

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS |
|-----------|--|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|
| I-4 | SR 46 to Volusia Co. | 0266-S | Yes | Yes | Yes | 1.90 | 6 | 65 | E+W | UA FWIS 6L + AUX | 88,000 | 82,500 | 84,500 | 103,000 | 112,500 | 112,000 | 113,000 | 111,000 | 108,000 | 115,000 | 6.5% | C |
| I-4 | Seminole Co. to Dirksen Dr. | 484 | Yes | Yes | Yes | 3.58 | 6 | 65 | E+W | UA FWIS 6L | 84,000 | - | - | 94,000 | 111,500 | 115,500 | 119,500 | 115,000 | 107,500 | 111,500 | 3.7% | C |
| I-4 | Dirksen Dr. to Saxon Blvd. | 9906 | Yes | Yes | Yes | 2.79 | 6 | 70 | E+W | UA FWIS 6L | 73,543 | 76,000 | 79,500 | - | - | 96,600 | 95,356 | 92,578 | 94,700 | 95,400 | 0.7% | C |
| I-4 | Saxon Blvd. to SR 472 | 1003 | Yes | Yes | Yes | 3.15 | 6 | 70 | E+W | UA FWIS 6L | 61,500 | 69,000 | 74,500 | 70,000 | 83,500 | 86,500 | 89,000 | 86,000 | 53,500 | 86,500 | 61.7% | C |
| I-4 | SR 472 to Orange Camp Rd. | 485 | Yes | Yes | Yes | 2.12 | 6 | 70 | E+W | UA FWIS 6L | 49,000 | 54,000 | 53,500 | 60,000 | 57,500 | 59,500 | 61,500 | 58,000 | 75,000 | 76,000 | 1.3% | C |
| I-4 | Orange Camp Rd. to SR 44 | 497 | Yes | Yes | Yes | 2.56 | 6 | 70 | E+W | UA FWIS 6L | 50,000 | 48,500 | 49,500 | 52,500 | 62,000 | 59,000 | 61,000 | 58,000 | 61,500 | 65,000 | 5.7% | C |
| I-4 | SR 44 to US 92 Connector | 486 | Yes | Yes | Yes | 10.31 | 4 | 70 | E+W | UA FWIS 4L | 42,500 | 45,000 | 45,000 | 47,500 | 49,500 | 53,500 | 54,500 | 56,000 | 56,000 | 56,000 | 0.0% | C |
| I-4 | US 92 Connector to I-95 | 491 | Yes | Yes | Yes | 3.52 | 4 | 70 | E+W | UA FWIS 4L | 32,000 | 34,500 | 39,000 | 35,500 | 36,500 | 37,500 | 42,500 | 47,500 | 45,500 | 43,000 | -5.5% | C |
| I-95 | N. of Volusia/Flagler Co. Line | 496-V | Yes | Yes | Yes | | 6 | 55 | N+S | UA FWIS 6L | - | - | 57,500 | 57,000 | 57,000 | 60,000 | - | 57,740 | 66,000 | 67,000 | - | C |
| I-95 | SR 100 in Flagler Co. to US 1 | 496 | Yes | Yes | Yes | 5.00 | 6 | 70 | N+S | UA FWIS 6L | 45,500 | 58,500 | 60,500 | 62,500 | 58,500 | 58,500 | 58,500 | 53,000 | 66,000 | 67,000 | 1.5% | C |
| I-95 | US 1 to SR 40 | 495 | Yes | Yes | Yes | 5.55 | 6 | 70 | N+S | UA FWIS 6L | 51,000 | 60,000 | 58,500 | 60,500 | 60,000 | 60,000 | 60,000 | 55,000 | 68,500 | 69,000 | 0.7% | C |
| I-95 | SR 40 to LPGA Blvd. | 534 | Yes | Yes | Yes | 2.64 | 6 | 70 | N+S | UA FWIS 6L + AUX | 61,500 | 66,000 | 80,500 | 84,500 | 70,500 | 80,500 | 73,000 | 79,000 | 79,500 | 68,000 | -14.5% | C |
| I-95 | LPGA Blvd. to US 92 | 494 | Yes | Yes | Yes | 3.56 | 6 | 65 | N+S | UA FWIS 6L | 57,000 | 63,000 | 72,500 | 74,500 | 75,500 | 80,000 | 74,000 | 68,000 | 70,000 | 70,500 | 0.7% | C |
| I-95 | US 92 to Beville Rd./I-4 | 492 | Yes | Yes | Yes | 1.26 | 6 | 65 | N+S | UA FWIS 6L + AUX | 63,500 | 74,000 | 76,000 | 78,000 | 91,000 | 119,000 | 56,000 | 57,500 | - | - | - | C |
| I-95 | Beville Rd./I-4 to SR 421 (Dunlawton Av | 492 | Yes | Yes | Yes | 4.57 | 4 | 70 | N+S | UA FWIS 4L | 44,000 | 46,000 | 47,000 | 46,500 | 49,500 | 49,500 | 56,000 | 57,500 | 52,500 | 51,000 | -2.9% | C |
| I-95 | SR 421 (Dunlawton Ave.) to SR 44 | 133 | Yes | Yes | Yes | 6.99 | 4 | 70 | N+S | UA FWIS 4L | 38,301 | 39,791 | 39,121 | 40,082 | 41,000 | 40,400 | 40,119 | 36,377 | 37,400 | 38,000 | 1.6% | C |
| I-95 | SR 44 to SR 442 (Indian River Blvd.) | 503 | Yes | Yes | Yes | 4.84 | 4 | 70 | N+S | UA FWIS 4L | 28,500 | 31,000 | 31,000 | 30,500 | 34,000 | 28,500 | 33,500 | 34,000 | 32,000 | 32,000 | 0.0% | C |
| I-95 | SR 442 (Indian River Blvd.) to Brevard C | 0436-B | Yes | Yes | Yes | 11.45 | 4 | 70 | N+S | RUA FW 4L | 24,000 | 28,500 | 23,500 | 24,500 | 27,500 | 31,500 | 27,000 | 24,500 | 26,000 | 24,500 | -5.8% | B |
| US 1 | N. of Volusia/Flagler Co. Line | 0263-F | | no | Yes | | 4 | 65 | N+S | TA UFH 2W 4L D WL | - | - | 10,520 | 12,235 | 13,600 | 17,100 | 15,135 | 13,680 | 12,100 | 11,600 | -4.1% | C |
| US 1 | Flagler Co. to I-95 | 536 | | no | Yes | 1.53 | 4 | 65 | N+S | UA UFH 2W 4L D WL | 10,300 | 11,400 | 14,700 | 15,400 | 17,100 | 18,300 | 19,900 | 16,800 | 15,200 | 15,400 | 1.3% | D |
| US 1 | I-95 to Airport Rd. | 351 | | Yes | Yes | 2.81 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | 17,100 | 20,100 | 19,700 | 20,600 | 22,500 | 23,000 | 23,000 | 22,500 | 21,500 | 21,500 | 0.0% | D |
| US 1 | Airport Rd. to Nova Rd. | 100 | | Yes | Yes | 1.13 | 4 | 55 | N+S | UA S2WAC1 2W 4L D WL | 30,500 | 24,000 | 23,000 | 24,000 | 34,500 | 30,000 | 31,000 | 29,000 | 25,500 | 25,500 | 0.0% | D |
| US 1 | Nova Rd. to SR 40 | 1019 | | Yes | Yes | 1.83 | 4 | 55 | N+S | UA S2WAC1 2W 4L D WL | 22,500 | 17,600 | 19,200 | 20,000 | 19,600 | 19,800 | 18,800 | 18,200 | 17,000 | 16,800 | -1.2% | D |
| US 1 | SR 40 to Hand Ave. | 5142 | | Yes | Yes | 0.84 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | 23,500 | 28,500 | 27,500 | 30,000 | 26,500 | 27,000 | 25,000 | 23,500 | 22,500 | 23,000 | 2.2% | D |
| US 1 | Hand Ave. to LPGA Blvd. | 1018 | | Yes | Yes | 2.00 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | 31,000 | 31,000 | 30,000 | 30,000 | 29,000 | 28,500 | 28,500 | 27,000 | 26,000 | 26,000 | 0.0% | D |
| US 1 | LPGA Blvd. to SR 430 (Mason Ave.) | 1018 | | Yes | Yes | 1.47 | 4 | 35 | N+S | UA S2WAC2 2W 4L D WL | 33,500 | 30,500 | 31,000 | 30,000 | 28,500 | 28,500 | 28,500 | 27,000 | 26,000 | 26,000 | 0.0% | D |
| US 1 | SR 430 (Mason Ave.) to Fairview/Main | 5074 | | Yes | Yes | 0.54 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 34,500 | 32,500 | 29,500 | 29,500 | 28,500 | 30,000 | 30,000 | 29,000 | 29,500 | 28,500 | -3.4% | D |
| US 1 | Fairview/Main St. to US 92/ISB | 5071 | | Yes | Yes | 0.66 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 31,000 | 33,500 | 34,000 | 29,000 | 32,000 | 32,500 | 29,500 | 29,000 | 28,000 | 27,000 | -3.6% | D |
| US 1 | US 92/ISB to Orange Ave. | 5070 | | Yes | Yes | 0.30 | 4 | 35 | N+S | UA S2WAC2 2W 4L D WL | 39,000 | 35,000 | 36,000 | 36,000 | 35,000 | 32,000 | 30,000 | 30,000 | 29,000 | 28,000 | -3.4% | D |
| US 1 | Orange Ave. to Bellevue Ave. | 5066 | | Yes | Yes | 0.72 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | 36,500 | 34,500 | 37,000 | 36,000 | 35,500 | 32,500 | 30,500 | 30,500 | 29,500 | 28,500 | -3.4% | D |
| US 1 | Bellevue Ave. to SR 400/Beville Rd. | 452 | | Yes | Yes | 1.05 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | 40,500 | 41,500 | 42,500 | 41,000 | 39,000 | 33,500 | 34,000 | 32,500 | 31,500 | 30,500 | -3.2% | D |
| US 1 | SR 400/Beville Rd. to Bellewood Ave. | 5063 | | Yes | Yes | 0.27 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | 38,500 | 38,000 | 39,500 | 35,500 | 35,000 | 33,000 | 30,500 | 30,000 | 28,000 | 26,000 | -7.1% | D |
| US 1 | Bellewood Ave. to Big Tree Rd. | 5062 | | Yes | Yes | 0.45 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | 35,000 | 35,000 | 35,500 | 35,500 | 34,000 | 31,500 | 29,500 | 30,000 | 28,000 | 27,500 | -1.8% | D |
| US 1 | Big Tree Rd. to Reed Canal Rd. | 5061 | | Yes | Yes | 1.17 | 4 | 45 | N+S | UA S2WAC2 2W 4L D WL | 35,000 | 35,500 | 37,500 | 37,500 | 35,500 | 33,000 | 30,000 | 31,500 | 29,500 | 29,000 | -1.7% | D |
| US 1 | Reed Canal Rd. to SR 421 (Dunlawton | 213 | | Yes | Yes | 1.18 | 4 | 40 | N+S | UA S2WAC2 2W 4L D WL | 33,000 | 35,500 | 35,500 | 34,000 | 33,500 | 29,500 | 31,000 | 27,500 | 26,000 | 25,500 | -1.9% | E |
| US 1 | SR 421 (Dunlawton Ave.) to Commonw | 5057 | | Yes | Yes | 1.37 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | 27,500 | 27,500 | 27,000 | 25,000 | 24,500 | 23,500 | 22,500 | 22,500 | 20,500 | 20,100 | -2.0% | E |
| US 1 | Commonwealth to Nova Rd. | 152 | | Yes | Yes | 1.23 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | 26,000 | 23,000 | 21,000 | 23,000 | 21,000 | 20,500 | 17,000 | 15,800 | 15,200 | 15,800 | 3.9% | D |
| US 1 | Nova Rd. to Art Center Ave. | 13 | | Yes | Yes | 3.19 | 4 | 45 | N+S | UA UFH 2W 4L D WL | - | 22,000 | 23,000 | 25,500 | 22,500 | 23,500 | 22,000 | 21,500 | 20,900 | 20,100 | -3.8% | D |
| US 1 | Art Center Ave. to Turnbull Bay Rd. | 5159 | | Yes | Yes | 2.24 | 4 | 55 | N+S | UA S2WAC1 2W 4L D WL | 26,000 | 26,000 | 25,000 | 27,000 | 26,000 | 29,000 | 24,500 | 23,500 | 11,600 | 22,500 | 94.0% | D |
| US 1 | Turnbull Bay Rd. to Canal St. (Bus. SR | 5155 | | Yes | Yes | 1.34 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | 33,000 | 31,500 | 28,000 | 36,000 | 31,000 | 30,000 | 28,000 | 27,500 | 26,000 | 23,500 | -9.6% | D |
| US 1 | Canal St. (Bus. SR 44) to 10th Ave. | 5154 | | Yes | Yes | 1.52 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 29,000 | 28,000 | 28,000 | 28,500 | 28,500 | 28,000 | 27,000 | 26,000 | 25,000 | 24,000 | -4.0% | D |
| US 1 | 10th Ave. to Park Ave. | 5168 | | Yes | Yes | 1.00 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | 32,000 | 30,500 | 30,500 | 32,000 | 32,000 | 32,500 | 29,000 | 28,000 | 27,000 | 28,000 | 3.7% | D |
| US 1 | Park Ave. to SR 442 (Indian River Blvd. | 5170 | | Yes | Yes | 1.49 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | 28,500 | 29,500 | 31,000 | 31,500 | 31,500 | 31,500 | 29,000 | 29,000 | 27,000 | 27,500 | 1.9% | D |
| US 1 | SR 442 (Indian River Blvd.) to Volco Rd | 27 | | Yes | Yes | 2.26 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | 22,000 | 21,000 | 22,000 | 23,000 | 22,500 | 25,000 | 21,000 | 19,600 | 20,000 | 20,000 | 2.0% | D |
| US 1 | Volco Rd. to H.H. Birch Rd. | 9929 | | Yes | Yes | 3.70 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | 13,264 | 11,845 | 12,617 | 13,105 | 13,094 | 12,980 | 12,672 | 11,843 | 11,700 | 11,400 | -2.6% | D |
| US 1 | H.H. Birch Rd. to Halifax Ave. | 9929 | | Yes | Yes | 2.05 | 4 | 45 | N+S | TA S2WAC1 2W 4L D WL | 13,264 | 11,845 | 12,617 | 13,105 | 13,094 | 12,980 | 12,672 | 11,843 | 11,700 | 11,400 | -2.6% | C |
| US 1 | Halifax Ave. to Putnam Grove Rd. | 531 | | Yes | Yes | 0.57 | 4 | 65 | N+S | TA S2WAC1 2W 4L D WL | 2,800 | 3,300 | 3,500 | 4,300 | 3,700 | 3,700 | 4,000 | 3,600 | 3,800 | 3,500 | -7.9% | C |
| US 1 | Putnam Grove Rd. to Kennedy Pkwy. | 531 | | Yes | Yes | 1.63 | 4 | 65 | N+S | TA S2WAC1 2W 4L D WL | 2,800 | 3,300 | 3,500 | 4,300 | 3,700 | 3,700 | 4,000 | 3,600 | 3,800 | 3,500 | -7.9% | C |
| US 1 | Kennedy Pkwy. to Brevard Co. | 531 | | Yes | Yes | 3.97 | 4 | 55 | N+S | RUA UFH 2W 4L D WL | 2,800 | 3,300 | 3,500 | 4,300 | 3,700 | 3,700 | 4,000 | 3,600 | 3,800 | 3,500 | -7.9% | B |
| US 1 | S. of Volusia/Brevard Co. Line | 0404-B | | Yes | | | | | | | | | | | | | | | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS | |
|---------------------------------|--|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|---|
| US 17/92 | DeBary Plantation Blvd to Highbanks R | 509 | Yes | no | Yes | 0.92 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | 24,000 | 26,000 | 27,500 | 29,500 | 30,500 | 30,500 | 28,500 | 27,500 | 27,500 | 27,500 | 27,500 | 0.0% | C |
| US 17/92 | Highbanks Rd. to Valencia Rd | 479 | Yes | no | Yes | 0.74 | 4 | 40 | N+S | UA S2WAC1 2W 4L D WL | 17,200 | 20,200 | 21,500 | 19,400 | 21,000 | 22,500 | 21,500 | 22,000 | 21,000 | 21,500 | 21,500 | 2.4% | C |
| US 17/92 | Valencia Rd. to Dirksen Dr. | 479 | Yes | no | Yes | 1.05 | 4 | 50 | N+S | UA S2WAC1 2W 4L D WL | 17,200 | 20,200 | 21,500 | 19,400 | 21,000 | 22,500 | 21,500 | 22,000 | 21,000 | 21,500 | 21,500 | 2.4% | C |
| US 17/92 | Dirksen to Ft. Florida Rd. | 0040-S | Yes | no | Yes | 0.72 | 4 | 50 | N+S | UA S2WAC1 2W 4L D WL | 21,500 | 25,500 | 25,000 | 25,000 | 21,500 | 23,000 | 25,000 | 23,500 | 22,000 | 21,500 | 21,500 | -2.3% | C |
| US 17/92 | Ft. Florida Rd. to Barwick Rd | 0040-S | Yes | no | Yes | 0.76 | 4 | 50 | N+S | UA S2WAC1 2W 4L D WL | 21,500 | 25,500 | 25,000 | 25,000 | 21,500 | 23,000 | 25,000 | 23,500 | 22,000 | 21,500 | 21,500 | -2.3% | C |
| US 17/92 | Barwick Rd. to Seminole Co. | 0040-S | Yes | no | Yes | 0.52 | 4 | 50 | N+S | TA S2WAC1 2W 4L D WL | 21,500 | 25,500 | 25,000 | 25,000 | 21,500 | 23,000 | 25,000 | 23,500 | 22,000 | 21,500 | 21,500 | -2.3% | C |
| US 92 | US 17 to Jacobs Rd. | 1001 | | Yes | Yes | 1.41 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | 27,500 | 26,000 | 27,000 | 26,000 | 28,500 | 29,000 | 31,000 | 27,000 | 27,000 | 24,000 | 24,000 | -11.1% | D |
| US 92 | Jacobs Rd. to Kepler Rd. | 1001 | | Yes | Yes | 1.23 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | 27,500 | 26,000 | 27,000 | 26,000 | 28,500 | 29,000 | 31,000 | 27,000 | 27,000 | 24,000 | 24,000 | -11.1% | D |
| US 92 | Kepler Rd. to Old Daytona Rd. | 9925 | | Yes | Yes | 1.32 | 4 | 65 | E+W | UA S2WAC1 2W 4L D WL | 15,548 | 15,802 | 16,090 | 16,429 | 16,636 | 16,800 | 16,531 | 14,852 | 14,200 | 14,000 | 14,000 | -1.4% | D |
| US 92 | Old Daytona Rd. to Red John Dr. | 9925 | | Yes | Yes | 7.20 | 4 | 55 | E+W | RDA UFH 2W 4L D WL | 15,548 | 15,802 | 16,090 | 16,429 | 16,636 | 16,800 | 16,531 | 14,852 | 14,200 | 14,000 | 14,000 | -1.4% | B |
| US 92 | Red John Dr. to I-4 EB Ramp | 478 | | Yes | Yes | 2.26 | 4 | 55 | E+W | TA S2WAC1 2W 4L D WL | 21,500 | 22,000 | 23,500 | 23,000 | 24,000 | 25,000 | 24,500 | 25,000 | 22,000 | 22,000 | 22,000 | 0.0% | C |
| US 92 | I-4 EB Ramp to LPGA Blvd. | 478 | | Yes | Yes | 0.58 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | 21,500 | 22,000 | 23,500 | 23,000 | 24,000 | 25,000 | 24,500 | 25,000 | 22,000 | 22,000 | 22,000 | 0.0% | D |
| US 92 | LPGA Blvd. to I-95 | 532 | | Yes | Yes | 2.03 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | 30,000 | 27,000 | 27,000 | 32,000 | 31,500 | 28,000 | 29,000 | 28,500 | 25,500 | 25,000 | 25,000 | -2.0% | D |
| US 92 | I-95 to Williamson Blvd. | 508 | Yes | Yes | Yes | 0.71 | 8 | 50 | E+W | UA S2WAC2 2W 8L D WL | 49,000 | 45,000 | 44,500 | 46,500 | 48,000 | 48,500 | 51,500 | 43,500 | 43,500 | 42,000 | 42,000 | -3.4% | C |
| US 92 | Williamson Blvd. to Bill France Blvd. | 5172 | Yes | Yes | Yes | 1.13 | 8 | 50 | E+W | UA S2WAC2 2W 8L D WL | 52,500 | 48,000 | 45,000 | 47,000 | 51,500 | 49,500 | 50,000 | 50,000 | 43,500 | 46,000 | 46,000 | 5.7% | C |
| US 92 | Bill France Blvd. to SR 483/Clyde Morris | 5094 | Yes | Yes | Yes | 0.86 | 8 | 50 | E+W | UA S2WAC2 2W 8L D WL | 45,000 | 42,000 | 41,000 | 41,500 | 42,500 | 44,000 | 44,000 | 40,500 | 39,000 | 39,000 | 39,000 | 0.0% | C |
| US 92 | SR 483/Clyde Morris Blvd. to SR 5A/No | 5096 | Yes | Yes | Yes | 0.93 | 6 | 45 | E+W | UA S2WAC2 2W 6L D WL | 48,000 | 40,000 | 48,000 | 43,000 | 45,000 | 45,000 | 44,000 | 41,500 | 39,500 | 40,500 | 40,500 | 2.5% | C |
| US 92 | SR 5A/Nova Rd. to Martin Luther King B | 5099 | Yes | Yes | Yes | 0.78 | 4 | 40 | E+W | UA S2WAC2 2W 4L D WL | 25,000 | 28,500 | 30,500 | 32,000 | 33,000 | 29,000 | 26,500 | 29,500 | 28,500 | 27,500 | 27,500 | -3.5% | C |
| US 92 | Martin Luther King Blvd. to US 1 | 5104 | Yes | Yes | Yes | 0.38 | 4 | 40 | E+W | UA S2WAC2 2W 4L D WL | 24,500 | 26,500 | 28,000 | 30,500 | 28,000 | 28,000 | 26,000 | 28,500 | 27,000 | 26,500 | 26,500 | -1.9% | C |
| US 92 | US 1 to Beach St. | 5105 | | Yes | Yes | 0.23 | 4 | 30 | E+W | UA S2WAC2 2W 4L D WL | 15,500 | 20,000 | 20,400 | 17,700 | 20,900 | 17,900 | 22,500 | 20,800 | 17,700 | 18,500 | 18,500 | 4.5% | D |
| US 92 | Beach St. to SR 441/Peninsula Dr. | 337 | | Yes | Yes | 0.88 | 4 | 40 | E+W | UA S2WAC2 2W 4L D WL | 18,000 | 20,100 | 24,500 | 20,400 | 21,000 | 16,500 | 18,500 | 18,700 | 17,400 | 15,800 | 15,800 | -9.2% | D |
| US 92 | SR 441/Peninsula Dr. to SR A1A/Atlant | 5109 | | Yes | Yes | 0.30 | 4 | 30 | E+W | UA S2WAC2 2W 4L D WL | 16,000 | 12,500 | 13,400 | 10,200 | 12,800 | 19,600 | 15,300 | 10,500 | 13,500 | 9,500 | 9,500 | -29.6% | D |
| SR A1A - Ocean Shore Blvd. | Westmayer Pl. to N. 17th St. | 0246-F | | Yes | No | 2.25 | 2 | 45 | N+S | UA UFH 2W 2L U WL | 5,300 | 5,500 | 7,100 | 6,900 | 6,700 | 6,100 | 5,600 | 4,900 | 6,000 | 4,800 | 4,800 | -20.0% | D |
| SR A1A - Ocean Shore Blvd. | N. 17th St. to SR 100 | 1002-F | | Yes | No | 1.25 | 2 | 45 | N+S | UA S2WAC1 2W 2L U WL | 7,300 | 8,500 | 8,900 | 8,300 | 8,500 | 7,500 | 6,800 | 5,600 | 6,400 | 6,000 | 6,000 | -6.3% | D |
| SR A1A - Ocean Shore Blvd. | SR 100 to S. 23rd St. | 1001-F | | Yes | No | 2.10 | 2 | 35 | N+S | UA S2WAC1 2W 2L U WL | 8,800 | 9,000 | 9,500 | 9,600 | 10,100 | 8,700 | 7,800 | 7,700 | 9,200 | 7,700 | 7,700 | -16.3% | D |
| SR A1A - Ocean Shore Blvd. | S. 23rd St. to Volusia Co. Line | 0010-F | | Yes | No | 2.00 | 2 | 45 | N+S | UA UFH 2W 2L U WL | 5,600 | 6,100 | 6,400 | 7,600 | 7,300 | 6,000 | 5,500 | 4,600 | 6,000 | 5,000 | 5,000 | -16.7% | D |
| SR A1A - Ocean Shore Blvd. | Flagler Co Line to High Bridge Rd | 368 | | Yes | Yes | 1.26 | 2 | 55 | N+S | UA UFH 2W 2L U WL | 12,000 | 12,000 | 10,900 | 11,400 | 10,500 | 16,300 | 17,100 | 17,300 | 15,100 | 15,700 | 15,700 | 4.0% | D |
| SR A1A - Ocean Shore Blvd. | High Bridge Rd to Ormond Mall | 368 | | Yes | Yes | 6.42 | 2 | 55 | N+S | UA UFH 2W 2L U WL | 12,000 | 12,000 | 10,900 | 11,400 | 10,500 | 16,300 | 17,100 | 17,300 | 15,100 | 15,700 | 15,700 | 4.0% | D |
| SR A1A - Ocean Shore Blvd. | Ormond Mall to Neptune Ave | 174 | | Yes | Yes | 1.69 | 2 | 40 | N+S | UA UFH 2W 2L U WL | 16,400 | 18,300 | 17,100 | 21,500 | 17,600 | 16,500 | 16,600 | 17,500 | 16,400 | 15,800 | 15,800 | -3.7% | D |
| SR A1A - Ocean Shore Blvd. | Neptune Ave to SR 40 (Granada Blvd.) | 5125 | | Yes | Yes | 0.70 | 2 | 35 | N+S | UA UFH 2W 2L U WL | 17,600 | 18,100 | 21,000 | 22,500 | 17,400 | 18,400 | 18,100 | 17,100 | 17,900 | 16,800 | 16,800 | -6.1% | D |
| SR A1A - Atlantic Ave. North | SR 40 to Harvard Dr. | 5124 | | Yes | Yes | 1.70 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 18,000 | 22,000 | 22,000 | 20,500 | 19,700 | 19,100 | 19,800 | 17,700 | 19,500 | 16,500 | 16,500 | -15.4% | D |
| SR A1A - Atlantic Ave. North | Harvard Dr. to SR430/Seabreeze Blvd.) | 5121 | | Yes | Yes | 2.53 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 16,000 | 27,500 | 20,100 | 18,900 | 21,000 | 20,000 | 24,000 | 20,000 | 18,500 | 17,000 | 17,000 | -8.1% | D |
| SR A1A - Atlantic Ave. North | SR 430/Seabreeze Blvd. to SR430/Oak | 5117 | | Yes | Yes | 0.12 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 17,500 | 24,500 | 21,100 | 16,500 | 17,700 | 16,700 | 24,300 | 16,600 | 17,900 | 19,800 | 19,800 | 10.6% | D |
| SR A1A - Atlantic Ave. North | SR 430/Oakridge Blvd. to US 92/ISB | 5115 | | Yes | Yes | 0.90 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 24,000 | 22,000 | 20,400 | 15,300 | 16,000 | 15,400 | 21,500 | 23,500 | 17,400 | 17,800 | 17,800 | 2.3% | D |
| SR A1A - Atlantic Ave. South | US 92 to Silver Beach Ave. | 5112 | | Yes | Yes | 0.69 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 22,500 | 19,000 | 17,500 | 13,200 | 14,600 | 13,300 | 15,400 | 13,300 | 12,800 | 12,200 | 12,200 | -4.7% | D |
| SR A1A - Atlantic Ave. South | Silver Beach Ave. to Florida Shores | 436 | | Yes | Yes | 2.34 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 13,500 | 13,500 | 17,000 | 18,000 | 16,000 | 19,500 | 18,900 | 10,500 | 11,400 | 10,100 | 10,100 | -11.4% | D |
| SR A1A - Atlantic Ave. South | Florida Shores to Van Ave. | 5179 | | Yes | Yes | 1.29 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 17,000 | 17,500 | 18,200 | 14,400 | 15,600 | 13,900 | 14,900 | 16,900 | 11,800 | 16,100 | 16,100 | 36.4% | D |
| SR A1A - Atlantic Ave. South | Van Ave. to SRA1A/Dunlawton Ave. | 477 | | Yes | Yes | 1.05 | 4 | 35 | N+S | UA S2WAC1 2W 4L D WL | 17,000 | 17,500 | 19,000 | 23,500 | 17,400 | 18,800 | 13,000 | 16,700 | 15,800 | 15,500 | 15,500 | -1.9% | D |
| SR A1A - Dunlawton Ave. | SR A1A/Atlantic Ave. to US 1 | 427 | | Yes | Yes | 1.25 | 4 | 35 | E+W | UA S2WAC1 2W 4L D WL | 33,000 | 32,500 | 27,500 | 28,000 | 28,500 | 29,000 | 29,500 | 30,000 | 27,000 | 24,500 | 24,500 | -9.3% | E |
| SR A1A - South Causeway (Lytle) | US 1 to Peninsula Ave. | 207 | | Yes | Yes | 1.30 | 4 | 50 | E+W | UA S2WAC1 2W 4L D WL | 23,500 | 24,500 | 25,500 | 25,500 | 26,000 | 25,500 | 31,000 | 28,000 | 30,000 | 29,500 | 29,500 | -1.7% | D |
| SR A1A - South Causeway (Lytle) | Peninsula Ave. to Saxon Dr. | 5180 | | Yes | Yes | 0.35 | 4 | 40 | E+W | UA S2WAC1 2W 4L D WL | 19,500 | 22,500 | 22,500 | 23,000 | 23,000 | 21,500 | 27,500 | 25,000 | 26,000 | 25,000 | 25,000 | -3.8% | D |
| SR A1A - 3rd Ave. | Saxon Dr. to 6th Ave. | 5043 | | Yes | Yes | 0.50 | 4 | 40 | E+W | UA S2WAC1 2W 4L U WL | 16,000 | 16,500 | 14,500 | 13,500 | 13,500 | 13,200 | 16,700 | 16,800 | 18,300 | 17,000 | 17,000 | -7.1% | D |
| SR 5A - Nova Rd. | US 1 to Wilmette Ave. | 459 | | Yes | Yes | 1.00 | 4 | 45 | N+S | UA S2WAC1 2W 4L D WL | 11,000 | 9,800 | 10,200 | 10,600 | 11,800 | 15,900 | 14,700 | 14,000 | 13,400 | 12,800 | 12,800 | -4.5% | D |
| SR 5A - Nova Rd. | Wilmette Ave. to SR 40 | 518 | | Yes | Yes | 0.51 | 6 | 45 | N+S | UA S2WAC2 2W 6L D WL | 19,600 | 19,500 | 20,300 | 21,500 | 21,500 | 24,500 | 26,000 | 24,500 | 23,000 | 23,000 | 23,000 | 0.0% | D |
| SR 5A - Nova Rd. | SR 40 to Hand Ave. | 510 | | Yes | Yes | 1.15 | 6 | 45 | N+S | UA S2WAC2 2W 6L D WL | 22,000 | 18,500 | 17,200 | 19,000 | 23,500 | 29,000 | 29,500 | 29,000 | 27,500 | 26,500 | 26,500 | -3.6% | D |
| SR 5A - Nova Rd. | Hand Ave. to LPGA Blvd. | 528 | | Yes | Yes | 2.06 | 6 | 45 | N+S | UA S2WAC2 2W 6L D WL | 26,500 | 24,000 | 19,500 | 20,500 | 25,00 | | | | | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS | |
|-------------------------------|--|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|---|
| SR 40 | Pinto Lane to Rima Ridge Rd (urban bo | 523 | Yes | Yes | Yes | 1.25 | 4 | 60 | E+W | UA S2WAC1 2W 4L D WL | 9,400 | 10,400 | 11,800 | 12,400 | 13,000 | 13,500 | 11,200 | 10,800 | 10,800 | 10,000 | 10,000 | -7.4% | C |
| SR 40 | Rima Ridge Rd to Tymber Creek Rd. | 499 | Yes | Yes | Yes | 4.36 | 4 | 60 | E+W | UA S2WAC1 2W 4L D WL | 25,000 | 25,000 | 27,500 | 30,000 | 28,500 | 28,000 | 28,500 | 26,500 | 29,000 | 27,000 | 27,000 | -6.9% | C |
| SR 40 | Tymber Creek Rd. to I-95 | 499 | Yes | Yes | Yes | 0.79 | 4 | 50 | E+W | UA S2WAC1 2W 4L D WL | 25,000 | 25,000 | 27,500 | 30,000 | 28,500 | 28,000 | 28,500 | 26,500 | 29,000 | 27,000 | 27,000 | -6.9% | C |
| SR 40 | I-95 to Clyde Morris Blvd. | 522 | Yes | Yes | Yes | 1.58 | 4 | 50 | E+W | UA S2WAC1 2W 4L D WL | 34,500 | 35,000 | 37,500 | 36,000 | 38,500 | 36,500 | 38,000 | 37,500 | 35,500 | 36,000 | 36,000 | 1.4% | D |
| SR 40 | Clyde Morris Blvd. to SR 5A/Nova Rd. | 489 | Yes | Yes | Yes | 1.06 | 4 | 50 | E+W | UA S2WAC1 2W 4L D WL | 36,500 | 34,500 | 37,000 | 35,000 | 37,000 | 36,000 | 36,000 | 35,000 | 33,500 | 33,000 | 33,000 | -1.5% | D |
| SR 40 | SR5A/Nova Rd. to US 1 | 1020 | Yes | Yes | Yes | 1.33 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | 32,000 | 31,000 | 33,500 | 29,500 | 31,500 | 33,000 | 32,500 | 32,000 | 32,000 | 29,500 | 29,500 | -7.8% | D |
| SR 40 | US 1 to Halifax Ave. | 171 | Yes | Yes | Yes | 1.11 | 4 | 35 | E+W | UA S2WAC2 2W 4L D WL | 35,500 | 36,000 | 38,000 | 38,000 | 39,500 | 35,500 | 34,500 | 36,500 | 34,500 | 34,000 | 34,000 | -1.4% | D |
| SR 40 | Halifax Ave. to SR A1A | 5128 | Yes | Yes | Yes | 0.37 | 4 | 35 | E+W | UA S2WAC2 2W 4L U WL | 23,500 | 21,500 | 24,500 | 20,500 | 23,000 | 23,000 | 25,000 | 24,000 | 22,000 | 19,500 | 19,500 | -11.4% | D |
| SR 44 | W. of the St. Johns River | 0010-L | Yes | Yes | No | | 2 | 45 | E+W | RDA UFH 2W 2L U WL | - | - | 6,500 | 6,900 | 7,700 | 7,500 | 7,200 | 6,500 | 6,200 | 5,600 | 5,600 | -9.7% | C |
| SR 44 | Lake Co. to Shell Rd. | 1007 | Yes | Yes | Yes | 1.19 | 2 | 55 | E+W | RDA UFH 2W 2L U WL | 10,200 | 10,400 | 10,800 | 10,700 | 11,300 | 11,400 | 12,000 | 10,600 | 10,400 | 9,400 | 9,400 | -9.6% | C |
| SR 44 | Shell Rd. to Grand Ave. | 1007 | Yes | Yes | Yes | 1.26 | 2 | 45 | E+W | UA UFH 2W 2L U WL | 10,200 | 10,400 | 10,800 | 10,700 | 11,300 | 11,400 | 12,000 | 10,600 | 10,400 | 9,400 | 9,400 | -9.6% | D |
| SR 44 | Grand Ave. to Old New York/Hazen Rd. | 290 | Yes | Yes | Yes | 0.70 | 2 | 55 | E+W | UA UFH 2W 2L U WL | 11,100 | 11,300 | 11,300 | 11,000 | 11,700 | 11,600 | 11,500 | 10,500 | 10,800 | 10,400 | 10,400 | -3.7% | D |
| SR 44 | Old New York/Hazen Rd. to SR 15A/Sp | 274 | Yes | Yes | Yes | 0.71 | 2 | 40 | E+W | UA UFH 2W 2L U WL | 13,600 | 13,400 | 13,700 | 13,100 | 14,400 | 14,300 | 13,600 | 12,700 | 10,600 | 12,500 | 12,500 | 17.9% | D |
| SR 44 | SR 15A/Spring Garden Ave. to Stone S | 447 | Yes | Yes | Yes | 0.50 | 2 | 40 | E+W | UA S2WAC2 2W 2L U WL | 12,900 | 13,100 | 13,300 | 12,900 | 13,400 | 13,300 | 12,500 | 12,000 | 12,000 | 11,400 | 11,400 | -5.0% | D |
| SR 44 | Stone St. to Clara Ave. | 5012 | Yes | Yes | Yes | 0.51 | 2 | 35-40 | E+W | UA S2WAC2 2W 2L U WL | 12,600 | 12,300 | 14,000 | 12,100 | 13,100 | 12,900 | 12,300 | 12,200 | 12,200 | 10,900 | 10,900 | -10.7% | D |
| SR 44 | Clara Ave. to Amelia Ave. | 5015 | Yes | Yes | Yes | 0.50 | 2 | 25-35 | E+W | UA S2WAC2 2W 2L U WL | 12,000 | 10,600 | 11,200 | 10,000 | 10,600 | 10,000 | 9,800 | 9,900 | 9,700 | 9,900 | 9,900 | 2.1% | D |
| SR 44 | Amelia Ave. to Hill Ave. | 5019 | Yes | Yes | Yes | 1.00 | 2 | 35/40/45 | E+W | UA S2WAC1 2W 2L U WL | 15,400 | 13,700 | 15,300 | 14,200 | 14,700 | 15,300 | 13,200 | 15,900 | 13,600 | 13,700 | 13,700 | 0.7% | D |
| SR 44 | Hill Ave. to Blue Lake Ave. | 80 | Yes | Yes | Yes | 0.51 | 2 | 45 | E+W | UA S2WAC1 2W 2L U WL | 13,000 | 12,100 | 14,000 | 13,200 | 13,200 | 14,600 | 15,600 | 12,600 | 14,500 | 12,300 | 12,300 | -15.2% | D |
| SR 44 | Blue Lake Ave. to Kepler Rd. | 19 | Yes | Yes | Yes | 0.94 | 2 | 45 | E+W | UA S2WAC1 2W 2L U WL | 14,400 | 13,900 | 15,900 | 14,700 | 16,400 | 17,700 | 15,000 | 15,800 | 15,100 | 14,600 | 14,600 | -3.3% | D |
| SR 44 | Kepler Rd. to Summit Ave. | 259 | Yes | Yes | Yes | 1.18 | 2 | 45-50 | E+W | UA UFH 2W 2L U WL | 15,400 | 20,100 | 15,100 | 16,100 | 16,100 | 18,000 | 17,200 | 17,300 | 17,300 | 17,800 | 17,800 | 2.9% | D |
| SR 44 | Summit Ave. to I-4 | 538 | Yes | Yes | Yes | 0.98 | 4 | 45 | E+W | UA UFH 2W 4L D WL | 15,400 | 12,100 | 14,900 | 14,800 | 16,200 | 16,800 | 17,200 | 15,100 | 16,300 | 16,800 | 16,800 | 3.1% | D |
| SR 44 | I-4 to Prevatt Ave. | 480 | Yes | Yes | Yes | 0.74 | 4 | 55 | E+W | TA UFH 2W 4L D WL | 12,700 | 13,800 | 14,200 | 15,800 | 17,200 | 14,700 | 15,300 | 16,700 | 17,600 | 17,700 | 17,700 | 0.6% | C |
| SR 44 | Prevatt Ave. to Pioneer Tr. | 480 | Yes | Yes | Yes | 5.93 | 4 | 65 | E+W | RDA UFH 2W 4L D WL | 12,700 | 13,800 | 14,200 | 15,800 | 17,200 | 14,700 | 15,300 | 16,700 | 17,600 | 17,700 | 17,700 | 0.6% | B |
| SR 44 | Pioneer Tr. to SR 415/CR 415 | 1011 | Yes | Yes | Yes | 3.56 | 4 | 65 | E+W | RDA UFH 2W 4L D WL | 8,600 | 9,200 | 8,300 | 8,700 | 10,300 | 9,400 | 12,200 | 10,900 | 12,000 | 12,400 | 12,400 | 3.3% | B |
| SR 44 | SR 415/CR 415 to Samsula Dr. | 1012 | Yes | Yes | Yes | 1.14 | 4 | 65 | E+W | RDA UFH 2W 4L D WL | 10,800 | 12,800 | 14,900 | 13,900 | 14,200 | 14,000 | 14,900 | 15,100 | 16,400 | 17,300 | 17,300 | 5.5% | B |
| SR 44 | Samsula Dr. to Airport Rd | 423 | Yes | Yes | Yes | 1.70 | 4 | 65 | E+W | TA UFH 2W 4L D WL | 12,400 | 14,000 | 15,300 | 14,300 | 14,300 | 18,200 | 18,800 | 15,700 | 18,200 | 17,700 | 17,700 | -2.7% | C |
| SR 44 | Airport Rd. to I-95 | 423 | Yes | Yes | Yes | 2.05 | 4 | 65 | E+W | TA UFH 2W 4L D WL | 12,400 | 14,000 | 15,300 | 14,300 | 14,300 | 18,200 | 18,800 | 15,700 | 18,200 | 17,700 | 17,700 | -2.7% | C |
| SR 44 | I-95 to Mission Dr | 515 | Yes | Yes | Yes | 2.83 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | 25,000 | 25,500 | 21,000 | 23,500 | 22,000 | 23,000 | 25,500 | 23,500 | 25,500 | 22,500 | 22,500 | -11.8% | D |
| SR 44 | Mission Dr. to Live Oak | 514 | Yes | Yes | Yes | 1.35 | 4 | 45 | E+W | UA S2WAC1 2W 4L D WL | 19,600 | 17,500 | 18,200 | 18,400 | 18,200 | 19,000 | 20,200 | 19,300 | 22,000 | 22,500 | 22,500 | 2.3% | D |
| SR 44/SR A1A/S Causeway | Live Oak to Peninsula Ave. | 207 | Yes | Yes | Yes | 1.30 | 4 | 50 | E+W | UA S2WAC1 2W 4L D WL | 23,500 | 24,500 | 25,500 | 25,500 | 26,000 | 25,500 | 31,000 | 28,000 | 30,000 | 29,500 | 29,500 | -1.7% | D |
| SR 44/SR A1A/S Causeway | Peninsula Ave. to Saxon Dr. | 5180 | Yes | Yes | Yes | 0.35 | 4 | 40 | E+W | UA S2WAC1 2W 4L D WL | 19,500 | 22,500 | 22,500 | 23,000 | 23,000 | 21,500 | 27,500 | 25,000 | 26,000 | 25,000 | 25,000 | -3.8% | D |
| SR 44/SR A1A/3rd Ave/Atlantic | Saxon Dr. to 6th Ave | 5043 | Yes | Yes | Yes | 0.50 | 4 | 40 | E+W | UA S2WAC1 2W 4L U WL | 16,000 | 16,500 | 14,500 | 13,500 | 13,500 | 13,200 | 16,700 | 16,800 | 18,300 | 17,000 | 17,000 | -7.1% | D |
| SR 44 (Business) - Canal St. | SR 44/Lytle St to Pioneer Trail | 516 | | no | Yes | 0.17 | 2 | 40 | E+W | UA S2WAC1 2W 2L U WL | 12,000 | 11,000 | 12,500 | 13,000 | 12,800 | 13,100 | 14,800 | 12,500 | 12,200 | 11,200 | 11,200 | -8.2% | D |
| SR 44 (Business) - Canal St. | Pioneer Tr. to US 1 | 111 | | no | Yes | 0.76 | 2 | 40 | E+W | UA S2WAC1 2W 2L U WL | 13,400 | 12,700 | 13,900 | 13,600 | 13,700 | 13,600 | 14,900 | 13,000 | 12,500 | 11,500 | 11,500 | -8.0% | D |
| SR 44 (Old) - N Causeway | Riverside Dr to Peninsula | 421 | | no | Yes | 0.14 | 2 | 30 | E+W | UA S2WAC1 2W 2L U WL | 9,600 | 11,100 | 10,000 | 10,400 | 10,000 | 9,000 | 8,900 | 9,600 | 9,200 | 8,600 | 8,600 | -6.5% | D |
| SR 46 | Seminole Co. to Brevard Co. | 0416-B | | no | Yes | 5.44 | 2 | 55 | E+W | RUA UFH 2W 2L U WL | 5,600 | 5,100 | 4,800 | 5,700 | 6,000 | 5,700 | - | 5,500 | 8,500 | 5,200 | 5,200 | -38.8% | C |
| SR 100 - Flagler County | John Anderson Hwy (CR 201) to Lambe | 335-F | | Yes | No | 0.50 | 4 | 35 | E+W | UA S2WAC1 2W 4L D WL | 15,500 | 15,900 | 16,900 | 17,100 | 18,000 | 17,000 | 16,900 | 15,447 | 16,700 | 17,300 | 17,300 | 3.6% | D |
| SR 100 - Flagler County | Lambert Ave. (CR 201) to SR A1A | 5012-F | | Yes | No | 0.70 | 4 | 35 | E+W | UA S2WAC1 2W 4L D WL | 12,400 | 12,500 | 13,000 | 13,900 | 13,600 | 12,500 | 12,200 | 12,400 | 14,000 | 11,500 | 11,500 | -17.9% | D |
| SR 400 - Beville Rd. | I-95 to Williamson Blvd. | 501 | | Yes | Yes | 0.28 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | 28,000 | 24,500 | 27,500 | 27,500 | 27,500 | 28,500 | 25,500 | 24,500 | 24,000 | 24,500 | 24,500 | 2.1% | D |
| SR 400 - Beville Rd. | Williamson Blvd. to SR 483/Clyde Morri | 5189 | | Yes | Yes | 1.91 | 4 | 55 | E+W | UA S2WAC1 2W 4L D WL | 28,000 | 24,500 | 27,500 | 27,500 | 27,500 | 28,500 | 29,000 | 27,500 | 27,500 | 27,500 | 27,500 | 0.0% | D |
| SR 400 - Beville Rd. | SR 483/Clyde Morris Blvd. to SR 5A/No | 511 | | Yes | Yes | 0.68 | 4 | 45 | E+W | UA S2WAC2 2W 4L D WL | 35,500 | 31,000 | 33,500 | 35,000 | 35,000 | 34,500 | 34,000 | 32,500 | 32,500 | 31,000 | 31,000 | -4.6% | D |
| SR 400 - Beville Rd. | SR 5A/Nova Rd. to US 1 | 502 | | Yes | Yes | 1.34 | 4 | 45 | E+W | UA S2WAC2 2W 4L D WL | 24,500 | 22,000 | 28,500 | 28,000 | 28,500 | 26,000 | 25,000 | 26,000 | 24,500 | 24,500 | 24,500 | 0.0% | D |
| SR 415 - State Count | SR 44 to Acorn Lake Rd | 1009 | | Yes | Yes | 10.49 | 2 | 55 | N+S | RDA UFH 2W 2L U WL | 8,000 | 8,700 | 9,000 | 9,400 | 9,700 | 9,500 | 10,500 | 9,100 | 9,200 | 7,300 | 7,300 | -20.7% | C |
| SR 415 - State Count | Acorn Lake Rd to Howland Blvd. | 321 | | Yes | Yes | 0.88 | 2 | 55 | N+S | UA UFH 2W 2L U WL | 5,400 | 5,800 | 5,700 | 5,100 | 6,100 | 7,300 | 6,600 | 6,200 | 6,700 | 6,400 | 6,400 | -4.5% | D |
| SR 415 - State Count | Howland Blvd. to Enterprise-Osteen Rd | 437 | | Yes | Yes | 1.83 | 2 | 55 | N+S | UA UFH 2W 2L U WL | 13,400 | 13,000 | 13,500 | 14,100 | 14,200 | 14,000 | 15,700 | 15,200 | 15,300 | 15,100 | 15,100 | -1.3% | D |
| SR 415 - State Count | Enterprise-Osteen Rd. to Seminole Co. | 25 | | Yes | Yes | 4.39 | 2 | 55 | N+S | TA UFH 2W 2L U WL | 17,500 | 20,500 | 17,300 | 17,400 | 17,700 | 17,500 | 19,300 | 18,200 | 17,100 | 17,100 | 17,100 | 0.0% | C |
| SR | | | | | | | | | | | | | | | | | | | | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS |
|-------------------------------|---|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|
| SR 483 - Clyde Morris Blvd. | SR 430 (Mason Ave.) to US 92/ISB | 5182 | | no | Yes | 1.20 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | 22,000 | 19,700 | 20,500 | 21,500 | 22,000 | 20,500 | 20,500 | 18,400 | 17,700 | 18,300 | 3.4% | D |
| SR 483 - Clyde Morris Blvd. | US 92/ISB to Aviation Ctr Pkwy/Bellevue | 5193 | | no | Yes | 1.20 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | 30,000 | 28,500 | 32,000 | 34,000 | 34,000 | 34,000 | 32,000 | 31,500 | 26,500 | 31,000 | 17.0% | D |
| SR 483 - Clyde Morris Blvd. | Aviation Ctr Pkwy/Bellevue to SR 400/E | 5193 | | no | Yes | 0.98 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | 30,000 | 28,500 | 32,000 | 34,000 | 34,000 | 34,000 | 32,000 | 31,500 | 26,500 | 31,000 | 17.0% | D |
| 6th St. | Derbyshire Rd. to SR 5A/Nova Rd | 11 | | no | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 3,750 | 3,430 | 3,610 | 3,480 | 3,580 | 3,470 | 3,640 | 2,970 | 2,610 | 2,820 | 8.0% | E |
| 8th St. | Derbyshire Rd. to SR 5A/Nova Rd | 21 | | no | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 3,805 | 3,820 | 4,450 | 4,270 | 3,670 | 3,670 | 3,950 | 3,330 | 3,090 | 2,850 | -7.8% | E |
| 13th St. | Derbyshire Rd. to SR 5A/Nova Rd | 31 | | no | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | - | 2,320 | 3,100 | 2,990 | 2,610 | 2,250 | 2,520 | 2,360 | 1,900 | 2,060 | 8.4% | E |
| Adelle Ave. | Beresford Ave. to New Hampshire Ave. | 43 | | no | No | 0.50 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | 3,381 | 3,710 | 3,110 | 2,930 | 3,120 | 2,970 | 3,540 | 2,310 | 2,850 | 2,290 | -19.6% | E |
| Adelle Ave. | New Hampshire Ave. to SR 15A | 41 | | no | No | 0.50 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | 747 | 820 | 750 | 700 | 660 | 650 | 780 | 590 | 300 | 270 | -10.0% | E |
| Air Park Rd. | Park Ave. to Ragis Rd | 52 | | no | Yes | 0.87 | 2 | 40 | N+S | UA UFH 2W 2L U 0L | 662 | 1,090 | 1,060 | 1,030 | 1,470 | 1,410 | 920 | 2,080 | 2,030 | 1,700 | -16.3% | E |
| Air Park Rd. | Ragis Rd. to SR 442 | 50 | | no | Yes | 0.55 | 2 | 40 | N+S | UA UFH 2W 2L U 0L | 576 | 920 | 700 | 710 | 1,000 | 910 | 1,440 | 1,740 | 1,340 | 1,840 | 37.3% | E |
| Airport Rd. (OB) | Tymber Creek Rd. to Pineland Tr. | 60 | | no | Yes | 2.05 | 2 | 35 | E+W | UA UFH 2W 2L U 0L | 4,769 | 5,560 | 5,260 | 6,390 | 6,310 | 4,930 | 5,590 | 4,910 | 5,630 | 5,290 | -6.0% | E |
| Airport Rd. (OB) | Pineland Tr. to Sunshine Blvd. | 62 | | no | Yes | 1.40 | 2 | 45 | N+S | UA UFH 2W 2L U 0L | 6,732 | 4,820 | 4,980 | 5,650 | 5,520 | 4,760 | 4,970 | 4,360 | 4,490 | 4,460 | -0.7% | E |
| Airport Rd. (OB) | Sunshine Blvd. to US 1 | 63 | | no | Yes | 0.30 | 2 | 35 | E+W | UA UFH 2W 2L U 0L | 7,790 | 7,310 | 7,310 | 8,050 | 7,830 | 6,330 | 6,700 | 7,380 | 7,190 | 6,640 | -7.6% | E |
| Airport Rd. (PO) | Williamson Blvd to Pioneer Tr. | 64 | | no | Yes | 2.50 | 2 | 45 | N+S | UA UFH 2W 2L U WL | 3,540 | 2,750 | 3,380 | 3,310 | 5,000 | 5,290 | 5,330 | 5,430 | 5,410 | 5,440 | 0.6% | E |
| Airport Rd. (NSB) | Pioneer Tr. to Luna Bella Ln | 67 | | no | Yes | 3.30 | 2 | 45 | N+S | UA UFH 2W 2L D WL | - | - | - | - | - | - | - | - | 2,730 | 2,690 | -1.5% | E |
| Airport Rd. (NSB) | Luna Bella Ln to SR 44 | 68-New | | no | Yes | 3.30 | 2 | 45 | N+S | UA UFH 2W 2L D WL | - | - | - | - | - | - | - | - | 2,730 | 1,040 | -61.9% | E |
| Amelia Ave. | US 92 to Plymouth Ave. | 77 | | no | Yes | 0.85 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U WL | 7,203 | 6,680 | 7,400 | 7,010 | 7,030 | 7,370 | 6,960 | 7,710 | 7,920 | 7,340 | -7.3% | E |
| Amelia Ave. | Plymouth Ave. to Minnesota Ave. | 75 | | no | Yes | 0.50 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U WL | 13,310 | 15,200 | 13,740 | 13,080 | 13,850 | 11,950 | 12,920 | 12,030 | 12,620 | 11,570 | -8.3% | E |
| Amelia Ave. | Minnesota Ave. to Ohio Ave. | 74 | | no | Yes | 0.15 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 13,088 | 11,970 | 13,180 | 12,570 | 13,500 | 11,650 | 12,500 | 11,680 | 12,300 | 11,440 | -7.0% | E |
| Amelia Ave. | Ohio Ave. to SR 44 | 73 | | no | Yes | 0.15 | 4 | 30 | N+S | UA MCCRAC2 2W 4L U 0L | 13,295 | 12,330 | 13,820 | 13,150 | 13,390 | 12,420 | 12,300 | 11,080 | 11,900 | 10,810 | -9.2% | E |
| Amelia Ave. | SR 44 to Voorhis Ave. | 71 | | no | No | 0.25 | 4 | 30 | N+S | UA MCCRAC2 2W 4L U 0L | 9,375 | 11,160 | 11,350 | 10,840 | 11,010 | 10,610 | 9,750 | 8,950 | 9,570 | 9,260 | -3.2% | E |
| Amelia Ave. | Voorhis Ave. to Beresford Ave. | 70 | | no | No | 0.75 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 6,742 | 7,100 | 8,640 | 8,250 | 8,580 | 8,390 | 7,670 | 6,770 | 7,280 | 6,650 | -8.7% | E |
| Anderson Dr./Cloverleaf Blvd. | Cloverleaf Blvd. to Providence Blvd. | 85 | | no | No | 1.00 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 2,992 | 3,150 | 3,090 | 3,200 | 3,260 | 3,250 | 2,943 | | | DELTA | | E |
| Ariel Rd. | Beacon Light Rd. to US 1 | 91 | | no | No | 1.20 | 2 | 35 | E+W | TA OCCRAC1 2W 2L U 0L | 589 | 770 | 660 | 650 | 730 | 680 | 590 | 530 | 530 | 500 | -5.7% | E |
| Arredondo Grant Rd. | Spring Garden Ranch Rd. to James St. | 100 | | no | Yes | 0.60 | 2 | 30 | E+W | RUA UFH 2W 2L U 0L | 1,151 | 980 | 810 | 790 | 590 | 1,160 | 1,090 | 980 | 1,130 | 1,050 | -7.1% | C |
| Arredondo Grant Rd. | James St. to SR 11 | 101 | | no | Yes | 2.00 | 2 | 35 | E+W | RUA UFH 2W 2L U 0L | 454 | 210 | 290 | 2,840 | 230 | 590 | 550 | 460 | 460 | 450 | -2.2% | C |
| Atlantic Ave. (DBS) | SR A1A/Dunlawton Ave. to Phillis Ave. | 115 | | Yes | Yes | 0.40 | 4 | 35 | N+S | UA MCCRAC1 2W 4L D WL | under CST | 14,590 | 13,870 | 13,670 | 13,010 | 17,620 | 14,180 | 11,530 | 12,400 | 14,380 | 16.0% | E |
| Atlantic Ave. (DBS) | Phillis Ave. to Marcelle Ave. | 113 | | Yes | Yes | 0.75 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | under CST | 11,990 | 11,460 | 11,270 | 11,340 | 13,370 | 11,280 | 9,360 | 10,110 | 12,930 | 27.9% | E |
| Atlantic Ave. (DBS) | Marcelle Ave. to Major St | 111 | | Yes | Yes | 1.30 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 11,297 | 10,290 | 9,940 | 9,760 | 10,350 | 10,470 | 9,800 | 8,020 | 8,580 | 10,480 | 22.1% | E |
| Atlantic Ave. (PI) | Major St to Beach St. | 110 | | Yes | Yes | 2.80 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 4,019 | 3,350 | 2,970 | 2,950 | 1,580 | 2,760 | 2,800 | 2,330 | 2,410 | 3,190 | 32.4% | E |
| Atlantic Ave/Turtle Mound Rd. | Flagler Ave. (N. Causeway) to 6th Ave. | 123 | | Yes | Yes | 1.25 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | - | 5,970 | 4,050 | 3,920 | 3,090 | 4,190 | 3,760 | 3,020 | 3,410 | 3,550 | 4.1% | E |
| Atlantic Ave/Turtle Mound Rd. | 6th Ave. to 27th Ave. | 122 | | Yes | Yes | 1.45 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | - | 23,630 | 18,150 | 17,530 | 14,800 | 18,250 | 19,070 | 13,580 | 16,840 | 16,200 | -3.8% | E |
| Atlantic Ave/Turtle Mound Rd. | 27th Ave. to Hiles Blvd. | 120 | | Yes | Yes | 1.55 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | 13,197 | 15,210 | 12,040 | 11,600 | 9,160 | 12,840 | 13,230 | 8,260 | 12,190 | 12,790 | 4.9% | E |
| Atlantic Ave/Turtle Mound Rd. | Hiles Blvd. to Saxon Dr | 118 | | Yes | Yes | 0.45 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | 7,153 | 8,100 | 6,940 | 6,700 | 4,720 | 7,450 | 8,010 | 4,870 | 6,870 | 6,580 | -4.2% | E |
| Atlantic Ave/Turtle Mound Rd. | Saxon Dr. to Turtle Mound Rd. | 116 | | Yes | Yes | 1.60 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | 6,237 | 7,440 | 6,850 | 6,610 | 5,540 | 7,460 | 7,870 | 4,920 | 7,030 | 5,470 | -22.2% | E |
| Atlantic Ave/Turtle Mound Rd. | Turtle Mound Rd. to Canaveral Nat'l Pa | 1872 | | Yes | Yes | 7.65 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | 2,876 | 2,630 | 2,860 | 2,750 | 2,030 | 2,860 | 3,090 | 1,940 | 2,740 | 2,150 | -21.5% | E |
| Barwick Rd. | Ft. Florida Rd. to US 17/92 | 127 | | no | No | 1.50 | 2 | 30 | N+S & E+W | TA OCCRAC1 2W 2L U 0L | - | - | - | - | 740 | 710 | 720 | 920 | 680 | 650 | -4.4% | E |
| Beach/Riverside/Beach (OB) | Pine Tree Dr to Inglesa Ave. | 137 | | no | Yes | 1.10 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 1,846 | 1,870 | 2,640 | 2,520 | 2,600 | 2,380 | 2,450 | 2,150 | 2,490 | 2,220 | -10.8% | E |
| Beach/Riverside/Beach (OB) | Inglesa Ave. to Wilmette Ave. | 135 | | no | Yes | 2.55 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 5,884 | 6,020 | 8,490 | 6,060 | 6,020 | 6,430 | 6,330 | 6,320 | 6,390 | 5,880 | -8.0% | E |
| Beach/Riverside/Beach (OB) | Wilmette Ave. to SR 40 | 132 | | no | Yes | 0.70 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 8,057 | 8,280 | 9,480 | 8,320 | 8,290 | 9,240 | 8,980 | 9,680 | 9,840 | 8,610 | -12.5% | E |
| Beach/Riverside/Beach (OB) | SR 40 to Division Ave. | 131 | | no | Yes | 0.60 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 6,716 | 7,230 | 9,330 | 9,050 | 9,160 | 10,310 | 10,120 | 7,730 | 7,770 | 7,290 | -6.2% | E |
| Beach/Riverside/Beach (HH) | Division Ave. to LPGA Blvd. | 1632 | | no | Yes | 1.60 | 2 | 25 | N+S | UA MCCRAC1 2W 2L U 0L | 6,553 | 6,240 | 5,930 | 6,140 | 6,620 | 6,110 | 6,530 | 5,550 | 5,400 | 5,000 | -7.4% | E |
| Beach/Riverside/Beach (HH) | LPGA Blvd. to 5th St | 130 | | no | Yes | 0.20 | 4 | 25 | N+S | UA MCCRAC1 2W 2L U 0L | 9,375 | 7,320 | 7,660 | 7,610 | 6,360 | 6,480 | 6,860 | 5,120 | 5,060 | 4,600 | -9.1% | E |
| Beach/Riverside/Beach (HH) | 5th St to SR 430/Mason | 130 | | no | Yes | 0.20 | 4 | 25 | N+S | UA MCCRAC2 2W 4L U 0L | 9,375 | 7,320 | 7,660 | 7,610 | 6,360 | 6,480 | 6,860 | 5,120 | 5,060 | 4,600 | -9.1% | E |
| Beacon Light Rd. | Volco Rd. to Ariel Rd. | 141 | | no | Yes | 1.25 | 2 | 35 | N+S | TA MCCRAC1 2W 2L U 0L | 279 | 400 | 580 | 530 | 300 | 260 | 220 | 370 | 360 | 370 | 2.8% | E |
| Beacon Light Rd. | Ariel Rd. to Halifax Ave. | 140 | | no | Yes | 2.75 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | 169 | 200 | 180 | 160 | 150 | 130 | 130 | 170 | 170 | 190 | 11.8% | C |
| Bellevue Ave. Extension | CR 415/Tomoka Farms Rd to Williams | 151 | | no | Yes | 0.50 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 6,423 | 6,080 | 5,830 | 5,740 | 6,520 | 6,280 | 6,970 | 7,790 | 5,450 | 5,470 | 0.4% | E |
| Bellevue Ave. Extension | Williamson Blvd to SR 483/Clyde Morris | 153 | | no | Yes | 2.50 | 2 | 45 | E+W | UA MCCRAC1 2W 2L U 0L | 3,625 | 3,590 | 3,190 | 3,160 | 3,400 | 3,240 | 3,700 | 4,930 | 2,560 | 2,950 | 15.2% | E |
| Bellevue Ave. | Clyde Morris Blvd. to Nova Rd. | DB-37 | | no | No | 0.70 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 8,920 | 8,840 | 8,255 | 8,840 | 8,570 | 7,160 | 8,340 | 7,820 | 7,460 | 7,640 | 2.4% | E |
| Bellevue Ave. | Nova Rd. to US 1 | DB-35 | | no | No | 1.20 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 8,510 | 8,200 | 7,970 | 8,140 | 8,720 | 8,630 | 7,310 | 7,060 | 6,780 | 7,000 | 3.2% | E |
| Beresford Ave. | Beresford Rd. to Fatio Rd | 161 | | no | Yes | 0.70 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 2,138 | 2,250 | 1,810 | 1,880 | 1,420 | 1,640 | 1,930 | 1,420 | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS |
|-------------------------------|---------------------------------------|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|
| Beresford Rd. | Beresford Ave. to Fatio Rd. | 182 | | no | No | 1.30 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 304 | 320 | 1,020 | 1,020 | 1,130 | 1,200 | 1,240 | 1,170 | 1,050 | 920 | -12.4% | E |
| Beresford Rd. | Fatio Rd. to Spring Garden Ave. | 181 | | no | No | 0.75 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 371 | 300 | 700 | 680 | 720 | 920 | 970 | 670 | 680 | 720 | 5.9% | E |
| Beresford Rd. | Spring Garden Ave. to SR 15A | 180 | | no | No | 0.40 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 368 | 270 | 560 | 550 | 710 | 810 | 840 | 730 | 860 | 500 | -41.9% | E |
| Big Tree Rd. | Clyde Morris Blvd. to Nova Rd. | 192 | | no | Yes | 1.10 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 10,659 | 4,920 | 7,480 | 7,180 | 9,400 | 8,350 | 9,180 | 8,320 | 8,630 | 7,940 | -8.0% | E |
| Big Tree Rd. | Nova Rd. to Magnolia Ave. | 193 | | no | Yes | 0.40 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | 13,490 | under CST | 10,670 | 10,130 | 15,230 | 13,110 | 14,860 | 13,840 | 13,150 | 12,830 | -2.4% | E |
| Big Tree Rd. | Magnolia Ave. to Kenilworth Ave. | 195 | | no | Yes | 0.45 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | 11,832 | 4,430 | 10,280 | 9,850 | 13,710 | 12,120 | 13,530 | 11,640 | 11,180 | 11,310 | 1.2% | E |
| Big Tree Rd. | Kenilworth Ave. to US 1 | 196 | | no | Yes | 0.55 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D WL | 9,405 | 6,470 | 10,500 | 10,020 | 9,190 | 8,400 | 9,450 | 9,260 | 8,190 | 7,010 | -14.4% | E |
| Bill France Blvd. | Clyde Morris Blvd. to Mason Ave. | 202 | | no | No | 0.38 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | - | - | 5,740 | 5,550 | 7,330 | 6,830 | 7,850 | 7,050 | 5,750 | 5,850 | 1.7% | E |
| Bill France Blvd. | Mason Ave. to Dunn Ave. | 201 | | no | No | 0.63 | 4 | 40 | N+S | UA MCCRAC1 2W 4L D WL | - | - | 9,860 | 9,600 | 11,150 | 10,580 | 11,820 | 11,290 | 8,930 | 8,930 | 0.0% | E |
| Bill France Blvd. | Dunn Ave. to US 92 | 200 | | no | No | 0.60 | 4 | 35 | N+S | UA MCCRAC1 2W 4L U WL | - | - | 12,700 | 12,450 | 16,110 | 13,740 | 15,020 | 13,920 | 10,260 | 11,410 | 11.2% | E |
| Blackburn Rd. | CR 3 to Emporia Rd | 211 | | no | No | 1.25 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | 830 | 660 | 640 | 590 | 680 | 680 | 750 | 660 | 730 | 560 | -23.3% | C |
| Blackwelder Rd. | Lake Winona Rd. to SR 11 | 221 | | no | No | 3.25 | 2 | 35 | E+W | RUA UFH 2W 2L U 0L | 186 | 200 | 240 | 210 | 270 | 400 | 420 | 200 | 240 | 190 | -20.8% | C |
| Blue Lake Ave. | Plymouth Ave. to Minnesota Ave. | 237 | | no | Yes | 1.00 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | 3,255 | 3,440 | 4,400 | 4,270 | 4,900 | 3,960 | 7,690 | 5,460 | 5,090 | 5,100 | 0.2% | E |
| Blue Lake Ave. | Minnesota Ave. to SR 44 | 236 | | no | Yes | 0.55 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 1,961 | 2,100 | 2,850 | 2,760 | 3,430 | 3,650 | 5,320 | 4,230 | 3,920 | 3,760 | -4.1% | E |
| Blue Lake Ave. | SR 44 to Voorhis Ave. | 235 | | no | Yes | 0.25 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 2,019 | 2,090 | 2,740 | 2,660 | 3,290 | 2,900 | 3,760 | 3,000 | 3,260 | 3,200 | -1.8% | E |
| Blue Lake Ave. | Voorhis Ave. to Beresford Ave. | 234 | | no | Yes | 0.75 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | - | 3,160 | 3,710 | 3,600 | 4,160 | 3,710 | 4,690 | 4,140 | 3,950 | 3,940 | -0.3% | E |
| Blue Lake Ave. | Beresford Ave. to Taylor Rd. | 232 | | no | Yes | 1.05 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U 0L | 3,515 | 3,780 | 4,110 | 4,000 | 4,860 | 4,840 | 6,260 | 5,280 | 4,970 | 4,890 | -1.6% | E |
| Blue Lake Ave. | Taylor Rd. to Orange Camp Rd. | 231 | | no | Yes | 1.05 | 2 | 45 | N+S | UA MCCRAC1 2W 2L U WL | 3,259 | 3,720 | 4,150 | 4,040 | 4,550 | 3,440 | 5,440 | 4,290 | 4,190 | 4,130 | -1.4% | E |
| Blue Springs Av (West) | Sparkman Dr to Lawton Dr | 239 | | no | No | 0.60 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | - | - | - | - | - | - | 7,260 | 6,940 | 7,710 | 6,120 | -20.6% | E |
| Brownlee Rd. | Raulerson Rd. #1 to Raulerson Rd. | 240 | | no | No | 1.70 | 2 | 35 | N+S | RUA UFH 2W 2L U 0L | 228 | 160 | 190 | 190 | 210 | 210 | 250 | 140 | 100 | 260 | 160.0% | C |
| Captain Dr. | Lake Helen-Osteen Rd. to Snow Dr | DLT-15.000 | | no | No | 0.50 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | 4,464 | 4,160 | 4,320 | 4,370 | 4,630 | 4,700 | 6,113 | 4,912 | - | - | - | E |
| Captain Dr. | Snow Dr to Courtland Blvd. | DLT-15.010 | | no | No | 1.00 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | 3,202 | 2,580 | 2,570 | 2,620 | 2,190 | 2,240 | 3,562 | 3,340 | - | - | - | E |
| Cardinal Blvd. | SR 421/Dunlawton Ave. to Marcelle Ave | 260 | | no | No | 0.15 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | - | - | 4,850 | 4,770 | 2,590 | 2,780 | 3,370 | 4,530 | 4,630 | 4,830 | 4.3% | E |
| Cardinal Blvd. | Marcelle Ave to Major St. | 261 | | no | No | 2.00 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | - | - | 1,580 | 1,530 | - | 430 | 1,120 | 1,100 | 940 | 940 | 0.0% | E |
| Carter Rd. | SR 11 to Marsh Rd. | 270 | | no | No | 1.75 | 2 | 40 | E+W | UA OCCRAC1 2W 2L U 0L | 1,309 | 1,520 | 1,410 | 1,440 | 1,590 | 1,540 | 1,340 | 1,400 | 1,470 | 1,540 | 4.8% | E |
| Cassadaga Rd. | W. Volusia Bltwy. to Macy Ave. | 280 | | no | Yes | 1.80 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 2,334 | 2,660 | 2,460 | 2,340 | 2,490 | 2,410 | 2,380 | 1,670 | 2,170 | 2,100 | -3.2% | E |
| Catalina Blvd. | Wolfpack Run to Howland Blvd. | DLT-20.010 | | no | No | 1.00 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 4,897 | 2,910 | 2,940 | 3,210 | 3,250 | 4,000 | 4,116 | 3,161 | - | - | - | E |
| Catalina Blvd. | Howland Blvd. to Sixma Rd. | DLT-20.020 | | no | No | 0.50 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 9,272 | 9,370 | 9,810 | 9,560 | 11,560 | 15,799 | 12,089 | - | - | - | - | E |
| Catalina Blvd. | Sixma Rd. to Lake Helen-Osteen Rd. | DLT-20.030 | | no | No | 0.40 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 7,887 | 8,480 | 8,740 | 8,440 | 9,700 | 10,120 | 9,401 | 10,733 | - | - | - | E |
| Clara Ave. | Beresford Ave. to New Hampshire Ave. | 303 | | no | No | 0.50 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | 2,692 | 3,100 | 2,950 | 2,870 | 2,690 | 2,490 | 2,840 | 2,390 | 1,350 | 1,910 | 41.5% | E |
| Clara Ave. | New Hampshire Ave. to SR 15A | 301 | | no | No | 0.50 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | 1,534 | 1,830 | 1,660 | 1,630 | 1,710 | 1,570 | 1,800 | 1,780 | 1,410 | 1,540 | 9.2% | E |
| Clifton Rd. | Lake Winona Rd. to SR 11 | 311 | | no | No | 1.70 | 2 | 30 | E+W | RUA UFH 2W 2L U 0L | 188 | 160 | 140 | 150 | 140 | 180 | 250 | 180 | 200 | 180 | -10.0% | C |
| Cloverleaf Blvd./Anderson Dr. | Deltona Blvd. to Anderson Dr. | DLT-25.000 | | no | No | 1.00 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | 3,323 | 3,640 | 4,150 | 4,340 | 4,410 | - | 5,431 | 4,148 | - | - | - | E |
| Clyde Morris Blvd. | SR 40 to Hand Ave | 348 | | no | Yes | 0.80 | 4 | 35 | N+S | UA MCCRAC2 2W 4L D WL | 14,450 | 14,780 | 15,090 | 15,160 | 16,050 | 16,380 | 18,450 | 12,060 | 12,220 | 13,030 | 6.6% | E |
| Clyde Morris Blvd. | Hand Ave. to LPGA Blvd. | 343 | | no | Yes | 1.50 | 4 | 50 | N+S | UA MCCRAC1 2W 4L D WL | 11,870 | 12,360 | 13,850 | 13,960 | 15,090 | 15,640 | 17,500 | 11,790 | 11,970 | 13,000 | 8.6% | E |
| Clyde Morris Blvd. | LPGA Blvd. to Bill France Blvd. | 341 | | no | Yes | 1.25 | 4 | 50 | N+S | UA MCCRAC1 2W 4L D WL | 11,274 | 14,720 | 17,990 | 18,110 | 15,430 | 15,920 | 17,890 | 12,700 | 12,660 | 13,690 | 8.1% | E |
| Clyde Morris Blvd. | Bill France Blvd. to Mason Ave. | 338 | | no | Yes | 0.60 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | 13,376 | 13,540 | 13,230 | 13,330 | 14,470 | 14,390 | 16,700 | 12,420 | 12,610 | 13,630 | 8.1% | E |
| Clyde Morris Blvd./SR 483 | SR 430/Mason Ave. to US 92 | 5182 | | no | Yes | 1.20 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | 22,000 | 19,700 | 20,500 | 21,500 | 22,000 | 20,500 | 20,500 | 18,400 | 17,700 | 18,300 | 3.4% | D |
| Clyde Morris Blvd./SR 483 | US 92 to Beville Rd. | 5193 | | no | Yes | 2.00 | 4 | 45 | N+S | UA S2WAC1 2W 4L U WL | 30,000 | 28,500 | 32,000 | 34,000 | 34,000 | 34,000 | 32,000 | 31,500 | 26,500 | 31,000 | 17.0% | D |
| Clyde Morris Blvd. | Beville Rd. to Big Tree Rd. | 337 | | no | Yes | 0.90 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | 24,811 | 28,270 | 26,210 | 26,000 | 25,670 | 25,470 | 28,340 | 24,640 | 23,350 | 23,290 | -0.3% | E |
| Clyde Morris Blvd. | Big Tree Rd. to Madeline Ave. | 335 | | no | Yes | 1.00 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | 23,169 | 24,410 | 24,000 | 23,870 | 25,290 | 25,040 | 27,880 | 22,640 | 21,970 | 23,010 | 4.7% | E |
| Clyde Morris Blvd. | Madeline Ave. to Willow Run Blvd. | 333 | | no | Yes | 1.30 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | 24,240 | 25,070 | 25,010 | 24,820 | 24,800 | 24,690 | 27,290 | 25,290 | 21,200 | 22,130 | 4.4% | E |
| Clyde Morris Blvd. | Willow Run Blvd. to SR 421/Dunlawton | 332 | | no | Yes | 0.65 | 4 | 45 | N+S | UA MCCRAC1 2W 4L D WL | 23,173 | 21,900 | 23,190 | 23,150 | 22,890 | 22,760 | 24,710 | 19,550 | 19,810 | 19,890 | 0.4% | E |
| Clyde Morris Blvd. | SR 421/Dunlawton Ave to Taylor Rd. | 330 | | no | Yes | 0.95 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U WL | 8,456 | 9,060 | 11,990 | 11,980 | 11,440 | 11,390 | 12,670 | 8,730 | 10,300 | 10,530 | 2.2% | E |
| Commonwealth Blvd. | Spruce Creek Rd. to Orange Ave. | 360 | | no | No | 0.55 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 5,418 | 5,480 | 4,870 | 4,810 | 6,010 | 5,900 | 6,410 | 6,620 | 5,210 | 5,380 | 3.3% | E |
| Commonwealth Blvd. | Orange Ave. to US 1 | 361 | | no | No | 0.35 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 4,695 | 3,930 | 6,500 | 6,420 | 4,130 | 3,730 | 4,120 | 3,970 | 3,460 | 3,590 | 3.8% | E |
| CR 3 | US 17 to Washington Ave. | 386 | | no | Yes | 2.20 | 2 | 35 | N+S | RDA UFH 2W 2L U 0L | 1,145 | 1,050 | 1,120 | 1,120 | 1,130 | 1,200 | 1,320 | 1,250 | 1,220 | 1,200 | -1.6% | C |
| CR 3 | Washington Ave. to Emporia Rd | 384 | | no | Yes | 1.20 | 2 | 30 | N+S | RDA UFH 2W 2L U 0L | 1,938 | 1,750 | 2,040 | 2,020 | 1,990 | 2,070 | 2,320 | 1,740 | 1,980 | 1,870 | -5.6% | C |
| CR 3 | Emporia Rd to SR 40 | 382 | | no | Yes | 3.40 | 2 | 45 | N+S | RDA UFH 2W 2L U 0L | 981 | 900 | 960 | 950 | 890 | 980 | 1,100 | 760 | 880 | 760 | -13.6% | C |
| CR 3 | SR 40 to Lake Winona Rd. | 380 | | no | Yes | 5.04 | 2 | 35 | N+S | RDA UFH 2W 2L U 0L | 667 | 870 | 940 | 940 | 910 | 1,050 | 1,150 | 770 | 680 | 690 | 1.5% | C |
| CR 3 | Lake Winona Rd. to Ponce DeLeon Blv | 380 | | no | Yes | 0.45 | 2 | 45 | N+S | TA MCCRAC1 2W 2L U 0L | 667 | 870 | 940 | 940 | 910 | 1,050 | 1,150 | 770 | 680 | 690 | 1.5% | E |
| CR 15A | US 17 to Airport Rd. | 440 | | no | Yes | 0.90 | 2 | 50 | N+S | UA UFH 2W 2L U 0L | 4,091 | 4,630 | 4, | | | | | | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS |
|----------------------------------|---|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|
| CR 305 (Bunnell Rd.) | Cowart Rd. to Flagler Co. | 461 | | no | Yes | 3.00 | 2 | 50 | E+W | RUA_UFH_2W_2L_U_0L | 1,069 | 1,120 | 1,300 | 1,240 | 1,410 | 1,520 | 1,530 | 1,710 | 1,140 | 710 | -37.7% | C |
| Courtland Blvd. | Beckwith St. to Captain Dr. | DLT-30.010 | | no | No | 1.00 | 2 | 40 | N+S | UA_OCCRAC1_2W_2L_U_0L | 2,805 | 3,080 | 3,510 | 3,820 | 3,990 | 4,040 | 7,975 | 3,681 | | - | - | E |
| Courtland Blvd. | Captain Dr. to Elkcam Blvd | DLT-30.030 | | no | No | 1.50 | 2 | 40 | N+S | UA_OCCRAC1_2W_2L_U_0L | 5,328 | 4,870 | 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 | | no | No | 0.75 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,631 | 1,850 | 1,340 | 1,940 | 2,120 | 2,110 | 4,331 | 1,899 | | - | - | E |
| Courtland Blvd. | Tallwood Dr. to Newmark Dr. | DLT-30.050 | | no | No | 0.25 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 1,357 | 1,510 | 1,390 | 1,640 | 1,720 | 1,680 | 1,907 | 1,870 | | - | - | E |
| Courtland Blvd. | Newmark Dr. to Howland Blvd | DLT-30.070 | | no | No | 1.00 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 3,078 | 3,270 | 3,050 | 3,150 | 3,170 | 3,180 | 5,973 | 3,575 | | - | - | E |
| Courtland Blvd. | Howland Blvd. to India Blvd | DLT-30.090 | | no | No | 1.20 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 6,479 | 7,000 | 5,390 | 5,310 | 6,370 | 6,400 | 12,066 | 7,764 | | - | - | E |
| Courtland Blvd. | India Blvd. to Ft Smith Blvd | DLT-30.100 | | no | No | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 5,301 | 7,250 | 5,490 | 6,070 | 6,280 | 6,230 | 6,972 | 8,397 | | - | - | E |
| Courtland Blvd. | Ft Smith Blvd. to Doyle Rd | DLT-30.130 | | no | No | 1.80 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_0L | 3,686 | 6,510 | 6,830 | 6,040 | 6,280 | 6,040 | 6,377 | 6,241 | | - | - | E |
| Courtland Blvd. | Doyle Rd. to Enterprise-Osteen Rd. | DLT-30.140 | | no | No | 0.90 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 1,638 | 2,090 | 2,080 | 2,110 | 2,050 | 2,000 | 3,106 | 1,609 | | - | - | E |
| Cowart Rd. | Bunnell Rd to Little Brown Church Rd. | 430 | | no | No | 2.05 | 2 | 40 | N+S | RUA_UFH_2W_2L_U_0L | 328 | 280 | 230 | 240 | 370 | 390 | 440 | 390 | 280 | 310 | 10.7% | C |
| Cow Creek Rd. | SR 442 to Volco Rd. | 420 | | no | Yes | 3.50 | 2 | 50 | N+S | RUA_UFH_2W_2L_U_0L | 631 | 750 | 800 | 820 | 840 | 970 | 1,020 | 780 | 750 | 720 | -4.0% | C |
| Daugharty Rd. | SR 11 to Marsh Rd. | 472 | | no | No | 0.95 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_0L | 431 | 600 | 550 | 570 | 670 | 600 | 530 | 540 | 540 | 610 | 13.0% | C |
| Daugharty Rd. (S. End) | Marsh Rd. to SR 11 | 470 | | no | Yes | 0.80 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_0L | 549 | 530 | 540 | 570 | 650 | 620 | 560 | 590 | 520 | 500 | -3.8% | C |
| Deltona Blvd. | Normandy Blvd. to Cloverleaf Blvd./Anderson Dr. | DLT-35.000 | | no | No | 1.25 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 16,059 | 14,440 | 14,110 | 14,420 | 16,130 | - | 14,802 | 14,966 | | - | - | E |
| Deltona Blvd. | Cloverleaf Blvd./Anderson Dr. to Enterprise Rd. | DLT-35.030 | | no | No | 0.50 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 16,740 | 15,540 | 18,400 | 17,620 | 18,980 | - | 18,396 | 15,546 | | - | - | E |
| Deltona Blvd. | Enterprise Rd. to DeBary Ave | DLT-35.040 | | no | No | 0.85 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 11,528 | 10,540 | 11,610 | 12,840 | 13,550 | - | 15,305 | 13,780 | | - | - | E |
| Demotte Ave. | Peninsula Dr. to Atlantic Ave. | 500 | | no | No | 0.20 | 2 | 25 | E+W | UA_OCCRAC1_2W_2L_U_0L | 5,182 | 4,464 | 4,450 | 4,420 | 2,820 | 2,270 | 2,450 | 2,450 | 3,900 | 4,250 | 9.0% | E |
| Derbyshire Rd. | Flomich St. to LPGA Blvd. | 512 | | no | Yes | 0.75 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 8,882 | 7,070 | 7,310 | 7,080 | 8,420 | 8,320 | 9,010 | 7,870 | 7,420 | 7,680 | 3.5% | E |
| Derbyshire Rd. | LPGA Blvd. to SR 430/Mason Ave. | 511 | | no | No | 1.45 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 6,567 | 6,660 | 6,710 | 6,710 | 7,230 | 6,810 | 7,400 | 6,830 | 6,400 | 6,160 | -3.8% | E |
| Dirksen/DeBary/Doyle | US 17/92 to Sunrise Blvd. | 520 | | no | Yes | 1.75 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_0L | 8,115 | 10,270 | 9,580 | 10,180 | 7,750 | 8,110 | 8,950 | 7,110 | 6,330 | 6,270 | -0.9% | E |
| Dirksen/DeBary/Doyle | Sunrise Blvd to WB I-4 Ramps | 521 | | no | Yes | 0.20 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_0L | 9,146 | 11,530 | 13,740 | 14,630 | 13,370 | 13,170 | 16,300 | 11,510 | 10,980 | 10,720 | -2.4% | E |
| Dirksen/DeBary/Doyle | WB I-4 Ramps to EB I-4 Ramps | 522 | | no | Yes | 0.20 | 4 | 35 | E+W | UA_MCCRAC3_2W_4L_D_WL | 20,087 | - | 22,740 | 24,220 | 21,200 | 21,670 | 22,930 | 18,940 | 18,470 | 17,940 | -2.9% | E |
| Dirksen/DeBary/Doyle | I-4 to Deltona Blvd. | 480 | | no | Yes | 0.10 | 4 | 35 | E+W | UA_MCCRAC3_2W_4L_D_WL | 34,014 | 30,670 | 29,860 | 31,400 | 29,800 | 31,030 | 31,210 | 27,480 | 26,450 | 25,730 | -2.7% | E |
| Dirksen/DeBary/Doyle | Deltona Blvd. to Enterprise St. | 481 | | no | Yes | 0.65 | 4 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 19,200 | 17,930 | 19,560 | 20,530 | 20,040 | 20,900 | 20,510 | 17,820 | 17,680 | 17,220 | -2.6% | D |
| Dirksen/DeBary/Doyle | Enterprise St. to Main St. | 482 | | no | Yes | 0.15 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 20,267 | 17,940 | 19,270 | 20,230 | 19,650 | 20,070 | 19,980 | 17,150 | 16,970 | 22,090 | 30.2% | D |
| Dirksen/DeBary/Doyle | Main St. to Providence Blvd. | 484 | | no | Yes | 0.80 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 25,508 | 19,660 | 21,110 | 22,300 | 21,940 | 22,160 | 21,930 | 19,300 | 18,560 | 19,280 | 3.9% | D |
| Dirksen/DeBary/Doyle | Providence Blvd. to Garfield Rd. | 485 | | no | Yes | 1.20 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 13,361 | 12,520 | 13,600 | 14,300 | 13,910 | 12,340 | 13,250 | 11,660 | 11,570 | 10,670 | -7.8% | E |
| Dirksen/DeBary/Doyle | Garfield Rd. to Saxon Blvd. | 530 | | no | Yes | 1.50 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 10,817 | 11,320 | 10,340 | 9,950 | 10,260 | 10,030 | 10,760 | 9,120 | 9,670 | 7,590 | -21.5% | E |
| Dirksen/DeBary/Doyle | Saxon Blvd. to Courtland Blvd. | 531 | | no | Yes | 2.55 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_0L | 8,986 | 9,200 | 9,020 | 9,190 | 9,380 | 9,170 | 9,020 | 8,180 | 8,870 | 8,720 | -1.7% | E |
| Dirksen/DeBary/Doyle | Courtland Blvd. to SR 415 | 533 | | no | Yes | 1.50 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 6,883 | 6,810 | 6,020 | 6,150 | 5,770 | 5,730 | 6,700 | 5,830 | 6,370 | 5,800 | -8.9% | E |
| Dunn/George Engram/Fairview/Mail | Williamson Blvd. to Bill France Blvd. | 717 | | no | Yes | 1.00 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_WL | - | - | - | - | - | - | - | - | 6,140 | 6,150 | 0.2% | E |
| Dunn/George Engram/Fairview/Mail | Bill France Blvd. to Clyde Morris Blvd. | 718(DB-54) | | no | Yes | 0.85 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 11,479 | 11,832 | 13,290 | 13,776 | 13,512 | 16,618 | 19,622 | 13,264 | 12,430 | 12,740 | 2.5% | E |
| Dunn/George Engram/Fairview/Mail | Clyde Morris Blvd. to Nova Rd. | 719(DB-46) | | no | Yes | 1.00 | 4 | 40 | E+W | UA_MCCRAC1_2W_4L_D_WL | 11,340 | 12,710 | 13,290 | 14,080 | 13,440 | 13,190 | 13,780 | 13,770 | 11,410 | 11,590 | 1.6% | E |
| Dunn/George Engram/Fairview/Mail | Nova Rd. to US 1 | 720 | | no | Yes | 1.20 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 12,847 | 12,700 | 12,570 | 12,130 | 12,210 | 11,760 | 12,880 | 11,330 | 11,790 | 12,090 | 2.5% | E |
| Dunn/George Engram/Fairview/Mail | US 1 to Beach St | 631 | | no | Yes | 0.40 | 2 | 30 | E+W | UA_MCCRAC2_2W_2L_U_WL | 3,860 | 5,940 | 6,360 | 6,270 | 5,960 | 5,640 | 6,200 | 5,590 | 5,500 | 5,670 | 3.1% | E |
| Dunn/George Engram/Fairview/Mail | Beach St. to Peninsula Dr. | 1170 | | no | Yes | 0.60 | 2 | 30 | E+W | UA_MCCRAC2_2W_2L_U_WL | 8,194 | 9,320 | 10,750 | 10,700 | 7,530 | 7,080 | 7,650 | 7,050 | 6,220 | 6,710 | 7.9% | E |
| Dunn/George Engram/Fairview/Mail | Peninsula Dr. to SR A1A | 1171 | | no | Yes | 0.35 | 2 | 30 | E+W | UA_MCCRAC2_2W_2L_U_0L | 7,624 | 7,950 | 10,470 | 10,420 | 6,750 | 6,250 | 6,770 | 6,640 | 5,360 | 5,870 | 9.5% | E |
| Elkcam Blvd. | Normandy Blvd. to Ft. Smith Blvd. | DLT-45.000 | | no | No | 1.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 10,830 | 9,960 | 10,260 | 11,870 | 12,570 | - | 10,153 | 5,142 | | - | - | E |
| Elkcam Blvd. | Ft. Smith Blvd. to Providence Blvd. | DLT-45.010 | | no | No | 1.00 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 8,656 | 7,270 | 7,360 | 8,530 | 8,890 | - | 7,158 | 4,805 | | - | - | E |
| Elkcam Blvd. | Providence Blvd. to Montecito Ave. | DLT-45.020 | | no | No | 1.05 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 10,931 | 11,170 | 11,530 | 12,890 | 13,360 | - | 11,751 | 11,772 | | - | - | E |
| Elkcam Blvd. | Montecito Ave. to Howland Blvd. | DLT-45.040 | | no | No | 1.00 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 10,457 | 10,620 | 10,840 | 12,140 | 12,590 | - | 5,591 | 10,554 | | - | - | E |
| Elkcam Blvd. | Howland Blvd. to Lake Helen-Osteen Rd | DLT-45.050 | | no | No | 0.15 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_D_WL | 9,521 | 10,920 | 11,400 | 13,280 | 13,980 | - | 6,068 | 13,766 | | - | - | E |
| Elkcam Blvd. | Lake Helen-Osteen Rd to Courtland Blvd | DLT-45.060 | | no | No | 0.70 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 7,212 | 1,550 | 9,060 | 11,160 | 11,960 | - | 4,736 | 8,571 | | - | - | E |
| Elkcam Blvd. | Courtland Blvd. to Riverhead Dr. | DLT-45.080 | | no | No | 0.50 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 494 | 560 | 610 | 620 | 680 | - | 592 | 943 | | - | - | E |
| Emporia Rd. | SR 40 to Peterson/Blackburn | 560 | | no | Yes | 3.00 | 2 | 40 | N+S | RUA_UFH_2W_2L_U_0L | 889 | 890 | 850 | 840 | 790 | 920 | 1,030 | 800 | 850 | 860 | 1.2% | C |
| Emporia Rd. | Peterson/Blackburn to US 17 | 564 | | no | Yes | 1.45 | 2 | 40 | E+W | RUA_UFH_2W_2L_U_0L | 1,494 | 2,080 | 1,380 | 1,390 | 1,330 | 1,540 | 1,640 | 1,210 | 1,420 | 1,880 | 32.4% | C |
| Enterprise Ave. (NSB) | Pioneer Tr. to Halleck St. | 570 | | no | Yes | 0.10 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 7,156 | 7,260 | 7,680 | 7,410 | 7,480 | 7,400 | 7,110 | 7,500 | 7,210 | 7,640 | 6.0% | E |
| Enterprise Rd. | US 17/92 to Harley Strickland Blvd. | 586 | | no | Yes | 0.50 | 4 | 35 | N+S | UA_MCCRAC2_2W_4L_D_WL | 24,199 | 22,680 | 23,380 | 23,070 | 22,530 | 24,250 | 23,270 | 23,090 | 23,210 | 22,160 | -4.5% | E |
| Enterprise Rd. | Harley Strickland Blvd. to Saxon Blvd. | 585 | | no | Yes | 0.50 | 4 | 45 | N+S | UA_MCCRAC2_2W_4L_D_WL | 24,328 | 24,330 | 25,030 | 23,530 | 23,030 | 24,860 | 25,370 | 24,100 | 25,340 | 23,250 | -8.2% | E |
| Enterprise Rd. | Saxon Blvd. to Highbanks Rd. | 584 | | no | Yes | 1.55 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 21,752 | 21,540 | 21,910 | 21,340 | 21,140 | 20,510 | 23,720 | 23,150 | 24,490 | 23,470 | -4.2%</ | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS |
|-------------------------|---|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|
| Eustace Ave. | Catalina Blvd. to Providence Blvd | DLT-55.010 | | no | No | 0.85 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | - | - | 6,530 | 4,310 | 4,610 | - | 3,639 | 4,199 | | - | - | E |
| Flagler Ave. (NSB) | N. Causeway to Peninsula Ave. | 640 | | no | Yes | 0.40 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 8,900 | 5,900 | 7,000 | 6,630 | 5,610 | 8,310 | 7,960 | 8,270 | 8,820 | 9,100 | 3.2% | E |
| Flagler Ave. (NSB) | Peninsula Ave. to Atlantic Ave. | 641 | | no | Yes | 0.40 | 2 | 20 | E+W | UA MCCRAC1 2W 2L U 0L | 4,658 | 11,160 | 10,240 | 9,790 | 9,420 | 4,740 | 4,500 | 4,740 | 5,120 | 5,420 | 5.9% | E |
| Flomich St. | Derbyshire Rd. to SR 5A/Nova Rd. | 650 | | no | Yes | 0.30 | 2 | 30 | E+W | UA MCCRAC1 2W 2L U 0L | 5,085 | 4,850 | 5,430 | 5,420 | 5,520 | 5,600 | 6,210 | 5,890 | 4,980 | 5,520 | 10.8% | E |
| Flomich St. | SR 5A/Nova Rd. to US 1 | | | no | No | 1.40 | 2 | 25 | E+W | UA OCCRAC1 2W 2L U 0L | - | - | - | - | - | - | - | - | - | - | - | E |
| Fort Florida Rd. | Highbanks Rd. to Ft. Florida Point Rd. | 661 | | no | No | 1.75 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 679 | 640 | 770 | 790 | 1,080 | 1,190 | 1,130 | 950 | 1,150 | 970 | -15.7% | E |
| Fort Florida Rd. | Ft. Florida Point Rd. to Barwick Rd. | 662 | | no | No | 2.25 | 2 | 35 | N+S & E+W | TA OCCRAC1 2W 2L U 0L | 679 | 640 | 770 | 790 | 410 | 400 | 380 | 270 | 230 | 260 | 13.0% | E |
| Fort Florida Rd. | Barwick Rd. to US 17/92 | 660 | | no | No | 0.60 | 2 | 35 | E+W | TA OCCRAC1 2W 2L U 0L | 1,230 | 1,460 | 1,110 | 1,140 | 1,140 | 1,130 | 1,130 | 1,040 | 980 | 960 | -2.0% | E |
| Fort Smith Blvd. | Elkcam Blvd. to Providence Blvd | DLT-60.000 | | no | No | 1.00 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 3,024 | 2,700 | 2,580 | 3,220 | 2,910 | - | 3,160 | 3,280 | | - | - | E |
| Fort Smith Blvd. | Providence Blvd. to Newmark Dr. | DLT-60.020 | | no | No | 0.50 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 11,630 | 10,150 | 10,660 | 12,680 | 12,290 | - | 11,901 | 13,876 | | - | - | E |
| Fort Smith Blvd. | Newmark Dr. to Normandy Blvd | DLT-60.030 | | no | No | 0.85 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 6,668 | 7,040 | 6,850 | 8,140 | 7,470 | - | 7,576 | 7,010 | | - | - | E |
| Fort Smith Blvd. | Normandy Blvd. to India Blvd | DLT-60.050 | | no | No | 0.55 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 12,331 | 13,000 | 13,040 | 14,410 | 13,530 | - | 14,262 | 13,768 | | - | - | E |
| Fort Smith Blvd. | India Blvd. to Courtland Blvd | DLT-60.070 | | no | No | 2.25 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 6,468 | 6,570 | 6,720 | 7,400 | 6,880 | - | 7,154 | 7,592 | | - | - | E |
| Fort Smith Blvd. | Courtland Blvd. to Howland Blvd | DLT-60.100 | | no | No | 0.75 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 8,082 | 6,660 | 4,270 | 5,670 | 4,760 | - | 7,388 | 8,497 | | - | - | E |
| Fort Smith Blvd. | Howland Blvd. to SR 415 | DLT-60.110 | | no | No | 0.55 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 3,161 | 3,240 | 3,150 | 4,010 | 3,810 | - | 3,949 | 3,108 | | - | - | E |
| French Ave. | Beginning of road to Blue Springs Park | 690 | | no | No | 1.00 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 164 | 160 | 150 | 170 | 170 | 160 | 190 | 130 | 160 | 130 | -18.8% | E |
| French Ave. | Blue Springs Park to Lawton Ave./Ham | 691 | | no | No | 1.25 | 2 | 35 | E+W | UA OCCRAC1 2W 2L U 0L | 1,250 | 1,020 | 650 | 700 | 540 | 510 | 600 | 530 | 1,340 | 800 | -40.3% | E |
| French Ave. | Lawton Ave./Hamilton to US 17/92 | 694 | | no | Yes | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L D 0L | 4,824 | 5,350 | 5,380 | 5,640 | 6,100 | 6,810 | 7,740 | 5,470 | 5,970 | 5,320 | -10.9% | E |
| Garfield Ave. | US 92 to Plymouth Ave. | 702 | | no | Yes | 0.85 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 1,692 | 1,880 | 2,020 | 1,770 | 1,930 | 2,150 | 2,700 | 2,390 | 2,230 | 2,240 | 0.4% | E |
| Garfield Ave. | Plymouth Ave. to SR 44 | 700 | | no | Yes | 1.00 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 2,103 | 2,340 | 1,700 | 1,480 | 2,270 | 2,490 | 2,750 | 2,400 | 2,240 | 2,230 | -0.4% | E |
| Garfield Ave. | SR 44 to Beresford Ave. | NEW | | no | No | 1.00 | 2 | 30 | N+S | UA OCCRAC1 2W 2L U 0L | - | - | - | - | - | - | - | - | - | - | - | E |
| Garfield Rd. | Doyle Rd. to Enterprise-Osteen Rd | 711 | | no | Yes | 0.90 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | 1,304 | 1,420 | 1,410 | 1,830 | 1,880 | 1,680 | 1,480 | 1,440 | 1,590 | 1,530 | -3.8% | E |
| Glencoe Rd. | Pioneer Tr. to SR 44 | 732 | | no | No | 0.85 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 1,480 | 1,340 | 1,280 | 1,260 | 1,550 | 1,730 | 1,680 | 1,550 | 1,380 | 1,370 | -0.7% | E |
| Glencoe Rd. | SR 44 to Paige Ave. | 731 | | no | No | 1.10 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 2,263 | 2,370 | 2,540 | 2,470 | 3,750 | 3,550 | 3,830 | 3,750 | 3,300 | 3,380 | 2.4% | E |
| Glencoe Rd. | Paige Ave. to Taylor Rd. | 730 | | no | No | 1.50 | 2 | 40 | N+S | UA OCCRAC1 2W 2L U 0L | 1,214 | 1,280 | 1,310 | 1,290 | 1,470 | 1,110 | 1,400 | 1,280 | 1,070 | 1,120 | 4.7% | E |
| Glenwood Rd. | Grand Ave. to SR 15A | 741 | | no | Yes | 1.60 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 4,261 | 4,390 | 4,280 | 4,060 | 4,420 | 2,270 | 1,600 | 4,430 | 3,980 | 3,980 | 0.0% | E |
| Glenwood Rd. | SR 15A to US 17 | 743 | | no | Yes | 1.25 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 2,273 | 2,280 | 2,450 | 2,070 | 2,420 | 2,230 | 1,330 | 2,580 | 2,260 | 2,190 | -3.1% | E |
| Grand Av/CR 4053 | Retta St. to Lemon St. | 756 | | no | Yes | 1.80 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | 2,097 | 2,090 | 2,150 | 2,230 | 2,250 | 1,990 | 2,130 | 1,830 | 1,770 | 1,750 | -1.1% | E |
| Grand Av/CR 4053 | Lemon St. to Glenwood Rd. | 754 | | no | Yes | 1.30 | 2 | 35 | N+S | UA MCCRAC1 2W 2L D WL | 4,252 | 4,420 | 4,620 | 4,800 | 4,360 | 4,180 | 4,330 | 4,060 | 3,790 | 3,720 | -1.8% | E |
| Grand Av/CR 4053 | Glenwood Rd. to Plymouth Ave. | 752 | | no | Yes | 2.10 | 2 | 40 | N+S | RDA UFH 2W 2L U 0L | 2,582 | 2,700 | 2,800 | 2,840 | 2,770 | 2,750 | 2,960 | 2,610 | 2,250 | 2,270 | 0.9% | C |
| Grand Av/CR 4053 | Plymouth Ave. to Minnesota Ave. | 751 | | no | Yes | 0.50 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | 1,589 | 1,560 | 1,760 | 1,800 | 1,570 | 1,500 | 1,540 | 1,570 | 1,280 | 1,290 | 0.8% | E |
| Grand Av/CR 4053 | Minnesota Ave. to SR 44 | 750 | | no | Yes | 0.90 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 1,947 | 1,960 | 2,120 | 2,170 | 2,600 | 2,800 | 2,980 | 2,870 | 2,600 | 2,570 | -1.2% | E |
| Grand Av/CR 4053 | SR 44 to Old New York Ave. | NEW | | no | Yes | 0.60 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | - | - | - | - | - | - | - | - | - | - | - | E |
| Graves Av/CR 4145 | US 17/92 to Leavitt Ave. | 770 | | no | Yes | 0.50 | 2 | 30 | E+W | UA MCCRAC1 2W 2L D WL | 6,791 | 7,510 | 7,600 | 7,010 | 7,780 | 7,910 | 7,000 | 7,570 | 6,610 | 6,110 | -7.6% | E |
| Graves Av/CR 4145 | Leavitt Ave. to Veteran's Memorial Pkwy | 772 | | no | Yes | 1.20 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 7,290 | 7,760 | 8,190 | 7,580 | 8,250 | 8,320 | 7,590 | 7,850 | 6,450 | 6,770 | 5.0% | E |
| Graves Av/CR 4145 | Veteran's Memorial Pkwy. to Kentucky Ave | 775 | | no | Yes | 0.30 | 2 | 45 | E+W | UA MCCRAC2 2W 2L D WL | 13,508 | 16,160 | 15,870 | 14,740 | 18,040 | 15,840 | 16,680 | 17,290 | 16,590 | 16,840 | 1.5% | E |
| Graves Av/CR 4145 | Kentucky Ave. to Howland Blvd. | 900 | | no | Yes | 0.90 | 2 | 45 | E+W | UA MCCRAC1 2W 2L D WL | 14,991 | 12,910 | 13,910 | 12,010 | 12,970 | 11,560 | 13,740 | 13,250 | 12,660 | 11,530 | -8.9% | E |
| Greens Dairy Rd. | SR 15A to Stone St. | 780 | | no | No | 0.50 | 2 | 30 | E+W | UA OCCRAC1 2W 2L U 0L | 125 | 170 | 210 | 180 | 140 | 180 | 190 | 60 | 120 | 100 | -16.7% | E |
| Halifax Dr. (OB) | John Anderson Dr. to Neptune Ave. | 801 | | no | Yes | 1.35 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 5,005 | 5,250 | 4,730 | 4,970 | 3,890 | 3,930 | 4,460 | 3,770 | 3,330 | 3,850 | 15.6% | E |
| Halifax Dr. (OB) | Neptune Ave. to SR 40 | 800 | | no | Yes | 0.70 | 2 | 35 | N+S | UA OCCRAC1 2W 2L U 0L | 6,941 | 7,250 | 6,750 | 7,120 | 6,760 | 7,310 | 7,720 | 6,610 | 6,220 | 5,900 | -5.1% | E |
| Halleck St. (NSB) | Wayne Ave. to Enterprise Ave. | 810 | | no | Yes | 0.20 | 2 | 30 | N+S | UA MCCRAC1 2W 2L U 0L | 5,323 | 7,800 | 8,200 | 7,920 | 6,160 | 6,210 | 5,940 | 6,230 | 6,110 | 6,210 | 1.6% | E |
| Hand Ave. | Williamson Blvd. to Clyde Morris Blvd. | 830 | | no | Yes | 1.25 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U WL | 5,910 | 6,780 | 6,640 | 7,700 | 9,080 | 8,780 | 8,440 | 7,870 | 7,110 | 8,340 | 17.3% | E |
| Hand Ave. | Clyde Morris Blvd. to Shangri La Dr. | 832 | | no | Yes | 0.75 | 2 | 50 | E+W | UA MCCRAC1 2W 2L U 0L | 11,687 | 12,310 | 12,490 | 13,790 | 15,690 | 15,000 | 14,800 | 13,150 | 11,880 | 13,510 | 13.7% | E |
| Hand Ave. | Shangri La Dr. to Nova Rd. | 833 | | no | Yes | 0.25 | 4 | 45 | E+W | UA MCCRAC1 2W 4L D WL | 12,164 | 13,500 | 13,050 | 14,860 | 17,210 | 17,010 | 15,840 | 14,200 | 13,750 | 15,150 | 10.2% | E |
| Hand Ave. | Nova Rd. to US 1 | 834 | | no | Yes | 1.90 | 2 | 25 | E+W | UA MCCRAC1 2W 2L U 0L | 10,267 | 10,550 | 10,140 | 10,900 | 12,180 | 11,730 | 8,480 | 7,860 | 7,270 | 7,670 | 5.5% | E |
| Harley Strickland Blvd. | Enterprise Rd. to Veteran's Memorial Pkwy | 841 | | no | No | 1.35 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U WL | - | 9,140 | 9,690 | 10,290 | 11,420 | 11,460 | 13,760 | 12,190 | 12,110 | 12,770 | 5.5% | E |
| Hazen Rd. | Mercers Fernery Rd. to Plymouth Ave. | 852 | | no | Yes | 1.50 | 2 | 35 | N+S | UA MCCRAC1 2W 2L U 0L | 569 | 680 | 800 | 790 | 680 | 850 | 880 | 620 | 630 | 590 | -6.3% | E |
| Hazen Rd. | Plymouth Ave. to SR 44 | 850 | | no | Yes | 1.00 | 2 | 40 | N+S | UA MCCRAC1 2W 2L U 0L | 1,195 | 1,350 | 1,140 | 1,120 | 1,190 | 1,370 | 1,480 | 1,190 | 1,130 | 1,130 | 0.0% | E |
| Highbanks Rd. | Fort Florida Rd. to Westside Connector | 860 | | no | No | 1.75 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 1,424 | 1,440 | 2,040 | 2,200 | 1,930 | 1,950 | 1,980 | 2,100 | 2,260 | 1,880 | -16.8% | E |
| Highbanks Rd. | Westside Connector to US 17/92 | 861 | | no | No | 1.00 | 2 | 35 | E+W | UA MCCRAC1 2W 2L U 0L | 8,982 | 8,130 | 9,860 | 10,550 | 10,810 | 10,850 | 10,550 | 9,700 | 10,380 | 9,600 | -7.5% | E |
| Highbanks Rd. | US 17/92 to Enterprise Rd. | 863 | | no | No | 1.45 | 2 | 40 | E+W | UA MCCRAC1 2W 2L U 0L | 11,046 | 9,160 | 7,570 | 8,060 | 7,360 | 7,420 | 7,990 | 7,420 | 7,070 | 6,800 | -3.8% | E |
| Highbridge Rd. | Walter Boardman Ln. to John Anderson Dr. | 871 | | no | Yes | 1.60 | 2 | 30 | E+W | TA MCCRAC1 2W 2L U 0L | 2,149 | 2,030 | 2,260 | 2,400 | 2,340 | 2,010 | 2 | | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS |
|------------------------------|--|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|
| Hill Ave. | SR 44 to Voorhis Ave. | 882 | | no | Yes | 0.25 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 2,753 | 2,730 | 2,370 | 2,290 | 2,540 | 2,760 | 2,870 | 2,230 | 2,290 | 2,400 | 4.8% | E |
| Hill Ave. | Voorhis Ave. to Beresford Ave. | 881 | | no | Yes | 0.75 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 2,167 | 2,320 | 2,050 | 1,960 | 2,150 | 2,310 | 2,450 | 2,050 | 2,080 | 2,130 | 2.4% | E |
| Hill Ave. | Beresford Ave. to Taylor Rd. | | | no | Yes | 1.00 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | - | - | - | - | - | - | - | - | - | - | - | E |
| Hontoon Rd. | Old New York Ave. to Botts Landing Rd | 891 | | no | No | 1.15 | 2 | 40 | N+S | UA_OCCRAC1_2W_2L_U_0L | 3,788 | 3,420 | 3,130 | 3,140 | 3,520 | 3,330 | 3,570 | 2,990 | 2,930 | 2,930 | 0.0% | E |
| Hontoon Rd. | Botts Landing Rd. to end of road | 890 | | no | No | 2.00 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,229 | 1,000 | 790 | 760 | 1,080 | 980 | 1,060 | 850 | 780 | 920 | 17.9% | E |
| Howland Blvd. | I-4/SR 472 to Wolf Pack Run | 901 | | no | Yes | 0.40 | 4 | 45 | E+W | UA_MCCRAC1_2W_4L_D_WL | 22,401 | 26,650 | 25,190 | 26,180 | 29,420 | 34,200 | 31,910 | 29,950 | 28,290 | 30,330 | 7.2% | E |
| Howland Blvd. | Wolf Pack Run to Catalina Blvd. | 903 | | no | Yes | 1.15 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 19,791 | 21,960 | 22,100 | 21,920 | 26,100 | 30,200 | 28,610 | 26,660 | 25,260 | 27,640 | 9.4% | E |
| Howland Blvd. | Catalina Blvd. to Providence Blvd. | 905 | | no | Yes | 0.35 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 16,406 | 18,700 | 17,410 | 17,100 | 19,850 | 23,670 | 22,660 | 20,700 | 19,640 | 21,390 | 8.9% | E |
| Howland Blvd. | Providence Blvd. to Elkcam Blvd. | 906 | | no | Yes | 2.10 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_0L | 11,455 | 13,020 | 13,960 | 12,670 | 14,380 | 14,610 | 16,590 | 14,620 | 13,380 | 15,390 | 15.0% | E |
| Howland Blvd. | Elkcam Blvd. to Lake Helen-Osteen Rd | 908 | | no | Yes | 0.30 | 4 | 45/40 | N+S | UA_MCCRAC1_2W_4L_D_WL | 14,351 | 14,620 | 14,190 | 15,520 | 16,610 | 18,200 | 17,460 | 15,020 | 15,250 | 15,030 | -1.4% | E |
| Howland Blvd. | Lake Helen-Osteen Rd. to Newmark Dr | 909 | | no | Yes | 0.70 | 4 | 40 | N+S | UA_MCCRAC1_2W_4L_D_WL | 16,909 | 17,520 | 13,880 | 18,660 | 19,200 | 21,180 | 20,690 | 17,810 | 16,330 | 19,340 | 18.4% | E |
| Howland Blvd. | Newmark Dr. to Courtland Blvd. | 911 | | no | Yes | 1.15 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 15,831 | 13,930 | 13,500 | 14,650 | 14,960 | 16,580 | 16,820 | 14,860 | 13,640 | 16,250 | 19.1% | E |
| Howland Blvd. | Courtland Blvd. to Ft Smith Blvd. | 913 | | no | Yes | 1.80 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 12,800 | 10,570 | 8,200 | 9,160 | 9,300 | 11,280 | 12,690 | 11,160 | 11,570 | 12,820 | 10.8% | E |
| Howland Blvd. | Ft Smith Blvd. to SR 415 | 915 | | no | Yes | 0.65 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 8,458 | 7,970 | 7,100 | 7,750 | 7,770 | 8,220 | 11,730 | 11,870 | 11,580 | 12,770 | 10.3% | E |
| Humphrey Blvd. | Newmark Dr. to India Blvd | DLT-75.000 | | no | No | 1.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 3,188 | 3,040 | 3,210 | 3,590 | 3,620 | - | 3,381 | 3,303 | - | - | - | E |
| India Blvd. | Fort Smith Blvd. to Humphrey Blvd. | DLT-80.000 | | no | No | 2.00 | 2 | 35 | E+W | UA_OCCRAC1_2W_2L_U_0L | 5,738 | 6,950 | 6,280 | 6,560 | 6,120 | - | 6,106 | 3,750 | - | - | - | E |
| India Blvd. | Humphrey Blvd. to Courtland Blvd. | DLT-80.010 | | no | No | 0.06 | 2 | 35 | E+W | UA_OCCRAC1_2W_2L_U_0L | 3,762 | 3,880 | 3,590 | 4,490 | 3,480 | - | 4,459 | 3,501 | - | - | - | E |
| Indian Lake Rd. | Tiger Bay Rd. to US 92 | 935 | | no | No | 0.80 | 2 | 40 | N+S | TA_OCCRAC1_2W_2L_U_0L | - | - | - | - | 5,650 | 5,880 | 7,250 | 6,340 | 5,380 | 5,020 | -6.7% | E |
| Jimmy Ann Dr. | LPGA Blvd. to Clyde Morris Blvd. | 962 | | no | No | 0.30 | 2 | 45 | N+S | UA_OCCRAC1_2W_2L_U_0L | 8,425 | 7,650 | 8,160 | 8,120 | 7,170 | 7,430 | 8,330 | 8,660 | 7,890 | 8,470 | 7.4% | E |
| Jimmy Ann Dr. | Clyde Morris Blvd. to Mason Ave. | 960 | | no | No | 0.15 | 2 | 45 | N+S | UA_OCCRAC1_2W_2L_U_0L | 5,529 | 5,150 | 7,710 | 7,680 | 5,650 | 5,730 | 4,760 | 4,700 | 4,460 | 4,900 | 9.9% | E |
| John Anderson Dr. | Highbridge Rd. to Lynnhurst | 974 | | no | Yes | 7.40 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | - | 5,110 | 5,210 | 4,960 | 5,300 | 4,420 | 5,180 | 3,430 | 4,080 | 3,880 | -4.9% | E |
| John Anderson Dr. | Lynnhurst to Halifax Dr | 972 | | no | Yes | 0.85 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 7,758 | 6,910 | 8,100 | 6,710 | 6,970 | 6,150 | 6,890 | 5,550 | 5,620 | 5,220 | -7.1% | E |
| John Anderson Dr. | Halifax Dr. to Neptune | 971 | | no | Yes | 1.00 | 2 | 25 | N+S | UA_MCCRAC1_2W_2L_U_0L | 5,427 | 4,760 | 5,010 | 5,020 | 5,360 | 4,510 | 5,070 | 3,690 | 3,550 | 3,620 | 2.0% | E |
| John Anderson Dr. | Neptune to SR 40 | 970 | | no | Yes | 1.00 | 2 | 25 | N+S | UA_MCCRAC1_2W_2L_U_0L | - | - | 8,200 | 8,340 | 6,780 | 6,460 | 7,120 | 5,430 | 5,550 | 5,110 | -7.9% | E |
| John Anderson Hwy. | Walter Boardman Lane to Flagler Co. | 990 | | no | Yes | 1.00 | 2 | 5 NB / 30 S | N+S | TA_MCCRAC1_2W_2L_U_0L | 1,091 | 1,270 | 1,170 | 1,440 | 1,480 | 1,060 | 1,060 | 1,110 | 1,040 | 960 | -7.7% | E |
| Josephine St./10th St. | Old Mission Rd. to Tatum Blvd. | 1000 | | no | Yes | 0.30 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,885 | 4,910 | 4,550 | 4,400 | 6,050 | 6,310 | 6,370 | 5,610 | 6,370 | 6,000 | -5.8% | E |
| Josephine St./10th St. | Tatum Blvd. to US 1 | 1002 | | no | Yes | 1.80 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | - | - | 3,320 | 3,250 | 7,460 | 6,930 | 6,920 | 6,870 | 7,400 | 7,310 | -1.2% | E |
| Kathy Dr. (N. Penin.) | John Anderson Dr. to SR A1A | 1011 | | no | No | 0.44 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 233 | 200 | 370 | 250 | 550 | 400 | 390 | 430 | 420 | 470 | 11.9% | E |
| Kennedy Pkwy (Old SR 3) | US 1 to Park Entrance | 1020 | | no | No | 4.00 | 2 | 55 | E+W | RUA_UFH_2W_2L_U_0L | 1,181 | 1,200 | 1,120 | 1,140 | 1,090 | 950 | 830 | 1,000 | 930 | 1,040 | 11.8% | C |
| Kicklighter Rd. | Macy Ave. to Lake Helen-Osteen/Preva | 1051 | | no | Yes | 0.75 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,520 | 1,760 | 1,610 | 1,270 | 1,550 | 1,520 | 1,640 | 1,760 | 1,770 | 1,930 | 9.0% | E |
| Lake George Rd. | Bream Dr. to US 17 | 1062 | | no | No | 3.90 | 2 | 30 | E+W | RUA_UFH_2W_2L_U_0L | 978 | 1,080 | 1,400 | 1,430 | 1,220 | 940 | 1,080 | 990 | 1,010 | 780 | -22.8% | C |
| Lake Helen-Osteen Rd. | Kicklighter Rd. to Captain Dr. | 1076 | | no | Yes | 1.40 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_0L | 5,656 | 6,460 | 5,330 | 7,820 | 7,760 | 7,810 | 8,290 | 6,290 | 7,310 | 7,020 | -4.0% | E |
| Lake Helen-Osteen Rd. | Captain Dr. to Catalina Blvd. | 1073 | | no | Yes | 0.40 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_0L | 6,586 | 7,350 | 6,920 | 7,920 | 8,050 | 8,090 | 8,610 | 6,700 | 6,990 | 7,390 | 5.7% | E |
| Lake Helen-Osteen Rd. | Catalina Blvd. to Haulover Blvd. | 1072 | | no | Yes | 0.50 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_0L | 7,852 | 8,690 | 8,500 | 9,640 | 9,430 | 9,490 | 10,130 | 9,560 | 9,430 | 10,200 | 8.2% | E |
| Lake Helen-Osteen Rd. | Haulover Blvd. to Elkcam Blvd. | 1071 | | no | Yes | 1.75 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_0L | 5,634 | 7,710 | 6,640 | 7,790 | 7,900 | 7,920 | 8,230 | 6,720 | 7,000 | 7,470 | 6.7% | E |
| Lake Helen-Osteen Rd. | Elkcam Blvd. to Howland Blvd. | 1070 | | no | Yes | 0.40 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 3,192 | 3,510 | 2,320 | 3,470 | 3,420 | 3,400 | 3,660 | 2,920 | 3,440 | 5,490 | 59.6% | E |
| Children's Way/Lakeshore Dr. | Main St. to Providence Blvd. | 1090 | | no | Yes | 0.70 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 2,892 | 3,140 | 2,390 | 2,430 | 2,340 | 2,380 | 2,220 | 2,000 | 2,080 | 1,220 | -41.3% | E |
| Lakeshore Dr. | Providence Blvd. to Garfield Rd | 1092 | | no | Yes | 0.45 | 2 | 30 | E+W | TA_MCCRAC1_2W_2L_U_0L | 3,035 | 2,170 | 2,050 | 2,050 | 3,200 | 3,350 | 3,100 | 3,070 | 2,860 | 2,680 | -6.3% | E |
| Lakeview Dr. | New York Ave. to Main St. | 1101 | | no | No | 0.25 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,251 | 1,280 | 1,410 | 1,100 | 1,270 | 1,250 | 1,400 | 1,320 | 1,080 | 1,100 | 1.9% | C |
| Lakeview Dr. | Main St. to Ohio Ave. | 1100 | | no | Yes | 0.50 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 2,530 | 2,450 | 2,700 | 2,340 | 2,650 | 2,640 | 2,890 | 2,780 | 2,300 | 2,900 | 26.1% | C |
| Lake Winona Rd. | SR 40 to Blackwelder Rd. | 1082 | | no | Yes | 3.70 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_0L | 270 | 280 | 210 | 230 | 260 | 250 | 300 | 180 | 180 | 180 | 0.0% | C |
| Lake Winona Rd. | Blackwelder Rd. to US 17 | 1081 | | no | Yes | 2.25 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_0L | 1,159 | 1,150 | 1,040 | 1,070 | 1,120 | 1,160 | 1,290 | 880 | 910 | 860 | -5.5% | C |
| Lake Winona Rd. | US 17 to CR 3 | 1080 | | no | Yes | 0.15 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_0L | 260 | 250 | 180 | 200 | 240 | 300 | 360 | 180 | 180 | 160 | -11.1% | C |
| Lemon Bluff Rd. | SR 415 to end of road | 1111 | | no | No | 4.60 | 2 | 45 | E+W | RUA_UFH_2W_2L_U_0L | 753 | 880 | 960 | 1,190 | 1,200 | 1,060 | 960 | 990 | 960 | 990 | 3.1% | C |
| Little Brown Church Rd. | US 17 to Cowart Rd. | 1120 | | no | No | 0.65 | 2 | 40 | E+W | RUA_UFH_2W_2L_U_0L | 622 | 720 | 450 | 470 | 680 | 720 | 720 | 690 | 630 | 640 | 1.6% | C |
| LPGA Blvd. (DB) | US 92 to Welshinger-Butler Circle | 1130 | | no | Yes | 2.75 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 5,875 | 6,210 | 6,560 | 6,870 | 7,990 | 7,940 | 6,990 | 7,890 | 6,180 | 6,590 | 6.6% | E |
| LPGA Blvd. (DB) | Welshinger-Butler Circle to Tomoka Fa | 1131 | | no | Yes | 2.60 | 2 | 55 | E+W | UA_MCCRAC1_2W_2L_U_WL | 5,247 | 5,850 | 7,430 | 7,740 | 7,860 | 7,900 | 8,740 | 9,570 | 7,740 | 7,800 | 0.8% | E |
| LPGA Blvd. (DB) | Tomoka Farms Rd to Williamson Blvd | 1133 | | Yes | Yes | 0.65 | 4 | 45 | E+W | UA_MCCRAC1_2W_4L_D_WL | 16,987 | 20,760 | 21,960 | 22,390 | 24,740 | 25,210 | 25,230 | 27,120 | 23,330 | 24,180 | 3.6% | E |
| LPGA Blvd. (DB) | Williamson Blvd. to Clyde Morris Blvd. | 1134 | | Yes | Yes | 0.50 | 4 | 50 | E+W | UA_MCCRAC1_2W_4L_D_WL | 16,368 | 18,290 | 19,680 | 20,160 | 21,700 | 21,930 | 21,750 | 22,550 | 19,490 | 21,030 | 7.9% | E |
| LPGA Blvd. (DB) | Clyde Morris Blvd. to Jimmy Ann Dr. | 1136 | | Yes | Yes | 1.10 | 4 | 45 | E+W | UA_MCCRAC1_2W_4L_D_WL | 14,322 | 14,560 | 14,170 | 14,480 | 16,530 | 16,800 | 19,480 | 16,650 | 14,400 | 13,850 | -3.8% | E |
| LPGA Blvd. (DB) | Jimmy Ann Dr. to Derbyshire Rd. | 1137 | | Yes | Yes | 0.25 | 2 | 35 | E+W | UA_MCCRAC2_2W_2L_U_WL | 15,875 | 17,250 | 16,560 | 16,950 | 19,310 | 19,730 | 18,680 | 19,030 | 16,430 | 15,700 | -4.4% | E |
| LPGA Blvd. (CO) | Derbyshire Rd. to SR5A | | | | | | | | | | | | | | | | | | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS | |
|-------------------------------|--|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|---|
| Madeline Ave. | Clyde Morris Blvd. to SR5A/Nova Rd. | 1163 | | no | Yes | 1.30 | 2 | 25 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,356 | 7,110 | 7,650 | 7,530 | 7,800 | 6,940 | 7,660 | 9,460 | 6,460 | 6,560 | 6.560 | 1.5% | E |
| Madeline Ave. | SR5A/Nova Rd. to Sauls St. | 1164 | | no | Yes | 1.00 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 5,148 | 5,000 | 6,390 | 6,310 | 5,560 | 5,100 | 5,680 | 4,270 | 4,210 | 4,760 | 13.1% | E | |
| Main St. (Enterprise) | Enterprise Rd. to DeBary Ave. | 1174 | | no | Yes | 0.35 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 4,982 | 5,560 | 5,260 | 5,600 | 4,810 | 4,870 | 4,440 | 4,490 | 4,880 | 2,830 | -42.0% | E | |
| Main St. (Enterprise) | DeBary Ave. to Lakeshore Dr. | 1173 | | no | Yes | 0.20 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 2,487 | 2,680 | 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 | | no | No | 0.20 | 2 | 25 | E+W | UA_OCCRAC1_2W_2L_U_0L | - | - | 480 | 490 | 500 | 570 | 680 | 620 | 480 | 490 | 2.1% | E | |
| Main St. (Lake Helen) | I-4 to Lakeview Dr. | 1176 | | no | Yes | 0.95 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 5,806 | 6,100 | 6,080 | 5,450 | 6,330 | 6,050 | 6,370 | 5,320 | 5,390 | 5,600 | 3.9% | C | |
| Marsh Rd. | Daugharty Rd. to Carter Rd. | 1183 | | no | Yes | 3.00 | 2 | 40 | N+S | RDA_UFH_2W_2L_U_0L | 662 | 700 | 720 | 730 | 740 | 810 | 750 | 600 | 710 | 720 | 1.4% | C | |
| Marsh Rd. | Carter Rd. to US 92 | 1180 | | no | Yes | 2.05 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 3,033 | 2,430 | 3,010 | 3,020 | 2,730 | 2,920 | 2,730 | 2,140 | 2,140 | 2,430 | 13.6% | E | |
| Mason Ave. | Williamson Blvd. to Fentress Blvd. | 1190 | | Yes | Yes | 0.60 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_D_WL | 10,587 | 8,900 | 10,260 | 10,330 | 10,020 | 9,490 | 10,860 | 9,090 | 8,400 | 8,360 | -0.5% | E | |
| Mason Ave. | Fentress Blvd. to Bill France Blvd. | 1191 | | Yes | Yes | 0.50 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_D_WL | 14,063 | 11,880 | 12,020 | 12,080 | 12,470 | 11,660 | 11,550 | 10,700 | 10,680 | 10,580 | -0.9% | E | |
| Mason Ave. | Bill France Blvd. to Jimmy Ann Dr. | 1193 | | Yes | Yes | 0.30 | 4 | 40 | E+W | UA_MCCRAC2_2W_4L_D_WL | 15,783 | - | 14,420 | 14,530 | 14,240 | 13,750 | 13,830 | 13,250 | 12,140 | 12,900 | 6.3% | E | |
| Mason Ave. | Jimmy Ann Dr. to SR 483/Clyde Morris | 1194 | | Yes | Yes | 0.50 | 4 | 40 | E+W | UA_MCCRAC2_2W_4L_D_WL | 17,686 | 15,090 | 15,530 | 15,590 | 15,140 | 14,650 | 16,230 | 13,510 | 13,150 | 13,530 | 2.9% | E | |
| Maytown Rd. | New Smyrna Blvd. to Pell Rd. | 1196 | | no | No | 5.60 | 2 | 50 | E+W | RDA_UFH_2W_2L_U_0L | - | - | - | - | 3,720 | 3,450 | 3,370 | 3,120 | 3,360 | 3,120 | -7.1% | C | |
| Maytown Rd. | Pell Rd. to Beacon Light Rd. | 1198 | | no | No | 12.90 | 2 | 45 | E+W | RUA_UFH_2W_2L_U_0L | - | - | - | - | 1,200 | 1,110 | 720 | 660 | 670 | 650 | -3.0% | C | |
| Maytown Rd./Halifax Ave. (OH) | Beacon Light Rd. to US 1 | 790 | | no | Yes | 1.10 | 2 | 35 | E+W | RDA_UFH_2W_2L_U_0L | 1,913 | 1,680 | 1,980 | 1,900 | 1,960 | 1,770 | 1,990 | 1,380 | 1,650 | 1,650 | 0.0% | C | |
| McBride Rd. | US 17 to Lake George Rd. | 1200 | | no | No | 3.00 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_0L | 360 | 300 | 320 | 330 | 350 | 380 | 380 | 270 | 290 | 310 | 6.9% | C | |
| McGregor Rd. | Westside Con./Fatio to Spring Garden Ave. | | | no | Yes | 0.70 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | - | - | - | - | - | - | - | - | - | - | - | E | |
| McGregor Rd. | Spring Garden Ave. to US17/92 | 1211 | | no | Yes | 1.40 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 3,015 | 4,120 | 4,600 | 4,930 | 5,800 | 5,440 | 5,580 | 4,990 | 4,730 | 4,600 | -2.7% | E | |
| Mercers Fernery Rd. | Glenwood Rd. to SR 15A | 1221 | | no | Yes | 1.45 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,005 | 1,070 | 1,020 | 990 | 1,010 | 2,340 | 2,380 | 830 | 910 | 860 | -5.5% | E | |
| Mercers Fernery Rd. | SR 15A to US 17 | 1223 | | no | Yes | 1.25 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,021 | 1,020 | 1,170 | 1,150 | 1,300 | 1,470 | 1,530 | 1,170 | 1,350 | 1,370 | 1.5% | E | |
| Midway Ave. | Williamson Blvd. to US 92 | 1230 | | no | Yes | 2.00 | 4 | 40 | E+W | UA_MCCRAC1_2W_4L_D_WL | - | - | 2,960 | 3,020 | 3,110 | 2,840 | 3,210 | 3,310 | 2,420 | 2,530 | 4.5% | E | |
| Minnesota Ave. (DeLand) | Grand Ave. to SR 15A | 1245 | | no | Yes | 1.35 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,108 | 1,280 | 1,810 | 1,790 | 1,740 | 1,860 | 1,950 | 2,230 | 2,670 | 2,670 | 0.0% | E | |
| Minnesota Ave. (DeLand) | SR 15A to US 17/92 | 1247 | | no | Yes | 1.25 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,773 | 1,700 | 1,790 | 1,780 | 1,790 | 1,840 | 1,990 | 1,110 | 1,240 | 1,090 | -12.1% | E | |
| Minnesota Ave. (DeLand) | Amelia Ave. to Hill Ave | 1249 | | no | Yes | 0.75 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 2,342 | 2,370 | 2,450 | 2,360 | 2,270 | 1,690 | 1,850 | 1,970 | 2,280 | 2,170 | -4.8% | E | |
| Minnesota Ave. (DeLand) | Hill Ave. to Blue Lake Ave. | 1250 | | no | Yes | 0.50 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 2,621 | 3,130 | 3,120 | 3,060 | 2,780 | 2,070 | 2,230 | 2,630 | 2,840 | 2,680 | -5.6% | E | |
| Minnesota Ave. (DeLand) | Blue Lake Ave. to Kepler Rd. | 1251 | | no | Yes | 0.85 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 3,394 | 3,950 | 4,380 | 4,340 | 3,890 | 3,370 | 3,550 | 4,270 | 4,500 | 3,530 | -21.6% | E | |
| Minnesota Ave. (Orange City) | Sparkman Ave. to US 17/92 | 1241 | | no | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 1,307 | 1,850 | 1,680 | 1,790 | 1,900 | 2,040 | 2,280 | 2,090 | 1,860 | 1,810 | -2.7% | E | |
| Minnesota Ave. (Orange City) | US 17/92 to Leavitt Ave. | 1242 | | no | No | 0.50 | 2 | 25 | E+W | UA_OCCRAC1_2W_2L_U_0L | 1,107 | 1,460 | 1,110 | 1,180 | 1,510 | 1,520 | 1,700 | 1,500 | 1,400 | 1,470 | 5.0% | E | |
| Minnesota Ave. (Orange City) | Leavitt Ave. to SR 472 | 1243 | | no | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 1,016 | 1,350 | 1,330 | 1,380 | 960 | 1,320 | 1,430 | 1,430 | 1,340 | 1,430 | 6.7% | E | |
| New Hampshire Ave. | SR 15A to Adelle Ave | 1270 | | no | No | 0.15 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 2,505 | 2,090 | 2,710 | 2,650 | 2,730 | 2,550 | 2,610 | 2,080 | 2,110 | 2,210 | 4.7% | E | |
| New Hampshire Ave. | Adelle Ave to Clara Ave. | 1271 | | no | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 3,261 | 2,980 | 3,290 | 3,220 | 3,320 | 3,050 | 3,200 | 2,550 | 2,540 | 2,480 | -2.4% | E | |
| New Hampshire Ave. | Clara Ave. to US 17/92 | 1272 | | no | No | 0.25 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 3,376 | 3,130 | 3,580 | 3,500 | 3,500 | 3,200 | 3,390 | 2,580 | 2,640 | 2,640 | 0.0% | E | |
| Newmark Dr. | Ft Smith Blvd. to Humphrey Blvd. | DLT-100.000 | | no | No | 1.60 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 8,243 | 7,300 | 7,750 | 8,770 | 8,700 | - | 8,066 | 7,061 | - | - | - | E | |
| Newmark Dr. | Humphrey Blvd. to Howland Blvd | DLT-100.020 | | no | No | 0.90 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 6,364 | 6,060 | 6,400 | 7,440 | 7,010 | - | 7,046 | 6,452 | - | - | - | E | |
| Newmark Dr. | Howland Blvd. to Courtland Blvd. | DLT-100.040 | | no | No | 0.75 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,601 | 1,990 | 2,230 | 2,490 | 2,540 | - | 6,875 | 1,434 | - | - | - | E | |
| New York Ave. (Orange City) | Westside Pkwy/Hamilton Ave. to Sparkman Ave. | 1281 | | no | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 2,419 | 2,750 | 3,300 | 3,500 | 4,030 | 4,340 | 4,730 | 4,490 | 3,750 | 3,850 | 2.7% | E | |
| New York Ave. (Orange City) | Sparkman Ave. to Carpenter Ave | 1283 | | no | No | 0.30 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 3,665 | 4,420 | 4,580 | 4,880 | 5,390 | 5,160 | 5,700 | 5,350 | 4,560 | 4,770 | 4.6% | E | |
| New York Ave. (Orange City) | Carpenter Ave. to US 17/92 | 1284 | | no | No | 0.25 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 4,362 | 4,920 | 5,530 | 5,970 | 6,400 | 6,320 | 6,500 | 6,030 | 5,300 | 5,580 | 5.3% | E | |
| New York Ave. (Lake Helen) | Summit Ave. to Lakeview Dr. | 1285 | | no | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 1,172 | 1,160 | 1,120 | 1,080 | 1,110 | 1,100 | 1,160 | 910 | 850 | 920 | 8.2% | C | |
| Normandy Blvd. | Graves (old Howland) to Rhode Island Ave. | DLT-105.000 | | no | No | 1.25 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_0L | 6,072 | 6,020 | 5,720 | 6,360 | 6,710 | - | 6,786 | 4,411 | - | - | - | E | |
| Normandy Blvd. | Rhode Island Ave. to Elkcam Blvd. | DLT-105.000 | | no | No | 0.50 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 5,982 | 5,950 | 5,640 | 6,700 | 7,550 | - | 6,439 | 4,893 | - | - | - | E | |
| Normandy Blvd. | Elkcam Blvd. to Saxon Blvd | DLT-105.030 | | no | No | 1.00 | 4 | 35 | N+S | UA_NSOSRS_2W_4L_D_WL | 13,466 | 13,140 | 13,400 | 13,940 | 14,930 | - | 13,100 | 10,694 | - | - | - | E | |
| Normandy Blvd. | Saxon Blvd. to Deltona Blvd | DLT-105.050 | | no | No | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 13,811 | 13,670 | 12,950 | 13,630 | 14,370 | - | 12,775 | 10,996 | - | - | - | E | |
| Normandy Blvd. | Deltona Blvd. to Tivoli Dr. | DLT-105.070 | | no | No | 1.10 | 3 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 14,110 | 13,420 | 12,700 | 13,740 | 14,360 | - | 12,843 | 11,929 | - | - | - | E | |
| Normandy Blvd. | Tivoli Dr. to Providence Blvd | DLT-105.090 | | no | No | 0.90 | 3 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 9,858 | 9,600 | 8,810 | 9,560 | 10,360 | - | 12,069 | 8,305 | - | - | - | E | |
| Normandy Blvd. | Providence Blvd. to Saxon Blvd | DLT-105.120 | | no | No | 1.00 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | 8,585 | 8,020 | 8,860 | 9,240 | 10,040 | - | 8,662 | 8,148 | - | - | - | E | |
| Normandy Blvd. | Saxon Blvd. to Ft Smith Blvd | DLT-105.140 | | no | No | 0.75 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 12,352 | 11,960 | 11,970 | 12,400 | 13,310 | - | 7,640 | 11,232 | - | - | - | E | |
| Ohio Ave. (LH) | Macy Ave. to Lakeview Dr. | 1320 | | no | Yes | 0.20 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 906 | 660 | 660 | 640 | 730 | 710 | 790 | 690 | 610 | 710 | 16.4% | C | |
| Old Dixie Hwy. | I-95 to Old Kings Rd. | 1334 | | no | Yes | 0.60 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_0L | 6,580 | 7,390 | 9,700 | 8,500 | 8,360 | 8,380 | 8,230 | 7,720 | 7,250 | 7,750 | 6.9% | E | |
| Old Dixie Hwy. | Old Kings Rd. to Walter Boardman Ln. | 1333 | | no | Yes | 0.55 | 2 | 45 | E+W | TA_MCCRAC1_2W_2L_U_0L | 3,303 | 3,530 | 3,610 | 4,450 | 4,420 | 3,750 | 3,870 | 3,300 | 3,490 | 3,210 | -8.0% | E | |
| Old Dixie Hwy. | Walter Boardman Ln. to Pine Tree Dr. | 1332 | | no | Yes | 5.10 | 2 | 45 | N+S | TA_MCCRAC1_2W_2L_U_0L | 1,717 | 2,130 | 2,460 | 3,160 | 3,170 | 2,480 | 2,620 | 2,090 | 2,340 | 2,240 | -4.3% | E | |
| Old Dixie Hwy. | Pine Tree Dr. to Ingelsia | 1330 | | no | Yes | 0.50 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 1,748 | | | | | | | | | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS | |
|-----------------------------|---|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|---|
| Old New York Ave. | Hontoon Rd. to Lakeview Dr. | 1361 | | no | Yes | 0.40 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 4,057 | 4,270 | 3,830 | 4,190 | 4,120 | 3,850 | 4,190 | 3,570 | 2,820 | 2,820 | 3,250 | 15.2% | C |
| Old New York Ave. | Lakeview Dr. to Grand Ave. | 1362 | | no | Yes | 0.50 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 3,830 | 4,980 | 4,820 | 5,210 | 5,080 | 5,050 | 5,390 | 3,970 | 3,860 | 4,130 | 7.0% | E | |
| Old New York Ave. | Grand Ave. to SR 44 | 1364 | | no | Yes | 0.91 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | - | 3,800 | 3,380 | 3,630 | 3,200 | 3,180 | 3,500 | 2,800 | 2,790 | 2,730 | -2.2% | E | |
| Orange/Silver Beach Ave. | Nova Rd. to Dr Martin Luther King Jr Blvd | 1370 | | no | Yes | 0.75 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_D_WL | - | 11,390 | 12,410 | 12,260 | 10,760 | 10,870 | 11,500 | 9,290 | 9,980 | 10,930 | 9.5% | E | |
| Orange/Silver Beach Ave. | Martin Luther King Jr Blvd. to Marion St | 1372 | | no | Yes | 0.20 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_D_WL | 9,508 | 9,000 | 9,140 | 9,030 | 8,380 | 7,770 | 8,390 | 6,530 | 7,110 | 7,270 | 2.3% | E | |
| Orange/Silver Beach Ave. | Marion St. to US 1 | 1373 | | no | Yes | 0.10 | 4 | 30 | E+W | UA_MCCRAC1_2W_4L_D_WL | 9,476 | 9,530 | 9,630 | 9,510 | 8,150 | 7,540 | 8,360 | 6,300 | 6,890 | 7,530 | 9.3% | E | |
| Orange/Silver Beach Ave. | US 1 to Beach St. | 1374 | | Yes | Yes | 0.20 | 4 | 30 | E+W | UA_MCCRAC1_2W_4L_D_WL | 13,832 | 13,090 | 13,990 | 13,830 | 10,960 | 10,000 | 10,950 | 9,300 | 9,780 | 10,660 | 9.0% | E | |
| Orange/Silver Beach Ave. | Beach St. to City Island Pkwy. | 1375 | | Yes | Yes | 0.20 | 4 | 30 | E+W | UA_MCCRAC1_2W_4L_D_WL | 15,633 | 14,970 | 15,530 | 15,340 | 20,210 | 12,420 | 13,680 | 11,510 | 12,460 | 11,430 | -8.3% | E | |
| Orange/Silver Beach Ave. | City Island Pkwy. to Peninsula Dr. | 1710 | | Yes | Yes | 0.60 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,872 | 15,280 | 13,500 | 13,200 | 12,730 | 11,130 | 11,820 | 10,210 | 10,870 | 10,340 | -4.9% | E | |
| Orange/Silver Beach Ave. | Peninsula Dr. to SR A1A | 1711 | | Yes | Yes | 0.30 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,096 | 9,230 | 9,100 | 6,330 | 5,820 | 4,270 | 4,740 | 4,160 | 5,120 | 4,500 | -12.1% | E | |
| Orange Camp Rd. | US 17/92 to Princeton | 1380 | | no | Yes | 0.75 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,872 | 8,560 | 9,160 | 9,010 | 10,030 | 10,460 | 10,960 | 9,620 | 8,730 | 8,850 | 1.4% | E | |
| Orange Camp Rd. | Princeton. to Blue Lake Ave. | 1382 | | no | Yes | 0.90 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,033 | 7,610 | 8,250 | 8,170 | 8,390 | 7,710 | 8,170 | 8,540 | 8,430 | 8,070 | -4.3% | E | |
| Orange Camp Rd. | Blue Lake Ave. to W Volusia Bltwy. (Dr | 1384 | | no | Yes | 0.55 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,487 | 8,530 | 9,250 | 9,130 | 9,920 | 10,210 | 10,790 | 9,590 | 9,190 | 8,940 | -2.7% | E | |
| Orange Camp Rd. | W Volusia Bltwy. (Dr MLK Jr) to I-4 | 1385 | | no | Yes | 1.00 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,679 | 8,830 | 10,300 | 10,210 | 12,170 | 12,080 | 12,700 | 11,510 | 10,280 | 10,730 | 4.4% | E | |
| Palm Dr. | John Anderson Dr. to SR A1A | 1391 | | no | No | 0.44 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 1,816 | 2,560 | 2,160 | 2,250 | 1,680 | 1,500 | 1,420 | 1,360 | 1,450 | 1,600 | 10.3% | E | |
| Park Ave. | Old Mission Rd. to Air Park Rd. | 1409 | | no | Yes | 0.90 | 2 | 45 | E+W | TA_MCCRAC1_2W_2L_U_0L | - | - | - | - | 4,220 | 3,960 | 4,320 | 4,180 | 3,960 | 3,770 | -4.8% | E | |
| Park Ave. | Air Park Rd. to US 1 | 1413 | | no | Yes | 1.40 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_D_WL | 7,916 | 8,160 | 8,380 | 8,100 | 8,460 | 7,900 | 8,070 | 7,850 | 7,400 | 6,960 | -5.9% | E | |
| Peninsula Dr. - South | Dunlawton Ave. to Marcelle Ave | 1420 | | no | No | 0.15 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 5,621 | 4,700 | 4,820 | 4,800 | 3,500 | 2,760 | 3,110 | 4,370 | 4,620 | 5,160 | 11.7% | E | |
| Peninsula Dr. - South | Marcelle Ave. to Major St. | 1423 | | no | No | 0.45 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | - | - | 2,660 | 1,590 | - | 1,200 | 1,730 | 2,150 | 2,730 | 2,970 | 8.8% | E | |
| Peninsula Dr. - South | Major St. to Inlet Harbor Rd | 1419 | | no | No | 0.55 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | - | - | - | - | - | - | - | - | 6,630 | 2,690 | -59.4% | E | |
| Peninsula Dr. - South | Inlet Harbor Rd to Beach Street | 1422 | | no | No | 3.00 | 2 | 25 | E+W | UA_OCCRAC1_2W_2L_U_0L | - | - | 1,580 | 1,570 | 1,500 | 880 | 1,220 | 1,270 | 1,220 | 1,510 | 23.8% | E | |
| Peterson Rd. | Riley Pidgeon Rd. to Emporia/Blackbu | 1433 | | no | No | 2.80 | 2 | 35 | E+W | RUA_UFH_2W_2L_U_0L | 421 | 480 | 380 | 370 | 400 | 390 | 390 | 290 | 280 | 320 | 14.3% | C | |
| Pineland Tr. | Airport Rd. to Harmony Ave. | 1450 | | no | No | 2.50 | 2 | 50 | N+S | TA_OCCRAC1_2W_2L_U_0L | 250 | 210 | 240 | 720 | 750 | 390 | 480 | 440 | 700 | 610 | -12.9% | E | |
| Pineland Tr. | Harmony Ave. to US 1 | 1451 | | no | No | 2.00 | 2 | 50 | E+W | TA_OCCRAC1_2W_2L_U_0L | 140 | 410 | 440 | 480 | 650 | 280 | 360 | 300 | 260 | 230 | -11.5% | E | |
| Pine Tree Dr. | US 1 to Addison Dr | 1440 | | no | No | 1.00 | 2 | 35 | E+W | UA_OCCRAC1_2W_2L_U_0L | 2,339 | 2,820 | 2,440 | 2,870 | 3,040 | 2,870 | 3,020 | 2,460 | 2,590 | 2,600 | 0.4% | E | |
| Pine Tree Dr. | Addison Dr. to Old Dixie Hwy | 1441 | | no | No | 1.00 | 2 | 35 | E+W | TA_OCCRAC1_2W_2L_U_0L | - | - | 1,760 | 1,510 | 1,570 | 1,850 | 1,890 | 1,660 | 1,740 | 1,420 | -18.4% | E | |
| Pioneer Tr. | SR 44 to Tomoka Farms Rd. | 1461 | | no | Yes | 4.00 | 2 | 50 | E+W | RDA_UFH_2W_2L_U_0L | 2,310 | 2,380 | 2,540 | 2,520 | 2,530 | 2,600 | 2,580 | 2,730 | 3,300 | 3,070 | -7.0% | C | |
| Pioneer Tr. | Tomoka Farms Rd. Airport Rd. | 1464 | | no | Yes | 1.40 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_0L | 2,943 | 2,050 | 3,210 | 3,160 | 4,080 | 4,210 | 3,620 | 3,370 | 3,310 | 3,660 | 10.6% | E | |
| Pioneer Tr. | Airport Rd. to Turnbull Bay Rd. | 1465 | | no | Yes | 2.50 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_0L | 2,440 | 1,780 | 3,090 | 3,040 | 3,380 | 3,590 | 2,700 | 2,620 | 2,860 | 2,710 | -5.2% | E | |
| Pioneer Tr. | Turnbull Bay Rd. to Sugar Mill Dr | 1467 | | no | Yes | 1.75 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 2,813 | 2,350 | 3,140 | 3,100 | 3,480 | 3,850 | 2,950 | 2,790 | 2,670 | 2,840 | 6.4% | E | |
| Pioneer Tr. | Sugar Mill Dr. to Williams Rd. | 1471 | | no | Yes | 1.45 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 2,904 | 2,950 | 3,150 | 3,100 | 3,740 | 4,200 | 3,630 | 3,560 | 4,360 | 3,920 | -10.1% | E | |
| Pioneer Tr. | Williams Rd. to Enterprise Ave | 1473 | | no | Yes | 1.05 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 5,187 | 4,520 | 4,700 | 4,620 | 5,590 | 5,460 | 5,430 | 5,320 | 5,830 | 5,300 | -9.1% | E | |
| Pioneer Tr. | Enterprise Ave. to Jungle Rd | 1474 | | no | Yes | 0.50 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 7,414 | 7,540 | 7,390 | 7,270 | 8,810 | 8,850 | 9,410 | 8,600 | 8,870 | 8,380 | -5.5% | E | |
| Pioneer Tr. | Jungle Rd to Canal St. | 1475 | | no | Yes | 0.25 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 7,572 | 8,280 | 2,660 | 2,630 | 2,310 | 2,120 | 2,080 | 2,390 | 2,630 | 1,910 | -27.4% | E | |
| Wallace Rd. | Canal St to SR 44 | 1955 | | no | Yes | 0.25 | 3 | 35 | N+S | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | 8,300 | 7,610 | 8,750 | 8,020 | 8,260 | 7,700 | -6.8% | E | |
| Mission Dr. | SR 44 to Old Mission Rd. | 1261 | | no | Yes | 0.75 | 4 | 40 | N+S | UA_MCCRAC1_2W_4L_D_WL | - | 11,210 | 10,230 | 13,380 | 14,040 | 14,920 | 15,200 | 14,310 | 14,190 | 12,420 | -12.5% | E | |
| Old Mission Rd./Mission Rd. | Old Mission Rd. to Josephine St. | 1354 | | no | Yes | 0.75 | 4 | 40 | N+S | UA_MCCRAC1_2W_4L_D_WL | 9,862 | 11,500 | 10,210 | 9,860 | 12,570 | 12,470 | 13,630 | 12,250 | 12,570 | 12,270 | -2.4% | E | |
| Old Mission Rd. | Josephine St. to Park Ave | 1353 | | no | Yes | 1.70 | 2 | 35 | N+S | TA_MCCRAC1_2W_2L_U_0L | 5,820 | 6,780 | 7,240 | 7,040 | 7,530 | 7,430 | 8,040 | 7,520 | 7,250 | 6,920 | -4.6% | E | |
| Old Mission Rd. | Park Ave. to SR 442 | 1351 | | no | Yes | 2.00 | 2 | 45 | N+S | TA_MCCRAC1_2W_2L_U_0L | 3,914 | 4,190 | 4,500 | 4,380 | 4,880 | 4,640 | 5,480 | 4,400 | 4,380 | 4,190 | -4.3% | E | |
| Plaza Dr. (N. Penin.) | John Anderson Dr. to SR A1A | 1481 | | no | No | 1.00 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | - | - | 170 | 200 | 240 | 240 | 200 | 200 | 190 | 280 | 47.4% | E | |
| Plymouth Ave. | Grand Ave. to Hazen Rd. | 1490 | | no | Yes | 1.00 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 1,564 | 1,390 | 1,330 | 1,260 | 1,290 | 1,440 | 1,710 | 1,360 | 1,280 | 1,150 | -10.2% | E | |
| Plymouth Ave. | Hazen Rd. to SR 15A | 1491 | | no | Yes | 0.75 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 4,513 | 4,520 | 4,200 | 4,370 | 4,550 | 4,860 | 5,480 | 5,520 | 5,790 | 5,830 | 0.7% | E | |
| Plymouth Ave. | SR 15A to Stone St. | 1493 | | no | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 9,991 | 10,220 | 10,070 | 10,020 | 9,460 | 10,010 | 10,540 | 10,180 | 9,970 | 10,320 | 3.5% | E | |
| Plymouth Ave. | Stone St. to Clara Ave | 1495 | | no | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 10,314 | 10,620 | 10,760 | 11,090 | 9,920 | 10,590 | 11,050 | 10,280 | 10,780 | 10,460 | -3.0% | E | |
| Plymouth Ave. | Clara Ave. to US 17/92 | 1497 | | no | Yes | 0.20 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 11,701 | 12,300 | 12,910 | 13,320 | 11,530 | 12,210 | 12,980 | 12,200 | 12,340 | 11,990 | -2.8% | E | |
| Plymouth Ave. | US 17/92 to Amelia Ave | 1498 | | no | Yes | 0.20 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_WL | 9,364 | 9,360 | 9,650 | 9,900 | 8,650 | 9,150 | 9,760 | - | - | - | - | E | |
| Plymouth Ave. | Amelia Ave. to Garfield Ave. | 1500 | | no | Yes | 0.20 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 7,077 | 6,880 | 7,160 | 7,360 | 6,460 | 7,040 | 7,480 | 7,100 | 6,960 | 7,090 | 1.9% | E | |
| Plymouth Ave. | Garfield Ave. to Blue Lake Rd./Jacobs | 1502 | | no | Yes | 0.75 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | 6,141 | 5,850 | 6,490 | 6,650 | 5,600 | 5,900 | 6,660 | 6,250 | 6,170 | 6,370 | 3.2% | E | |
| Ponce DeLeon Blvd. | CR 3 to US 17 | 1511 | | no | Yes | 0.85 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 2,796 | 3,160 | 2,640 | 2,560 | 3,000 | 3,440 | 3,880 | 2,590 | 2,890 | 2,400 | -17.0% | E | |
| Prevatt Ave. | SR 44 to Lake Pearl Dr. | 1523 | | no | Yes | 1.80 | 2 | 55 | N+S | TA_MCCRAC1_2W_2L_U_WL | 3,166 | 3,570 | 3,860 | 3,690 | 4,000 | 3,930 | 4,310 | 3,610 | 4,960 | 4,130 | -16.7% | E | |
| Prevatt Ave. | Lake Pearl Dr. to Kicklighter Rd | 1520 | | no | Yes | 1.50 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | 3,913 | 3,660 | 4,350 | 4,540 | 4,420 | 4,360 | 4,670 | 3,940 | 5,020 | 4,500 | -10.4% | C | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS | |
|----------------------------|--|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|---|
| Reed Canal Rd. | Clyde Morris Blvd. to SR5A/Nova Rd. | 1561 | | no | Yes | 0.80 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 6,617 | 6,360 | 8,590 | 8,490 | 7,430 | 7,640 | 8,070 | 6,100 | 5,850 | 5,890 | 5,890 | 0.7% | E |
| Reed Canal Rd. | SR5A/Nova Rd. to Sauls St. | 1562 | | no | Yes | 0.65 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 10,918 | 11,040 | 14,240 | 14,040 | 11,160 | 11,230 | 11,690 | 11,110 | 10,200 | 9,960 | 9,960 | -2.4% | E |
| Reed Canal Rd. | Sauls St. to US 1 | 1564 | | no | Yes | 0.90 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 11,750 | 10,310 | 11,160 | 11,010 | 10,390 | 10,460 | 10,860 | 8,780 | 9,280 | 8,850 | 8,850 | -4.6% | E |
| Reed Ellis Rd. | Enterprise-Osteen Rd. to SR 415 | 1571 | | no | Yes | 2.10 | 2 | 45 | E+W | TA_MCCRAC1_2W_2L_U_0L | 1,835 | 1,810 | 1,790 | 1,700 | 1,650 | 1,660 | 1,450 | 1,470 | 1,510 | 1,470 | 1,470 | -2.6% | E |
| Retta St. | Grand Ave. to US 17 | 1580 | | no | Yes | 0.15 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_0L | - | 1,040 | 900 | 850 | 910 | 860 | 880 | 860 | 890 | 840 | 840 | -5.6% | E |
| Reynolds Rd. | US 17 to SR 11 | 1590 | | no | Yes | 4.40 | 2 | 35 | E+W | RUA_UFH_2W_2L_U_0L | 1,563 | 1,690 | 1,680 | 1,630 | 1,570 | 1,420 | 1,320 | 1,360 | 1,450 | 1,410 | 1,410 | -2.8% | E |
| Rhode Island Ave. | Westside Connector to Sparkman Ave | 1598 | | no | Yes | 1.00 | 2 | | E+W | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | - | - | 4,520 | - | E |
| Rhode Island Ave. | Sparkman Ave to Carpenter Ave | 1599 | | no | Yes | 1.00 | 2 | | E+W | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | - | - | 6,360 | - | E |
| Rhode Island Ave. | Carpenter Ave to US 17/92 | 1600 | | no | Yes | 1.00 | 2 | | E+W | UA_MCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | - | - | 6,540 | - | E |
| Rhode Island Ave. | US 17/92 to Veteran's Memorial Pkwy. | 1601 | | no | No | 2.80 | 2 | 40 | E+W | UA_MCCRAC1_2W_2L_U_0L | 6,344 | 6,950 | 7,080 | 6,710 | 8,110 | 8,240 | 9,010 | 8,040 | 7,060 | 7,280 | 7,280 | 3.1% | E |
| Riley Pidgeon Rd. | Peterson Rd. to SR 40 | 1610 | | no | No | 2.55 | 2 | 35 | N+S | RUA_UFH_2W_2L_U_0L | 316 | 470 | 320 | 320 | 870 | 910 | 1,080 | 410 | 430 | 490 | 490 | 14.0% | C |
| River Dr. | John Anderson Dr. to SR A1A | 1621 | | no | No | 0.50 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 386 | 380 | 390 | 400 | 330 | 360 | 420 | 230 | 270 | 270 | 270 | 0.0% | E |
| Riverside Dr. (NSB) | SR 44 (N. Causeway) to SR A1A (S. Ca | 1635 | | no | No | 0.20 | 2 | 25 | N+S | UA_OCCRAC1_2W_2L_U_0L | 5,600 | 5,810 | 3,200 | 3,060 | 4,200 | 4,040 | 3,870 | 4,160 | 3,850 | 2,600 | 2,600 | -32.5% | E |
| Halifax/Riverside Dr. (PO) | Dunlawton Ave. to Commonwealth Ave | 804 | | no | No | 1.55 | 2 | 25 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,334 | 1,340 | 1,310 | 1,320 | 1,230 | 1,400 | 1,580 | 1,110 | 1,350 | 1,850 | 1,850 | 37.0% | E |
| Riverside Dr. (PO) | Commonwealth Ave. to Main St | 1638 | | no | No | 1.20 | 2 | 25 | N+S | UA_OCCRAC1_2W_2L_U_0L | 737 | under CST | 750 | 750 | 1,030 | 840 | 960 | 760 | 640 | 720 | 720 | 12.5% | E |
| Samsula Dr. | Pioneer Tr. to SR 44 | 1651 | | no | Yes | 2.60 | 2 | 45 | N+S | TA_MCCRAC1_2W_2L_U_0L | 1,334 | 1,370 | 1,350 | 1,310 | 1,740 | 1,500 | 1,570 | 1,270 | 1,280 | 1,330 | 1,330 | 3.9% | E |
| Sandra Dr. | John Anderson Dr. to SR A1A | 1661 | | no | No | 1.00 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 254 | 250 | 280 | 220 | 290 | 220 | 270 | 260 | 250 | 270 | 270 | 8.0% | E |
| Saxon Blvd. | US 17/92 to Enterprise Rd | 1671 | | no | Yes | 0.65 | 4 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 14,769 | 16,830 | 16,540 | 16,650 | 17,075 | 14,720 | 16,160 | 15,170 | 16,730 | 16,730 | 16,730 | 0.0% | E |
| Saxon Blvd. | Enterprise Rd. to Veterans Memorial Pk | 1673 | | no | Yes | 0.60 | 5 | 45 | E+W | UA_MCCRAC2_2W_5L_D_WL | 34,792 | 31,980 | 35,990 | 35,540 | 35,790 | 32,660 | 32,130 | 30,170 | 34,710 | 32,160 | 32,160 | -7.3% | E |
| Saxon Blvd. | VMP to FDOT Park & Ride | 1674 | | no | Yes | 0.30 | 5 | 45 | E+W | UA_MCCRAC2_2W_5L_D_WL | 44,529 | 41,710 | 45,220 | 47,320 | 48,090 | 45,170 | 44,450 | 41,750 | 43,900 | 41,920 | 41,920 | -4.5% | E |
| Saxon Blvd. | FDOT Park & Ride to I-4 | 1685 | | no | Yes | 0.30 | 4 | 45 | E+W | UA_MCCRAC2_2W_4L_D_WL | 44,529 | 41,710 | 45,220 | 47,320 | 48,090 | 45,170 | 39,780 | 37,360 | 46,860 | 44,590 | 44,590 | -4.8% | E |
| Saxon Blvd. | I-4 to Finland Dr. | 1675 | | no | Yes | 0.35 | 4 | 40 | E+W | UA_MCCRAC2_2W_4L_D_WL | 44,652 | 41,160 | 46,800 | 49,540 | 50,330 | 45,250 | 46,890 | 44,040 | 45,960 | 40,660 | 40,660 | -11.5% | E |
| Saxon Blvd. | Finland Dr. to Normandy Blvd. | 1676 | | no | Yes | 0.35 | 4 | 40 | E+W | UA_MCCRAC2_2W_4L_D_WL | 38,740 | 37,280 | 40,710 | 43,410 | 44,490 | 40,010 | 38,680 | 36,330 | 38,990 | 37,800 | 37,800 | -3.1% | E |
| Saxon Blvd. | Normandy Blvd. to Tivoli Dr. | 1677 | | no | Yes | 1.25 | 4 | 40 | E+W | UA_MCCRAC1_2W_4L_D_WL | - | 27,720 | 24,330 | 26,410 | 28,380 | 25,440 | 24,990 | 23,470 | 29,890 | 25,550 | 25,550 | -14.5% | E |
| Saxon Blvd. | Tivoli Dr. to Providence Blvd. | 1679 | | no | Yes | 0.90 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 9,512 | 9,340 | 10,510 | 11,430 | 12,560 | 11,020 | 10,520 | 9,880 | 10,560 | 10,200 | 10,200 | -3.4% | E |
| Saxon Blvd. | Providence Blvd. to Normandy Blvd. | 1681 | | no | Yes | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 7,914 | 7,680 | 8,740 | 9,020 | 9,880 | 10,040 | 10,790 | 8,130 | 8,540 | 8,210 | 8,210 | -3.9% | E |
| Saxon Blvd. | Normandy Blvd. to Doyle Rd. | 1684 | | no | Yes | 1.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_0L | 7,343 | 6,250 | 6,210 | 6,120 | 6,790 | 6,700 | 7,300 | 5,850 | 5,630 | 5,580 | 5,580 | -0.9% | E |
| Saxon Dr. (NSB) | 3rd Ave/SR A1A to 27th Ave. | 1695 | | no | No | 1.75 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_0L | 5,396 | 5,790 | 4,950 | 4,840 | 5,600 | 5,570 | 5,750 | 5,340 | 5,690 | 5,760 | 5,760 | 1.2% | E |
| Saxon Dr. (NSB) | 27th Ave. to Hiles Blvd. | 1693 | | no | No | 1.55 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_0L | 2,717 | 2,780 | 2,440 | 2,400 | 2,650 | 2,690 | 2,860 | 2,490 | 2,940 | 2,880 | 2,880 | -2.0% | E |
| Saxon Dr. (NSB) | Hiles Blvd. to SR A1A | 1691 | | no | No | 0.55 | 2 | 35 | N+S | UA_OCCRAC1_2W_2L_U_0L | 934 | 790 | 820 | 830 | 790 | 880 | 900 | 790 | 910 | 900 | 900 | -1.1% | E |
| Shell Rd. | Highbanks Rd. to Sanford Ave. | 1701 | | no | No | 1.10 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,973 | 2,040 | 2,000 | 2,130 | 2,210 | 2,190 | 2,190 | 2,150 | 2,090 | 1,870 | 1,870 | -10.5% | E |
| Shell Rd. | Sanford Ave. to Benson Junction Rd. | 1700 | | no | No | 0.70 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,007 | 510 | 800 | 850 | 1,300 | 1,270 | 1,880 | 1,600 | 1,450 | 1,460 | 1,460 | 0.7% | E |
| Sparkman Ave. | Minnesota Ave. to New York Ave. W. | 1723 | | no | No | 0.45 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 509 | 840 | 910 | 990 | 1,120 | 1,250 | 1,420 | 1,020 | 1,140 | 1,160 | 1,160 | 1.8% | E |
| Sparkman Ave. | New York Ave. W. to French Ave. | 1722 | | no | No | 0.75 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 831 | 1,620 | 1,640 | 1,800 | 1,720 | 1,850 | 2,050 | 1,500 | 1,600 | 1,650 | 1,650 | 3.1% | E |
| Sparkman Ave. | French Ave. to Blue Springs Ave. | 1721 | | no | No | 0.65 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 1,541 | 1,840 | 1,960 | 2,140 | 2,080 | 2,240 | 2,500 | 2,080 | 2,220 | 2,330 | 2,330 | 5.0% | E |
| Sparkman Ave. | Blue Springs Ave. to Rhode Island Ave. | 1720 | | no | No | 0.60 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 237 | 400 | 350 | 360 | 530 | 510 | 600 | 660 | 770 | 980 | 980 | 27.3% | E |
| Spring Garden Ave. | Beresford Ave. to Beresford Rd. West | 1732 | | no | Yes | 0.60 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | - | - | 2,350 | 2,380 | 2,270 | 2,550 | 2,490 | 2,380 | 2,260 | 1,940 | 1,940 | -14.2% | E |
| Spring Garden Ave. | Beresford Rd. West to McGregor Rd. | 1731 | | no | Yes | 0.90 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_0L | 2,291 | 2,580 | 2,610 | 2,650 | 2,360 | 2,640 | 2,700 | 2,530 | 2,450 | 2,260 | 2,260 | -7.8% | E |
| Spring Garden Ranch Rd. | US 17 to Arrendondo Grant Rd. | 1740 | | no | Yes | 1.85 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_0L | 3,012 | 3,100 | 2,600 | 2,480 | 3,240 | 3,040 | 2,780 | 2,930 | 3,220 | 2,860 | 2,860 | -11.2% | E |
| Spring Garden Ranch Rd. | Arrendondo Grant Rd. to Reynolds Rd. | 1742 | | no | No | 1.80 | 2 | 35 | E+W | RUA_UFH_2W_2L_U_0L | 273 | 420 | 520 | 490 | 540 | 470 | 450 | 350 | 420 | 370 | 370 | -11.9% | C |
| Spruce Creek Rd. | Dunlawton Ave. to Commonwealth Blvd | 1755 | | no | Yes | 1.05 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 8,383 | 8,640 | 11,230 | 10,980 | 9,280 | 9,470 | 9,210 | 7,500 | 7,250 | 7,290 | 7,290 | 0.6% | E |
| Spruce Creek Rd. | Commonwealth Blvd. to SR5A/Nova Rd | 1752 | | no | Yes | 0.50 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 9,410 | 13,920 | 13,030 | 12,650 | 12,130 | 12,230 | 12,170 | 10,660 | 10,460 | 9,310 | 9,310 | -11.0% | E |
| Spruce Creek Rd. | SR5A/Nova Rd. to Taylor Rd. | 1751 | | no | Yes | 0.75 | 4 | 45 | N+S | UA_MCCRAC1_2W_4L_D_WL | 16,266 | 15,820 | 19,050 | 18,580 | 19,990 | 20,470 | 20,140 | 15,770 | 17,650 | 16,760 | 16,760 | -5.0% | E |
| Stone St. | Mercers Fernery Rd. to CR 92/ISB | 1773 | | no | Yes | 0.70 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 538 | 640 | 680 | 650 | 610 | 730 | 780 | 580 | 610 | 610 | 610 | 0.0% | E |
| Stone St. | CR 92 to Plymouth Ave. | 1770 | | no | Yes | 0.80 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_0L | 5,542 | 5,610 | 5,240 | 5,170 | 5,430 | 6,370 | 6,650 | 6,190 | 5,690 | 6,210 | 6,210 | 9.1% | E |
| Sugar Mill Dr. | Pioneer Tr. to SR 44 | 1781 | | no | Yes | 1.30 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_0L | 2,952 | 2,690 | 2,630 | 2,580 | 3,240 | 3,130 | 2,760 | 2,370 | 2,520 | 2,450 | 2,450 | -2.8% | E |
| Summit Ave. | SR 44 to Main St. | 1791 | | no | Yes | 2.20 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_0L | 5,692 | 4,210 | 4,940 | 4,640 | 3,000 | 2,980 | 3,180 | 4,690 | 4,660 | 5,630 | 5,630 | 20.8% | E |
| Surfside Dr. | John Anderson Dr. to SR A1A | 1801 | | no | No | 0.35 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_0L | 372 | 380 | 450 | 410 | 430 | 340 | 370 | 370 | 330 | 450 | 450 | 36.4% | E |
| Taylor Rd. (CO) | Tomoka Farms Rd. to Spruce Creek Blv | 1810 | | Yes | Yes | 0.70 | 2 | 45 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,448 | 8,210 | 7,660 | 7,620 | 8,390 | 8,670 | 8,520 | 7,460 | 5,800 | 7,510 | 7,510 | 29.5% | E |
| Taylor Rd. (CO) | Spruce Creek Blvd. to Crane Lake Blvd | 1811 | | Yes | Yes | 1.10 | | | | | | | | | | | | | | | | | |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1-Year % Trend | 2010 Vol. Co. Allowable LOS |
|-----------------------------------|---|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|-----------------------------|
| Taylor Rd. (PO) | Clyde Morris Blvd. to Hensel Rd | 1824 | | no | Yes | 0.50 | 4 | 45 | E+W | UA_MCCRAC1_2W_4L_D_WL | 19,658 | 19,260 | 19,080 | 18,850 | 21,300 | 21,810 | 19,460 | 19,670 | 19,620 | 18,590 | -5.2% | E |
| Taylor Rd. (PO) | Hensel Rd. Spruce Creek Rd. | 1826 | | no | Yes | 1.00 | 4 | 45 | E+W | UA_MCCRAC1_2W_4L_D_WL | 14,666 | 13,720 | 15,360 | 15,180 | 17,420 | 18,110 | 14,980 | 16,620 | 15,720 | 15,270 | -2.9% | E |
| Taylor Rd. (DL) | US 17/92 to Stratford Dr. | 1816 | | no | Yes | 0.80 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 4,598 | 4,980 | 5,360 | 5,680 | 5,770 | 5,500 | 5,680 | 6,590 | 6,240 | 5,820 | -6.7% | E |
| Taylor Rd. (DL) | Stratford Dr. to Blue Lake Ave. | 1818 | | no | Yes | 0.95 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_WL | 3,419 | 4,000 | 4,340 | 4,290 | 4,520 | 4,130 | 4,280 | 5,490 | 5,180 | 4,710 | -9.1% | E |
| Taylor Rd. (DL) | Blue Lake Ave. to Martin Luther King Bl | 1819 | | no | Yes | 0.80 | 2 | 50 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,094 | 3,340 | 3,840 | 3,800 | 4,280 | 3,960 | 4,120 | 5,180 | 4,790 | 4,590 | -4.2% | E |
| Taylor Rd. (NSB) | Glencoe Rd. to Mission Rd | 1821 | | no | No | 0.75 | 2 | 30 | E+W | UA_OCCRAC1_2W_2L_U_OL | 1,377 | 1,220 | 1,570 | 1,550 | 1,770 | 1,450 | 1,590 | 1,550 | 1,340 | 1,480 | 10.4% | E |
| Tivoli Dr. | Normandy Blvd. to Saxon Blvd. | DLT-125.000 | | no | No | 0.60 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 4,659 | 3,810 | 3,700 | 4,010 | 4,200 | - | 4,095 | 3,614 | - | - | - | E |
| Tivoli Dr. | Saxon Blvd. to Providence Blvd | DLT-125.020 | | no | No | 0.85 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 10,208 | 10,190 | 11,580 | 12,590 | 12,890 | - | 12,272 | 13,736 | - | - | - | E |
| Tomoka Farms Rd. | Dunn Ave. to US 92 | 1848 | | no | Yes | 1.90 | 2 | 40 | N+S | UA_UFH_2W_2L_U_OL | 774 | - | 1,790 | 1,840 | 1,830 | 1,890 | 2,470 | 2,660 | 3,080 | 3,350 | 8.8% | E |
| Tomoka Farms Rd. | US 92 to Shunz Rd. | 1847 | | no | Yes | 3.02 | 2 | 40 | N+S | UA_UFH_2W_2L_U_OL | 7,062 | 5,940 | 6,370 | 6,170 | 6,410 | 6,740 | 6,560 | 7,200 | 6,110 | 5,920 | -3.1% | E |
| Tomoka Farms Rd. | Shunz Rd. to Townwest Blvd | 1845 | | no | Yes | 1.50 | 2 | 50 | N+S | UA_UFH_2W_2L_U_OL | 5,815 | 4,970 | 5,110 | 4,980 | 5,840 | 6,160 | 4,960 | 5,470 | 4,910 | 5,470 | 11.4% | E |
| Tomoka Farms Rd. | Townwest Blvd to Taylor Rd. | 1844 | | no | Yes | 1.45 | 2 | 50 | N+S | UA_UFH_2W_2L_U_OL | 6,441 | 7,120 | 5,980 | 5,770 | 6,480 | 6,800 | 5,030 | 6,550 | 5,500 | 5,970 | 8.5% | E |
| Tomoka Farms Rd. | Taylor Rd. to Pioneer Tr | 1843 | | Yes | Yes | 2.80 | 2 | 50 | N+S | UA_UFH_2W_2L_U_OL | 8,452 | 9,410 | 8,420 | 8,140 | 8,520 | 8,650 | 9,050 | 9,590 | 7,910 | 9,180 | 16.1% | E |
| Tomoka Farms Rd. | Pioneer Tr to SR 44 | 1840 | | Yes | Yes | 2.20 | 2 | 50 | N+S | RDA_UFH_2W_2L_U_OL | 5,166 | 4,930 | 6,080 | 5,840 | 5,310 | 5,550 | 5,260 | 6,740 | 5,000 | 4,700 | -6.0% | C |
| Town West Blvd. | Tomoka Farms Rd. to Williamson Blvd. | 1850 | | no | No | 1.59 | 2 | 40 | E+W | UA_OCCRAC1_2W_2L_D_WL | - | - | - | - | - | - | - | - | 14,200 | 3,240 | -77.2% | E |
| Turnbull Bay Rd. | Pioneer Tr. to Williams Rd. | 1863 | | no | Yes | 2.90 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_OL | 2,717 | 2,800 | 2,980 | 2,870 | 3,120 | 3,130 | 3,290 | 3,020 | 3,210 | 3,340 | 4.0% | E |
| Turnbull Bay Rd. | Williams Rd. to Industrial Park Ave. | 1865 | | no | Yes | 1.20 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_OL | 3,128 | 3,580 | 3,710 | 3,580 | 4,130 | 3,640 | 4,030 | 3,810 | 3,140 | 3,350 | 6.7% | E |
| Turnbull Bay Rd. | Industrial Park Ave. to US 1 | 1867 | | no | Yes | 0.85 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,724 | 4,130 | 5,110 | 4,940 | 4,810 | 4,550 | 4,790 | 4,560 | 4,510 | 4,720 | 4.7% | E |
| Tymber Creek Rd. | Broadway Ave./US 1 to Airport Rd | 1883 | | no | Yes | 4.20 | 2 | 40 | N+S | TA_MCCRAC1_2W_2L_U_OL | 682 | 1,080 | 1,250 | 1,380 | 1,440 | 2,090 | 2,350 | 1,450 | 1,580 | 1,820 | 15.2% | E |
| Tymber Creek Rd. | Airport Rd. to Tymber Run | 1882 | | no | Yes | 0.90 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | 7,914 | 7,320 | 7,580 | 8,960 | 8,980 | 9,930 | 9,930 | 7,290 | 8,440 | 8,240 | -2.4% | E |
| Tymber Creek Rd. | Tymber Run to SR 40 | 1881 | | no | Yes | 0.50 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | 11,066 | 10,970 | 10,880 | 13,910 | 13,910 | 13,990 | 15,090 | 13,020 | 13,470 | 12,320 | -8.5% | E |
| Tymber Creek Rd. | SR 40 to Riverbend Rd. | 1880 | | no | Yes | 0.45 | 2 | 30 | N+S | UA_MCCRAC1_2W_2L_U_OL | 520 | 640 | 900 | 1,020 | 1,030 | 840 | 930 | 820 | 670 | 740 | 10.4% | E |
| Van Ave. | Peninsula Dr. to SR A1A | 1890 | | no | No | 0.20 | 2 | 25 | E+W | UA_OCCRAC1_2W_2L_U_OL | 791 | 620 | 490 | 520 | 620 | 580 | 700 | 660 | 500 | 420 | -16.0% | E |
| Volco Rd. | Cow Creek Rd. to Beacon Light Rd. | 1920 | | no | Yes | 2.50 | 2 | 30 | N+S | RUA_UFH_2W_2L_U_OL | 425 | 430 | 350 | 320 | 290 | 260 | 230 | 240 | 150 | 220 | 46.7% | C |
| Volco Rd. | Beacon Light Rd. to 35th St. | 1921 | | no | Yes | 1.40 | 2 | 45 | N+S | TA_MCCRAC1_2W_2L_U_OL | 1,248 | 290 | 390 | 360 | 420 | 370 | 330 | 390 | 410 | 400 | -2.4% | E |
| Volco Rd. | 35th St. to US 1 | 1922 | | no | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 301 | 1,160 | 1,760 | 1,690 | 1,780 | 1,640 | 1,470 | 1,410 | 1,820 | 1,420 | -22.0% | E |
| Voorhis Ave. | US 17/92 to Amelia Ave. | 1931 | | no | Yes | 0.20 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 5,515 | 5,170 | 5,360 | 5,090 | 5,230 | 5,000 | 5,300 | 4,130 | 4,030 | 3,780 | -6.2% | E |
| Voorhis Ave. | Amelia Ave. to Hill Ave. | 1933 | | no | Yes | 1.00 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,095 | 3,110 | 3,370 | 3,190 | 3,440 | 3,430 | 3,860 | 3,240 | 3,260 | 3,000 | -8.0% | E |
| Voorhis Ave. | Hill Ave. to Blue Lake Ave. | 1934 | | no | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,017 | 3,000 | 3,320 | 3,150 | 3,390 | 3,200 | 3,760 | 3,100 | 3,130 | 2,960 | -5.4% | E |
| Voorhis Ave. | Blue Lake Ave. to SR 44 | 1935 | | no | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_OL | 3,141 | 2,850 | 3,530 | 3,350 | 3,390 | 3,420 | 3,770 | 3,200 | 3,500 | 3,130 | -10.6% | E |
| Walter Boardman Ln. | Old Dixie Hwy. to Highbridge Rd. | 1960 | | no | Yes | 1.20 | 2 | 30 | E+W | TA_UFH_2W_2L_U_OL | 2,067 | 2,390 | 3,060 | 3,180 | 3,330 | 2,740 | 2,830 | 2,590 | 2,920 | 2,630 | -9.9% | E |
| Wayne Ave. (NSB) | Halleck St. to US 1 | 1970 | | no | Yes | 1.00 | 2 | 30 | E+W | UA_MCCRAC1_2W_2L_U_OL | 6,126 | 4,690 | 6,160 | 6,030 | 6,030 | 6,380 | 6,200 | 6,400 | 6,400 | 6,430 | 0.5% | E |
| Westside Parkway (new/Fatio) | SR 44 to Beresford Ave. | 1979 | | no | Yes | 1.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_OL | 152 | 120 | 140 | 160 | 130 | 190 | 190 | - | 90 | 110 | 22.2% | E |
| Westside Parkway (Fatio Rd.) | Beresford Ave. to McGregor Rd. | 1978 | | no | Yes | 2.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_OL | 402 | 820 | 1,380 | 1,430 | 1,570 | 1,570 | 1,650 | 1,640 | 1,500 | 1,370 | -8.7% | E |
| Westside Parkway (new) | McGregor Rd. to existing Hamilton/Fatio | 1977 | | no | Yes | 2.00 | 0 | 40 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | - | - | - | - | - | - | - | E |
| Westside Parkway (Hamilton Ave.) | Hamilton Ave. (north end) to French Ave | 1976 | | no | Yes | 1.20 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | 739 | 1,330 | 2,050 | 2,340 | 2,650 | 2,580 | 2,500 | 2,680 | 2,400 | 2,300 | -4.2% | E |
| Westside Parkway (Lawton Ave.) | French Ave. to Rhode Island Ave. | 1975 | | no | Yes | 1.25 | 2 | 25 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | - | - | - | - | - | - | - | E |
| Westside Parkway (new) | Rhode Island Ave. to Debary Plantation | 1974 | | no | Yes | 1.48 | 0 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | - | - | - | - | - | - | - | E |
| Westside Parkway (Don Smith Blvd) | DeBary Plantation Blvd. to Highbanks P | 1972 | | no | Yes | 1.2 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_OL | - | - | - | - | 5,880 | 6,060 | 1,120 | 1,490 | 1,760 | 1,710 | -2.8% | E |
| W. Volusia Bltwy (Kepler Rd) | Northern terminus to US 92 | 1040 | | no | No | 0.60 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_OL | 1,730 | - | 1,650 | 1,740 | 1,840 | 1,930 | 1,930 | 1,660 | 1,510 | 1,360 | -9.9% | E |
| W. Volusia Bltwy (Kepler Rd) | US 92 to Minnesota Ave. | 1951 | | no | Yes | 1.85 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_WL | 13,595 | 13,710 | 13,470 | 13,140 | 14,840 | 15,350 | 15,220 | 13,840 | 12,408 | 12,820 | 3.3% | E |
| W. Volusia Bltwy (Kepler Rd) | Minnesota Ave. to SR 44 | 1949 | | no | Yes | 0.75 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_WL | 14,215 | 14,170 | 14,280 | 13,960 | 16,890 | 17,400 | 17,310 | 17,000 | 14,160 | 13,890 | -1.9% | E |
| W. Volusia Bltwy (Kepler Rd) | SR 44 to Beresford Ave. Ext. | 1948 | | no | Yes | 0.75 | 2 | 50 | N+S | UA_MCCRAC1_2W_2L_U_WL | 9,878 | 10,620 | 11,260 | 10,980 | 12,600 | 12,850 | 12,870 | 12,980 | 9,720 | 10,600 | 9.1% | E |
| W. Volusia Bltwy (Dr MLK Jr) | Beresford Ave. Ext. to Taylor Rd. | 1945 | | no | Yes | 1.10 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 9,523 | 10,260 | 11,210 | 10,940 | 11,700 | 11,880 | 11,710 | 10,670 | 9,950 | 10,370 | 4.2% | E |
| W. Volusia Bltwy (Dr MLK Jr) | Taylor Rd. to Orange Camp Rd. | 1943 | | no | Yes | 1.00 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,264 | 12,000 | 11,330 | 11,040 | 14,060 | 14,580 | 14,410 | 15,620 | 12,700 | 11,910 | -6.2% | E |
| W. Volusia Bltwy (Dr MLK Jr) | Orange Camp Rd. to Cassadaga Rd. | 1942 | | no | Yes | 1.40 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 9,537 | 10,870 | 11,200 | 10,930 | 12,760 | 13,030 | 12,730 | 13,190 | 10,500 | 11,040 | 5.1% | E |
| W. Volusia Bltwy (Dr MLK Jr) | Cassadaga Rd. to SR 472 | 1940 | | no | Yes | 0.20 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 10,576 | 12,070 | 12,340 | 12,050 | 14,000 | 14,270 | 14,220 | 13,210 | 11,660 | 11,830 | 1.5% | E |
| W. Volusia Bltwy (Kentucky Ave) | SR 472 to Graves Ave | 1030 | | no | Yes | 0.80 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 8,613 | 8,810 | 8,910 | 8,270 | 11,180 | 12,440 | 10,440 | 9,060 | 8,740 | 9,110 | 4.2% | E |
| W. Volusia Bltwy (Veteran's Memor | Graves Ave. to Rhode Island Ave. | 1902 | | no | Yes | 1.50 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_D_WL | 10,712 | 12,720 | 11,740 | 11,760 | 13,400 | 13,690 | 13,510 | 13,570 | 13,860 | 13,050 | -5.8% | E |
| W. Volusia Bltwy (Veteran's Memor | Rhode Island Ave. to Harley Strickland | 1901 | | no | Yes | 1.22 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 12,414 | 15,020 | 13,780 | 13,760 | 17,190 | 17,570 | 18,160 | 18,510 | 14,740 | 15,530 | 5.4% | E |
| W. Volusia Bltwy (Veteran's Memor | Harley Strickland Blvd. to Saxon Blvd. | 1900 | | no | Yes | 0.38 | 4 | 40 | N+S | UA_MCCRAC1_2W_4L_D_WL | 15,527 | 21,740 | 19,370 | 19,330 | 22,160 | 22,970 | 22,330 | 23,130 | 19,480 | 18,660 | -4.2% | E |

Volusia County 2010 Average Annual Daily Traffic & Historical Counts

| Road Name | Limits (From - To) | Count Station Number | 2009 SIS Facility | Cycle 10-2 2010 Evacuation Route | 2009 Roadway on County's Thoroughfare | Distance (in miles) | 2010 No. of Lanes | Posted Speed | Direction | 2009 Facility Type | 2001 AADT | 2002 AADT | 2003 AADT | 2004 AADT | 2005 AADT | 2006 AADT | 2007 AADT | 2008 AADT | 2009 AADT | 2010 AADT | 1 -Year % Trend | 2010 Vol. Co. Allowable LOS |
|-----------------------|---------------------------------------|----------------------|-------------------|----------------------------------|---------------------------------------|---------------------|-------------------|--------------|-----------|-----------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------|-----------------------------|
| Williamson Blvd. | SR400/Beville Rd. to Madeline Ave. | 1993 | | no | Yes | 1.50 | 2 | 45 | N+S | UA_MCCRAC1_2W_2L_U_WL | 11,821 | 11,020 | 14,050 | 14,160 | 14,020 | 14,010 | 14,990 | 12,710 | 12,100 | 14,350 | 18.6% | E |
| Williamson Blvd. | Madeline Ave. to Willow Run Blvd. | 1992 | | no | Yes | 1.10 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 11,013 | 10,660 | 12,890 | 13,000 | 13,860 | 13,810 | 14,890 | 13,310 | 12,340 | 14,340 | 16.2% | E |
| Williamson Blvd. | Willow Run Blvd. Townwest Blvd | 1991 | | no | Yes | 0.25 | 2 | 55 | N+S | UA_MCCRAC1_2W_2L_U_WL | 9,145 | 9,140 | 11,770 | 11,880 | 11,390 | 11,380 | 12,360 | 11,110 | 11,540 | 12,800 | 10.9% | E |
| Williamson Blvd. | Townwest Blvd to Taylor Rd. | 1990 | | no | Yes | 2.75 | 4 | 55 | N+S | UA_MCCRAC1_2W_4L_D_WL | 9,609 | 9,480 | 11,190 | 11,280 | 13,160 | 13,070 | 14,270 | 10,990 | 10,770 | 14,380 | 33.5% | E |
| Williamson Blvd. | Taylor Rd. to Spruce Creek Bridge | 66 | | no | Yes | 0.80 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 14,666 | 15,690 | 17,660 | 17,250 | 19,810 | 19,780 | 18,900 | 19,530 | 18,790 | 19,390 | 3.2% | E |
| Williamson Blvd. | Spruce Creek Bridge to Airport Rd | 65 | | no | Yes | 1.00 | 4 | 35 | N+S | UA_MCCRAC1_2W_4L_D_WL | 11,519 | 13,770 | 14,510 | 14,250 | 15,460 | 15,680 | 15,640 | 17,100 | 15,760 | 15,180 | -3.7% | E |
| Williamson Blvd. | Airport Rd to Pioneer Trail | 1989 | | no | Yes | 3.00 | 2 | 35 | N+S | UA_MCCRAC1_2W_2L_U_WL | - | - | - | - | - | - | - | - | 740 | 1,730 | 133.8% | E |
| Willow Run Blvd. (PO) | Williamson Blvd. to Hidden Lake Dr. | 2010 | | no | Yes | 0.50 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 4,161 | 4,190 | 4,360 | 4,280 | 4,470 | 4,510 | 4,890 | 5,290 | 4,810 | 5,160 | 7.3% | E |
| Willow Run Blvd. (PO) | Hidden Lake Dr. to Clyde Morris Blvd. | 2013 | | no | Yes | 0.85 | 2 | 35 | E+W | UA_MCCRAC1_2W_4L_D_WL | 9,286 | 7,760 | 8,290 | 8,230 | 8,450 | 8,680 | 9,630 | - | 8,200 | 8,140 | -0.7% | E |
| Wilmette Ave. | SR 5A/Nova Rd to US 1 | 2021 | | no | No | 1.80 | 2 | 35 | E+W | UA_MCCRAC1_2W_2L_U_WL | 7,695 | 8,530 | 8,870 | 8,800 | 9,620 | 8,660 | 8,180 | 8,690 | 6,730 | 8,330 | 23.8% | E |
| Woodward Ave. | SR 44 to Euclid Ave. | 2030 | | no | No | 0.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 997 | 800 | 980 | 1,000 | 860 | 1,050 | 1,140 | 710 | 670 | 720 | 7.5% | E |
| Woodward Ave. | Euclid Ave. to Beresford Ave. | 2031 | | no | No | 0.50 | 2 | 30 | N+S | UA_OCCRAC1_2W_2L_U_0L | 982 | 650 | 890 | 910 | 840 | 990 | 1,100 | 720 | 740 | 750 | 1.4% | E |
| Yorktown Blvd. | Hidden Lake Dr. to SR 421/Dunlawton | 2080 | | no | Yes | 1.00 | 2 | 40 | N+S | UA_MCCRAC1_2W_2L_U_WL | - | - | - | - | 6,010 | 7,100 | 7,970 | 7,380 | 7,640 | 7,250 | | E |

Area Types

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

Facility Types - Urban/Transitioning

- FWIS = Freeways - Interchange Spacing Group 1 (spacing >= 2 miles apart)
- FW = Freeways - Transitioning & Rural
- UFH = Uninterrupted Flow Highways
- S2WAC1 = State Two-Way Arterial Class 1
- S2WAC2 = State Two-Way Arterial Class 2
- S2WAC3 = State Two-Way Arterial Class 3
- MCCRAC1 = Major County/City Road Two-Way Arterial Class 1
- MCCRAC2 = Major County/City Road Two-Way Arterial Class 2
- MCCRAC3 = Major County/City Road Two-Way Arterial Class 3
- OCCRAC1 = Other County/City Road Two-Way Arterial Class 1
- OCCRAC2 = Other County/City Road Two-Way Arterial Class 2
- OCCRAC3 = Other County/City Road Two-Way Arterial Class 3

Facility Types - Rural Developed

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

Facility Types - Rural Undeveloped

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

One-Way/Two-Way

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

Number of Lanes

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

Divided/Undivided

- D = Divided
- U = Undivided

Left Turn Bays

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

County Station Number

- Florida DOT
- xxx - B = Brevard County
- xxx - F = Flagler County
- xxx - L = Lake County
- xxx - P = Putnam County
- xxx - S = Seminole County

City

- DB - xx = Daytona Beach
- DLT - xx = Deltona