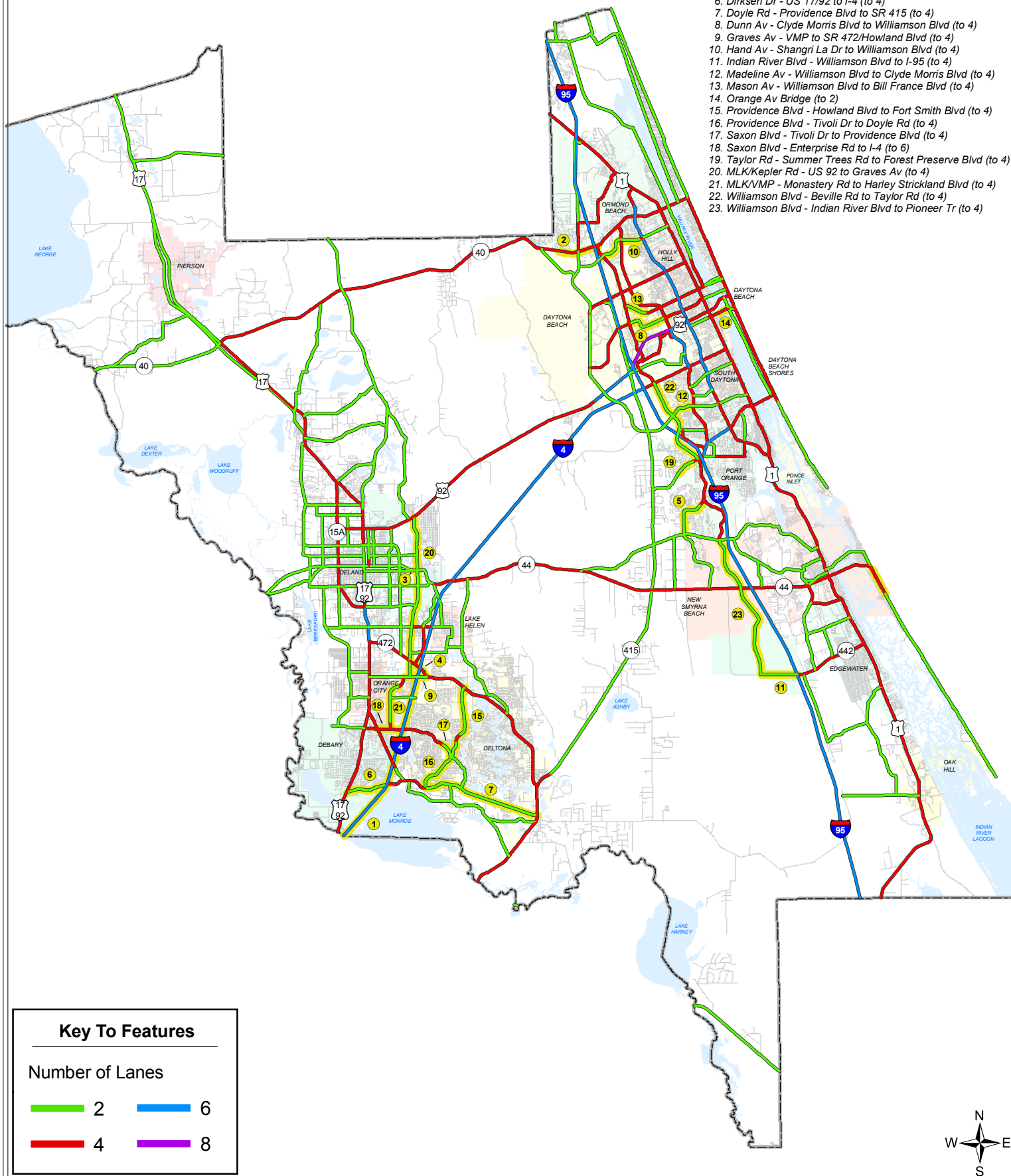
Figure 2-3 depicting specified changes

**Figure 2-3 PROPOSED CHANGES
Roadway Number of Lanes 2025 Map
Volusia County, Florida**

Cycle 11-1 Proposed Lane Changes

(yellow highlight notes section to change)

1. I-4 - Seminole County to SR 472 (to 8)
2. SR 40 - Williamson Blvd to Breakaway (to 6)
3. SR 44 - Voorhis Av to Kepler Rd (to 4)
4. SR 472 - MLK Bldwy to Graves Av (to 6)
5. Airport Rd - Sabal Crk to Pioneer Tr (to 4)
6. Dirksen Dr - US 17/92 to I-4 (to 4)
7. Doyle Rd - Providence Blvd to SR 415 (to 4)
8. Dunn Av - Clyde Morris Blvd to Williamson Blvd (to 4)
9. Graves Av - VMP to SR 472/Howland Blvd (to 4)
10. Hand Av - Shangri La Dr to Williamson Blvd (to 4)
11. Indian River Blvd - Williamson Blvd to I-95 (to 4)
12. Madeline Av - Williamson Blvd to Clyde Morris Blvd (to 4)
13. Mason Av - Williamson Blvd to Bill France Blvd (to 4)
14. Orange Av Bridge (to 2)
15. Providence Blvd - Howland Blvd to Fort Smith Blvd (to 4)
16. Providence Blvd - Tivoli Dr to Doyle Rd (to 4)
17. Saxon Blvd - Tivoli Dr to Providence Blvd (to 4)
18. Saxon Blvd - Enterprise Rd to I-4 (to 6)
19. Taylor Rd - Summer Trees Rd to Forest Preserve Blvd (to 4)
20. MLK/Kepler Rd - US 92 to Graves Av (to 4)
21. MLK/VMP - Monastery Rd to Harley Strickland Blvd (to 4)
22. Williamson Blvd - Beville Rd to Taylor Rd (to 4)
23. Williamson Blvd - Indian River Blvd to Pioneer Tr (to 4)



Key To Features

Number of Lanes

2 6
4 8

Exhibit 3-C
CPA 11-1-9

Proposed Figure 2-3 (with changes)

Figure 2-3 Final (FOR 11-1 ADOPTION)
Roadway Number of Lanes 2025 Map
Volusia County, Florida

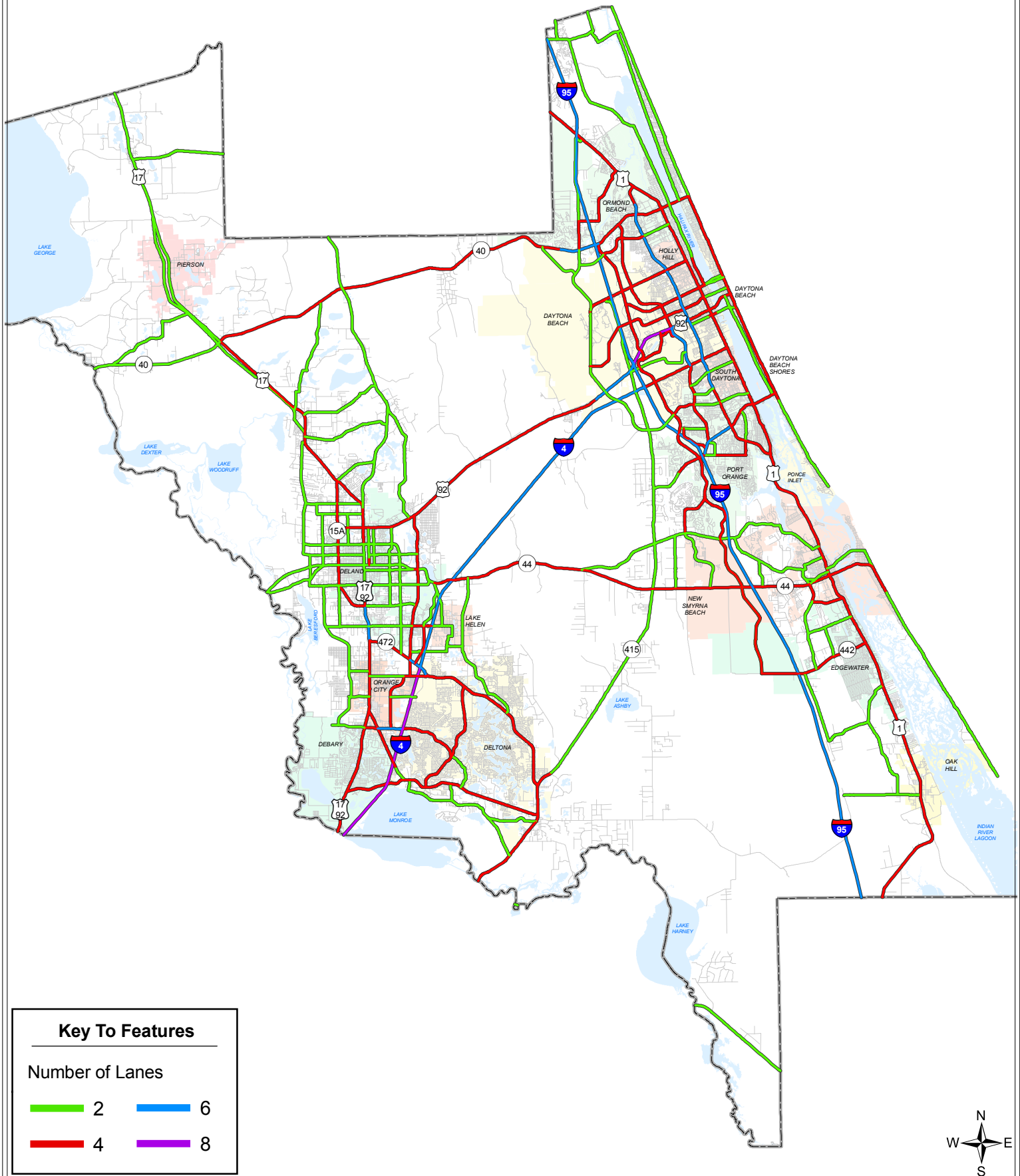


Exhibit 3-D
CPA 11-1-9

Roadway Lanes Analysis Spreadsheet

Exhibit 3-D
CPA 11-1-9

Roadway Lanes Analysis Spreadsheet

Roadway	Evaluation Considerations						Recommend Changing Number of Lanes	Recommendation
							Do Not Recommend Changing Number of Lanes	
	No. of Lanes in currently Adopted County Comp Plan	No. of Lanes in currently Adopted TPO 2035 LRTP - if applicable	No. of Lanes in currently Adopted County Road Program - if applicable	No. of Lanes in currently Adopted Development Plans (DRIs & Major Developments)	No. of Lanes in Approved Transportation Study	Project Need Source (i.e., Developer, Approved Development, Transportation Study; etc.)	Developer Financial Contribution Planned or Expected?	Various Notes & Rationale for Recommendation
Interstate 4								
I-4 (Seminole County to SR 472)	6				8	Interstate 4 Master Plan		
I-4 (Seminole County to SR 472)	6				8	SWVRTS		
I-4 (Dirksen Drive to SR 472) 8L	6			8		SWAC DRI	SWAC DRI	
RECOMMEND AMENDING TO 8 LANES: I-4 (Seminole County to SR 472)								I-4 is a Strategic Intermodal System facility of which FDOT makes sole decisions considering input from regional TPOs. Though the Volusia TPO did not recommend nor adopt 8 lanes for I-4 in the 2035 LRTP, the 8-laning is part of the I-4 Master Plan and should be reflected accordingly on the County's maps. Therefore, the change in number of lanes is recommended.
SR 40								
SR 40 (I-95 to Breakaway Trail)	4	6				TPO 2035 LRTP		
SR 40 (Tymber Creek Rd to Williamson Blvd)	4			6		Hunters Ridge DRI, Ph 1	Hunters Ridge DRI, Ph 1	
RECOMMEND AMENDING TO 6 LANES: SR 40 (Williamson Blvd to Breakaway Trail)								SR 40 is a Strategic Intermodal System facility and is projected to operate below the adopted service volumes in the near future, especially considering the future traffic associated with the Hunters Ridge DRI and Consolidated Tomoka developments. The TPO was adopted with participation from FDOT. FDOT did not object to this planned widening; therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.
SR 44								
SR 44 (SR 415 to Sugar Mill Road)	4				6	SEVRTS		
RECOMMEND RETAINING 4 LANES: SR 44 (SR 415 to Sugar Mill Road)								This need was demonstrated during the development boom of the mid 2000s and in the Restoration DRI analysis. Though this will be a need further into the future, considering that this section was just widened to 4 lanes within the last 10 years and the widening was not selected by the local government or FDOT as a candidate project in the TPO 2035 LRTP, it is recommended that the map not be changed.

**Exhibit 3-D
CPA 11-1-9**

Roadway Lanes Analysis Spreadsheet

	No. of Lanes in currently Adopted County Comp Plan	No. of Lanes in currently Adopted TPO 2035 LRTP - if applicable	No. of Lanes in currently Adopted County Road Program - if applicable	No. of Lanes in currently Adopted Development Plans (DRIs & Major Developments)	No. of Lanes in Approved Transportation Study	Project Need Source (i.e., Developer, Approved Development, Transportation Study; etc.)	Developer Financial Contribution Planned or Expected?	Various Notes & Rationale for Recommendation
SR 44								
SR 44 (Voorhis Ave to Kepler Road)	2	4		4		TPO 2035 LRTP		
RECOMMEND AMENDING TO 4 LANES: SR 44 (Voorhis Ave to Kepler Road)								In 2003, FDOT completed the PD&E study for SR 44, which recommended several improvements, one of which was the 4 laning of this segment. The City of DeLand desired that this improvement be included in the TPO LRTP. The TPO was adopted with participation from FDOT. FDOT did not object to this widening being planned; therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.
SR 400/Beville Road								
SR 400/Beville Road (Williamson Bl to Hancock)	4			6		LPGA DRI	LPGA DRI	
RECOMMEND RETAINING 4 LANES: SR 400 (Williamson Blvd to Hancock)								This need was demonstrated in the LPGA DRI analysis. Though this may be a need further into the future, considering that the widening was not selected by the local government or FDOT as a candidate project in the TPO 2035 LRTP, it is recommended that the map not be changed.
SR 472								
SR 472 (MLK Bldwy to I-4)	4			8		SWAC DRI	SWAC DRI	
SR 472 (Graves Ave to MLK Blvd)	4	6				TPO 2035 LRTP		
RECOMMEND AMENDING TO 6 LANES: SR 472 (MLK Beltway to Graves Ave)								This improvement need, among multiple others, was demonstrated in the Southwest Activity Center SR 472 Areawide DRI. The status of the DRI is questionable due to Deltona's recent rescinding of their DRI development order and Orange City and DeLand being designated as DULA-TCEAs. Local governments will most likely coordinate to review and update the DRI master plan. Therefore, the 8 lanes are not being recommended at this time. The TPO's 2035 LRTP shows 6 lanes. FDOT did not object to this widening being planned; therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.

Exhibit 3-D
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Roadway Lanes Analysis Spreadsheet

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Airport Road								
Airport Road (Sabal Creek to Creekside Middle)	2	4				TPO 2035 LRTP		
Airport Road (Sabal Creek to Creekside Middle)	2		4			County Road Program		4L engineering phase planned for FY 2011-12
Airport Road (Creekside Middle to Pioneer Trail)	2	4				TPO 2035 LRTP		
RECOMMEND AMENDING TO 4 LANES: Airport Road (Sabal Creek to Pioneer Trail)								This improvement need is due to heavy traffic between the middle school and Airport Road - Williamson Blvd intersection. The section between Sabal Creek Blvd and Creekside Middle School is planned for engineering in FY 2011-12. Additionally, development in the NSB area and undeveloped areas of Port Orange have created a need for future widening south of the middle school. The TPO's 2035 LRTP shows 4 lanes, with intergovernmental coordination participation by Volusia County, City of Port Orange and City of New Smyrna Beach. Therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.
Dirksen Drive								
Dirksen Drive (US 17/92 to I-4)	2	4				TPO 2035 LRTP		
RECOMMEND AMENDING TO 4 LANES: Dirksen Drive (US 17/92 to I-4)								This improvement is needed due to future traffic volumes associated with connecting travelers in Deltona and I-4 desiring to access the new Sunrail commuter rail station in DeBary at US 17/92. The TPO's 2035 LRTP shows 4 lanes, with intergovernmental coordination process involvement between Volusia County and the City of DeBary. Therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.

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Roadway Lanes Analysis Spreadsheet

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Doyle Road								
Doyle Road (Providence Blvd to SR 415)	2	4				TPO 2035 LRTP		
Doyle Road (Providence Blvd to SR 415)	2				4	SWVRTS		
RECOMMEND AMENDING TO 4 LANES: Doyle Road (Providence Blvd to SR 415)								This improvement was highly prioritized in the Southwest Volusia Regional Transportation Study, identified as a significant regional roadway connecting I-4 and SR 415. With future improvements to SR 415 and the Osteen Area Plan development in the future, the need for 4 laning will be present in the future. The TPO's 2035 LRTP shows 4 lanes, with intergovernmental coordination process involvement between Volusia County and the City of Deltona. Therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.
Dunn Avenue								
Dunn Ave (Bill France to Clyde Morris Blvd)	2			4		LPGA DRI	LPGA DRI	
Dunn Ave (Williamson Blvd to Clyde Morris Blvd)	2	4				TPO 2035 LRTP		
Dunn Ave (Williamson Blvd to Fentress Ave)	2			4		LPGA DRI	LPGA DRI	
Dunn Ave Ext (Champions Dr to LPGA Blvd)	4			2		LPGA DRI	LPGA DRI	
Dunn Ave Ext (Tomoka Farms Rd to LPGA Blvd)	4	2				TPO 2035 LRTP		
RECOMMEND AMENDING TO 4 LANES: Dunn Ave (Clyde Morris Blvd to Williamson Blvd)								Dunn Avenue is viewed as an important parallel route to US 92/International Speedway Blvd. Dunn Avenue's number of lanes analysis is split in three parts: The first section between Bill France Blvd and Clyde Morris Blvd is depicted as 2 lanes yet is planned as 4 lanes in the LPGA DRI. The second between Clyde Morris Blvd and Williamson Blvd is depicted as 2 lanes yet is shown as 4 lanes in the 2035 LRTP. The third between Tomoka Farms Road and LPGA Blvd is depicted as 4 lanes yet is shown as needing 2 lanes in both the LPGA DRI and 2035 LRTP. It is recommended to retain the 2 lanes between Bill France Blvd and Clyde Morris Blvd because it was not identified as a need in the LRTP process of which the City of Daytona Beach participated. It is recommended to amend the map to 4 lanes in the section between Clyde Morris Blvd and Williamson Blvd because it was part of the 2035 LRTP of which the City participated in the planning process. For the western section, west of the current Dunn Ave extension project, because Dunn Avenue relieves US 92, we are retaining the 4 lanes and expect the need beyond the 2035 LRTP planning horizon.

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Roadway Lanes Analysis Spreadsheet

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Enterprise Road								
Enterprise Road (US 17-92 to Deltona Blvd) 6L	4			6		SWAC DRI	SWAC DRI	
RECOMMEND RETAINING 4 LANES: Enterprise Road (US 17-92 to Deltona Blvd)								Though this need was demonstrated in the SWAC DRI analysis, it is not viewed as a viable future 6 lane facility. Though this may be a need further into the future, considering that the widening was not selected by the local government or the County as a candidate project in the TPO 2035 LRTP, it is recommended that the map not be changed.
Graves Avenue								
Graves Ave turn lane extensions	2					Deltona Village Ph 2	Deltona Village Ph 2	
Graves Ave (Deltona Frontage Rd to Rhode Island Ave Ext)	2			4		SWAC DRI	SWAC DRI	
Graves Ave (Veterans Memorial Pkwy to SR 472/Howland)	2	4		4		TPO 2035 LRTP		
RECOMMEND AMENDING TO 4 LANES: Graves Ave (Veterans Memorial Pkwy to SR 472/Howland)								The 4 laning of Graves Avenue is a planned transportation improvement that will support the SR 472 I-4 Areawide DRI. Additionally, the TPO's 2035 LRTP shows 4 lanes, which was intergovernmental coordinated and included participation by Volusia County and the Cities of DeLand and Deltona. Therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.
Hand Avenue								
Hand Ave (Clyde Morris Blvd to Shangri La Drive)	2			4		Hunters Ridge DRI, Ph 1	Hunters Ridge DRI, Ph 1	
Hand Ave (Williamson to Nova Road)	2	4				TPO 2035 LRTP		
RECOMMEND AMENDING TO 4 LANES: Hand Ave (Shangri La Drive to Williamson Blvd)								This improvement project is viewed as a parallel facility and reliever to SR 40. It is also viewed by the local governments as a mitigation project to the current concurrency issue, which will enable future development approvals. Additionally, the TPO's 2035 LRTP shows 4 lanes, which was intergovernmental coordinated and included participation by Volusia County and the City of Ormond Beach. Therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.

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Howland Blvd								
Howland Blvd (I-4 to Rhode Island Ave Ext)	4			6		SWAC DRI	SWAC DRI	
RECOMMEND RETAINING 4 LANES: (Howland Blvd (I-4 to Rhode Island Ave Ext)								This improvement is a Southwest Activity Center SR 472-I-4 Areawide DRI roadway project, located within the City of Deltona. Since the City has recently interpreted the DRI Development Order as being expired, this project need is not longer valid. It was not requested by the City of Deltona during the Southwest Volusia Transportation Study process or TPO 2035 LRTP process. Therefore, the widening is not recommended.
Indian River Blvd								
Indian River Blvd (Williamson Blvd to I-95)	2			4		Restoration DRI	Restoration DRI	
RECOMMEND AMENDING TO 4 LANES: Indian River Blvd (Williamson Blvd to I-95)								This improvement is a planned transportation improvement in the Restoration DRI development order, of which Restoration will be 100% responsible for constructing prior to the granting of any certificates of occupancy. Although the TPO 2035 LRTP did not include this project in it's cost-feasible plan, it is recommended that the map be amended to show 4 lanes consistent with the Restoration DRI master plan.

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Roadway Lanes Analysis Spreadsheet

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Lake Helen-Osteen Road								
Lake Helen-Osteen Rd (Kicklighter Road to Catalina Blvd)	2				4	SWVRTS		
RECOMMEND RETAINING 2 LANES: Lake Helen-Osteen Rd (Kicklighter Rd to Catalina Blvd)								This need was part of the recommended list of regional roadway projects in the Southwest Volusia Transportation Study. Though this may be a need further into the future, considering that the widening was not selected by the local government or the County as a candidate project in the TPO 2035 LRTP, it is recommended that the map not be changed until further study is completed.
LPGA Blvd								
LPGA Blvd (SR5A/Nova Rd to US 1)	2	4				TPO 2035 LRTP		
RECOMMEND RETAINING 2 LANES: LPGA Blvd (SR5A/Nova Rd to US 1)								This need is reflected as a project within the adopted TPO 2035 LRTP, which was requested by the City of Holly Hill. Whether to widen this stretch of LPGA Blvd has been a controversial one, as at one time four lanes was supported, but upon realizing that the widening would impact the community and require right of way (neighborhood homes and businesses) that same thinking changed. Since the request for 4 lanes is recent, it is recommended that the map not be changed at this time. Upon further study, the map amendment, if necessary, will be requested.
Madeline Avenue								
Madeline Ave (Williamson Blvd to Clyde Morris Blvd)	2	4				TPO 2035 LRTP		
RECOMMEND AMENDING TO 4 LANES: Madeline Ave (Williamson Blvd to Clyde Morris Blvd)								Madeline Ave is viewed as a parallel reliever to both Beville Road and Dunlawton Ave. Hence, the City of Port Orange requested that this segment be included in the TPO 2035 LRTP.
Mason Avenue								
Mason Ave (Williamson Blvd to Bill France)	2			4		LPGA DRI	LPGA DRI	
RECOMMEND AMENDING TO 4 LANES: Mason Ave (Williamson Blvd to Bill France)								This need was identified in the LPGA DRI. Additionally, Mason Avenue is a designated hurricane evacuation route. Though the improvement is not contained within the TPO 2035 LRTP, it is still recommended to amend the map to show 4 lanes.

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CPA 11-1-9**

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Orange Avenue								
Orange Avenue Bridge	4		2			Orange Avenue PD&E		
RECOMMEND AMENDING TO 2 LANES: Orange Avenue Bridge								A Bridge Replacement feasibility study was completed in 2006, which concluded that traffic volumes would not warrant 4 lanes. This in combination with public and intergovernmental input and concerns regarding physically constrained right of way supports the future need to retain 2 lanes. Therefore, the map is being amended to drop the future 4 lanes to 2 lanes.
Orange Camp Road								
Orange Camp Road (I-4 Frontage Road to MLK)	2		4			County Road Program		4L construction planned for FY 2010-11
Orange Camp Road (US 17-92 to I-4 Frontage Rd)	2			4		SWAC DRI	SWAC DRI	exists between I-4 and MLK
Orange Camp Rd (MLK to I-4)	2				4	SWVRTS		
RECOMMEND AMENDING TO 4 LANES: Orange Camp Road (MLK Beltway to I-4)								This analysis is split in two parts: The first section, between the I-4 Frontage Road and west of Martin Luther King Blvd, is scheduled for construction in FY 2010-11. The other, between Martin Luther King Blvd and US 17-92, is a need that is discussed by the Victoria Park DRI developer yet won't be demonstrated until later years. This westerly phase was not part of the TPO 2035 LRTP, and it was not recommended for inclusion by either the City of DeLand or Volusia County. Therefore it is recommended that the map show 4 lanes between the I-4 Frontage Road and Martin Luther King Blvd, yet retain two lanes between Martin Luther King Blvd and US 17-92.

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<i>Providence Blvd</i>								
Providence Blvd (Tivoli Drive to Doyle Road)	2	4				TPO 2035 LRTP		
Providence Blvd (Howland Blvd to Fort Smith Blvd)	2	4				TPO 2035 LRTP		
Providence Blvd (Howland Blvd Normandy Blvd)	2 & 4			4		SWAC DRI	SWAC DRI	Existing 4L only between Elkcam and Ft Smith
Providence Blvd (Howland Blvd to Doyle Road)	2				4	SWVRTS		
RECOMMEND AMENDING TO 4 LANES: Providence Blvd (Howland Blvd to Fort Smith Blvd) RECOMMEND AMENDING TO 4 LANES: Providence Blvd (Tivoli Drive to Doyle Rd)								This project is split in three parts: The first section, between Howland Blvd and Fort Smith Blvd, is currently 2 lanes. The second setion, between Fort Smith Blvd and Tivoli Drive, is 4 lanes. The third, between Tivoli Drive and Doyle Road, is 2 lanes. Notably, the recently completed Southwest Regional Transportation Study identified Providence Blvd as a regionally significant roadway needing four lanes from Howland Blvd south to Doyle Road. This need was also contained in the TPO 2035 LRTP. Therefore it is recommended that the map be amended to show 4 lanes in the 2 sections above that are currently two lanes.
<i>Saxon Blvd</i>								
Saxon Blvd (Tivoli Drive to Providence Blvd)	2			4		SWAC DRI	SWAC DRI	
Saxon Blvd (Tivoli Drive to Providence Blvd)	2				4	SWVRTS		
RECOMMEND AMENDING TO 4 LANES: Saxon Blvd (Tivoli Drive to Providence Blvd)								This improvement was requested by the City of Deltona, indicating the future capacity improvement need on this regionally significant roadway within the Southwest Volusia Regional Transportation Study. Additionally, the improvement need is part of the transportation plan for the Southwest Activity Center SR 472-I-4 Areawide DRI. Though the improvement is not contained within the TPO 2035 LRTP, it is still recommended to amend the map to show 4 lanes.

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Saxon Blvd								
Saxon Blvd (Enterprise Road to I-4)	4				6	SWVRTS		
Saxon Blvd (Enterprise Road to I-4)	4	6				TPO 2035 LRTP		
Saxon Blvd (Enterprise Road to I-4)	4		6			County Road Program		6L construction planned for FY 2010-11
Saxon Blvd (Enterprise Road to I-4)	4			6		SWAC DRI	SWAC DRI	
RECOMMEND AMENDING TO 6 LANES: Saxon Blvd (Enterprise Blvd to I-4)								The 6-laning of Saxon Blvd is currently programmed for construction in FY 2010-11, and addresses a level of service capacity issue. The need for 6 laning was first shown in the transportation plan for the Southwest Activity Center SR 472-I-4 Areawide DRI, and later listed as a regionally significant priority project within the Southwest Volusia Transportation Study. It is included in the 2035 LRTP and supported by the City of Orange City.
Taylor Road								
Taylor Road (Summertrees to Forest Preserve Blvd)	2	4				TPO 2035 LRTP		
Taylor Road (Summertrees to Forest Preserve Blvd)	2		4			County Road Program		ROW acquisition for 4L planned for FY 2010-11.
RECOMMEND AMENDING TO 4 LANES: Taylor Road (Summertrees to Forest Preserve Blvd)								This widening of Taylor Road is scheduled for right-of-way acquisition phase in FY 2010-11. The funding for construction has been deferred due to the economic downturn. The TPO's 2035 LRTP, which was intergovernmentally coordinated and included participation by Volusia County and the City of Port Orange, shows 4 lanes. Therefore, it is recommended that the map be amended to be consistent with the TPO's 2035 LRTP.

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Westside Beltway								
Westside Beltway/Kepler Rd (US 92 to SR 44)	2	4				TPO 2035 LRTP		
Westside Beltway/Kepler Rd (US 92 to Harley Strickland Blvd)	2				4	SWVRTS		
Westside Beltway/Kepler Rd (SR 44 to US 92)	2		4			County Road Program		4L construction planned for FY 2013-14
Westside Beltway/Kepler Rd (SR 44 to Orange Camp Rd)	2	4				TPO 2035 LRTP		
Westside Beltway/MLK Blvd (Orange Camp Road SR 472)	2			4		SWAC DRI	SWAC DRI	
Westside Beltway/MLK Blvd (Orange Camp Rd to SR 472)	2	4				TPO 2035 LRTP		
Westside Beltway/Kentucky Ave (SR 472 to Graves Ave)	2	4				TPO 2035 LRTP		
Westside Beltway/Kentucky Ave (SR 472 to Graves Ave)	2		4			County Road Program	Jordan Development	4L Construction is planned for FY 2015-16
Westside Beltway/VMP (Graves to Harley Strickland)	2 & 4	4				TPO 2035 LRTP		4L only between Graves & Monastery
Westside Beltway/VMP (Graves Ave to Saxon Blvd)	2 & 4			4		SWAC DRI	SWAC DRI	4L only between Harley Strickland & Saxon
RECOMMEND AMENDING TO 4 LANES: Westside Beltway/Kepler Rd/MLK Blvd (US 92 to Graves Ave) RECOMMEND AMENDING TO 4 LANES: Westside Beltway/MLK Blvd/VMP (Monastery Rd to Harley Strickland Blvd)								The 4 lane widening of the Volusia Beltway was identified as an important west Volusia project within the 2035 LRTP. Several sections of the Beltway were identified as 4 lane needs Southwest Activity Center DRI and several sections were identified as regionally significant priorities in the recently completed Southwest Volusia Regional Transportation Study. The currently adopted Volusia County Road Program has the section between US 92 and SR 44 programmed for construction in FY 2013-14. All sections except for those between Graves Avenue and Monastery Road and Harley Strickland Blvd and Saxon Blvd are currently shown as 2 lanes. Additionally, the section of Kentucky Ave between Graves Avenue and SR 472 is a planned improvement that is part of a development agreement between the County and Jordan Development Group. Although Jordan's development plans have been placed on hold due to the recession, the County has retained, yet pushed back, the 4-laning in its currently adopted Road Program. It is now planned to be constructed in FY 2015-16. For all of the reasons above, it is recommended that the map be amended to show 4 lanes on all remaining sections.

Exhibit 3-D
CPA 11-1-9

Roadway Lanes Analysis Spreadsheet

	No. of Lanes in currently Adopted County Comp Plan	No. of Lanes in currently Adopted TPO 2035 LRTP - if applicable	No. of Lanes in currently Adopted County Road Program - if applicable	No. of Lanes in currently Adopted Development Plans (DRIs & Major Developments)	No. of Lanes in Approved Transportation Study	Project Need Source (i.e., Developer, Approved Development, Transportation Study; etc.)	Developer Financial Contribution Planned or Expected?	Various Notes & Rationale for Recommendation
Williamson Blvd								
Williamson Blvd (Beville Road to Madeline Ave)	2			4		LPGA DRI	LPGA DRI	
Williamson Blvd (Beville Road to Pavilion DRI)	2	4				TPO 2035 LRTP		
Williamson Blvd (N of Summertrees Rd to Town West Blvd)	2		4			County Road Program	Pavilion DRI	4L Construction planned for FY 2011-12
Williamson Blvd (Taylor Road to N of Summertrees Road)	2		4	4		Pavilion DRI	Pavilion DRI	4L Construction completed in FY 09-10
RECOMMEND AMENDING TO 4 LANES: Williamson Blvd (Beville Rd to Taylor Road)								This widening need analysis is split in two parts: The first section, between Beville Road and Summertrees Road, is currently 2 lanes and depicted on the map as 2 lanes, although the subsection between Summertrees Road and Town West Blvd is planned for 4 lane construction in FY 2011-12. The second section, between Summertrees Road and Taylor Road, is currently depicted as 2 lanes, yet is physically 4 lanes due to the recently completed Pavilion DRI developer widening as part of the required mitigation for his project. The 4-laning between Summertrees Road and Beville Road was included in the TPO 2035 LRTP; therefore, it is recommended that the map be amended to show 4 lanes between Taylor Road and Beville Road to be consistent with the TPO 2035 LRTP and recent planned and construction.
Williamson Blvd								
Williamson Blvd (Pioneer Trail to SR 44)	2					Coord with City of NSB		See Narrative
Williamson Blvd (SR 44 to Indian River Blvd)	2			4		Restoration DRI	Restoration DRI	
Williamson Blvd (E-W Connector B to SR 44)	2				4	SEVRTS	Restoration DRI	
RECOMMEND AMENDING TO 4 LANES: Williamson Blvd (Beville Rd to Taylor Road)								This widening need analysis is split in two parts: The first section, between Indian River Blvd and SR 44 is a future need to support the approved Restoration DRI. Although the physical traffic need and construction will not occur until Phases 2 and 3 are approved or developed, the DRI was reviewed and approved by the East Central Florida Regional Planning Council, impacted agencies and local governments of which Volusia County was an active participant. The roadway will be widened by the developer at the time of need. Additionally, the section between a future east-west connector road and SR 44 was submitted by the City of Edgewater for inclusion in the Southeast Volusia Regional Transportation Study 2025 planning horizon. The second section, between SR 44 and Pioneer Trail, is the only Williamson Blvd link that is not officially planned to be 4 lanes. In conversations with New Smyrna Beach city staff, it is recognized that the roadway will need to be 4 lanes in the far future and beyond either local government's comprehensive planning horizon year. However, the map change is recommended to show this link as a future four lane segment, as it will complete the four-lane integrity of Williamson Blvd's role as a viable I-95 alternative from Edgewater all the way north to Ormond Beach.