Safety/Security	Check All that Apply	Max. Points
The project is located in an area identified as a hazardous walk/bike zone by Volusia or Flagler County School District Student Transportation Services and within the River to Sea TPO planning area. If applicable, provide documentation.	☐	10
The project removes or reduces potential conflicts (bike/auto and ped/auto). There is a pattern of bike/ped crashes along the project route. The project eliminates or abates a hazardous, unsafe, or security condition in a school walk zone as documented in a school safety study or other relevant study. If applicable, provide documentation such as photos or video of current situation/site or any supportive statistics or studies.	☐	10
Maximum Point Assessment		**20**

Criterion #3 Description (if needed): _____

Criterion #4 Contribution to "Livability" and Sustainability in the Community (10 points maximum)

This measure considers how the project positively impacts the "Livability" and Sustainability in the community that is being served by that facility. Depict assets on a project area map and describe in the space provided.

Contribution to "Livability" and Sustainability in the Community (Maximum 10 Points)

- Project includes traffic calming measures
- Project is located in a "gateway" or entrance corridor as identified in a local government applicant's master plan, or other approved planning document
- Project removes barriers and/or bottlenecks for bicycle and/or pedestrian movements
- Project includes features which improve the comfort, safety, security, enjoyment or well-being for bicyclists, pedestrians, and/or transit users
- Project improves transfer between transportation modes
- Project supports infill and redevelopment consistent with transit-oriented design principals and strategies are in place making it reasonably certain that such infill and redevelopment will occur
- Project supports a comprehensive travel demand management strategy that will likely significantly advance one or more of the following objectives: 1) reduce average trip length, 2) reduce single occupancy motor vehicle trips, 3) increase transit and non-motorized trips, 4) reduce motorized vehicle parking, reduce personal injury and property damage resulting from vehicle crashes
- Project significantly enhances the travel experience via walking and biking

Criterion (4) Describe how this project contributes to the "Liveability" and Sustainability of the Community:

_____

Criterion #5 Enhancements to the Transportation System (10 points maximum)

This measure considers the demonstrated and defensible relationship to surface transportation.

Describe how this project fits into the local and regional transportation system. Depict this on the map where applicable and describe in the space provided.

Enhancements to the Transportation System (Maximum 10 Points)

- Is the project included in an adopted plan?
- Does local government have Land Development Code requirements to construct sidewalks?
- Does the project relate to surface transportation?
- Does the project improve mobility between two or more different land use types located within 1/2 mile of each other, including residential and employment, retail or recreational areas?
- Does the project benefit transit riders by improving connectivity to existing or programmed pathways or transit facilities?
- Does the project conform to Transit Oriented Development principles?
- Is the project an extension or phased part of a larger redevelopment effort in the corridor/area?

Criterion #5 Describe how this project enhances the Transportation System:

Criterion #6 Project "Readiness" (5 Points maximum)

This measure considers the state of project readiness. Describe project readiness in the space provided.

Project Readiness (Maximum 5 Points)

- Is there an agreement and strategy for maintenance once the project is completed, identifying the responsible party?
- Is the project completed through the design phase?
- Is right-of-way readily available and documented for the project?

Criterion #6 Describe the state of Project "Readiness":

Criterion #7 – Public Support/Special Considerations (5 points maximum)

Describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria.

Special Considerations	Check All that Apply	Max. Points
Is documented public support provided for the project? Are there any special issues or concerns?	☐	5
Maximum Point Assessment	☐	**5**

Criterion #7 Description (if needed): _____

Criterion #8 – Local Matching Funds > 10% of Total Project Cost (20 points maximum)

If local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail.

	Check One	Max. Points
Is the Applicant committing to a local match greater than 10% of the estimated total project cost?	☐ Yes ☐ No	
10.0% < Local Matching Funds < 12.5%	☐	2
12.5% ≤ Local Matching Funds < 15.0%	☐	4
15.0% ≤ Local Matching Funds < 17.5%	☐	6
17.5% ≤ Local Matching Funds < 20.0%	☐	8
20.0% ≤ Local Matching Funds < 22.5%	☐	10
22.5% ≤ Local Matching Funds < 25.0%	☐	12
25.0% ≤ Local Matching Funds < 27.5%	☐	14
27.5% ≤ Local Matching Funds < 30.0%	☐	16
30.0% ≤ Local Matching Funds < 32.5%	☐	18
32.5% ≤ Local Matching Funds	☐	20
Maximum Point Assessment		**20**

Criterion #8 Description (if needed): _____

Criterion #9 – Value-Added Tie Breaker (if necessary) (variable points)

Projects with equal scores after evaluations using the eight Project Proposal Criteria are subject to the Value-Added Tie Breaker. The BPAC and Project Review Subcommittee are authorized to award tie breaker points based on the additional value added by the project. A written explanation of the circumstances and amount of tie breaker points awarded for each project will be provided.

2018 Priority Process for
Bicycle/Pedestrian and B/P Local initiatives Projects

Feasibility Studies

1. Local government submits project(s)
2. BPAC reviews and ranks projects for feasibility studies
3. The TPO Board will approve a final ranking of all projects
4. TPO requests a Fee Proposal from consultant to perform a feasibility study
5. TPO schedules a scoping meeting with the consultant, FDOT and local government(s)
6. Consultant provides Fee Proposal to TPO
7. Local government pays the 10% local match for the feasibility study based on the Fee Proposal. TPO pays the majority of the cost for a consultant to perform feasibility studies on the highest ranking projects. (Local governments can bypass the TPO Study if they pay for the feasibility study themselves.)
8. TPO gives the consultant a Notice to Proceed on the feasibility study
9. Draft feasibility study is reviewed and approved by the TPO, FDOT and local government(s)
10. Final feasibility study is completed

Project Implementation

1. Local government submits project(s) and an official letter agreeing to pay 10% of the programmed project implementation cost, and agreeing to pay for any cost overruns
2. BPAC reviews and ranks projects for project implementation
3. The TPO Board will approve a final ranking of all projects
4. TPO coordinates with FDOT to program the project in the next available fiscal year of the FDOT Work Program
5. Construction of top ranked project: 2-4 years

THIS FORM SHALL BE SUBMITTED FOR ALL PROJECTS
NOT CURRENTLY IN THE FDOT WORK PROGRAM.

FDOT PROJECT INFORMATION APPLICATION FORM

DATE:

1. **Project Information:**

   Project ID (SR, CR, Etc…):

   From/At (South or West Termini):

   To (North or East Termini):

   County: -

   Project Length (Miles):

   Project Type: Other If *other*, please specify: -

2. **Title of Project Priority List and Project Ranking**:

   Central Florida MPO Alliance List and Project Ranking (if applicable):

3. **Managing Agency Contact Information:**

   Applicant:

   Contact Person:

   Title:

   Address:

   Phone Number:

   E-mail Address:

4. **Phase(s) Being Requested** (click to select all appropriate boxes)**:**

   ☐ Study ☐ PD&E ☐ Design

   ☐ Right-of-way ☐ Construction ☐ Other:

5. **Project Description:**

   a. Project Scope/Description (please be as detailed as possible):

   b. What fiscal year will this project be ready for production/construction:

Work Type	Requested Fiscal Year (July 1-June 30)
Planning Development (Corridor or Feasibility Study)	
Project Development and Environment Study (PD&E)	
Design	
Right-of-way Acquisition	
Construction/CEI	
Other	

c. Please state the purpose and need for this project.

d. What data from the statement above was obtained and/or used to support this analysis?

Note: If a study was done, then please provide a copy of the study. If no study was done, please provide documentation to support the need of the project and that the proposed improvements will address the issue.

e. Is this project within 5 miles of a Public Airport? If yes, which one(s)?

f. Is this facility a designated SIS corridor, connector, or hub or adjacent to a SIS facility?

g. Is this project on a transit route? If yes, which one(s)?

h. Is this project within the Federal Aid system?
(If yes, FDOT staff needs to verify and check here ☐)

6. Consistency with Local and MPO Plans

a. Is this project consistent with the Local Government Comprehensive Plan?

If no, please state when an amendment will be processed to include the project in the Plan.

b. Is the project in an MPO Cost Feasible component of the Long Range Transportation Plan (LRTP)?

If yes, please attach a copy of the page in the LRTP.

If no, please state when an amendment will be done to include the project in the LRTP (if applicable). It is not necessary to specifically identify traffic planning studies in the LRTP.

7. Other Information:

a. Has the Applying Agency been certified by FDOT to perform the work under the Local Agency Program (LAP) process?

b. What year was the agency last certified?

8. If this is a non-state road project, to be located outside of State Right-of-Way, is there sufficient right-of-way for the project is currently owned by the local government entity?

If yes, please provide proof of right-of-way ownership (right-of-way certification, right-of-way maps or maintenance maps).

Work Type	Phase Complete? Yes/No/NA	Responsible Agency (Who performed or who will perform the work?)	Procurement Method? In-house/Advertise	Project Cost Estimate
Planning Development (Corridor or Feasibility Study)	-		-	$0.00
Project Development and Environment Study (PD&E)	-		-	$0.00
Design	-		-	$0.00
Right-of-way Acquisition	-		-	$0.00
Construction	-		-	$0.00
CEI	-		-	$0.00
Other:	-		-	$0.00
Total Project Cost Estimate:				**$ 0.00**

- **Include a map showing location of the area of interest. Label important features, roadways, or additional description to help FDOT identify the location and understand the nature of the project.**
- **When requesting the Construction phase please include the following documents, if available:**
  - Signed and sealed plans
  - Engineer's estimate

- Bid Documents and Specifications Package
- Signed LAP Construction Checklist
- Right of Way Certification
- Environmental Certification
- All necessary permits

Proposed Funding Source (required by the R2CTPO)

Work Type	Federal/ State $	Local $	Project Cost Estimate $ *
Planning Development (Corridor or Feasibility Study)	**$**	**$**	**$** 0.00
Project Development and Environment Study (PD&E)	**$**	**$**	**$** 0.00
Design	**$**	**$**	**$** 0.00
Right-of-way Acquisition	**$**	**$**	**$** 0.00
Construction	**$**	**$**	**$** 0.00
CEI	**$**	**$**	**$** 0.00
Other:	**$**	**$**	**$** 0.00
Total Project Cost Estimate:	**$ 0.00**	**$ 0.00**	**$ 0.00**

*Project Cost Estimate for each Work Type must match the Project Cost Estimate provided in the preceding table.

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 18 (Planning)

FPN (If Known): **FAN:** TBD

Name of Project:

Local Agency Contact (Project Manager):

Phone: **Email Address:**

Project Scope/Description, Termini, Project Length:

Procurement Method:

☐ Advertisement

Fee Estimate: $0 (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study:

Advertise/Award/NTP for Study Services:

Begin Study:

Final Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 28 (PD&E)

FPN (If Known): **FAN:**

Name of Project:

Local Agency Contact (Project Manager):

Phone: **Email Address:**

Project Scope/Description, Termini, Project Length:

Procurement Method:

☐ Advertisement

Fee Estimate: $0 (include backup documentation)

Tentative Schedule (MMDDYY):

FDOT issues NTP for Study:

Advertise/Award/NTP for Study Services:

Begin Study:

Final Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 38 (Design)

FPN (If Known): **FAN:**

Name of Project:

Local Agency Contact (Project Manager):

Phone: **Email Address:**

Project Scope/Description, Termini, Project Length:

Design Procurement Method:

☐ In-House ☐ Advertisement

Design Fee Estimate: $0 (include backup documentation)

Tentative Design Schedule (MMDDYY):

FDOT issues NTP for Design:

Advertise/Award/NTP for Design Services:

Begin Design:

60% Plans Submittal (including Reviews):

90% Plans Submittal (including Reviews):

Final Plans Submittal:

Final Invoice:

Date Agreement needed:

Board Date:

Construction Funded: ☐ **Yes** ☐ **No** **Fiscal Year**:

EXHIBIT "A"

Preliminary Scope & Study Schedule - Phase 58 (Construction)

FPN (If Known):		**FAN:**	
Name of Project:			
Project Manager:		**Phone:**	
Email Address:			

Project Scope/Description, Termini, Project Length:

CEI Procurement Method:

- ☐ In-House
- ☐ Advertisement

CEI Estimate (LAP Projects Only)	$0	(Attach supporting man-hours and rates)
Const Estimate (LAP Projects Only):	$0	(Attach engineer's estimate)

Tentative Construction Schedule (MMDDYY):

Ad Date:

Bid Opening Date:

Award Date:

Executed Contract Date:

Pre Construction Date:

NTP to Contractor Date:

Construction Duration :

Completion Date:

Final Acceptance Date:

Date Agreement Needed:

Board Date:

FLAGLER COUNTY BICYCLE LANES

ROAD_NAME	ROAD_ID	SIDE	LANE	DESCRIPTION	BEGIN_POST	END_POST	SHAPE_LENGTH
E NORMANDY BLVD	79000009	L	1	DESIGNATED	4.7560	5.4480	1113.8326
S BLUE LAKE AVE	79000269	R	1	DESIGNATED	0.3920	0.4840	144.8253
SR 40	79150000	L	1	DESIGNATED	0.8960	0.9700	118.3747
SR 40	79150000	R	1	DESIGNATED	1.1100	1.4270	507.0484
SR 44	79070001	L	1	DESIGNATED	0.6840	0.8870	330.5992
SR 40	79100000	R	1	DESIGNATED	25.5040	30.1700	7507.7247
SR 430	79220002	R	1	DESIGNATED	0.0120	0.3590	353.9124
N CLYDE MORRIS BLVD	79527000	R	0	UNDESIGNATED	2.1540	2.2450	144.2757
US 1	79010000	R	1	DESIGNATED	27.4840	27.7900	492.3097
SR 44	79070000	L	1	DESIGNATED	7.8200	7.8780	93.1162
SR 5A	79190000	L	1	DESIGNATED	2.0980	2.2860	302.8736
SR 5A	79190000	R	1	DESIGNATED	3.2890	6.1270	4572.2003
S BLUE LAKE AVE	79000269	L	1	DESIGNATED	0.3920	0.5230	206.2185
US 1	79010000	L	1	DESIGNATED	12.6210	12.6900	111.0976
SR 40	79150000	R	1	DESIGNATED	0.9000	0.9700	111.9287
15 A	79160000	R	1	DESIGNATED	3.7500	6.8990	5066.7585
SR 40	79100000	L	1	DESIGNATED	25.5900	30.1700	7369.3688
SR 40	79150000	L	1	DESIGNATED	0.5110	0.8960	615.8488
SR 441	79260000	R	1	DESIGNATED	4.8600	5.3460	803.1666
US 92	79060000	L	1	DESIGNATED	19.0010	19.6150	987.7466
SR 44	79070000	R	1	DESIGNATED	20.0050	26.7650	10852.7710
SR 5A	79190000	R	1	DESIGNATED	2.0510	2.2260	281.9300
SR 430; MASON AVE	79220000	R	1	DESIGNATED	2.2170	2.3700	245.7331
SR 400; BEVILLE ROAD	79001000	R	1	DESIGNATED	1.8300	4.1170	3661.6994
US 1	79010000	R	1	DESIGNATED	24.2290	26.8660	4242.9594
SR 15A	79160000	R	1	DESIGNATED	0.1350	1.7480	2595.3222
SR 5A	79190000	L	1	DESIGNATED	1.5540	2.0290	765.2366
W FRENCH AVE	79000010	R	1	DESIGNATED	0.8190	1.8450	1654.5580
SR 40	79150000	L	1	DESIGNATED	0.4300	0.5110	129.6383
SR 44	79070000	R	0	UNDESIGNATED	10.1350	10.2000	104.2542
SR 11	79090000	R	1	DESIGNATED	0.1980	1.6800	2381.5189
SR 430; MASON AVE	79220000	L	1	DESIGNATED	2.2170	2.3700	245.7331
SR 441	79260000	L	1	DESIGNATED	4.8600	5.3460	803.1666
SR 5 (US1)	79010000	L	1	DESIGNATED	29.4020	32.5570	5076.4246
SR 5	79030000	R	1	DESIGNATED	5.9190	7.1660	2004.5403

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
ORANGE AVE/SR 44	C	1	23.9220	24.0780	8	250.9539
SR 40 MAR TO VOLUSIA	C	1	7.6700	7.7960	6	199.0123
BLACK POINT ROAD	C	1	4.1970	13.2940	12	14641.4665
SR 46: VOLUSIA US 1	C	1	0.0000	4.9950	5	8042.9371
SR 46: VOLUSIA US 1	C	2	0.0000	3.1900	5	5136.5651
SR 46: VOLUSIA US 1	C	2	0.0000	3.3350	5	5370.0468
I-95: SR 520 VOLUSIA	L	1	18.0000	31.1900	10	21211.4950
I-95: SR 520 VOLUSIA	R	1	18.0000	31.1900	10	21211.4950
PALM COAST PKWY	R	2	0.0000	0.6660	8	1073.6806
PALM COAST PKWY	L	1	0.0000	0.6660	4	1073.6806
PALM COAST PKWY	L	2	0.0000	0.6660	8	1073.6806
PALM COAST PKWY	R	1	0.0000	0.6660	4	1073.6806
PALM COAST PKWY	C	1	1.3510	1.4750	12	200.0776
PALM COAST PKWY	C	1	1.4750	1.5770	12	161.2840
PALM COAST PKWY	C	1	0.6460	1.2470	10	969.2705
PALM COAST PKWY	C	1	1.2470	1.3510	12	167.7193
PALM COAST PKWY	C	1	1.3510	1.4750	11	200.0776
PALM COAST PKWY	C	1	0.2230	0.6460	6	683.5164
OLD KINGS RD	C	1	1.6220	5.6810	12	6535.7536
OLD KINGS RD	L	1	5.6810	6.5260	12	1360.5979
OLD KINGS RD	L	1	10.0030	10.4460	12	713.2815
OLD KINGS RD	R	1	10.0030	10.4460	12	713.2815
OLD KINGS RD	R	1	5.6810	6.5260	12	1360.5979
OLD KINGS RD	C	1	6.5260	10.0030	12	5598.5411
OLD KINGS RD	L	1	0.0000	1.6220	4	2611.6727
OLD KINGS RD	R	1	0.0000	1.6220	4	2611.6727
OLD KINGS RD	C	2	10.4460	14.5480	12	6604.9392
CR 1421/HARGROVE GR	L	1	4.3650	4.4390	12	119.0273
CR 1421/HARGROVE GR	R	1	4.3650	4.4390	12	119.0273
OTIS STONE HUNTER RD	C	1	0.0000	2.8880	6	4665.7930
BELLE TERRE BLVD	R	1	0.9090	1.1430	4	375.3251
BELLE TERRE BLVD	R	2	0.9090	1.1430	12	375.3251
BELLE TERRE BLVD	C	1	1.1430	3.7510	12	4182.6502
BELLE TERRE BLVD	C	1	0.0000	0.9090	12	1457.8738
BELLE TERRE BLVD	L	1	0.9090	1.1430	4	375.3251
BELLE TERRE BLVD	L	2	0.9090	1.1430	12	375.3251
CITATION BLVD	C	1	0.0000	0.7600	12	1227.2427
CITATION BLVD	L	1	0.0000	0.3860	12	633.0079
CITATION BLVD	R	1	0.0000	0.3860	12	633.0079
EAST HAMPTON BLVD	C	1	0.0000	1.5280	12	2451.7727
MATANZAS WOODS PKWY	C	1	0.0000	0.9990	12	1607.8823
MATANZAS WOODS PKWY	L	1	0.9990	1.1400	12	226.9711
MATANZAS WOODS PKWY	R	1	0.9990	1.1400	12	226.9711
PALM HARBOR PKWY	C	2	0.0760	0.4530	12	606.6979
PALM HARBOR PKWY	L	1	0.4530	0.5970	4	231.6838
PALM HARBOR PKWY	L	2	0.0000	0.0760	12	122.3087

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
PALM HARBOR PKWY	R	1	0.0000	0.0760	4	122.3087
PALM HARBOR PKWY	L	2	0.4530	0.5970	12	231.6838
PALM HARBOR PKWY	R	1	0.4530	0.5970	4	231.6838
PALM HARBOR PKWY	R	2	0.0000	0.0760	12	122.3087
PALM HARBOR PKWY	C	1	0.0760	0.4530	4	606.6979
PALM HARBOR PKWY	C	1	0.5970	1.9610	12	2194.9432
PALM HARBOR PKWY	R	2	0.4530	0.5970	12	231.6838
PALM HARBOR PKWY	L	1	0.0000	0.0760	4	122.3087
ROYAL PALMS PKWY	L	2	0.0000	0.1180	12	190.0654
ROYAL PALMS PKWY	R	2	0.0000	0.1180	12	190.0654
ROYAL PALMS PKWY	C	2	0.1180	0.5660	12	721.4854
ROYAL PALMS PKWY	L	2	0.5660	0.7190	12	246.4103
RYMFIRE DR	R	1	0.0910	0.5490	12	737.1853
RYMFIRE DR	C	1	0.5490	2.9540	12	3877.5568
RYMFIRE DR	L	1	2.9540	3.0490	12	153.7006
RYMFIRE DR	R	1	2.9540	3.0490	12	153.7006
RYMFIRE DR	C	1	0.0000	0.0910	12	146.4713
RYMFIRE DR	L	1	0.0910	0.5490	12	737.1853
SESAME BLVD	C	1	0.0000	2.9240	12	4705.8108
WHITEVIEW PARKWAY	C	1	1.1250	2.2580	12	1824.2768
WHITEVIEW PARKWAY	L	1	2.2580	2.5250	12	429.6715
WHITEVIEW PARKWAY	C	1	2.5250	3.5140	12	1592.5777
WHITEVIEW PARKWAY	L	1	0.0000	1.1250	12	1811.2849
WHITEVIEW PARKWAY	R	1	2.2580	2.4090	5	242.4359
WHITEVIEW PARKWAY	R	1	2.4090	2.5250	12	187.2356
WHITEVIEW PARKWAY	R	1	0.0000	1.1250	12	1811.2849
PALM HARBOR PKWY EXT	C	1	0.0000	0.0940	12	93.5129
BRIARWOOD DR	C	1	0.0000	0.5210	12	835.8341
I-95 (SR 9)	L	2	11.4500	11.7610	12	500.5336
I-95 (SR 9)	L	2	6.0360	7.1120	12	1731.7912
I-95 (SR 9)	R	1	7.1770	7.3400	10	262.3333
I-95 (SR 9)	R	2	8.5980	10.4180	12	2929.2203
I-95 (SR 9)	R	2	0.7530	4.5810	12	6160.8956
I-95 (SR 9)	L	1	0.2240	0.5140	10	466.7498
I-95 (SR 9)	L	2	4.9440	5.6100	12	1071.8030
I-95 (SR 9)	L	1	7.1120	7.6340	10	840.1151
I-95 (SR 9)	L	2	8.5040	10.4220	12	3086.9438
I-95 (SR 9)	R	1	10.4180	10.7200	10	486.0417
I-95 (SR 9)	R	2	11.8010	18.7290	12	11150.1192
I-95 (SR 9)	L	2	5.6100	6.0360	12	685.6155
I-95 (SR 9)	R	1	5.9750	7.1770	10	1934.5679
I-95 (SR 9)	R	2	8.0510	8.5980	12	880.3566
I-95 (SR 9)	L	1	8.3440	8.5040	10	257.5080
I-95 (SR 9)	R	1	11.3710	11.8010	10	692.0866
I-95 (SR 9)	L	2	0.2240	0.5140	12	466.7498
I-95 (SR 9)	L	1	10.4220	10.8350	10	664.6629

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
I-95 (SR 9)	L	2	11.7610	18.7290	12	11214.4959
I-95 (SR 9)	R	1	0.4130	0.7530	10	547.1865
I-95 (SR 9)	R	2	5.0110	5.6820	12	1079.8476
I-95 (SR 9)	L	1	4.6550	4.9440	10	465.1227
I-95 (SR 9)	L	2	7.1120	7.6340	12	840.1151
I-95 (SR 9)	R	1	7.3400	8.0510	10	1144.2258
I-95 (SR 9)	R	2	10.4180	10.7200	12	486.0417
I-95 (SR 9)	L	1	11.4500	11.7610	10	500.5336
I-95 (SR 9)	R	2	0.4130	0.7530	12	547.1865
I-95 (SR 9)	R	1	4.5810	5.0110	10	692.0490
I-95 (SR 9)	R	2	5.9750	7.1770	12	1934.5679
I-95 (SR 9)	L	2	10.4220	10.8350	12	664.6629
I-95 (SR 9)	L	1	0.0000	0.2240	10	360.5379
I-95 (SR 9)	L	2	4.6550	4.9440	12	465.1227
I-95 (SR 9)	L	1	6.0360	7.1120	10	1731.7912
I-95 (SR 9)	L	2	8.3440	8.5040	12	257.5080
I-95 (SR 9)	R	1	8.5980	10.4180	10	2929.2203
I-95 (SR 9)	R	2	11.3710	11.8010	12	692.0866
I-95 (SR 9)	R	1	0.0000	0.4130	10	664.7411
I-95 (SR 9)	R	1	5.6820	5.9750	10	471.5666
I-95 (SR 9)	R	2	7.3400	8.0510	12	1144.2258
I-95 (SR 9)	R	2	4.5810	5.0110	12	692.0490
I-95 (SR 9)	L	1	0.5140	4.6550	10	6664.6333
I-95 (SR 9)	L	1	7.6340	8.3440	10	1142.6073
I-95 (SR 9)	R	1	10.7200	11.3710	10	1047.6821
I-95 (SR 9)	L	2	0.0000	0.2240	12	360.5379
I-95 (SR 9)	L	1	10.8350	11.4500	10	989.7998
I-95 (SR 9)	R	2	0.0000	0.4130	12	664.7411
I-95 (SR 9)	R	1	0.7530	4.5810	10	6160.8956
I-95 (SR 9)	R	2	5.6820	5.9750	12	471.5666
I-95 (SR 9)	L	1	4.9440	5.6100	10	1071.8030
I-95 (SR 9)	L	1	8.5040	10.4220	10	3086.9438
I-95 (SR 9)	R	1	11.8010	18.7290	10	11150.1192
I-95 (SR 9)	L	2	0.5140	4.6550	12	6664.6333
I-95 (SR 9)	L	2	10.8350	11.4500	12	989.7998
I-95 (SR 9)	L	1	5.6100	6.0360	10	685.6155
I-95 (SR 9)	L	2	7.6340	8.3440	12	1142.6073
I-95 (SR 9)	R	1	8.0510	8.5980	10	880.3566
I-95 (SR 9)	R	2	10.7200	11.3710	12	1047.6821
I-95 (SR 9)	L	1	11.7610	18.7290	10	11214.4959
I-95 (SR 9)	R	1	5.0110	5.6820	10	1079.8476
I-95 (SR 9)	R	2	7.1770	7.3400	12	262.3333
SR 5; VOLUSIA-ST JOHNS	R	1	8.9960	9.1570	8	259.1746
SR 5; VOLUSIA-ST JOHNS	L	1	9.1570	9.6570	5	804.6915
SR 5; VOLUSIA-ST JOHNS	R	1	9.6570	10.8700	6	1952.1515
SR 5; VOLUSIA-ST JOHNS	R	2	10.8700	23.6730	12	20604.8033

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR 5; VOLUSIA-ST JOHNS	R	2	8.9960	9.1570	4	259.1746
SR 5; VOLUSIA-ST JOHNS	L	1	9.6570	10.8700	6	1952.1515
SR 5; VOLUSIA-ST JOHNS	L	1	0.0000	8.9960	4	14477.8447
SR 5; VOLUSIA-ST JOHNS	L	1	8.9960	9.1570	8	259.1746
SR 5; VOLUSIA-ST JOHNS	R	1	9.1570	9.6570	4	804.6915
SR 5; VOLUSIA-ST JOHNS	R	1	10.8700	23.6730	4	20604.8033
SR 5; VOLUSIA-ST JOHNS	L	1	10.8700	23.6730	4	20604.8033
SR 5; VOLUSIA-ST JOHNS	L	2	8.9960	9.1570	4	259.1746
SR 5; VOLUSIA-ST JOHNS	R	1	0.0000	8.9960	5	14477.8447
SR 5; VOLUSIA-ST JOHNS	R	2	9.1570	9.6570	12	804.6915
SR 5; VOLUSIA-ST JOHNS	L	2	9.1570	9.6570	5	804.6915
SR 5; VOLUSIA-ST JOHNS	L	2	10.8700	23.6730	12	20604.8033
SR 5; VOLUSIA-ST JOHNS	R	2	0.0000	8.9960	12	14477.8447
SR 5; VOLUSIA-ST JOHNS	L	2	0.0000	8.9960	5	14477.8447
SR 100; SR 5 TO SR A1A	R	1	0.6150	1.2430	4	1009.9700
SR 100; SR 5 TO SR A1A	L	1	4.7900	7.1890	5	3855.8209
SR 100; SR 5 TO SR A1A	R	2	1.2430	4.6710	12	5509.0905
SR 100; SR 5 TO SR A1A	L	2	4.7900	5.0030	6	342.3173
SR 100; SR 5 TO SR A1A	L	1	1.2430	4.6710	5	5509.0905
SR 100; SR 5 TO SR A1A	L	1	4.6710	4.7900	11	191.3523
SR 100; SR 5 TO SR A1A	R	2	4.7900	7.1890	12	3855.8209
SR 100; SR 5 TO SR A1A	R	1	4.7900	7.1890	5	3855.8209
SR 100; SR 5 TO SR A1A	L	2	1.2430	4.6710	12	5509.0905
SR 100; SR 5 TO SR A1A	L	1	7.1890	7.9850	10	1279.4193
SR 100; SR 5 TO SR A1A	R	1	4.6710	4.7900	11	191.3523
SR 100; SR 5 TO SR A1A	L	2	5.0030	7.1890	12	3513.5036
SR 100; SR 5 TO SR A1A	R	1	1.2430	4.6710	5	5509.0905
SR 100; SR 5 TO SR A1A	L	1	0.6150	1.2430	4	1009.9700
SR 100; SR 5 TO SR A1A	R	1	7.1890	7.9850	10	1279.4193
SR A1A VOLUSIA-ST JOHNS	R	1	15.1860	15.3270	4	233.3087
SR A1A VOLUSIA-ST JOHNS	R	2	14.8550	15.0430	6	302.9642
SR A1A VOLUSIA-ST JOHNS	R	2	9.4440	9.8560	12	663.9007
SR A1A VOLUSIA-ST JOHNS	R	1	3.9510	4.0480	10	156.0085
SR A1A VOLUSIA-ST JOHNS	C	1	3.6820	3.9510	8	432.8802
SR A1A VOLUSIA-ST JOHNS	C	2	17.6920	18.3380	9	1039.4553
SR A1A VOLUSIA-ST JOHNS	R	2	17.4500	17.6920	9	389.2291
SR A1A VOLUSIA-ST JOHNS	C	2	12.0510	12.1800	12	207.5304
SR A1A VOLUSIA-ST JOHNS	L	1	11.7650	12.0510	4	463.0185
SR A1A VOLUSIA-ST JOHNS	C	2	4.3130	4.5750	10	421.3581
SR A1A VOLUSIA-ST JOHNS	C	2	4.1010	4.3130	12	340.8709
SR A1A VOLUSIA-ST JOHNS	C	2	0.0000	0.1730	12	278.3298
SR A1A VOLUSIA-ST JOHNS	R	1	13.3930	13.7460	4	567.9570
SR A1A VOLUSIA-ST JOHNS	R	2	12.1800	12.6410	6	741.6767
SR A1A VOLUSIA-ST JOHNS	C	2	3.4290	3.6820	10	408.6657
SR A1A VOLUSIA-ST JOHNS	C	1	1.2360	3.4290	4	3526.7981
SR A1A VOLUSIA-ST JOHNS	L	1	15.1860	15.3270	4	233.3087

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR A1A VOLUSIA-ST JOHNS	L	2	14.8550	15.0430	12	302.9642
SR A1A VOLUSIA-ST JOHNS	C	1	10.1240	10.3230	4	320.1591
SR A1A VOLUSIA-ST JOHNS	L	2	9.4440	9.8560	12	663.9007
SR A1A VOLUSIA-ST JOHNS	C	2	1.2360	2.5350	5	2089.9995
SR A1A VOLUSIA-ST JOHNS	C	2	15.3270	16.5450	12	1964.3516
SR A1A VOLUSIA-ST JOHNS	L	2	11.7650	12.0510	12	463.0185
SR A1A VOLUSIA-ST JOHNS	R	1	10.3230	10.6200	4	477.9098
SR A1A VOLUSIA-ST JOHNS	C	2	4.1010	4.3130	10	340.8709
SR A1A VOLUSIA-ST JOHNS	C	2	4.0480	4.1010	10	85.2163
SR A1A VOLUSIA-ST JOHNS	C	1	12.6410	13.3930	4	1209.2742
SR A1A VOLUSIA-ST JOHNS	C	2	12.0510	12.1800	10	207.5304
SR A1A VOLUSIA-ST JOHNS	C	1	5.5190	5.7320	5	342.0684
SR A1A VOLUSIA-ST JOHNS	C	2	4.5750	5.5190	12	1519.9555
SR A1A VOLUSIA-ST JOHNS	C	1	1.2360	3.4290	12	3526.7981
SR A1A VOLUSIA-ST JOHNS	C	1	0.1730	0.5210	4	559.9570
SR A1A VOLUSIA-ST JOHNS	R	1	14.8550	15.0430	4	302.9642
SR A1A VOLUSIA-ST JOHNS	R	2	13.3930	13.7460	12	567.9570
SR A1A VOLUSIA-ST JOHNS	R	1	9.4440	9.8560	4	663.9007
SR A1A VOLUSIA-ST JOHNS	C	1	5.7320	6.5750	5	1356.5431
SR A1A VOLUSIA-ST JOHNS	C	2	2.5350	3.4290	10	1436.7986
SR A1A VOLUSIA-ST JOHNS	C	2	0.5210	1.1220	5	966.9328
SR A1A VOLUSIA-ST JOHNS	L	1	17.4500	17.6920	4	389.2291
SR A1A VOLUSIA-ST JOHNS	L	2	15.1860	15.3270	12	233.3087
SR A1A VOLUSIA-ST JOHNS	R	2	10.3230	10.6200	12	477.9098
SR A1A VOLUSIA-ST JOHNS	C	2	10.1240	10.3230	12	320.1591
SR A1A VOLUSIA-ST JOHNS	L	1	12.1800	12.6410	4	741.6767
SR A1A VOLUSIA-ST JOHNS	R	1	11.7650	12.0510	4	463.0185
SR A1A VOLUSIA-ST JOHNS	C	2	4.5750	5.5190	10	1519.9555
SR A1A VOLUSIA-ST JOHNS	C	1	4.3130	4.5750	4	421.3581
SR A1A VOLUSIA-ST JOHNS	C	1	0.1730	0.5210	12	559.9570
SR A1A VOLUSIA-ST JOHNS	C	1	13.7460	14.8550	4	1783.4063
SR A1A VOLUSIA-ST JOHNS	C	2	12.6410	13.3930	12	1209.2742
SR A1A VOLUSIA-ST JOHNS	C	1	6.5750	9.4440	4	4614.8234
SR A1A VOLUSIA-ST JOHNS	C	2	5.5190	5.7320	10	342.0684
SR A1A VOLUSIA-ST JOHNS	C	2	0.5210	1.1220	12	966.9328
SR A1A VOLUSIA-ST JOHNS	C	1	3.4290	3.6820	4	408.6657
SR A1A VOLUSIA-ST JOHNS	C	1	17.6920	18.3380	4	1039.4553
SR A1A VOLUSIA-ST JOHNS	L	2	17.4500	17.6920	12	389.2291
SR A1A VOLUSIA-ST JOHNS	R	2	11.7650	12.0510	12	463.0185
SR A1A VOLUSIA-ST JOHNS	C	1	10.6200	11.7650	4	1839.3970
SR A1A VOLUSIA-ST JOHNS	C	1	4.3130	4.5750	5	421.3581
SR A1A VOLUSIA-ST JOHNS	C	1	4.1010	4.3130	8	340.8709
SR A1A VOLUSIA-ST JOHNS	C	1	0.0000	0.1730	4	278.3298
SR A1A VOLUSIA-ST JOHNS	L	1	13.3930	13.7460	4	567.9570
SR A1A VOLUSIA-ST JOHNS	L	2	12.1800	12.6410	12	741.6767
SR A1A VOLUSIA-ST JOHNS	C	2	5.7320	6.5750	12	1356.5431

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR A1A VOLUSIA-ST JOHNS	C	1	4.5750	5.5190	4	1519.9555
SR A1A VOLUSIA-ST JOHNS	C	2	0.1730	0.5210	5	559.9570
SR A1A VOLUSIA-ST JOHNS	C	1	15.0430	15.1860	4	218.5678
SR A1A VOLUSIA-ST JOHNS	C	2	13.7460	14.8550	12	1783.4063
SR A1A VOLUSIA-ST JOHNS	C	1	9.8560	10.1240	4	431.1700
SR A1A VOLUSIA-ST JOHNS	C	2	6.5750	9.4440	12	4614.8234
SR A1A VOLUSIA-ST JOHNS	C	1	3.6820	3.9510	10	432.8802
SR A1A VOLUSIA-ST JOHNS	C	2	1.1220	1.2360	5	183.4344
SR A1A VOLUSIA-ST JOHNS	R	1	17.4500	17.6920	4	389.2291
SR A1A VOLUSIA-ST JOHNS	R	2	15.1860	15.3270	12	233.3087
SR A1A VOLUSIA-ST JOHNS	C	2	10.6200	11.7650	12	1839.3970
SR A1A VOLUSIA-ST JOHNS	L	1	10.3230	10.6200	4	477.9098
SR A1A VOLUSIA-ST JOHNS	C	1	4.1010	4.3130	5	340.8709
SR A1A VOLUSIA-ST JOHNS	C	2	17.6920	18.3380	12	1039.4553
SR A1A VOLUSIA-ST JOHNS	R	1	12.1800	12.6410	4	741.6767
SR A1A VOLUSIA-ST JOHNS	C	1	12.0510	12.1800	4	207.5304
SR A1A VOLUSIA-ST JOHNS	C	1	4.5750	5.5190	5	1519.9555
SR A1A VOLUSIA-ST JOHNS	C	1	0.5210	1.2360	4	1150.3672
SR A1A VOLUSIA-ST JOHNS	C	2	0.0000	0.1730	5	278.3298
SR A1A VOLUSIA-ST JOHNS	C	1	15.3270	16.5450	4	1964.3516
SR A1A VOLUSIA-ST JOHNS	C	2	15.0430	15.1860	12	218.5678
SR A1A VOLUSIA-ST JOHNS	L	2	10.3230	10.6200	8	477.9098
SR A1A VOLUSIA-ST JOHNS	C	2	9.8560	10.1240	12	431.1700
SR A1A VOLUSIA-ST JOHNS	C	1	4.0480	4.1010	5	85.2163
SR A1A VOLUSIA-ST JOHNS	C	2	3.6820	3.9510	12	432.8802
SR A1A VOLUSIA-ST JOHNS	L	1	14.8550	15.0430	4	302.9642
SR A1A VOLUSIA-ST JOHNS	L	2	13.3930	13.7460	12	567.9570
SR A1A VOLUSIA-ST JOHNS	L	1	9.4440	9.8560	4	663.9007
SR A1A VOLUSIA-ST JOHNS	C	2	5.7320	6.5750	10	1356.5431
SR A1A VOLUSIA-ST JOHNS	C	2	1.1220	1.2360	12	183.4344
SR A1A VOLUSIA-ST JOHNS	C	2	3.4290	3.6820	12	408.6657
A1A REALIGNMENT	L	1	0.0000	0.9400	4	1511.1813
A1A REALIGNMENT	R	2	0.0000	0.9400	6	1511.1813
A1A REALIGNMENT	R	1	0.0000	0.9400	4	1511.1813
A1A REALIGNMENT	L	2	0.0000	0.9400	6	1511.1813
SR 20/SR 100	C	1	17.5100	17.6840	4	279.8250
SR 20/SR 100	C	2	17.5100	17.6840	6	279.8250
SR 20/SR 100	C	1	17.1600	17.2950	9	217.1643
SR 20/SR 100	C	1	17.2950	17.4400	9	233.2002
SR 20/SR 100	C	1	17.4400	17.5100	9	112.7103
SR 20/SR 100	C	1	14.4970	17.1600	4	4283.4348
SR 20/SR 100	C	2	14.4970	17.1600	6	4283.4348
OLD KINGS RD	R	1	3.9690	4.4940	12	846.1530
OLD KINGS RD	C	1	1.8320	3.9690	12	3444.1118
LAMBERT AVE	C	1	0.0000	0.0260	12	41.8167
LAMBERT AVE	C	1	0.0260	1.4690	12	2321.8987

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
PALM COAST PKWY	L	1	0.0000	0.3550	12	572.8244
PALM COAST PKWY	R	1	0.0000	0.3550	12	572.8244
PALM COAST PKWY	C	1	0.3550	1.8820	12	2462.5251
PALM COAST PKWY	L	1	1.8820	2.5550	12	1085.3196
PALM COAST PKWY	R	1	1.8820	2.5550	12	1085.3196
PALM COAST PKWY	C	1	1.5340	1.6140	4	128.6446
PALM COAST PKWY	C	2	1.5340	1.6140	8	128.6446
MATANZAS WOODS PKWY	C	1	1.2010	1.8540	12	1051.5570
MATANZAS WOODS PKWY	L	1	0.8900	1.2010	12	500.7027
MATANZAS WOODS PKWY	R	1	0.8900	1.2010	12	500.7027
MATANZAS WOODS PKWY	C	1	0.1250	0.8900	12	1231.9579
MATANZAS WOODS PKWY	L	1	0.0000	0.1250	12	201.2433
MATANZAS WOODS PKWY	R	1	0.0000	0.1250	12	201.2433
PALM HARBOR PKWY	L	1	1.9830	2.1530	12	249.2127
PALM HARBOR PKWY	R	1	1.9830	2.1530	12	249.2127
PALM HARBOR PKWY	C	1	2.1530	2.5250	12	655.2398
BELLE TERRE PKWY	L	1	0.0000	0.8180	4	1317.4670
BELLE TERRE PKWY	R	1	0.0000	0.8180	4	1317.4670
PINE LAKES PKWY	L	1	0.0000	0.1000	12	160.5630
PINE LAKES PKWY	R	1	0.0000	0.1000	12	160.5630
PINE LAKES PKWY	C	1	0.1000	0.3680	12	430.2791
PINE LAKES PKWY	L	1	0.3680	0.5470	12	287.5036
PINE LAKES PKWY	R	1	0.3680	0.5470	12	287.5036
PINE LAKES PKWY	C	1	0.5470	1.0640	12	830.0270
PINE LAKES PKWY	L	1	1.0640	1.3450	12	451.2716
PINE LAKES PKWY	R	1	1.0640	1.3450	12	451.2716
PINE LAKES PKWY	C	1	1.3450	1.6790	12	536.2153
PINE LAKES PKWY	L	1	1.6790	1.8230	12	231.1926
PINE LAKES PKWY	R	1	1.6790	1.8230	12	231.1926
PINE LAKES PKWY	C	1	1.8230	3.6970	12	3008.9378
PINE LAKES PKWY	L	1	3.6970	3.9360	12	383.8000
PINE LAKES PKWY	R	1	3.6970	3.9360	12	383.8000
PINE LAKES PKWY	C	1	3.9360	4.7940	12	1378.2778
PINE LAKES PKWY	L	1	4.7940	5.0150	12	354.8674
PINE LAKES PKWY	R	1	4.7940	5.0150	12	354.8674
FLORIDA PK DRIVE	C	1	0.0850	0.2010	12	190.2688
CR 13	C	1	0.0000	0.7050	12	1134.4327
JOHN ANDERSON HWY	C	1	0.0000	3.9520	12	6360.5850
JOHN ANDERSON HWY	L	1	3.9520	4.0870	12	217.2834
JOHN ANDERSON HWY	R	1	3.9520	4.0870	12	217.2834
JOHN ANDERSON HWY	C	1	4.0870	5.4570	12	2204.9438
S US-17/REID ST/SUMMIT ST	R	1	0.0000	0.2460	5	395.5220
S US-17/REID ST/SUMMIT ST	R	2	0.0000	0.2460	8	395.5220
S US-17/REID ST/SUMMIT ST	L	1	0.0000	0.2460	5	395.5220
S US-17/REID ST/SUMMIT ST	L	2	0.0000	0.2460	8	395.5220
US-17/92: I-4 VOLUSIA	L	2	0.0000	0.5210	4	843.2890

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
US-17/92: I-4 VOLUSIA	L	1	0.0000	0.5210	8	843.2890
US-17/92: I-4 VOLUSIA	R	2	0.0000	0.5210	4	843.2890
US-17/92: I-4 VOLUSIA	R	1	0.0000	0.5210	8	843.2890
SR 46	C	1	0.2180	1.0290	10	1304.8585
DOYLE ROAD	L	1	0.0000	0.2410	12	387.7253
DOYLE ROAD	C	1	0.2410	0.8440	12	969.5524
DOYLE ROAD	R	1	4.1010	4.4220	12	516.1751
DOYLE ROAD	C	1	3.3310	4.1010	12	1237.9772
DOYLE ROAD	L	1	4.7360	5.1310	12	635.0160
DOYLE ROAD	R	1	0.8440	1.2000	5	572.3541
DOYLE ROAD	C	1	1.2000	1.3440	11	231.4030
DOYLE ROAD	L	1	1.3440	1.9070	12	905.2453
DOYLE ROAD	C	1	1.2000	1.3440	12	231.4030
DOYLE ROAD	R	1	4.7360	5.1310	12	635.0160
DOYLE ROAD	L	1	5.7540	5.8630	12	175.1939
DOYLE ROAD	R	1	1.3440	1.9070	12	905.2453
DOYLE ROAD	L	1	4.1010	4.4220	12	516.1751
DOYLE ROAD	R	1	0.0000	0.2410	12	387.7253
DOYLE ROAD	C	2	1.9070	3.3310	12	2289.3688
DOYLE ROAD	R	1	5.7540	5.8630	12	175.1939
DOYLE ROAD	L	1	0.8440	1.2000	10	572.3541
PROVIDENCE BLVD	C	2	5.0720	5.3590	8	454.2780
PROVIDENCE BLVD	L	1	4.7640	5.0720	4	496.1060
PROVIDENCE BLVD	R	1	4.7640	5.0720	4	496.1060
PROVIDENCE BLVD	C	1	3.5040	4.0600	12	895.7670
PROVIDENCE BLVD	R	1	2.0760	2.9660	12	1432.6382
PROVIDENCE BLVD	R	1	1.1380	1.5170	12	610.4812
PROVIDENCE BLVD	L	2	4.7640	5.0720	12	496.1060
PROVIDENCE BLVD	C	2	5.0720	5.3590	12	454.2780
PROVIDENCE BLVD	L	1	3.4020	3.5040	12	164.3637
PROVIDENCE BLVD	C	1	1.5170	2.0760	12	900.6833
PROVIDENCE BLVD	C	1	0.0000	1.1380	12	1836.8859
PROVIDENCE BLVD	R	2	4.7640	5.0720	12	496.1060
PROVIDENCE BLVD	C	1	4.3920	4.7640	4	599.4330
PROVIDENCE BLVD	L	1	2.0760	2.9660	12	1432.6382
PROVIDENCE BLVD	L	1	1.1380	1.5170	12	610.4812
PROVIDENCE BLVD	C	2	4.3920	4.7640	12	599.4330
PROVIDENCE BLVD	R	1	3.4020	3.5040	12	164.3637
PROVIDENCE BLVD	C	1	5.0720	5.8250	4	1214.8462
SAXON BLVD	R	1	4.8860	5.0890	12	325.9503
SAXON BLVD	L	1	0.4850	0.9430	7	735.5309
SAXON BLVD	L	1	0.0000	0.1530	4	245.7065
SAXON BLVD	C	1	5.0890	6.1780	10	1749.2012
SAXON BLVD	L	2	0.0000	0.1530	12	245.7065
SAXON BLVD	C	1	5.0890	6.1780	12	1749.2012
SAXON BLVD	C	1	3.4850	4.8860	12	2250.2059

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SAXON BLVD	L	1	0.1530	0.2320	12	126.8681
SAXON BLVD	L	1	4.8860	5.0890	12	325.9503
MAIN ST/ENTERPRISE RD	C	1	1.0180	1.3820	12	584.1269
MAIN ST/ENTERPRISE RD	C	1	0.0000	0.2860	12	458.9395
MAIN ST /ENTERPRISE RD	L	1	0.6620	1.0180	12	571.2158
MAIN ST/ENTERPRISE RD	R	1	0.6620	1.0180	12	571.2158
MAIN ST/ENTERPRISE RD	L	1	0.2860	0.3670	12	129.9761
MAIN ST/ENTERPRISE RD	R	1	0.2860	0.3670	12	129.9761
HIGHBANKS RD	L	1	1.6950	2.0050	4	497.4784
HIGHBANKS RD	R	1	3.5000	4.3270	4	1327.0691
HIGHBANKS RD	L	1	2.6680	2.9130	4	393.1398
HIGHBANKS RD	L	1	3.5000	4.3270	4	1327.0691
HIGHBANKS RD	C	1	2.0050	2.6680	4	1063.9233
HIGHBANKS RD	C	1	2.9130	3.5000	4	941.9716
HIGHBANKS RD	R	1	1.6950	2.0050	4	497.4784
HIGHBANKS RD	C	1	0.0000	1.6950	4	2720.0575
HIGHBANKS RD	R	1	2.6680	2.9130	4	393.1398
FT FLORIDA ROAD	C	1	0.0000	3.9370	4	6365.5740
ELKCAM BLVD	L	2	2.4480	2.5030	4	88.5054
ELKCAM BLVD	C	1	0.1270	2.4480	4	3735.2581
ELKCAM BLVD	L	1	4.4530	4.5650	12	180.2248
ELKCAM BLVD	L	1	2.4480	2.5030	4	88.5054
ELKCAM BLVD	C	1	2.6460	4.4530	12	2908.1052
ELKCAM BLVD	R	2	2.4480	2.5030	4	88.5054
ELKCAM BLVD	R	1	2.6110	2.6460	12	56.3152
ELKCAM BLVD	R	1	4.4530	4.5650	12	180.2248
ELKCAM BLVD	L	1	0.0000	0.1270	4	204.3947
ELKCAM BLVD	R	1	2.4480	2.5030	4	88.5054
ELKCAM BLVD	L	1	2.6110	2.6460	12	56.3152
ELKCAM BLVD	R	1	0.0000	0.1270	4	204.3947
NORMANDY BLVD	C	1	1.0280	1.7170	12	1108.3998
NORMANDY BLVD	L	1	4.8250	5.4530	4	1010.2976
NORMANDY BLVD	R	1	1.7170	1.8370	12	193.0358
NORMANDY BLVD	C	1	2.9220	3.6870	9	1230.6093
NORMANDY BLVD	C	1	2.9220	3.6870	8	1230.6093
NORMANDY BLVD	L	1	2.6910	2.9220	5	371.6865
NORMANDY BLVD	R	1	4.8250	5.4530	4	1010.2976
NORMANDY BLVD	C	1	1.8370	2.6910	12	1373.7015
NORMANDY BLVD	L	1	1.7170	1.8370	12	193.0358
NORMANDY BLVD	R	1	2.6910	2.9220	12	371.6865
W FRENCH AVE	C	2	1.8450	1.9680	5	198.2020
W FRENCH AVE	C	1	0.6040	0.8190	5	346.5055
W FRENCH AVE	C	2	0.8190	1.8450	10	1653.4896
W FRENCH AVE	C	2	1.8450	1.9680	7	198.2020
W FRENCH AVE	C	1	0.6040	0.8190	12	346.5055
W FRENCH AVE	C	1	0.8190	1.9680	6	1851.6916

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
W FRENCH AVE	C	1	0.8190	1.9680	5	1851.6916
W FRENCH AVE	C	1	1.9680	2.0980	12	209.4817
W FRENCH AVE	C	1	0.0000	0.6040	12	973.3478
GRAND AVE/W EUCLID AVE	C	1	0.0000	0.8250	12	1332.1557
HONTOON RD/OLD NY AVE	C	1	0.0000	5.1030	4	8212.1299
W MAIN ST	C	2	0.0590	0.3880	12	529.2666
W MAIN ST	C	2	0.0590	0.1580	9	159.2784
W MAIN ST	C	2	0.1580	0.6320	12	762.5887
W MAIN ST	C	1	0.6320	0.8880	12	411.9087
W MAIN ST	C	2	0.3880	0.6320	4	392.6005
S PREVATT AVE/N PREVATT AVE	C	1	1.6580	2.7960	4	1839.4691
S PREVATT AVE/N PREVATT AVE	R	2	0.3540	0.6610	12	496.2379
S/N PREVATT AVE	C	2	3.0360	3.2650	12	370.1629
S/N PREVATT AVE	R	1	0.0000	0.1650	4	266.6785
S/N PREVATT AVE	L	1	0.8550	1.6580	4	1297.9820
S/N PREVATT AVE	L	2	0.3540	0.6610	12	496.2379
S/N PREVATT AVE	L	1	3.2650	3.3790	4	184.1966
S/N PREVATT AVE	L	2	2.7960	3.0360	12	387.9434
S/N PREVATT AVE	R	1	0.3540	0.6610	4	496.2379
S/N PREVATT AVE	R	2	0.0000	0.1650	12	266.6785
S/N PREVATT AVE	R	2	2.7960	3.0360	12	387.9434
S/N PREVATT AVE	L	2	0.8550	1.6580	12	1297.9820
S/N PREVATT AVE	L	2	3.2650	3.3790	12	184.1966
S/N PREVATT AVE	C	1	0.1650	0.3540	4	305.5223
S/N PREVATT AVE	R	2	3.2650	3.3790	12	184.1966
S/N PREVATT AVE	R	1	2.7960	3.0360	4	387.9434
S/N PREVATT AVE	L	2	0.0000	0.1650	12	266.6785
S/N PREVATT AVE	C	1	0.6610	0.8550	4	313.5600
S/N PREVATT AVE	C	2	0.1650	0.3540	12	305.5223
S/N PREVATT AVE	C	1	3.0360	3.2650	4	370.1629
S/N PREVATT AVE	C	2	1.6580	2.7960	12	1839.4691
S/N PREVATT AVE	R	1	3.2650	3.3790	4	184.1966
S/N PREVATT AVE	L	1	0.3540	0.6610	4	496.2379
S/N PREVATT AVE	L	1	0.0000	0.1650	4	266.6785
S/N PREVATT AVE	L	1	2.7960	3.0360	4	387.9434
S/N PREVATT AVE	C	2	0.6610	0.8550	12	313.5600
TURNBULL BAY RD	R	1	4.7220	4.7710	4	78.9602
TURNBULL BAY RD	C	1	2.4580	4.7220	4	3649.3609
TURNBULL BAY RD	C	1	0.0000	2.3100	4	3723.3989
TURNBULL BAY RD	R	1	2.3100	2.4580	4	238.5493
TURNBULL BAY RD	C	1	4.7710	5.0640	4	472.2713
TURNBULL BAY RD	L	1	2.3100	2.4580	4	238.5493
TURNBULL BAY RD	L	1	4.7220	4.7710	4	78.9602
OLD MISSION RD	C	2	1.6000	1.7980	8	318.9835
OLD MISSION RD	C	2	0.7210	1.6000	12	1416.1995
OLD MISSION RD	C	1	0.0680	0.4600	5	631.5668

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
OLD MISSION RD	C	1	0.6480	1.6000	4	1533.8174
OLD MISSION RD	C	2	0.6480	0.8750	12	365.7045
OLD MISSION RD	C	1	2.6080	2.8410	4	375.5120
OLD MISSION RD	L	1	0.4600	0.6100	10	241.7758
OLD MISSION RD	C	1	2.8410	3.4060	4	910.2708
OLD MISSION RD	R	1	0.4600	0.6100	5	241.7758
OLD MISSION RD	C	1	0.0000	0.0680	5	109.5435
OLD MISSION RD	C	2	1.3430	1.6000	12	414.0847
OLD MISSION RD	C	2	0.0000	0.0680	12	109.5435
OLD MISSION RD	C	2	1.6000	1.7980	4	318.9835
OLD MISSION RD	C	1	0.6100	0.6480	10	61.2396
OLD MISSION RD	C	1	0.6100	0.6480	5	61.2396
OLD MISSION RD	C	1	2.6080	2.8410	10	375.5120
FLA AVE/MAYTOWN RD	R	1	0.3050	0.4810	4	283.1530
FLA AVE/MAYTOWN RD	C	1	0.4810	22.6830	4	35720.1473
FLA AVE/MAYTOWN RD	C	1	0.0000	0.3050	4	490.6389
FLA AVE/MAYTOWN RD	L	1	0.3050	0.4810	4	283.1530
NORMANDY BLVD	R	2	1.4070	1.6150	12	334.7489
NORMANDY BLVD	C	2	1.6150	1.8910	12	444.0838
NORMANDY BLVD	C	2	0.5100	1.4070	12	1443.3891
NORMANDY BLVD	L	2	1.4070	1.6150	12	334.7489
MLK BELTWAY/KEPLER RD	L	2	0.7220	1.3840	12	1063.7595
MLK BELTWAY/KEPLER RD	L	1	3.2440	3.4400	4	318.9154
MLK BELTWAY/KEPLER RD	R	1	3.9800	4.1090	4	207.5590
MLK BELTWAY/KEPLER RD	R	2	3.9800	4.1090	12	207.5590
MLK BELTWAY/KEPLER RD	C	1	3.4400	3.9800	4	868.8542
MLK BELTWAY/KEPLER RD	C	2	3.4400	3.9800	12	868.8542
MLK BELTWAY/KEPLER RD	L	1	0.0000	0.1010	4	162.8216
MLK BELTWAY/KEPLER RD	L	2	0.0000	0.1010	12	162.8216
MLK BELTWAY/KEPLER RD	L	1	3.9800	4.1090	4	207.5590
MLK BELTWAY/KEPLER RD	L	2	3.9800	4.1090	12	207.5590
MLK BELTWAY/KEPLER RD	C	1	0.1010	0.7220	4	998.7497
MLK BELTWAY/KEPLER RD	R	2	2.1450	2.4830	12	548.6882
MLK BELTWAY/KEPLER RD	C	1	2.4830	3.2440	4	1220.8248
MLK BELTWAY/KEPLER RD	C	2	0.1010	0.7220	12	998.7497
MLK BELTWAY/KEPLER RD	C	2	2.4830	3.2440	12	1220.8248
MLK BELTWAY/KEPLER RD	R	1	0.7220	1.3840	4	1063.7595
MLK BELTWAY/KEPLER RD	R	2	0.7220	1.3840	12	1063.7595
MLK BELTWAY/KEPLER RD	R	1	0.0000	0.1010	4	162.8216
MLK BELTWAY/KEPLER RD	L	2	3.2440	3.4400	12	318.9154
MLK BELTWAY/KEPLER RD	L	1	2.1450	2.4830	4	548.6882
MLK BELTWAY/KEPLER RD	C	1	1.3840	2.1450	4	1221.2031
MLK BELTWAY/KEPLER RD	R	2	3.2440	3.4400	12	318.9154
MLK BELTWAY/KEPLER RD	R	1	2.1450	2.4830	4	548.6882
MLK BELTWAY/KEPLER RD	R	2	0.0000	0.1010	8	162.8216
MLK BELTWAY/KEPLER RD	L	2	2.1450	2.4830	12	548.6882

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
MLK BELTWAY/KEPLER RD	R	1	3.2440	3.4400	4	318.9154
MLK BELTWAY/KEPLER RD	C	2	1.3840	2.1450	12	1221.2031
MLK BELTWAY/KEPLER RD	L	1	0.7220	1.3840	4	1063.7595
TYMBER CREEK RD/AIRPORT RD	L	1	0.7100	1.0080	8	477.6178
TYMBER CREEK RD/AIRPORT RD	R	1	0.5000	0.7100	16	336.5805
TYMBER CREEK RD/AIRPORT RD	R	1	1.3100	1.5050	4	312.6018
TYMBER CREEK RD/AIRPORT RD	R	2	1.3100	1.5050	12	312.6018
TYMBER CREEK RD/AIRPORT RD	L	1	0.0000	0.7100	4	1138.1361
TYMBER CREEK RD/AIRPORT RD	C	2	1.5050	1.7040	12	318.9814
TYMBER CREEK RD/AIRPORT RD	C	1	1.0080	1.3100	6	484.1391
TYMBER CREEK RD/AIRPORT RD	R	1	0.7100	1.0080	10	477.6178
TYMBER CREEK RD/AIRPORT RD	C	1	1.5050	1.8950	4	625.1099
TYMBER CREEK RD/AIRPORT RD	R	1	0.0000	0.5000	4	801.5556
WALTER BOARDMAN/HIGH	C	1	0.0000	3.1690	4	5081.3769
GLENWOOD RD	C	1	0.0000	1.5590	6	2505.1078
GLENWOOD RD	C	1	1.5590	2.7400	8	1897.8032
EMPORIA/BLACKBURN RD	C	1	0.0000	5.0020	12	8055.6688
W MINNESOTA AVE	C	1	0.0000	0.6290	4	1013.0067
E MINNESOTA AVE	C	1	0.2470	1.4980	5	2009.5091
E MINNESOTA AVE	C	1	1.2190	1.4980	5	448.1223
E MINNESOTA AVE	C	1	1.4980	2.3750	12	1408.5957
E MINNESOTA AVE	C	1	0.2470	1.2190	12	1561.3867
WISCONSIN/CLARA AVE	C	1	0.0000	0.2450	8	396.0742
WISCONSIN/CLARA AVE	C	1	0.6260	1.0050	4	612.6672
VOORHIS AVE	C	1	0.2500	2.3660	5	3345.5016
EUCLID AVE	C	1	2.5220	2.6320	4	177.0087
EUCLID AVE	C	1	3.0260	3.5240	8	800.6803
EUCLID AVE	C	1	1.5140	1.6400	7	202.8927
EUCLID AVE	C	1	0.0000	1.0110	4	1621.4242
EUCLID AVE	C	1	2.5220	2.6320	12	177.0087
EUCLID AVE	C	1	1.7690	1.8970	8	205.7497
EUCLID AVE	C	1	1.0110	1.2660	4	413.1596
EUCLID AVE	C	1	1.5140	1.6400	6	202.8927
EUCLID AVE	C	1	2.6320	2.7730	8	226.8807
EUCLID AVE	C	1	1.6400	1.7690	12	207.0646
EUCLID AVE	C	1	1.0110	1.2660	8	413.1596
EUCLID AVE	C	1	2.6320	2.7730	12	226.8807
EUCLID AVE	C	1	1.8970	2.0230	4	202.5563
EUCLID AVE	C	1	1.2660	1.5140	12	395.6916
EUCLID AVE	C	1	2.0230	2.1470	4	198.9670
EUCLID AVE	C	1	1.6400	1.7690	8	207.0646
EUCLID AVE	C	1	3.0260	3.5240	12	800.6803
EUCLID AVE	C	1	1.7690	1.8970	9	205.7497
EUCLID AVE	C	1	1.2660	1.5140	6	395.6916
W/E BERESFORD AVE	C	2	0.9270	1.1130	4	298.3880
W/E BERESFORD AVE	C	2	1.2290	1.4960	4	428.2575

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
W/E BERESFORD AVE	L	2	1.1130	1.2290	4	186.0774
W/E BERESFORD AVE	R	2	1.1130	1.2290	4	186.0774
W/E BERESFORD AVE	C	2	0.0000	0.1120	4	179.6259
NEW HAMPSHIRE AVE	C	1	0.1640	0.2860	12	196.4639
NEW HAMPSHIRE AVE	C	1	1.0400	1.1610	12	194.9300
NEW HAMPSHIRE AVE	C	1	0.2860	0.7400	4	731.3731
NEW HAMPSHIRE AVE	C	1	0.0000	0.7400	12	1192.0631
NEW HAMPSHIRE AVE	C	1	0.9190	1.1610	5	389.8696
NEW HAMPSHIRE AVE	C	1	0.0000	0.1640	5	264.2262
ORANGE CAMP RD	L	2	2.7060	2.8900	8	295.9970
ORANGE CAMP RD	L	1	0.4570	0.6340	5	284.7809
ORANGE CAMP RD	L	1	2.7060	2.8900	4	295.9970
ORANGE CAMP RD	C	1	1.6840	1.8330	5	239.7191
ORANGE CAMP RD	R	2	2.7340	2.8900	8	250.9590
ORANGE CAMP RD	L	1	1.8330	2.3550	12	839.8249
ORANGE CAMP RD	R	1	0.4570	0.6340	5	284.7809
ORANGE CAMP RD	R	1	2.7060	2.8900	4	295.9970
ORANGE CAMP RD	C	1	0.6340	1.2710	5	1024.8892
ORANGE CAMP RD	L	1	0.0000	0.1730	5	278.3255
ORANGE CAMP RD	R	1	1.8330	2.3550	12	839.8249
ORANGE CAMP RD	R	1	0.0000	0.1730	5	278.3255
ORANGE CAMP RD	C	1	2.3550	2.7060	12	564.7125
ORANGE CAMP RD	L	1	1.2710	1.6840	5	664.4780
ORANGE CAMP RD	R	1	1.2710	1.6840	5	664.4780
ORANGE CAMP RD	C	1	0.1730	0.4570	5	456.9467
VETERANS MEMORIAL PKWY	L	1	2.6900	2.9080	4	350.4389
VETERANS MEMORIAL PKWY	L	1	2.2380	2.3830	6	233.0540
VETERANS MEMORIAL PKWY	L	2	1.9790	2.2380	12	416.2829
VETERANS MEMORIAL PKWY	R	2	1.2790	1.5620	12	454.8471
VETERANS MEMORIAL PKWY	R	1	0.2400	0.8090	4	914.5446
VETERANS MEMORIAL PKWY	L	2	1.2790	1.5620	12	454.8471
VETERANS MEMORIAL PKWY	R	2	1.5620	1.6380	12	122.1961
VETERANS MEMORIAL PKWY	C	2	2.4890	2.6140	12	200.9487
VETERANS MEMORIAL PKWY	R	1	1.2790	2.4890	4	1944.8616
VETERANS MEMORIAL PKWY	R	2	0.2400	0.8090	12	914.5446
VETERANS MEMORIAL PKWY	R	1	2.6900	2.9080	4	350.4389
VETERANS MEMORIAL PKWY	L	1	2.3830	2.4890	4	170.3735
VETERANS MEMORIAL PKWY	L	2	1.6380	1.7760	12	221.7543
VETERANS MEMORIAL PKWY	R	2	2.6900	2.7790	12	143.1277
VETERANS MEMORIAL PKWY	R	2	1.6380	2.4890	12	1367.8184
VETERANS MEMORIAL PKWY	C	1	0.8090	1.2790	4	755.4073
VETERANS MEMORIAL PKWY	L	2	2.3830	2.4890	12	170.3735
VETERANS MEMORIAL PKWY	C	2	2.6140	2.6900	12	122.0927
VETERANS MEMORIAL PKWY	L	1	1.6380	2.2380	4	964.3909
VETERANS MEMORIAL PKWY	C	2	0.8090	1.2790	12	755.4073
VETERANS MEMORIAL PKWY	L	2	0.2710	0.8090	12	864.7012

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
VETERANS MEMORIAL PKWY	C	1	2.4890	2.6900	4	323.0414
VETERANS MEMORIAL PKWY	L	1	1.2790	1.5620	4	454.8471
VETERANS MEMORIAL PKWY	L	1	0.2400	0.8090	4	914.5446
S WOODWARD AVE	C	1	0.0000	1.0060	6	1619.3135
STONE ST	C	1	2.2210	2.8270	4	974.5031
STONE ST	C	1	0.3740	0.5340	6	257.2788
S ADELLE AVE	C	1	0.2040	0.4850	6	453.3305
S ADELLE AVE	C	2	1.2370	1.3610	6	199.9811
S ADELLE AVE	C	2	1.2370	1.3610	4	199.9811
S ADELLE AVE	C	1	1.1110	1.2370	6	203.1948
S ADELLE AVE	C	1	1.3610	1.4900	4	208.0943
CLARA AVE	C	1	1.7620	1.8820	12	193.0847
CLARA AVE	C	1	0.7630	1.1060	12	554.0303
CLARA AVE	C	1	1.1060	1.3910	12	458.4460
CLARA AVE	C	1	0.0000	0.5090	12	820.6136
CLARA AVE	C	1	1.3910	1.4400	12	78.5173
CLARA AVE	C	2	0.5090	0.7630	10	408.6547
AMELIA AVE	C	1	2.6990	2.8270	10	206.0046
AMELIA AVE	C	1	0.0000	0.1340	11	215.7215
AMELIA AVE	C	1	2.1270	2.1820	12	88.5199
AMELIA AVE	C	1	0.2680	0.3670	12	159.3474
AMELIA AVE	C	1	1.7740	2.1270	10	568.1872
AMELIA AVE	C	1	2.5040	2.6990	8	313.8434
AMELIA AVE	C	1	1.7740	2.1270	12	568.1872
AMELIA AVE	C	1	0.1340	0.2680	7	215.6966
AMELIA AVE	C	1	1.3630	1.6610	12	479.6763
AMELIA AVE	C	2	0.1340	0.3670	10	375.0440
AMELIA AVE	C	1	2.3800	2.5040	5	199.6110
AMELIA AVE	C	1	2.3800	2.8270	12	719.4590
AMELIA AVE	C	1	1.2990	1.3630	12	102.8946
BOSTON AVE	C	1	0.0000	1.6310	12	2639.2313
BOSTON AVE	C	1	1.6310	2.0000	12	598.2791
BOSTON AVE	C	1	1.7560	2.0000	12	394.5985
HILL AVE	C	1	1.6260	1.7640	4	222.6607
HILL AVE	C	1	0.1120	1.3750	4	2034.6151
HILL AVE	R	2	1.7640	2.0560	4	470.6569
HILL AVE	C	2	1.7120	1.7640	4	83.7888
HILL AVE	L	1	1.7640	2.0560	4	470.6569
HILL AVE	C	1	1.3750	1.3990	4	38.6232
HILL AVE	C	1	1.3990	1.6260	4	366.7047
HILL AVE	C	1	0.0000	0.0310	4	49.9769
HILL AVE	L	2	1.7640	2.0560	4	470.6569
HILL AVE	R	1	1.7640	2.0560	4	470.6569
JACOBS RD	R	1	0.6550	0.8580	4	323.3215
JACOBS RD	L	1	0.6550	0.8580	4	323.3215
JACOBS RD	L	1	0.0000	0.0980	4	156.0300

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
JACOBS RD	R	1	0.0000	0.0980	4	156.0300
JACOBS RD	C	1	0.0980	0.6550	4	887.1501
COQUINA/INDIGO/WALL	C	1	0.0000	1.2910	12	2072.2539
BEAU RIVAGE DR	C	2	0.0000	0.3660	5	594.3270
AQUA VISTA DR	C	2	0.0000	0.4800	5	771.3747
PALM DR	C	1	0.0000	0.4480	12	718.2908
LYNNHURST DR	C	1	0.0000	0.4880	12	785.6527
N. HALIFAX DR	C	1	2.4110	2.5390	12	206.0250
N. HALIFAX DR	R	1	0.5000	0.5970	6	156.1408
N. HALIFAX DR	L	1	0.4150	0.5000	6	138.2329
N. HALIFAX DR	C	1	2.4480	2.5390	12	146.5764
N. HALIFAX DR	C	2	0.0000	0.4150	10	665.1562
N. HALIFAX DR	R	1	0.4150	0.5000	10	138.2329
RIDGEWOOD/DOMICILIO	C	2	0.0460	0.5830	10	866.1218
RIDGEWOOD/DOMICILIO	C	1	0.5830	1.1150	12	858.8865
RIDGEWOOD/DOMICILIO	C	1	0.5830	1.2040	9	1002.6077
RIDGEWOOD/DOMICILIO	C	2	0.0460	0.1370	4	146.7574
RIDGEWOOD/DOMICILIO	C	1	1.1150	1.2040	9	143.7212
RIDGEWOOD/DOMICILIO	C	2	0.0000	0.0460	4	74.1850
RIDGEWOOD/DOMICILIO	C	2	1.2040	1.8960	4	1117.4931
RIDGEWOOD/DOMICILIO	C	2	0.1370	0.5830	6	719.3644
STANDISH DR	C	1	0.1320	0.4780	12	562.4054
STANDISH DR	C	1	0.0000	0.1320	8	214.4171
STANDISH DR	C	1	0.0000	0.1320	12	214.4171
AMSDEN RD	C	2	0.0000	0.4890	10	785.1032
NEPTUNE AVE	C	1	0.0000	0.5080	12	816.3080
ORMOND PKWY	C	2	0.0000	0.4030	10	652.7169
ORMOND PKWY	C	2	0.4030	0.4900	10	141.2394
RIVER BEACH DR	C	1	0.0000	0.4880	10	806.4110
UNIVERSITY BLVD	C	2	0.0000	0.3650	4	586.5974
HALIFAX AVE	C	1	0.1160	0.6580	7	871.6026
HALIFAX AVE	C	2	1.8810	2.0210	7	225.0618
HALIFAX AVE	C	2	1.8810	2.0210	4	225.0618
HALIFAX AVE	C	2	0.6580	1.7160	7	1701.2493
HALIFAX AVE	C	2	1.7160	1.8810	10	265.5015
HALIFAX AVE	C	2	1.7160	1.8810	5	265.5015
HALIFAX AVE	C	1	0.0000	0.1160	12	186.5494
HALIFAX AVE	C	2	0.3340	0.8480	10	806.4536
HALIFAX AVE	R	2	0.8480	1.0120	8	284.8600
HALIFAX AVE	C	2	0.3340	0.8480	10	806.4536
HALIFAX AVE	C	2	1.0120	1.5000	10	783.1035
PENINSULA DR	C	1	0.3830	1.5060	8	1805.1625
RIDGE/RIDGEWOOD AVE	C	2	1.0560	2.1740	10	1807.7165
RIDGE/RIDGEWOOD AVE	C	1	0.0000	1.0560	12	1692.2268
DAYTONA AVE	C	1	0.0000	2.2090	4	3555.3902
WILMETT AVE	C	2	0.0000	0.5480	4	897.5040

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
WILMETT AVE	C	2	0.0000	0.5480	12	897.5040
HERNANDEZ AVE	C	1	0.0000	0.4840	12	782.3819
DIVISION AVE	C	2	0.4090	0.6190	4	338.2275
DIVISION AVE	C	1	0.6190	0.8250	9	331.6814
DIVISION AVE	C	1	0.6190	0.8250	12	331.6814
KICKLIGHTER RD	C	1	0.0000	0.4780	4	769.5628
KICKLIGHTER RD	L	1	0.4780	0.7550	12	446.0485
KICKLIGHTER RD	R	1	0.4780	0.7550	4	446.0485
ARROYO PKWY	C	1	0.6200	0.8300	12	337.1663
ARROYO PKWY	C	1	0.0000	0.6200	4	995.3144
FLOMICH ST	C	1	0.0000	0.2070	7	330.8740
FLOMICH ST	C	1	0.3490	1.4890	4	1832.9343
FLOMICH ST	C	1	1.4890	1.6700	8	291.0419
FLOMICH ST	C	1	0.0000	0.2070	6	330.8740
FLOMICH ST	C	1	1.6700	2.0320	4	581.9744
13TH ST/WALKER ST	C	1	1.0740	1.8130	12	1189.1618
13TH ST/WALKER ST	C	1	1.0740	1.8130	10	1189.1618
13TH ST/WALKER ST	C	1	0.2500	0.5050	5	410.3324
13TH ST/WALKER ST	C	1	0.9940	1.0740	7	128.8519
13TH ST/WALKER ST	C	1	0.2500	0.5050	8	410.3324
13TH ST/WALKER ST	C	1	1.8130	2.0060	5	310.6311
13TH ST/WALKER ST	C	2	0.2500	0.5050	8	410.3324
13TH ST/WALKER ST	C	1	0.5050	0.8190	12	505.3344
13TH ST/WALKER ST	C	1	0.0000	0.2500	4	402.3139
13TH ST/WALKER ST	C	1	1.8130	2.0060	8	310.6311
13TH ST/WALKER ST	C	1	0.0000	0.2500	12	402.3139
13TH ST/WALKER ST	C	1	0.5050	0.9940	12	786.9321
LPGA BLVD	L	1	0.0000	2.0330	12	3269.9785
LPGA BLVD	L	1	3.4530	3.5940	5	226.8743
LPGA BLVD	C	1	2.2810	2.3780	10	156.0414
LPGA BLVD	L	1	3.0110	3.1950	5	295.9932
LPGA BLVD	C	2	4.1630	4.4030	6	386.0669
LPGA BLVD	C	1	2.2810	2.3780	7	156.0414
LPGA BLVD	C	1	3.5940	4.0120	5	672.4955
LPGA BLVD	L	1	2.3780	2.6430	10	426.3627
LPGA BLVD	R	1	0.0000	2.0330	12	3269.9785
LPGA BLVD	L	1	4.0120	4.1630	10	242.9670
LPGA BLVD	C	1	3.1950	3.4530	10	415.0473
EIGHTH ST	C	1	0.1020	1.4060	4	2095.3511
EIGHTH ST	C	1	0.1020	0.5900	4	784.1618
EIGHTH ST	C	1	0.0000	0.1020	12	163.9186
EIGHTH ST	C	1	1.4060	1.9000	4	793.8464
EIGHTH ST	C	1	1.6470	1.9000	8	406.5507
EIGHTH ST	C	1	0.5900	1.4060	8	1311.1893
N YONGE ST/SANCHEZ	C	1	0.0000	0.4410	7	713.0828
N YONGE ST/SANCHEZ	C	2	0.7950	1.0080	12	343.4613

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
N YONGE ST/SANCHEZ	C	2	0.7950	1.0080	4	343.4613
N YONGE ST/SANCHEZ	C	1	0.0000	0.4410	12	713.0828
N YONGE ST/SANCHEZ	C	2	0.4410	0.7950	12	574.0161
S ORCHARD ST	C	2	0.3270	0.4690	6	226.5793
S ORCHARD ST	C	2	0.3270	0.4690	12	226.5793
S ORCHARD ST	C	2	0.0000	0.2500	10	398.8183
S ORCHARD ST	C	2	0.0000	0.2500	4	398.8183
S ORCHARD ST	C	2	0.4690	0.7140	4	390.8715
S ORCHARD ST	C	1	0.7140	0.8830	6	269.6028
S ORCHARD ST	C	2	0.2500	0.3270	12	122.8634
S ORCHARD ST	C	1	0.7140	0.8830	12	269.6028
CENTER ST/CALLE GRAN	R	1	1.1910	1.2940	12	165.5343
CENTER ST/CALLE GRAN	C	1	0.2500	0.3750	6	200.8745
CENTER ST/CALLE GRAN	C	1	0.6760	1.1910	6	827.6857
CENTER ST/CALLE GRAN	C	1	0.6760	1.1910	12	827.6857
CENTER ST/CALLE GRAN	C	1	0.0000	0.2500	4	401.7490
CENTER ST/CALLE GRAN	L	1	1.1910	1.2940	12	165.5343
JIMMY ANN DR	R	1	0.1940	0.4300	8	378.4331
JIMMY ANN DR	C	1	0.4300	1.6140	10	1898.4434
JIMMY ANN DR	C	1	0.0000	0.1940	10	311.0574
JIMMY ANN DR	L	1	0.1940	0.4300	8	378.4331
CENTER ST	C	1	0.5530	1.4750	5	1484.6558
CENTER ST	C	1	1.4750	1.7700	12	474.9168
CENTER ST	C	1	0.0000	2.2190	12	3574.6823
CENTER ST	C	1	0.1970	0.5530	10	572.2833
MADISON AVE	C	1	0.0000	1.0650	8	1713.9886
DR MARY BETHUNE BLVD	C	1	1.1710	1.5520	7	612.3201
BAY ST	L	1	0.0000	0.2350	18	377.8367
BAY ST	R	1	0.0000	0.2350	18	377.8367
BELLEVUE AVE EXT	R	1	0.4000	0.7240	5	518.4251
BELLEVUE AVE EXT	C	1	0.7240	1.8340	5	1776.0305
BELLEVUE AVE EXT	L	2	0.1020	0.2840	6	291.2456
BELLEVUE AVE EXT	L	2	2.9210	3.0540	8	212.9359
BELLEVUE AVE EXT	R	1	3.3600	3.4880	5	204.7989
BELLEVUE AVE EXT	C	2	0.7240	1.8340	8	1776.0305
BELLEVUE AVE EXT	L	1	1.8340	1.9370	5	164.8031
BELLEVUE AVE EXT	L	1	0.1020	0.2840	6	291.2456
BELLEVUE AVE EXT	C	1	0.2840	0.4000	6	185.5221
BELLEVUE AVE EXT	R	2	3.3600	3.4880	8	204.7989
BELLEVUE AVE EXT	L	2	1.8340	1.9370	8	164.8031
BELLEVUE AVE EXT	R	1	2.9210	3.0540	5	212.9359
BELLEVUE AVE EXT	C	2	0.2840	0.4000	8	185.5221
BELLEVUE AVE EXT	L	2	0.4000	0.7240	8	518.4251
BELLEVUE AVE EXT	C	2	3.0540	3.3600	8	489.6183
BELLEVUE AVE EXT	L	1	3.3600	3.4880	5	204.7989
BELLEVUE AVE EXT	R	2	2.9210	3.0540	8	212.9359

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
BELLEVUE AVE EXT	C	1	3.0540	3.3600	5	489.6183
BELLEVUE AVE EXT	L	1	0.4000	0.7240	5	518.4251
BELLEVUE AVE EXT	R	1	1.8340	1.9370	5	164.8031
BELLEVUE AVE EXT	R	2	0.1020	0.2840	6	291.2456
BELLEVUE AVE EXT	R	2	1.8340	1.9370	8	164.8031
BELLEVUE AVE EXT	C	1	1.9370	2.9210	5	1574.3788
BELLEVUE AVE EXT	R	1	0.1020	0.2840	6	291.2456
BELLEVUE AVE EXT	R	2	0.4000	0.7240	8	518.4251
BELLEVUE AVE EXT	L	2	3.3600	3.4880	8	204.7989
BELLEVUE AVE EXT	C	2	1.9370	2.9210	8	1574.3788
BELLEVUE AVE EXT	L	1	2.9210	3.0540	5	212.9359
BELLEVUE AVE	C	2	0.4030	0.7200	4	511.6746
BIG TREE RD	R	1	1.2480	2.2480	4	1609.0917
BIG TREE RD	R	1	1.0170	1.1470	8	209.2194
BIG TREE RD	C	1	0.6360	1.0170	8	613.0811
BIG TREE RD	R	2	1.2480	2.2480	4	1609.0917
BIG TREE RD	L	1	1.1470	1.2480	4	162.5252
BIG TREE RD	C	1	0.0000	0.3970	8	638.8362
BIG TREE RD	L	1	1.2480	2.2480	4	1609.0917
BIG TREE RD	L	1	0.3970	0.6360	8	384.5670
BIG TREE RD	L	1	1.0170	1.1470	8	209.2194
BIG TREE RD	L	2	1.2480	2.2480	4	1609.0917
BIG TREE RD	R	1	0.3970	0.6360	8	384.5670
LINCOLN ST	C	1	0.0000	0.5690	8	926.5906
S SEGRAVE ST	C	1	0.0000	0.5850	4	944.8745
N BEACH ST	R	1	0.0000	0.5450	6	874.6121
N BEACH ST	L	1	0.0000	0.5450	6	874.6121
N BEACH ST/BALLOUGH ST	C	1	0.9950	1.5230	6	853.5113
N BEACH ST/BALLOUGH ST	C	1	0.4750	0.5780	7	166.4864
N BEACH ST/BALLOUGH ST	L	1	0.8790	0.9950	7	187.5519
N BEACH ST/BALLOUGH ST	L	1	0.5780	0.7030	7	202.0704
N BEACH ST/BALLOUGH ST	R	1	0.0000	0.4750	7	767.8591
N BEACH ST/BALLOUGH ST	L	2	0.0000	0.4750	7	767.8591
N BEACH ST/BALLOUGH ST	R	1	0.5780	0.7030	6	202.0704
N BEACH ST/BALLOUGH ST	C	1	0.4750	0.5780	6	166.4864
N BEACH ST/BALLOUGH ST	C	1	1.5630	1.7210	6	255.4167
N BEACH ST/BALLOUGH ST	C	1	0.7030	0.8790	5	284.5034
WILDER BLVD/BEACH ST	L	1	1.2510	1.5440	12	470.3358
WILDER BLVD/BEACH ST	C	1	0.8080	0.9630	12	248.8301
WILDER BLVD/BEACH ST	R	1	1.2510	1.5440	12	470.3358
WILDER BLVD/BEACH ST	C	1	0.9630	1.0470	12	134.8349
WILDER BLVD/BEACH ST	C	1	0.0000	0.1350	12	216.7126
WILDER BLVD/BEACH ST	C	1	1.0470	1.2510	12	327.3108
DUNN AVE	C	2	0.1100	0.5020	10	631.4991
DUNN AVE	R	1	2.0480	2.8990	12	1370.5461
DUNN AVE	R	2	0.5020	0.8510	10	562.0820

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
DUNN AVE	L	1	0.5020	0.8510	4	562.0820
DUNN AVE	R	2	1.5080	2.0480	10	870.1923
DUNN AVE	C	1	1.1750	1.5080	4	536.5016
DUNN AVE	R	1	0.5020	0.8510	4	562.0820
DUNN AVE	C	1	0.1100	0.5020	4	631.4991
DUNN AVE	C	2	1.1750	1.5080	10	536.5016
DUNN AVE	L	1	2.0480	2.8990	12	1370.5461
S PALMETTO AVE	C	1	0.0630	1.5630	4	2421.6916
S PALMETTO AVE	C	2	1.5630	1.6380	4	121.1105
S PALMETTO AVE	C	1	1.5630	1.6380	4	121.1105
RIDGE BLVD	L	1	0.0000	0.3210	12	513.3703
RIDGE BLVD	R	1	0.0000	0.3210	12	513.3703
ANASTASIA DR	C	1	0.0000	0.5040	4	811.0450
ANASTASIA DR	L	1	0.5040	0.5460	4	67.6740
ANASTASIA DR	C	1	0.5460	1.0510	4	812.5938
MN.S/RIVERSIDE/HALIFAX DR	C	1	0.0000	2.8130	12	4536.0991
SPRUCE CREEK RD	L	1	1.4140	1.5380	12	200.0242
SPRUCE CREEK RD	C	1	1.5380	2.0890	12	888.9697
SPRUCE CREEK RD	C	1	0.7840	1.1960	12	664.7356
SPRUCE CREEK RD	C	1	1.1960	1.4140	6	351.6131
SPRUCE CREEK RD	C	1	1.1960	1.4140	8	351.6131
CANALVIEW/SPRUCE CREEK	C	1	0.6900	0.9390	12	400.2298
E OHIO AVENUE	C	1	0.0000	0.4980	12	803.6565
E 26TH AVE	C	1	0.0000	0.2640	4	430.9108
SAXON DR	C	1	1.3670	1.8640	12	799.8251
SAXON DR	C	2	2.0670	3.3270	5	2027.7526
SAXON DR	C	1	0.0000	1.2610	12	2029.3425
SAXON DR	C	1	1.8640	2.0670	10	326.6188
SAXON DR	C	1	3.3270	3.7030	12	605.0322
SAXON DR	C	1	1.2610	1.3670	10	170.5727
SAXON DR	C	1	3.3270	3.7030	7	605.0322
SAXON DR	C	1	1.8640	3.3270	12	2354.3714
SAXON DR	C	1	2.0670	3.3270	7	2027.7526
SAXON DR	C	1	1.2610	1.3670	12	170.5727
SAXON DR	C	2	3.3270	3.7030	5	605.0322
RIVERSIDE DR	C	1	0.0000	1.4520	6	2316.3225
OLD MISSION RD	C	1	0.0000	0.5690	8	908.9085
RIVERSIDE DR/FAULKNER ST	C	1	0.6150	1.2500	4	1024.8782
RIVERSIDE DR/FAULKNER ST	C	2	0.0000	0.3660	8	590.9091
RIVERSIDE DR/FAULKNER ST	L	2	0.3660	0.6150	8	402.1169
RIVERSIDE DR/FAULKNER ST	R	2	0.3660	0.6150	8	402.1169
SUNSET DR/CONRAD ST	C	1	0.0000	1.6610	5	2680.9057
LAKE HELEN/OSTEEN RD	L	1	4.1610	4.3070	12	234.6891
LAKE HELEN/OSTEEN RD	L	1	2.4950	2.6970	12	324.6939
LAKE HELEN/OSTEEN RD	R	1	4.1610	4.3070	12	234.6891
LAKE HELEN/OSTEEN RD	R	1	2.4950	2.6970	12	324.6939

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
LAKE HELEN/OSTEEN RD	C	1	0.1060	0.3740	12	430.9519
LAKE HELEN/OSTEEN RD	L	1	0.3740	0.5270	12	245.9604
LAKE HELEN/OSTEEN RD	L	1	0.0660	0.1060	4	64.2636
LAKE HELEN/OSTEEN RD	R	1	0.3740	0.5270	12	245.9604
LAKE HELEN/OSTEEN RD	C	1	2.6970	4.1610	12	2354.0207
LAKE HELEN/OSTEEN RD	C	1	0.5270	2.4950	13	3164.3506
LAKE HELEN/OSTEEN RD	L	2	0.0660	0.1060	12	64.2636
RHODE ISLAND AVE	C	1	0.2500	0.8620	12	985.7729
RHODE ISLAND AVE	R	2	0.0000	0.1020	8	164.3032
RHODE ISLAND AVE	C	1	0.1020	0.2500	9	238.4008
RHODE ISLAND AVE	C	1	0.1020	0.8620	12	1224.1737
CATALINA BLVD	L	1	0.0000	0.1320	12	213.6235
CATALINA BLVD	R	1	0.0000	0.1320	12	213.6235
CATALINA BLVD	C	1	0.1320	0.9740	12	1362.4374
AIRPORT RD	L	1	0.4930	0.8520	12	576.3552
AIRPORT RD	R	1	0.4930	0.8520	12	576.3552
AIRPORT RD	C	1	0.0000	0.4930	12	791.4397
RIVERSIDE DR	C	1	0.0000	0.2070	4	329.0405
HALIFAX DR/OCEAN AVE	C	1	0.0000	0.4600	12	729.1019
TAYLOR RD	C	2	0.8340	1.2770	8	712.9157
TAYLOR RD	R	1	0.0000	0.1080	4	173.8252
TAYLOR RD	L	1	1.5220	1.9270	4	651.8805
TAYLOR RD	C	2	1.4140	1.5220	8	173.7728
TAYLOR RD	C	2	2.2800	2.3550	8	120.7189
TAYLOR RD	L	1	2.0750	2.2800	4	329.9210
TAYLOR RD	R	1	1.2770	1.4140	4	220.5524
TAYLOR RD	C	2	0.1080	0.5640	8	733.8858
TAYLOR RD	C	1	1.4140	1.5220	4	173.7728
TAYLOR RD	C	1	0.8340	1.2770	4	712.9157
TAYLOR RD	L	2	2.0750	2.2800	8	329.9210
TAYLOR RD	R	2	1.5220	1.9270	8	651.8805
TAYLOR RD	R	2	1.2770	1.4140	8	220.5524
TAYLOR RD	C	1	0.1080	0.5640	4	733.8858
TAYLOR RD	L	2	2.3550	2.8260	8	758.0284
TAYLOR RD	R	2	0.5640	0.8340	8	434.5279
TAYLOR RD	R	1	1.5220	1.9270	4	651.8805
TAYLOR RD	L	2	0.0000	0.1080	8	173.8252
TAYLOR RD	L	1	2.3550	2.8260	4	758.0284
TAYLOR RD	R	1	2.0750	2.2800	4	329.9210
TAYLOR RD	L	2	0.5640	0.8340	8	434.5279
TAYLOR RD	R	1	0.5640	0.8340	4	434.5279
TAYLOR RD	L	1	0.0000	0.1080	4	173.8252
TAYLOR RD	L	2	1.2770	1.4140	8	220.5524
TAYLOR RD	R	2	2.0750	2.2800	8	329.9210
TAYLOR RD	C	2	1.9270	2.0750	8	238.1549
TAYLOR RD	R	2	2.3550	2.8260	8	758.0284

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
TAYLOR RD	R	2	0.0000	0.1080	8	173.8252
TAYLOR RD	L	1	1.2770	1.4140	4	220.5524
TAYLOR RD	L	1	0.5640	0.8340	4	434.5279
TAYLOR RD	C	1	1.9270	2.0750	4	238.1549
TAYLOR RD	L	2	1.5220	1.9270	8	651.8805
TAYLOR RD	R	1	2.3550	2.8260	4	758.0284
TAYLOR RD	C	1	2.2800	2.3550	4	120.7189
LAKE GEORGE RD	C	1	0.5500	3.9310	6	5441.2224
CO RD	C	1	0.0000	4.4640	12	7150.3343
CO RD	C	1	0.0000	3.1100	12	4979.4696
CO RD	C	1	3.1100	3.5400	4	690.1779
CO RD	C	1	3.5400	4.6860	12	1836.3154
OLD COUNTY RD 3	C	1	0.0000	7.4370	4	11965.0702
LAKE WINONA RD	C	1	0.0000	0.7980	6	1283.1275
LAKE WINONA RD	C	1	0.0000	0.7980	7	1283.1275
LAKE WINONA RD	C	1	0.7980	7.1610	12	10231.4525
TIVOLI DR	C	1	0.0000	0.7330	8	1181.4186
TIVOLI DR	C	1	0.0000	0.7330	12	1181.4186
TIVOLI DR	L	1	0.7330	0.8460	8	182.1606
TIVOLI DR	R	1	0.7330	0.8460	10	182.1606
TIVOLI DR	C	1	0.8460	1.5990	8	1213.6298
TIVOLI DR	C	1	0.8460	1.5990	12	1213.6298
JOHN ANDERSON DR	C	1	0.0000	2.5820	4	4162.9529
ELKCAM/COURTLAND BLVD	C	1	0.5170	0.9420	12	687.2835
ELKCAM/COURTLAND BLVD	C	1	2.1250	3.2490	12	1846.0191
COURTLAND BLVD	C	1	0.0000	0.2900	12	466.2706
COURTLAND BLVD	L	1	0.2900	0.4350	10	231.1728
COURTLAND BLVD	R	1	0.2900	0.4350	10	231.1728
COURTLAND BLVD	C	1	0.4350	1.0900	12	1054.9040
COURTLAND BLVD	L	1	1.0900	1.1210	12	49.8355
COURTLAND BLVD	R	1	1.0900	1.1210	12	49.8355
COURTLAND BLVD	L	1	1.2840	1.3360	12	82.2892
COURTLAND BLVD	R	1	1.2840	1.3360	12	82.2892
COURTLAND BLVD	C	1	1.3360	2.0730	12	1186.1608
COURTLAND BLVD	L	1	0.7640	1.0130	12	400.2107
COURTLAND BLVD	L	1	2.4270	2.6460	12	352.0623
COURTLAND BLVD	R	1	2.4270	2.6460	12	352.0623
COURTLAND BLVD	R	1	0.7640	1.0130	12	400.2107
COURTLAND BLVD	C	1	2.6460	3.1650	12	834.3946
COURTLAND BLVD	C	1	0.0000	0.7640	12	1227.4408
COURTLAND BLVD	C	1	1.0130	2.4270	10	2273.1434
PROVIDENCE BLVD	C	1	0.1030	6.6000	12	10456.3079
PROVIDENCE BLVD	L	1	0.0000	0.1030	6	165.7246
BEACON LIGHT/VOLCO RDS	C	1	0.0000	6.1350	10	9869.3746
W ARIEL RD	C	1	0.0000	1.2560	12	2024.1877
N BLUE LAKE AVE	L	2	1.1310	1.2320	4	162.6602

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
N BLUE LAKE AVE	R	1	1.1310	1.2320	4	162.6602
N BLUE LAKE AVE	R	2	1.1310	1.2320	4	162.6602
N BLUE LAKE AVE	C	1	0.5130	1.1310	4	995.1321
N BLUE LAKE AVE	C	1	0.0000	0.5130	4	826.1047
N BLUE LAKE AVE	L	1	1.1310	1.2320	4	162.6602
MARSH RD	C	1	0.0000	6.0390	4	9724.9528
RIDGEWOOD AVE	C	1	0.0000	1.6190	4	2615.1021
N BEACH ST	C	1	0.0000	4.3800	4	7048.3861
MASON AVE	L	1	0.0000	0.5160	12	831.1839
MASON AVE	R	1	0.0000	0.5160	12	831.1839
FATIO RD	C	1	0.0000	2.0300	5	3265.0812
ROSALYN AVE	C	1	0.0000	0.2800	12	434.6703
SHADY PLACE	C	1	0.0000	0.1500	6	234.2818
BONNER AVE	C	1	0.0000	0.2240	12	360.1706
THAMES AVE	C	2	0.0000	0.2000	4	323.1341
TAYLOR RD	L	1	0.4620	0.5970	8	215.0413
TAYLOR RD	R	1	0.4620	0.5970	4	215.0413
TAYLOR RD	C	1	0.2570	0.4620	4	326.5666
TAYLOR RD	C	1	0.2570	0.4620	6	326.5666
SPRUCE CREEK RD	C	1	0.0000	1.9680	6	3158.4189
SPRUCE CREEK RD	C	1	1.1500	1.9680	10	1312.7456
SPRUCE CREEK RD	L	1	1.9680	2.1460	12	285.6584
SPRUCE CREEK RD	C	1	0.0000	0.1470	6	235.9058
SPRUCE CREEK RD	C	1	0.1470	0.4850	12	542.4231
SPRUCE CREEK RD	R	1	1.9680	2.1460	12	285.6584
SPRUCE CREEK RD	C	1	0.4850	0.7930	4	494.2788
SPRUCE CREEK RD	C	1	0.7930	1.1500	6	573.0656
BILL FRANCE BLVD	L	1	0.0000	1.2310	4	1980.6191
BILL FRANCE BLVD	R	1	0.0000	1.2310	4	1980.6191
GLENVIEW BLVD	C	1	0.0000	0.0570	12	92.2651
GLENVIEW BLVD	C	1	0.0000	0.0570	8	92.2651
BRENTWOOD AVE/2ND ST	R	1	0.5090	0.6490	6	225.8356
BRENTWOOD AVE/2ND ST	L	1	0.5090	0.6490	6	225.8356
SAXON BLVD	R	1	0.0000	0.3600	4	579.8642
SAXON BLVD	R	2	0.0000	0.3600	12	579.8642
SAXON BLVD	L	1	0.0000	0.3600	4	579.8642
SAXON BLVD	L	2	0.0000	0.3600	12	579.8642
WEST BERESFORD RD	C	1	0.0000	1.8900	12	3020.8996
S BERESFORD RD	C	1	0.0000	1.2500	4	1949.3359
GRAVES AVE	R	1	0.0000	0.2630	8	422.1352
GRAVES AVE	L	1	0.5200	0.6240	8	166.9019
GRAVES AVE	R	1	0.5200	0.6240	8	166.9019
GRAVES AVE	L	1	0.6240	1.0340	4	657.9526
GRAVES AVE	L	2	0.6240	1.0340	6	657.9526
GRAVES AVE	C	1	0.2630	0.5200	8	412.4594
GRAVES AVE	L	1	0.0000	0.2630	8	422.1352

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
GRAVES AVE	R	1	0.6240	1.0340	4	657.9526
GRAVES AVE	R	2	0.6240	1.0340	6	657.9526
BLUE LAKE AVE	R	2	1.3560	1.5520	12	314.9731
BLUE LAKE AVE	L	2	0.9390	1.1320	12	311.0260
BLUE LAKE AVE	C	2	1.1320	1.3560	12	359.9691
BLUE LAKE AVE	C	2	1.5520	2.0280	12	764.9754
BLUE LAKE AVE	C	1	2.0280	3.0070	4	1573.2566
BLUE LAKE AVE	L	2	1.3560	1.5520	12	314.9731
BLUE LAKE AVE	C	2	0.1260	0.3990	10	441.5604
BLUE LAKE AVE	R	2	0.6230	0.8070	12	296.7262
BLUE LAKE AVE	C	2	0.8070	0.9390	12	213.3227
BLUE LAKE AVE	R	2	0.9390	1.1320	12	311.0260
BLUE LAKE AVE	C	1	2.0280	3.0070	12	1573.2566
GRAVES AVE REALIGN	L	2	0.0000	0.1160	12	183.5596
GRAVES AVE REALIGN	R	1	0.0000	0.1160	5	183.5596
GRAVES AVE REALIGN	R	2	0.0000	0.1160	12	183.5596
GRAVES AVE REALIGN	L	1	0.0000	0.1160	5	183.5596
OLD DB RD/BRUNSWICK LN	C	1	0.0000	0.9100	6	1488.3986
S AMELIA AVE	C	1	0.1960	0.5180	6	520.0382
S AMELIA AVE	C	1	0.1960	0.5180	12	520.0382
S AMELIA AVE	C	1	0.0000	0.1960	12	316.7542
S AMELIA AVE	C	1	0.0000	0.1960	6	316.7542
E KENTUCKY AVE	C	1	0.1260	0.2500	4	201.4420
E KENTUCKY AVE	C	1	0.4150	0.4970	4	133.2168
E KENTUCKY AVE	C	1	0.2500	0.3370	4	141.3445
E KENTUCKY AVE	C	1	0.0000	0.0310	4	50.3231
E KENTUCKY AVE	C	1	0.0310	0.1260	4	154.2747
E KENTUCKY AVE	C	1	0.3370	0.4150	4	126.7185
N ADELLE AVE	C	1	0.8550	1.0230	10	266.8088
N ADELLE AVE	C	1	0.3070	0.3740	4	106.4361
N ADELLE AVE	C	2	0.8550	1.0230	12	266.8088
N ADELLE AVE	C	1	0.3740	0.4020	5	44.4551
N ADELLE AVE	C	1	0.8300	0.8550	5	39.7037
N ADELLE AVE	C	1	0.3070	0.3420	5	55.6009
S WILLIAMSON BLVD	C	1	1.4920	1.8060	4	504.6805
S WILLIAMSON BLVD	L	1	2.3590	2.8670	4	816.4035
S WILLIAMSON BLVD	L	2	1.8060	2.1490	12	551.2482
S WILLIAMSON BLVD	C	2	2.8670	4.1390	12	2044.2357
S WILLIAMSON BLVD	R	1	1.8060	2.1490	4	551.2482
S WILLIAMSON BLVD	C	2	1.4920	1.8060	12	504.6805
S WILLIAMSON BLVD	L	1	4.1390	6.7370	4	4175.4837
S WILLIAMSON BLVD	L	2	2.3590	2.8670	12	816.4035
S WILLIAMSON BLVD	L	2	0.4910	1.4920	12	1608.7852
S WILLIAMSON BLVD	R	1	2.3590	2.8670	4	816.4035
S WILLIAMSON BLVD	L	2	4.1390	6.7370	12	4175.4837
S WILLIAMSON BLVD	L	1	0.0000	1.4920	4	2397.8365

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
S WILLIAMSON BLVD	C	1	2.1490	2.3590	4	337.6070
S WILLIAMSON BLVD	R	2	0.4910	1.4920	13	1608.7852
S WILLIAMSON BLVD	R	1	4.1390	6.7370	4	4175.4837
S WILLIAMSON BLVD	R	2	2.3590	2.8670	12	816.4035
S WILLIAMSON BLVD	L	1	1.8060	2.1490	4	551.2482
S WILLIAMSON BLVD	R	1	0.0000	1.4920	4	2397.8365
S WILLIAMSON BLVD	C	1	2.8670	4.1390	4	2044.2357
S WILLIAMSON BLVD	C	2	2.1490	2.3590	12	337.6070
S WILLIAMSON BLVD	R	2	4.1390	6.7370	12	4175.4837
WILMETTE AVE	R	2	0.0000	0.0990	5	158.1906
WILMETTE AVE	C	1	0.2420	0.5240	10	450.5506
WILMETTE AVE	R	1	0.9050	0.9330	12	44.7074
WILMETTE AVE	C	1	0.2420	0.5240	12	450.5506
WILMETTE AVE	C	1	0.7350	0.8350	5	159.7266
WILMETTE AVE	L	1	0.8350	0.9050	5	111.9297
WILMETTE AVE	L	1	0.5240	0.5560	4	51.1708
WILMETTE AVE	L	2	0.0000	0.0990	5	158.1906
WILMETTE AVE	R	1	0.8350	0.9050	5	111.9297
WILMETTE AVE	C	2	0.0990	0.2420	5	228.4204
FOREST LAKE BLVD	R	1	0.0000	0.1030	4	166.4657
FOREST LAKE BLVD	L	1	0.0000	0.1030	4	166.4657
HANCOCK BLVD	L	1	0.0000	0.5720	12	918.9128
HANCOCK BLVD	R	1	0.0000	0.5720	12	918.9128
JIMMY ANN DR	L	1	0.0000	0.8150	12	1334.3025
JIMMY ANN DR	R	1	0.0000	0.8150	12	1334.3025
MISSION DR/WALLACE RD	R	1	0.8880	1.1610	12	439.2723
JOSEPHINE/10TH ST	C	1	1.3680	1.4510	6	133.7101
JOSEPHINE/10TH ST	C	1	0.2350	0.3100	5	120.9240
JOSEPHINE/10TH ST	L	1	0.5670	1.1030	4	863.9328
JOSEPHINE/10TH ST	C	1	1.3680	1.4510	8	133.7101
JOSEPHINE/10TH ST	C	1	1.1520	1.2260	4	119.2169
JOSEPHINE/10TH ST	L	1	0.4520	0.5220	17	112.8897
JOSEPHINE/10TH ST	C	1	0.2350	0.3100	12	120.9240
JOSEPHINE/10TH ST	R	1	0.5670	1.1030	4	863.9328
JOSEPHINE/10TH ST	L	1	0.3100	0.4250	5	185.3551
JOSEPHINE/10TH ST	R	1	0.4520	0.5220	4	112.8897
JOSEPHINE/10TH ST	C	1	1.2260	1.3360	12	177.3899
JOSEPHINE/10TH ST	R	1	0.3100	0.4250	12	185.3551
JOSEPHINE/10TH ST	C	1	1.3360	1.3680	5	51.6044
JOSEPHINE/10TH ST	R	1	0.5220	0.5670	4	72.5396
TAYLOR RD	C	1	0.8110	1.1000	4	464.0330
TAYLOR RD	L	1	1.6590	1.8450	4	298.6556
TAYLOR RD	R	1	1.1000	1.3100	4	337.1864
TAYLOR RD	C	2	1.8450	2.5340	10	1106.2730
TAYLOR RD	L	1	0.0000	0.1280	10	205.5662
TAYLOR RD	R	2	1.1000	1.3100	10	337.1864

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
TAYLOR RD	C	2	0.8110	1.1000	12	464.0330
TAYLOR RD	L	2	1.6590	1.8450	12	298.6556
TAYLOR RD	C	2	0.8110	1.1000	5	464.0330
TAYLOR RD	R	1	1.6590	1.8450	4	298.6556
TAYLOR RD	C	1	1.3100	1.6590	4	560.3641
TAYLOR RD	C	2	0.1280	0.8110	10	1096.4895
TAYLOR RD	C	2	1.3100	1.6590	12	560.3641
TAYLOR RD	L	1	1.1000	1.3100	4	337.1864
TAYLOR RD	R	2	1.6590	1.8450	6	298.6556
TAYLOR RD	L	2	1.1000	1.3100	12	337.1864
TAYLOR RD	C	1	0.1280	0.8110	12	1096.4895
TAYLOR RD	C	1	1.8450	2.5340	4	1106.2730
TAYLOR RD	C	2	1.3100	1.6590	5	560.3641
30TH ST/ROBERTS RD	R	1	1.5590	1.7570	12	317.3962
30TH ST/ROBERTS RD	L	1	1.1930	1.3630	12	272.5307
30TH ST/ROBERTS RD	C	1	0.0000	1.1930	12	1912.6953
30TH ST/ROBERTS RD	C	1	1.4090	1.5590	12	240.5223
30TH ST/ROBERTS RD	R	1	1.1930	1.3630	10	272.5307
30TH ST/ROBERTS RD	L	1	1.3630	1.4090	4	73.7602
30TH ST/ROBERTS RD	C	1	1.4090	1.5590	4	240.5223
30TH ST/ROBERTS RD	L	1	1.5590	1.7570	4	317.3962
30TH ST/ROBERTS RD	R	1	1.3630	1.4090	12	73.7602
30TH ST/ROBERTS RD	C	1	0.0000	1.1930	10	1912.6953
MINNESOTA AVE	C	1	0.0000	0.2440	8	396.7064
MINNESOTA AVE	C	1	0.6230	1.0600	6	710.5037
ORANGE CAMP RD	L	1	0.0000	0.3800	4	612.6466
ORANGE CAMP RD	L	2	0.0000	0.3800	8	612.6466
ORANGE CAMP RD	R	1	0.0000	0.3800	4	612.6466
ORANGE CAMP RD	R	2	0.0000	0.3800	8	612.6466
WOODCLIFF DR	C	2	0.0000	0.0570	4	91.2057
LANTERN DR	C	2	0.0000	0.1100	7	176.8315
LANTERN DR	C	2	0.0000	0.1100	6	176.8315
SAULS ST	C	1	0.0000	0.0660	8	105.5542
LAKE HARNEY RD	C	1	0.0000	3.7720	12	6073.8916
AIR PARK RD	C	1	0.0000	1.4970	12	2409.3403
AIRPORT RD	L	1	0.0000	3.5180	5	5660.9601
AIRPORT RD	L	2	0.0000	3.5180	12	5660.9601
AIRPORT RD	R	1	0.0000	3.5180	5	5660.9601
AIRPORT RD	R	2	0.0000	3.5180	12	5660.9601
BERESFORD AVE	C	1	0.0000	0.4420	6	711.6564
W BLUE SPRINGS AVE	C	1	0.0000	0.5020	4	809.6099
W BLUE SPRINGS AVE	C	1	0.0000	0.5020	12	809.6099
SPARKMAN AVE	C	1	0.0000	0.2750	12	442.3269
SPARKMAN AVE	C	1	0.2750	0.3880	4	181.7504
SPARKMAN AVE	C	1	0.0000	0.3880	8	624.0773
SPARKMAN AVE	C	1	0.6400	2.0200	4	2219.5514

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
HAMILTON AVE/NEW YORK	C	2	0.0000	0.7540	12	1213.4965
HAMILTON AVE/NEW YORK	C	1	0.7540	1.7680	12	1631.7764
SHELL RD	C	1	0.6180	0.7860	12	270.5189
SHELL RD	C	1	0.9150	1.0530	12	222.1672
SHELL RD	L	1	0.7860	0.9150	12	207.5813
SHELL RD	R	1	0.7860	0.9150	12	207.5813
SHELL RD	C	1	1.0530	2.5350	8	2386.0791
SHELL RD	C	1	1.0530	2.5350	5	2386.0791
HARLEY STRICKLAND BLVD	R	2	0.5690	0.8080	12	384.5117
HARLEY STRICKLAND BLVD	R	1	0.2810	0.4210	4	225.2245
HARLEY STRICKLAND BLVD	C	1	0.0000	0.1750	12	281.5621
HARLEY STRICKLAND BLVD	L	2	0.2810	0.4210	12	225.2245
HARLEY STRICKLAND BLVD	L	2	0.4210	0.5690	12	238.1830
HARLEY STRICKLAND BLVD	R	2	0.2810	0.4210	12	225.2245
HARLEY STRICKLAND BLVD	C	1	0.1750	0.2810	4	170.6360
HARLEY STRICKLAND BLVD	C	2	0.1750	0.2810	12	170.6360
HARLEY STRICKLAND BLVD	L	1	0.2810	0.5690	4	463.4076
INDIA BLVD	C	1	0.0000	2.0440	12	3290.0455
HUMPHREY BLVD	C	1	0.0000	1.6500	12	2654.9847
HUMPHREY BLVD	C	1	0.0000	1.0290	12	1655.7170
HUMPHREY BLVD	C	1	1.0290	1.1990	8	273.9586
HUMPHREY BLVD	C	1	1.1990	1.6500	10	725.3092
REED ELLIS RD	C	1	0.0000	2.1430	12	3450.8490
NEW SMYRNA BLVD	C	1	0.0000	0.0730	12	117.9489
GARFIELD RD	C	1	0.0000	0.8430	12	1355.8532
GARFIELD RD	C	1	0.0000	0.8430	4	1355.8532
W MINNESOTA AVE	C	1	1.0140	1.3900	12	604.2213
W MINNESOTA AVE	C	1	0.6340	0.8440	4	337.6088
W MINNESOTA AVE	C	2	0.6340	0.8440	12	337.6088
W MINNESOTA AVE	C	1	0.0000	0.2470	12	396.8422
W MINNESOTA AVE	C	1	1.0140	1.3900	8	604.2213
W MINNESOTA AVE	C	2	0.6340	0.8440	5	337.6088
W MINNESOTA AVE	R	1	0.8440	1.0140	5	273.1123
W MINNESOTA AVE	C	1	0.3820	0.6340	4	404.7181
W MINNESOTA AVE	L	1	0.8440	1.0140	12	273.1123
HAZEN RD	C	2	0.5570	0.7770	12	353.9648
HAZEN RD	R	1	0.7770	1.0060	12	368.3124
HAZEN RD	C	2	0.2470	0.3750	12	205.8903
HAZEN RD	C	1	0.0000	0.2470	12	397.3864
HAZEN RD	C	2	0.3750	0.5570	8	292.6476
HAZEN RD	C	2	0.3750	0.5570	6	292.6476
HAZEN RD	L	1	0.7770	1.0060	12	368.3124
HAZEN RD	C	2	0.5570	0.7770	8	353.9648
OHIO AVE	C	1	0.0000	0.2480	5	400.3045
WISCONSIN AVE	C	1	0.0000	0.1520	12	244.7387
WISCONSIN AVE	C	1	0.1520	0.2490	12	156.2539

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
TOWN WEST BLVD	L	1	0.0000	1.5840	12	2548.7784
TOWN WEST BLVD	R	1	0.0000	1.5840	12	2548.7784
WILLOW RUN BLVD	C	2	0.0000	0.2100	12	337.9981
WILLOW RUN BLVD	C	1	0.2100	0.9830	12	1243.9641
WILLOW RUN BLVD	L	1	1.1250	1.3220	12	317.0448
WILLOW RUN BLVD	R	1	1.1250	1.3220	12	317.0448
WILLOW RUN BLVD	C	1	0.0000	0.2100	4	337.9981
S PENNISULA DR	C	1	0.0000	0.2650	10	430.5597
SUGAR MILL DR	C	1	0.0000	0.6350	12	1022.3168
SUGAR MILL DR	L	1	0.6350	1.3130	12	1091.5276
SUGAR MILL DR	R	1	0.6350	1.3130	12	1091.5276
S TAYLOR RD/GLENCOE RD	C	1	0.0000	3.1610	12	5090.7090
S TAYLOR RD/GLENCOE RD	C	1	3.2830	4.5220	12	1995.3744
SUMMIT AVE	C	1	0.0000	0.2500	4	402.6341
GOLF AVE/CALLE GRANDE AVE	C	1	0.0000	0.2940	4	473.2480
GOLF AVE/CALLE GRANDE AVE	C	1	0.2940	0.5540	12	418.8493
GOLF AVE/CALLE GRANDE AVE	C	1	0.5540	0.9140	5	579.6256
HULL RD	C	1	0.0000	1.1860	4	1906.5151
YORKTOWN BLVD	L	1	0.0000	0.2360	10	379.7066
YORKTOWN BLVD	R	1	0.0000	0.2360	6	379.7066
YORKTOWN BLVD	C	1	0.2360	0.3740	10	222.0391
YORKTOWN BLVD	L	1	0.3740	0.5410	10	268.7429
YORKTOWN BLVD	R	1	0.3740	0.5410	10	268.7429
YORKTOWN BLVD	C	1	0.5410	0.6680	10	204.3976
YORKTOWN BLVD	L	1	0.6680	1.1830	10	828.6011
YORKTOWN BLVD	R	1	0.6680	1.1830	10	828.6011
YORKTOWN BLVD	C	2	1.1830	1.5320	7	561.6404
BOURBON ST/GIROG AVE	L	2	0.0000	0.1540	5	246.7709
BOURBON ST/GIROG AVE	R	2	0.0000	0.1540	5	246.7709
BOURBON ST/GIROG AVE	C	2	0.1540	0.4830	5	527.1433
MERRIMAC DR/TRAILWOOD DR	L	2	0.0000	0.3320	4	534.1037
MERRIMAC DR/TRAILWOOD DR	R	2	0.0000	0.3320	4	534.1037
MERRIMAC DR/TRAILWOOD DR	C	1	0.3320	0.8190	12	783.5857
MERRIMAC DR/TRAILWOOD DR	L	2	0.8190	1.1220	8	487.4560
MERRIMAC DR/TRAILWOOD DR	R	2	0.8190	1.1220	8	487.4560
BARRACUDA BLVD	C	1	0.0000	0.1850	5	297.7663
5TH ST	C	1	0.0000	0.0950	4	153.6998
SR 400; SR 9-SR 5	L	2	0.0000	1.7610	12	2819.4649
SR 400; SR 9-SR 5	L	1	0.0000	1.7610	4	2819.4649
SR 400; SR 9-SR 5	R	2	0.0000	1.7610	12	2819.4649
SR 400; SR 9-SR 5	R	1	0.0000	1.7610	4	2819.4649
SR 400; SR 9-SR 5	L	1	1.7610	4.2160	4	3930.6826
SR 400; SR 9-SR 5	R	1	1.7610	4.2160	4	3930.6826
I-95/BREVARD TO FLAGLER CL	R	1	37.2370	37.4380	20	323.4789
I-95/BREVARD TO FLAGLER CL	R	1	37.4380	40.8870	10	5552.9765
I-95/BREVARD TO FLAGLER CL	R	1	40.8870	40.9650	4	125.8623

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
I-95/BREVARD TO FLAGLER CL	R	1	40.9650	41.1520	10	299.5901
I-95/BREVARD TO FLAGLER CL	R	1	41.1520	41.2520	4	160.9551
I-95/BREVARD TO FLAGLER CL	R	1	41.2520	45.2370	10	6413.7824
I-95/BREVARD TO FLAGLER CL	R	1	45.2370	45.3770	4	225.3283
I-95/BREVARD TO FLAGLER CL	R	1	45.3770	45.7420	10	587.4695
I-95/BREVARD TO FLAGLER CL	L	1	37.1590	37.5940	20	699.0607
I-95/BREVARD TO FLAGLER CL	L	1	37.5940	40.9030	10	5329.1829
I-95/BREVARD TO FLAGLER CL	L	1	40.9030	40.9530	4	80.3993
I-95/BREVARD TO FLAGLER CL	L	1	40.9530	41.0890	10	217.7432
I-95/BREVARD TO FLAGLER CL	L	1	41.0890	41.1670	4	125.2037
I-95/BREVARD TO FLAGLER CL	L	1	41.1670	45.5160	10	6999.6437
I-95/BREVARD TO FLAGLER CL	L	1	45.5160	45.5790	4	101.3980
I-95/BREVARD TO FLAGLER CL	L	1	45.5790	45.7420	10	262.3509
I-95/BREVARD TO FLAGLER CL	L	1	0.0000	29.1160	12	46862.6744
I-95/BREVARD TO FLAGLER CL	L	1	29.9780	31.6080	12	2624.0491
I-95/BREVARD TO FLAGLER CL	R	1	0.0000	29.1160	12	46862.6744
I-95/BREVARD TO FLAGLER CL	R	1	29.9780	31.6080	12	2624.0491
I-95/BREVARD TO FLAGLER CL	L	1	31.6080	37.1590	12	8934.0454
I-95/BREVARD TO FLAGLER CL	R	1	31.6080	37.2370	12	9059.5847
I-95/BREVARD TO FLAGLER CL	L	2	0.0000	2.7870	12	4485.6600
I-95/BREVARD TO FLAGLER CL	R	2	0.0000	2.7870	12	4485.6600
I-95/BREVARD TO FLAGLER CL	L	2	3.2000	11.2670	12	12983.6806
I-95/BREVARD TO FLAGLER CL	L	2	11.7200	16.1150	12	7073.8270
I-95/BREVARD TO FLAGLER CL	R	2	11.7030	16.1330	12	7130.1560
I-95/BREVARD TO FLAGLER CL	L	2	16.5480	23.1080	12	10558.2688
I-95/BREVARD TO FLAGLER CL	R	2	16.5580	23.1120	12	10548.6121
I-95/BREVARD TO FLAGLER CL	L	2	23.5520	29.1360	12	8988.1351
I-95/BREVARD TO FLAGLER CL	R	2	23.5430	29.0500	12	8864.1811
I-95/BREVARD TO FLAGLER CL	L	2	29.2370	35.0690	12	9386.8762
I-95/BREVARD TO FLAGLER CL	L	2	41.0000	45.7420	12	7631.0894
I-95/BREVARD TO FLAGLER CL	R	2	3.2000	11.2690	12	12986.9007
I-95/BREVARD TO FLAGLER CL	R	2	29.4010	35.0620	12	9111.6957
I-95/BREVARD TO FLAGLER CL	R	2	41.0230	45.7420	12	7594.2676
I-95/BREVARD TO FLAGLER CL	L	2	35.8040	40.5040	12	7565.8060
I-95/BREVARD TO FLAGLER CL	R	2	35.9120	40.5040	12	7391.6820
I-95/BREVARD TO FLAGLER CL	L	1	29.1160	29.9780	10	1387.0807
I-95/BREVARD TO FLAGLER CL	R	1	29.1160	29.9780	10	1387.0807
SR 5; BREVARD CL-SR 600	L	2	0.0000	2.8850	12	4642.0579
SR 5; BREVARD CL-SR 600	L	1	21.5450	24.5760	4	4876.9086
SR 5; BREVARD CL-SR 600	R	1	3.2190	6.1200	4	4667.8306
SR 5; BREVARD CL-SR 600	R	1	29.4070	30.5700	5	1871.5334
SR 5; BREVARD CL-SR 600	R	2	20.5770	24.5760	12	6434.4390
SR 5; BREVARD CL-SR 600	L	2	21.7330	24.5760	12	4574.4243
SR 5; BREVARD CL-SR 600	L	1	24.7240	26.8790	5	3467.4903
SR 5; BREVARD CL-SR 600	R	2	3.2190	4.8420	12	2611.4849
SR 5; BREVARD CL-SR 600	R	1	0.0000	2.8850	4	4642.0579

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR 5; BREVARD CL-SR 600	L	1	30.5700	32.6960	4	3420.8575
SR 5; BREVARD CL-SR 600	R	1	6.2590	24.5760	4	29472.5264
SR 5; BREVARD CL-SR 600	L	2	21.5450	21.7330	7	302.4843
SR 5; BREVARD CL-SR 600	R	2	2.8850	3.2190	4	537.4329
SR 5; BREVARD CL-SR 600	R	2	20.0300	20.5770	7	880.1729
SR 5; BREVARFD CL-SR 600	R	2	0.0000	2.8850	12	4642.0579
SR 5; BREVARD CL-SR 600	L	1	24.5760	24.7240	10	238.1116
SR 5; BREVARD CL-SR 600	R	2	4.8420	5.9840	10	1837.3942
SR 5; BREVARD CL-SR 600	R	1	30.5700	32.6960	4	3420.8575
SR 5; BREVARD CL-SR 600	R	1	24.7240	26.8790	5	3467.4903
SR 5; BREVARD CL-SR 600	R	2	5.9840	6.1200	7	218.9514
SR 5; BREVARD CL-SR 600	L	1	3.2190	21.2890	4	29075.1387
SR 5; BREVARD CL-SR 600	R	1	24.5760	24.7240	10	238.1116
SR 5; BREVARD CL-SR 600	R	2	6.2590	6.4150	4	250.9928
SR 5; BREVARD CL-SR 600	L	2	20.0300	21.2890	8	2025.7494
SR 5; BREVARD CL-SR 600	L	2	3.2190	14.7440	12	18544.0023
SR 5; BREVARD CL-SR 600	L	1	0.0000	2.8850	4	4642.0579
SR 5; BREVARD CL-SR 600	L	1	29.4070	30.5700	5	1871.5334
SR 5; BREVARD CL-SR 600	R	1	6.1200	6.2590	12	223.6443
SR 5; BREVARD CL-SR 600	L	1	21.2890	21.5450	10	411.9540
SR 5; BREVARD CL-SR 600	L	2	2.8850	3.2190	4	537.4329
SR 5; SR 600-FLAGLER CL	R	1	5.8200	7.8800	4	3311.4773
SR 5; SR 600-FLAGLER CL	L	1	8.1840	12.8030	4	7425.2957
SR 5; SR 600-FLAGLER CL	R	1	10.2960	10.4860	4	305.4241
SR 5; SR 600-FLAGLER CL	R	2	10.4860	12.8030	12	3724.7073
SR 5; SR 600-FLAGLER CL	L	2	8.1840	12.8030	12	7425.2957
SR 5; SR 600-FLAGLER CL	R	2	5.8200	7.8800	12	3311.4773
SR 5; SR 600-FLAGLER CL	L	1	5.8200	7.8800	4	3311.4773
SR 5; SR 600-FLAGLER CL	R	1	7.8800	8.1840	10	488.6803
SR 5; SR 600-FLAGLER CL	L	1	7.9680	8.1840	8	347.1959
SR 5; SR 600-FLAGLER CL	R	1	10.4860	12.8030	4	3724.7073
SR 5; SR 600-FLAGLER CL	L	1	0.0000	3.8500	4	6188.9949
SR 5; SR 600-FLAGLER CL	L	2	5.8200	7.8800	12	3311.4773
SR 5; SR 600-FLAGLER CL	R	2	8.1840	10.2960	12	3395.1643
SR 5; SR 600-FLAGLER CL	L	1	7.8800	7.9680	4	141.4845
SR 5; SR 600-FLAGLER CL	R	1	8.1840	10.2960	4	3395.1643
SR 5; SR 600-FLAGLER CL	R	1	0.0000	5.8200	4	9355.9502
SR 5; SR 600-FLAGLER CL	L	1	3.9730	5.8200	4	2969.2263
15/600; SEMINOLE TO SR 600	L	1	6.4400	11.4200	4	8015.7828
15/600; SEMINOLE TO SR 600	L	2	6.0770	6.4400	6	584.2681
15/600; SEMINOLE TO SR 600	L	1	6.0770	6.4400	11	584.2681
15/600; SEMINOLE TO SR 600	L	1	0.4770	3.6950	4	5179.6978
15/600; SEMINOLE TO SR 600	L	2	12.2600	12.3460	8	138.6763
15/600; SEMINOLE TO SR 600	R	1	11.4200	12.3460	5	1490.6781
15/600; SEMINOLE TO SR 600	R	1	0.4770	3.6950	4	5179.6978
15/600; SEMINOLE TO SR 600	L	1	11.4200	12.3460	5	1490.6781

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
15/600; SEMINOLE TO SR 600	R	2	8.6930	10.2700	12	2538.3531
15/600; SEMINOLE TO SR 600	R	1	6.4400	11.4200	4	8015.7828
15/600; SEMINOLE TO SR 600	L	2	8.6930	10.2700	12	2538.3531
15/600; SEMINOLE TO SR 600	R	2	5.9540	6.0770	4	197.9617
15/600; SEMINOLE TO SR 600	R	2	6.0770	6.4400	8	584.2681
15/600; SEMINOLE TO SR 600	L	2	5.9540	6.0770	7	197.9617
15/600; SEMINOLE TO SR 600	R	1	6.0770	6.4400	10	584.2681
15/600; SEMINOLE TO SR 600	R	2	11.3220	12.0870	12	1231.4081
15/600; SEMINOLE TO SR 600	L	2	11.3220	12.2600	12	1509.7246
REALIGNMENT OF 79040	L	1	0.0000	0.1770	8	283.5811
REALIGNMENT OF 79040	L	1	0.3640	0.4110	4	75.2857
REALIGNMENT OF 79040	R	1	0.0000	0.1130	8	180.9751
REALIGNMENT OF 79040	R	1	0.3640	0.4110	4	75.2857
15; SR 600 TO PUTNAM	L	1	0.2170	1.0000	5	1260.0757
15; SR 600 TO PUTNAM	R	1	0.2170	1.0000	5	1260.0757
15; SR 600 TO PUTNAM	C	2	6.7970	12.0840	12	8508.8719
15; SR 600 TO PUTNAM	C	1	6.7970	12.0840	4	8508.8719
15; SR 600 TO PUTNAM	R	2	1.0000	1.1980	12	318.6733
15; SR 600 TO PUTNAM	R	1	1.0000	1.1980	5	318.6733
15; SR 600 TO PUTNAM	R	2	5.8940	5.9950	12	162.6468
15; SR 600 TO PUTNAM	R	1	5.8940	5.9950	4	162.6468
15; SR 600 TO PUTNAM	R	1	6.5790	6.7970	4	350.8377
15; SR 600 TO PUTNAM	R	2	6.5790	6.7970	12	350.8377
15; SR 600 TO PUTNAM	L	1	5.8940	5.9950	4	162.6468
15; SR 600 TO PUTNAM	L	2	5.8940	5.9950	12	162.6468
15; SR 600 TO PUTNAM	L	1	6.5790	6.7970	4	350.8377
15; SR 600 TO PUTNAM	L	2	6.5790	6.7970	12	350.8377
15; SR 600 TO PUTNAM	C	2	5.9950	6.5790	12	939.8161
15; SR 600 TO PUTNAM	C	1	5.9950	6.5790	4	939.8161
15; SR 600 TO PUTNAM	R	1	5.1450	5.8940	6	1205.4445
15; SR 600 TO PUTNAM	L	1	5.1450	5.8940	6	1205.4445
15; SR 600 TO PUTNAM	L	2	12.0840	12.2520	12	270.3772
15; SR 600 TO PUTNAM	L	1	12.0840	12.2520	4	270.3772
15; SR 600 TO PUTNAM	R	1	12.0840	12.2520	4	270.3772
15; SR 600 TO PUTNAM	R	2	12.0840	12.2520	12	270.3772
15; SR 600 TO PUTNAM	C	1	12.2520	14.1150	4	2998.3230
15; SR 600 TO PUTNAM	C	2	12.2520	14.1150	12	2998.3230
15; SR 600 TO PUTNAM	L	2	14.1150	14.4020	12	461.8759
15; SR 600 TO PUTNAM	L	1	14.1150	14.4020	4	461.8759
15; SR 600 TO PUTNAM	R	1	14.1150	14.4020	4	461.8759
15; SR 600 TO PUTNAM	R	2	14.1150	14.4020	12	461.8759
15; SR 600 TO PUTNAM	C	1	14.4020	16.1540	4	2819.6804
15; SR 600 TO PUTNAM	C	2	14.4020	16.1540	12	2819.6804
15; SR 600 TO PUTNAM	C	2	16.1540	16.3070	12	246.3122
15; SR 600 TO PUTNAM	C	1	16.1540	16.3070	4	246.3122
15; SR 600 TO PUTNAM	C	1	16.3070	17.1120	4	1295.5167

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
15; SR 600 TO PUTNAM	L	2	17.1120	17.2660	12	247.8677
15; SR 600 TO PUTNAM	L	1	17.1120	17.2660	4	247.8677
15; SR 600 TO PUTNAM	R	1	17.1120	17.2660	4	247.8677
15; SR 600 TO PUTNAM	R	2	17.1120	17.2660	12	247.8677
15; SR 600 TO PUTNAM	C	1	17.2660	21.4710	4	6767.3915
15; SR 600 TO PUTNAM	C	2	17.2660	21.4710	12	6767.3915
15; SR 600 TO PUTNAM	L	1	21.4710	21.7030	4	373.5321
15; SR 600 TO PUTNAM	L	2	21.4710	21.7030	12	373.5321
15; SR 600 TO PUTNAM	R	1	21.4710	21.7030	4	373.5321
15; SR 600 TO PUTNAM	R	2	21.4710	21.7030	12	373.5321
15; SR 600 TO PUTNAM	C	1	21.7030	22.3760	4	1083.0241
15; SR 600 TO PUTNAM	C	2	21.7030	22.3760	12	1083.0241
15; SR 600 TO PUTNAM	L	1	22.3760	22.5420	4	267.1632
15; SR 600 TO PUTNAM	L	2	22.3760	22.5420	12	267.1632
15; SR 600 TO PUTNAM	R	1	22.3760	22.5420	4	267.1632
15; SR 600 TO PUTNAM	R	2	22.3760	22.5420	12	267.1632
15; SR 600 TO PUTNAM	C	1	22.5420	25.8730	4	5360.9074
15; SR 600 TO PUTNAM	C	2	22.5420	25.8730	12	5360.9074
15; SR 600 TO PUTNAM	L	1	1.1980	5.1450	4	6352.2356
15; SR 600 TO PUTNAM	L	2	1.1980	5.1450	12	6352.2356
15; SR 600 TO PUTNAM	R	1	1.1980	5.1450	4	6352.2356
15; SR 600 TO PUTNAM	R	2	1.1980	5.1450	12	6352.2356
15; SR 600 TO PUTNAM	L	1	1.0000	1.1980	5	318.6733
SR 600 FROM SR 15 TO SR 5	L	2	18.4840	18.6000	6	186.6029
SR 600 FROM SR 15 TO SR 5	L	2	0.1450	15.8780	12	25311.4396
SR 600 FROM SR 15 TO SR 5	L	1	0.1450	15.8780	4	25311.4396
SR 600 FROM SR 15 TO SR 5	R	1	16.3850	17.8750	4	2397.1026
SR 600 FROM SR 15 TO SR 5	R	1	0.1450	15.8780	4	25311.4396
SR 600 FROM SR 15 TO SR 5	R	2	0.1450	15.8780	12	25311.4396
SR 600 FROM SR 15 TO SR 5	R	1	17.8750	18.4840	4	979.7678
SR 600 FROM SR 15 TO SR 5	L	1	18.4840	18.6000	4	186.6029
SR 600 FROM SR 15 TO SR 5	L	1	18.6000	20.7660	4	3484.7410
SR 600 FROM SR 15 TO SR 5	R	1	0.0000	0.1450	4	233.2981
SR 600 FROM SR 15 TO SR 5	R	2	0.0000	0.1450	4	233.2981
SR 600 FROM SR 15 TO SR 5	R	1	15.8780	16.3850	4	815.6182
SR 600 FROM SR 15 TO SR 5	R	2	15.8780	16.3850	6	815.6182
SR 600 FROM SR 15 TO SR 5	R	1	18.4840	18.6000	4	186.6029
SR 600 FROM SR 15 TO SR 5	R	2	18.4840	18.6000	6	186.6029
SR 600 FROM SR 15 TO SR 5	R	1	19.6150	20.7660	4	1851.8123
SR 600 FROM SR 15 TO SR 5	L	1	0.0000	0.1450	4	233.2981
SR 600 FROM SR 15 TO SR 5	L	2	0.0000	0.1450	4	233.2981
SR 600 FROM SR 15 TO SR 5	L	1	15.8780	16.3850	4	815.6182
SR 600 FROM SR 15 TO SR 5	L	2	15.8780	16.3850	6	815.6182
SR 600 FROM SR 15 TO SR 5	L	1	16.3850	17.8750	4	2397.1026
SR 600 FROM SR 15 TO SR 5	L	1	17.8750	18.4840	4	979.7678
SR 600 FROM SR 15 TO SR 5	L	2	17.8750	18.4840	6	979.7678

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR 44	C	1	0.0000	1.1930	4	1915.3388
SR 44	C	2	0.0000	1.1930	6	1915.3388
SR 44	L	2	2.4540	2.5500	6	154.0943
SR 44	L	1	2.4540	2.5500	4	154.0943
SR 44	R	2	2.4540	2.5500	12	154.0943
SR 44	R	1	2.4540	2.5500	4	154.0943
SR 44	C	1	9.0850	9.6510	12	908.7020
SR 44	C	2	2.5500	3.0730	12	839.6993
SR 44	C	1	2.5500	3.0730	4	839.6993
SR 44	L	2	3.0730	3.1870	4	182.9344
SR 44	L	1	3.0730	3.1870	4	182.9344
SR 44	R	2	3.0730	3.1870	6	182.9344
SR 44	R	1	3.0730	3.1870	4	182.9344
SR 44	C	1	5.0050	5.1070	6	163.7701
SR 44	C	2	6.3600	7.3810	4	1639.1934
SR 44	C	1	6.3600	7.3810	4	1639.1934
SR 44	L	2	7.3810	7.8890	8	815.4993
SR 44	L	1	7.3810	7.8890	4	815.4993
SR 44	R	2	7.3810	7.8890	8	815.4993
SR 44	R	1	7.3810	7.8890	4	815.4993
SR 44	C	2	7.8890	8.7730	4	1419.1129
SR 44	C	1	7.8890	8.7730	4	1419.1129
SR 44	L	1	10.8380	26.9290	4	25832.8053
SR 44	L	2	10.8380	26.9290	12	25832.8053
SR 44	R	1	10.8380	26.9290	4	25832.8053
SR44	R	2	10.8380	26.9290	12	25832.8053
SR 44	L	1	29.1780	29.7260	10	879.8132
SR 44	R	1	29.1780	29.7260	10	879.8132
SR 44	L	1	29.7260	30.3980	9	1078.7815
SR 44	R	1	29.7260	30.3980	9	1078.7815
SR 44	L	1	30.3980	31.3100	4	1464.2167
SR 44	R	1	30.3980	31.3100	4	1464.2167
BUS 44; SR 44 TO SR 44	C	1	0.9340	1.2910	8	581.6235
BUS44; SR 44 TO SR 44	C	1	0.2990	0.9340	4	1034.2828
BUS 44; SR 44 TO SR 44	C	1	0.2990	0.9340	5	1034.2828
BUS 44; SR 44 TO SR 44	C	1	1.2910	1.4610	7	276.8180
SR 44/CONN TO CANAL ST	C	1	0.0000	0.0900	10	145.0045
SR 44 REALIGNMENT	L	2	1.0300	1.2610	12	407.6221
SR 44 REALIGNMENT	L	1	1.0300	1.2610	4	407.6221
SR 44 REALIGNMENT	R	2	1.0300	1.2610	12	407.6221
SR 44 REALIGNMENT	R	1	1.0300	1.2610	4	407.6221
SR44 REALIGNMENT	L	1	0.0000	0.0760	4	122.0175
SR 44 REALIGNMENT	L	2	0.0000	0.0760	12	122.0175
SR 44 REALIGNMENT	R	1	0.0000	0.0760	4	122.0175
SR 44 REALIGNMENT	R	2	0.0000	0.0760	12	122.0175
SR 44 REALIGNMENT	C	2	0.0760	0.2800	12	327.8951

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR 44 REALIGNMENT	C	1	0.0760	0.2800	4	327.8951
SR 44 REALIGNMENT	L	2	0.2800	0.5440	12	428.3027
SR 44 REALIGNMENT	L	1	0.2800	0.5440	4	428.3027
SR 44 REALIGNMENT	R	1	0.2800	0.5440	4	428.3027
SR 44 REALIGNMENT	R	2	0.2800	0.5440	12	428.3027
SR 44 REALIGNMENT	L	2	0.5440	0.7210	5	279.4778
SR 44 REALIGNMENT	L	1	0.5440	0.7210	4	279.4778
SR 44 REALIGNMENT	R	1	0.5440	0.7210	6	279.4778
SR 44 REALIGNMENT	C	1	0.7210	0.9100	10	243.9998
SR 44 REALIGNMENT	C	1	0.7210	0.9100	6	243.9998
SR 44 REALIGNMENT	C	2	0.9100	1.0300	12	211.8633
SR 44 REALIGNMENT	C	1	0.9100	1.0300	4	211.8633
SR 44 NEW ALIGNMENT	C	1	0.0000	0.1450	4	234.6444
SR 44 NEW ALIGNMENT	C	1	0.0000	0.1450	5	234.6444
SR 44 NEW ALIGNMENT	C	2	0.0000	0.1450	12	234.6444
SR 44 NEW ALIGNMENT	L	1	0.1450	1.0530	5	1469.5347
SR 44 NEW ALIGNMENT	L	2	0.1450	1.0530	12	1469.5347
SR 44 NEW ALIGNMENT	R	1	0.1450	1.0530	5	1469.5347
SR 44 NEW ALIGNMENT	R	2	0.1450	1.0530	12	1469.5347
SR 44 NEW ALIGNMENT	L	1	0.1280	0.3630	18	378.1239
SR 44 NEW ALIGNMENT	R	1	0.1280	0.3630	18	378.1239
SR A1A; SR 5 TO FLAGLER	C	2	7.2500	8.6730	12	2288.7725
SR A1A; SR 5 TO FLAGLER	C	1	7.2500	8.6730	4	2288.7725
SR A1A; SR 5 TO FLAGLER	C	2	7.2500	8.6730	6	2288.7725
SR A1A; SR 5 TO FLAGLER	C	1	6.8400	7.2500	12	659.4184
SR A1A; SR 5 TO FLAGLER	L	1	1.2380	1.4070	8	271.8143
SR A1A; SR 5 TO FLAGLER	R	2	8.6730	9.3140	6	1031.0229
SR A1A; SR 5 TO FLAGLER	R	1	8.6730	9.3140	4	1031.0229
SR A1A; SR 5 TO FLAGLER	L	1	8.6730	9.3140	6	1031.0229
SR A1A; SR 5 TO FLAGLER	C	2	9.3140	10.0830	10	1236.9773
SR A1A; SR 5 TO FLAGLER	C	1	9.3140	10.0830	4	1236.9773
SR A1A; SR 5 TO FLAGLER	C	1	10.0830	12.4760	10	3849.0961
SR A1A; SR 5 TO FLAGLER	C	2	10.0830	12.4760	10	3849.0961
SR A1A; SR 5 TO FLAGLER	L	2	12.4760	12.9080	10	694.8572
SR A1A; SR 5 TO FLAGLER	R	1	12.4760	12.9080	10	694.8572
SR A1A; SR 5 TO FLAGLER	C	2	12.9080	13.0440	10	218.7364
SR A1A; SR 5 TO FLAGLER	C	1	12.9080	13.0440	10	218.7364
SR A1A; SR 5 TO FLAGLER	R	1	13.0440	13.8100	10	1231.9957
SR A1A; SR 5 TO FLAGLER	L	2	13.0440	13.8100	8	1231.9957
SR A1A; SR 5 TO FLAGLER	C	1	13.8100	16.7260	10	4690.3222
SR A1A; SR 5 TO FLAGLER	C	2	13.8100	16.7260	6	4690.3222
SR A1A; SR 5 TO FLAGLER	L	1	0.2300	0.5040	10	440.6973
SR A1A; SR 5 TO FLAGLER	R	1	0.2300	0.5040	10	440.6973
SR A1A; SR 5 TO FLAGLER	C	1	0.5040	0.8920	10	624.0900
SR A1A; SR 5 TO FLAGLER	C	1	0.5040	0.8920	10	624.0900
SR A1A; SR 5 TO FLAGLER	C	1	0.9660	1.0590	7	149.6112

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
A1A; SR-5 TO FLAGLER	L	1	0.1080	0.2300	8	196.3344
A1A; SR-5 TO FLAGLER	R	1	0.1080	0.2300	8	196.3344
US 92 BRIDGE	L	1	0.0000	0.7700	4	1238.6420
US 92 BRIDGE	R	1	0.0000	0.7700	4	1238.6420
SR-11: US-17 FLAGLER	C	1	0.0000	0.1530	4	245.8076
SR-11: US-17 FLAGLER	C	2	0.0000	0.1530	12	245.8076
SR-11: US-17 FLAGLER	C	1	0.1530	0.9410	5	1266.3119
SR-11: US-17 FLAGLER	C	2	0.1530	0.9410	12	1266.3119
SR-11: US-17 FLAGLER	C	1	1.6800	2.2140	5	858.0423
SR-11: US-17 FLAGLER	C	2	1.6800	2.2140	12	858.0423
SR-11: US-17 FLAGLER	R	1	0.9410	1.6800	5	1187.5740
SR-11: US-17 FLAGLER	R	2	0.9410	1.6800	12	1187.5740
SR-11: US-17 FLAGLER	L	1	0.9410	1.6800	5	1187.5740
SR-11: US-17 FLAGLER	L	2	0.9410	1.6800	12	1187.5740
SR-11: US-17 FLAGLER	L	1	2.2140	2.6030	5	625.0875
SR-11: US-17 FLAGLER	L	2	2.2140	2.6030	12	625.0875
SR-11: US-17 FLAGLER	R	1	2.2140	2.6030	5	625.0875
SR-11: US-17 FLAGLER	R	2	2.2140	2.6030	12	625.0875
SR-11: US-17 FLAGLER	C	2	2.6030	14.3160	12	18821.9392
SR-11: US-17 FLAGLER	C	1	2.6030	14.3160	5	18821.9392
SR 40/LAKE CL TO SR 5	L	1	25.9610	26.2680	5	493.9840
SR 40/LAKE CL TO SR 5	L	2	19.6500	25.7160	12	9760.5091
SR 40/LAKE CL TO SR 5	C	2	18.3480	19.5110	6	1871.2764
SR 40/LAKE CL TO SR 5	L	2	25.9610	26.2680	12	493.9840
SR 40/LAKE CL TO SR 5	R	1	19.6500	25.7160	5	9760.5091
SR 40/LAKE CL TO SR 5	C	2	0.0000	0.7220	8	1161.7712
SR 40/LAKE CL TO SR 5	L	1	12.9450	13.2460	4	484.3789
SR 40/LAKE CL TO SR 5	C	1	18.3480	19.5110	4	1871.2764
SR 40/LAKE CL TO SR 5	L	2	18.0310	18.3480	6	510.0119
SR 40/LAKE CL TO SR 5	R	2	19.6500	25.7160	12	9760.5091
SR 40/LAKE CL TO SR 5	R	1	26.3640	30.2400	4	6236.7432
SR 40/LAKE CL TO SR 5	C	1	0.0000	0.7220	4	1161.7712
SR 40/LAKE CL TO SR 5	R	1	25.9610	26.2680	5	493.9840
SR 40/LAKE CL TO SR 5	L	1	18.0310	18.3480	4	510.0119
SR 40/LAKE CL TO SR 5	R	2	12.9450	13.2460	4	484.3789
SR 40/LAKE CL TO SR 5	L	1	19.5110	19.6500	4	223.6674
SR 40/LAKE CL TO SR 5	R	2	25.9610	26.2680	12	493.9840
SR 40/LAKE CL TO SR 5	L	1	25.7160	25.9610	9	394.2718
SR 40/LAKE CL TO SR 5	C	2	13.2460	18.0310	6	7699.3166
SR 40/LAKE CL TO SR 5	L	2	12.9450	13.2460	6	484.3789
SR 40/LAKE CL TO SR 5	R	1	12.9450	13.2460	4	484.3789
SR 40/LAKE CL TO SR 5	C	2	6.5170	12.9450	6	10342.9152
SR 40/LAKE CL TO SR 5	L	2	19.5110	19.6500	8	223.6674
SR 40/LAKE CL TO SR 5	R	2	18.0310	18.3480	6	510.0119
SR 40/LAKE CL TO SR 5	R	1	25.7160	25.9610	9	394.2718
SR 40/LAKE CL TO SR 5	L	1	26.3640	30.2400	4	6236.7432

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR 40/LAKE CL TO SR 5	C	1	6.5170	12.9450	4	10342.9152
SR 40/LAKE CL TO SR 5	R	1	18.0310	18.3480	4	510.0119
SR 40/LAKE CL TO SR 5	C	1	13.2460	18.0310	4	7699.3166
SR 40/LAKE CL TO SR 5	L	1	19.6500	25.7160	4	9760.5091
SR 40/LAKE CL TO SR 5	R	1	19.5110	19.6500	4	223.6674
SR 40/LAKE CL TO SR 5	R	2	19.5110	19.6500	7	223.6674
SR 40/LAKE CL TO SR 5	L	2	0.7220	1.0060	5	456.9590
SR 40/LAKE CL TO SR 5	L	1	0.7220	1.0060	4	456.9590
SR 40/L AKE CL TO SR 5	R	2	0.7220	1.0060	5	456.9590
SR 40/LAKE CL TO SR 5	R	1	0.7220	1.0060	4	456.9590
SR 40/LAKE CL TO SR 5	C	2	1.0060	6.3480	6	8595.5602
SR 40/LAKE CL TO SR 5	C	1	1.0060	6.3480	4	8595.5602
SR 40/LAKE CL TO SR 5	L	1	6.3480	6.5170	4	271.9007
SR 40/LAKE CL TO SR 5	L	2	6.3480	6.5170	6	271.9007
SR 40/LAKE CL TO SR 5	R	1	6.3480	6.5170	4	271.9007
SR 40/LAKE CL TO SR 5	R	2	6.3480	6.5170	6	271.9007
I-4/SR 400	R	2	14.4590	14.6450	12	299.2517
I-4/SR 400	R	1	0.7460	1.0180	10	437.5549
I-4/SR 400	R	1	1.0180	3.5040	12	3999.5237
I-4/SR 400	L	2	13.6090	13.8000	12	307.3068
I-4/SR 400	L	1	11.5580	11.6990	10	226.8578
I-4/SR 400	R	2	9.3200	9.4500	12	209.1356
I-4/SR 400	R	1	8.9530	9.1310	8	286.3723
I-4/SR 400	L	2	5.6250	5.9140	12	464.9322
I-4/SR 400	R	1	11.8730	12.0710	10	318.4951
I-4/SR 400	R	2	9.8750	11.4750	12	2574.1630
I-4/SR 400	R	1	6.2450	6.3800	10	217.2201
I-4/SR 400	R	2	6.6630	6.9290	10	428.0087
I-4/SR 400	L	1	9.4600	9.5380	12	125.4700
I-4/SR 400	L	2	6.8690	9.0510	12	3510.4029
I-4/SR 400	R	1	22.7030	22.8520	8	239.7049
I-4/SR 400	R	1	14.6450	22.7030	10	12963.6597
I-4/SR 400	R	2	13.7160	13.8240	12	173.7558
I-4/SR 400	R	2	6.1260	6.2450	12	191.4631
I-4/SR 400	R	1	3.5040	3.7380	10	376.3795
I-4/SR 400	L	2	11.5580	11.6990	12	226.8578
I-4/SR 400	L	1	11.1040	11.3140	10	337.8529
I-4/SR 400	R	1	27.6720	27.8370	8	265.4815
I-4/SR 400	R	2	22.9720	23.1500	12	286.3673
I-4/SR 400	R	2	8.9530	9.1310	12	286.3723
I-4/SR 400	R	1	4.0690	5.4110	10	2158.9886
I-4/SR 400	R	2	5.5910	6.1260	12	860.7318
I-4/SR 400	L	1	13.8000	14.3780	10	929.8617
I-4/SR 400	L	1	3.6100	4.8320	10	1965.9889
I-4/SR 400	L	2	0.9700	3.0560	12	3356.0340
I-4/SR 400	R	1	11.4750	11.6130	12	222.0330

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
I-4/SR 400	R	1	9.4500	9.5970	12	236.5217
I-4/SR 400	R	1	6.4660	6.6630	12	316.9287
I-4/SR 400	L	2	5.9140	6.6830	12	1237.1557
I-4/SR 400	L	1	9.0510	9.3520	10	484.2765
I-4/SR 400	L	2	5.2090	5.4000	12	307.2646
I-4/SR 400	R	1	13.8240	14.4590	12	1021.5763
I-4/SR 400	R	2	11.8730	12.0710	12	318.4951
I-4/SR 400	R	1	0.0000	0.4860	10	781.7953
I-4/SR 400	R	2	6.2450	6.3800	12	217.2201
I-4/SR 400	L	2	11.1040	11.3140	12	337.8529
I-4/SR 400	L	1	9.5380	9.8360	10	479.3810
I-4/SR 400	R	1	23.1500	27.5590	12	7093.2227
I-4/SR 400	R	2	22.7030	22.8520	12	239.7049
I-4/SR 400	R	2	4.0690	5.4110	12	2158.9886
I-4/SR 400	R	1	6.1260	6.2450	8	191.4631
I-4/SR 400	L	2	13.8000	14.3780	12	929.8617
I-4/SR 400	L	1	11.6990	13.6090	10	3072.7534
I-4/SR 400	L	1	0.9700	3.0560	10	3356.0340
I-4/SR 400	R	1	9.5970	9.8750	10	447.1565
I-4/SR 400	R	1	9.1310	9.3200	10	304.0814
I-4/SR 400	L	1	5.9140	6.6830	10	1237.1557
I-4/SR 400	R	1	5.5910	6.1260	10	860.7318
I-4/SR 400	L	1	6.6830	6.8690	10	299.2879
I-4/SR 400	R	2	11.4750	11.6130	12	222.0330
I-4/SR 400	R	1	5.4110	5.5910	10	289.5692
I-4/SR 400	R	2	6.4660	6.6630	12	316.9287
I-4/SR 400	L	2	9.5380	9.8360	12	479.3810
I-4/SR 400	L	2	9.0510	9.3520	12	484.2765
I-4/SR 400	R	1	22.8520	22.9720	10	193.0268
I-4/SR 400	R	2	13.8240	14.4590	12	1021.5763
I-4/SR 400	L	1	0.4350	0.7020	8	429.6200
I-4/SR 400	L	1	5.2090	5.4000	10	307.2646
I-4/SR 400	L	2	3.6100	4.8320	12	1965.9889
I-4/SR 400	R	1	12.0710	13.7160	12	2646.4862
I-4/SR 400	R	2	9.1310	9.3200	12	304.0814
I-4/SR 400	R	1	6.9290	8.9530	10	3256.1979
I-4/SR 400	L	1	5.4000	5.6250	12	361.9609
I-4/SR 400	L	1	4.8320	5.1060	8	440.7883
I-4/SR 400	L	1	3.0560	3.6100	8	891.2022
I-4/SR 400	R	1	11.6130	11.8730	12	418.2830
I-4/SR 400	R	2	9.5970	9.8750	12	447.1565
I-4/SR 400	R	1	6.3800	6.4660	8	138.2641
I-4/SR 400	R	1	3.7380	3.8450	10	172.1688
I-4/SR 400	L	1	9.3520	9.4600	10	173.7394
I-4/SR 400	L	2	6.6830	6.8690	12	299.2879
I-4/SR 400	L	2	11.6990	13.6090	12	3072.7534

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
I-4/SR 400	L	1	11.3140	11.5580	10	392.5519
I-4/SR 400	L	1	0.0000	0.4350	10	699.7504
I-4/SR 400	R	2	23.1500	27.5590	12	7093.2227
I-4/SR 400	R	1	14.4590	14.6450	10	299.2517
I-4/SR 400	R	2	12.0710	13.7160	12	2646.4862
I-4/SR 400	R	1	0.4860	0.7460	8	418.3774
I-4/SR 400	R	1	3.8450	4.0690	4	360.3916
I-4/SR 400	L	2	11.3140	11.5580	12	392.5519
I-4/SR 400	L	1	9.8360	11.1040	10	2040.0290
I-4/SR 400	R	1	27.5590	27.6720	4	181.7617
I-4/SR 400	R	2	22.8520	22.9720	12	193.0268
I-4/SR 400	R	2	6.9290	8.9530	12	3256.1979
I-4/SR 400	R	2	0.7460	1.0180	12	437.5549
I-4/SR 400	L	1	13.6090	13.8000	10	307.3068
I-4/SR 400	L	1	0.7020	0.9700	8	431.1379
I-4/SR 400	R	1	9.8750	11.4750	12	2574.1630
I-4/SR 400	R	1	9.3200	9.4500	10	209.1356
I-4/SR 400	R	1	6.6630	6.9290	11	428.0087
I-4/SR 400	L	1	5.6250	5.9140	10	464.9322
I-4/SR 400	L	1	6.8690	9.0510	10	3510.4029
I-4/SR 400	L	1	5.1060	5.2090	10	165.6980
I-4/SR 400	R	1	13.7160	13.8240	10	173.7558
I-4/SR 400	R	2	11.6130	11.8730	8	418.2830
I-4/SR 400	R	2	3.8450	4.0690	12	360.3916
I-4/SR 400	R	2	6.3800	6.4660	12	138.2641
I-4/SR 400	L	2	9.8360	11.1040	12	2040.0290
I-4/SR 400	L	2	9.3520	9.4600	12	173.7394
I-4/SR 400	R	1	22.9720	23.1500	8	286.3673
I-4/SR 400	R	2	14.6450	22.7030	12	12963.6597
I-4/SR 400	L	1	14.3780	14.5070	10	207.5453
I-4/SR 400	L	2	14.3780	14.5070	12	207.5453
I-4/SR 400	L	1	14.5070	24.4780	10	16041.3389
I-4/SR 400	L	2	14.5070	24.4780	12	16041.3389
I-4/SR 400	L	1	24.4780	24.7070	10	368.4013
I-4/SR 400	L	2	24.4780	24.7070	12	368.4013
I-4/SR 400	L	1	24.7070	27.3410	20	4237.5740
I-4/SR 400	L	2	24.7070	27.3410	12	4237.5740
I-4/SR 400	L	1	27.6370	27.7460	8	175.3210
I-4/SR 400	L	1	27.8950	28.0200	8	201.0805
I-4/SR 400	L	2	27.8950	28.0200	12	201.0805
I-4/SR 400	R	1	27.8370	28.0200	8	294.3837
I-4/SR 400	R	2	27.8370	28.0200	12	294.3837
SR 415; SEM CL-CR 4118	C	1	1.8000	2.4060	4	975.1182
SR 415; SEM CL-CR 4118	L	2	17.3760	17.5900	12	344.3322
SR 415; SEM CL-CR 4118	R	1	17.3760	17.5900	4	344.3322
SR 415; SEM CL-CR 4118	C	1	0.4640	1.5130	4	1687.8629

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR 415; SEM CL-CR 4118	C	2	1.8000	2.4060	12	975.1182
SR 415; SEM CL-CR 4118	C	2	0.4640	1.5130	12	1687.8629
SR 415; SEM CL-CR 4118	L	1	2.4060	7.4220	4	8070.7401
SR 415; SEM CL-CR 4118	R	2	17.3760	17.5900	12	344.3322
SR 415; SEM CL-CR 4118	C	1	7.4220	17.3760	4	16016.1284
SR 415; SEM CL-CR 4118	C	1	1.5130	1.8000	12	461.7936
SR 415; SEM CL-CR 4118	L	1	17.3760	17.5900	4	344.3322
SR 415; SEM CL-CR 4118	R	1	2.4060	7.4220	4	8070.7401
SR 415; SEM CL-CR 4118	C	2	7.4220	17.3760	12	16016.1284
SR 415; SEM CL-CR 4118	C	1	0.0000	0.4640	10	746.5757
SR 415; SEM CL-CR 4118	C	1	0.0000	2.5920	6	4163.5929
CR A1A	R	1	3.2640	6.4430	4	5120.4794
CR A1A	L	2	4.1870	4.9460	12	1222.5137
CR A1A	C	1	0.6460	0.8160	6	273.8260
CR A1A	R	2	4.1870	4.9460	12	1222.5137
CR A1A	R	1	7.7680	7.8280	4	96.5895
CR A1A	C	2	0.8160	3.2640	6	3943.1503
CR A1A	L	1	6.4430	7.7680	6	2134.2968
CR A1A	C	1	0.8160	3.2640	4	3943.1503
CR A1A	L	2	4.9460	6.4430	4	2411.3099
CR A1A	R	1	6.4430	7.7680	6	2134.2968
CR A1A	R	2	4.9460	6.4430	4	2411.3099
CR A1A	L	2	3.2640	4.1870	4	1486.6558
CR A1A	R	2	3.2640	4.1870	4	1486.6558
CR A1A	L	1	7.7680	7.8280	4	96.5895
CR A1A	L	1	3.2640	6.4430	4	5120.4794
SR 46; BREVARD-SEMINOLE CO	C	1	0.1400	5.4360	4	8534.2304
SR 46; BREVARD-SEMINOLE CO	C	1	0.0000	0.1400	5	224.7301
SR 40; SR 5-SR A1A	R	1	0.2230	0.4300	7	331.1343
SR 40; SR 5-SR A1A	R	1	0.9700	1.1100	6	223.9750
SR 40; SR 5-SR A1A	R	1	1.1100	1.4810	4	593.4705
SR 40; SR 5-SR A1A	L	1	0.4300	0.9700	6	863.8575
SR 40; SR 5-SR A1A	L	1	0.9700	1.1100	6	223.9750
SR 40; SR 5-SR A1A	L	1	0.2230	0.4300	7	331.1343
SR 40; SR 5-SR A1A	R	1	0.4300	0.9700	6	863.8575
SR 40; SR 5-SR A1A	L	1	1.1100	1.4810	4	593.4705
15 A; 15/600 TO SR 15	R	1	3.7500	6.8990	4	5066.7585
15 A; 15/600 TO SR 15	L	1	3.7500	6.8990	4	5066.7585
15 A; 15/600 TO SR 15	R	1	0.1350	1.7480	4	2595.3222
15 A; 15/600 TO SR 15	R	1	0.0000	0.1350	6	217.2678
15 A; 15/600 TO SR 15	L	1	0.2540	1.7480	4	2403.9619
15 A; 15/600 TO SR 15	L	1	0.0000	0.1350	4	217.2678
15 A; 15/600 TO SR 15	L	2	0.0000	0.1350	10	217.2678
SR 44/N CAUSEWAY	R	1	1.0910	1.3470	6	411.5290
SR 44/N CAUSEWAY	R	1	0.0000	1.0910	4	1754.2613
SR 44/N CAUSEWAY	R	2	0.0000	1.0000	6	1608.1047

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR 44/N CAUSEWAY	L	2	0.0000	1.0910	6	1754.2613
SR 44/N CAUSEWAY	L	1	0.0000	1.0910	4	1754.2613
SR 44/N CAUSEWAY	L	1	1.0910	1.3470	6	411.5290
SR 44/N CAUSEWAY REALIGN	R	1	0.1050	0.4370	9	536.3557
SR 44/N CAUSEWAY REALIGN	L	1	0.0000	0.1050	9	169.6831
SR 44/N CAUSEWAY REALIGN	L	1	0.1050	0.4370	9	536.3557
SR 44/N CAUSEWAY REALIGN	R	1	0.0000	0.1050	4	169.6831
ATLANTIC AVE/FLAGLER AVE	C	1	0.7640	1.2230	10	737.1481
SR A1A / SR 5 TO SR 600	L	1	0.1470	1.0810	9	1503.0076
SR A1A / SR 5 TO SR 600	R	1	0.1470	1.0810	9	1503.0076
SR 472	R	2	3.5110	3.8230	12	503.3989
SR 472	L	1	3.2300	3.8230	4	956.9376
SR 472	L	2	3.5110	3.8230	12	503.3989
SR 472	R	1	3.2300	3.8230	4	956.9376
SR 472	L	1	0.6440	3.2300	5	4172.8597
SR 472	R	1	0.6440	3.2300	5	4172.8597
SR 472	R	2	0.6440	3.2300	5	4172.8597
SR 472	L	2	0.5170	0.6440	12	204.9049
SR 472	L	1	0.5170	0.6440	4	204.9049
SR 472	R	2	0.5170	0.6440	12	204.9049
SR 472	R	1	0.5170	0.6440	4	204.9049
SR 472	C	2	0.3760	0.5170	5	227.5723
SR 472	C	1	0.3760	0.5170	10	227.5723
SR 472	C	1	0.3760	0.5170	5	227.5723
KENNEDY PKWY	C	1	0.0000	3.7960	8	6117.2940
SR 5A; SR 5-SR 5	R	2	6.1260	7.7890	8	2679.2480
SR 5A; SR 5-SR 5	C	1	9.7910	10.3890	8	963.0125
SR 5A; SR 5-SR 5	L	1	0.0000	6.1260	4	9869.3718
SR 5A; SR 5-SR 5	R	1	0.0000	7.7890	4	12548.6198
SR 5A; SR 5-SR 5	L	2	3.9050	5.8950	4	3206.0113
SR 5A REALIGNMENT	L	1	0.1700	0.9040	8	1178.7665
CR & SR 442	L	1	0.0000	0.2470	4	398.0146
CR & SR 442	L	2	0.0000	0.2470	12	398.0146
CR & SR 442	R	1	0.0000	0.2470	4	398.0146
CR & SR 442	R	2	0.0000	0.2470	12	398.0146
CR & SR 442	L	1	0.2470	0.3230	5	122.4320
CR & SR 442	R	1	0.2470	0.3230	5	122.4320
CR & SR 442	L	1	2.2090	3.9720	4	2840.6412
CR & SR 442	R	1	2.2090	3.9720	4	2840.6412
CR & SR 442	L	2	0.3230	2.2090	12	3038.9249
CR & SR 442	L	1	0.3230	2.2090	4	3038.9249
CR & SR 442	R	2	0.3230	2.2090	7	3038.9249
CR & SR 442	R	1	0.3230	2.2090	4	3038.9249
430; SR 483 TO SR A1A	C	1	2.5400	2.7500	4	337.2762
430; SR 483 TO SR A1A	C	1	3.0070	3.3740	8	589.4892
430; SR 483 TO SR A1A	C	1	1.1130	1.8700	5	1216.0355

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
430; SR 483 TO SR A1A	L	1	2.1700	2.3700	4	321.2316
430; SR 483 TO SR A1A	R	1	2.1700	2.3700	4	321.2316
SR 430; N BEACH TO SR A1A	C	1	0.0000	0.6100	8	987.2546
SR 430; N BEACH TO SR A1A	C	1	0.0000	0.3670	7	591.2562
SR 430; SR A1A TO N BEACH	C	1	0.0000	0.3670	12	591.2562
SR 430; SR A1A TO N BEACH	C	1	0.3670	0.9970	6	1015.0238
SR 430; SR A1A TO N BEACH	C	1	0.3670	0.9970	10	1015.0238
MASON AVE	L	1	0.0000	0.3630	4	584.1095
MASON AVE	R	1	0.0000	0.3630	4	584.1095
SR 421	L	2	0.0000	0.2800	6	451.1150
SR 421	L	1	0.0000	0.2800	4	451.1150
SR 421	R	2	0.0000	0.2800	6	451.1150
SR 421	R	1	0.0000	0.2800	4	451.1150
SR 421	L	1	0.2800	0.4740	4	312.4993
SR 421	L	1	0.4740	3.1790	5	4358.0673
SR 421	L	2	0.9280	3.1790	12	3626.5195
SR 421	R	1	0.2800	0.9280	5	1044.0471
SR 421	R	2	0.9280	3.1790	12	3626.5195
SR 421	R	1	0.9280	3.1790	5	3626.5195
WILLIAMSON BLVD (N)	L	1	4.6230	5.7500	10	1812.8162
WILLIAMSON BLVD (N)	L	1	0.0000	3.8530	4	6197.6649
WILLIAMSON BLVD (N)	L	2	0.0000	3.8530	12	6197.6649
WILLIAMSON BLVD (N)	R	1	0.0000	3.8530	4	6197.6649
WILLIAMSON BLVD (N)	R	2	0.0000	3.8530	12	6197.6649
WILLIAMSON BLVD (N)	C	1	3.8530	4.6230	12	1238.5027
WILLIAMSON BLVD (N)	R	1	4.6230	5.7500	12	1812.8162
SR 441 SR A1A T0 600	C	1	4.2680	4.7220	6	729.5559
SR 441 SR A1A T0 600	C	2	1.2210	1.7480	10	847.3239
SR 441 SR A1A T0 600	L	2	0.0000	0.0420	8	67.5263
SR 441 SR A1A T0 600	C	2	1.7480	3.1090	6	2187.9695
SR 441 SR A1A T0 600	R	1	4.7220	4.8470	5	200.9907
SR 441 SR A1A T0 600	C	2	0.0420	3.9090	8	6216.8855
SR 441 SR A1A T0 600	C	1	4.8470	5.4090	5	903.5355
SR 441 SR A1A T0 600	L	1	4.7220	4.8470	5	200.9907
SR 483-SR 400 TO SR 430	C	2	0.3900	0.6000	8	337.6949
SR 483-SR 400 TO SR 430	L	1	0.1850	0.3900	10	329.7155
SR 483-SR 400 TO SR 430	C	2	0.7830	0.8820	8	159.1529
SR 483-SR 400 TO SR 430	R	1	0.1850	0.3900	5	329.7155
SR 483-SR 400 TO SR 430	C	1	0.7830	0.8820	4	159.1529
SR 483-SR 400 TO SR 430	L	1	0.6000	0.7830	4	294.3465
SR 483-SR 400 TO SR 430	L	2	0.6000	0.7830	8	294.3465
SR 483-SR 400 TO SR 430	R	2	0.1850	0.3900	5	329.7155
SR 483-SR 400 TO SR 430	C	2	0.7830	0.8820	12	159.1529
SR 483-SR 400 TO SR 430	C	1	0.3900	0.6000	10	337.6949
SR 483-SR 400 TO SR 430	R	1	0.6000	0.7830	4	294.3465
SR 483-SR 400 TO SR 430	R	2	0.6000	0.7830	12	294.3465

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
SR 483-SR 400 TO SR 430	C	1	0.3900	0.6000	5	337.6949
SR 483-SR 400 TO SR 430	L	1	1.3570	1.6700	4	503.4272
SR 483-SR 400 TO SR 430	L	2	1.3570	1.6700	12	503.4272
SR 483-SR 400 TO SR 430	R	1	1.3570	1.6700	4	503.4272
SR 483-SR 400 TO SR 430	R	2	1.3570	1.6700	12	503.4272
SR 483-SR 400 TO SR 430	L	1	1.6700	1.7550	4	136.7009
SR 483-SR 400 TO SR 430	L	1	1.7550	1.9660	5	339.3241
SR 483-SR 400 TO SR 430	R	1	1.7550	1.9660	5	339.3241
SR 483-SR 400 TO SR 430	L	1	0.8820	1.0200	4	221.9678
SR 483-SR 400 TO SR 430	L	2	0.8820	1.0200	10	221.9678
SR 483-SR 400 TO SR 430	R	1	0.8820	1.0200	4	221.9678
SR 483-SR 400 TO SR 430	R	2	0.8820	1.0200	12	221.9678
SR 483-SR 400 TO SR 430	L	1	1.0200	1.1830	4	262.1056
SR 483-SR 400 TO SR 430	L	2	1.0200	1.1830	8	262.1056
SR 483-SR 400 TO SR 430	R	1	1.0200	1.1830	5	262.1056
SR 483-SR 400 TO SR 430	L	1	1.1830	1.2890	4	170.4976
SR 483-SR 400 TO SR 430	R	1	1.1830	1.2890	5	170.4976
SR 483-SR 400 TO SR 430	R	2	1.2890	1.3570	12	109.3713
SR 483-SR 400 TO SR 430	R	1	1.2890	1.3570	4	109.3713
CLYDE MORRIS BLVD	L	1	2.8830	3.7330	12	1369.2968
CLYDE MORRIS BLVD	R	1	2.8830	3.7330	4	1369.2968
CLYDE MORRIS BLVD	L	1	3.7330	4.0300	6	478.4255
CLYDE MORRIS BLVD	R	1	3.7330	4.0300	6	478.4255
RIVERSIDE/BEACH ST	C	1	0.0000	2.3750	4	3803.5625
RIVERSIDE/BEACH ST	L	1	2.3750	2.6240	4	399.4207
RIVERSIDE/BEACH ST	R	1	2.3750	2.6240	4	399.4207
BEACH ST/RIVERSIDE DR	C	1	0.5820	1.4060	6	1329.5366
BEACH ST/RIVERSIDE DR	C	1	0.5820	1.4060	12	1329.5366
BEACH ST/RIVERSIDE DR	C	1	1.5430	1.7270	12	296.8283
BEACH ST/RIVERSIDE DR	L	1	1.4060	1.5430	12	221.0991
BEACH ST/RIVERSIDE DR	R	1	1.4060	1.5430	12	221.0991
BENSON JCT RD/DIRKSEN AVE	C	1	0.0000	0.2330	8	374.6108
BENSON JCT RD/DIRKSEN AVE	C	1	4.0740	4.1580	8	134.9158
BENSON JCT RD/DIRKSEN AVE	L	1	0.2330	0.4930	8	417.8825
BENSON JCT RD/DIRKSEN AVE	R	1	0.2330	0.4930	12	417.8825
BENSON JCT RD/DIRKSEN AVE	R	1	0.4930	0.8330	8	546.4992
BENSON JCT RD/DIRKSEN AVE	L	1	3.9290	4.0740	8	233.1266
BENSON JCT RD/DIRKSEN AVE	R	1	3.9290	4.0740	5	233.1266
BENSON JCT RD/DIRKSEN AVE	C	1	3.3390	3.9290	6	948.4501
BENSON JCT RD/DIRKSEN AVE	C	1	2.8670	2.9990	8	212.1962
BENSON JCT RD/DIRKSEN AVE	R	1	1.6640	2.8670	6	1933.7881
BENSON JCT RD/DIRKSEN AVE	L	1	1.6640	2.8670	6	1933.7881
TOMOKA FARMS ROAD	C	1	3.8170	4.1810	4	585.5845
TOMOKA FARMS RD	C	2	3.8170	4.1810	12	585.5845
HOWLAND BLVD	C	1	7.5890	7.8250	12	379.7364
HOWLAND BLVD	L	1	7.8250	8.0710	12	395.8286

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
HOWLAND BLVD	R	1	7.8250	8.0710	12	395.8286
HOWLAND BLVD	C	1	2.0810	3.9100	12	2942.9701
HOWLAND BLVD	C	1	2.0810	2.2620	12	291.2292
HOWLAND BLVD	C	1	2.2620	2.4210	5	255.8311
HOWLAND BLVD	C	1	2.4210	3.9100	12	2395.9099
HOWLAND BLVD	C	1	3.9100	4.0240	12	183.4319
HOWLAND BLVD	C	2	3.9100	4.0240	12	183.4319
HOWLAND BLVD	C	1	6.3500	6.7430	12	632.4030
HOWLAND BLVD	C	1	6.9840	7.1090	12	201.1100
HOWLAND BLVD	L	1	6.7430	6.9840	12	387.7491
HOWLAND BLVD	R	1	6.7430	6.9840	12	387.7491
HOWLAND BLVD	L	1	7.1090	7.5890	12	772.3349
HOWLAND BLVD	R	1	7.1090	7.5890	12	772.3349
HOWLAND BLVD	C	1	8.0710	8.2620	12	307.3473
OLD KINGS RD	C	1	0.0000	0.4210	7	681.6089
OLD KINGS RD	L	1	0.4210	0.5700	7	241.2894
OLD KINGS RD	R	1	0.4210	0.5700	7	241.2894
OLD KINGS RD	C	1	0.5700	0.7480	7	288.1496
OLD KINGS RD	L	1	0.7480	0.9010	7	246.4943
OLD KINGS RD	R	1	0.7480	0.9010	7	246.4943
OLD DIXIE HWY	C	1	0.0000	2.2300	12	3606.2925
OLD DIXIE HWY	L	1	2.2300	2.4650	12	380.0251
OLD DIXIE HWY	R	1	2.2300	2.4650	12	380.0251
OLD DIXIE HWY	C	1	2.4650	4.3460	12	3041.8060
OLD DIXIE HWY	L	1	4.3460	4.5510	12	331.5239
OLD DIXIE HWY	R	1	4.3460	4.5510	12	331.5239
OLD DIXIE HWY	C	1	4.5510	5.7190	12	1888.8636
OLD DIXIE HWY	L	1	5.7190	6.3240	12	978.3201
OLD DIXIE HWY	R	1	5.7190	6.3240	12	978.3201
OLD DIXIE HWY	C	1	6.3240	6.6850	12	583.7850
JOHN ANDERSON HWY	C	1	0.0000	1.1120	12	1760.9601
LPGA BLVD	C	1	0.0000	0.4770	12	767.9816
LPGA BLVD	L	1	0.4770	2.2260	4	2815.7457
LPGA BLVD	L	2	0.4770	2.2260	12	2815.7457
LPGA BLVD	R	1	0.4770	2.2260	4	2815.7457
LPGA BLVD	R	2	0.4770	2.2260	12	2815.7457
LPGA BLVD	C	1	2.2260	2.7860	12	901.4865
LPGA BLVD	L	1	2.7860	3.0760	4	466.9240
LPGA BLVD	L	2	2.7860	3.0760	12	466.9240
LPGA BLVD	R	1	2.7860	3.0760	4	466.9240
LPGA BLVD	R	2	2.7860	3.0760	12	466.9240
LPGA BLVD	C	1	3.0760	3.4080	12	534.5797
LPGA BLVD	L	1	3.4080	3.7020	4	473.2765
LPGA BLVD	L	2	3.4080	3.7020	12	473.2765
LPGA BLVD	R	1	3.4080	3.7020	4	473.2765
LPGA BLVD	R	2	3.4080	3.7020	12	473.2765

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
LPGA BLVD	C	1	3.7020	3.9560	12	408.9586
LPGA BLVD	L	1	3.9560	4.2440	4	463.6489
LPGA BLVD	L	2	3.9560	4.2440	12	463.6489
LPGA BLVD	R	1	3.9560	4.2440	4	463.6489
LPGA BLVD	R	2	3.9560	4.2440	12	463.6489
LPGA BLVD	C	1	4.2440	4.8730	12	1012.6079
LPGA BLVD	L	1	4.8730	5.2460	12	600.5780
LPGA BLVD	R	1	4.8730	5.2460	12	600.5780
LPGA BLVD	L	1	5.2460	5.5250	10	449.1216
LPGA BLVD	R	1	5.2460	5.5250	10	449.1216
REYNOLDS RD	C	1	0.0000	4.3160	12	6945.8014
MADELINE AVE	L	2	0.1490	0.3430	12	312.1383
MADELINE AVE	R	1	0.1490	0.3430	4	312.1383
MADELINE AVE	R	2	0.1490	0.3430	12	312.1383
MADELINE AVE	C	1	0.3430	0.5160	4	278.3218
MADELINE AVE	C	2	0.3430	0.5160	12	278.3218
MADELINE AVE	C	2	0.7870	0.9190	9	212.4485
MADELINE AVE	L	2	0.9190	1.0190	9	160.8962
MADELINE AVE	R	2	0.9190	1.0190	9	160.8962
MADELINE AVE	L	2	1.0190	1.2070	8	302.2949
MADELINE AVE	R	2	1.0190	1.2070	8	302.2949
MADELINE AVE	L	1	1.2070	1.3710	12	264.1421
MADELINE AVE	R	1	1.2070	1.3710	12	264.1421
MADELINE AVE	R	1	2.3490	2.5560	10	333.1685
MADELINE AVE	C	1	2.5560	2.7480	4	308.9808
MADELINE AVE	C	1	2.5560	2.7480	10	308.9808
MADELINE AVE	L	1	0.1490	0.3430	4	312.1383
MADELINE AVE	C	1	2.9690	3.1200	4	242.9041
MADELINE AVE	C	1	3.3770	3.4820	8	168.9694
MADELINE AVE	C	1	2.7480	3.3770	4	1012.1350
MADELINE AVE	C	1	3.3770	4.1430	10	1232.6744
MADELINE AVE	C	1	1.3710	2.1310	5	1222.9509
INTERNATIONAL SPWY	L	2	0.0000	1.0000	12	1613.4224
INTERNATIONAL SPWY	L	1	0.0000	1.0000	4	1613.4224
INTERNATIONAL SPWY	R	2	0.0000	1.0000	12	1613.4224
INTERNATIONAL SPWY	R	1	0.0000	1.0000	4	1613.4224
HAND AVE	C	1	0.0000	0.3380	12	542.9295
HAND AVE	C	2	0.0000	0.3380	12	542.9295
HAND AVE	L	1	0.3380	0.6090	4	435.1884
HAND AVE	L	2	0.3380	0.6090	12	435.1884
HAND AVE	R	1	0.3380	0.6090	4	435.1884
HAND AVE	R	2	0.3380	0.6090	12	435.1884
HAND AVE	C	1	0.6090	1.3070	4	1121.0653
HAND AVE	C	2	0.6090	1.3070	12	1121.0653
HAND AVE	L	1	1.3070	2.0720	4	1228.7460
HAND AVE	L	2	1.3070	2.0720	12	1228.7460

PAVED SHOULDERS

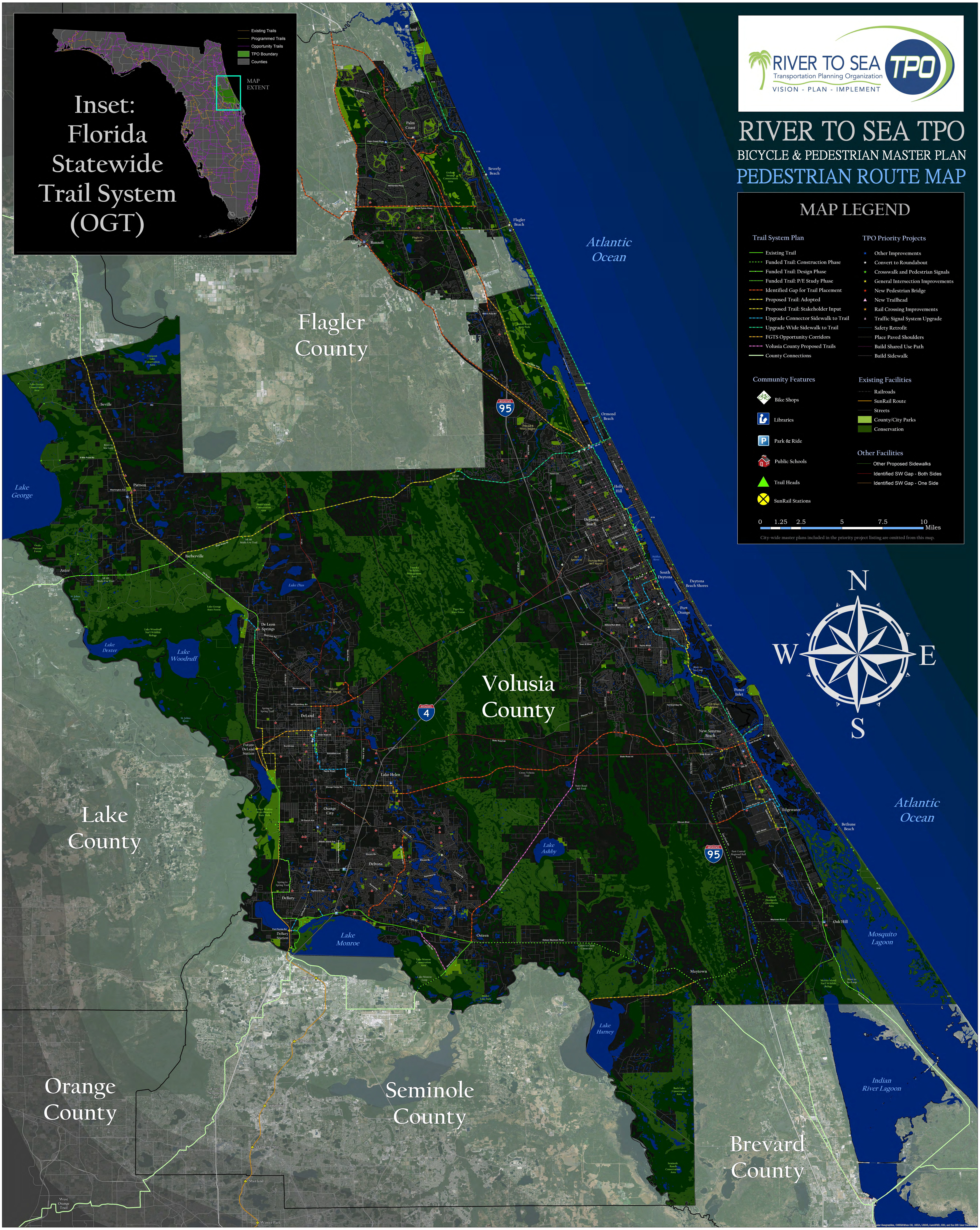
ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
HAND AVE	R	1	1.3070	2.0720	4	1228.7460
HAND AVE	R	2	1.3070	2.0720	12	1228.7460
SPRUCE CREEK RD	L	1	0.0000	0.1500	6	241.3485
SPRUCE CREEK RD	C	1	0.1500	0.4170	6	429.6444
SPRUCE CREEK RD	C	1	0.5970	1.0580	4	741.7641
WASHINGTON ST	C	1	0.1460	0.3520	8	331.1899
AIRPORT RD	C	1	0.0000	0.7240	12	1164.9332
AIRPORT RD	R	1	2.3620	4.6090	4	3615.6292
AIRPORT RD	L	1	2.3620	4.6090	4	3615.6292
AIRPORT RD	L	1	1.9450	2.0420	8	156.0967
AIRPORT RD	R	1	1.9450	2.0420	8	156.0967
AIRPORT RD	C	1	1.7030	1.9450	12	389.4131
AIRPORT RD	R	1	0.7240	1.7030	12	1575.2641
AIRPORT RD	L	1	0.7240	1.7030	4	1575.2641
AIRPORT RD REALIGNMENT	L	1	0.0000	0.2310	8	386.5212
AIRPORT RD REALIGNMENT	R	1	0.0000	0.2310	10	386.5212
CLYDE MORRIS BLVD	L	1	0.0000	0.1340	6	212.4232
CLYDE MORRIS BLVD	L	1	0.1340	0.7810	12	1025.3424
CLYDE MORRIS BLVD	L	1	0.7810	2.0720	4	2046.0030
CLYDE MORRIS BLVD	L	2	0.7810	2.0720	12	2046.0030
CLYDE MORRIS BLVD	L	1	2.3840	2.6820	4	472.2574
CLYDE MORRIS BLVD	L	2	2.3840	2.6820	12	472.2574
CLYDE MORRIS BLVD	L	1	3.0940	4.8470	4	2778.1697
CLYDE MORRIS BLVD	L	1	4.8470	5.2970	10	713.2359
CLYDE MORRIS BLVD	R	1	0.0000	0.7810	12	1237.7655
CLYDE MORRIS BLVD	R	1	0.7810	2.0720	4	2046.0030
CLYDE MORRIS BLVD	R	2	0.7810	2.0720	12	2046.0030
CLYDE MORRIS BLVD	R	1	2.3220	4.8470	4	4001.5888
CLYDE MORRIS BLVD	R	1	4.8470	5.2970	10	713.2359
CLYDE MORRIS BLVD	R	2	2.3220	4.2480	12	3052.3058
CLYDE MORRIS BLVD	L	2	3.0940	4.2480	12	1828.8867
CLYDE MORRIS BLVD	L	1	2.1530	2.3220	4	267.9009
CLYDE MORRIS BLVD	L	2	2.1530	2.3220	12	267.9009
CLYDE MORRIS BLVD	L	2	0.0000	0.2040	12	326.5042
CLYDE MORRIS BLVD	R	1	0.0000	0.2040	4	326.5042
CLYDE MORRIS BLVD	R	2	0.0000	0.2040	10	326.5042
CLYDE MORRIS BLVD	C	1	0.2040	0.4200	4	345.7006
CLYDE MORRIS BLVD	L	1	0.4200	0.7510	4	529.7197
CLYDE MORRIS BLVD	R	1	0.4200	0.7510	4	529.7197
CLYDE MORRIS BLVD	L	1	0.7510	0.7960	10	72.0713
CLYDE MORRIS BLVD	C	2	0.2040	0.3580	12	246.4780
CLYDE MORRIS BLVD	C	2	0.3580	0.4200	12	99.2227
CLYDE MORRIS BLVD	L	1	0.0000	0.2040	4	326.5042
CR-4118/PIONEER TRL	L	1	11.9870	12.1700	4	294.5632
CR-4118/PIONEER TRL	L	2	11.9870	12.1700	8	294.5632
CR-4118/PIONEER TRL	R	1	11.9870	12.1700	4	294.5632

PAVED SHOULDERS

ROAD_NAME	SIDE	SHOULDER	BEGIN_MILEPOST	END_MILEPOST	WIDTH	LENGTH
CR-4118/PIONEER TRL	R	2	11.9870	12.1700	8	294.5632
CR-4118/PIONEER TRL	C	1	12.1700	12.4500	8	450.7049
CR-4118/PIONEER TRL	L	1	12.4500	12.6280	12	286.5203
CR-4118/PIONEER TRL	R	1	12.4500	12.6280	12	286.5203
CR 15A/N SPG GARDEN	C	1	0.1720	0.6700	12	799.4620
CR15A/N SPG GARDEN	L	1	0.0000	0.1720	12	276.1066
CR15A/N SPG GARDEN	R	1	0.0000	0.1720	12	276.1066
CR15A/N SPG GARDEN	L	1	0.6700	1.1210	12	724.0897
CR15A/N SPG GARDEN	R	1	0.6700	1.1210	12	724.0897
CR15A/N SPG GARDEN	C	1	1.1210	1.2140	12	149.3341
CR15A/N SPG GARDEN	L	1	1.2140	1.3950	12	290.6027
CR15A/N SPG GARDEN	R	1	1.2140	1.3950	12	290.6027
CR15A/N SPG GARDEN	C	1	1.3950	2.1360	12	1189.5211
GRAND AVE/RETTA AVE	C	1	0.0000	2.9610	10	4702.6103
GRAND AVE/RETTA AVE	C	1	0.0000	2.9610	6	4702.6103
GRAND AVE/RETTA AVE	L	1	2.9610	4.6540	6	2688.8175
GRAND AVE/RETTA AVE	R	1	2.9610	4.6540	6	2688.8175
GRAND AVE/RETTA AVE	C	1	4.6540	6.6130	6	3111.1796
GRAVES AVE/KEPLER RD	C	1	8.4750	8.7450	4	435.4783
GRAVES AVE/KEPLER RD	L	1	8.7450	8.8230	12	125.7848
GRAVES AVE/KEPLER RD	R	2	8.7450	8.8230	12	125.7848
GRAVES AVE/KEPLER RD	R	1	8.7450	8.8230	12	125.7848
GRAVES AVE/KEPLER RD	C	1	4.9930	5.3350	6	551.4847
GRAVES AVE/KEPLER RD	C	1	0.7510	1.5030	12	1212.7593
GRAVES AVE/KEPLER RD	L	1	1.5030	1.6760	12	278.9183
GRAVES AVE/KEPLER RD	R	1	1.5030	1.6760	12	278.9183
GRAVES AVE/KEPLER RD	C	1	4.2380	4.9930	6	1217.6108
GRAVES AVE/KEPLER RD	C	1	0.0000	0.0930	4	144.8326
GRAVES AVE/KEPLER RD	C	2	0.0000	0.0930	12	144.8326
N SUMMIT AVE	C	1	0.0000	0.1860	4	299.8260
N SUMMIT AVE	C	2	0.0000	0.1860	12	299.8260
N SUMMIT AVE	C	1	0.1860	0.4450	6	417.5162
CR 305: US 17-FLAGLER	C	1	1.4190	4.5320	8	5016.6638

Section 8

PEDESTRIAN MASTER PLAN



RIVER TO SEA TPO
Transportation Planning Organization
VISION - PLAN - IMPLEMENT
RIVER TO SEA TPO
BICYCLE & PEDESTRIAN MASTER PLAN
PEDESTRIAN ROUTE MAP
MAP LEGEND
Trail System Plan
Existing Trail
Funded Trail: Construction Phase
Funded Trail: Design Phase
Funded Trail: P/E Study Phase
Identified Gap for Trail Placement
Proposed Trail: Adopted
Proposed Trail: Stakeholder Input
Upgrade Connector Sidewalk to Trail
Upgrade Wide Sidewalk to Trail
FGTS Opportunity Corridors
Volusia County Proposed Trails
County Connections
TPO Priority Projects
Other Improvements
Convert to Roundabout
Crosswalk and Pedestrian Signals
General Intersection Improvements
New Pedestrian Bridge
New Trailhead
Rail Crossing Improvements
Traffic Signal System Upgrade
Safety Retrofit
Place Paved Shoulders
Build Shared Use Path
Build Sidewalk
Community Features
Bike Shops
Libraries
Park & Ride
Public Schools
Trail Heads
SunRail Stations
Existing Facilities
Railroads
SunRail Route
Streets
County/City Parks
Conservation
Other Facilities
Other Proposed Sidewalks
Identified SW Gap - Both Sides
Identified SW Gap - One Side
0 1.25 2.5 5 7.5 10 Miles
City-wide master plans included in the priority project listing are omitted from this map.
Inset: Florida Statewide Trail System (OGT)
Existing Trails
Programmed Trails
Opportunity Trails
TPO Boundary
Counties
MAP EXTENT
N
W
E
S
Flagler County
Volusia County
Lake County
Orange County
Seminole County
Brevard County
Atlantic Ocean
Atlantic Ocean
Marineland
Palm Coast
Bunnell
Beverly Beach
Flagler Beach
Ormond Beach
Holly Hill
Daytona Beach
South Daytona
Daytona Beach Shores
Port Orange
Ponce Inlet
New Smyrna Beach
Edgewater
Bethune Beach
Oak Hill
Maytown
Osteen
Seville
Pierson
Barberville
Astor
De Leon Springs
DeLand
Future DeLand Station
Lake Helen
Orange City
Deltona
DeBary
DeBary Station
Sanford
Lake Mary
Longwood
Altamonte Spgs.
Maitland
Winter Park
Lake George
Lake Dexter
Lake Woodruff
Lake Dias
Lake Monroe
Lake Ashby
Lake Harney
Mosquito Lagoon
Indian River Lagoon
Cross Seminole Trail
West Orange Trail
Cross-Volusia Trail
State Road 415 Trail
SR 40 Multi-Use Trail
Spring to Spring Trail
East Central Regional Rail Trail
Coast to Coast Connector
River to Sea Loop
Lake Monroe Loop

SIDEWALKS

ROAD_NAME	ROAD_ID	SIDEWALK_BEGIN	SIDEWALK_END	SIDEWALK_LENGTH	GAP_ID_CNT	SIDEWALK_GAP_TYPE
SR 5; VOLUSIA-ST JOHNS	73010000	0.0000	9.6620	9.6620	Flagler-001	Full Gap-SW missing on both roadsides
SR 5; VOLUSIA-ST JOHNS	73010000	10.8400	12.7730	1.9330	Flagler-002	Partial Gap-SW missing on one roadside
SR 5; VOLUSIA-ST JOHNS	73010000	12.7730	16.6660	3.8930	Flagler-003	Full Gap-SW missing on both roadsides
SR 5; VOLUSIA-ST JOHNS	73010000	16.6660	17.5270	0.8610	Flagler-004	Partial Gap-SW missing on one roadside
SR 5; VOLUSIA-ST JOHNS	73010000	20.2820	21.9400	1.6580	Flagler-005	Partial Gap-SW missing on one roadside
SR 5; VOLUSIA-ST JOHNS	73010000	21.9400	23.6730	1.7330	Flagler-006	Full Gap-SW missing on both roadsides
SR 100; SR5 TO A1A	73020000	1.2400	4.9750	3.7350	Flagler-007	Partial Gap-SW missing on one roadside
SR 100; SR5 TO A1A	73020000	5.0210	7.9830	2.9620	Flagler-008	Partial Gap-SW missing on one roadside
SR A1A VOLUSIA-ST JOHNS	73030000	0.0000	3.6710	3.6710	Flagler-009	Partial Gap-SW missing on one roadside
SR A1A VOLUSIA-ST JOHNS	73030000	4.1470	9.1920	5.0450	Flagler-010	Partial Gap-SW missing on one roadside
SR A1A VOLUSIA-ST JOHNS	73030000	9.1920	16.5450	7.3530	Flagler-011	Partial Gap-SW missing on one roadside
SR A1A VOLUSIA-ST JOHNS	73030000	17.4500	18.5140	1.0640	Flagler-012	Partial Gap-SW missing on one roadside
SR A1A VOLUSIA-ST JOHNS	73030000	18.5560	18.5950	0.0390	Flagler-013	Partial Gap-SW missing on one roadside
SR A1A REALIGNMENT	73030001	0.0000	0.9400	0.9400	Flagler-014	Partial Gap-SW missing on one roadside
SR 11/VOLUSIA CL TO SR 5	73050000	15.1470	15.4000	0.2530	Flagler-017	Partial Gap-SW missing on one roadside
SR 400; SR 9-SR 5	79001000	0.0000	2.1570	2.1570	Volusia-001	Full Gap-SW missing on both roadsides
SR 5; BREVARD CL-SR 600	79010000	0.0000	4.8420	4.8420	Volusia-002	Full Gap-SW missing on both roadsides
SR 5; BREVARD CL-SR 600	79010000	4.8420	6.1210	1.2790	Volusia-003	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	6.1210	6.2670	0.1460	Volusia-004	Full Gap-SW missing on both roadsides
SR 5; BREVARD CL-SR 600	79010000	6.2670	6.9850	0.7180	Volusia-005	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	6.9850	7.6970	0.7120	Volusia-006	Full Gap-SW missing on both roadsides
SR5; BREVARD CL-SR 600	79010000	7.6970	7.7330	0.0360	Volusia-007	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	7.7330	11.2750	3.5420	Volusia-008	Full Gap-SW missing on both roadsides
SR 5; BREVARD CL-SR 600	79010000	11.2750	11.2920	0.0170	Volusia-009	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	11.2920	11.9230	0.6310	Volusia-010	Full Gap-SW missing on both roadsides
SR 5; BREVARD CL-SR 600	79010000	11.9230	12.0170	0.0940	Volusia-011	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	12.0710	12.4820	0.4110	Volusia-012	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	13.3270	14.8190	1.4920	Volusia-014	Full Gap-SW missing on both roadsides
SR 5; BREVARD CL-SR 600	79010000	14.8190	14.8590	0.0400	Volusia-015	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	14.9650	15.2390	0.2740	Volusia-016	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	16.9960	17.4860	0.4900	Volusia-017	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	20.5710	21.2830	0.7120	Volusia-018	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	21.2830	21.3410	0.0580	Volusia-019	Full Gap-SW missing on both roadsides

SIDEWALKS

ROAD_NAME	ROAD_ID	SIDEWALK_BEGIN	SIDEWALK_END	SIDEWALK_LENGTH	GAP_ID_CNT	SIDEWALK_GAP_TYPE
SR 5; BREVARD CL-SR 600	79010000	21.3410	21.7600	0.4190	Volusia-020	Partial Gap-SW missing on one roadside
SR 5; BREVARD CL-SR 600	79010000	21.7600	24.7620	3.0020	Volusia-021	Full Gap-SW missing on both roadsides
SR 5; BREVARD CL-SR 600	79010000	12.6050	13.3270	0.7220	Volusia-013	Partial Gap-SW missing on one roadside
SR 5; SR 600-FLAGLER CL	79030000	6.2380	7.9600	1.7220	Volusia-026	Full Gap-SW missing on both roadsides
SR 5; SR 600-FLAGLER CL	79030000	7.9600	7.9890	0.0290	Volusia-027	Partial Gap-SW missing on one roadside
SR 5; SR 600-FLAGLER CL	79030000	8.0610	8.1570	0.0960	Volusia-028	Partial Gap-SW missing on one roadside
SR 5; SR 600-FLAGLER CL	79030000	8.1570	8.4630	0.3060	Volusia-029	Full Gap-SW missing on both roadsides
SR 5; SR 600-FLAGLER CL	79030000	8.4630	8.5200	0.0570	Volusia-030	Partial Gap-SW missing on one roadside
SR 5; SR 600-FLAGLER CL	79030000	8.5200	10.1000	1.5800	Volusia-031	Full Gap-SW missing on both roadsides
SR 5; SR 600-FLAGLER CL	79030000	10.1000	10.2840	0.1840	Volusia-032	Partial Gap-SW missing on one roadside
SR 5; SR 600-FLAGLER CL	79030000	10.2840	10.8000	0.5160	Volusia-033	Full Gap-SW missing on both roadsides
SR 5; SR 600-FLAGLER CL	79030000	10.8000	10.8870	0.0870	Volusia-034	Partial Gap-SW missing on one roadside
SR 5; SR 600-FLAGLER CL	79030000	10.8870	11.2920	0.4050	Volusia-035	Full Gap-SW missing on both roadsides
SR 5; SR 600-FLAGLER CL	79030000	11.2920	11.4610	0.1690	Volusia-036	Partial Gap-SW missing on one roadside
SR 5; SR 600-FLAGLER CL	79030000	11.4610	12.8030	1.3420	Volusia-037	Full Gap-SW missing on both roadsides
15/600; SEMINOLE TO SR 600	79040000	8.5710	8.6030	0.0320	Volusia-038	Partial Gap-SW missing on one roadside
15/600; SEMINOLE TO SR 600	79040000	8.6030	8.7640	0.1610	Volusia-039	Full Gap-SW missing on both roadsides
15/600; SEMINOLE TO SR 600	79040000	8.7640	8.8190	0.0550	Volusia-040	Partial Gap-SW missing on one roadside
15/600; SEMINOLE TO SR 600	79040000	8.8370	8.8890	0.0520	Volusia-041	Partial Gap-SW missing on one roadside
15/600; SEMINOLE TO SR 600	79040000	8.8890	9.2820	0.3930	Volusia-042	Full Gap-SW missing on both roadsides
15/600; SEMINOLE TO SR 600	79040000	9.2820	9.5020	0.2200	Volusia-043	Partial Gap-SW missing on one roadside
15/600; SEMINOLE TO SR 600	79040000	9.5020	9.8520	0.3500	Volusia-044	Full Gap-SW missing on both roadsides
15/600; SEMINOLE TO SR 600	79040000	9.8520	10.0230	0.1710	Volusia-045	Partial Gap-SW missing on one roadside
15/600; SEMINOLE TO SR 600	79040000	11.5170	11.5490	0.0320	Volusia-046	Partial Gap-SW missing on one roadside
REALIGNMENT OF 79040	79040101	0.0000	0.1150	0.1150	Volusia-047	Full Gap-SW missing on both roadsides
REALIGNMENT OF 79040	79040101	0.1150	0.1680	0.0530	Volusia-048	Partial Gap-SW missing on one roadside
15; SR 600 TO PUTNAM	79050000	1.0200	1.2030	0.1830	Volusia-049	Partial Gap-SW missing on one roadside
15; SR 600 TO PUTNAM	79050000	1.2030	2.5710	1.3680	Volusia-050	Full Gap-SW missing on both roadsides
15; SR 600 TO PUTNAM	79050000	2.5710	2.8210	0.2500	Volusia-051	Partial Gap-SW missing on one roadside
15; SR 600 TO PUTNAM	79050000	2.8210	4.2770	1.4560	Volusia-052	Full Gap-SW missing on both roadsides
15; SR 600 TO PUTNAM	79050000	4.2770	4.3110	0.0340	Volusia-053	Partial Gap-SW missing on one roadside
15; SR 600 TO PUTNAM	79050000	4.3110	5.1490	0.8380	Volusia-054	Full Gap-SW missing on both roadsides
15; SR 600 TO PUTNAM	79050000	5.8830	15.7050	9.8220	Volusia-055	Full Gap-SW missing on both roadsides

SIDEWALKS

ROAD_NAME	ROAD_ID	SIDEWALK_BEGIN	SIDEWALK_END	SIDEWALK_LENGTH	GAP_ID_CNT	SIDEWALK_GAP_TYPE
15; SR 600 TO PUTNAM	79050000	17.0980	22.2250	5.1270	Volusia-057	Full Gap-SW missing on both roadsides
15; SR 600 TO PUTNAM	79050000	22.2250	22.2660	0.0410	Volusia-058	Partial Gap-SW missing on one roadside
15; SR 600 TO PUTNAM	79050000	22.2660	22.3190	0.0530	Volusia-059	Full Gap-SW missing on both roadsides
15; SR 600 TO PUTNAM	79050000	22.3190	22.6950	0.3760	Volusia-060	Partial Gap-SW missing on one roadside
15; SR 600 TO PUTNAM	79050000	22.6950	25.8730	3.1780	Volusia-061	Full Gap-SW missing on both roadsides
SR 600 FROM SR 15 TO SR 5	79060000	0.1250	1.5130	1.3880	Volusia-062	Partial Gap-SW missing on one roadside
SR 600 FROM SR 15 TO SR 5	79060000	1.5520	2.6420	1.0900	Volusia-063	Partial Gap-SW missing on one roadside
SR 600 FROM SR 15 TO SR 5	79060000	2.6420	2.6720	0.0300	Volusia-064	Partial Gap-SW missing on one roadside
SR 600 FROM SR 15 TO SR 5	79060000	2.6720	3.1840	0.5120	Volusia-065	Full Gap-SW missing on both roadsides
SR 600 FROM SR 15 TO SR 5	79060000	3.1840	3.1980	0.0140	Volusia-066	Partial Gap-SW missing on one roadside
SR 600 FROM SR 15 TO SR 5	79060000	3.2700	12.6610	9.3910	Volusia-067	Full Gap-SW missing on both roadsides
SR 600 FROM SR 15 TO SR 5	79060000	12.6610	12.7010	0.0400	Volusia-068	Partial Gap-SW missing on one roadside
SR 600 FROM SR 15 TO SR 5	79060000	12.7010	16.1080	3.4070	Volusia-069	Full Gap-SW missing on both roadsides
SR 600 FROM SR 15 TO SR 5	79060000	16.1080	16.3670	0.2590	Volusia-070	Partial Gap-SW missing on one roadside
SR 44	79070000	0.0000	1.1930	1.1930	Volusia-071	Full Gap-SW missing on both roadsides
SR 44	79070000	2.4540	3.3600	0.9060	Volusia-072	Full Gap-SW missing on both roadsides
SR 44	79070000	3.3600	3.5760	0.2160	Volusia-073	Partial Gap-SW missing on one roadside
SR 44	79070000	3.5760	3.6100	0.0340	Volusia-074	Full Gap-SW missing on both roadsides
SR 44	79070000	3.6100	3.6720	0.0620	Volusia-075	Partial Gap-SW missing on one roadside
SR 44	79070000	3.7020	3.7360	0.0340	Volusia-076	Partial Gap-SW missing on one roadside
SR 44	79070000	6.3700	6.4030	0.0330	Volusia-077	Partial Gap-SW missing on one roadside
SR 44	79070000	6.4030	6.5840	0.1810	Volusia-078	Full Gap-SW missing on both roadsides
SR 44	79070000	6.5840	6.8920	0.3080	Volusia-079	Partial Gap-SW missing on one roadside
SR 44	79070000	6.8920	8.6580	1.7660	Volusia-080	Full Gap-SW missing on both roadsides
SR 44	79070000	10.2000	10.7280	0.5280	Volusia-081	Partial Gap-SW missing on one roadside
SR 44	79070000	10.7280	26.1510	15.4230	Volusia-082	Full Gap-SW missing on both roadsides
SR 44	79070000	26.1510	26.4400	0.2890	Volusia-083	Partial Gap-SW missing on one roadside
SR 44	79070000	26.5120	26.9380	0.4260	Volusia-084	Partial Gap-SW missing on one roadside
SR 44	79070000	28.7350	29.0450	0.3100	Volusia-085	Full Gap-SW missing on both roadsides
SR 44	79070000	8.6580	8.7730	0.1150	Volusia-086	Full Gap-SW missing on both roadsides
SR 44	79070000	9.0850	9.6510	0.5660	Volusia-087	Full Gap-SW missing on both roadsides
SR 44	79070000	29.2250	30.3920	1.1670	Volusia-088	Partial Gap-SW missing on one roadside
BUS 44; SR 44 TO SR 44	79070001	0.0000	0.0520	0.0520	Volusia-089	Partial Gap-SW missing on one roadside

SIDEWALKS

ROAD_NAME	ROAD_ID	SIDEWALK_BEGIN	SIDEWALK_END	SIDEWALK_LENGTH	GAP_ID_CNT	SIDEWALK_GAP_TYPE
BUS 44; SR 44 TO SR 44	79070001	0.0520	0.1690	0.1170	Volusia-090	Partial Gap-SW missing on one roadside
BUS 44; SR 44 TO SR 44	79070001	0.2180	0.6770	0.4590	Volusia-091	Partial Gap-SW missing on one roadside
SR44/CONN TO CANAL ST	79070002	0.0000	0.0900	0.0900	Volusia-092	Full Gap-SW missing on both roadsides
SR44/CONN TO CANAL ST	79070002	0.0900	0.1130	0.0230	Volusia-093	Partial Gap-SW missing on one roadside
SR44/CONN TO CANAL ST	79070002	0.1130	0.1420	0.0290	Volusia-094	Partial Gap-SW missing on one roadside
SR 44 REALIGNMENT	79070005	0.0000	1.2610	1.2610	Volusia-095	Full Gap-SW missing on both roadsides
SR 44 NEW ALIGNMENT	79070006	0.0000	0.9070	0.9070	Volusia-096	Partial Gap-SW missing on one roadside
SR A1A; SR 5 TO FLAGLER	79080000	6.7330	8.5810	1.8480	Volusia-097	Partial Gap-SW missing on one roadside
SR A1A; SR 5 TO FLAGLER	79080000	8.9990	9.1220	0.1230	Volusia-098	Partial Gap-SW missing on one roadside
SR A1A; SR 5 TO FLAGLER	79080000	9.1450	9.9380	0.7930	Volusia-099	Partial Gap-SW missing on one roadside
SR A1A; SR 5 TO FLAGLER	79080000	9.9380	9.9830	0.0450	Volusia-100	Full Gap-SW missing on both roadsides
SR A1A; SR 5 TO FLAGLER	79080000	9.9830	10.0300	0.0470	Volusia-101	Partial Gap-SW missing on one roadside
SR A1A; SR 5 TO FLAGLER	79080000	10.0300	10.0910	0.0610	Volusia-102	Full Gap-SW missing on both roadsides
SR A1A; SR 5 TO FLAGLER	79080000	10.0910	11.1100	1.0190	Volusia-103	Partial Gap-SW missing on one roadside
SR A1A; SR 5 TO FLAGLER	79080000	11.1100	11.1700	0.0600	Volusia-104	Full Gap-SW missing on both roadsides
SR A1A; SR 5 TO FLAGLER	79080000	11.1700	12.2980	1.1280	Volusia-105	Partial Gap-SW missing on one roadside
SR A1A; SR 5 TO FLAGLER	79080000	12.2980	12.3270	0.0290	Volusia-106	Full Gap-SW missing on both roadsides
SR A1A; SR 5 TO FLAGLER	79080000	12.3270	16.7260	4.3990	Volusia-107	Partial Gap-SW missing on one roadside
SR 11: US 17-FLAGLER	79090000	0.0000	0.1640	0.1640	Volusia-108	Partial Gap-SW missing on one roadside
SR 11: US 17-FLAGLER	79090000	0.6850	1.5940	0.9090	Volusia-109	Partial Gap-SW missing on one roadside
SR 1 1: US 17-FLAGLER	79090000	1.5940	14.3160	12.7220	Volusia-110	Full Gap-SW missing on both roadsides
SR 40/LAKE CL TO SR 5	79100000	0.0000	0.0460	0.0460	Volusia-111	Partial Gap-SW missing on one roadside
SR 40/LAKE CL TO SR 5	79100000	0.0460	22.4410	22.3950	Volusia-112	Full Gap-SW missing on both roadsides
SR 40/LAKE CL TO SR 5	79100000	22.4410	25.4770	3.0360	Volusia-113	Partial Gap-SW missing on one roadside
SR 40/LAKE CL TO SR 5	79100000	25.4770	26.2440	0.7670	Volusia-114	Full Gap-SW missing on both roadsides
SR 415; SEMINOLE CL-CR 4118	79120000	0.0000	2.2610	2.2610	Volusia-115	Full Gap-SW missing on both roadsides
SR 415; SEMINOLE CL-CR 4118	79120000	7.2980	17.5900	10.2920	Volusia-116	Full Gap-SW missing on both roadsides
15A; 15/600 TO SR 15	79160000	0.0000	0.0820	0.0820	Volusia-118	Partial Gap-SW missing on one roadside
SR A1A / SR 5 TO SR 600	79180000	0.5080	1.0260	0.5180	Volusia-119	Partial Gap-SW missing on one roadside
SR A1A / SR 5 TO SR 600	79180000	1.0260	1.0750	0.0490	Volusia-120	Full Gap-SW missing on both roadsides
SR A1A / SR 5 TO SR 600	79180000	1.0750	1.0850	0.0100	Volusia-121	Partial Gap-SW missing on one roadside
SR 472	79181000	0.3760	3.0820	2.7060	Volusia-122	Full Gap-SW missing on both roadsides
SR 472	79181000	3.0820	3.4020	0.3200	Volusia-123	Partial Gap-SW missing on one roadside

SIDEWALKS

ROAD_NAME	ROAD_ID	SIDEWALK_BEGIN	SIDEWALK_END	SIDEWALK_LENGTH	GAP_ID_CNT	SIDEWALK_GAP_TYPE
SR 472	79181000	3.4020	3.4770	0.0750	Volusia-124	Full Gap-SW missing on both roadsides
SR 472	79181000	3.4770	3.7820	0.3050	Volusia-125	Partial Gap-SW missing on one roadside
SR 5A; SR 5-SR 5	79190000	9.7910	10.3890	0.5980	Volusia-126	Full Gap-SW missing on both roadsides
SR 5A; SR 5-SR 5	79190000	15.5680	15.5800	0.0120	Volusia-127	Partial Gap-SW missing on one roadside
SR 5A; SR 5-SR 5	79190000	15.5800	15.6060	0.0260	Volusia-128	Full Gap-SW missing on both roadsides
SR 5A 3RD ST	79190005	0.0000	0.0220	0.0220	Volusia-129	Partial Gap-SW missing on one roadside
SR 5A REALIGNMENT	79190006	0.1690	0.9170	0.7480	Volusia-130	Partial Gap-SW missing on one roadside
NOVA RD TO SR 5A	79190007	0.0000	0.1400	0.1400	Volusia-131	Full Gap-SW missing on both roadsides
CR & SR 442	79210000	0.1920	2.2140	2.0220	Volusia-132	Full Gap-SW missing on both roadsides
CR & SR 442	79210000	2.2140	2.2530	0.0390	Volusia-133	Partial Gap-SW missing on one roadside
430; SR 483 TO SR A1A	79220000	0.4380	0.5860	0.1480	Volusia-134	Partial Gap-SW missing on one roadside
430; SR 483 TO SR A1A	79220000	0.7920	0.8210	0.0290	Volusia-135	Partial Gap-SW missing on one roadside
430; SR 483 TO SR A1A	79220000	0.9500	1.5630	0.6130	Volusia-136	Partial Gap-SW missing on one roadside
430; SR 483 TO SR A1A	79220000	1.5950	1.8700	0.2750	Volusia-137	Partial Gap-SW missing on one roadside
430; SR 483 TO SR A1A	79220000	1.8700	1.9120	0.0420	Volusia-138	Full Gap-SW missing on both roadsides
SR 430; N. BEACH TO SR A1A	79220001	0.0000	0.6250	0.6250	Volusia-139	Partial Gap-SW missing on one roadside
SR 430; SR A1A TO N BEACH	79220002	0.4080	0.9970	0.5890	Volusia-140	Partial Gap-SW missing on one roadside
SR 421 WILLIAMSON BV-SR 5	79230000	0.0240	0.2720	0.2480	Volusia-141	Partial Gap-SW missing on one roadside
SR 441 A1A T0 600	79260000	0.0000	2.0190	2.0190	Volusia-142	Partial Gap-SW missing on one roadside
SR 441 A1A T0 600	79260000	2.0190	2.0870	0.0680	Volusia-143	Full Gap-SW missing on both roadsides
SR 441 A1A T0 600	79260000	2.0870	3.1780	1.0910	Volusia-144	Partial Gap-SW missing on one roadside
SR 441 A1A T0 600	79260000	3.3110	3.9170	0.6060	Volusia-145	Partial Gap-SW missing on one roadside
SR 483-SR 400 TO SR 430	79270000	0.0000	0.1750	0.1750	Volusia-146	Partial Gap-SW missing on one roadside
SR 483-SR 400 TO SR 430	79270000	0.1750	0.6980	0.5230	Volusia-147	Full Gap-SW missing on both roadsides
SR 483-SR 400 TO SR 430	79270000	0.6980	1.2730	0.5750	Volusia-148	Partial Gap-SW missing on one roadside
SR 483-SR 400 TO SR 430	79270000	1.3010	1.4590	0.1580	Volusia-149	Partial Gap-SW missing on one roadside
SR 483-SR 400 TO SR 430	79270000	1.4870	1.6340	0.1470	Volusia-150	Partial Gap-SW missing on one roadside
SR 483-SR 400 TO SR 430	79270000	1.7750	1.8220	0.0470	Volusia-151	Full Gap-SW missing on both roadsides
SR 483-SR 400 TO SR 430	79270000	1.8220	2.1560	0.3340	Volusia-152	Partial Gap-SW missing on one roadside
SR 483-SR 400 TO SR 430	79270000	2.1960	2.2690	0.0730	Volusia-153	Partial Gap-SW missing on one roadside

Section 9

IMPLEMENTATION

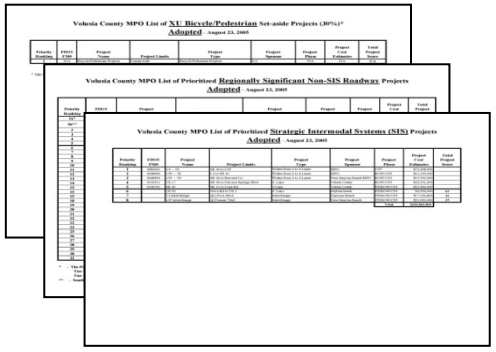
Overview of Project Development

Several plans feed into the TPO's LRTP: local government comprehensive plans, capital improvement plans, transit development plans, capital replacement plans. A List of Prioritized Projects (LOPP) is developed in coordination with FDOT. The LOPP is formally reviewed by the TPO's advisory committees before approval by the TPO Board in June of each year. Once the LOPP is adopted by the TPO Board, it is submitted to FDOT by October 1 of each year. The LOPP is used by FDOT in developing the FDOT 5-year work program and is used by the TPO in developing its TIP.

OVERVIEW OF PROJECT DEVELOPMENT

Comp. Plans, Capital Improvement Plans

Local Government Transportation Plan



TPO 20-Year Long Range Transportation Plan (LRTP)

Project Priority Listing

FDOT 5-Year Work Program

Transit Development Plan (TDP)

TPO 5-Year Transportation Improvement Program (TIP)

Capital Replacement Plan

Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan (LRTP) is required by Federal and State laws and regulations. The LRTP encourages and promotes the safe and efficient management, operation, and development of a cost-feasible intermodal transportation system that will serve the mobility needs of people and freight; and foster economic growth and development within and through urbanized areas of the State, while maintaining transportation-related fuel consumption, air pollution, and greenhouse gas (GHG) emissions. The TPO is required to develop an LRTP that addresses a 20-year planning horizon and include long-range and short-range strategies consistent with Federal, State, and local goals and objectives. Projects and program areas must be included in the LRTP to receive federal funding. The TPO develops the LRTP through a "3-C" planning process (continuing, cooperative, and comprehensive) that addresses the following Federal Planning Factors:

1. Support the economic vitality of the metropolitan area; especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
7. Promote efficient system management and operations;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

In addition to these planning factors, Federal law and regulation requires the LRTP to include, at a minimum:

1. The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. [23 C.F.R. 450.324(g)(1)]
2. Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, non-motorized transportation facilities (e.g., pedestrian walkways and bicycle facilities, and intermodal connectors), which should function as an integrated metropolitan

transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. In addition, the locally preferred alternative selected from an Alternative Analysis under the Federal Transit Administration's (FTA) Capital Investment Grant Program needs to be adopted as a part of the plan. [23 C.F.R. 450.324(g)(2)]

3. A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with the required performance management approach. [23 C.F.R. 450.324(g)(3)] See Chapter 8 for detailed information about the Federally-required performance management approach to metropolitan transportation decision-making.
4. A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the required performance targets, including progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and, for MPOs that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system, and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. [23 C.F.R. 450.324(g)(4)] See Chapter 8 for detailed information about the Federally-required performance management approach to metropolitan transportation decision-making.
5. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods. [23 C.F.R. 450.324(g)(5)]
6. Consideration of the results of the congestion management process in Transportation Management Areas (TMA), including the identification of single occupancy vehicle (SOV) projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide. [23 C.F.R. 450.324(g)(6)]
7. Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system. [23 C.F.R. 450.324(g)(7)]
8. Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including

transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate. [23 C.F.R. 450.324(g)(8)]

9. Descriptions of proposed improvements in sufficient detail to develop cost estimates (e.g., design concept and design scope descriptions). [23 C.F.R. 450.324(g)(9)]
10. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation. [23 C.F.R. 450.324(g)(10)]
11. A financial plan that demonstrates how the adopted transportation plan can be implemented. Revenue and cost estimates must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. [23 C.F.R. 450.324(g)(11)]
12. Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). [23 C.F.R. 450.324(g)(12)]
13. Both long- and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. [23 C.F.R. 450.324(b)]
14. The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update. [23 C.F.R. 450.324(f)]
15. Integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP) required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 C.F.R. Part 659, as in effect until completion of the Public Transportation Agency Safety Plan; and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland

security, as appropriate, to safeguard the personal security of all motorized and non-motorized users. [23 C.F.R. 450.324(i)]

Section 339.175(6)(b), Florida Statutes, requires the LRTP provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and non-motorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation; and
7. Emphasize the preservation of the existing transportation system.

In addition to these considerations, Florida Statutes require MPOs to develop, in cooperation with the State and public transit operators, transportation plans and programs for each metropolitan area that provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities, which will function as an intermodal transportation system for the metropolitan area, based upon the prevailing principles provided in s.334.046, F.S. and s.339.175(1), F.S.

The process for developing such plans and programs shall provide for consideration of all modes of transportation; and shall be continuing, cooperative, and comprehensive, to the degree appropriate, based on the complexity of the transportation problems to be addressed. [s.339.175(1), F.S.]

To ensure the process is integrated with the statewide planning process, MPOs shall develop plans and programs that identify transportation facilities that should function as an integrated metropolitan transportation system, giving emphasis to facilities that serve important national, state, and regional transportation functions. These include the facilities on the Strategic Intermodal System (SIS) designated under Section s.339.63, F.S. and facilities for which projects have been identified pursuant to Section s.339.2819(4), F.S. (Transportation Regional Incentive Program). [s.339.175(1), F.S.]

The LRTP must address at least a 20-year planning horizon, must include both long-range and short-range strategies, and must comply with all other State and Federal requirements. The

LRTP also must consider these prevailing principles: preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility. [s.339.175(7), F.S.]

The LRTP must be consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved local government comprehensive plans of the units of local government located within the jurisdiction of the MPO. [s.339.175(7), F.S.]

Each MPO is encouraged to consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce GHG emissions. [s.339.175(7), F.S.]

The approved LRTP must be considered by local governments in the development of the transportation elements in local government comprehensive plans and any amendments thereto. [s.339.175(7), F.S.]

The LRTP must, at a minimum:

1. Identify transportation facilities, including, but not limited to, major roadways, airports, seaports, spaceports, commuter rail systems, transit systems, and intermodal or multimodal terminals that will function as an integrated metropolitan transportation system. [s.339.175(7)(a), F.S.]

2. Give emphasis to those transportation facilities that serve national, statewide, or regional functions; and must consider the goals and objectives identified in the Florida Transportation Plan. If a project is located within the boundaries of more than one MPO, the MPOs must coordinate plans regarding the project in their LRTPs. [s.339.175(7)(a), F.S.]

3. Include a financial plan that demonstrates how the plan can be implemented, indicating resources from public and private sources that are reasonably expected to be available to carry out the plan, and recommends any additional financing strategies for needed projects and programs. The financial plan may include, for illustrative purposes, additional projects that would be included in the adopted LRTP if reasonable additional resources beyond those identified in the financial plan were available. [s.339.175(7)(b), F.S.]

4. Assess capital investment and other measures necessary to ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities. [s.339.175(7)(c)(1), F.S.]

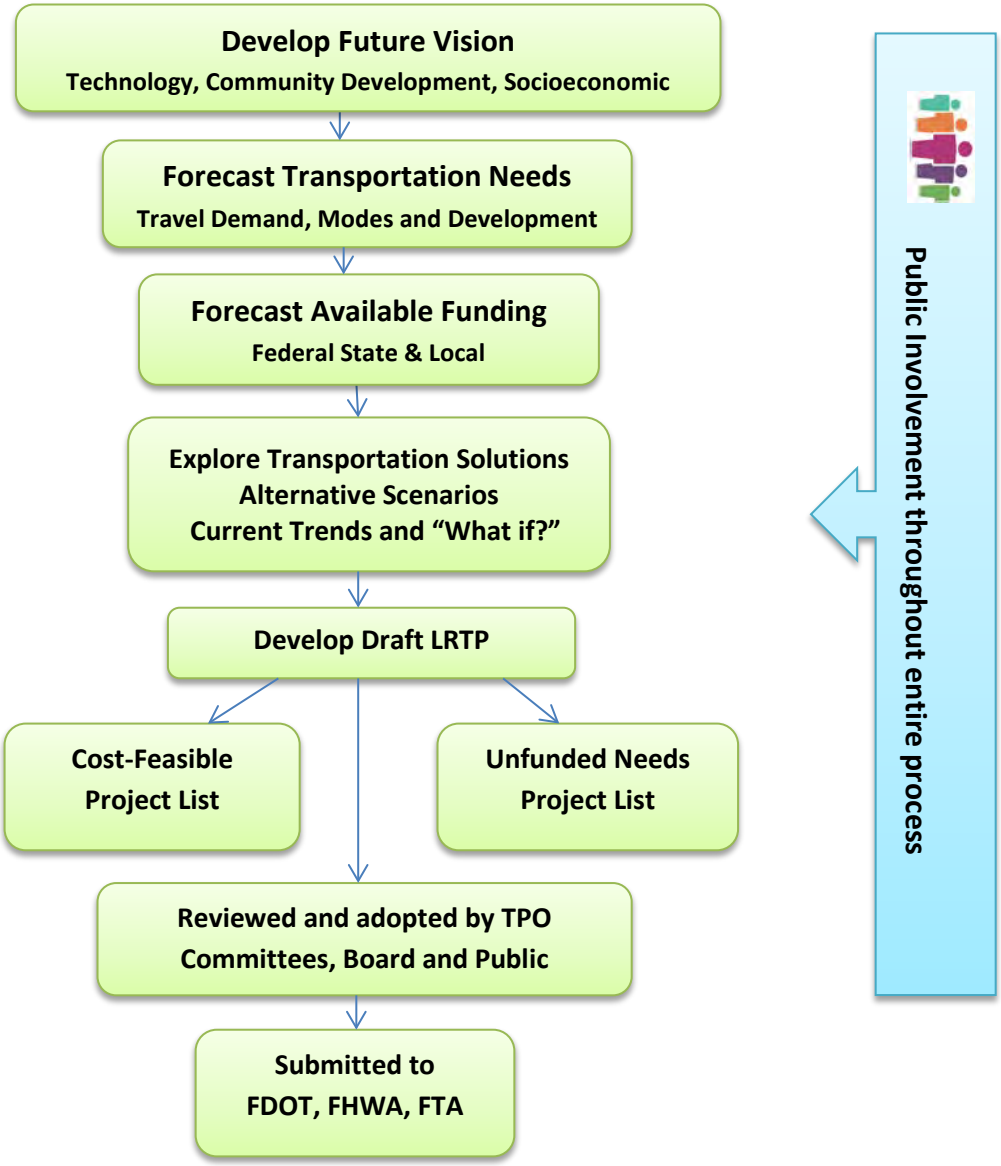
5. Assess capital investment and other measures necessary to make the most efficient use of existing transportation facilities to relieve vehicular congestion, improve safety, and maximize

the mobility of people and goods. Such efforts must include, but are not limited to, consideration of infrastructure and technological improvements necessary to accommodate advances in vehicle technology, such as autonomous technology and other developments. [s.339.175(7)(c)(2), F.S.]

6. Indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising. [s.339.175(7)(d), F.S.]

7. Be approved by each MPO on a recorded roll-call vote or hand-counted vote of the majority of the MPO membership present. [s.339.175(13), F.S.]

Long Range Transportation Plan (LRTP) Development Process



Long Range Transportation Plan: A required document that guides the development, management, and operation of a safe and efficient transportation system. (Florida Statutes 339.175 and 23 CFR 450.322)

- Projects and program areas must be included in the long range plan to receive federal funding
- Updated every five years
- Includes performance measures that align goals and objectives with national transportation goals
- Describes the existing transportation system
- Identifies current and future transportation system needs for 20-year planning period
- Includes both long range and short range strategies
- Develops an integrated, multimodal transportation system to facilitate the safe and efficient movement of people and goods
- Addresses current and future transportation demand

The TPO uses the LRTP to:

1) Estimate future development and needs for transportation
2) Prioritize existing and proposed transportation projects
3) Ensure new transportation improvements meet community values
4) Guide expenditure of transportation funds
5) Promote safe and efficient transportation services

Priority Project Process

The River to Sea TPO conducts an annual "Call for Projects", accepting applications for projects from member local governments to be added to the List of Prioritized Projects. The applications are used by the TPO to qualify and prioritize proposed transportation-related projects for feasibility study and/or implementation using federal and/or state transportation funding. The TPO has six categories of Priority Projects, which are:

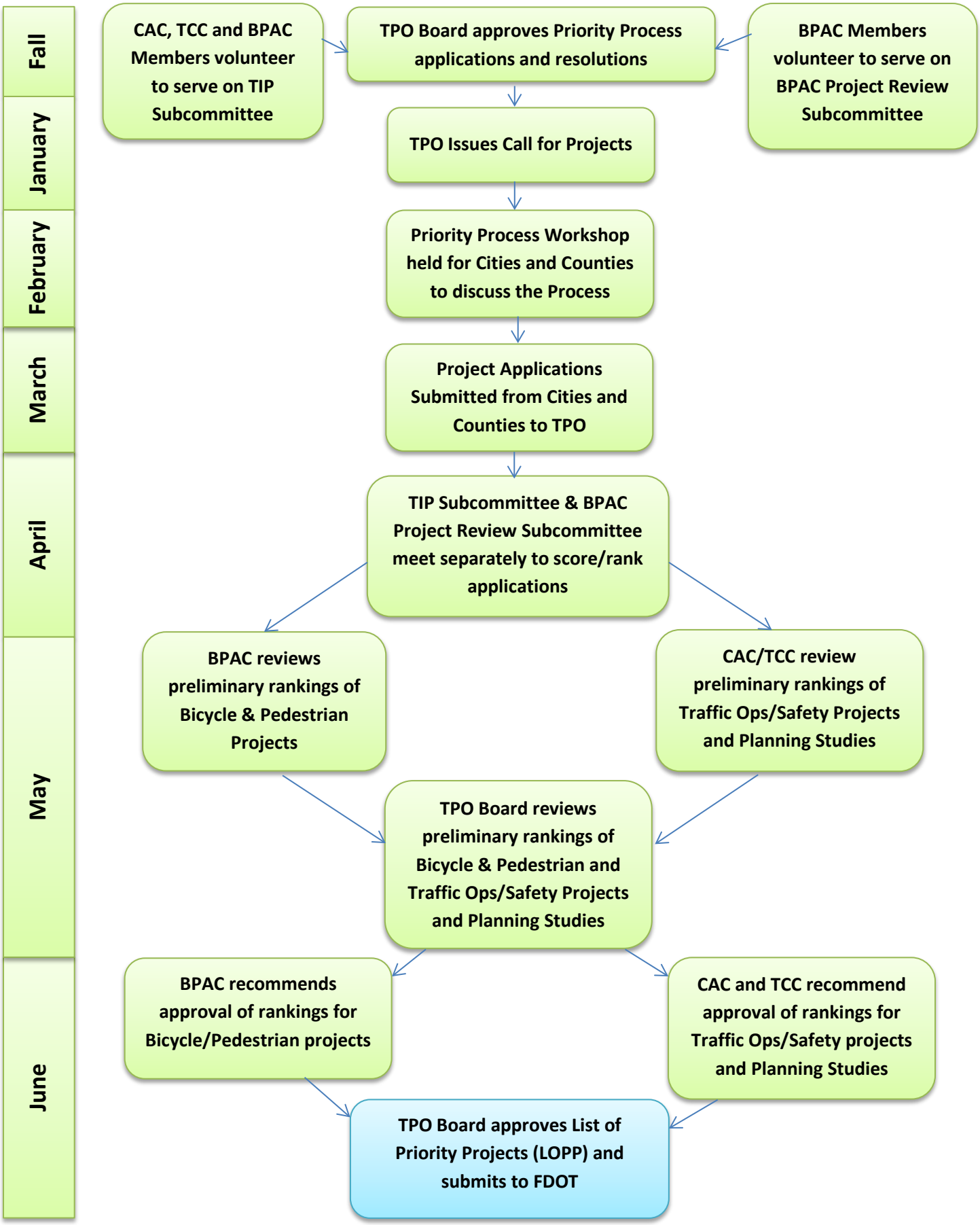
- Strategic Intermodal System (SIS) Roadway Projects
- Regionally Significant Non-SIS Roadway Projects and Major Bridge Projects
- Public Transit Projects
- Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Projects
- Bicycle/Pedestrian and B/P Local Initiatives (bicycle and pedestrian focused) Projects
- Transportation Planning Studies

Normally, applications for transportation-related projects in the following Priority Project categories are accepted in any given Call for Projects application cycle:

- Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Projects
- Bicycle/Pedestrian and B/P Local Initiatives (bicycle and pedestrian focused) Projects
- Transportation Planning Studies

Applications are not accepted for projects to be included on the List of Prioritized Strategic Intermodal System (SIS) Roadway Projects and the List of Prioritized Regionally Significant, Non-SIS Roadway and Major Bridge Projects. Only projects identified in the adopted Long Range Transportation Plan qualify for these lists. Projects to be included on the List of Prioritized Public Transit Projects are selected by the TPO in cooperation with the public transit agencies. The TPO recommends feasibility studies for all Bicycle/Pedestrian and B/P Local Initiatives Projects (bicycle and pedestrian focused). Feasibility studies can be completed by the TPO's consultant, a local government project sponsor, or an independent consultant. Project applications submitted for implementation (design phase funding) are required to have completed feasibility studies. No feasibility studies are required for projects that have completed the design phase and are being submitted for construction phase funding.

TPO's Annual Priority Project Process



Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a four-year program for highway and transit improvements. The TPO is required to develop and adopt a TIP annually that includes a five-year program of projects. The fifth year is included for illustrative purposes. The TIP is developed by the TPO in cooperation with FDOT and public transportation operators. In developing the TIP, the TPO consults with agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation. The TPO must demonstrate that the TIP is financially constrained by year and maintain that financial constraint. [23 C.F.R. 450.326(k)] The TPO routinely includes a comparison report that compares the funding sources and amounts by year to the total project costs by year. The TIP includes a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. [23 C.F.R. 450.326(i)] The TIP shall include a project or phase of a project only if full funding can reasonably be anticipated for the time period contemplated to complete the project. [23 C.F.R. 450.326(k)] The TIP may include projects that are not fully funded in the four Federally recognized years of the TIP, so long as that project or project phase is fully funded within the 20-year time horizon of the LRTP.

The TIP must include:

- Capital and noncapital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Tribal Transportation Program, Federal Lands Transportation Program, and Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities). [23 C.F.R. 450.326(e)]
- All regionally significant projects requiring an action by FHWA or FTA, regardless of funding source. [23 C.F.R. 450.326(f)]
- For information purposes, all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or FTA, as well as all regionally significant projects to be funded with non-Federal funds. [23 C.F.R. 450.326(f)]

The following types of projects may be included in the TIP, but are not required: [23 C.F.R. 450.326(e)]

- Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
- Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);
- State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);

- At the discretion of the State and TPO, metropolitan planning projects funded with Surface Transportation Program funds;
- Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
- National planning and research projects funded under 49 U.S.C. 5314; and
- Project management oversight projects funded under 49 U.S.C. 5327.

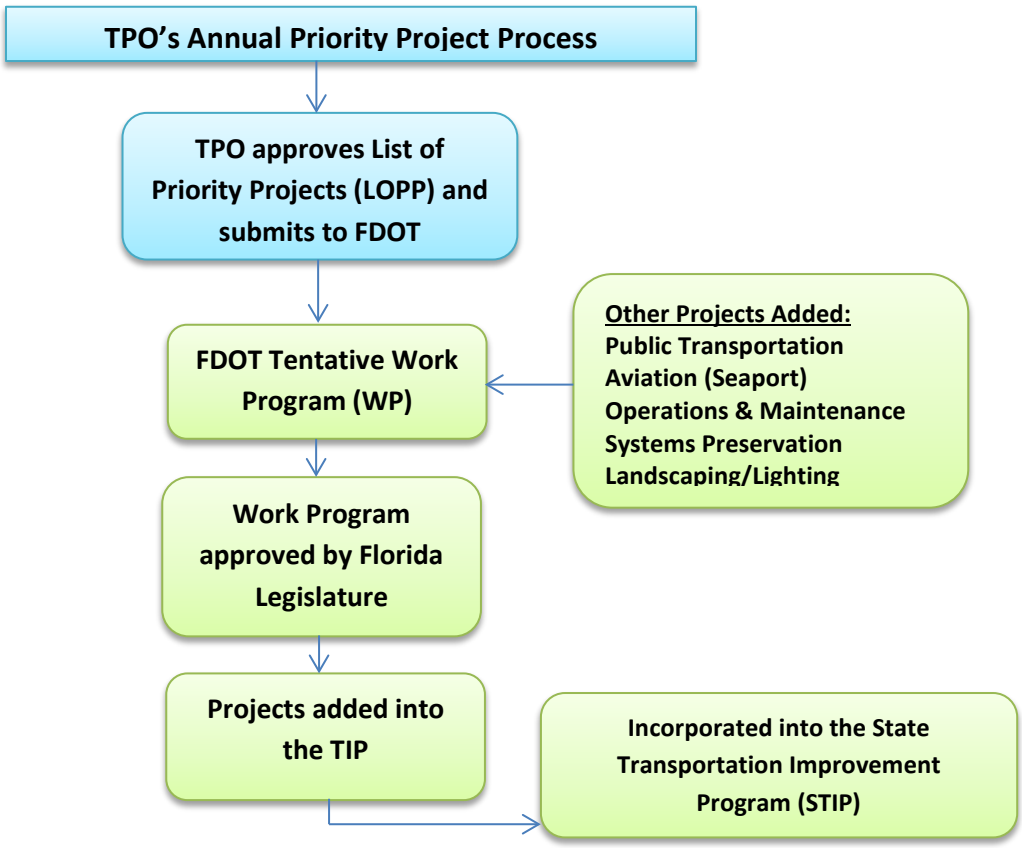
The TIP must include, for each project or phase (e.g., preliminary engineering, environment/National Environmental Protection Act (NEPA), right of way, design, or construction), the following: [23 C.F.R. 450.326(g)]

- Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase.
- Estimated total project cost, which may extend beyond the four years of the TIP.
- The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds).
- Identification of the agencies responsible for carrying out the project or phase.
- In nonattainment and maintenance areas, identification of those projects that are identified as Transportation Control Measures (TCM) in the applicable SIP.
- In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the Environmental Protection Agency (EPA) transportation conformity regulations (40 C.F.R. Part 93, Subpart A).
- In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

The TPO may group projects that are not considered to be of appropriate scale for individual identification in a given program year. [23 C.F.R. 450.326(h)]

Each project or project phase included in the TIP must be consistent with the approved LRTP. [23 C.F.R. 450.326(i) and s.339.175(8)(c)(2), F.S.]

Transportation Improvement Program (TIP)
Flow of Projects



Transportation Improvement Program (TIP): A mid-range planning document that reflects the transportation expenditures planned to be spent over the next five years; includes federally and state funded transportation projects scheduled for implementation in the TPO planning area

Only projects consistent with TPO's adopted LRTP may be included in the TIP

TIP Amendments: Necessary to keep TIP consistent with FDOT's Work Program; amendments can be due to changes in funding or project limits; can also be projects funded strictly by FDOT not using the TPO's Set-Aside (SU) Funding

Examples of Projects in the TPO's FY 2017/18 to 2021/22 TIP:

- Volusia - Votran Increase Headways Routes 3 & 4 (FM# 4302851)
- Doyle Road Paved Shoulders from Lush Ln to Courtland Blvd (FM# 4355951)
- I-95 Widening - Brevard County Line to 0.5 miles North of SR 44 (FM# 4068694)
- East Central FL Rail Trail - Seg. 4A - Guise Rd to Gobbler's Lodge Rd (FM# 4154348)
- Old New York Av from Shell Rd to SR 44 (Pave Shoulders) (FM# 4389801)

ACRONYMS TO KNOW

WP: Work **P**rogram – FDOT's Five-Year Work Program provides clear direction on: where to build, when to build, and how to fund projects

LRTP: Long **R**ange **T**ransportation **P**lan – Long-range planning document developed by TPO, identifies needed transportation projects and financial resources to support their development over the next 25 years

FM: Financial **M**anagement Number – Number FDOT uses to identify projects in TIP

Some of the Funding Codes used in TIP:

DDR: District Dedicated Revenue – State Funds

SU: Urban Attributable Set Aside funds – TPO Federal Funding

LF: Local Funds – Matching Funds

AC: Advance Construction Funds

HSP: Highway Safety Program

TLWR: SunTrail Funds

TA: Transportation Alternative Funds

Funding

The Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law in July 2012, created a new formula program called Transportation Alternatives (TA), which includes many activities previously funded under Transportation Enhancements (TE), Recreational Trails, and Safe Routes to Schools under the previous authorization bill—SAFETEA-LU. According to the National Transportation Alternatives Clearinghouse, managed by the Rails-to-Trails Conservancy, this consolidation of programs is associated with a 26.4% reduction in total funding for all three programs from FY 2009.

Transportation Alternatives projects must be one of ten eligible activities (e.g., pedestrian and bicycle facilities; safe routes for non-drivers; and conversion of abandoned railway corridors to trails) and must relate to surface transportation. The funding for this program is administered by the Federal Highway Administration, but it is implemented by individual states. Each state has a policy regarding what qualifies as a "relationship to surface transportation" and each state department of transportation (DOT) has a TA manager responsible for the distribution of funds. Eligible entities include:

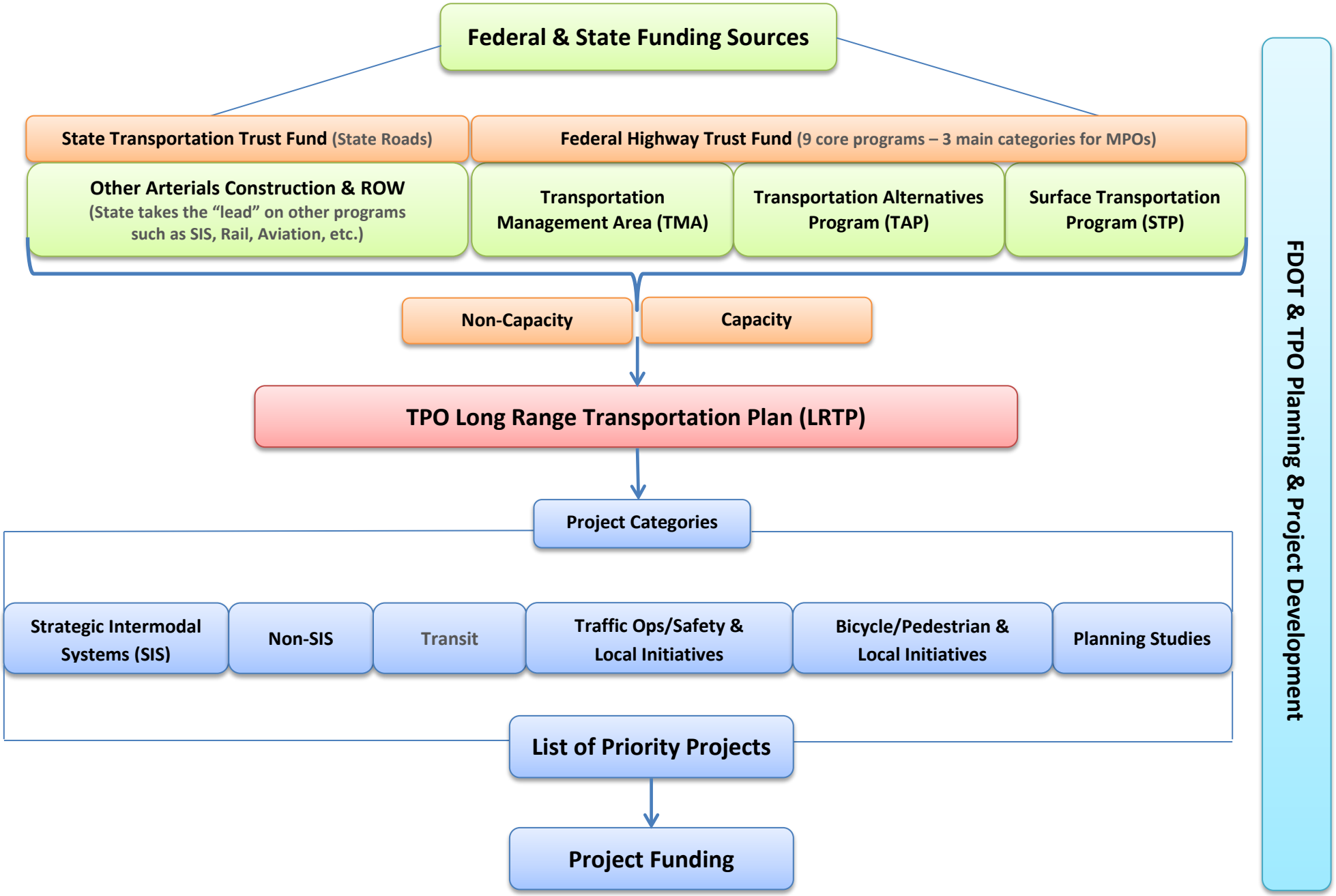
- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts, local education agencies, or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreation trails, that the state determines to be eligible.

There is a wide range of other federal funds that can be used for bicycling and walking facilities. The most common include:

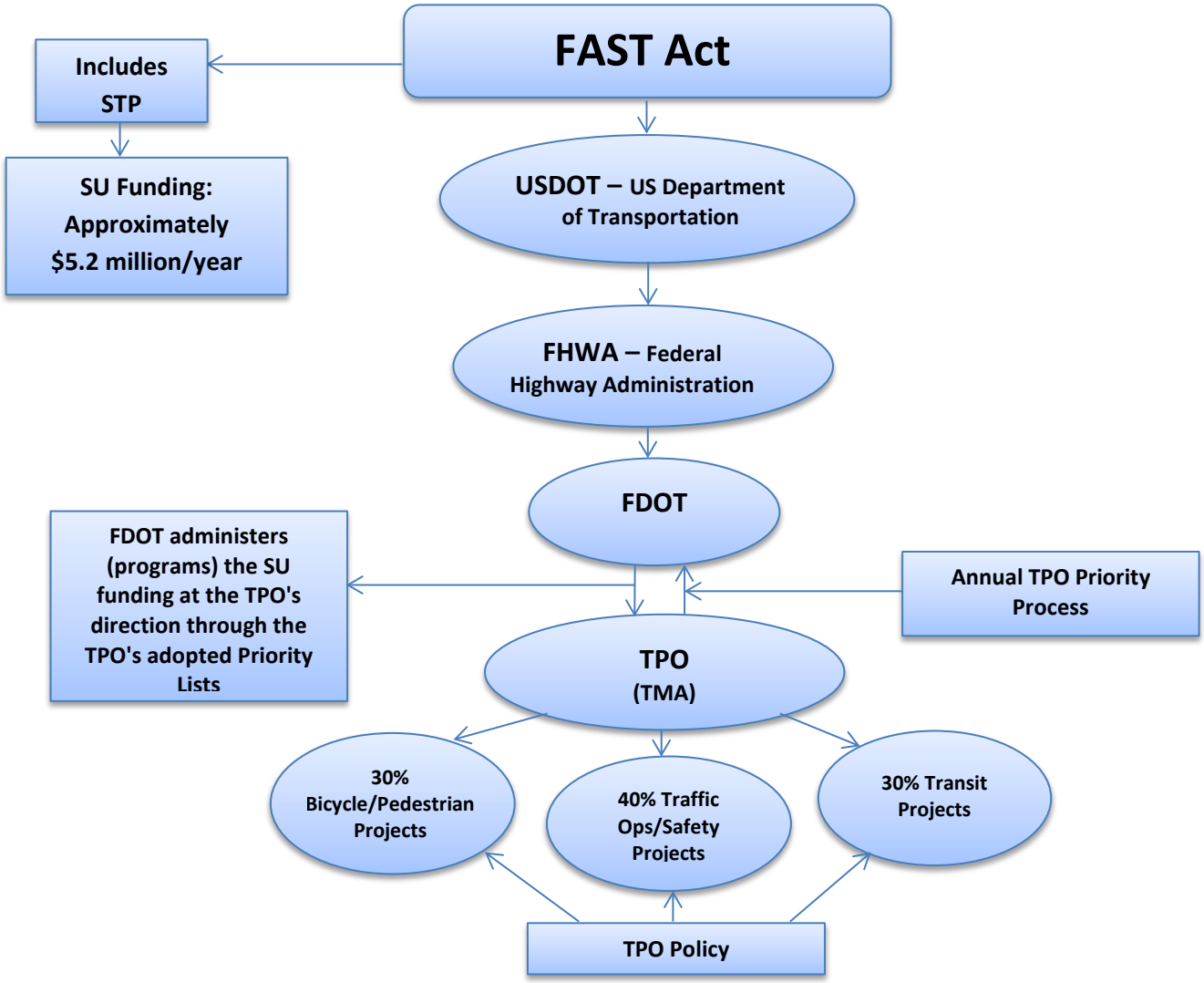
- Funds through federal land agencies such as the National Forest Service, National Park Service or Bureau of Land Management. These funds are primarily for trails and must be on federal lands.
- Community Transformation Grants (CTG) through the CDC—The Centers for Disease Control and Prevention awards CTGs to state and local government agencies, tribes, and non-profits that are working to improve community health. Many of these projects are transportation-related.

• Community Development Block Grants (CDBG) through HUD—the Department of Housing and Urban Development (HUD) provides annual grants on a formula basis for community-based projects. The majority of funds must be used on activities that benefit low- and moderate-income persons. Examples of the types of projects they fund are: commercial district streetscape improvements; sidewalk improvements; safe routes to school; and neighborhood-based bicycling and walking facilities that improve local transportation options or help revitalize neighborhoods. The Rails-to-Trails Conservancy also maintains a list of Federal funding mechanisms that are not limited to transportation projects. In Florida, funding for trails is available through the Shared Use Nonmotorized (SUN) Trail Program and the Recreational Trails Program (RTP). Three common approaches of local funding include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. The Volusia County ECHO Program is a source of local funding to finance acquisition, restoration, construction or improvement of facilities to be used for environmental, cultural, historical and outdoor recreational purposes. The ECHO program was created by a citizen referendum approved on November 7, 2000 and provides dedicated funding for trail projects in Volusia County.

Flow of Highway Funding



Urban Attributable (SU) Funding Process



SU Funding: One of many types of federal funds the TPO received. SU funds are federal funds from the Surface Transportation Block Grant Program (**STP**) that are allocated to transportation management (**TMA**) urbanized areas (more than 50,000 people) based on population. The TPO receives approximately $5.2 million per year in SU funds.

Examples of Projects Funded with SU Funds: All TPO feasibility studies; Dunlawton Ave Walk Light project in Port Orange (Priority List: page 5) and the Lakeview Blvd Trail in Palm Coast (Priority List: page 15)

FAST Act:

The **F**ixing **A**merica's **S**urface **T**ransportation **Act**; on December 4, 2015, President Obama signed the FAST Act into law. The Act is federal legislation authorizing funding designed to improve the nation's surface transportation infrastructure, including our roads, bridges, transit systems and passenger rail network.

ACRONYMS TO KNOW

ENV: Environmental Analysis
PD&E: Preliminary Design and Environment Study
PE: Design Phase
ROW: Right-of-Way Phase
CEI: Construction, Engineering and Inspection (part of CST phase)
CST: Construction Phase

Section 10

POLICY STATEMENTS

United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations

Signed on March 11, 2010 and announced March 15, 2010

Note: Also available on the United States Department of Transportation Website

Purpose

The United States Department of Transportation (DOT) is providing this Policy Statement to reflect the Department's support for the development of fully integrated active transportation networks. The establishment of well-connected walking and bicycling networks is an important component for livable communities, and their design should be a part of Federal-aid project developments. Walking and bicycling foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. Legislation and regulations exist that require inclusion of bicycle and pedestrian policies and projects into transportation plans and project development. Accordingly, transportation agencies should plan, fund, and implement improvements to their walking and bicycling networks, including linkages to transit. In addition, DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate. Transportation programs and facilities should accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive.

Policy Statement

The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

This policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23—Highways, Title 49—Transportation, and Title 42—The Public Health and Welfare. These sections, provided in the Appendix, describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on nonmotorized transportation facilities.

Recommended Actions

The DOT encourages States, local governments, professional associations, community organizations, public transportation agencies, and other government agencies, to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system. In support of this commitment, transportation agencies and local communities should go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:

- Considering walking and bicycling as equals with other transportation modes: The primary goal of a transportation system is to safely and efficiently move people and goods. Walking and bicycling are efficient transportation modes for most short trips and, where convenient intermodal systems exist, these nonmotorized trips can easily be linked with transit to significantly increase trip distance. Because of the benefits they provide, transportation agencies should give the same priority to walking and bicycling as is given to other transportation modes. Walking and bicycling should not be an afterthought in roadway design.
- Ensuring that there are transportation choices for people of all ages and abilities, especially children: Pedestrian and bicycle facilities should meet accessibility requirements and provide safe, convenient, and interconnected transportation networks. For example, children should have safe and convenient options for walking or bicycling to school and parks. People who cannot or prefer not to drive should have safe and efficient transportation choices.
- Going beyond minimum design standards: Transportation agencies are encouraged, when possible, to avoid designing walking and bicycling facilities to the minimum standards. For example, shared-use paths that have been designed to minimum width requirements will need retrofits as more people use them. It is more effective to plan for increased usage than to retrofit an older facility. Planning projects for the long-term should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges: DOT encourages bicycle and pedestrian accommodation on bridge projects including facilities on limited-access bridges with connections to streets or paths.
- Collecting data on walking and biking trips: The best way to improve transportation networks for any mode is to collect and analyze trip data to optimize investments. Walking and bicycling trip data for many communities are lacking. This data gap can be overcome by establishing routine collection of nonmotorized trip information. Communities that routinely collect walking and bicycling data are able to track

trends and prioritize investments to ensure the success of new facilities. These data are also valuable in linking walking and bicycling with transit.

- Setting mode share targets for walking and bicycling and tracking them over time: A byproduct of improved data collection is that communities can establish targets for increasing the percentage of trips made by walking and bicycling.
- Removing snow from sidewalks and shared-use paths: Current maintenance provisions require pedestrian facilities built with Federal funds to be maintained in the same manner as other roadway assets. State Agencies have generally established levels of service on various routes especially as related to snow and ice events.
- Improving nonmotorized facilities during maintenance projects: Many transportation agencies spend most of their transportation funding on maintenance rather than on constructing new facilities. Transportation agencies should find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

Conclusion

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

Ray LaHood, United States Secretary of Transportation

APPENDIX

Key Statutes and Regulations Regarding Walking and Bicycling

Planning Requirements

The State and Metropolitan Planning Organization (MPO) planning regulations describe how walking and bicycling are to be accommodated throughout the planning process (e.g., see 23 CFR 450.200, 23 CFR 450.300, 23 U.S.C. 134(h), and 135(d)). Nonmotorists must be allowed to participate in the planning process and transportation agencies are required to integrate walking and bicycling facilities and programs in their transportation plans to ensure the operability of an intermodal transportation system. Key sections from the U.S.C. and CFR include, with italics added for emphasis:

- The scope of the metropolitan planning process "will address the following factors…(2) Increase the safety for motorized and *non-motorized users*; (3) Increase the security of the transportation system for motorized and *non-motorized users*; (4) Protect and enhance the environment, promote energy conservation, improve the quality of life…" 23 CFR 450.306(a). See 23 CFR 450.206 for similar State requirements.
- Metropolitan transportation plans "…shall, at a minimum, include…existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, *pedestrian walkways and bicycle facilities*, and intermodal connectors that should function as an integrated metropolitan transportation system…" 23 CFR 450.322(f). See 23 CFR 450.216(g) for similar State requirements.
- The plans and transportation improvement programs (TIPs) of all metropolitan areas "shall provide for the development and integrated management and operation of transportation systems and facilities (including *accessible pedestrian walkways and bicycle transportation facilities*)." 23 U.S.C. 134(c)(2) and 49 U.S.C. 5303(c)(2). 23 CFR 450.324(c) states that the TIP "shall include …trails projects, pedestrian walkways; and bicycle facilities…"
- 23 CFR 450.316(a) states that "The MPOs shall develop and use a documented participation plan that defines a process for providing…representatives of users of *pedestrian walkways and bicycle transportation facilities, and representatives of the disabled*, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process." 23 CFR 450.210(a) contains similar language for States. See also 23 U.S.C. 134(i)(5), 135(f)(3), 49 U.S.C. 5303(i)(5), and 5304(f)(3) for additional information about participation by interested parties.

Prohibition of Route Severance

The Secretary has the authority to withhold approval for projects that would negatively impact pedestrians and bicyclists under certain circumstances. Key references in the CFR and U.S.C. include:

- "The Secretary shall not approve any project or take any regulatory action under this title that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route exists." 23 U.S.C. 109(m).
- "In any case where a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycles can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations." 23 U.S.C. 217(e). Although this statutory requirement only mentions bicycles, DOT encourages States and local governments to apply this same policy to pedestrian facilities as well.
- 23 CFR 652 provides "procedures relating to the provision of pedestrian and bicycle accommodations on Federal-aid projects, and Federal participation in the cost of these accommodations and projects."

Project Documentation

- "In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in *pedestrian walkways and bicycle transportation facilities*) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year." 23 CFR 332(a).

Accessibility for All Pedestrians

- Public rights-of-way and facilities are required to be accessible to persons with disabilities through the following statutes: Section 504 of the Rehabilitation Act of 1973 (Section 504) (29 U.S.C. §794) and Title II of the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. §§ 12131-12164).
- The DOT Section 504 regulation requires the Federal Highway Administration (FHWA) to monitor the compliance of the self-evaluation and transition plans of Federal-aid recipients (49 CFR §27.11). The FHWA Division offices review pedestrian access compliance with the ADA and Section 504 as part of their routine oversight activities as defined in their stewardship plans.
- FHWA posted its Clarification of FHWA's Oversight Role in Accessibility to explain how to accommodate accessibility in policy, planning, and projects.

Additional Resources

For more information about:

FHWA Bicycle and Pedestrian Program Resources

- FHWA's Bicycle and Pedestrian Program
- FHWA guidance documents on walking and bicycling
- Publications related to walking and bicycling
- Information about State and local resources
- Equestrian and Other Nonmotorized Use on Bicycle and Pedestrian Facilities
- Framework for Considering Motorized Use on Nonmotorized Trails and Pedestrian Walkways
- Manuals and Guides for Trail Design, Construction, Maintenance, and Operation
- Recreational Trails
- Shared-Use Paths Along or Near Freeways and Bicycles on Freeways
- Snow Removal on Sidewalks Constructed with Federal Funding
- Federal Aid funding resources for walking and bicycling facilities
- Federal funding spent on walking and bicycling facilities

Accessibility

- FHWA American with Disabilities Act (ADA) resources
- U.S. Access Board information about ADA for public rights of way

- Accessibility Guidance for Bicycle and Pedestrian Facilities, Recreational Trails, and Transportation Enhancement Activities

Pedestrian and Bicycle Safety

- FHWA Pedestrian and Bicycle Safety Program
- FHWA Pedestrian and Bicycle Safety Research
- The National Highway Traffic Safety Administration's Pedestrian and Bicycle Safety Programs

Context Sensitive Solutions

- FHWA and Context Sensitive Solutions

State Bicycle and Pedestrian Contacts

- State Bicycle and Pedestrian Coordinators

To provide Feedback, Suggestions, or Comments for this page contact Gabe Rousseau at gabe.rousseau@dot.gov.

This page last modified on March 19, 2010

VOLUSIA COUNTY
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2010-06

RESOLUTION OF THE VOLUSIA COUNTY METROPOLITAN PLANNING ORGANIZATION SUPPORTING UNITED STATES DEPARTMENT OF TRANSPORTATION POLICY STATEMENT ON BICYCLE AND PEDESTRIAN ACCOMMODATION REGULATIONS AND RECOMMENDATIONS

WHEREAS, the Volusia County Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 40 U.S.C. 1602(a)(2), 1603(a), and 1604(g)(1) and (2) require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, 23 C.F.R. 450.114 provides that the MPO shall annually endorse, and amend as appropriate, the plans and programs required by 23 C.F.R. 450.114 through 450.118 among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, it is the responsibility of the MPO to establish transportation project priorities within the MPO's planning boundaries that are equitable for all areas of Volusia County and the cities of Beverly Beach and Flagler Beach in Flagler County; and

WHEREAS, USDOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects; and

WHEREAS, USDOT encourages states, local governments, professional associations, community organizations, public transportation agencies, and other government agencies to adopt similar policy statements on bicycle and pedestrian accommodation as an indication of their commitment to accommodating bicyclists and pedestrians as an integral element of the transportation system; and

WHEREAS, FDOT is strongly encouraged to consider the safety of bicyclists, pedestrians, and motorists when determining which bicycle and pedestrian facilities to include as part of highway improvement projects, FDOT is encouraged to provide bicycle and pedestrian facilities which exceed their minimum standards in situations where safety can be maximized; and

WHEREAS, thirty percent (30%) of the annual set-asides of the Volusia County MPO's total Surface Transportation Program (STP) XU funding are used for bicycle and pedestrian project priorities; and

NOW, THEREFORE, BE IT RESOLVED by the Volusia County MPO that the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations signed on March 11, 2010 by Ray LaHood, United States Secretary of Transportation, is implemented for transportation projects in Volusia County, and the cities of Flagler Beach and Beverly Beach in Flagler County:

1. This resolution will be transmitted by the MPO Chairman or his designee to the following:
   (a) The Florida Energy Office;
   (b) The Federal Transit Administration (FTA);
   (c) The Federal Highway Administration (FHWA) through the Florida Department of Transportation (FDOT);
   (d) The Federal Aviation Administration (FAA) through the Orlando Airports District Office;
   (e) The East Central Florida Regional Planning Council (ECFRPC);
   (f) The Florida State Clearinghouse, Department of Community Affairs (DCA);
   (g) The Division of Resource Planning & Management, Department of Community Affairs;
   (h) The members of the Volusia County Legislative Delegation;
   (i) The members of the Flagler County Legislative Delegation for Beverly Beach and Flagler Beach; and
   (j) The members of the Central Florida MPO Alliance.

DONE AND RESOLVED at the regular meeting of the Volusia County MPO on the **27th** day of **April, 2010**.

Volusia County
Metropolitan Planning Organization

County Council Vice-Chair Joie Alexander
Chairperson, Volusia County MPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the Volusia County MPO, certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the MPO held on April 27, 2010.

ATTEST:

Pamela Blankenship, Recording Secretary

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2016-01

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION (TPO) DEFINING THE LOCAL MATCH REQUIREMENTS PLACED ON MEMBER LOCAL GOVERNMENTS FOR PROJECTS PRIORITIZED FOR FUNDING BY THE TPO

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, the FDOT funds projects in the Work Program based on the plans and priorities set by the TPO; and

WHEREAS, the River to Sea TPO desires to provide, whenever possible, financial assistance to governmental entities to allow them to pursue transportation projects and programs which are consistent with the TPO's plans and priorities and benefit residents of and visitors to our planning area; and

WHEREAS, the River to Sea TPO wants to leverage the state and federal transportation funds programmed on transportation projects in TPO's MPA and ensure a measure of local financial commitment to transportation projects and programs utilizing these funds;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that:

1. Every governmental entity receiving state and/or federal transportation funds for a project on any of the following Priority Project Lists shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds:
   a. Traffic Operations, Safety, and Local Initiatives Projects;
   b. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects.

   This match requirement shall not apply to projects on the State Highway System; and
2. Every governmental entity receiving state and/or federal transportation funds for a project on the TPO's Priority List of Transportation Planning Studies shall provide a local match at the ratio of 10% local funds to 90% state and/or federal funds; and

3. A local match shall not be required for any project on the TPO's Priority Lists of Strategic Intermodal System (SIS) Projects, Regionally-Significant, Non-SIS Roadway Projects, or Transit Projects, subject to the any other funding program requirements that may apply (e.g., Transportation Regional Incentive Program); and
4. the River to Sea TPO determines that "local match" shall be defined as non-state/non-federal cash match and/or in-kind services that advance the project in question; and
5. notwithstanding the terms prescribed in subparagraph 2, above, the required local match shall not exceed the ratio required in the current policy of the TPO Board at the time the governmental entity requesting the funds commits to its amount of local match for the project; and
6. the River to Sea TPO reserves the right to waive or adjust the local match requirements if the TPO Board deems there exists sufficient reason or circumstance; and
7. the River to Sea TPO also reaffirms its policy that any cost overruns encountered on a project funded with state and/or federal transportation funds will be the responsibility of the governmental entity identified as the project originator with the following exception: if the project is on the state highway system and the State DOT is the project manager of record then the state shall be responsible for any cost overruns utilizing state dollars; and
8. the River to Sea TPO Executive Director may authorize the use of state or federal funds to cover some or all of a cost overrun on any project phase up to and including 10% of the project cost estimate for that phase; and
9. the use of state or federal funds to cover cost overruns exceeding 10% of the project cost estimate for any phase may be authorized only by the River to Sea TPO Board; and
10. the River to Sea TPO deems that a cost overrun shall be the difference between the amount programmed on any project phase and the actual cost for that phase; and
11. the Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit this resolution to the:
    a. Florida Department of Transportation;
    b. Federal Transit Administration (through the Florida Department of Transportation);
    c. Federal Highway Administration (through the Florida Department of Transportation); and
    d. Councils, Commissions, and Managers of the TPO Member Local Governments.

DONE AND RESOLVED at the regularly convened meeting of the River to Sea TPO held on the 27th day of January 2016.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

VOLUSIA COUNTY COUNCIL MEMBER, PAT PATTERSON
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 27, 2016.

ATTEST:

PAMELA C. BLANKENSHIP, RECORDING SECRETARY

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2017-02

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION REAFFIRMING THE POLICY FOR ESTABLISHING AND MAINTAINING TRANSPORTATION PRIORITY PROJECTS

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, each year the appropriate River to Sea TPO committees made up of a cross-section of interested citizens and technical staff are charged with the responsibility of drafting a list of prioritized projects; and

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities for all areas of the TPO's MPA; and

WHEREAS, the River to Sea TPO reaffirms its commitment to the priority process and related policies;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that the following policies are established to prioritize transportation projects throughout the TPO's MPA:

1. The project application and evaluation criteria approved by the River to Sea TPO Board shall be used to solicit and evaluate projects for priority ranking in the transportation program categories listed below:
    a. Florida Strategic Intermodal System (SIS) Projects;
    b. Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects;

c. Traffic Operations, Safety, and Local Initiatives Projects;

d. Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects;

e. Public Transit Projects; and

f. Transportation Planning Studies.

2. River to Sea TPO projects that were previously ranked and have a Financial Management (FM) number and are in the Florida Department of Transportation Work Program will automatically be prioritized above projects that are not currently in the FDOT Five-Year Work Program;

3. Projects which are ranked one through five on the Prioritized List of Florida Strategic Intermodal System (SIS) Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

4. Projects which are ranked one through five on the Prioritized List of Regionally Significant, Non-SIS Roadway Projects and Major Bridge Projects are deemed to be protected, and will remain in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

5. Projects which are ranked one through eight on Tier "B" of the Prioritized List of Traffic Operations, Safety, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

6. Projects which are ranked one through three on Tier "B" of the Prioritized List of Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives Projects are deemed to be protected, and will be ranked in their current spot or move to the next available higher spot until they are completed and drop out of the Work Program;

7. If, at any time, two or more lists of prioritized projects are merged into a new list, every project that was protected prior to the merger shall retain its protected status, and no new or previously unprotected project shall be deemed to be protected unless and until it advances to the protected rank prescribed for the new, merged list.

8. The River to Sea TPO will only re-prioritize or add projects when the TPO Board determines: a) unusual circumstances support such action, b) the circumstances are not of a recurring nature, c) the circumstances do not result from the actions of the project sponsor, and d) the proposed reprioritization or addition will not be contrary to the public interest;

9. Requests to change the priority or to add a project must include a statement of hardship by the requestor along with supporting documentation that includes

detailed justification of need and an assessment of the impacts to the programming of prioritized projects;

10. It is the responsibility of the River to Sea TPO and FDOT staffs to provide the River to Sea TPO members with current information and data on project status and to assist the members in their efforts to make informed decisions regarding the prioritized projects lists;

11. The River to Sea TPO shall, in its discretion, make all decisions regarding the final prioritized project lists that are annually submitted to FDOT;

12. Once a project has attained protected status, it should be programmed within 3 years. If it has not been programmed during that time due to inactivity on the part of the project sponsor, then the project will be removed from the list of priority projects. The project sponsor may resubmit the project for open ranking on any subsequent call for projects.

13. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

14. the Chairman of the River to Sea TPO, (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:

    a. Florida Department of Transportation (FDOT);

    b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and

    c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation)

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the 25th day of January 2017.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

Marshall D. Shupe

CITY OF FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 25, 2017.

ATTEST:

Pamela C. Blankenship

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2017-03

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION ESTABLISHING THE POLICY FOR THE ANNUAL ALLOCATION OF SURFACE TRANSPORTATION PROGRAM (STP) URBAN ATTRIBUTABLE (SU) FUNDING AND OTHER STATE AND FEDERAL FUNDS IDENTIFIED IN THE 2040 LONG RANGE TRANSPORTATION PLAN FOR LOCAL INITIATIVES

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that every urbanized area with a population of 50,000 or more, as a condition to the receipt of federal capital or operating assistance, shall have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA) comprised of Volusia County and the urbanized areas of Flagler County including the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, 23 C.F.R. 450.104 provides that the River to Sea TPO shall annually endorse, and amend as appropriate, the plans and programs required, among which is the Surface Transportation Program (STP) projects list of the annual Transportation Improvement Program (TIP) submission; and

WHEREAS, each year the appropriate River to Sea TPO committees, made up of a cross-section of interested citizens and staff, are charged with the responsibility of drafting a list of prioritized projects; and

WHEREAS, it is the responsibility of the River to Sea TPO to establish project priorities that are equitable for all areas within the River to Sea TPO's planning boundaries ; and

WHEREAS, the River to Sea TPO reaffirms its commitment to the priority process and related policies;

NOW, THEREFORE, BE IT RESOLVED by the River to Sea TPO that:

1. Annual set-asides of the River to Sea TPO's total Surface Transportation Program (STP) Urban Attributable (SU) funding will be made in the following manner: 40% of the total SU funds will be used for Traffic Operations, Safety, and Local Initiatives

(traffic operations focused) Project Priorities, 30% of the total SU funds will be used for Transit Project Priorities, and 30% of the total SU funds will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;

2. Annual set-asides of other state and federal funds identified in the 2040 Long Range Transportation Plan for Local Initiatives will be made available in the following manner: 50% of the funds will be used for Traffic Operations, Safety, and Local Initiatives (traffic operations focused) Project Priorities and 50% will be used for Bicycle/Pedestrian, Transportation Alternatives, Regional Trails, and Local Initiatives (bicycle/pedestrian focused) Project Priorities;

3. Mixed projects (defined as a project that is not a stand-alone bicycle or pedestrian project) will only be accepted and ranked if the predominant cost component is consistent with the category of funding to which it is submitted. All other cost components are subject to eligibility of available funding. Mixed projects submitted by a member local government will be presented to the TPO Board for final determination prior to being ranked in the TPO's list of Priority Projects for Bicycle/Pedestrian facilities;

4. For projects funded in whole or in part with Urban Attributable (SU) funding and/or other state and federal funds obtained through the TPO's Priority Project Process, if the recipient of the funds chooses to display any signs or markers at the project site, said signs or markers shall include language acknowledging the River to Sea TPO, Florida Department of Transportation (FDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and/or other funding partners, as may be applicable, for providing funding for the project. In addition to the language, the sign or marker shall include these agencies' official logos.

   Additionally, any public pronouncements made by or on behalf of the recipient regarding the project, including press releases, publications, annual reports, video credits, and dedications, shall acknowledge the funding support provided by the TPO, FDOT, FHWA, and FTA.

5. Resolution 2016-03 is hereby repealed and replaced by this resolution;

6. The policies set forth in this resolution shall remain in effect unless and until they are repealed by the TPO; and

7. The Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to provide a copy of this resolution to the:

   a. Florida Department of Transportation (FDOT);
   b. Federal Transit Administration (FTA) (through the Florida Department of Transportation); and
   c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation).

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the **25th** day of **January 2017**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

Marshall D. Shupe

CITY OF FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on January 25, 2017.

ATTEST:

Pamela C. Blankenship

PAMELA C. BLANKENSHIP, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

RESOLUTION 2017-09

RESOLUTION OF THE RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION SUPPORTING BICYCLE SAFETY AND ADOPTING A BICYCLE HELMET FITTING POLICY

WHEREAS, the River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Volusia County and portions of Flagler County inclusive of the cities of Flagler Beach, Beverly Beach, and portions of Palm Coast and Bunnell; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the River to Sea TPO has demonstrated a strong commitment to improving bicycle safety through programs such as Bicycle Safety Education, Bicycle Helmet Fitting Events, Bicycle Rodeos; and

WHEREAS, the River to Sea TPO has demonstrated a strong commitment to improving bicycle safety through projects such as the Volusia County Bicycling Map for the Experienced Cyclist and Walk and Ride Bicycle & Pedestrian Safety Digital Video Disk; and

WHEREAS, the River to Sea TPO has long recognized the value of partnerships with organizations that promote bicycle safety including the State of Florida Department of Transportation's Alert Today Alive Tomorrow, Florida Bicycle Association, Bike Florida, Votran, Flagler and Volusia County Schools, Flagler and Volusia County Sheriff's Offices, State of Florida Department of Health, the East Central Florida Regional Planning Council and the Central Florida MPO Alliance; and

WHEREAS, Florida Statute 316.2065(3)(d,e) requires bicycle helmets that are properly fitted, fastened securely and meet federal safety standards adopted by the Consumer Product Safety Commission (CPSC) for bicycle riders or passengers under 16 years of age; and

WHEREAS, the River to Sea TPO recognizes bicycle helmets, properly fitted and secured, have been found effective at reducing the incidence and severity of head, brain and upper facial injury and the possibility of death in crashes involving bicyclists.

NOW, THEREFORE, BE IT RESOLVED, by the River to Sea TPO that the:

1. River to Sea TPO recognizes bicycle safety as a high priority for the planning area and supports the continued funding of programs and partnerships that raise awareness of safety issues associated with bicycle injuries and fatalities; and the

2. River to Sea TPO requires bicycle helmets to be properly selected, fitted, secured and meet federal safety standards adopted by the Consumer Product Safety Commission (CPSC) before being donated to the general public; and the

3. Chairman of the River to Sea TPO (or his designee) is hereby authorized and directed to submit this resolution to the following:
    a. Florida Department of Transportation;
    b. Federal Transit Administration (FTA) (through the Florida Department of Transportation);
    c. Federal Highway Administration (FHWA) (through the Florida Department of Transportation);
    d. Florida Department of Highway Safety and Motor Vehicles (DHSMV)Florida
    e. Florida Department of Environmental Protection (DEP);
    f. Florida Department of Health (FDOH)
    g. Volusia and Flagler Community Traffic Safety Teams (CTST);
    h. East Central Florida Regional Planning Council (ECFRPC); and
    f. Members of the Central Florida MPO Alliance

DONE AND RESOLVED at the regular meeting of the River to Sea TPO held on the **22nd** day of **March, 2017**.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

Marshall D. Shupe

FLAGLER BEACH COMMISSIONER MARSHALL SHUPE
CHAIRMAN, RIVER TO SEA TPO

CERTIFICATE:

The undersigned duly qualified and acting Recording Secretary of the River to Sea TPO certified that the foregoing is a true and correct copy of a resolution, adopted at a legally convened meeting of the River to Sea TPO held on March 22, 2017.

ATTEST:

Debbie Stewart

DEBBIE STEWART, RECORDING SECRETARY
RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

APPENDIX

Design Resources

The American Association of State Highway and Transportation Officials (AASHTO) published the Guide for the Development of Bicycle Facilities, 4th Edition (2012) and Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition (2004). The AASHTO website is: http://www.transportation.org/

For urban areas, the National Association of City Transportation Officials (NACTO) has developed the Urban Bikeway Design Guide to provide a resource of state-of-the-art bicycle facility design.

NACTO's Urban Street Design Guide focuses on the design of city streets and public spaces. It includes tools and tactics for making streets safer and more livable. NACTO has other relevant design guides on its website.

The Model Street Design Manual is a free and customizable manual that focuses on all users and all modes, seeking to achieve balanced street design that accommodates cars while ensuring that pedestrians, cyclists, and transit users can travel safely and comfortably.

It is important that pedestrian facilities are designed to be accessible for all users. The U.S. Access Board's Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way includes accessibility guidelines for sidewalks, street crossings, and intersections.

2018 Application for Project Prioritization

Bicycle/Pedestrian and B/P Local Initiatives Projects

January 2018

General Instructions:

For the 2018 Call for Projects, the R2CTPO is accepting applications for Feasibility Studies and Project Implementation.

Feasibility studies assess the engineering and planning characteristics of bicycle/pedestrian projects. Feasibility studies must include, but not be limited to, the determination of available right-of-way, documentation and identification of the solutions of obstacles that may impede the project's constructability, permitting and socioeconomic constraints, landscaping, drainage and an engineer's estimate of related planning, design, right-of-way and construction costs.

The R2CTPO has two different application forms for Bicycle/Pedestrian and B/P Local Initiatives Projects. One is to be used when applying for a Feasibility Study; the other is to be used when applying for Project Implementation. For a given project, applications for Feasibility Study and Project Implementation must be submitted in separate application cycles.

When applying for Project Implementation, the applying agency will also be required to submit a completed copy of FDOT's Project Information Application Form. No project will advance beyond a Feasibility Study unless the R2CTPO receives an application for prioritization of the Project Implementation phase. Applications for prioritization of the Project Implementation phase will be accepted only if a Feasibility Study has already been completed or if the project does not require a Feasibility Study.

Applications will be ranked based on the information supplied in the application. The TPO is not obliged to consider information pertaining to the project request that is not included in the project application. However, applying agencies are encouraged to be present for the evaluation of their applications to provide clarification, if needed. Updated cost estimates for projects on the bicycle/pedestrian list of prioritized projects are to be submitted with a letter of continuing support by April 30, 2018.

Incomplete applications will not be accepted.

Eligible Project Sponsors for Transportation Alternatives Funds

Transportation Alternatives funds can only be obligated for projects submitted by "eligible entities" defined in 23 U.S.C. 213(c)(4)(B) as follows:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and

2018 Application for Project Prioritization – FEASIBILITY STUDY

Bicycle/Pedestrian and B/P Local Initiatives Projects

Project Title: _____

Applying Agency (project sponsor): _____ **Date:** _____

Contact Person: _____ **Job Title:** _____

Address: _____

Phone: _____ **FAX:** _____

E-mail: _____

Does the Applying Agency expect to be certified by FDOT to perform work under the Local Agency Program (LAP) process? ☐ **YES** ☐ **NO**

If not, what local government agency will perform the work on behalf of the Applying Agency? _____
[Attach a letter of intent from the agency that will perform the work.]

Governmental entity with maintenance responsibility for roadway facility on which proposed project is located:

_____

[If not the same as Applying Agency, attach letter of support for the proposed project from the responsible entity. This letter of support must include a statement describing the responsible entity's expectations for maintenance of the proposed improvements, i.e., what the applying agency's responsibility will be.]

Priority of this proposed project relative to other applications submitted by the Applying Agency: _____

Project Description: _____

Project Location (include project length and termini, if appropriate, and attach location map)**:** _____

Project Eligibility for Federal Funds *(check the appropriate box):*

☐ the proposed improvement is located on the Federal-aid system. (Reference the Federal Aid Road Report at http://www.fdot.gov/planning/statistics/fedaid/);

☐ the proposed improvement is **not** located on the Federal-aid system, but qualifies as a type of improvement identified in 23 U.S.C. §133 that is not restricted to the Federal-aid system.

Project Purpose and Need Statement:

In the space provided below, describe the purpose and need for this proposed project. It is very important that the Purpose and Need Statement is clear and complete. It will be the principle consideration in ranking the project application for a feasibility study. It must convince the public and decision-makers that the expenditure of funds is

necessary and worthwhile and that the priority the project is being given relative to other needed transportation projects is warranted. The Purpose and Need Statement will also help to define the scope for the feasibility study, the consideration of alternatives (if appropriate), and project design.

The purpose is analogous to the problem. It should focus on particular issues regarding the transportation system (e.g., mobility and/or safety). Other important issues to be addressed by the project should be identified as ancillary benefits. The purpose should be stated in one or two sentences as the positive outcome that is expected. For example, "The purpose is to provide a connection between a park and a school." It should avoid stating a solution as a purpose, such as: "The purpose of the project is to add a sidewalk." It should be stated broadly enough so that no valid solutions will be dismissed prematurely.

The need should establish the evidence that the problem exists, or will exist if anticipated conditions are realized. It should support the assertion made in the Purpose Statement. For example, if the Purpose Statement is based on safety improvements, the Need Statement should support the assertion that there is or will be a safety problem to be corrected. When applying for a feasibility study, you should support your Need Statement with the best available evidence. However, you will not be expected to undertake new studies.

The Purpose and Need Statement should address all of the following Priority Criteria:

1. **Proximity to Community Assets**: this measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed.
2. **Connectivity and Accessibility:** this measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. A maximum of 20 points will be assessed.
3. **Safety/Security:** this measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns. A maximum of 25 points will be assessed.
4. **Contribution to "Livability" and Sustainability in the Community:** this measure considers factors that have an impact on "livability" and sustainability in the community. A maximum of 10 points will be assessed.
5. **Enhancements to the Transportation System:** this measure considers the demonstrated and defensible relationship to surface transportation. A maximum of 10 points will be assessed.
6. **Public Support/Special Considerations:** describe whether the proposed facility has public support and provide documentation (e.g., letters of support/signed petitions/public comments from community groups, homeowners associations, school administrators). Describe any special issues or concerns that are not being addressed by the other criteria. A maximum of 5 points will be assessed.
7. **Local Matching Funds > 10%:** if local matching funds greater than 10% of the estimated project cost are available, describe the local matching fund package in detail. A maximum of 20 points will be awarded.

Commentary:

2018 Application for Project Prioritization – PROJECT IMPLEMENTATION

Bicycle/Pedestrian and B/P Local Initiatives Projects

Project Title: _____

Applying Agency (project sponsor): _____ **Date:** _____

[Attach a copy of the completed Feasibility Study, or explain in the space provided below for commentary why a Feasibility Study is not attached.]

Commentary: _____

Attach a completed copy of FDOT's Project Information Application Form.

Criteria Summary:

Priority Criteria	Points
(1) Proximity to Community Assets	20
(2) Connectivity and Accessibility	20
(3) Safety/Security	20
(4) Contribution to "Livability" and Sustainability in the Community	10
(5) Enhancements to the Transportation System	10
(6) Project Readiness	5
(7) Public Support/Special Considerations	5
(8) Local Matching Funds > 10%	20
(9) Value-Added Tie Breaker (if necessary)	variable
Total (excluding Value-Added Tie Breaker)	**110**

Criterion #1 – Proximity to Community Assets (20 points maximum)

This measure will estimate the potential demand of bicyclists and pedestrians based on the number of productions or attractions the facility may serve within a one (1) mile radius for Shared Use Paths and **Transportation Alternatives Activities** or a one-half (½) mile radius for Sidewalks. A maximum of 20 points will be assessed overall, and individual point assignments will be limited as listed below.

List and describe how the facilities link directly to community assets and who is being served by the facility. Show each of the Community Assets on a Project Area Map through the use of a buffer and describe in the space provided.

Proximity to Community Assets	Check All that Apply	Max. Points
Residential developments, apartments, community housing	☐	4
Activity centers, town centers, office parks, post office, city hall/government buildings, shopping plaza, malls, retail centers, trade/vocational schools, colleges, universities	☐	4
Parks, trail facilities, recreational facilities	☐	4
Medical/health facilities, nursing homes, assisted living, rehabilitation center	☐	4
School bus stop (K-12)	☐	2
Schools (K-12)	☐	2
Maximum Point Assessment		20

Criterion #1 Description (if needed): _____

Criterion #2 – Connectivity and Accessibility (20 points maximum)

This measure considers the gaps that exist in the current network of bike lanes, bike paths and sidewalks. The measurement will assess points based on the ability of the proposed project to join disconnected networks or complete fragmented facilities. Does the project enhance mobility or accessibility for disadvantaged groups, including children, the elderly, the poor, those with limited transportation options and the disabled?

List and describe how this project fits into the local and regional bicycle/pedestrian networks and/or a transit facility. Depict this on the map and describe in the space provided.

Network Connectivity and Accessibility	Check All that Apply	Max. Points
Project provides access to a transit facility	☐	5
Project extends an existing bicycle/pedestrian facility (at one end of the facility)	☐	5
Project provides a connection between two existing or planned/programmed bicycle/pedestrian facilities	☐	5
Project has been identified as "needed" in an adopted document (e.g., comprehensive plan, master plan, arterial study)	☐	5
Maximum Point Assessment		**20**

Criterion #2 Description (if needed): _____

Criterion #3 – Safety/Security (20 points maximum)

This measure provides additional weight to applications that have included safety as a component of the overall project and includes school locations identified as hazardous walking/biking zones and areas with significant numbers of safety concerns.

List and describe whether the proposed facility is located within a "hazardous walk/bike zone" in the River to Sea TPO planning area and provide documentation that illustrates how bicycle or pedestrian safety could be enhanced by the construction of this facility.

For more information, contact Volusia or Flagler County School District Student Transportation Services and refer to Florida Statute 1006.23.

The River to Sea TPO

Bicycle and Pedestrian Plan

RIVER TO SEA
Transportation Planning Organization
VISION - PLAN - IMPLEMENT
TPO

ADOPTED MARCH 28, 2018

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Executive Summary

The River to Sea Transportation Planning Organization (TPO) Bicycle and Pedestrian Plan establishes a regional framework for the existing and future transportation network in the planning area. It is part of the TPO's "3-C" planning process (continuing, cooperative and comprehensive planning) that results in the development of transportation plans and programs. This plan, along with the Priority Project Process, feeds into the update of the 2045 Long Range Transportation Plan. It is a comprehensive and strategic document that consolidates prior plans, local and regional projects. A Vision, Goals and Objectives are established around the "4 Es" of bicycle and pedestrian planning – education, encouragement, engineering and enforcement. This plan was developed with guidance from the TPO's Bicycle and Pedestrian Advisory Committee (BPAC) and Bicycle and Pedestrian Plan Subcommittee. The review process included the Citizens Advisory Committee (CAC), Technical Coordinating Committee (TCC) and TPO staff. This plan is intended to serve as a resource for non-motorized travel on roadways, multi-use trails, sidewalks, and bicycle lanes in Volusia and Flagler Counties.

Section 1

INTRODUCTION

Overview of the River to Sea TPO

The River to Sea Transportation Planning Organization (TPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for the designated Metropolitan Planning Area (MPA). The River to Sea TPO Board consists of elected officials from the member local governments. These dedicated individuals are responsible for working together to improve the safety and efficiency of the transportation system in the area served by the TPO. All modes and concerns are addressed including: transportation issues and services for the transportation disadvantaged, public transportation, roadways, bridges, and bicycle and pedestrian facilities.

The TPO serves as the primary forum within which member local governments and citizens voice concerns, identify priorities and plan for transportation improvements for all modes of transportation – roadway, public transit and bicycle and pedestrian facilities. Seaports and airports are also considered in the TPO activities, and detailed planning for these modes is typically handled by their respective authorities.

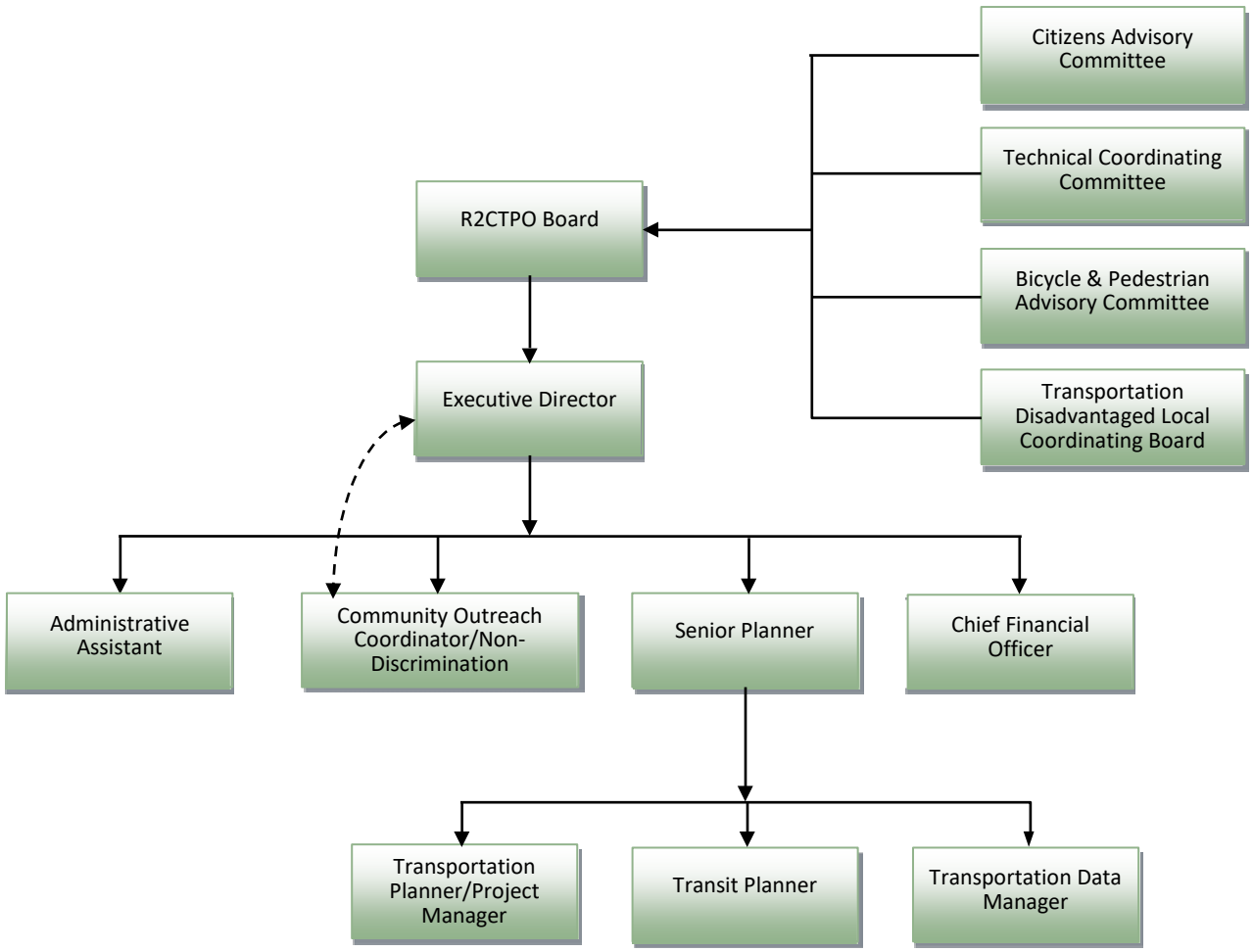
The responsibility of the River to Sea TPO is to manage a "3-C" planning process (continuing, cooperative and comprehensive planning) that results in the development of transportation plans and programs. The TPO provides a forum for cooperative decision-making by officials of affected local governmental entities with input from citizens and stakeholder groups. These plans serve as the framework for making transportation investment decisions in Volusia and Flagler Counties. Public participation is a key component of transportation planning and one of the core functions of the River to Sea TPO. Meaningful and effective public involvement brings a diverse set of views into the discussion and improves decision-making by generating ideas for how the transportation system may be improved.

The River to Sea TPO is created under the provisions of 23 U.S.C. Section 134 and designated by the Governor of Florida, under Section 339.175 of the Florida Statutes, to develop transportation plans and programs for the designated Metropolitan Planning Area (MPA). The current MPA includes all of Volusia County and the developed areas of eastern Flagler County, including Flagler and Beverly Beaches and portions of the cities of Bunnell and Palm Coast. The membership of the TPO, as outlined in Section 339.175 F.S., is determined by agreement between the Governor and the units of general purpose local governments within the MPA. Membership is intended to ensure equitable representation of the populations served by the organization as well as input by major transportation service providers such as airports and mass transit. Various agencies are also represented including the Florida Department of Transportation (FDOT). Members of the TPO operate through the establishment of interlocal agreements.

The River to Sea TPO is comprised of a policy-setting board, a Technical Coordinating Committee (TCC), A Citizens Coordinating Committee (CAC), a Bicycle and Pedestrian Advisory Committee (BPAC) and a Transportation Disadvantaged Local Coordinating Board (TDLCB). Participation on these committees is generally voluntary. The TPO is supported by a small staff of planning professionals led by an Executive Director. The overall organizational structure is outlined below.

River to Sea Transportation Planning Organization (TPO)

Organizational Chart



The following is a general outline of the role of each:

TPO Board

This is the policy body of the organization, composed of the elected officials of the general purpose local government entities and appointed officials of the providers of transportation in the designated metropolitan planning area.

Technical Coordinating Committee (TCC)

Each unit of local government appoints a person from their respective organization to assist in the decision-making process. Members are appointed based on the experience and technical ability needed to carry out the transportation planning activities of the TPO. TCC members work with TPO staff to develop and review plans and documents and act in an advisory capacity, making recommendations to the TPO Board.

Citizens Advisory Committee (CAC)

A citizen representative is appointed by each TPO Board member from their respective jurisdiction to assist in the decision-making process. Members are not required to have a background in transportation but rather are appointed to represent the general citizenry and provide input to the transportation planning activities of the TPO. CAC members work with TPO staff to develop and review plans and documents and act in an advisory capacity, making recommendations to the TPO Board.

Bicycle and Pedestrian Advisory Committee (BPAC)

Members of the BPAC are appointed by each board member from their respective jurisdiction to assist in the decision-making process for matters pertaining to bicycle and pedestrian planning and safety. Members are not required to have a background in transportation but rather are appointed to represent the general citizenry and provide input to the transportation planning activities of the TPO. BPAC members work with TPO staff to develop and review plans and documents and act in an advisory capacity, making recommendations to the TPO Board.

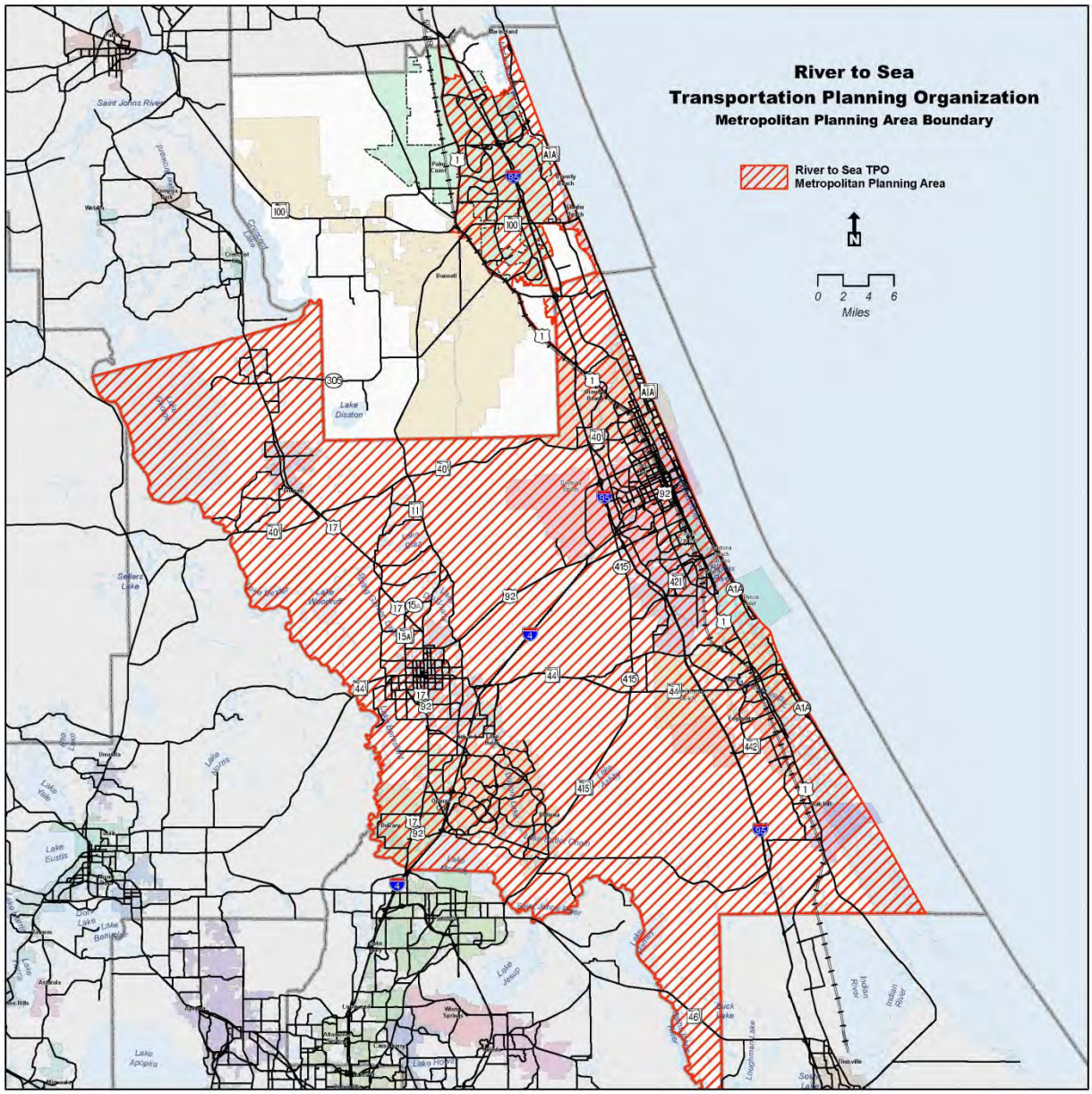
Transportation Disadvantaged Local Coordinating Board (TDLCB)

The voting membership of the TDLCB is established by Florida Statute to ensure representation of agencies serving transportation-disadvantaged populations. Appointments are approved by the TPO Board. The TDLCB identifies local service needs and provides information, advice and direction to the Community Transportation Coordinator (CTC) on the coordination of services to be provided to the transportation-disadvantaged.

TPO Staff

TPO staff provides planning and administrative support to the TPO Board and committees. The TPO staff consists of an executive director, a group of transportation planning professionals, a financial officer and administrative personnel. The staff coordinates meetings and planning activities, prepares planning documents and materials, conducts public outreach and provides for the general functions of the organization in compliance with state and federal laws.

The River to Sea Metropolitan Planning Area (MPA) map



Bicycle and Pedestrian Advisory Committee (BPAC)

The Bicycle and Pedestrian Advisory Committee (BPAC) is responsible for reviewing plans, policies and procedures as they relate to bicycle and pedestrian issues in the TPO planning area. In addition, the BPAC is responsible for the review and ranking of bicycle and pedestrian project applications submitted to the TPO on an annual basis.

BPAC Mission

"Create and implement a regional plan for the continuing enhancement and expansion of the bicycle and pedestrian network. We will support activities that encourage and provide for a safe and balanced transportation system that promotes connectivity, mobility, health and an improved quality of life."

BPAC Goals

PLAN IMPLEMENTATION

- To identify and map existing and proposed facilities
- To develop a prioritized list of projects into a MPO-wide implementation program for improving the bicycle and pedestrian network
- To formulate, review and identify opportunities for the use of alternative transportation modes
- To encourage the implementation of uniform design standards
- To recommend funding/implementation strategies
- To promote coordination among governmental and non-governmental agencies as well as other organizations to implement the mission
- To provide for the safety of all users and conform to ADA standards

COMMUNITY OUTREACH/PUBLIC AWARENESS AND SAFETY

- To promote an ongoing education program that will raise awareness, encourage a heightened recognition of safe practices, and improve perceptions and attitudes of motorists, pedestrians, and cyclists

- To promote the importance of bicycle and pedestrian mobility for transportation, recreation, health and wellness
- To promote coordination among governmental and non-governmental agencies as well as other organizations to foster public awareness and safety
- To cultivate partnerships that assist in the funding, planning, development, and implementation of the community outreach, public awareness, and safety programs
- To promote the enforcement of existing traffic laws as related to bicycle and pedestrian safety

The BPAC shall consist of twenty-six (26) voting members made up of private citizens. Every elected official serving on the TPO Board, including the non-voting members of the Small City Alliance shall appoint in writing one (1) representative to serve on the committee. Non-voting advisors shall consist of municipal representatives, transportation planners, professional engineers and those technical personnel made available by the various municipalities. These positions will include: one (1) person from a large city, one (1) person from a small city, one (1) person from Volusia County government and one (1) person from Flagler County government. Non-voting advisors will also include: one (1) person from the Volusia County School Board, one (1) person from the Flagler County School Board, one (1) person from Votran and one (1) person from Flagler County Transit. A Florida Department of Transportation (FDOT), District 5 staff member shall serve as a non-voting advisor to the BPAC. River to Sea TPO staff will provide support for the meeting.

MEMBERSHIP APPOINTMENT, QUALIFICATION AND TERMS OF OFFICE

A. Voting members of the BPAC must be residents of the area in which they are appointed to represent and they shall not be elected officials or paid staff.

B. One alternate may be appointed for each BPAC position. Alternates must be appointed by the TPO Board member, in writing, and may participate in the meeting and vote only in the absence of the primary member.

C. Voting members and their alternates shall serve at the pleasure of their respective TPO Board member for a period of time to be determined by the River to Sea TPO Board member that is being represented. To ensure continuous representation, a voting member of the BPAC may continue to serve beyond the term of the appointing board member until a replacement has been appointed.

D. Any vacancies in membership shall be filled in the same manner as the initial appointment.

E. Each BPAC representative is expected to demonstrate his/her interest in the BPAC's activities through participation in the scheduled meetings except for reasons of an

unavoidable nature. In cases of unavoidable nature, each representative should ensure his/her alternate attends. No more than three (3) consecutive absences will be allowed by the representative or alternate. Should a member have three (3) consecutive absences, excused or unexcused, and/or three (3) meetings, unexcused in a calendar year, a letter will be sent to the board member that designated the BPAC member informing them of the violation.

F. Municipalities and agencies, in selecting their non-voting representatives, shall name only those technically-qualified persons employed by a government or governmental agency.

G. An alternate may be named, approved and confirmed for each non-voting member, provided the recommended alternate meets the technical qualifications set forth in the preceding items.

OFFICERS AND DUTIES

A. Annually, nominations from the floor will be provided by those committee members present at the regularly scheduled meeting in June for the purpose of electing the Chairperson and Vice Chairperson.

B. Officers shall be elected by a majority of the members present at the June meeting and shall serve a term of one year, starting on July 1st of each year.

C. BPAC officers cannot serve more than two consecutive terms for the same office. At no time may a non-voting staff support advisor chair the BPAC.

D. The Chair shall preside at all meetings and, in the event of his/her absence or at his/her direction, the Vice Chair shall assume the powers and duties of the Chair. In addition, the Chairperson shall serve on the River to Sea TPO Board as a non-voting member and attend the regular monthly TPO Board meetings in order to represent the discussions and actions of the BPAC.

MEETINGS

A. Monthly meetings of the BPAC shall be held on a regularly scheduled day, time and place approved by the BPAC membership. Regular meeting dates and times may be changed by action of the BPAC to accommodate holidays and/or other activities that may interrupt a scheduled meeting.

B. Special and/or emergency meetings may be called by the Chairperson or by initiative of two or more members of the BPAC petitioning the Chairperson. At least two (2) business days' notice must be provided to the members and alternates for special or emergency meetings.

C. A minimum of nine (9) voting members of the BPAC must be present to constitute a quorum for the transaction of business. Once a quorum has been determined at the start of the meeting, items on the agenda may be voted on. The action of a simple

majority of the members present during the time of a vote shall be considered an act of the BPAC. If at any point during the meeting attendance drops to less than nine (9) voting members, no further actions will be taken by the committee; however, presentations and other business may continue.

D. The agenda for the BPAC includes presentations and actions required to support recommendations for the TPO Board as set by the Executive Committee and transportation-related items of interest identified by members. TPO staff and presenters will provide timely input/materials for the BPAC agenda.

E. The River to Sea TPO staff is responsible for the minutes of the meetings and for all notices and agendas for future meetings. The TPO shall furnish a Recording Secretary for all BPAC meetings.

F. Notices and tentative agendas shall be sent to members and alternates five (5) working days prior to the regular meeting dates.

G. Requests for agenda changes must be received by the Chairperson or TPO staff at least three (3) working days prior to the regular meetings or one (1) working day prior to special meetings.

H. Meetings will be open to the public and press and time will be allocated for public comment. Public comment will generally be limited to three (3) minutes but may be expanded at the discretion of the Chairperson.

I.

J. Meetings of the BPAC shall follow *Robert's Rules of Order* unless otherwise outlined in in these Bylaws.

RESPONSIBILITIES AND FUNCTIONS OF THE BPAC

A. The BPAC is responsible for reviewing plans, policies and procedures as they relate to bicycle and pedestrian issues in the River to Sea TPO planning area and for making recommendations to the TPO Board that are pertinent to these subjects.

B. BPAC recommendations to the TPO Board shall be based upon the technical sufficiency, accuracy and completeness of studies and plans and/or programs.

C. The BPAC shall make priority recommendations to the TPO Board and/or other agencies responsible for plan and program implementation based upon the needs as determined by technical studies.

D. The BPAC shall serve as an advisory committee regarding bicycle and pedestrian matters to any and all duly constituted area wide transportation authorities and/or boards, as well as area wide planning boards or councils for physical development, health, social or comprehensive planning upon direct request of such authorities, boards or councils.

E. The BPAC shall, when feasible and desirable to do so, utilize any means that may be suggested or devised to provide for citizen participation in the planning process for bicycle and pedestrian issues.

SUBCOMMITTEES

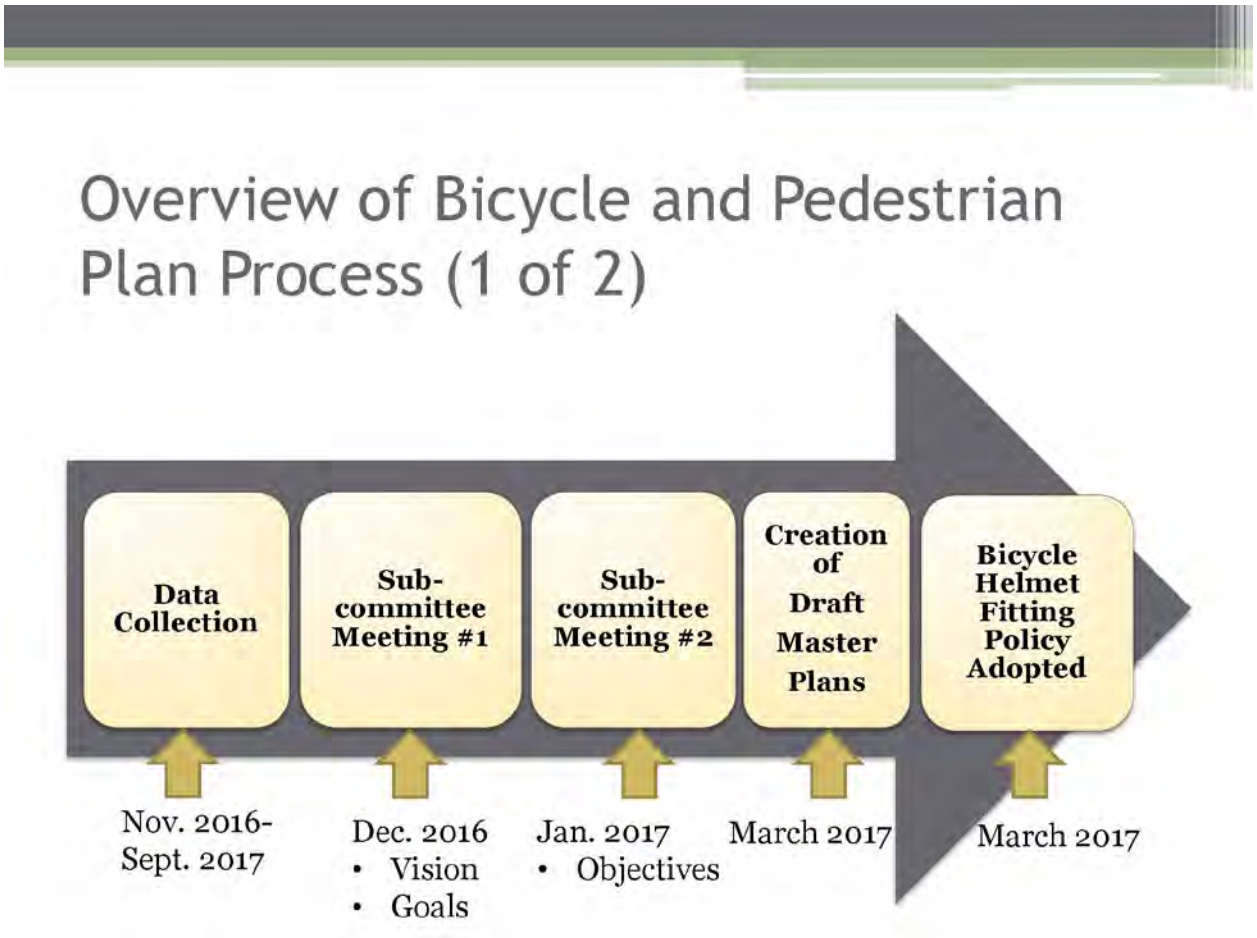
A. Subcommittees shall be designated by the BPAC as necessary to investigate and report on specific subject areas of interest to the BPAC. Subcommittees may also be designated as necessary to deal with administrative and legislative procedures relating to the BPAC. These may include, but are not limited to:

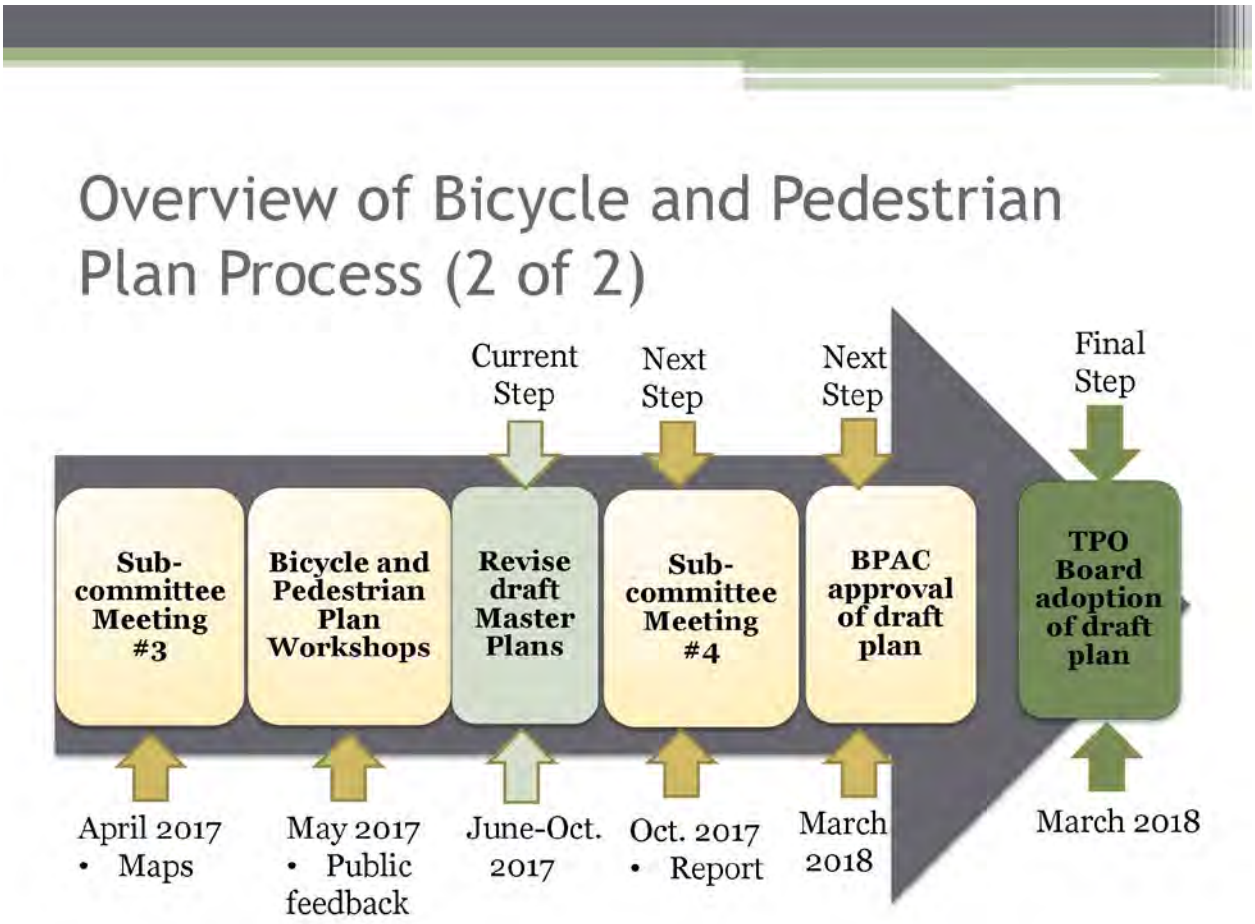
- Highways
- Mass Transit
- Transportation needs of "transportation-disadvantaged" groups
- Project Review Committee
- Nominating Committee

B. When a subcommittee is convened, the first action of the committee shall be to establish the Chairperson and Vice Chairperson, outline the scope of activities of the subcommittee, the expected duration of the group and frequency of meetings if known. A summary report of each meeting will be made available.

Plan Development

The original Volusia County Metropolitan Planning Organization (MPO) Bicycle and Pedestrian Plan was adopted on January 25, 2005. The revised plan was developed through the following process:





Data Collection

The data collection effort began in November 2016 with collecting the adopted bicycle and pedestrian plans from local governments in the R2CTPO planning area. Bicycle and Pedestrian plans were obtained from the following local governments:

- Daytona Beach
- DeLand
- Edgewater
- Flagler County
- New Smyrna Beach
- Ormond Beach
- Palm Coast
- Volusia County

The Florida Greenways and Trails Plan (FGTS) was obtained from the Florida Department of Environment Protection Office of Greenways and Trails.

BPAC Bicycle and Pedestrian Plan Subcommittee

On November 9, 2016, the BPAC created the Bicycle and Pedestrian Plan Subcommittee. The subcommittee met on several occasions to develop a Vision, Goals, and Objectives. They also reviewed and recommended improvements to the draft plan and report.

Creation of draft Bicycle Masterplan and draft Pedestrian Masterplan

The draft masterplans for bicycle and pedestrian routes were created by the TPO staff with assistance from the BPAC Bicycle and Pedestrian Plan Subcommittee and East Central Florida Regional Planning Council.

Bicycle Helmet Fitting Policy Adopted

The 2017 bicycle helmet fitting policy (Resolution 2017-09) recognizes the importance of using bicycle helmets that are properly fitted, fastened securely and meet federal safety standards adopted by the Consumer Product Safety Commission (CPSC) to reduce the possibility of injury or death in crashes involving bicyclists. The River to Sea TPO requires bicycle helmets to be properly fitted and secured before being donated to the general public without regard to age, gender, race, color or national origin.

Bicycle and Pedestrian Plan Workshops

Three (3) public workshops were held in May 2017 to display the draft masterplans for bicycle and pedestrian routes and collect feedback from the general public. The workshops were held in Daytona Beach on May 10th, Palm Coast on May 11th, and DeLand on May 12th. A total of 24 people attended the workshops. Comments received from the workshops were used to revise the draft masterplans.

Section 2

VISION, GOALS, OBJECTIVES

VISION

The vision statement lays the foundation for all recommendations in the R2CTPO Bicycle and Pedestrian Plan. It expresses the R2CTPO's aspirations and future intentions around walking and bicycling. The following vision statement is inspired by the adopted 2040 Long Range Transportation Plan (LRTP):

Our Bicycle and Pedestrian System will provide a safe and efficient means of travel on a comprehensive network of facilities to access all desired destinations. This plan will provide for the continuing enhancement and expansion of a sustainable bicycle and pedestrian network.

GOALS

Goals are usually fairly broad statements that reflect the achievement of the vision, make it more explicit and help guide actions. Goals describe the end results that you want to achieve. The Bicycle and Pedestrian Plan Goals are inspired by the goals of the adopted 2040 Long Range Transportation Plan.

BICYCLE AND PEDESTRIAN PLAN GOALS

1. **Reduce the number of bicycle and pedestrian-related injuries and fatalities for all ages and users**
2. **Make all facilities safe places to walk and ride a bicycle for all ages and users**
3. **Enhance connectivity and multi-modal transportation choices**
4. **To continue to identify and map existing and proposed facilities**
5. **To provide for the safety of all mobility-impaired users**

OBJECTIVES

Objectives specify how each goal will be achieved. Each plan goal is likely to be associated with several objectives, since there are almost always multiple pathways to the attainment of a given goal. While goals can be somewhat general, objectives should be more specific. Measureable objectives are best because they enable benchmarking and evaluation of progress.

Objective 1a: Conduct a minimum of 15 bicycle and pedestrian safety education events annually and increase BPAC member participation in these events

Objective 1b: Conduct regular bicycle and pedestrian safety studies as identified in the applicable Unified Planning Work Program (UPWP)

Objective 1c: Pursue grant opportunities for bicycle and pedestrian public awareness messages

Objective 2a: Partner with local law enforcement to reduce excessive motorist speed and hazardous behavior of all road users

Objective 2b: Explore outreach opportunities with Bike/Walk Central Florida and the Best Foot Forward Program for the TPO service area

Objective 3a: Partner with agencies to identify gaps and prioritize connectivity

Objective 3b: Work with ReThink, Votran, SunRail, Flagler County Public Transportation and other potential partners to enhance multi-modal participation

Objective 4a: Create the River to Sea TPO bicycle and pedestrian facilities map for the entire planning area and update every year

Objective 4b: Update the Volusia County Bicycle Map for the Experienced Cyclist every two years

Objective 5a: Complete the Accessible Pedestrian Signal (APS) Action Plan

Objective 5b: Ensure full compliance with the Americans with Disabilities Act (ADA) for all TPO funded projects

Section 3

PUBLIC INVOLVEMENT

Public Involvement

The TPO is required to develop and use a documented participation plan that defines a process for providing reasonable opportunities to be involved in the metropolitan transportation planning process to individuals; affected public agencies; representatives of public transportation employees; public ports; freight shippers; providers of freight transportation services; private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program); representatives of users of public transportation; representatives of users of pedestrian walkways and bicycle transportation facilities; representatives of the disabled; and other interested parties. [23 C.F.R. 450.316(a)] The River to Sea TPO's Public Participation Plan (PPP) was adopted on November 23, 2016.

In 2016, the River to Sea TPO conducted its biennial survey to help understand the transportation preferences and priorities of the TPO region. The 2016 Tell the TPO Survey was a follow up to the first one completed in 2014 which provided baseline information. The survey is intended to be conducted every two years, and helps to provide insights for the TPO as it makes decisions on transportation planning and implementation. It seeks to understand the transportation wants, needs, problems and preferences of residents, business community, elected officials, visitors and other stakeholders. The survey campaign ran from March 31, 2016 through May 31, 2016 and was distributed in both hard copy and online/web versions. A total of 1,276 responses were collected and summarized from across the entire TPO region. The next Tell the TPO Survey will launch in the winter of 2018.

Among the questions posed in the 2016 survey, a number of them were regarding bicycle and pedestrian facilities and transportation. When respondents were asked about their satisfaction with existing pedestrian facilities, 42% responded that they were either "satisfied" or "extremely satisfied," while 31% indicated they were "satisfied" or "extremely satisfied" with bicycle lanes. About 65% of people expressed that we should increase investments in walking and bicycling as modes of transportation. Fifty percent (50%) of people said that they walked daily versus 28% who bicycle daily. When asked what prevented them from walking or bicycling, 41% stated it was due to safety concerns such as too much traffic or traffic moving too quickly. When respondents were asked how transportation funding should be prioritized, 62% felt more money should be invested in sidewalks and crosswalk facilities and 52% wanted to invest more in bicycle facilities.

RIVER TO SEA TRANSPORTATION PLANNING ORGANIZATION

2016 TELL THE TPO SURVEY

CAMPAIGN SUMMARY

August 2016

RIVER TO SEA
Transportation Planning Organization
VISION - PLAN - IMPLEMENT
TPO

Introduction

The River to Sea Transportation Planning Organization (TPO) conducted its second "Tell the TPO" Transportation Trends Survey to better understand the transportation preferences and priorities for the TPO's planning area. The survey is conducted every two years, and helps to provide insights to the TPO as they make decisions on transportation priorities. This year's survey served as a follow-up to the initial survey conducted in 2014.

This survey seeks to provide a broad understanding of the public's awareness, attitudes, and perceptions about transportation within the TPO region, and to identify changes and trends of these results over the years. Additionally, the survey is intended to increase public awareness of the TPO and its transportation planning functions.

Specifically, the survey objectives are to:

- **Understand** the transportation wants needs, problems, and preferences from residents, business community, elected officials, visitors, and other stakeholders.
- **Increase public awareness** of the TPO's presence in the local area and expand branding of the organization.
- **Engage** interested and affected residents, businesses, and visitors in the TPO's planning activites.
- **Foster** partnerships among the TPO partner agencies and community organizations.
- **Build** the contact databases of the TPO partner agencies including FDOT ReThink, Votran, and SunRail.

Methodology

The original goals and survey development were undertaken during the 2014 survey creation when a survey working group was formed. The group included partner transportation agencies and key community stakeholders including the East Central Florida Regional Planning Council (ECFRPC), FDOT - District 5, FDOT ReThink Your Commute, Votran, Flagler and Volusia Counties, and Volusia/Flagler County Association for Responsible Development (VCARD/FCARD).

A majority of the 2016 survey questions were consistent with the previous survey in order to observe patterns from year to year, however, the 2016 survey included a few major changes to the 2014 survey, along with minor text clarifications. The February 2016 TPO Board Retreat was themed around intelligent transportation systems (ITS) and how advances in technology will impact the TPO region. The survey reflected this theme and was modified to include ITS answer choices to existing questions and added a new question asking which ITS improvements are most important to survey respondents. Since SunRail has now been in service for two years, this new survey also included the addition of a question regarding improvements to SunRail service.

For the 2016 survey, the TPO reached out to other community stakeholder organizations by attending events to distribute the survey and spread awareness about the TPO. The survey was also distributed through various media outlets, posted and announced through partner agencies' websites, newsletters, and email blasts.

The survey was predominantly facilitated through the online/web version but printed copies were also distributed in both English and Spanish languages. The survey campaign formally ran from March 31, 2016 to May 31, 2016. Each of the board and committee members were challenged to be an "ambassador" for the survey campaign and to help share and promote the survey through their own organizations' communication channels. This "Ambassador Program" helped in successfully increasing the awareness of the campaign throughout the process.

Outreach

Survey outreach featured partnerships with cities, government agencies, businesses, and community organizations which helped to make the www.TelltheTPO.com link widely available through various websites, newspaper, and media outlets. Some examples include:

- Conducted strategic in-person outreach at One Voice for Volusia (Coalition Meeting event), VCARD (Happy Hour at Lilian Place event), and the Volusia County Farm Bureau Weekly Farmer's Market event.
- Earned media included stories in 20 publications ranging from the Daytona Beach News-Journal to the City of DeBary's newsletter.
- Social media (Facebook and Twitter) and email blasts across more than 30 community outlets.
- Board and committee members served as ambassadors to get the word out to their constituents.
- Public response to the survey included the following number of respondents "opting-in" for partner agency email listervs:

RIVER TO SEA TPO
Transportation Planning Organization
VISION - PLAN - IMPLEMENT

264

SunRail

273

Votran
We drive a great bargain

135

reThink™

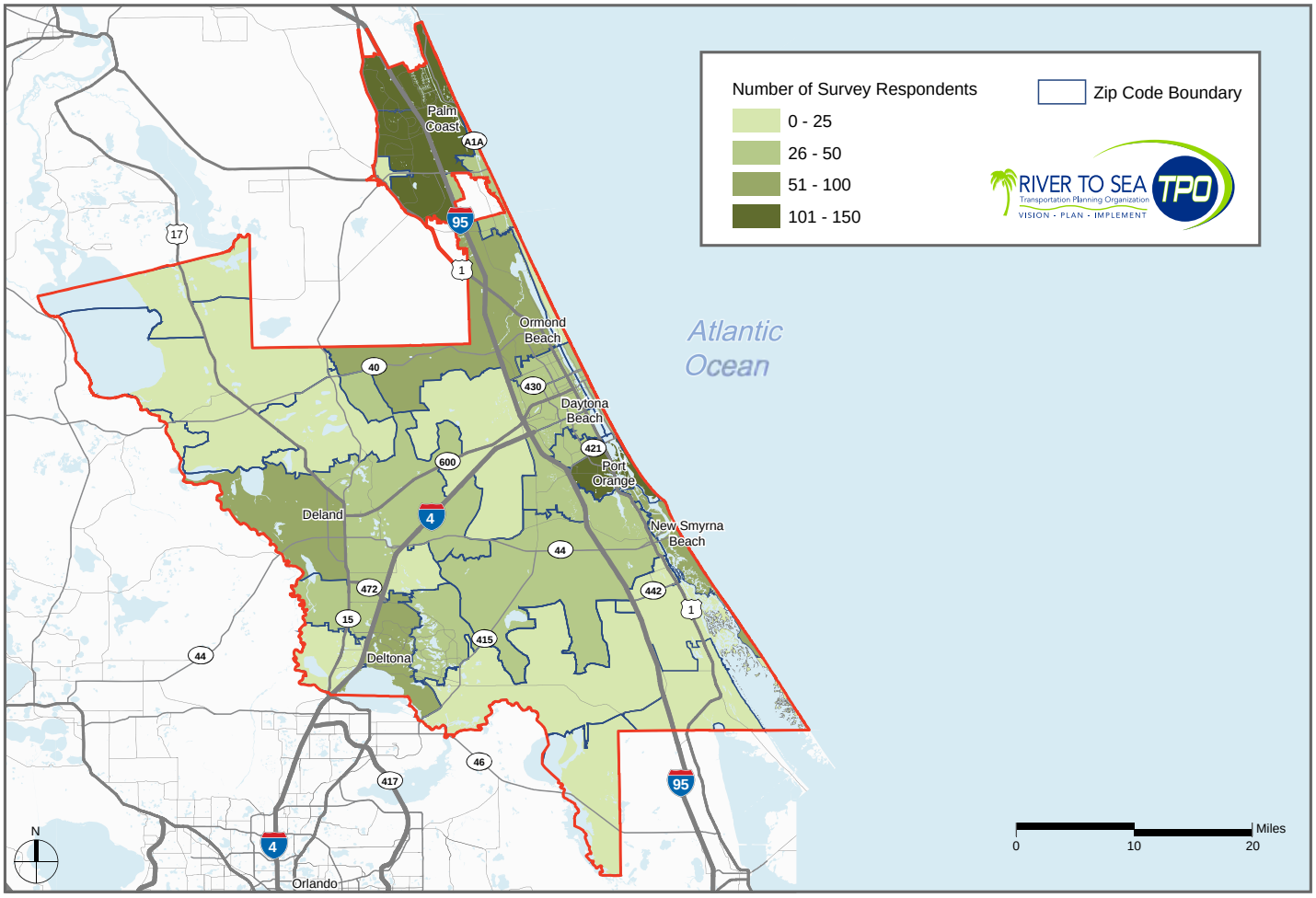
84

Response

A total of 1,276 responses were collected and summarized as part of this effort. The results have been successful in providing a second set of data to identify trends and patterns in public opinion on the region's transportation system.

Out of the more than 1,200 respondents, over 40% provided additional answers in essay form to supplement the multiple choice questions. More than 55% of respondents were between age 41 and 65 and 25% of respondents were 65 or older.

Figure 1 illustrates the geographic distribution of the survey respondents by where they live. Compared to the 2014 survey effort, respondents came from a wider variety of geographic areas, reporting a total of 84 unique zip codes, compared to 75 zip codes in 2014.



Note: 84 respondents listed their home zip code outside the MPO boundary.

Summary of Key Findings

The survey included nine transportation questions relating to how respondents move around the TPO region and their preferences for additional investment. Generally, the results of the survey were consistent with the 2014 survey and are reviewed in this section.

Similar to the 2014 survey, the new survey revealed that many respondents walk, bike, or take transit daily; and many more would do so if additional higher quality bicycling and pedestrian facilities are constructed. Most of the respondents also feel a need to invest more in modes like walking, bicycling, and public transit. Most respondents indicated they were satisfied with the roadway/highway system but would like to see more investment in improving operational efficiencies like signal timing, turn lane additions/extensions, etc.. In addition, respondents would like to invest resources in intelligent transportation systems infrastructure such as variable message signs, coordinated signals, and real-time travel information to improve traffic flow, decrease roadway crashes, and better inform the traveling public.

Respondents were interested in investing more in existing roadways and prioritizing operational efficiency improvements on what exists today, rather than building new infrastructure. In regard to SunRail, respondents would like to see the service expanded beyond the DeLand SunRail station and into the evening and weekends in the future. Eight out of every 10 respondents support a dedicated funding source for public transit and indicated a variety of options they would support to do this.

The following is a summary of the survey findings. New and modified questions are marked as such and the results of the last survey are provided for reference:

1 WHAT IS YOUR OVERALL LEVEL OF SATISFACTION WITH THE EXISTING TRANSPORTATION FACILITIES?

(RESPONDENTS INDICATING "SOMEWHAT SATISFIED" OR "COMPLETELY SATISFIED")

	2014	2016
SATISFIED WITH INTERSTATE HIGHWAYS	48%	56%
SATISFIED WITH MAJOR ROADWAYS	40%	53%
SATISFIED WITH TRAILS	45%	50%
SATISFIED WITH LOCAL STREETS	39%	44%
SATISFIED WITH PEDESTRIAN FACILITIES	44%	42%
SATISFIED WITH BICYCLE LANES	34%	31%
SATISFIED WITH PUBLIC TRANSIT SERVICES	17%	24%
SATISFIED WITH PUBLIC TRANSIT SHELTERS / BENCHES	13%	18%

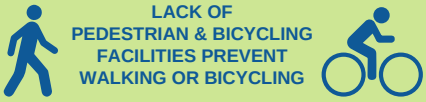
2 TO IMPROVE DRIVING IN OUR AREA, SHOULD WE INVEST MORE, THE SAME, OR LESS IN THE FOLLOWING?

	2014	2016
INCREASE INVESTMENT IN MODES OTHER THAN DRIVING (BICYCLING, TRANSIT, WALKING)	72%	65% WALKING 64% BICYCLING 59% TRANSIT
INCREASE INVESTMENT IN IMPROVING ROADWAY OPERATIONS (BETTER SIGNAL TIMING, EXTENDING TURN LANES, ETC.)	63%	62%
INCREASE INVESTMENT IN TECHNOLOGY LIKE VARIABLE MESSAGE SIGNS, COORDINATED SIGNALS, REAL-TIME INFO	NEW ANSWER CHOICE	57%
INCREASE INVESTMENT IN BUILDING NEW ROADWAYS	25%	25%
INCREASE INVESTMENT IN ENCOURAGING CARPOOLING	42%	43%
INCREASE INVESTMENT IN ADDING MORE LANES	38%	42%

3 WHAT FORMS OF TRANSPORTATION DO YOU USE REGULARLY (4 OR MORE TIMES PER WEEK)?

	2014	2016
DRIVE ALONE	90%	89%
WALK DAILY	23%	50%
BIKE DAILY	12%	28%
CARPOOL	6%	11%
PUBLIC TRANSPORTATION	6%	4% BUS 3% SUNRAIL

4 IF YOU DONT WALK OR BICYCLE NOW, WHAT PREVENTS YOU FROM DOING SO?

	2014	2016
 SAFETY CONCERNS PREVENTS WALKING OR BICYCLING (TOO MUCH TRAFFIC; SPEED TO FAST)	30%	41%
 DISTANCE TOO FAR OR TAKE TOO LONG TO WALK OR BIKE	50%	37%
 LACK OF PEDESTRIAN & BICYCLING FACILITIES PREVENT WALKING OR BICYCLING	23%	31%
NO MATTER HOW MANY SIDEWALKS OR BICYCLE LANES ARE IMPROVED, THEY DO NOT CARE TO WALK OR BIKE	8%	7%

5 IF YOU DON'T REGULARLY USE TRANSIT BUSES, WHICH IMPROVEMENTS WOULD MAKE THEM A MORE ATTRACTIVE OPTION?

	2014	2016
 MORE CONVENIENT BUS STOPS & ROUTE LOCATIONS	51%	45%
 FASTER OR MORE DIRECT SERVICE	28%	38%
 MORE FREQUENT/ EXPANDED HOURS FOR BUS SERVICES	40%	37%
I WILL NOT RIDE THE BUS EVEN WITH IMPROVEMENTS	15%	32%
CLEANER BUSES	10%	9%
LOWER FARES	12%	7%

6 IF YOU DO NOT REGULARLY USE SUNRAIL, WHAT IMPROVEMENTS CAN MAKE IT MORE ATTRACTIVE?

NEW QUESTION	2016
EXPAND SERVICE BEYOND DELAND STATION	50%
MORE FREQUENT AND/OR EXPANDED HOURS OF SERVICE	36%
EXPAND SERVICE TO DELAND STATION	30%
MORE EFFECTIVE FEEDER BUS SERVICE	23%
I WILL NOT RIDE SUNRAIL EVEN WITH PUBLIC TRANSPORTATION IMPROVEMENTS	19%
MORE PARKING AT STATIONS	10%
LOWER FARES	9%

7 WHAT SOURCES SHOULD BE USED TO PAY TO EXPAND TRANSIT?

	2014	2016
SUPPORT A DEDICATED FUNDING SOURCE FOR TRANSPORTATION	83%	78%
NEED MORE INFORMATION TO SUGGEST SPECIFIC SOURCE	46%	40%
GENERAL SALES TAX	18%	8% ONE CENT SALES TAX 12% HALF CENT SALES TAX
TRANSIT IMPACT FEE FOR NEW DEVELOPMENT	12%	13%
OVERLAY TAX DISTRICT FOR URBAN AREAS	3%	3%
INCREASED PROPERTY TAXES	3%	2%
DO NOT SUPPORT A DEDICATED FUNDING SOURCE FOR TRANSPORTATION	10%	14%

8 HOW SHOULD WE PRIORITIZE OUR TRANSPORTATION FUNDING (MORE, THE SAME, OR LESS)?

	2014	2016
INVEST MORE IN SIDEWALKS AND CROSSWALK FACILITIES	59%	62%
INVEST MORE IN EXISTING ROADWAYS	47%	56%
INVEST MORE IN BICYCLE FACILITIES	58%	52%
INVEST MORE IN PUBLIC TRANSIT	73%	48% BUS SERVICE 51% SUNRAIL
INVEST MORE IN TRAILS	46%	43%
INVEST MORE IN NEW ROADWAYS	34%	24%

9 IN WHAT AREA IS TRANSPORTATION TECHNOLOGY MOST IMPORTANT?

	NEW QUESTION	2016
	IMPROVING THE FLOW OF VEHICLE TRAFFIC	75%
	DECREASING ROADWAY CRASHES	75%
ROADWORK AHEAD	PROVIDING REAL-TIME INFORMATION TO DRIVERS / TRANSIT RIDERS / PEDESTRIANS	53%
	HELPING TRANSIT VEHICLES ARRIVE ON TIME OR HAVE SHORTER TRAVEL TIMES	45%
	REDUCING FREIGHT SHIPPING TRAVEL TIMES	24%

Public Meetings and Workshops

The Bicycle and Pedestrian Plan was subject to extensive review from the community, local government elected officials and staff, trail advocates and the TPO staff. The BPAC Bicycle and Pedestrian Plan Subcommittee met a number of times to review and provide feedback on several versions of the draft plan. The entire BPAC reviewed recommendations provided by the subcommittee and provided suggestions for the draft and final plan.

Three (3) public workshops were conducted for the draft Bicycle and Pedestrian Plan. The first workshop was held on May 10, 2017 at the River to Sea TPO office. The second workshop was held on May 11, 2017 at Palm Coast City Hall. The third and final workshop was held on May 12, 2017 at the Thomas C. Kelly Administration Center in DeLand. A total of 24 people attended the three workshops. Public feedback received during and after the workshops was used to revise the draft Bicycle and Pedestrian Plan.

FOR IMMEDIATE RELEASE

MEDIA CONTACT:
Stephan C. Harris, Project Manager
386-226-0422, extension 20428
sharris@r2ctpo.org

PUBLIC INPUT WORKSHOPS TO BE HELD FOR THE PROPOSED RIVER TO SEA TPO BICYCLE AND PEDESTRIAN PLAN

The Bicycle & Pedestrian Advisory Committee (BPAC) of the River to Sea Transportation Planning Organization (TPO) will be conducting three workshops to solicit public input on a bicycle and pedestrian plan covering the urbanized areas of Volusia and Flagler Counties.

The proposed Bicycle and Pedestrian Plan is intended to serve as a resource for non-motorized travel on multi-use trails, sidewalks, and bicycle lanes in Volusia and Flagler Counties. The goals of the plan include identifying and mapping existing and proposed facilities; promoting an ongoing education program that will raise awareness, encourage a heightened recognition of safe practices, and improve perceptions and attitudes of motorists, pedestrians, and cyclists; and promoting the enforcement of existing traffic laws as related to bicycle and pedestrian safety. Interested citizens are encouraged to attend one of the following public workshops to review the draft plans and provide feedback:

Wednesday, May 10, 2017	Thursday, May 11, 2017	Friday, May 12, 2017
5:00 pm to 6:30 pm	5:00 pm to 6:30 pm	5:00 pm to 6:30 pm
River to Sea TPO	Palm Coast City Hall	Thomas C. Kelly Admin. Center
2570 W. Int'l. Speedway Blvd.	City Council Chambers	1st Floor Training Room
Suite 100	160 Lake Avenue	123 W. Indiana Ave
Daytona Beach, FL 32114	Palm Coast, FL 32164	DeLand, FL 32720

# # #

Community Outreach

Community outreach is a key function of the River to Sea TPO. Each year, the TPO attends and participates in numerous community events and programs. During community events, the TPO not only provides bicycle and pedestrian safety materials and promotional items, but also properly fits and donates bicycle helmets to children and adults. During FY 2015/16, the TPO fit and donated more than 870 bicycle helmets during events such as Port Orange Family Days, National Trails Day, Halifax Arts Festival and Light-Up MidTown Health Fair. During FY 2016/17, the TPO fit and donated just over 880 bicycle helmets. In addition to community events, the TPO has developed a Summer School Helmet Fitting Program. TPO staff visits four schools each summer throughout Volusia and Flagler Counties that have a summer school program. TPO staff gives a presentation to the children on bicycle and pedestrian safety followed by fitting each of the children for a new bicycle helmet. The TPO has also produced and distributed a number of outreach items. These include the Volusia County Bicycle Map for the Experienced Cyclist, the Volusia County MPO Walk & Ride DVD and the 3' "It's the Law" Safety Decals. These items are distributed by request, at local agencies and at events during the year.

The Volusia County Bicycle Map for the Experienced Cyclist was developed in coordination with the Florida Bicycle Association, the Florida Freewheelers Bicycle Club, Bike Florida, Inc. and local governments in Volusia County. It is made available in the Volusia County Parks, the West Volusia Advertising Authority and the Daytona Beach and Daytona Beach/Port Orange Chambers of Commerce. More than 600 bike maps were distributed in FY 15/16 and 475 in FY 16/17.

The Volusia County MPO Walk & Ride DVD was funded by the Florida Safe Routes to School Program and produced by WDSC-TV Channel 15. It gives tips to bicyclists and pedestrians on the rules of the road and promotes safe practices for walking and bicycling. The DVD was selected for a Bronze Telly Award in 2010. The DVDs are provided to the Volusia and Flagler Counties' School Systems for use in their curriculum. More than 300 Walk and Ride DVDs were distributed in FY 15/16 and 275 in FY 16/17.

The Bicycle Safety Awareness Decal (It's The Law Decal) promotes Florida Statute 316.083 (1) – a statute that states the driver of a vehicle passing a bicycle or other non-motorized vehicle must pass the bicycle or other non-motorized vehicle at a distance of at least three (3) feet. Decals are displayed on public and private vehicles alike. The River to Sea TPO distributed approximately 200 bicycle safety car decals in FY 15/16 and 600 in FY 16/17. In addition, approximately 67,000 bicycle safety flyers were distributed through the Flagler County Tax Office from August 2014 through August 2015. The flyers included a paper copy of the TPO's bicycle safety car decal illustrating the three-foot law and a list of bicycle and pedestrian safety tips.

Section 4

SAFETY PROGRAM

SAFETY

The R2CTPO's Bicycle and Pedestrian Plan addresses the "4 E's" of safety: education, encouragement, enforcement and engineering. The strategy for each "E" is as follows:

Education – Increase awareness and understanding of safety issues related to bicyclists and pedestrians.

Encouragement – Promote, plan and implement built environments (urban, suburban and rural) which encourage safe bicycling and walking. Support national, state and local legislative initiatives and policies that promote bicycle and pedestrian safety. Encourage adequate funding levels for effective bicycle and pedestrian safety programs and initiatives.

Engineering – Develop and use a systematic approach to identify locations and behaviors prone to bicycle and pedestrian crashes and implement multidisciplinary countermeasures.

Enforcement – Increase compliance with traffic laws and regulations related to bicycle and pedestrian safety through education and enforcement.

As part of its efforts to develop and expand a network of safe pedestrian and bicycle facilities, the River to Sea TPO has authorized the Bicycle and Pedestrian School Safety Review Study. The primary goal of the study is to provide recommendations for safe, connected and well-maintained pedestrian and bicycle facilities to encourage students to walk or ride bicycles to school. A secondary goal of the study is to encourage planning efforts that include analysis of long-term cost trade-offs related to bicycle and pedestrian safety. A third goal of the study is to provide a general understanding of costs associated with constructing safety improvements. Bicycle and Pedestrian School Safety Review Study assessments have been completed on over sixty-three (63) elementary and middle schools and new school sites in Volusia County. Assessments have also been completed for seven (7) elementary and middle schools in Flagler County. Additional information can be found at this link: https://www.r2ctpo.org/planning-studies/bicycle-pedestrian/bp-studies/

The Volusia County Bicycling Map for the Experienced Cyclist was the first countywide bicycling map. It was completed by the BPAC and River to Sea TPO staff in 2009. Revised maps have been printed in 2012 and 2014. The map was developed in cooperation with the Florida Bicycle Association, Florida Freewheelers Bicycle Club, Bike Florida, Florida Department of Transportation, and local governments in Volusia County. The map is scheduled for revision and printing in 2018. The current bike map is available at this link: https://www.r2ctpo.org/planning-studies/bicycle-pedestrian/maps/

The Bicycle Safety Awareness Decal (It's The Law Decal) promotes Florida Statute 316.083 (1) – a statute that states the driver of a vehicle passing a bicycle or other non-motorized vehicle

must pass the bicycle or other non-motorized vehicle at a distance of at least 3 feet. Decals are displayed on public and private vehicles.

The Walk and Ride Bicycle & Pedestrian Safety Video is a River to Sea TPO project funded by the Florida Safe Routes to School Program and produced by Daytona State College. The video and accompanying public service announcements promote safe practices for walking and biking. English and Spanish versions of the video are available. The videos are available at this link: https://www.r2ctpo.org/public-involvement/safety/

The River to Sea TPO conducts Bicycle Safety Awareness Programs. Bicycle helmets are purchased by the River to Sea TPO and awarded by the Bicycle Helmet Promotion Grant from Florida's Pedestrian and Bicycling Safety Resource Center (funded by the Florida Department of Transportation). The bicycle helmets are fitted and donated to individuals free of charge.

The River to Sea TPO participates in and provides staff support for bicycle rodeos. Equipment for setting up and running rodeos is owned by the River to Sea TPO. This equipment includes cones, ropes, miniature stop signs, visual obstacle posters, instructional videos and materials.

Workshops promoting bicycle and pedestrian safety are hosted by the River to Sea TPO. The workshops are interactive and provide the latest information to engineers, planners, law enforcement personnel, safety professionals and interested citizens.

Bicycle Crashes

Bicycle fatalities and injuries reported in Flagler and Volusia Counties are shown in the table below. Bicycle fatalities remained stable in five year period with the exception of a spike in 2013. However, injuries increased in Flagler County except for a decrease in 2016. The data appears to show a slight trend of increased bicycle fatalities, except for a decrease in 2012 in Volusia County; however, injuries have decreased with the exception of increases in 2013 and 2015.

Table 1 Flagler County Crashes Involving Bicyclists (2012-2016)

Year	Fatalities	Injuries
2012	0	22
2013	2	28
2014	1	23
2015	0	25
2016	1	15

Table 2 Volusia County Crashes Involving Bicyclists (2012-2016)

Year	Fatalities	Injuries
2012	1	130
2013	4	160
2014	4	126
2015	2	135
2016	5	127

Figure 1 Flagler County Crashes Involving Bicyclists (2012-2016)

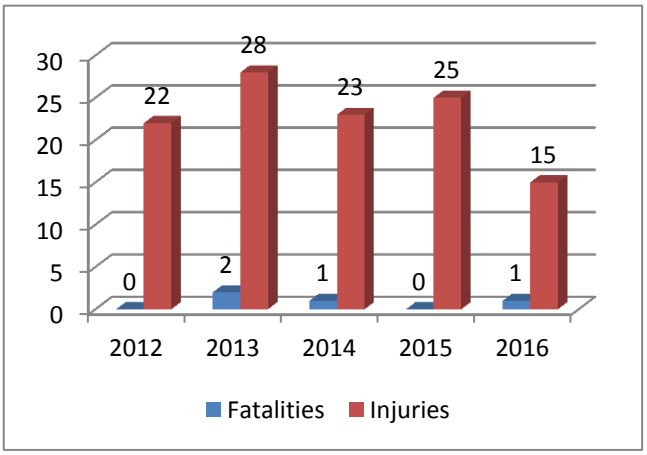
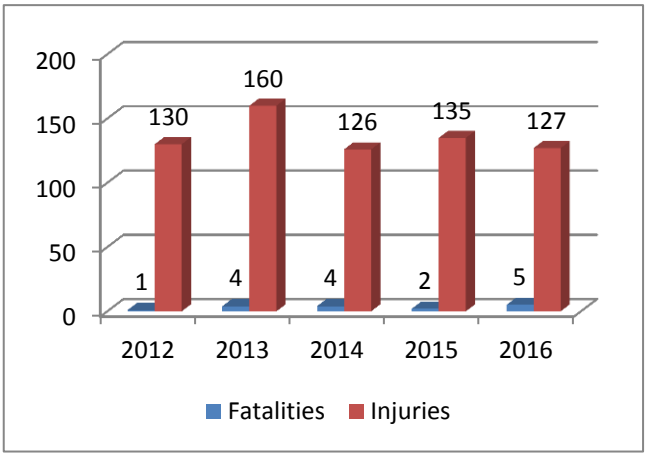


Figure 2 Volusia County Crashes Involving Bicyclists (2012-2016)



Pedestrian Crashes

Pedestrian fatalities and injuries reported in Volusia and Flagler Counties are shown in the table below. In Flagler County, pedestrian fatalities spiked in 2016 but remained stable in other years; and pedestrian injuries have decreased. The data indicates pedestrian fatalities and injuries have varied in Volusia County.

Table 3 Flagler County Crashes Involving Pedestrians (2012-2016)

Year	Fatalities	Injuries
2012	2	24
2013	0	24
2014	0	23
2015	2	21
2016	6	15

Table 4 Volusia County Crashes Involving Pedestrians (2012-2016)

Year	Fatalities	Injuries
2012	14	211
2013	17	229
2014	19	205
2015	13	187
2016	11	207

Figure 3 Flagler County Crashes Involving Pedestrians (2012-2016)

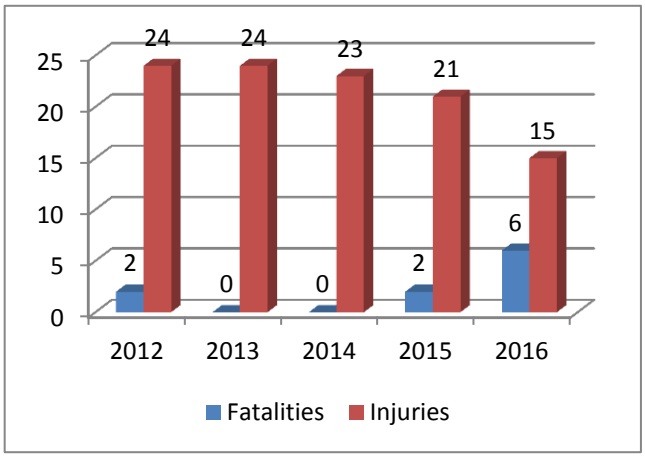
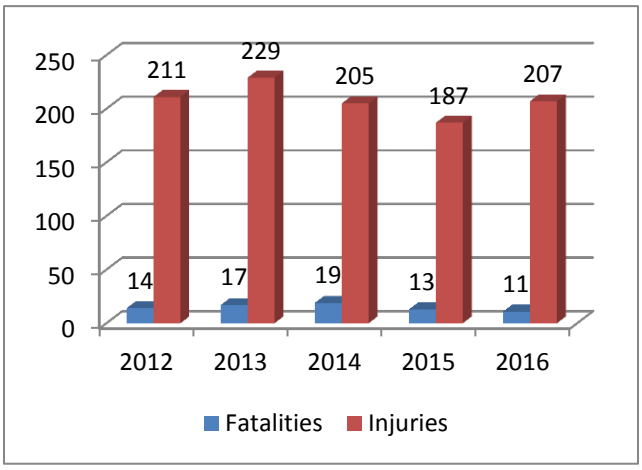


Figure 4 Volusia County Crashes Involving Pedestrians (2012-2016)



High Crash Intersection Locations

The tables below show the highest ten bicycle/pedestrian crash intersection locations in Flagler and Volusia Counties. A minimum crash count is five.

Table 1 Bike/Ped Highest Ten Intersection Crash Locations in Flagler County (2012-2016)

Rank	Intersection Name	Crash Count	Crash Severity	Fatal Crashes	Fatal & Incapacitating Injury Crashes	Injury Crashes	PDO[1] Crashes	Bike/Ped Crashes	City
1	Belle Terre Pkwy & E Moody Blvd & Belle Terre Blvd	69	2.086	0	5	25	44	5	Palm Coast
1	Belle Terre Pkwy & Pine Grove Dr	32	3.093	2	5	15	15	5	Palm Coast
1	W Moody Blvd & E Moody Blvd & S State St & N State St	27	2.666	0	4	15	12	5	Bunnell

[1] PDO – Property Damage Only

Table 2 Bike/Ped Highest Ten Intersection Crash Locations in Volusia County (2012-2016)

Rank	Intersection Name	Crash Count	Crash Severity	Fatal Crashes	Fatal & Incapacitating Injury Crashes	Injury Crashes	PDO[1] Crashes	Bike/Ped Crashes	City
1	S Nova Rd & Spruce Creek Rd	91	2.483	0	8	45	46	10	Port Orange
2	Dunlawton Ave & S Nova Rd	163	1.938	0	5	51	112	8	Port Orange
2	W Granada Blvd & N Nova Rd & SR-5A & S Nova Rd	147	1.897	0	5	44	103	8	Ormond Beach
2	Mason Ave & Ridgewood Ave & N Ridgewood Ave	116	2.189	0	4	46	70	8	Holly Hill
2	S Ridgewood Ave & Bellevue Ave	72	2.5	0	4	36	36	8	Daytona Beach
2	Seabreeze Blvd & N Wild Olive Ave	58	2.189	0	3	23	35	8	Daytona Beach
7	S Nova Rd & Herbert St	66	2.545	0	11	34	32	7	Port Orange
8	S Clyde Morris Blvd & Dunlawton Ave	138	1.76	0	5	35	103	6	Port Orange
9	N Ridgewood Ave & Fairview Ave	55	2.363	0	2	25	30	6	Daytona Beach
10	S Lincoln St & W International Speedway Blvd & N Lincoln St	48	2.187	0	3	19	29	6	Daytona Beach

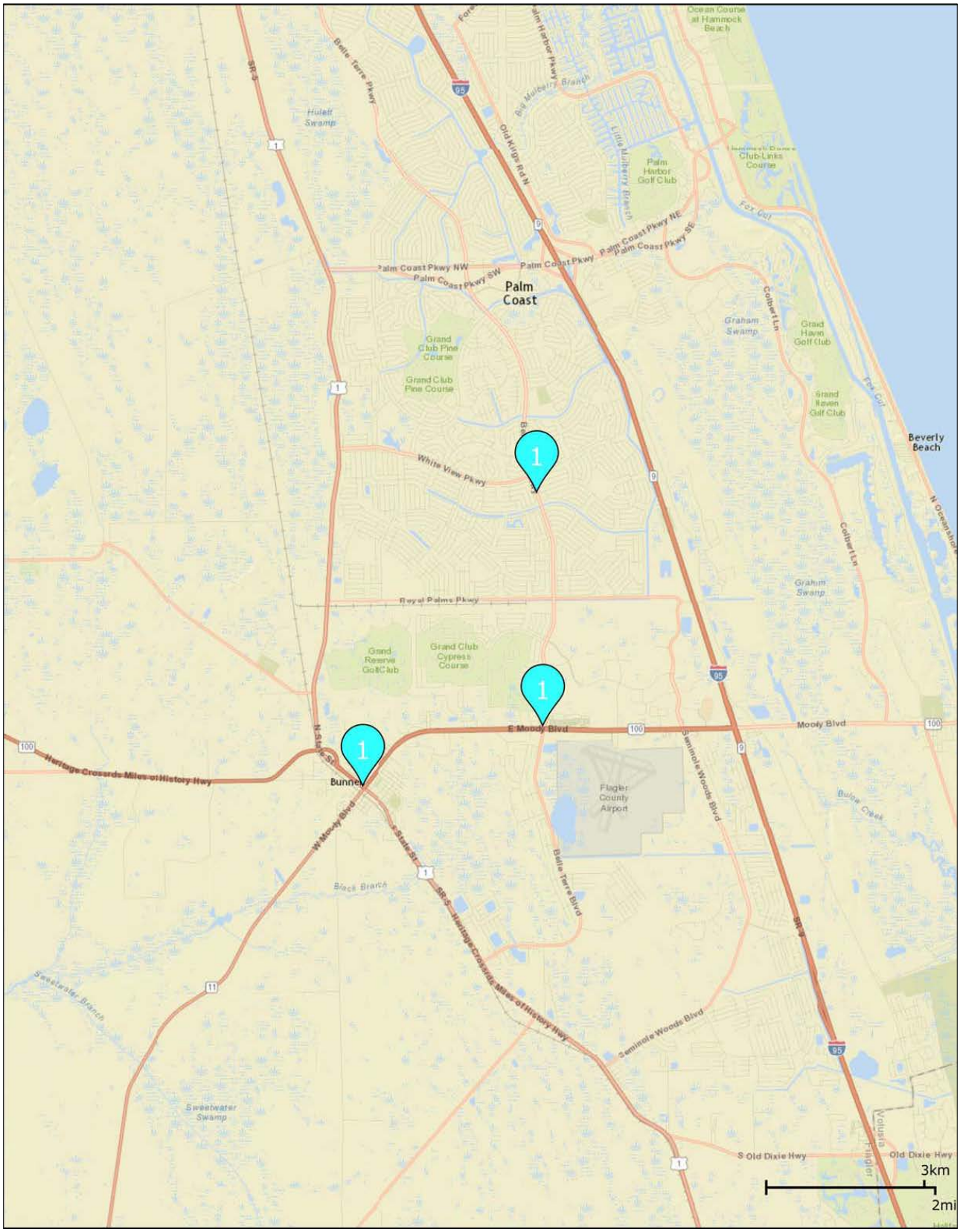


Figure 5 Bike/Ped Highest Ten Intersections Crash Locations in Flagler County (2012-2016)

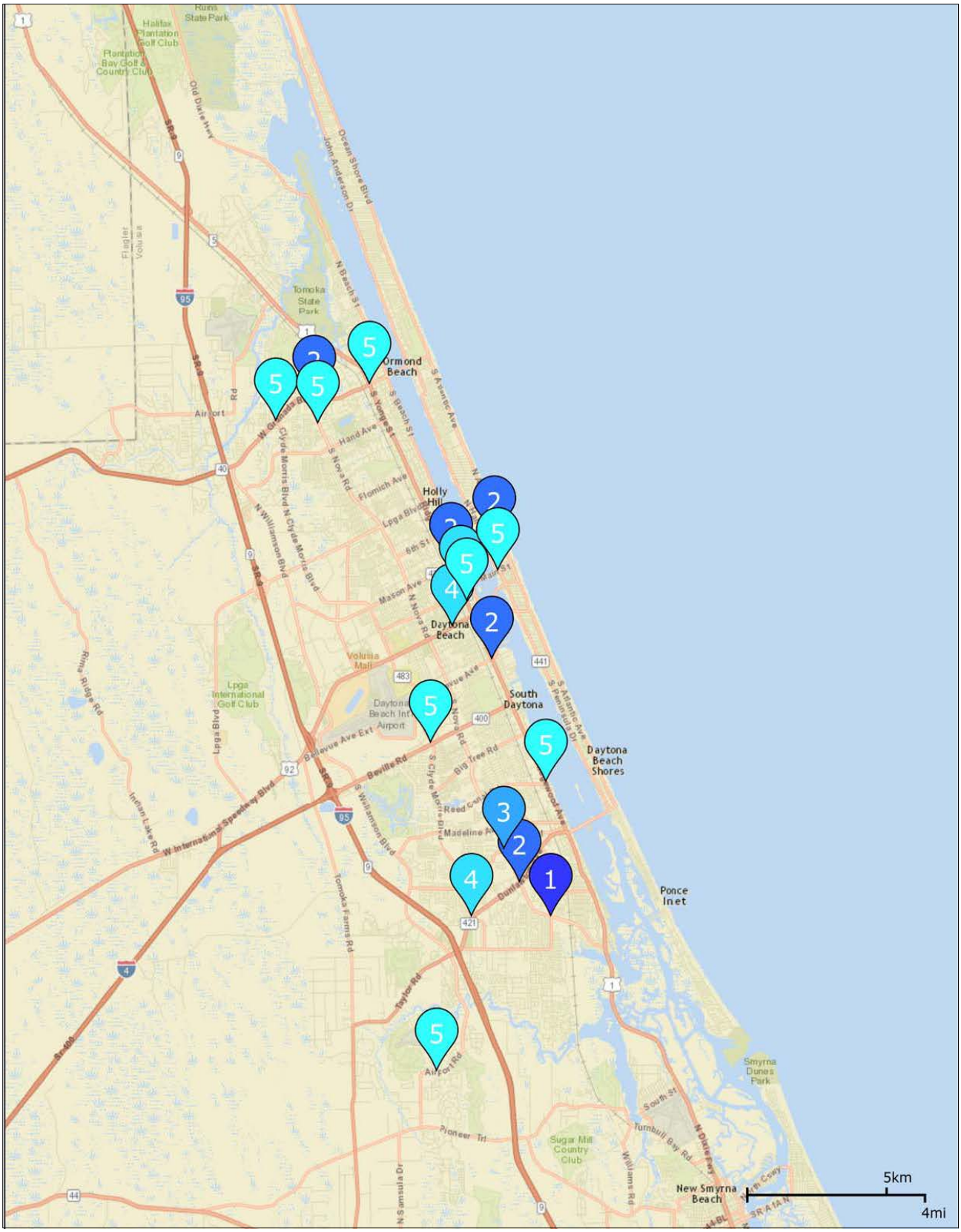


Figure 6 Bike/Ped Highest Ten Intersections Crash Locations in Volusia County (2012-2016)

Exhibit A

R2CTPO Resolution 2018-02

River to Sea Transportation Planning Organization
Calendar Year 2018 Targets

Fatalities

Basis for Establishing Target:

This target reflects a two percent annual reduction in the number of fatalities from the year 2016. This sets a target of reducing the annual fatalities to 136 with a resulting five-year rolling average of 123.3 in 2018.

Number: 136

5-Year Rolling Average: 123.3

Serious Injuries

Basis for Establishing Target:

This target reflects a two percent annual reduction in the number of serious injuries from the year 2016. This sets a target of reducing the annual serious injuries to 743 with a five-year rolling average of 722.0 in 2018.

Number: 743

5-Year Rolling Average: 722.0

Fatalities Rate:*

Basis for Establishing Target:

This target reflects a two percent annual reduction in the fatalities rate from the year 2016. This sets a target of reducing the fatality rate to 1.929 with a five-year rolling average of 1.783 in 2018.

Number: 1.929

5-Year Rolling Average: 1.783

*VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.

Serious Injuries Rate*

Basis for Establishing Target:

This target reflects a two percent annual reduction in the serious injuries rate from the year 2016. This sets a target of reducing the serious injuries rateto 10.343 with a five-year rolling average of 10.256 in 2018.

Number: 10.343

5-Year Rolling Average: 10.256

*VMT specific to the planning area is not currently available, which includes all of Volusia County and a portion of Flagler County. As such, the fatalities rate was calculated using the data available for the entirety of Volusia and Flagler County, pending the provision of data at the planning area level.

Non-Motorized Serious Injuries and Fatalities

Basis for Establishing Target:

This target reflects a two percent annual reduction in the number of non-motorized serious injuries and fatalities from the year 2016. This sets a target of reducing the non-motorized serious injuries and fatalities to 108 with a five-year rolling average of 102.9 in 2018.

Number: 108

5-Year Rolling Average: 102.9

Section 5

COMPLETE STREETS AND

FACILITY DESIGN CONSIDERATIONS

Complete Streets

Complete Streets are roadways that can accommodate all users, including people walking, riding bicycles, taking transit, driving automobiles and trucks. A complete street may include: sidewalks, bicycle lanes/paved shoulders, special bus lanes, accessible bus stops, crosswalks, median islands, accessible pedestrian signals, curb extensions, roundabouts, etc. Complete streets improve safety while reducing transportation costs. The National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets Policy:

1. Includes a vision for how and why the community wants to complete its streets
2. Specifies that "all users" includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles
3. Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way
4. Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions
5. Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes
6. Is adoptable by all agencies to cover all roads
7. Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs
8. Directs that Complete Streets solutions will complement the context of the community
9. Establishes performance standards with measurable outcomes
10. Includes specific next steps for implementation of the policy

The Florida Department of Transportation (FDOT) adopted a Complete Streets Policy in 2014. The policy is currently being implemented on state roads in Florida. FDOT's Complete Streets Policy is based on three concepts:

1. Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.
2. Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns.
3. A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

1

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: September 17, 2014
Office: Design Director
Topic No.: 000-625-017-a

COMPLETE STREETS

It is the goal of the Department of Transportation to implement a policy that promotes safety, quality of life, and economic development in Florida. To implement this policy, the Department will routinely plan, design, construct, reconstruct and operate a context-sensitive system of "Complete Streets." While maintaining safety and mobility, Complete Streets shall serve the transportation needs of transportation system users of all ages and abilities, including but not limited to:

- Cyclists
- Freight handlers
- Motorists
- Pedestrians
- Transit riders

The Department specifically recognizes Complete Streets are context-sensitive and require transportation system design that considers local land development patterns and built form. The Department will coordinate with local governments, Metropolitan Planning Organizations, transportation agencies and the public, as needed to provide Complete Streets on the State Highway System, including the Strategic Intermodal System.

This ***Complete Streets Policy*** will be integrated into the Department's internal manuals, guidelines and related documents governing the planning, design, construction and operation of transportation facilities.

Ananth Prasad, P.E.
Secretary

WHAT IS THE ROLE OF LOCAL PARTNERS?

A network of Complete Streets cannot be built entirely within the state roadway system and solely within FDOT's right of way. Transportation system and development pattern (such as land use, development density and intensity, building design, and site layout) are inextricably linked, and both have an effect on travel choices and mobility. A robust, connected roadway network provides options for the movement of people and goods and is the foundation for safe and comfortable travel for pedestrians, bicyclists, and transit riders.

Local governments and metropolitan planning organizations (MPOs) are responsible for land use and transportation planning to create supportive infrastructure and development patterns that match community goals and visions. Comprehensive plans, subarea plans, and land development regulations are some of the documents that will be reviewed to determine future visions and other land use-related items in evaluating context classification.

FDOT will apply criteria and standards based on the context classification. There is no separate FDOT funding category or FDOT funding source specifically for Complete Streets. Projects that require modifications to comply with criteria associated with the context classification will be funded through the funding programs currently available to Federal, State, and local roadways, as appropriate. The existing MPO funding process will remain the same. If local governments or other partners would like to include features that go beyond what is required by FDOT design criteria, such as decorative lighting or landscaping, patterned pavements, or street furniture and wayfinding, local communities must coordinate with FDOT to align local resources and projects with the FDOT project.

EXAMPLE OF A CONTEXT-SENSITIVE SYSTEM OF COMPLETE STREETS

WHEN WILL COMPLETE STREETS BE IMPLEMENTED?

The determination of a roadway's context classification is required in order to utilize the criteria in the FDM. The context-based criteria in the FDM will be required on projects that have not begun design by January 1, 2018, and may be applied to active design projects at the discretion of the district. For PD&E projects, implementation of context classification and the FDM is required for projects that have the Public Hearing scheduled in April 2018 or later. The 2017 Plans Preparation Manual (PPM) will apply through the completion of the PD&E studies for projects that have the Public Hearing scheduled prior to April 2018. Criteria contained in the FDM may also be applied earlier at the discretion of the district.

WHERE CAN I FIND MORE RESOURCES?

WWW.FLCOMPLETESTREETS.COM

DeWayne Carver, AICP
State Complete Streets Program Manager
(850) 414 4322
dewayne.carver@dot.state.fl.us

FDOT Completing FLORIDA'S STREETS

The right street in the right place.

WHAT IS FDOT'S APPROACH TO COMPLETE STREETS?

In September 2014, the Florida Department of Transportation (FDOT) adopted the Statewide Complete Streets Policy (Topic No. 000-625-017-a). The policy captures three core concepts in its approach to Complete Streets:

- Complete Streets serve the transportation needs of transportation system users of all ages and abilities, including pedestrians, bicyclists, transit riders, motorists, and freight handlers.
- Complete Streets are context sensitive, and the approach provides transportation system design that considers local land development patterns.
- A transportation system based on Complete Streets principles can help to promote safety, quality of life, and economic development.

Implementing Complete Streets is an FDOT department-wide priority. The Complete Streets approach builds on flexibility and innovation in roadway planning and design to put the right street in the right place.

WHAT IS IN THE COMPLETE STREETS HANDBOOK?

The Complete Streets Handbook describes how FDOT will apply context-based planning and design to non-limited access state roadway projects. It introduces the FDOT context classification system used in the FDOT Design Manual (FDM) to support the safety, comfort, and mobility of all users.

ES EXECUTIVE SUMMARY
Provides an overview of FDOT's Complete Streets approach and principles

01 CHAPTER 1
Describes the roles of FDOT and local and regional partners in implementing Complete Streets

02 CHAPTER 2
Defines context classifications that will inform planning and design decisions for Complete Streets

03 CHAPTER 3
Describes how context classifications will be determined for different types of FDOT projects

04 CHAPTER 4
Outlines roadway design considerations to support Complete Streets

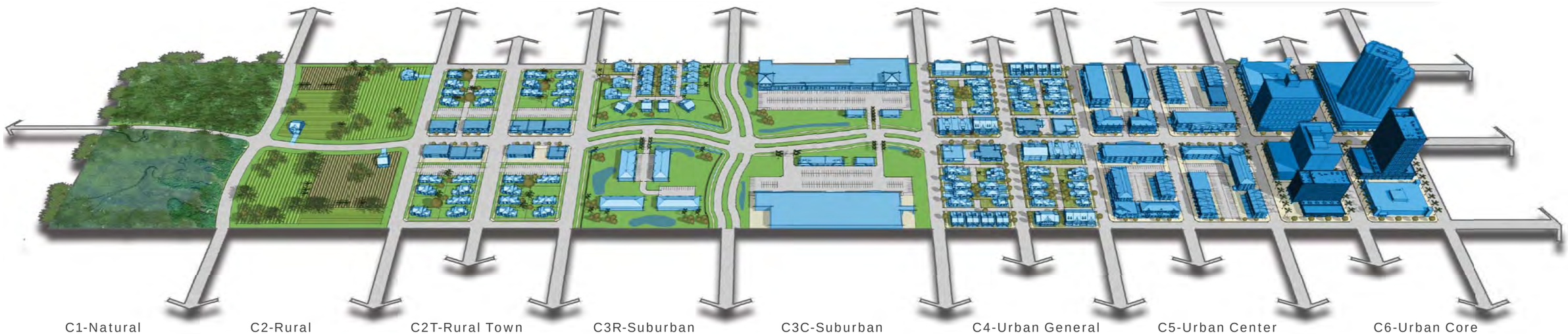
The FDOT Complete Streets approach is based on the following principles:

- Safety First
- Invest in Existing and Emerging Communities
- Enhance System Performance
- Enhance All Modes
- Connect Community Centers
- Create Quality Places
- Support the Context

WHAT IS FDOT CONTEXT CLASSIFICATION?

The FDOT context classification system broadly identifies the various built environments existing in Florida. The context classification of a roadway will inform FDOT's planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. Identifying the context classification is a preliminary step in planning and design, as different context classifications will have different design criteria.

FDOT CONTEXT CLASSIFICATIONS



C1-Natural
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural
Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town
Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

C3R-Suburban Residential
Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial
Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General
Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center
Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core
Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

CONTEXT CLASSIFICATION AND TRANSPORTATION CHARACTERISTICS

The context classification of a roadway, together with its transportation characteristics, will provide information about who the users are along the roadway, the regional and local travel demand of the roadway, and the challenges and opportunities of each roadway user.

WHAT IS THE FDOT PROCESS FOR IMPLEMENTING CONTEXT CLASSIFICATION?

Complete Streets are not a specific type of project, but rather are an approach to ensure projects are pursued based on their contexts. This means that a Complete Streets approach will be implemented consistently for all non-limited access projects — from capital projects qualifying for Efficient Transportation Decision Making process (ETDM) screening to Resurfacing, Restoration and Rehabilitation (RRR), traffic operations, and safety projects.

All FDOT projects on non-limited-access roadways require the evaluation and documentation of context classification early in the life of a project, as follows:

For Non-Qualifying Projects
(projects that do not go through ETDM screening): The context classification will be determined during the work program development cycle and prior to the development of the design scope of work.

For Qualifying Projects
(projects that go through ETDM screening): The context classification will be provided in the Preliminary Environmental Determination (PED) in ETDM screening.

Bicycle Boulevards

Bicycle boulevards are streets with low motorized traffic volumes and speeds that have been designated and modified to function as a through street for bicyclists. Bicycle boulevards use signs, pavement markings, and traffic calming measures to discourage through travel for motor vehicles. Bicycle boulevards maintain local access and many of the treatments also help create safer, more attractive local streets. Typical treatments may include traffic diverters, neighborhood traffic signals, wayfinding signs, or shared-lane markings. Bicycle boulevards utilize local streets to provide low-stress, through routes for bicyclists. Bicycle boulevards can also provide connections between shared use paths, cycle tracks, and bike lanes.

Bicycle Lanes

Bicycle lanes are designated by a white stripe, a bicycle symbol, and signage that alerts all road users that a portion of the roadway is for exclusive use by bicyclists. Bike lanes enable bicyclists to travel at their preferred speed and facilitate predictable behavior and movements between bicyclists and motorists. A bike lane is located adjacent to motor vehicle travel lanes or parking lanes, and flows in the same direction as motor vehicle traffic. Sometimes bike lanes are marked on the left side of a one-way street such as on streets where there are a high number of transit stops or vehicles on the right side, significantly more driveways, or where the majority of destinations are on the left side of the street.

Bike lanes are typically four to six feet wide. Wider bike lanes (six to seven feet) and/or buffers provide additional operating space and lateral separation from moving and parked vehicles, thus increasing bicyclists' sense of comfort and perceived safety and reducing the risk of "dooring" from parked vehicles. Buffers between the bike and motor vehicle lanes can be used to visually narrow a wide street and create a more attractive and comfortable bicycling environment. Colored pavement or a contrasting paving material has also been used in certain situations to distinguish bike lanes from the motor vehicle lanes. Design and countermeasure details are provided in the AASHTO Bicycle Design Guide, BIKESAFE, the MUTCD, and the NACTO Urban Bikeway Design Guide.

Bike lanes are used to create on-street, separated travel facilities for bicyclists. They can provide safety benefits to road users though separate operational space for safe motorist overtaking of bicyclists, particularly in narrow, congested areas. Bike lane presence also visually narrows the roadway or motor vehicle travel lanes to encourage lower motor vehicle speeds. When a bicycle lane is located on the same side of the road as transit stops, a separated bike lane may be used to route bicyclists behind the stop. Pedestrian waiting areas should be provided between the separated bike lane and the roadway and crosswalks should be installed across the separated bike lane to reduce conflicts between bicyclists and pedestrians accessing the transit stop.

Bicycle Parking

The availability of safe and convenient parking is as critical to bicyclists as it is for motorists, yet it is frequently overlooked in the design and operation of shops, offices, schools, and other buildings. Parking should preferably be covered, well lit, and in plain view without being in the way of pedestrians or motor vehicles.

Bicycle parking includes racks, lockers, and bicycle stations. Bicycle racks are fixed objects, usually constructed out of metal, to which bicycles can be securely locked. They need to support the whole bike (not just one wheel) and enable the user to lock the frame and wheels of the bike with a cable or U-shaped lock. Bike corrals allow for car parking spaces to be converted into bicycle parking spaces. Bicycle lockers are used to securely store a single bicycle. Bicycle stations are buildings or structures designed to provide secure bicycle parking and often incorporate other amenities such as showers or bike maintenance services. Additional information about bicyle parking is available from the International Bicycle Fund and in the Association of Pedestrian and Bicycle Professionals (APBP) bicycle parking guidelines.

Bicycle Wayfinding

A comprehensive wayfinding system for bicyclists will include signs and pavement markings that are placed at decision points along preferred bicycle routes. When a jurisdiction installs signs and markings for its bicycle network, it can enhance other encouragement efforts to promote bicycling in the community. There are three main types of signs:

- Confirmation signs inform bicyclists and motorists that they are on a bicycle route.
- Turn signs/markings indicate where a bikeway turns from one street to another.
- Decision signs mark the junction of two or more bikeways. Information may include destinations, arrows, distances, or travel times.

A system of signed routes should balance the need for good bicycling conditions with the need for direct access to destinations. The MUTCD provides guidance about sign placement.

Wayfinding signs direct bicyclists to the best routes connecting destinations or circumventing barriers, while indicating to motorists that bicyclists may be present.

Intersection Treatments

Intersection treatments for bicycle facilities should reduce conflict between bicyclists, vehicles, and other vulnerable road users by maintaining visibility and clearly indicating the right-of-way. Treatments include:

- Bike boxes
- Crossing markings

- Two-stage turn queue boxes
- Median refuge islands
- Through bike lanes
- Combined bike lane/turn lane

These treatments may include the use of color, signage, medians, signal detection, bicycle signals, and pavement markings. The NACTO Urban Bikeway Design Guide presents detailed descriptions and illustrations of each of these treatments.

Paved Shoulders

Similar to bike lanes, paved shoulders provide separated space for the operation of bicycles. However, unlike bike lanes, paved shoulders are not considered travel lanes, and therefore may be used for temporary storage of disabled vehicles and vehicle parking, unless prohibited. Shoulder widths are typically a function of the amount of bicycle usage, motor vehicle speeds, topography, percentage of truck and bus traffic, etc., although widths are sometimes purely a function of available right-of-way. More paved shoulder design details are given in the AASHTO Green Book and the AASHTO Guide for the Development of Bicycle Facilities. Prior research has shown that paved shoulders tend to result in fewer erratic motor vehicle driver maneuvers, more predictable bicyclist riding behavior and enhanced comfort levels for both motorists and bicyclists. Rumble strips are often used as an inexpensive and effective countermeasure to reduce run-off-road crashes for motorists; however, installing rumble strips on a narrow shoulder causes bicyclists to have to ride in the travel lane rather than on the shoulder. If there is still rideable space on the shoulder, bicyclists may also have difficulty traversing the rumble strips without falling. Placing periodic gaps in the rumble strips allows for bicyclists to safely move between the shoulder and travel lane. Given the safety benefits for motor vehicles,

rumble strips should be considered at locations with a demonstrated run-off-road crash risk, but should be designed to minimize the risk to bicyclists.

Paved shoulders create separated space for bicyclists and also provide motor vehicle safety benefits and space for inoperable vehicles to pull out of the travel lane. Shoulder width of at least five feet is recommended, but additional space should be provided on roads if there are higher levels of bicycle usage, if motor vehicle speeds exceed 50 mph, or if there is a higher percentage of truck and bus traffic. If the shoulder has rumble strips designed to alert swerving motorists, there should still be at least four feet of "rideable" surface for bicyclists. Periodic gaps in the rumble strips should also be provided to allow bicyclists to travel across the rumble strip as needed. Where paved shoulders are present, accommodations should be made for bicyclists through the intersection. If shoulders are dropped at the intersection approach to provide for a right-turn lane, signage should be used to indicate to motorists to expect bicycles and share the road. Parking should be restricted within the functional area of the intersection. Often there are opportunities to include shoulder paving projects with resurfacing or reconstruction projects.

Barrier Separated Bike Lanes

Separated bike lanes (also known as cycle tracks or protected bike lanes) are separated bicycle facilities that run alongside a roadway separated from automobile traffic by a physical barrier, such as parked cars, bollards, a landscaped buffer, or a curb. A separated bike lane is for bicycle use only and is distinct from a sidewalk. Separated bike lanes may be one-way or two-way and can be raised or at street-level. One benefit of these facilities is that many bicyclists feel more comfortable being physically separated from car traffic, potentially attracting new riders. Separated bike lanes may also reduce cyclist collisions involving parked cars; they can prevent "doorings" by creating a 3+ foot gap between parked cars and the bicycle travel lane and also keep cars from parking in a bike lane.

When selecting streets for the installation of a separated bike lanes, consider locations with high bicycle traffic or locations of high bicycle stress from high motor vehicle speeds or motor vehicle volumes, or high rates of parking turnover. Two-way separated bike lanes should be considered for locations where they would reduce potential wrong-way riding due to out of direction travel, where there is a high concentration of destinations on one side of the street, or other reasons. Also consider the impact on network traffic operations when retrofitting a separated bike lane as the installation typically results in the loss of a motor vehicle travel lane.

One of the greatest concerns for separated bike lanes is at intersections and driveways, which should be clearly marked through a variety of intersection markings that could include shared lane markings (sharrows), combined right-turn/bike lanes, and colored pavement. Separated bike lanes are most effective in locations where there are fewer intersection and driveway conflicts as well as minimal loading/unloading activity. At signalized intersections, bike boxes and bicycle signal heads should also be considered, particularly with two-way separated bike lanes. Separated bike lanes can provide an attractive bicycle facility for a range of abilities through the physical separation from motor vehicle traffic.

The Federal Highway Administration's Separated Bike Lane Planning and Design Guide(2015) includes an overview of the planning process and a menu of design recommendations with detailed graphics. The Urban Bikeway Design Guide by the National Association of City Transportation Officials (NACTO) also provides information and illustrations about designing separated bike lanes. A separate shared-use path provides transportation links, recreation areas, and outdoor fitness opportunities for a variety of users, including bicyclists and pedestrians. While the separation from motor vehicles provided by shared-use paths reduces the risk of some crash types, careful design is required to ensure safe roadway and driveway crossings and safe interactions among the different path users.

Shared-Use Paths/Side Paths

Physically separated facilities such as side paths or shared-use paths for pedestrians and bicyclists are a great way to encourage more walking and bicycling. Shared-use paths provide off-road connections that can be used for recreation and commuting. These paths are often found along waterways, abandoned or active railroad and utility rights-of-way, limited access highways, or within parks and open space areas. Along high-speed, high-volume roads, side paths might be safer and more desirable than sidewalks or bike lanes. Side paths might also be used when existing roads provide the only rights-of-way available. Paths immediately adjacent to roadways may cross numerous intersecting roads and driveways that create hazards and other problems for path users. Creating safe and accessible intersections between paths and the road network is one of the most challenging and critical aspects of design.

Shared-use paths tend to attract bicyclists with a wide range of skill levels, including young children. A path, even if designed primarily as a bike facility, also likely will attract a mix of other users including pedestrians, in-line skaters and others, depending on location and access. Special care must therefore be taken in the planning and design of such paths to provide a satisfactory experience for bicyclists and pedestrians, and safe sharing of the facility with a variety of users of differing speeds and abilities.

Good planning and design of shared-use paths is crucial to provide for safe use, to maximize long-term benefits, and reduce future maintenance problems (such as erosion, water or edge deterioration). Pathways will never replace the road network for connecting to destinations, and some cyclists will prefer the road network for most riding due to the more direct route and fewer conflicts with slower path users. A good process that incorporates input from future users and property owners may be the most important element to realizing a path that will maximize recreational and travel benefits and minimize potential problems. Good initial design is also crucial for minimizing future maintenance costs and problems. The process should engage the community so that the facility that is ultimately designed fits with local needs and with the local cultural, natural, and built environments.

Signed/Marked Shared Lanes

All roadways, except where prohibited by law, are shared by bicycles and motor vehicles. Roadways that carry low traffic volumes, such as neighborhood streets or rural roads, often provide a comfortable bicycling experience. On major roadways, wide curb or outside lanes could be used to provide more space for motorists passing bicyclists, or for bicyclists to maneuver around obstacles like drainage grates or on-street parking. Signs that say SHARE THE ROAD or BICYCLES MAY USE FULL LANE help alert motorists that they may encounter bicyclists and encourage them to be respectful.

A shared-lane pavement marking can also be used to provide a higher level of guidance to bicyclists and motorists. The placement helps bicyclists visualize the appropriate lateral position, especially when it comes to avoiding the open door of a parked vehicle or when the lanes are too narrow for bicyclists and motorists to travel side-by-side. These markings can also be used to fill in the gap between two sections of a roadway with bike lanes. The MUTCD provides guidance about the placement of shared-lane markings. Signs help alert motorists to the presence of bicycles, while markings alert motorists and offer guidance to bicyclists. Various geometric and operational factors affect the comfort level of bicyclists using shared lanes. Use appropriate signal timing and detector systems that respond to bicycles. When designing a wide outside lane, the gutter should not be included in the lane measurement as usable width. Long-term maintenance costs should be taken into consideration as durability and cost are generally inversely related. Bicyclists will need more space on sections of roadway with steep grades, drainage grates, or on-street parking. Shared-lane markings may be more appropriate, compared to striped bike lanes, on steep downgrades where bikes might be traveling at higher speeds adjacent to parked vehicles.

Retrieved 12/21/2017 from http://www.pedbikeinfo.org/planning/facilities.cfm

Advance Stop Lines/Yield Markings

An advance stop or yield line placed 20 to 50 feet ahead of the crosswalk can greatly reduce the likelihood of a multiple-threat crash at unsignalized midblock crossings. The line encourages drivers to stop back far enough so a pedestrian can see if a second motor vehicle is not stopping and, if necessary, be able to take evasive action. A setback of 30 feet for the line has been found to be a good distance for most purposes. Also, parking should be restricted between the stop or yield line and the crosswalk to allow for better visibility.

The advance stop or yield line should be supplemented with "Stop (or Yield) Here for Pedestrians" signs (R1-5, R1-5a, R1-5b, or R1-5c) to alert drivers where to stop to let a pedestrian cross. One study found that use of a "sign alone reduced conflicts between drivers and pedestrians by 67 percent, and with the addition of an advanced stop or yield line, this type of conflict was reduced by 90 percent compared to baseline levels" (Van Houten & Malenfant, 1992). The decision to use an advance stop or yield line depends on state law. Most states require drivers to yield to pedestrians; about a dozen states require drivers to stop for pedestrians. Studies have found that advance yield markings at midblock crossings can be

particularly useful when combined with signs and beacons, such as the Pedestrian Hybrid Beacon or rectangular rapid flash beacon (RRFB).

Crossing Islands

Crossing islands—also known as center islands, refuge islands, pedestrian islands, or median slow points—are raised islands placed in the center of the street at intersections or midblock crossings to help protect crossing pedestrians from motor vehicles. Center crossing islands allow pedestrians to deal with only one direction of traffic at a time, and they enable pedestrians to stop partway across the street and wait for an adequate gap in traffic before crossing the second half of the street. Crossing islands can be constructed so that crossing pedestrians are forced to the right to view oncoming traffic as they are halfway through the crossing. Where midblock or intersection crosswalks are installed at uncontrolled locations (i.e., where no traffic signals or stop signs exist), crossing islands should be considered as a supplement to the crosswalk. They are also appropriate at signalized crossings. If there is enough width, center crossing islands and curb extensions can be used together to create a highly improved pedestrian crossing. Detectable warnings are needed at cut-throughs to identify the pedestrian refuge area.

Crossing islands have been demonstrated to decrease pedestrian-vehicle incidents by 46 percent at marked crossings, and by 39 percent at unmarked crossings. The factors contributing to pedestrian safety include reduced conflicts, reduced vehicle speeds approaching the island (the approach can be designed to influence vehicle speed reduction, depending on how dramatic the curvature is), greater attention called to the existence of a pedestrian crossing, opportunities for additional signs in the middle of the road, and reduced exposure time for pedestrians.

Depending on the length of the pedestrian signal, some slower-paced pedestrians might get caught in the middle of the roadway if the traffic signal changes before they have finished crossing the roadway. At midblock crossings, it can be difficult for pedestrians to cross high-volume roadways if there is not a safe stopping place in the middle of the roadway. Crossing islands enhance the safety of pedestrian crossings and reduce vehicle speeds approaching pedestrian crossings. The FHWA recommends particular consideration in areas with mixtures of significant pedestrian and vehicle traffic (more than 12,000 Average Daily Traffic) and intermediate or high travel speeds. They also recommend the islands be at least four feet wide (preferably eight feet to accommodate pedestrian comfort and safety) and of adequate length to allow the anticipated number of pedestrians to stand and wait for gaps in traffic before crossing.

Crosswalks

At both signalized and unsignalized intersections, there is an implied (legal) crosswalk for pedestrians at each leg, whether or not the crosswalk is marked. The only time this is not true is when there is a sign clearly prohibiting pedestrians from crossing one or more of the legs. Midblock crossings that are marked may have other physical features and/or signs.

Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. Crosswalks are often installed at signalized intersections and other selected locations with appropriate levels of pedestrian and vehicle traffic. Various crosswalk marking patterns are given in the Manual on Uniform Traffic Control Devices (MUTCD) and include transverse lines, ladder, and continental markings. Marked crosswalks are desirable at some high pedestrian volume locations (often in conjunction with other measures) to guide pedestrians along a preferred walking path.

In some cases, they can be raised and should be installed in conjunction with other enhancements that physically reinforce crosswalks and reduce vehicle speeds. It is useful to supplement crosswalk markings with warning signs or beacons for motorists. At some locations, signs can get "lost" in visual clutter, so care should be taken in placement of signs. Pedestrians are sensitive to out-of-the-way travel, and reasonable accommodation should be made to make crossings both convenient and safe at locations with adequate visibility. At signalized intersections, this means that all four legs of the intersection should have crosswalks. If installing midblock crossings, the agency should make sure to accompany them with signs or markings that alert motorists of the upcoming crosswalk, because motorists generally do not expect midblock crossings. Many cities now use beacons such as the pedestrian hybrid beacon or the rectangular rapid flash beacon (RRFB) to alert motorists of pedestrians in the crosswalk.

It is important to ensure that crosswalk markings are visible to motorists, particularly at night. Crosswalks should not be slippery, create tripping hazards, or be difficult to traverse by those with diminished mobility or visual capabilities. Granite and cobblestones are examples of materials that are aesthetically pleasing, but may become slippery when wet or difficult to cross by pedestrians who are blind or using wheelchairs, walkers or other assistive devices. Some agencies have installed crosswalks with a marking-free channel in the middle that provides a less slippery surface for crossing pedestrians.

One of the best materials for marking crosswalks is inlay tape, which is installed on new or repaved streets. It is highly reflective, long-lasting, slip-resistant, and does not require a high level of maintenance. Although initially more costly than paint, both inlay tape and thermoplastic are more cost-effective in the long run. Inlay tape is recommended for new and resurfaced pavement; while thermoplastic may be a better option on rougher pavement surfaces. Both inlay tape and thermoplastic are more visible and less slippery than paint when wet. Motorists may fail to yield to pedestrians at unmarked crossings. Marked crosswalks warn motorists to expect pedestrian crossings and indicate preferred crossing locations for pedestrians. Crosswalk markings alone are unlikely to benefit pedestrian safety. Ideally, crosswalks should be used in conjunction with other measures, such as curb extensions, to improve the safety of a pedestrian crossing, particularly on multi-lane roads with average daily traffic (ADT) above about 10,000.

Curb Extensions

Curb extensions—also known as bulb outs or neck downs—extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, reducing the time that pedestrians are in the street, and allowing space for the installation of a curb ramp.

Curb extensions placed at an intersection essentially prevent motorists from parking in or too close to a crosswalk and from blocking a curb ramp or crosswalk. Motor vehicles parked too close to corners present a threat to pedestrian safety, since they block sightlines, obscure visibility of pedestrians and other vehicles, and make turning particularly difficult for emergency vehicles and trucks. Motorists are encouraged to travel more slowly at intersections or midblock locations with curb extensions, as the restricted street width sends a visual cue to motorists. Turning speeds at intersections can be reduced with curb extensions (curb radii should be as tight as is practical). Curb extensions also provide additional space for curb ramps and for level sidewalks where existing space is limited.

Curb extensions are only appropriate where there is an on-street parking lane. Curb extensions must not extend into travel lanes, bicycle lanes, or shoulders (curb extensions should not extend more than 6 feet from the curb). The turning needs of larger vehicles, such as school buses, need to be considered in curb extension design. Wide roadways can create difficult crossing situations for pedestrians. Not only do pedestrians need more time to cross the roadway, but the roadway width encourages motorists to speed or take turns quickly. Curb extensions improve safety because they increase visibility, reduce speed of turning vehicles, encourage pedestrians to cross at designated locations, shorten the crossing distance, and

prevent vehicles from parking at corners. Curb extensions can create additional space for curb ramps, landscaping, and street furniture that are sensitive to motorist and pedestrian sightlines; this is especially beneficial where sidewalks are otherwise too narrow.

Curb Ramps

Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, or who have mobility restrictions that make it difficult to step up and down high curbs. Curb ramps must be installed at all intersections and midblock locations where there are pedestrian crossings, as mandated by federal legislation (1973 Rehabilitation Act and ADA 1990). Curb ramps must have a slope of no more than 1:12 (must not exceed 1 inch/foot or a maximum grade of 8.33 percent) and a maximum slope on any side flares of 1:10. More information on the specifications for curb ramps can be found in the Proposed Guidelines for Accessible Public Rights of Way.

Separate curb ramps for each crosswalk at an intersection should be provided rather than a single ramp at a corner for both crosswalks. The separate curb ramps improve orientation for visually impaired pedestrians by directing them toward the correct crosswalk. Similarly, tactile warnings alert pedestrians to the sidewalk and street edge. All newly constructed and altered roadway projects must include curb ramps. In addition, all agencies should upgrade existing facilities. One way to start this process is to conduct audits of the pedestrian facilities to make sure transit facilities, schools, public buildings, and parks are accessible to pedestrians who use wheelchairs. While curb ramps are needed for use on all types of streets, priority locations are located in downtown areas and on streets near transit stops, schools, parks, medical facilities, shopping areas, and residences with people who use wheelchairs.

Pedestrians with mobility restrictions will often have trouble moving from the sidewalk to the level of the roadway when crossing a street. The height difference between the road and the sidewalk might prove to be an insurmountable barrier to pedestrians trying to use sidewalks. Curb ramps provide access to street crossings and improve sidewalk accessibility for people with mobility restrictions.

Overpasses/Underpasses

Overpasses and underpasses allow for the uninterrupted flow of bicycle and pedestrian movement separate from vehicle traffic. However, sometimes it is more appropriate to use traffic-calming measures or install a pedestrian-activated signal that is accessible to all pedestrians because overpasses and underpasses are costly, visually intrusive, and often poorly utilized when a more direct at-grade crossing is possible.

Overpasses and underpasses must accommodate all persons, as required by the ADA. More information on the specifications for accessing overpasses and underpasses can be found in the Proposed Guidelines for Accessible Public Rights of Way. These measures include ramps or elevators. Extensive ramping accommodates wheelchairs and bicyclists, but results in long crossing distances and steep slopes that discourage use.

Studies have shown that many pedestrians will not use an overpass or underpass if they can cross at street level in about the same amount of time. Overpasses work best when the topography allows for a structure without ramps, such as an overpass over a sunken highway. Underpasses work best when designed to feel open and accessible. Underpasses are significantly less expensive when built as part of a construction or reconstruction project and generally offer gentler grade changes than overpasses. Grade separation is most feasible and

appropriate in extreme cases where pedestrians and bicyclists must cross roadways such as freeways and high-speed, high-volume arterials. Entrances and exits to overpasses and underpasses should be clearly visible to encourage use. The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities recommends that pedestrian overpasses be at least eight feet wide. The width should be increased if the sidewalk leading up to the overpass is wider. If the overpass also accommodates bicyclists, the width should be at least 14 feet. Depending on the length of the overpass, it might be necessary to increase its width to counteract any visual perceptions of narrowness. Similar guidelines apply to underpasses. Minimal widths should be between 14 and 16 feet, but underpass width should be increased if the underpass is longer than 60 feet.

Overpasses and underpasses can provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Overpasses and underpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, or natural barriers.

Pedestrian Signals

Pedestrian signals should be clearly visible to the pedestrian at all times when in the crosswalk or waiting on the far side of the street. Large pedestrian signals can be beneficial in some circumstances (e.g., where the streets are wide). The international pedestrian symbol signal is preferable and is recommended in the MUTCD. Existing WALK and DON'T WALK messages may

remain for the rest of their useful life, but countdown pedestrian indications are required for all newly installed traffic signals where pedestrian signals are installed. They must be designed to begin counting down at the beginning of the clearance (flashing DON'T WALK) interval and can be on fixed-time, or pushbutton operation. Countdown signals have been demonstrated to reduce pedestrian crossings when only a few seconds remain. Pedestrian detectors at traffic signals may be pushbuttons or passive detection devices, which register the presence of a pedestrian in a position indicative of a desire to cross, without requiring the pedestrian to push a button. Pedestrian pushbuttons should be well-designed and within reach and operable from a flat surface for pedestrians in wheelchairs and with visual disabilities. They should be conveniently placed in the area where pedestrians wait to cross and should clearly indicate which pedestrian signals will be activated. Quick response to the pushbutton or feedback to the pedestrian registering the signal's actuation should be programmed into the system. See Section 4E.09 of the MUTCD for detailed guidance about the placement of push buttons. Since pedestrian pushbutton devices are not activated by about one-half of pedestrians (even fewer activate them where there are sufficient motor vehicle gaps), new "intelligent" microwave or infrared pedestrian detectors are now being installed and tested in some U.S. cities. These automatically activate the red traffic and WALK signals when pedestrians are detected. Detectors can also be used to extend the crossing time for slower moving pedestrians in the crosswalk (often called a PUFFIN crossing). Automatic pedestrian detectors have been found to improve pedestrian signal compliance and also reduce pedestrian conflicts with motor vehicles. However, they are still considered experimental and their reliability may vary under different environmental conditions. Accessible pedestrian signals (APS) provide supplemental information in non-visual formats.

Shared Streets

A shared street is often referred to as a "pedestrian-priority street," or, in residential areas, as a "home zone." Its origins are based in the concept of a "woonerf," which is a Dutch term loosely meaning "street for living." In Seattle and other locations, they are sometimes referred to as "green streets."

It is an integrated space used to better balance the needs of pedestrians, bicyclists, and low-speed motor vehicles. They are usually local-access, narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street. A clear signal is given to designate entrance into the space, either through signage, narrowing of the roadway, and/or different paving materials. Motorists in these areas are encouraged to travel at much slower speeds, approximately 10-15 mph. Rather than relying on traffic controls, street users negotiate right of way in a cooperative manner. The streets often lack signs and markings necessary for the operation of conventional streets, with users instead guided by the physical design of the street. The intended result is that the street and any adjacent commercial businesses are more amenable to bicycle and pedestrian use.

While not technically shared streets, there are also ways streets can be utilized and/or engineered to accommodate a greater variety of street space uses. Many cities are now closing streets during different times of the day or week, such as Winthrop Street in Cambridge, MA, which is closed to vehicle traffic between 11:00 a.m. and 2:00 a.m. daily. During the times it is open to vehicles, the street operates as a shared street with vehicle traffic speeds limited to 10 mph. Other cities temporarily close roads on the weekend for local Farmers Markets, and cities such as New Orleans, LA, and Memphis, TN, close specific streets nightly. Finally, Portland, OR has created Festival Streets in select areas; one-block streets that function for cars and parking but that do not have curbs, light poles, etc. In doing so, the streets can be converted to public use on weekends or for special events.

The speed of motorists on low-volume residential streets and/or in commercial areas makes the use of the street by pedestrians uncomfortable and/or unsafe. Shared streets can improve the safety of pedestrians by removing traditional roadway treatments, encouraging integration, and creating a public space which can be used for social and commercial activities. However, not all streets should be shared by all road users. These should be used only in special situations where all users travel at walking speeds, and there are a nearly equal volume of pedestrians, bicyclists, and motorists.

Sidewalks and Walkways

Sidewalks and walkways are “pedestrian lanes” that provide people with space to travel within the public right-of-way that is separated from roadway vehicles. They provide places for children to walk, run, skate, ride bikes, and play. Sidewalks are associated with significant reductions in pedestrian collisions with motor vehicles. Such facilities also improve mobility for pedestrians and provide access for all types of pedestrian travel: to and from home, work, parks, schools, shopping areas, and transit stops. Walkways should be part of every new and renovated road facility and every effort should be made to retrofit streets that currently do not have sidewalks. While sidewalks are typically made of concrete, less expensive walkways may be constructed of asphalt, crushed stone, or other materials if they are properly maintained and accessible (firm, stable, and slip-resistant). In more rural areas, in particular, a “side path” made of one of these materials may be suitable. In areas where a separated walkway is not feasible, a wide paved shoulder on a roadway can provide a place for pedestrians to safely walk.

Both the FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of five feet for a sidewalk or walkway, which allows two people to pass comfortably or to walk side-by-side. The preferred width for paved shoulders is at least 6 feet. Wider sidewalks should be installed near schools, at transit stops, in downtown areas, or anywhere high concentrations of pedestrians exist. Sidewalks should be continuous along both sides of a street and sidewalks should be fully accessible to all pedestrians, including those in wheelchairs.

A buffer zone of four to six feet is desirable to separate pedestrians from the street. The buffer zone will vary according to the street type. In downtown or commercial districts, a street furniture zone is usually appropriate. Parked cars or bicycle lanes can provide an acceptable buffer zone. In more suburban or rural areas, a landscape strip is generally most suitable. Careful planning of sidewalks and walkways is important in a neighborhood or area in order to provide adequate safety and mobility. For example, there should be a flat sidewalk provided in areas where driveways slope to the roadway.

Pedestrians often walk along the roadway in areas where sidewalks or walkways are unavailable. Because there is no buffer between the pedestrian and the vehicular traffic, walking along the roadway can put a pedestrian at risk. It can also be difficult, if not impossible, for pedestrians with visual or mobility restrictions, as the road surface and gravel shoulders are generally not designed for pedestrian use. Sidewalks create the appropriate facility for the walking area of the public right-of-way and dramatically improve pedestrian safety.

Signal Timing

In general, shorter cycle lengths (ideally less than 90 seconds) and longer walk intervals provide better service to pedestrians and encourage better signal compliance. For optimal pedestrian service, fixed-time signal operation usually works best because it provides an automatic pedestrian phase.

Pedestrians usually receive more frequent crossing opportunities and experience less delay with concurrent signal phasing than with exclusive signal phasing, which must service vehicle traffic and pedestrian volumes separately. When pedestrians are required to wait a long time for a pedestrian interval, many will simply choose to ignore the signal and cross during a gap in traffic, negating the potential safety benefits of the exclusive signal. Exclusive pedestrian phases, without accessible pedestrian signal technology, introduce a problem for pedestrians with visual restrictions, as the audible cues associated with parallel traffic streams will lead pedestrians to cross at inappropriate times. Signal phasing options for pedestrians include:

Signal Coordination

This measure involves timing the phasing of adjacent traffic signals along a corridor to control the speeds of motor vehicles. For example, the sequence of green signal cycles can be timed to speeds of 20 or 25 miles/hour.

Concurrent Phasing

Pedestrian signal phase activates simultaneously with the parallel vehicle phase, permitting motorists to turn left or right across pedestrians' paths after yielding to pedestrians.

Exclusive Pedestrian Phasing

When vehicles are stopped on all approaches to an intersection, pedestrians are given a WALK indication. The phasing is referred to as "exclusive" or as a "pedestrian scramble." Intersections with pedestrian scramble phases often feature pedestrian crossing markings indicating pedestrians may walk diagonally across the intersection. Exclusive pedestrian timing has been shown to reduce pedestrian crashes by 50 percent in some downtown locations with heavy pedestrian volumes and low vehicle speeds and volumes.

Split Phasing

The vehicular green phase is split into two parts: (1) pedestrians receive protected walk time while vehicles travelling parallel are given a green signal to go straight but not turn, and (2) the pedestrian DON'T WALK is activated when vehicles are permitted to turn. A study by the New York Metropolitan Transportation Council suggests the split phasing significantly reduces pedestrian conflicts, crashes, and illegal pedestrian crossings.

Leading Pedestrian Interval (LPI)

An LPI gives pedestrians an advance walk signal before motorists get a green signal, giving the pedestrian several seconds to start walking in the crosswalk before a concurrent signal is provided to vehicles. This makes pedestrians more visible to motorists and motorists more likely to yield to them. Typical LPI settings provide 3 to 6 seconds of advance walk time. LPI has been used successfully in several places, such as New York City, for two decades and studies have demonstrated LPI reduces conflicts and crashes for pedestrians. To be useful to pedestrians with vision restrictions, an LPI needs to be accompanied by an audible signal to indicate the WALK interval. There are some situations where an exclusive pedestrian phase may be preferable to an LPI, such as when high-volume turning movements conflict with pedestrians crossing.

Hot Response

A hot response detector activates a pedestrian signal immediately upon actuation, subsequent to providing at least the minimum allowable green time for conflicting vehicles. Hot response signal phasing is desirable where pedestrian crossing volumes are significant or high pedestrian compliance is desirable. They may be particularly appropriate at midblock crossing locations where the distance to other signalized crossings is significant. Hot response signals also help reduce unnecessary delay for both pedestrians and vehicles at locations where pedestrians will typically use the pushbutton, but cross before the pedestrian signal is active.

Left turn phasing

Use of concurrent, protected/permissive, or protected left turn phasing provides different levels of conflict reduction with parallel pedestrian movements. These variations on left turn signal phasing provide increasing levels of conflict reduction between vehicles and pedestrians using a parallel crossing. Signals provide positive guidance to pedestrians regarding the

permitted signal interval to cross a street and prohibit pedestrian crossings when conflicting traffic may impact pedestrian safety. Pedestrian countdown signals can help reduce pedestrian crossings near the end of the pedestrian phase. The use of WALK/DON'T WALK pedestrian signal indications at signal locations are important in many cases, including when vehicle signals are not visible to pedestrians, when signal phasing is complex (e.g., there is a dedicated left-turn signal for motorists), at established school zone crossings, when an exclusive pedestrian interval is provided, and for wide streets where pedestrian clearance information is considered helpful.

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Accessible Pedestrian Signal (APS) Action Plan

Summary
Accessible Pedestrian Signal (APS) Action Plan
River to Sea Transportation Planning Organization

Volusia County has one of the largest visually impaired populations in Central Florida, and the demand to improve crosswalk safety for visually impaired residents has been expressed over the past ten years. Many factors, such as increasingly quiet cars, complex signal operation and wide streets, have increased the difficulty of crossing a signalized location for pedestrians with visual disabilities. The installation of Accessible Pedestrian Signal (APS) equipment at intersections can be the most effective implementation for this need because it provides audible assistance for the visually impaired pedestrians as they cross the street. Through focusing on community input and site data analysis, this study intends to identify the locations where potential APS equipment can provide the greatest benefit to visually impaired pedestrians in the community.

Two primary tasks were performed to identify intersections with the highest need for installing APS, including collecting data from the community, analyzing the collected data with four criteria, and prioritizing the analysis based on the existing environment. As an outcome of the study, a refined list of Key Locations was provided for the consideration of implementation.

To emphasize the focus on community input, extensive public involvement process had been conducted in the format of community meetings. The community's input data collected was based on the pedestrian observation, experience from the visually impaired travelers, and suggestions from the Mobility Specialists at the Division of Blind Service and Rehab Center. The data consisted of seventy-five intersections and served as the baseline for site analysis. After that, the baseline data was evaluated and scored in four criteria, including the surrounding population density, the historical pedestrian crash data, number of surrounding travel destination, and the connectivity to the existing APS system.

The four scoring criteria measured different aspects of an intersection. First, population density measured the number of people who lived in a certain land area and was expressed as the number of people per square mile. Population density could help indicate the amount of

residential and pedestrian activities on the street because an area with a higher population density could generate more pedestrian activities than that with a lower population density. In this study, 2010 census block group data was used to show the relevant population density around a ½ mile radius of the intersections being evaluated from the community's input. A higher population density indicated a higher level of pedestrian activities. As a result, intersections with a higher population density surrounding them could expect more people to use the crosswalk, demonstrating a higher need for the APS.

After that, the pedestrian crash data measured safety aspect of the intersection. To improve crossing safety for the visually impaired pedestrian, intersections with safety concerns for pedestrians should be given considerations in integrating the APS system. This could provide more accurate judgments of the onset of the WALK interval and potentially reduce jaywalking behavior. The five-year pedestrian crash data included injuries and fatalities. Data points scatter around intersections and a 250 feet buffer was applied from the center of each intersection to collect the crash points for the total number of injuries and fatalities at those specific locations. The safety threshold was measured by the number of pedestrian crash incidents around the intersection.

In addition, the number of surrounding travel destinations measured the activity level around the points of interest. Accessing the adjacent point of interest from the intersections was a primary concern for visually impaired travelers. Travel destinations near the intersections were classified into five categories based on travel purposes. These include residential areas, shopping/dining locations, medical facilities, bus stops, and recreational facilities. The ideal intersections in this criterion should provide the most travel destination types around the intersections because they could generate more activities and pedestrian volumes. For example, an intersection that was adjacent to multiple land use (residential apartments, health centers and shopping plazas) scores higher than an intersection that was only adjacent to only one land use because of the higher anticipated pedestrian activities.

Finally, the connectivity to existing APS network measured the intersections' potential expansion that connects to the existing APS locations. Information regarding the location of existing APS devices was obtained from Volusia County, and this information was digitized into

a map layout. These devices were previously installed primarily at major intersections of state routes, providing safe crossing features along some parts of the major corridors such as US92/International Speedway Boulevard. When identifying the key locations for future implementation of an expanded APS network, it was also important to establish connections to the existing APS network in order to maximize pedestrian accessibility, especially for the visually impaired residents, from major corridors to local streets. To examine the connectivity to the existing APS system, a ½-mile buffer was created based on the locations of the existing APS intersections. The intersections identified in the Community Input section as the concerned areas were evaluated. If an intersection fell within the buffer areas of the existing APS network, then it was deemed suitable for providing a connection to the existing APS system. This category could help expand the APS coverage as connections, and therefore increasing the safe-crossing network for visually impaired pedestrians.

After combining the four factors evaluated above, the baseline data was prioritized based on total scores. In long term, twenty-two (22) intersections were generated from the priority list as the Key Locations based on the overall scores. Further site analysis on each Key Locations provided the background description and geographical content of these intersections and their surroundings, illustrating the need for the addition of APS feature. In short term, streets with accessible sidewalks of both sides could implement the installation of APS equipment more easily than those that lacked sidewalks on either side. Installing APS equipment at the recommended Key Locations required sidewalk facilities on both sides of the street to optimize the effort of improving accessibility and safety for pedestrians. The FDOT data site provided sidewalk condition information on major state-maintained corridors. This information was used to evaluate the intersections that were suitable for short-term implementation of APS equipment that would allow maximum accessibility for pedestrians. After the database evaluation for sidewalks, twelve (12) intersections from the Key Locations were identified as suitable for short-term implementation.

In terms of feasibility, the costs of adding APS feature might vary based on the project locations and implementation methods. According to the estimate of Volusia County Traffic Engineering, the cost of adding an APS feature to an existing intersection ranged from $15,000 to $100,000

(per leg of an intersection): The APS equipment and installation cost was approximately $15,000 and the ADA intersection upgrade could cost approximately between $25,000 and $75,000. However, the amount of electrical and construction work in the individual locations would eventually determine the estimated specific cost. Due to the various and potentially high cost to implement a stand-alone APS on individual sites, it would reduce the jurisdiction's financial burden by incorporating the APS feature as part of its planned roadway improvement projects. Two processes should occur as coordinating efforts during the addition of APS features in the roadway improvement plans:

1. The roadway improvement projects should incorporate a review process to include the Division of Blind Services (DBS) for optimal APS equipment installation and design recommendations. A sample letter for project communication from the DBS is included in Appendix B.

2. The roadway improvement projects at the recommended Key Locations should also include a letter for Local Agency Consensus that identifies maintenance responsibilities of the APS equipment for different jurisdictions (cities, counties and state).

In conclusion, the 22 locations listed in the Identified Key Locations section should be considered as intersections that would have the most significant impacts on pedestrian's travel safety and mobility, and therefore would potentially require the installation of the APS. The APS-upgrade projects could be implemented as individual intersection projects, or they could be incorporated into current and future roadway improvement projects. The Short-term Implementation section identified 12 out of the 22 Key Locations that would require less financial resources and engineering input to implement because of the complete existing sidewalk conditions. These 12 intersections could install APS features as individual projects because of the potential lower costs.

The other locations obtained from the community's input should also be seen as top concerns expressed during the public meetings. However, due to funding constraints, the installation of APS at the intersections which were not identified as Key Location might need to rely on project incorporation in the planned roadway improvements. Planning and integration of APS should be based on the individual site's roadway characteristics and sidewalk conditions. If an

intersection is currently not accessible, then the project implementation at new APS intersections should also comply with Americans with Disabilities Act (ADA) implementing regulations, providing accessible features such as wheelchair ramp, accessible sidewalk width, etc. In order to meet the compliance with ADA requirements for accessible sidewalk and wheelchair ramp standards, implementing APS required an upgrade of the entire intersection to ADA standards. Local organizations that provided supporting services visually impaired citizens can often act as important advisors to the project managers during project implementation. Additionally, orientation and mobility specialists are able to provide a wide range of advice.

Current Installed APS Inventory

City	Street (North/South)	Street (West/East)
Daytona Beach	Fentress	ISB
	Turn One Dr	ISB
	Midway	ISB
	White	ISB
	Nove	ISB
	US 1	ISB
	Palmetto	ISB
	Beach	ISB
	Nove	Beville
	Walmart	Beville
	Clyde Morris	Beville
	Beach	Mason
	Grandview	SR 430 (Seabreeze Blvd)
	Wild Olive	SR 430 (Seabreeze Blvd)
	Oleander	SR 430 (Seabreeze Blvd)
	Peninsula	SR 430 (Seabreeze Blvd)
	Peninsula	Silver Beach
	Beach	Orange
	Palmetto	Orange
	US 1	Orange
	M.L. King	Orange
	Keech	Orange
	White	Dunn
Ormond Beach	Nova	Division
	Nova	Village Dr
	Nova	Granada
	Nova	Woodlands blvd
	Booth	Granada
	Seminole	Granada
	Main Trail	Granada
	Clydemorris	Granada
DeLand	Amelia	US 92 (ISB)
	Amelia	Minnesota
	US 17/92 (Woodland Blvd)	Minnesota
	SR 15A (Spring Garden)	SR 44 (New York)
	SR 15A (Spring Garden)	US 92 (ISB)
New Smyrna Beach	Saxon Dr (Horton St)	A1A (3rd Ave)
Palm Coast	Old Kings Road Extension	Matanzas Woods Parkway
	Old Kings Road	SR 100 Moody Blvd
	Colbert Lane	SR 100 Moody Blvd
	Belle Terre Pkwy	SR 100 Moody Blvd
Flagler Beach	Roberts Road/John Anderson Highwa	SR 100 Moody Blvd

Community Concerned Locations

City	Street (North/South)	Street (West/East)	Surrounding Details	Status
Daytona Bch	Nova	Orange	Heavy Local Use (DMV)	City planned for FDOT paving project
Daytona Bch	White	MM Bethune	Daytona State	FDOT Off-system (no SR) list
Daytona Bch	Jimmy Ann	Dunn	School Route	FDOT Off-system (no SR) list
Daytona Bch	Dunn	Bill France	Post Office/ School Route	FDOT Off-system (no SR) list
Daytona Bch	US 1	Mason	Heavy Local Use	FDOT On-system (all SR) Tier 1 list
Daytona Bch	A1A	Earl	Ocean Center	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Daytona Bch	White	Mason	Blind Services	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Daytona Bch	Nova	Mason	Heavy Local Use	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Daytona Bch	Clyde Morris	Dunn	Blind Services	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Daytona Bch	US 1	MM Bethune	School Route	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Daytona Bch	Clyde Morris	Mayberry	Halifax Hospital, Main	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Daytona Bch	Nova	Bellevue	Heavy Local Use	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Daytona Bch	Williamson	LPGA	New Outlet Mall	Not planned
Daytona Bch	Clyde Morris	Hilton	Daytona State College	Not planned
Daytona Bch	Williamson	Memorial	FL Memorial Hospital	Not planned
Daytona Bch	White	Madison	Blind Services	Not planned
DeBary	US 17/92 (S Charles Richard Beall Blvd)	Dirksen Dr	Adjacent to spring-to-spring trai	Not planned
DeBary	US 17/92 (S Charles Richard Beall Blvd)	Highbanks Rd	Commercial strip and Health Center	Not planned
DeBary	US 17/92 (S Charles Richard Beall Blvd)	Fort Florida Rd	SunRail entrance, mobile house community	Not planned
DeLand	US 17/92 (Woodland Blvd)	Minnesota Ave	Direct access to Statson University, heavy local use	Installed
DeLand	Amelia Ave	SR 44 (New York Ave)	Bank, Post Office, fitness center nearby	Not planned
DeLand	US 17/92 (Woodland Blvd)	Plymouth Ave	Major intersection cross near Statson	Not planned
DeLand	US 17/92 (Woodland Blvd)	New Hampshire Ave	Apartments and DeLand Middle School nearby	Not planned
Flagler Beach	A1A (Ocean Shore Blvd)	SR 100 (Moody Blvd)	Shopping/dining/beach side major pedestrian access	Not planned
Flagler Beach	A1A (Ocean Shore Blvd)	S 3rd St	Mid block crossing to beach side/dining	Not planned
Holly Hill	US 1	Calle Grande	Sr. Residence	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Holly Hill	US 1	Flomich	School Route	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Holly Hill	US 1	LPGA	Hollyland Park	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Holly Hill	Nova	LPGA	Heavy Local Use (Truck Route)	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Holly Hill	Nova	Walker	Heavy Local Use	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Holly Hill	US 1	Walker	FL Health Care, Holly Hill	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Holly Hill	Center	LPGA	School Route	Not planned
Ormond Bch	Orchard	Granada	Heavy Local Use (Business Corrider)	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Ormond Bch	Beach	Granada	OB City Offices/Library	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Ormond Bch	US 1	Division	Heavy Local Use	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Ormond Bch	Williamson	Granada	Heavy Local Use	FDOT programmed for construction
Ormond Bch	Nova	Granada	Heavy Local Use	Installed
Ormond Bch	Williamson	Hand	Dining	Not planned
Ormond Bch	A1A	Granada	Tourism	Not planned
Ormond Bch	John Anderson	Granada	Casements	Not planned
Ormond Bch	A1A	Plaza Dr.	Tourism Route	Not planned
Ormond Bch	Nova	Wilmette	The Trails	Not planned
Palm Coast	Seminole Woods Blvd	SR 100 (Moody Blvd)	Florida Hospital	Not planned
Palm Coast	I-95 on and off ramp	Matanzas Woods Parkway	Matanzas High School nearby	Not planned
Palm Coast/Bunnell	Belle Terre Pkwy	SR 100 (Moody Blvd)	Shopping Center adjacent to residential community, school route	Installed
Port Orange	Nova	Dunlawton	Tourism Route	FDOT On-system (all SR) Tier 1 list
Port Orange	US 1	Dunlawton	Tourism Route	FDOT On-system (all SR) Tier 1 list
Port Orange	Nova	Village Trail	Sr. Residence	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Port Orange	Yorktowne	Dunlawton	Activity center and tourism route	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
Port Orange	Villiage Tr	Dunlawton	Halifax Hospital, Port Orange	Not planned
Port Orange	Clyde Morris	Madeline	Walmart shopping center	Not planned
Port Orange	Nova	Madeline	School Route	Not planned
South Daytona	Nova	Big Tree	Votran Office	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
South Daytona	US 1	Ridge Blvd	School Route	FDOT On-system (SR intersects with off-system roadway) Tier 2 list
South Daytona	US 1	Big Tree	School Route	FDOT On-system (SR intersects with off-system roadway) Tier 2 list

Already installed or programmed in projects

Scores for Pedestrian Safety

City	Street (North/South)	Street (West/East)	Total	Fatality	Injury	Score
South Daytona	US 1	Big Tree	6	0	6	**2**
Daytona Bch	US 1	Mason	4	0	4	**2**
Port Orange	Nova	Dunlawton	4	0	4	**2**
Daytona Bch	A1A	Earl	3	0	3	**2**
Daytona Bch	Nova	Mason	3	0	3	**2**
Holly Hill	Center	LPGA	3	0	3	**2**
South Daytona	Nova	Big Tree	3	0	3	**2**
Daytona Bch	US 1	MM Bethune	3	1	2	**1**
Daytona Bch	Clyde Morris	Mayberry	2	1	1	**1**
Port Orange	Nova	Village Trail	2	0	2	**1**
Port Orange	Nova	Madeline	2	1	1	**1**
DeLand	US 17/92 (Woodland Blvd)	Plymouth Ave	2	0	2	**1**
Flagler Beach	A1A (Ocean Shore Blvd)	SR 100 (Moody Blvd)	2	0	2	**1**
Flagler Beach	A1A (Ocean Shore Blvd)	S 3rd St	2	0	2	**1**
Daytona Bch	Williamson	LPGA	1	0	1	**1**
Daytona Bch	White	Madison	1	0	1	**1**
Holly Hill	US 1	Walker	1	0	1	**1**
Holly Hill	Nova	LPGA	1	0	1	**1**
Holly Hill	US 1	Flomich	1	0	1	**1**
Ormond Bch	A1A	Granada	1	0	1	**1**
Ormond Bch	Williamson	Hand	1	1	0	**1**
Ormond Bch	Nova	Wilmette	1	0	1	**1**
Port Orange	Villiage Tr	Dunlawton	1	0	1	**1**
Port Orange	Clyde Morris	Madeline	1	0	1	**1**
Port Orange	US 1	Dunlawton	1	0	1	**1**
DeLand	Amelia Ave	SR 44 (New York Ave)	1	0	1	**1**
Palm Coast	Seminole Woods Blvd	SR 100 (Moody Blvd)	1	0	1	**1**

Locations with Connectivity to Existing APS Network

Street (North/South)	Street (West/East)	City	Surrounding Details
White	Madison	Daytona Bch	Blind Services
US 1	MM Bethune	Daytona Bch	School Route
A1A	Earl	Daytona Bch	Ocean Center
White	MM Bethune	Daytona Bch	All Stop, Daytona State
US 1	Mason	Daytona Bch	Heavy Local Use
Nova	Wilmette	Ormond Bch	The Trails

Scores for Number of Travel Type Served

City	Street (North/South)	Street (West/East)	Travel Origin/Destination Types					Score (Number of Travel Type Served)
			Residential	Shopping/Dining	Medical	Bus Stops	Recreational	
Daytona Bch	White	MM Bethune	x		x	x	x	**4**
Daytona Bch	A1A	Earl	x	x		x	x	**4**
DeBary	US 17/92 (S Charles Richard Beall Blvd)	Highbanks Rd	x	x	x	x		**4**
DeLand	Amelia Ave	SR 44 (New York Ave)	x	x		x	x	**4**
Holly Hill	US 1	Calle Grande	x	x		x	x	**4**
Ormond Bch	Orchard	Granada	x	x		x	x	**4**
Ormond Bch	Beach	Granada	x	x		x	x	**4**
Ormond Bch	US 1	Division	x	x		x	x	**4**
Ormond Bch	Williamson	Hand	x	x	x	x		**4**
Ormond Bch	A1A	Granada	x	x		x	x	**4**
Ormond Bch	John Anderson	Granada	x	x		x	x	**4**
Ormond Bch	A1A	Plaza Dr.	x	x		x	x	**4**
Ormond Bch	Nova	Wilmette	x	x		x	x	**4**
Port Orange	Nova	Village Trail	x	x	x	x		**4**
Port Orange	Villiage Tr	Dunlawton	x	x	x	x		**4**
Daytona Bch	Jimmy Ann	Dunn	x	x		x		**3**
Daytona Bch	White	Mason	x	x		x		**3**
Daytona Bch	Nova	Mason	x	x		x		**3**
Daytona Bch	Williamson	LPGA	x	x		x		**3**
Daytona Bch	Clyde Morris	Hilton			x	x	x	**3**
Daytona Bch	Williamson	Memorial	x		x	x		**3**
DeLand	US 17/92 (Woodland	Plymouth Ave	x	x		x		**3**
Holly Hill	US 1	Flomich	x	x		x		**3**
Holly Hill	US 1	LPGA	x			x	x	**3**
Holly Hill	Nova	LPGA	x	x		x		**3**
Holly Hill	Nova	Walker	x	x		x		**3**
Holly Hill	Center	LPGA	x			x	x	**3**
Palm Coast	Seminole Woods Blvd	SR 100 (Moody Blvd)	x	x	x			**3**
Port Orange	Nova	Dunlawton		x	x	x		**3**
Port Orange	US 1	Dunlawton		x		x	x	**3**
Port Orange	Yorktowne	Dunlawton		x	x	x		**3**
Port Orange	Clyde Morris	Madeline	x	x		x		**3**
South Daytona	Nova	Big Tree	x			x	x	**3**
South Daytona	US 1	Ridge Blvd	x	x		x		**3**
South Daytona	US 1	Big Tree	x	x		x		**3**
Daytona Bch	Dunn	Bill France	x			x		**2**
Daytona Bch	US 1	Mason		x		x		**2**
Daytona Bch	Clyde Morris	Dunn			x	x		**2**
Daytona Bch	US 1	MM Bethune		x		x		**2**
Daytona Bch	Clyde Morris	Mayberry			x	x		**2**
Daytona Bch	Nova	Bellevue	x			x		**2**
Daytona Bch	White	Madison	x			x		**2**
DeBary	US 17/92 (S Charles Richard Beall Blvd)	Fort Florida Rd	x			x		**2**
DeLand	US 17/92 (Woodland	New Hampshire Ave	x			x		**2**
Flagler Beach	A1A (Ocean Shore Blvd)	SR 100 (Moody Blvd)		x			x	**2**
Flagler Beach	A1A (Ocean Shore Blvd)	S 3rd St		x			x	**2**
Holly Hill	US 1	Walker			x	x		**2**
Port Orange	Nova	Madeline	x			x		**2**
DeBary	US 17/92 (S Charles Richard Beall Blvd)	Dirksen Dr					x	**1**
Palm Coast	I-95 on and off ramp	Matanzas Woods Parkway	x					**1**

Types of Origin/Destination for Travel

	Residential	Shopping/Dining	Medical Facilitie	Bus Stops	Recreational
Number of Locations	43	36	14	49	21

Overall Scores

County	City	Street (North/South)	Street (West/East)	Surroundings	Pedestrian Safety	Connectivity	Origin/Destination Types Served	Population Density	Overall Score
Volusia	Daytona Beach	A1A	Earl	Ocean Center	2	1	4	1	**8**
		White	MM Bethune	All Stop, Daytona State	0	1	4	1	**6**
		White	Mason	Blind Services	0	0	3	2	**5**
		Nova	Mason	Heavy Local Use	2	0	3	1	**6**
		Jimmy Ann	Dunn	School Route	0	0	3	2	**5**
		Williamson	LPGA	New Outlet Mall	1	0	3	0	**4**
		Clyde Morris	Hilton	Daytona State College	0	0	3	1	**4**
		Williamson	Memorial	FL Memorial Hospital	0	0	3	2	**5**
		US 1	Mason	Heavy Local Use	2	1	2	1	**6**
		Clyde Morris	Dunn	Blind Services	0	0	2	1	**3**
		US 1	MM Bethune	School Route	2	1	2	1	**6**
		Clyde Morris	Mayberry	Halifax Hospital, Main	1	0	2	1	**4**
		Nova	Bellevue	Heavy Local Use	0	0	2	2	**4**
		Dunn	Bill France	Post Office/ School Route	0	0	2	1	**3**
		White	Madison	Blind Services	1	1	2	2	**6**
	DeBary	US 17/92 (S Charles Richard Beall Blvd)	Highbanks Rd	Commercial strip and Health Center	0	0	4	2	**6**
		US 17/92 (S Charles Richard Beall Blvd)	Fort Florida Rd	SunRail entrance, mobile house community	0	0	2	2	**4**
		US 17/92 (S Charles Richard Beall Blvd)	Dirksen Dr	Votran SunRail feederbus on north side, adjacent to trail, SunRail connection on south side	0	0	1	1	**2**
	DeLand	US 17/92 (Woodland Blvd)	Plymouth Ave	Major intersection cross near Statson	1	0	3	2	**6**
		Amelia Ave	SR 44 (New York Ave)	Bank, Post Office, fitness center nearby	1	0	4	1	**6**
		US 17/92 (Woodland Blvd)	New Hampshire Ave	Apartments and DeLand Middle School nearby	0	0	2	3	**5**
	Holly Hill	US 1	Calle Grande	Sr. Residence	0	0	4	2	**6**
		US 1	Flomich	School Route	1	0	3	1	**5**
		Center	LPGA	School Route	2	0	3	2	**7**
		US 1	LPGA	Hollyland Park	0	0	3	2	**5**
		Nova	LPGA	Heavy Local Use (Truck Route)	1	0	3	1	**5**
		Nova	Walker	Heavy Local Use	0	0	3	1	**4**
		US 1	Walker	FL Health Care, Holly Hill	1	0	2	2	**5**
	Ormond Beach	Williamson	Hand	Dining	1	0	4	3	**8**
		Orchard	Granada	Heavy Local Use (Business Corrider)	0	0	4	1	**5**
		Beach	Granada	OB City Offices/Library	0	0	4	1	**5**
		US 1	Division	Heavy Local Use	0	0	4	1	**5**
		A1A	Granada	Tourism	1	0	4	1	**6**
		John Anderson	Granada	Casements	0	0	4	2	**6**
		A1A	Plaza Dr.	Tourism Route	0	0	4	2	**6**
		Nova	Wilmette	The Trails	1	1	4	1	**7**
	Port Orange	Nova	Village Trail	Sr. Residence	1	0	4	1	**6**
		Villiage Tr	Dunlawton	Halifax Hospital, Port Orange	1	0	4	1	**6**
		Nova	Dunlawton	Tourism Route	2	0	3	1	**6**
		US 1	Dunlawton	Tourism Route	1	0	3	1	**5**
		Yorktowne	Dunlawton	Activity center and tourism route	0	0	3	1	**4**
		Clyde Morris	Madeline	School Route	1	0	3	2	**6**
		Nova	Madeline	School Route	1	0	2	1	**4**
	South Daytona	Nova	Big Tree	Votran Office	2	0	3	1	**6**
		US 1	Ridge Blvd	School Route	0	0	3	2	**5**
		US 1	Big Tree	School Route	2	0	3	2	**7**
Flagler	Flagler Beach	A1A (Ocean Shore Blvd)	SR 100 (Moody Blvd)	Shopping/dining/beach side major pedestrian access	1	0	2	1	**4**
		A1A (Ocean Shore Blvd)	S 3rd St	Mid block crossing to beach side/dining	1	0	2	1	**4**
	Palm Coast	Seminole Woods Blvd	SR 100 (Moody Blvd)	Florida Hospital	1	0	3	0	**4**
		I-95 on and off ramp	Matanzas Woods Parkway	Matanzas High School nearby	0	0	1	0	**1**

Key locations based on evaluating scores

Preliminary Key Locations

County	City	Street (North/South)	Street (West/East)	Surroundings	Pedestrian Safety	Connectivity	Origin/Destination Types Served	Population Density	Score
Volusia	Daytona Beach	A1A	Earl	Ocean Center	2	1	4	1	**8**
Volusia	Ormond Beach	Williamson	Hand	Dining	1	0	4	3	**8**
Volusia	Holly Hill	Center	LPGA	School Route	2	0	3	2	**7**
Volusia	Ormond Beach	Nova	Wilmette	The Trails	1	1	4	1	**7**
Volusia	South Daytona	US 1	Big Tree	School Route	2	0	3	2	**7**
Volusia	Daytona Beach	White	MM Bethune	All Stop, Daytona State	0	1	4	1	**6**
Volusia	Daytona Beach	Nova	Mason	Heavy Local Use	2	0	3	1	**6**
Volusia	Daytona Beach	US 1	Mason	Heavy Local Use	2	1	2	1	**6**
Volusia	Daytona Beach	US 1	MM Bethune	School Route	2	1	2	1	**6**
Volusia	Daytona Beach	White	Madison	Blind Services	1	1	2	2	**6**
Volusia	DeBary	US 17/92 (S Charles Richard Beall Blvd)	Highbanks Rd	Commercial strip and Health Center	0	0	4	2	**6**
Volusia	DeLand	US 17/92 (Woodland Blvd)	Plymouth Ave	Major intersection cross near Statson	1	0	3	2	**6**
Volusia	DeLand	Amelia Ave	SR 44 (New York Ave)	Bank, Post Office, fitness center nearby	1	0	4	1	**6**
Volusia	Holly Hill	US 1	Calle Grande	Sr. Residence	0	0	4	2	**6**
Volusia	Ormond Beach	A1A	Granada	Tourism	1	0	4	1	**6**
Volusia	Ormond Beach	John Anderson	Granada	Casements	0	0	4	2	**6**
Volusia	Ormond Beach	A1A	Plaza Dr.	Tourism Route	0	0	4	2	**6**
Volusia	Port Orange	Nova	Village Trail	Sr. Residence	1	0	4	1	**6**
Volusia	Port Orange	Villiage Tr	Dunlawton	Halifax Hospital	1	0	4	1	**6**
Volusia	Port Orange	Nova	Dunlawton	Tourism Route	2	0	3	1	**6**
Volusia	Port Orange	Clyde Morris	Madeline	School Route	1	0	3	2	**6**
Volusia	South Daytona	Nova	Big Tree	Votran Office	2	0	3	1	**6**

Key Locations with Complete Sidewalks Highlighted

County	City	Street (North/South)	Street (West/East)	Surroundings
Volusia	Daytona Beach	A1A	Earl	Ocean Center
		White	MM Bethune	All Stop, Daytona State
		Nova	Mason	Heavy Local Use
		US 1	Mason	Heavy Local Use
		US 1	MM Bethune	School Route
		White	Madison	Blind Services
	DeBary	US 17/92 (S Charles Richard Beall Blvd)	Highbanks Rd	Commercial strip and Health Center
	DeLand	US 17/92 (Woodland Blvd)	Plymouth Ave	Major intersection cross near Statson
		Amelia Ave	SR 44 (New York Ave)	Bank, Post Office, fitness center nearby
	Holly Hill	US 1	Calle Grande	Sr. Residence
		Center	LPGA	School Route
	Ormond Beach	Williamson	Hand	Dining
		A1A	Granada	Tourism
		John Anderson	Granada	Casements
		A1A	Plaza Dr.	Tourism Route
		Nova	Wilmette	The Trails
	Port Orange	Nova	Village Trail	Sr. Residence
		Villiage Tr	Dunlawton	Halifax Hospital, Port Orange
		Nova	Dunlawton	Tourism Route
		Clyde Morris	Madeline	School Route
	South Daytona	Nova	Big Tree	Votran Office
		US 1	Big Tree	School Route

Key Locations for short-term implementation

Section 6

REGIONAL TRAILS

Regional Trails

Florida Greenways and Trails System

The Florida Greenways and Trails System (FGTS) is a statewide system of greenways and trails defined by the Florida Greenways and Trails Act (260.014 Florida Statutes) and designated by the Florida Department of Environmental Protection's Division of Recreation and Parks, Office of Greenways and Trails (OGT). The Florida Greenways and Trails Council is an advisory board to OGT. The council consists of twenty (20) members appointed by the Florida Governor, President of the Florida Senate, Speaker of the Florida House of Representatives, and Secretaries and/or Executive Directors of Florida Agencies. The duties of the council include:

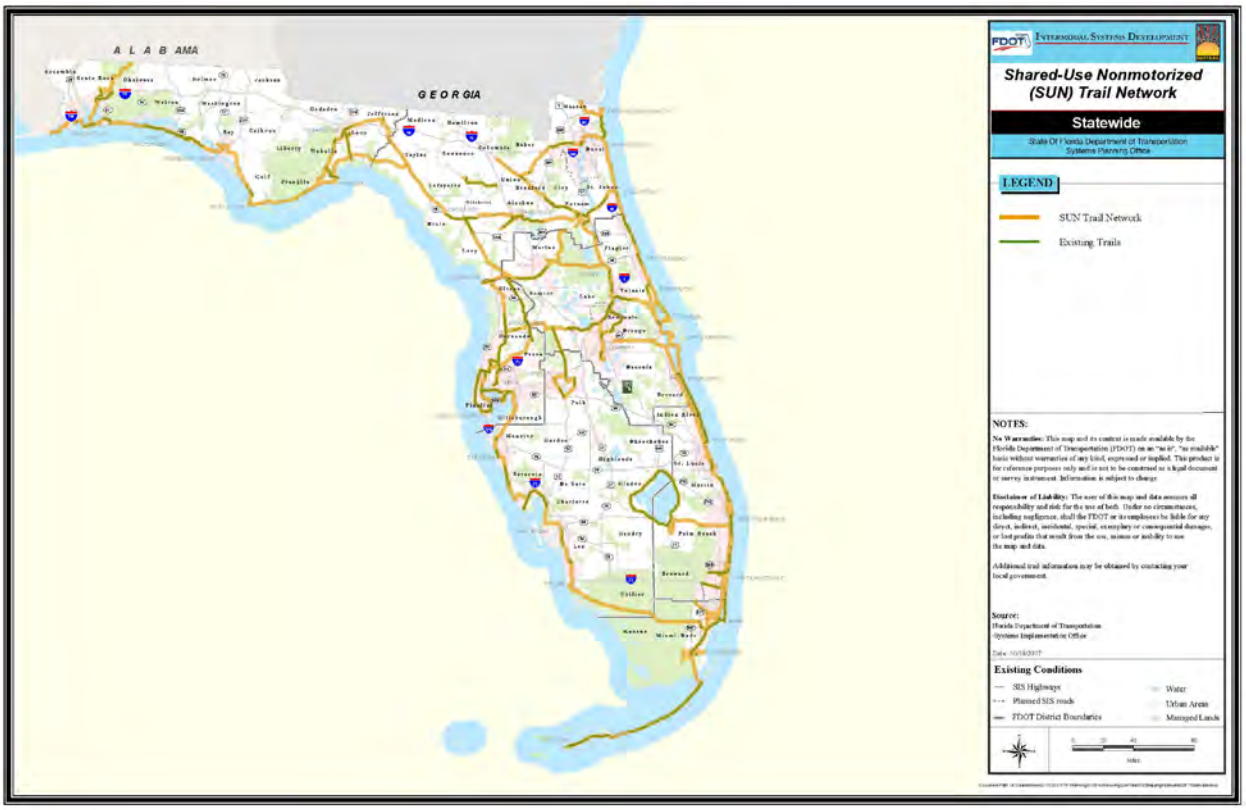
- Facilitating a statewide system of interconnected trails, parks, etc.
- Recommend priorities for critical links in the FGTS
- Review recommendations of OGT for acquisition funding under the Florida Greenways and Trails Program
- Review designation proposals for inclusion in the FGTS
- Encourage public-private partnerships to develop and manage greenways and trails
- Review progress toward meeting established benchmarks and recommend action
- Make recommendations for updating and revising the implementation plan for the FGTS
- Promote greenways and trails support organizations
- Support the FGTS through intergovernmental coordination, budget recommendations, advocacy, education, and any other appropriate way

The OGT implements the FGTS Plan and oversees the priority and opportunity maps that define the FGTS, and works in partnership with communities, agencies and organizations to close gaps in the system and disseminate information about the benefits of trails. The duties of OGT Include:

- Implement the FGTS
- Evaluate and prioritize greenways and trails corridors in the FGTS
- Provide statewide coordination of the FGTS through planning and community assistance
- Facilitate and provide support to FGTS priority and opportunity projects
- Facilitate the FGTS through representation on various boards, committees and councils
- Serve as staff to the Florida Greenways and Trails Council
- Administer the Florida Greenways and Trails Designation Program
- Administer the Florida Greenways and Trails Acquisition Program
- Publicize and promote greenways and trails and the FGTS

Shared-Use Nonmotorized (SUN) Trail System

The Florida Shared-Use Nonmotorized (SUN) Trail Program was created in 2015 by the Florida Legislature (Section 339.81, Florida Statutes). The SUN Trail Program is a component of the FGTS Plan and provides funding for a statewide system of paved, multi-use trails for bicyclists, other non-motorized vehicles and pedestrians. The trails are physically separated from vehicular traffic. SUN Trail projects are generally 12-foot wide, asphalt multi-use trails.



Coast-to-Coast Trail

The Coast-to-Coast Trail is a multi-use trail spanning 250 miles from the Atlantic Ocean near Titusville to the Gulf of Mexico in St. Petersburg. It is the #1 regional trail priority of the SUN Trail System. The Coast-to-Coast Trail includes the Fred Marquis Pinellas Trail, West Orange Trail, Spring-to-Spring Trail and the East Central Regional Rail Trail. The Coast-to-Coast Trail is a southern segment of the St. Johns River to Sea Loop Trail.

East Central Regional Rail Trail (ECRRT)

The East Central Regional Rail Trail (ECRRT) is a multi-use trail spanning 51 miles from Titusville to Osteen. On December 31, 2007, the State of Florida and the Florida OGT purchased 51 miles of rail trail from the Florida East Coast Railway, representing the longest purchase of its kind for the State of Florida. Brevard and Volusia Counties are developing and managing trails along the corridor. The ECRRT is a southern segment of the St. Johns River to Sea Loop Trail.

East Coast Greenway

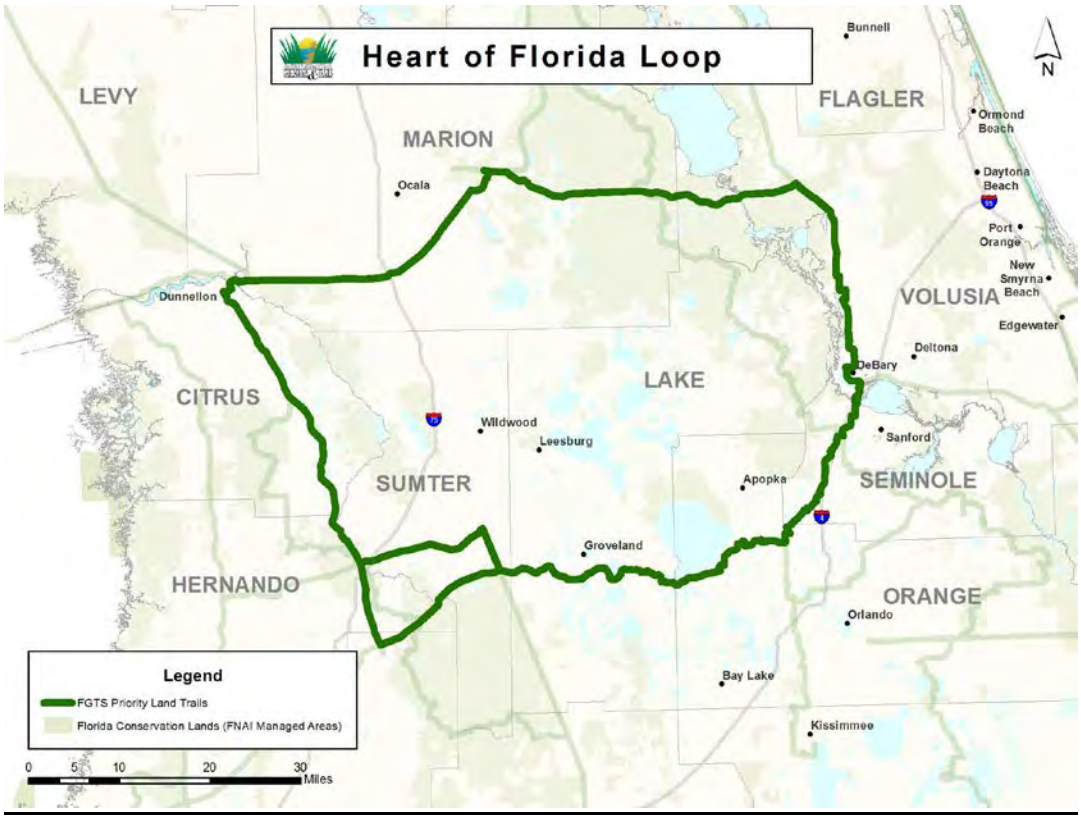
The East Coast Greenway is the longest biking and walking route in the United States. It spans 3,000 miles from Maine to Florida, connecting 15 states and 450 cities and towns. The greenway connects a network of locally owned and managed trails. The East Coast Greenway Alliance is a non-profit organization that works with officials on the local, state, and national levels to promote the vision of a continuous multi-use greenway. The East Coast Greenway is an eastern segment of the St. Johns River to Sea Loop Trail.

Florida Black Bear Scenic Trail

The proposed Florida Black Bear Scenic Trail corridor is along a 27 mile section of State Road 40 from Levy Hammock Road in Marion County to US 17 in Volusia County. The Florida Department of Transportation is conducting a Corridor Planning Study to identify and evaluate alternatives for a multi-use trail in the corridor.

Heart of Florida Loop Trail

The Heart of Florida Loop Trail spans 260 miles in Central Florida. The trail crosses Marion, Lake, Volusia, Seminole, Orange, Sumter, Hernando and Citrus Counties. The southern portion of the Heart of Florida Loop is shared with the Coast to Coast Trail. The Heart of Florida Loop builds upon the Coast to Coast Trail by connecting the Withlacoochee State Trail from the General James A. Van Fleet State trail to the Cross Florida Greenway, extending east through Marion and Lake Counties to the Spring to Spring Trail in Volusia County, then traveling south, meeting the Coast to Coast Trail with the Cross Seminole Trail in Seminole County. A second component of the Heart of Florida Loop is the creation of the Mount Dora Bikeway, which will create a smaller loop by connecting the Cross Florida Greenway to the Coast to Coast Trail at the West Orange Trail. The Heart of Florida Loop Trail is a western segment of the St. Johns River to Sea Loop Trail.



Spring-to-Spring Trail

The Spring-to-Spring Trail spans 26 miles in West Volusia County, from Gemini State Park to DeLeon Springs State Park. The Spring-to-Spring Trail is part of three regional trails: Coast-to-Coast Trail, Heart of Florida Loop Trail and St. Johns River to Sea Loop Trail. The Spring to Spring Trail also connects to several county parks and the Sun Rail Station in DeBary.

State Road (SR) 415 Trail

The State Road (SR) 415 Trail spans 5 miles along SR 415 in Seminole and Volusia Counties from the St. Johns River to the East Central Regional Rail Trail. The trail was built as part of the widening of SR 415 and new bridge over the St. Johns River. The SR 415 trail will eventually connect to the Lake Monroe Loop Trail.

St. Johns River to Sea Loop Trail

The St. Johns River to Sea Loop Trail spans 260 miles in East Central Florida. It crosses through St. Johns, Flagler, Volusia, Brevard and Putnam Counties. The loop includes the Palatka to St. Augustine State Trail, Flagler Beach to Marineland Trail, East Coast Greenway, Space Coast Loop Trail, East Central Regional Rail Trail, Spring to Spring Trail and Crescent City Trail.

Section 7

BICYCLE MASTER PLAN

RIVER TO SEA TPO

BICYCLE & PEDESTRIAN MASTER PLAN

BICYCLE ROUTE MAP

RIVER TO SEA TPO
Transportation Planning Organization
VISION - PLAN - IMPLEMENT

MAP LEGEND

Trail System Plan

- Existing Trail
- Funded Trail: Construction Phase
- Funded Trail: Design Phase
- Funded Trail: P/E Study Phase
- Identified Gap for Trail Placement
- Proposed Trail: Adopted
- Proposed Trail: Stakeholder Input
- Upgrade Connector Sidewalk to Trail
- Upgrade Wide Sidewalk to Trail
- FGTS Opportunity Corridors
- Volusia County Proposed Trails
- County Connections

TPO Priority Projects

- Other Improvements
- Convert to Roundabout
- Crosswalk and Pedestrian Signals
- General Intersection Improvements
- New Pedestrian Bridge
- New Trailhead
- Rail Crossing Improvements
- Traffic Signal System Upgrade
- Safety Retrofit
- Place Paved Shoulders
- Build Shared Use Path
- Build Sidewalk

Community Features

- Bike Shops
- Libraries
- Park & Ride
- Public Schools
- Trail Heads
- SunRail Stations

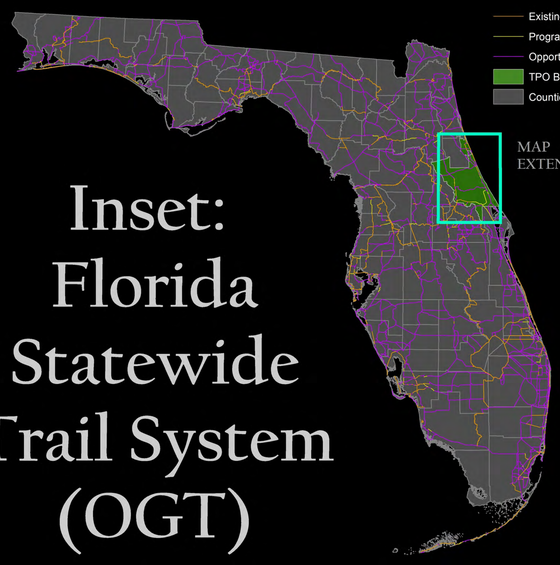
Existing Facilities

- Railroads
- SunRail Route
- Streets
- County/City Parks
- Conservation
- Bike Slots
- Bike Lanes
- Paved Shoulders (4 ft+)

0 1.25 2.5 5 7.5 10 Miles

City-wide master plans included in the priority project listing are omitted from this map.

Inset: Florida Statewide Trail System (OGT)



Flagler County

Volusia County

Lake County

Seminole County

Orange County

Brevard County

Atlantic Ocean

Atlantic Ocean

N
W E
S

VOLUSIA COUNTY BICYCLE LANES

ROAD_NAME	ROAD_ID	SIDE	LANE	DESCRIPTION	BEGIN_POST	END_POST	SHAPE_LENGTH
PALM HARBOR PKWY	73000030	L	1	DESIGNATED	0.0060	1.3000	2082.3379
US HIGHWAY 1	73010000	R	1	DESIGNATED	7.8460	8.0260	289.6850
US HIGHWAY 1	73010000	R	1	DESIGNATED	0.3360	0.7270	629.2570
US HIGHWAY 1	73010000	R	1	DESIGNATED	0.0000	0.2100	337.9641
US HIGHWAY 1	73010000	R	1	DESIGNATED	6.6450	7.7420	1765.5428
US HIGHWAY 1	73010000	R	1	DESIGNATED	5.8980	6.5440	1039.5355
US HIGHWAY 1	73010000	L	1	DESIGNATED	6.9740	8.9900	3244.4756
US HIGHWAY 1	73010000	R	1	DESIGNATED	8.3840	8.9930	980.0763
US HIGHWAY 1	73010000	L	1	DESIGNATED	0.0000	6.8770	11067.5857
US HIGHWAY 1	73010000	R	1	DESIGNATED	4.7770	5.8130	1667.3014
US HIGHWAY 1	73010000	R	1	DESIGNATED	0.8240	4.6880	6218.6177
US HIGHWAY 1	73010000	R	1	DESIGNATED	8.0600	8.2710	339.5747
STATE ROAD 100	73020000	L	1	DESIGNATED	4.9950	7.0040	3229.0825
STATE ROAD 100	73020000	L	1	DESIGNATED	0.7330	1.2910	897.7631
STATE ROAD 100	73020000	L	1	DESIGNATED	0.6110	0.7330	196.0933
STATE ROAD 100	73020000	R	1	DESIGNATED	5.0450	7.0040	3148.7125
STATE ROAD 100	73020000	R	1	DESIGNATED	0.6300	1.2350	973.0821
NORMANDY BLVD	79000009	R	1	DESIGNATED	4.7560	5.4480	1113.8326
NORMANDY BLVD	79000009	L	1	DESIGNATED	4.7560	5.4480	1113.8326
W. FRENCH AVE	79000010	L	1	DESIGNATED	0.8190	1.8450	1654.5580
W. FRENCH AVE	79000010	R	1	DESIGNATED	0.8190	1.8450	1654.5580
BLUE LAKE AVE	79000269	R	1	DESIGNATED	0.5440	0.5840	62.9675
BLUE LAKE AVE	79000269	R	1	DESIGNATED	0.3920	0.4840	144.8253
BLUE LAKE AVE	79000269	L	1	DESIGNATED	0.3920	0.5230	206.2185
SR 400	79001000	L	1	DESIGNATED	1.8310	4.1170	3660.0987
SR 400	79001000	R	1	DESIGNATED	1.8300	4.1170	3661.6994
US HIGHWAY 1	79010000	R	1	DESIGNATED	30.6750	32.5570	3028.0942
US HIGHWAY 1	79010000	L	1	DESIGNATED	27.4840	27.7900	492.3097
US HIGHWAY 1	79010000	L	1	DESIGNATED	24.2290	26.8660	4242.9594
US HIGHWAY 1	79010000	R	1	DESIGNATED	29.4020	30.5000	1766.6972
US HIGHWAY 1	79010000	R	1	DESIGNATED	27.4840	27.7900	492.3097
US HIGHWAY 1	79010000	L	1	DESIGNATED	12.6210	12.6900	111.0976
US HIGHWAY 1	79010000	R	1	DESIGNATED	24.2290	26.8660	4242.9594
US HIGHWAY 1	79010000	L	1	DESIGNATED	29.4020	32.5570	5076.4246
US HIGHWAY 1	79030000	R	1	DESIGNATED	5.9190	7.1660	2004.5403
SR 600	79060000	L	1	DESIGNATED	19.0010	19.6150	987.7466
SR 44	79070000	R	1	DESIGNATED	7.7390	7.8200	130.0168
SR 44	79070000	L	1	DESIGNATED	20.0050	26.9740	11188.3755
SR 44	79070000	L	1	DESIGNATED	7.8200	7.8780	93.1162
SR 44	79070000	R	1	DESIGNATED	20.0050	26.7650	10852.7710
SR 44	79070000	R	0	UNDESIGNATED	10.1350	10.2000	104.2542
SR 44	79070001	R	1	DESIGNATED	0.6840	0.8620	289.8733
SR 44	79070001	L	1	DESIGNATED	0.6840	0.8870	330.5992
SR 11	79090000	L	1	DESIGNATED	0.1980	1.6800	2381.5189
SR 11	79090000	R	1	DESIGNATED	0.1980	1.6800	2381.5189
SR 40	79100000	R	1	DESIGNATED	25.5040	30.1700	7507.7247

VOLUSIA COUNTY BICYCLE LANES

ROAD_NAME	ROAD_ID	SIDE	LANE	DESCRIPTION	BEGIN_POST	END_POST	SHAPE_LENGTH
SR 40	79100000	L	1	DESIGNATED	25.5900	30.1700	7369.3688
SR 415	79120000	R	1	DESIGNATED	0.4600	7.3010	11008.9495
SR 415	79120000	L	1	DESIGNATED	0.4620	7.3010	11005.7312
SR 40	79150000	R	1	DESIGNATED	0.5200	0.9000	607.9022
SR 40	79150000	R	1	DESIGNATED	0.4350	0.5200	136.0343
SR 40	79150000	L	1	DESIGNATED	1.1100	1.4160	489.4439
SR 40	79150000	L	1	DESIGNATED	0.8960	0.9700	118.3747
SR 40	79150000	R	1	DESIGNATED	1.1100	1.4270	507.0484
SR 40	79150000	R	1	DESIGNATED	0.9000	0.9700	111.9287
SR 40	79150000	L	1	DESIGNATED	0.5110	0.8960	615.8488
SR 40	79150000	L	1	DESIGNATED	0.4300	0.5110	129.6383
CR 15A	79160000	L	1	DESIGNATED	3.7500	6.8590	5002.3595
CR 15A	79160000	L	1	DESIGNATED	0.2540	1.7480	2403.9619
CR 15A	79160000	R	1	DESIGNATED	3.7500	6.8990	5066.7585
CR 15A	79160000	R	1	DESIGNATED	0.1350	1.7480	2595.3222
SR 44	79170000	R	0	UNDESIGNATED	1.0000	1.3850	619.4044
SR 44	79170000	L	0	UNDESIGNATED	1.0000	1.3850	619.4044
SR 5A	79190000	L	1	DESIGNATED	0.0980	1.4150	2121.7366
SR 5A	79190000	R	1	DESIGNATED	1.4510	1.9910	869.9896
SR 5A	79190000	R	1	DESIGNATED	0.0670	1.4110	2165.2306
SR 5A	79190000	L	1	DESIGNATED	3.0470	6.1270	4962.0598
SR 5A	79190000	L	1	DESIGNATED	2.0980	2.2860	302.8736
SR 5A	79190000	R	1	DESIGNATED	3.2890	6.1270	4572.2003
SR 5A	79190000	R	1	DESIGNATED	2.0510	2.2260	281.9300
SR 5A	79190000	L	1	DESIGNATED	1.5540	2.0290	765.2366
SR 442	79210000	R	1	DESIGNATED	2.2070	3.9720	2843.8707
SR 442	79210000	L	1	DESIGNATED	2.2070	3.9720	2843.8707
CR 430	79220000	R	1	DESIGNATED	2.2170	2.3700	245.7331
CR 430	79220000	L	1	DESIGNATED	2.2170	2.3700	245.7331
SR 430	79220002	R	1	DESIGNATED	0.0120	0.3590	353.9124
SR 421	79230000	R	1	DESIGNATED	0.0800	2.2510	3497.6570
SR 421	79230000	L	1	DESIGNATED	0.4740	2.3560	3032.1697
SR 441	79260000	R	1	DESIGNATED	4.8600	5.3460	803.1666
SR 441	79260000	L	1	DESIGNATED	4.8600	5.3460	803.1666
CLYDE MORRIS BLVD	79527000	R	0	UNDESIGNATED	2.1540	2.2450	144.2757

FLAGLER COUNTY BICYCLE LANES

ROAD_NAME	ROAD_ID	SIDE	LANE	DESCRIPTION	BEGIN_POST	END_POST	SHAPE_LENGTH
SR 40	79150000	R	1	DESIGNATED	0.5200	0.9000	607.9022
SR 5	73010000	R	1	DESIGNATED	7.8460	8.0260	289.6850
MOODY BLVD	73020000	L	1	DESIGNATED	4.9950	7.0040	3229.0825
SR 5	73010000	R	1	DESIGNATED	0.3360	0.7270	629.2570
E MOODY BLVD	73020000	L	1	DESIGNATED	0.7330	1.2910	897.7631
SR 5	73010000	R	1	DESIGNATED	0.0000	0.2100	337.9641
SR 5	73010000	R	1	DESIGNATED	6.6450	7.7420	1765.5428
SR 5	73010000	R	1	DESIGNATED	5.8980	6.5440	1039.5355
E MOODY BLVD	73020000	L	1	DESIGNATED	0.6110	0.7330	196.0933
SR 5	73010000	L	1	DESIGNATED	6.9740	8.9900	3244.4756
SR 5	73010000	R	1	DESIGNATED	8.3840	8.9930	980.0763
MOODY BLVD	73020000	R	1	DESIGNATED	5.0450	7.0040	3148.7125
SR 5	73010000	L	1	DESIGNATED	0.0000	6.8770	11067.5857
SR 5	73010000	R	1	DESIGNATED	4.7770	5.8130	1667.3014
E MOODY BLVD	73020000	R	1	DESIGNATED	0.6300	1.2350	973.0821
SR 5	73010000	R	1	DESIGNATED	0.8240	4.6880	6218.6177
SR 5	73010000	R	1	DESIGNATED	8.0600	8.2710	339.5747
PALM HARBOR PKWY	73000030	L	1	DESIGNATED	0.0060	1.3000	2082.3379
SR 5A	79190000	L	1	DESIGNATED	0.0980	1.4150	2121.7366
SR 5A	79190000	R	1	DESIGNATED	1.4510	1.9910	869.9896
SR 5	79000010	L	1	DESIGNATED	0.8190	1.8450	1654.5580
SR 400; BEVILLE ROAD	79001000	L	1	DESIGNATED	1.8310	4.1170	3660.0987
SR 5	79150000	R	1	DESIGNATED	0.4350	0.5200	136.0343
SR 15 A	79160000	L	1	DESIGNATED	3.7500	6.8590	5002.3595
SR 11	79090000	L	1	DESIGNATED	0.1980	1.6800	2381.5189
SR 415	79120000	R	1	DESIGNATED	0.4600	7.3010	11008.9495
SR 421	79230000	R	1	DESIGNATED	0.0800	2.2510	3497.6570
SR 5 (US1)	79010000	R	1	DESIGNATED	30.6750	32.5570	3028.0942
SR 44	79070000	R	1	DESIGNATED	7.7390	7.8200	130.0168
SR 5A	79190000	R	1	DESIGNATED	0.0670	1.4110	2165.2306
SR 442	79210000	R	1	DESIGNATED	2.2070	3.9720	2843.8707
S BLUE LAKE AVE	79000269	R	1	DESIGNATED	0.5440	0.5840	62.9675
US 1	79010000	L	1	DESIGNATED	27.4840	27.7900	492.3097
SR 421	79160000	L	1	DESIGNATED	0.2540	1.7480	2403.9619
NORTH CAUSEWAY	79170000	R	0	UNDESIGNATED	1.0000	1.3850	619.4044
E NORMANDY BLVD	79000009	R	1	DESIGNATED	4.7560	5.4480	1113.8326
SR 415	79120000	L	1	DESIGNATED	0.4620	7.3010	11005.7312
SR 40	79150000	L	1	DESIGNATED	1.1100	1.4160	489.4439
SR 44	79070000	L	1	DESIGNATED	20.0050	26.9740	11188.3755
SR 44	79070001	R	1	DESIGNATED	0.6840	0.8620	289.8733
SR 442	79210000	L	1	DESIGNATED	2.2070	3.9720	2843.8707
US 1	79230000	L	1	DESIGNATED	0.4740	2.3560	3032.1697
US 1	79010000	L	1	DESIGNATED	24.2290	26.8660	4242.9594
US 1	79010000	R	1	DESIGNATED	29.4020	30.5000	1766.6972
NORTH CAUSEWAY	79170000	L	0	UNDESIGNATED	1.0000	1.3850	619.4044
SR 5A	79190000	L	1	DESIGNATED	3.0470	6.1270	4962.0598