# Envision Alachua

# Sector Plan

## Transportation Data and Analysis

Prepared for

**Plum Creek**

Prepared by

**Kittelson & Associates, Inc.**

Revised June 2015

In support of the Envision Alachua Sector Plan

# Envision Alachua Sector Plan
# Transportation Data and Analysis

Alachua County, Florida

Revised June 2015

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# Section 1
# Introduction

## INTRODUCTION

The Envision Alachua (EA) initiative has been underway for the past several years to address the long term future of east Alachua County and the role that lands owned by Plum Creek can play in that future. In response to the EA initiative, the proposed Envision Alachua Sector Plan (EASP) application is being developed to address the needs and desires of the community. The EASP application will be an amendment of the ACCP (ACCP) pursuant to Chapter 163.3245 Florida Statutes (F.S.). Concurrent with the EASP application, the EA Hawthorne Comprehensive Plan Amendment (CPA) application is being developed for Plum Creek-owned lands located east of the EASP and adjacent to the City of Hawthorne. The EA Hawthorne CPA application will be processed through the City of Hawthorne.

**Section 1** through **Section 6** of this report presents the background and trip generation information taking into account the two Envision Alachua Comprehensive Plan Amendments (EA CPAs). **Section 7** and **Section 8** of this report present the data and analysis for the proposed EASP comprehensive plan amendment pursuant to Chapter 163.3245 F.S. The data and analysis for the EA Hawthorne comprehensive plan amendment can be found in the EA Hawthorne Transportation Data and Analysis Report.

To complete the required transportation data and analysis to inform the upcoming EA CPAs, Plum Creek has retained Kittelson & Associates, Inc. (KAI) as part of its consulting team. KAI has prepared the transportation data and analyses which address the EA CPAs. This transportation data and analysis report does not include the proposed methodology for the County's PD Rezoning application for the Detailed Specific Area Plans (DSAPs) associated with the EASP; those will follow at a later date.

### PURPOSE

Pursuant to Chapter 163.3245 F.S., this transportation data and analysis evaluation provides a general indication of the future transportation facilities that are needed to support the proposed future land uses within the Framework Map of the proposed EA CPAs.

### SCOPE OF THE REPORT

Per direction from the Envision Alachua Task Force, the proposed EA CPAs have a 50+ year planning horizon. The current ACCP and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) Long Range Transportation Plan (LRTP) have horizon years of 2030 and 2035, respectively. Thus, the proposed EASP planning horizon is beyond that of the ACCP and the MTPO LRTP. Chapter 163.3245(3)(a) F.S. allows for the proposed EASP to be based upon a planning horizon beyond that of the local comprehensive planning horizon. The EA Hawthorne application planning horizon will be 2030.

## ANALYSIS METHODOLOGY

The transportation data and analyses presented within this report are provided in a manner consistent with comprehensive-plan amendment level of detail where transportation facilities are evaluated based upon average daily conditions of the proposed land use program for the planning horizon of the amendments at buildout. In addition to the buildout conditions analysis, a Year 2030 scenario was also analyzed. To provide a baseline condition, a scenario was developed utilizing the adopted 2035 ACM. The transportation data and analysis methodology presented within this report is based upon the buildout and Year 2030 scenarios; both scenarios were modeled using the adopted 2035 Alachua County Model (ACM) developed as part of the MTPO LRTP.

## BACKGROUND

### *ENVISION ALACHUA: PHASE I*

In 2011, Plum Creek convened Envision Alachua, a community visioning process to address the long term future of east Alachua County and the role that lands owned by Plum Creek can play in that future. Phase 1, which was conducted during the first 10 months of this process, included a series of six Task Force meetings, two community workshops, three studios by University of Florida graduate classes, and a series of four educational forums on related topics. The Envision Alachua Task Force is comprised of leaders representing economic development, business, local government, education, environmental, conservation and residents in Alachua County. Phase I concluded in the spring of 2012 with the publication of *Vision, Goals, and Planning Principles for Plum Creek Lands in Alachua County*, a visioning document illustrating the vision of the Task Force. The web site www.envisionalachua.com includes this document as well as a complete history of activities and work products. The vision outlines a future that includes significant additional regional conservation and open space as well as a new employment-driven community that supports a sustainable economic future for residents at all wage and skill levels.

Following completion of Phase I, the Task Force determined that the Sector Plan, as defined within Chapter 163.3245 F.S., was the appropriate planning vehicle by which to incorporate the results of the Envision Alachua visioning into the ACCP. Sector plans are intended to "promote and encourage long-term planning for conservation, development and agriculture on a landscape scale", and may have a planning period beyond the local comprehensive plan to accommodate the 50+ years for implementation envisioned by the Task Force.

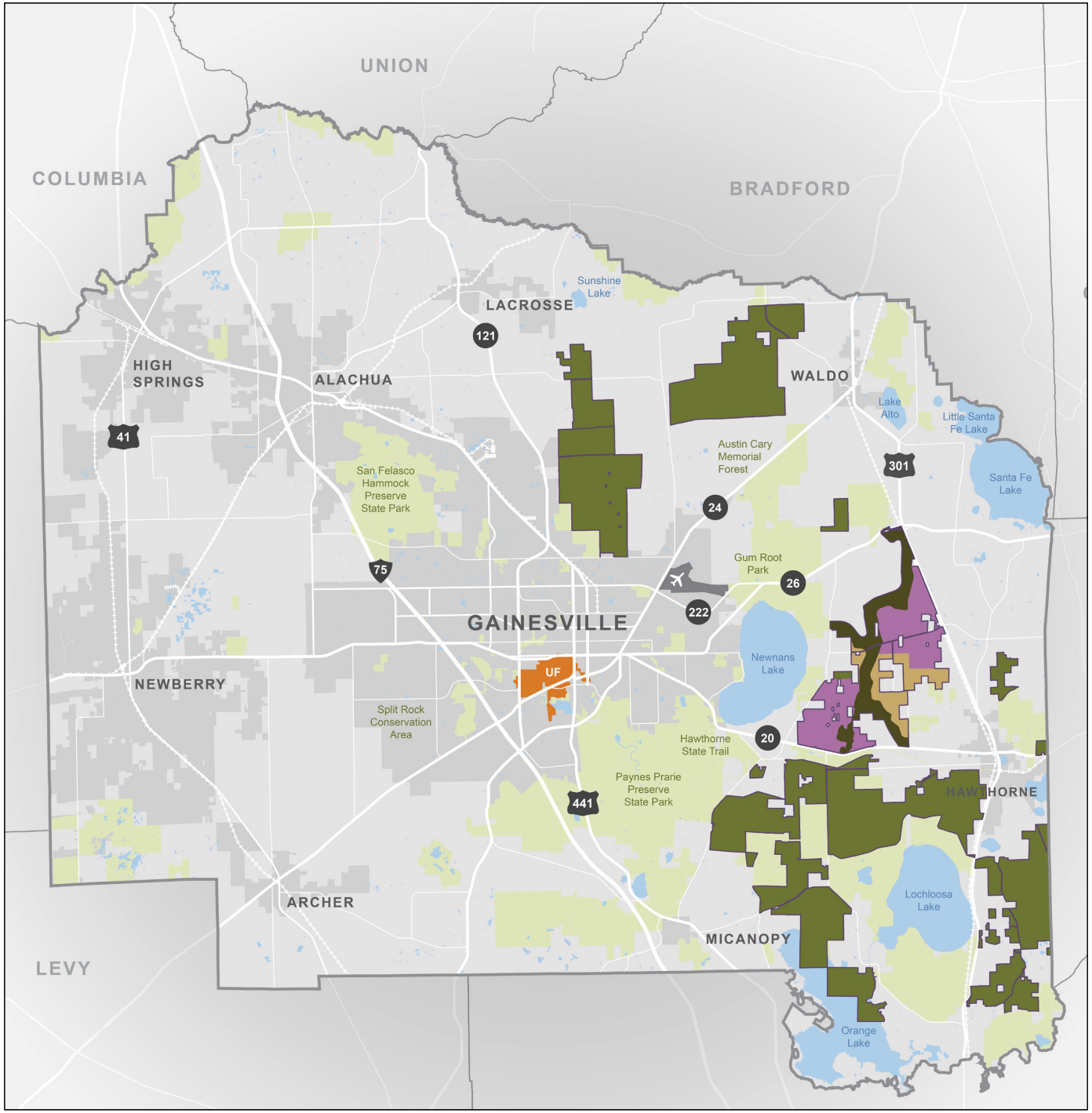
### *ENVISION ALACHUA: PHASE II*

In the fall of 2012, Envision Alachua began another series of four Task Force meetings and an additional partnership effort to address the Economic Progress Initiative (that Plum Creek launched with the Chamber of Commerce, University of Florida, and Santa Fe College) as well as information needed for the Comprehensive Plan amendment. Additionally, Envision Alachua convened a Technical Advisory Group (TAG) comprised of representatives from local, regional and state agencies and advocacy groups to

review the Comprehensive Plan information and provide guidance regarding major technical issues to be addressed in implementing the community vision.

A major focus of Phase II of Envision Alachua was the development of the Long Term Master Plan which includes "a Framework Map that depicts areas of urban, agricultural, rural and conservation land use; identifies allowed uses; specifies maximum and minimum densities and intensities of use; and provides the general framework for the development pattern in developed areas with graphic illustrations." The Framework Map, developed with input from the Task Force and the Technical Advisory Group, is shown in **Figure 1**.

**Table 1** and **Table 2** identify the amount of development proposed for approval within the EA CPAs for 2030. **Table 3** identifies the amount of development proposed for approval within the EASP for buildout. It should be noted that there are no proposed changes to EA Hawthorne beyond 2030. Overall, the land use programs for the EA CPAs reflect approximately a 3:1 jobs-to-housing ratio consistent with the vision for a new economic place that supports a sustainable economic future for Hawthorne, East Gainesville, and the region.




## Legend

- EASP Planning Area (52,745 Acres)
  - EA-EOMU (Employment Oriented Mixed Use)
  - EA-RUR (Rural)
  - EA-PRES (Preservation)
  - EA-CON (Conservation)

0 5 10 Miles

ENVISION ALACHUA

**Figure 1: Framework Map**

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**TABLE 1: GENERALIZED LAND USE PLAN – EASP 2030**

| Land Use Description | | Intensity |
|---|---|---|
| Residential | Single Family | 2,200 Dwelling Units |
| | Multi-Family | |
| Non-Residential | Advanced Manufacturing & Industrial | 0 Square Feet |
| | Research & Development, Office, Institutional | 1,300,000 Square Feet |
| | Commercial | 300,000 Square Feet |
| Community Uses | Additional facilities as needed to serve the community including, but not limited to, schools, places of worship, government services, recreation, utilities, and civic facilities. | As needed |

**TABLE 2: GENERALIZED LAND USE PLAN – EA HAWTHORNE 2030**

| Land Use Description | | Intensity |
|---|---|---|
| Residential | Single Family | 800 Dwelling Units |
| | Multi-Family | |
| Non-Residential | Advanced Manufacturing & Industrial | 2,850,000 Square Feet |
| | Research & Development, Office, Institutional | 0 Square Feet |
| | Commercial | 150,000 Square Feet |
| Community Uses | Additional facilities as needed to serve the community including, but not limited to, schools, places of worship, government services, recreation, utilities, and civic facilities. | As needed |

**TABLE 3: GENERALIZED LAND USE PLAN – EASP BUILDOUT**

| Land Use Description | | Intensity |
|---|---|---|
| Residential | Single Family | 8,700 Dwelling Units |
| | Multi-Family | |
| Non-Residential | Advanced Manufacturing & Industrial | 5,000,000 Square Feet |
| | Research & Development, Office, Institutional | 5,000,000 Square Feet |
| | Commercial | 1,200,000 Square Feet |
| Community Uses | Additional facilities as needed to serve the community including, but not limited to, schools, places of worship, government services, recreation, utilities, and civic facilities. | As needed |

# Section 2
# Study Area and Planning Horizon

# STUDY AREA AND PLANNING HORIZON

## STUDY AREA

As illustrated within the Framework Map, the urban lands of the proposed EA CPAs are located in eastern Alachua County. Discussions with the review agencies determined that the study area should include regionally significant roadways within an area determined by a five-percent significance check. This significance check is determined by dividing project trips on a segment of the roadway by the roadway's generalized service volume at its adopted level of service. Because the EASP and the EA Hawthorne applications are two separate applications, each study area is determined based upon its respective significance area. Maps of the five-percent significance areas for each study are provided in **Section 6** of this report.

## PLANNING HORIZON

The EA community visioning process yielded a 50+ year planning horizon to implement the proposed land uses within the Framework Map. The current planning horizon for the ACCP is the year 2030 and the planning horizon for the MTPO LRTP is the year 2035. These two planning horizons are shorter than the 50+ year plan envisioned by the EA Task Force. However, Chapter 163.3245(3)(a) F.S. allows for the proposed EA CPAs to be based upon a planning horizon beyond that of the local comprehensive planning horizon.

The transportation data and analysis methodology discussions determined that the future transportation conditions would be presented in two phases. The first phase consists of forecasting future transportation demand for the year 2030 to be consistent with the ACCP horizon year. For the purposes of this analysis, it was assumed that the 2035 Alachua County Model with the two EA CPA 2030 development programs would form the basis of the 2030 analysis.

The second phase consists of forecasting future transportation demand for the 50+ year EA CPAs full buildout. Similar to the 2030 planning horizon, future traffic forecasts at full buildout are based upon the 2035 Alachua County Model with the two EA CPA buildout development programs.

# Section 3
# Trip End Generation Evaluation

## TRIP END GENERATION EVALUATION

The generalized nature of the two EA CPA land use plans and the magnitude of the land area covered by the urban areas within the Framework Map required additional assumptions for the purposes of evaluating transportation conditions for Year 2030 and full buildout of the EA CPAs. The assumptions made as part of this transportation data and analysis report included the aggregation of potential land uses into transportation analysis zones (TAZs) to identify the spatial effects of the land use plan. Assumptions regarding the potential land use program were also used for trip end generation estimating purposes. These assumptions were made to estimate future transportation conditions only and are intended to reflect a reasonable partial and full buildout assumption of the EA CPAs. Once the land use program was refined and allocated to individual TAZs, two methods of trip end generation potential estimation were evaluated. Additional details regarding TAZ structure development, the land use program refinements, and trip end generation estimation are provided in the subsections below.

### TAZ STRUCTURE DEVELOPMENT

Because the urban areas within the EA CPAs are generally spread across an area of approximately 60 square miles, Alachua County recommended splitting the land use program into representative TAZs to account for the spatial effects that the land use area has on transportation. This resulted in the development of four TAZs that reasonably reflect the Framework Map:

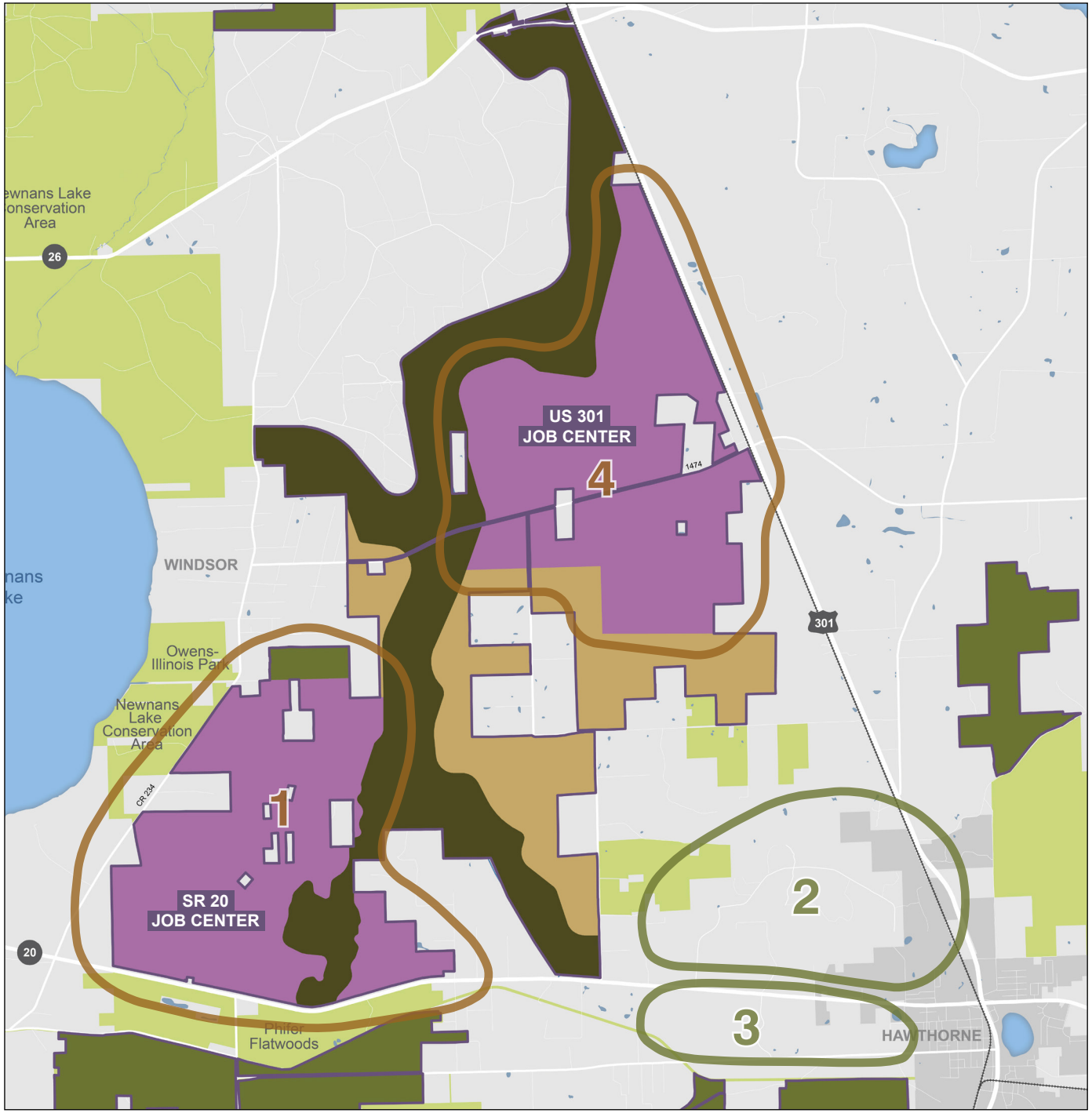
- TAZ 1 – SR 20 Jobs Center
- TAZ 2 – EA Hawthorne north of SR 20
- TAZ 3 – EA Hawthorne south of SR 20
- TAZ 4 – US 301 Jobs Center

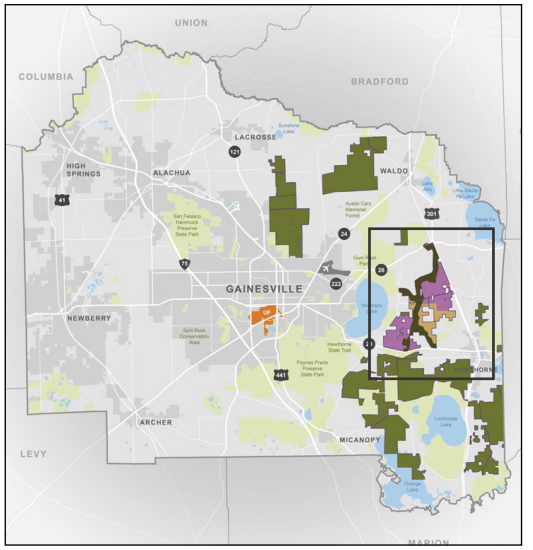
The EASP consists of TAZs 1 and 4, while EA Hawthorne consists of TAZs 2 and 3. **Figure 2** illustrates the geographic areas of the TAZs utilized within this data and analysis report.

### REFINEMENTS TO LAND USE PLAN

Because the two EA CPA land uses identified by the Task Force are generalized in nature, the land uses were further delineated for the purposes of estimating trip end generation potential for each TAZ. A summary of the land use refinements for each generalized land use is provided in **Table 4** (2030) and **Table 5** (buildout).

By 2030, it is anticipated there will be a total of 3,000 residential dwelling units and 4.6 million square feet of non-residential space (manufacturing/industrial, research and development, office, institutional, and commercial). By the EA CPAs buildout, there will be a total of 9,500 residential dwelling units and 14.2 million square feet of non-residential space.




## Legend

- EASP TAZ
- EA Hawthorne TAZ
- EASP Planning Area (52,745 Acres)
  - EA-EOMU (Employment Oriented Mixed Use)
  - EA-RUR (Rural)
  - EA-PRES (Preservation)
  - EA-CON (Conservation)

0 0.5 1 1 Miles

ENVISION ALACHUA

**Figure 2: TAZ Structure**

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### TABLE 4: REFINED LAND USE PROGRAM FOR TRIP END GENERATION ESTIMATION – 2030

| Generalized Land Uses from LTMP | Intensity | Refined Land Uses for Analysis | Refined % Allocation | Refined Intensity |
|---|---|---|---|---|
| Manufacturing / Industrial | 2,850,000 SF | Industrial Park | 50% | 1,425,000 SF |
| | | Manufacturing | 50% | 1,425,000 SF |
| ***Subtotal*** | | | ***100%*** | ***2,850,000 SF*** |
| Research and Development, Office, & Institutional | 1,300,000 SF | Office | 50% | 650,000 SF |
| | | Research and Development Center | 30% | 390,000 SF |
| | | Business Park | 20% | 260,000 SF |
| ***Subtotal*** | | | ***100%*** | ***1,300,000 SF*** |
| Commercial | 450,000 SF | Shopping Center | 100% | 450,000 SF |
| ***Subtotal*** | | | ***100%*** | ***450,000 SF*** |
| ***Total Non-Residential*** | ***4,600,000 SF*** | | ***100%*** | ***4,600,000 SF*** |
| Residential | 3,000 DU | Single Family | 70% | 2,100 DU |
| | | Apartment | 21% | 643 DU |
| | | Condo | 9% | 257 DU |
| ***Total Residential*** | ***3,000 DU*** | | ***100%*** | ***3,000 DU*** |

### TABLE 5: REFINED LAND USE PROGRAM FOR TRIP END GENERATION ESTIMATION – BUILDOUT

| Generalized Land Uses from LTMP | Intensity | Refined Land Uses for Analysis | Refined % Allocation | Refined Intensity |
|---|---|---|---|---|
| Manufacturing / Industrial | 7,850,000 SF | Industrial Park | 50% | 3,925,000 SF |
| | | Manufacturing | 50% | 3,925,000 SF |
| ***Subtotal*** | | | ***100%*** | ***7,850,000 SF*** |
| Research and Development, Office, & Institutional | 5,000,000 SF | Office | 50% | 2,500,000 SF |
| | | Research and Development Center | 30% | 1,500,000 SF |
| | | Business Park | 20% | 1,000,000 SF |
| ***Subtotal*** | | | ***100%*** | ***5,000,000 SF*** |
| Commercial | 1,350,000 SF | Shopping Center | 100% | 1,350,000 SF |
| ***Subtotal*** | | | ***100%*** | ***1,350,000 SF*** |
| ***Total Non-Residential*** | ***14,200,000 SF*** | | ***100%*** | ***14,200,000 SF*** |
| Residential | 9,500 DU | Single Family | 61% | 5,840 DU |
| | | Apartment | 28% | 2,614 DU |
| | | Condo | 11% | 1,046 DU |
| ***Total Residential*** | ***9,500 DU*** | | ***100%*** | ***9,500 DU*** |

**Table 6** (2030) and **Table 7** (buildout) summarize the refined land use allocation by TAZ. As displayed in **Table 6**, non-residential land uses are proposed for TAZ 2 (Hawthorne north of SR 20) while residential is proposed for TAZ 3 (Hawthorne south of SR 20). No development is anticipated in TAZ 4 (US 301 Jobs Center) by 2030.

Land use development patterns for buildout (**Table 7**) are similar to those in 2030, with the exception of the full development of the US 301 Jobs Center.

## TABLE 6: REFINED LAND USE PROGRAM BY TAZ FOR TRIP END GENERATION ESTIMATION – 2030

| Refined Land Uses for Analysis | Refined % Allocation | Refined Intensity | TAZ 1 (SR 20 Jobs Center) | TAZ 2 (Hawthorne North) | TAZ 3 (Hawthorne South) | TAZ 4 (US 301 Jobs Center) |
|---|---|---|---|---|---|---|
| Industrial Park | 50% | 1,425,000 | 0 | 1,425,000 | 0 | 0 |
| Manufacturing | 50% | 1,425,000 | 0 | 1,425,000 | 0 | 0 |
| ***Subtotal*** | ***100%*** | **2,850,000** | ***0*** | ***2,850,000*** | ***0*** | ***0*** |
| Office | 50% | 650,000 | 650,000 | 0 | 0 | 0 |
| Research and Development Center | 30% | 390,000 | 390,000 | 0 | 0 | 0 |
| Business Park | 20% | 260,000 | 260,000 | 0 | 0 | 0 |
| ***Subtotal*** | ***100%*** | **1,300,000** | ***1,300,000*** | ***0*** | ***0*** | ***0*** |
| Shopping Center | 100% | 450,000 | 300,000 | 150,000 | 0 | 0 |
| ***Subtotal*** | ***100%*** | **450,000** | ***300,000*** | ***150,000*** | ***0*** | ***0*** |
| ***Total*** | ***100%*** | **4,600,000** | ***1,600,000*** | ***3,000,000*** | ***0*** | ***0*** |
| Single Family | 70% | 2,100 | 1,500 | 0 | 600 | 0 |
| Apartment | 21% | 643 | 500 | 0 | 143 | 0 |
| Condo / Townhouse | 9% | 257 | 200 | 0 | 57 | 0 |
| ***Total*** | ***100%*** | **3,000** | ***2,200*** | ***0*** | ***800*** | ***0*** |

## TABLE 7: REFINED LAND USE PROGRAM BY TAZ FOR TRIP END GENERATION ESTIMATION – BUILDOUT

| Refined Land Uses for Analysis | Refined % Allocation | Refined Intensity | TAZ 1 (SR 20 Jobs Center) | TAZ 2 (Hawthorne North) | TAZ 3 (Hawthorne South) | TAZ 4 (US 301 Jobs Center) |
|---|---|---|---|---|---|---|
| Industrial Park | 50% | 3,925,000 | 0 | 1,425,000 | 0 | 2,500,000 |
| Manufacturing | 50% | 3,925,000 | 0 | 1,425,000 | 0 | 2,500,000 |
| ***Subtotal*** | ***100%*** | **7,850,000** | ***0*** | ***2,850,000*** | ***0*** | ***5,000,000*** |
| Office | 50% | 2,500,000 | 2,500,000 | 0 | 0 | 0 |
| Research and Development Center | 30% | 1,500,000 | 1,500,000 | 0 | 0 | 0 |
| Business Park | 20% | 1,000,000 | 1,000,000 | 0 | 0 | 0 |
| ***Subtotal*** | ***100%*** | **5,000,000** | ***5,000,000*** | ***0*** | ***0*** | ***0*** |
| Shopping Center | 100% | 1,350,000 | 900,000 | 150,000 | 0 | 300,000 |
| ***Subtotal*** | ***100%*** | **1,350,000** | ***900,000*** | ***150,000*** | ***0*** | ***300,000*** |
| ***Total*** | ***100%*** | **14,200,000** | ***5,900,000*** | ***3,000,000*** | ***0*** | ***5,300,000*** |
| Single Family | 61% | 5,840 | 3,000 | 0 | 600 | 2,240 |
| Apartment | 28% | 2,614 | 2,071 | 0 | 143 | 400 |
| Condo / Townhouse | 11% | 1,046 | 829 | 0 | 57 | 160 |
| ***Total*** | ***100%*** | **9,500** | ***5,900*** | ***0*** | ***800*** | ***2,800*** |

## GROSS TRIP END GENERATION EVALUATION: ALACHUA COUNTY MODEL

The gross trip ends generated by the proposed EA CPAs were calculated for both the 2030 partial buildout and the full buildout. The gross trip ends generated were first evaluated by coding housing and employment data indicative of the refined land use program into the Alachua County travel demand model. Amongst a variety of inputs, the ACM requires the use of socioeconomic data, number and type of residential dwelling units (single family and multifamily), and number of employees by type. The non-residential portion of the two EA CPA land use programs was identified by potential building size, not employees, so a conversion factor was applied to estimate the number of employees by TAZ. The numbers of employees-per-square-foot data utilized within this study are provided in **Appendix A**.

The trip generation module of the ACM identified the gross vehicular trip end generation of the EA CPA land uses. This revealed that the EA CPAs combined could generate 63,644 gross daily trip ends by Year 2030 and 205,408 gross daily trip ends by the full buildout. The detailed gross vehicle trips data for Year 2030 and buildout are provided in **Appendix A**.

## ITE GROSS TRIP END GENERATION SUMMARY

To check the reasonableness of the model estimation, the gross trip end generation potential of the EA CPA land uses was also calculated in accordance with the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9$^{th}$ Edition. The application of the ITE data indicates that the EA CPAs would generate 71,896 gross daily trip ends in Year 2030 and 197,609 gross daily trip ends for the full buildout. Additional detailed ITE gross trip end generation calculation information is provided in **Appendix B**.

## COMPARISON OF GROSS TRIP ENDS GENERATED

### *2030*

In comparing the travel demand model and ITE estimates, as summarized in **Table 8**, the base ACM daily trip end generation potential is approximately 11.5 percent lower than the ITE method predicts. It is important to note that the model trip end generation calibration data and ITE trip end generation calibration data were collected from different sources using different methodologies. Because of the different methodologies, travel demand model trip end generation is typically shown to be lower than that predicted by ITE. Further the travel demand model considers trip making between uses within the area whereas ITE assumes all trips are new. *Therefore, to provide a conservatively-high estimation of trips ends generated by the EA CPAs, the trip ends generated by the EA CPA TAZs were factored up to ITE levels.* This was completed by factoring the socio-demographic inputs until a match was achieved. Since the model trips are already distributed (in origin-destination format) to the network, a "Fratar" adjustment method was applied that factored the rows and columns of the trip table from/to all Plum Creek zones until the total trip ends entering and departing matched ITE. Additional information regarding the Fratar adjustment

procedure is provided in **Appendix C**. This estimation of trip ends generated will result in conservatively-high future traffic volume projections on the future roadway network.

**TABLE 8: GROSS TRIP END GENERATION COMPARISON – 2030**

| | ITE Trip End Generation Potential | Alachua County Model Trip End Generation Potential | % Difference |
|---|---|---|---|
| Unadjusted | 71,896 | 63,644 | -11.5% |
| Adjusted with Fratar Method | 71,896 | 71,896 | 0.0% |

Since the Fratar adjustment results in a zero-percent difference between the model and ITE trip end generation estimates, it was determined that the adjusted model would be carried forward within the analysis. The revised model trip tables illustrating the calibration to ITE based upon the Fratar method for Year 2030 are provided in **Appendix D**.

The total trip ends generated by the 2030 EA CPAs reflect a two percent increase in overall model trip generation when compared to the adopted Alachua County 2035 Cost Feasible model trip end generation. A comparison of balanced productions and attractions from the adopted Alachua County 2035 Cost Feasible model run and the EA CPAs model run is provided in **Appendix D**.

### *BUILDOUT*

In comparing the travel demand model and ITE estimates, as summarized in **Table 9**, the base ACM daily trip end generation potential is approximately four percent higher for buildout than the ITE method predicts. To provide a conservative analysis, the trip ends generated by the EA CPA TAZs were utilized in the buildout roadway analysis.

**TABLE 9: GROSS TRIP END GENERATION COMPARISON – BUILDOUT**

| ITE Trip End Generation Potential | Alachua County Model Trip End Generation Potential | % Difference |
|---|---|---|
| 197,609 | 205,408 | 3.9% |

The total trip ends generated by the buildout EA CPAs reflect an eight percent increase in overall model trip generation when compared to the adopted Alachua County 2035 Cost Feasible model trip end generation. A comparison of balanced productions and attractions from the adopted Alachua County 2035 Cost Feasible model run and the EA CPAs model run is provided in **Appendix E**.

# Section 4
# Travel Demand Model Network Modifications

## TRAVEL DEMAND MODEL NETWORK MODIFICATIONS

Three model scenarios from the 2035 ACM cost feasible model were evaluated as part of this study:

1. Without Project: Used the adopted 2035 ACM cost feasible model without modifications
2. 2030 With Project: Used the 2035 ACM cost feasible model with the 2030 development programs for both comprehensive plan amendments
3. Buildout: 2035 ACM cost feasible model with the buildout development programs for both comprehensive plan amendments

The following subsections outline the modifications incorporated within each of the three model scenarios.

### WITHOUT PROJECT

To provide a baseline for comparison, the 2035 ACM was utilized with a few modifications. The the model modifications in this scenario were to correct errors in the original model coding that may result in erroneous results. For example, a section of I-75 at SR 24 was coded with a posted speed of 31 miles per hour. This was updated to be consistent with the remainder of I-75 which is coded with a posted speed of 66 miles per hour. A summary of the errors that were corrected is provided in **Appendix F**.

There was also one modification that involved updating certain model characteristics to better-reflect on-the-ground conditions. This modification was made on CR 234 within the rural community of Windsor. The original facility types coded on CR 234 through Windsor resulted in posted speeds of 38 and 48 miles per hour when the actual posted speed through the community of Windsor is 30 miles per hour. Additionally, the roadway is currently about 20 feet wide without shoulders and large trees within six to eight feet from the traveled way in places. Therefore, adjustments were made to CR 234 within the vicinity of Windsor to better reflect the character of the rural roadway within the community. The resulting posted speed of CR 234 is 34 miles per hour, which more appropriately reflects the actual posted speed of 30 miles per hour. A summary of the original and modified facility types (FT) is provided below:

- Original Facility Types
    - CR 234 from approximately one mile south of CR 1474 to CR 1474: FT=46 (Collector Other Local Undivided, No Bays)
    - CR 234 from CR 1474 to approximately one mile north of CR 1474: FT=43 (Collector Major Local Undivided, No Bays)
- Modified Facility Types
    - CR 234 from approximately one mile south of CR 1474 to CR 1474: 47 (Collector Low Speed Local/Rural)
    - CR 234 from CR 1474 to approximately one mile north of CR 1474: 47 (Collector Low Speed Local/Rural)

The modifications to CR 234 were only made within the areas specified above and through the rural community of Windsor.

The modifications made for this model scenario were carried forward for use in the other model scenarios to provide a consistent basis for comparison.

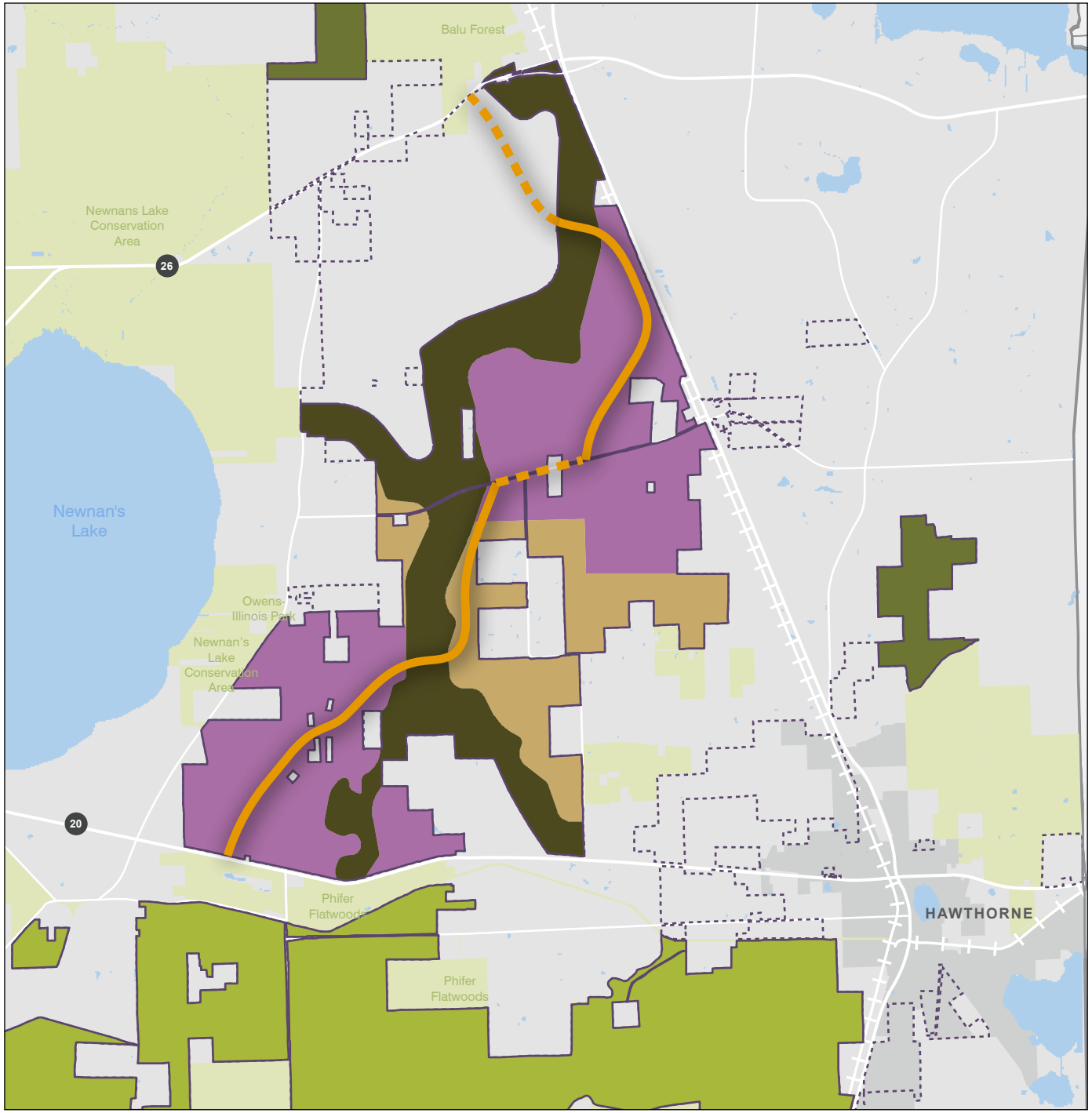
## 2030 WITH PROJECT

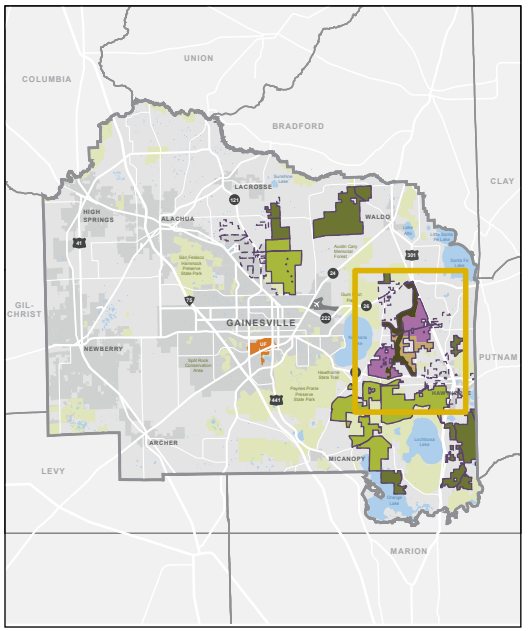
The 2030 with Project model network includes modifications to the "Without Project" model network to incorporate a representative roadway network that would support the land uses anticipated to be built by Year 2030. To provide access to the SR 20 Jobs Center, representative roadway network through the SR 20 Jobs Center was added on the north side of SR 20. The representative network, used for modeling purposes, included a four-lane roadway and a centroid connector to serve that TAZ; these facilities represent multiple future access connections on SR 20. Additional policy direction concerning the number and type of the access connections to SR 20 is provided in **Section 7** of this report. Since there is no development planned within the US 301 Jobs Center before Year 2030, the connection terminates within the SR 20 Jobs Center. The EA Hawthorne area was modeled using centroid connectors that will represent access connections to SR 20 and CR 2082.

## BUILDOUT

The buildout model network was based upon the "Without Project" network but modified to incorporate a representative roadway network that would support the land uses at buildout. The most notable difference between this network and the "2030 With Project" network is a connection north of the SR 20 Jobs Center to CR 1474, and then through the US 301 Jobs Center to SR 26. The alignment of the representative roadway network was selected to utilize portions of CR 1474 and maximize frontage for the US 301 Jobs Center. Additionally, this alignment also utilizes an existing forest road crossing of the Lochloosa Creek on the northern area of the US 301 Jobs Center.

The intent of the internal connector network is to provide for convenient and efficient mobility between the two job centers within the EASP. Additional policy direction concerning the connections between the EASP and the surrounding roadway network is provided in **Section 7** of this report. An illustration of the representative internal roadway network is provided in **Figure 3**. ACM printouts showing the model networks for 2030 and buildout are provided in **Appendix F**.




## Legend

- Model Network
- PC Lands Not Included in EASP
- EA-PRES (Preservation)
- EA-CON (Proposed Conservation)
- EA-CON (Existing Conservation)
- EA-RUR (Rural)
- EA-EOMU (Employment Oriented Mixed-Use)

0 1.25 2.5 Miles

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**Figure 3: Representative Internal Roadway Network Illustration**

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# Section 5
# Trip Distribution and Assignment

## TRIP DISTRIBUTION

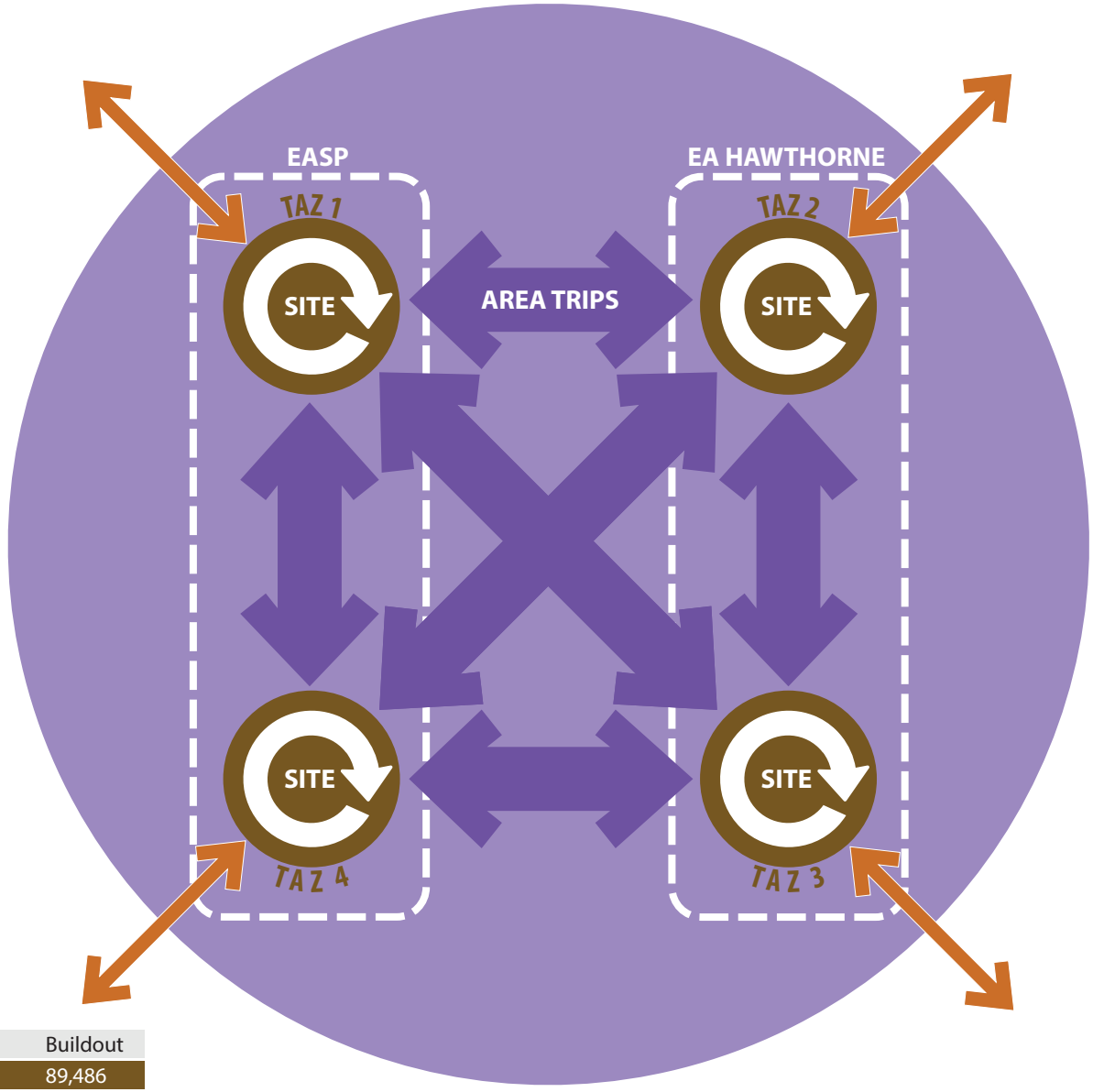
The trip distribution phase of the model involves the pairing of gross trip ends between compatible productions and attractions within each TAZ and between TAZs using a gravity-based equation. This process also results in the identification of external trips, or trips with one end within either the EASP or EA Hawthorne and the other end external to the EA CPAs, and trips with both ends within either the EASP or EA Hawthorne. Following the distribution of project trips, the route assignment is determined.

### SITE-GENERATED TRIP TYPES

The gross trip end generation provides an estimation of the total number of trip ends that may be generated by the EA CPAs by Year 2030 and buildout. The gross trip end generation potential as evaluated by the models is comprised of three different trip types. These trip types, as described within NCHRP Report 684 (2011), are as follows:

- **Site Captured Trips:** The percentage of total vehicular trips that are made internally to the development without using roads external to the site being analyzed. In the case of the EASP and EA Hawthorne, these types of trips refer to those trips with both ends within one TAZ.
- **Area Captured Trips:** This area can be defined to include all trips made internally to a defined area such that the trips do not use transportation facilities external to the area. For the purposes of estimating impact of such developments and their internal trip capture on the transportation system, care must be taken when considering the impact of internal trips on the (major) public road system passing through the area (a detailed summary of area-captured trip assignment is provided in the Trip Assignment section of this report). In the case of the EASP and EA Hawthorne, these types of trips refer to those trips made between TAZs, and both trip ends are within the EA CPAs.
- **External Trips:** A trip with one end within either the EASP or EA Hawthorne and the other end outside the EASP or EA Hawthorne. These trips will use the road system internal and external to the EA CPA areas.

**Figure 4** provides a graphic illustration of the trip types evaluated within this data and analysis report.




**Trip End Summary**

| Trip Type | 2030 | Buildout |
|---|---|---|
| Site Trips | 23,285 | 89,486 |
| Area Trips | 9,131 | 31,848 |
| External Trips | 39,480 | 84,074 |
| Gross Trips | 71,896 | 205,408 |

### *SITE (TAZ) CAPTURED TRIPS*

Given the mixed-use nature of the land uses within each TAZ, it is expected that a portion of the gross trip ends generated will be internal to each TAZ. Site-captured trips ends, or intrazonal trip ends, were evaluated with an ACM run for both 2030 and buildout. For the purposes of this analysis, the intrazonal trip end rates as a percentage were evaluated by trip purpose within each TAZ. A summary of the site-captured trip ends by TAZ for Year 2030 and buildout are provided in **Table 10** and **Table 11**.

**TABLE 10: SITE-CAPTURED TRIP END GENERATION BY TAZ – 2030**

| TAZ | Gross Trip Ends Generated | Site-Captured Trip Ends | Site Captured Trips | Site Captured Trip Ends as % of Gross Trip Ends |
|---|---|---|---|---|
| 1 | 42,916 | 17,857 | 8,929 | 41.6% |
| 2 | 22,137 | 4,862 | 2,431 | 22.0% |
| 3 | 6,843 | 566 | 283 | 8.3% |
| 4 | 0 | 0 | 0 | 0.0% |
| ***Total*** | ***71,896*** | ***23,285*** | ***11,642*** | ***32.4%*** |

**TABLE 11: SITE-CAPTURED TRIP END GENERATION BY TAZ – BUILDOUT**

| TAZ | Gross Trip Ends Generated | Site-Captured Trip Ends | Site Captured Trips | Site Captured Trip Ends as % of Gross Trip Ends |
|---|---|---|---|---|
| 1 | 133,119 | 71,278 | 35,639 | 53.5% |
| 2 | 17,442 | 2,336 | 1,168 | 13.4% |
| 3 | 5,463 | 285 | 142 | 5.2% |
| 4 | 49,384 | 15,588 | 7,794 | 31.6% |
| ***Total*** | ***205,408*** | ***89,486*** | ***44,743*** | ***43.6%*** |

### *AREA CAPTURED TRIPS*

The area captured trips generated by the EA CPAs were evaluated by examining the zone-to-zone trip end interaction between each TAZ. As previously discussed, each end of the area-captured trips are within a TAZ, but travel along the roadways between each TAZ including the on-site connector described in the previous subsection. The trip table from the model for the representative TAZs was extracted from the model to evaluate the area-captured trips. **Table 12** and **Table 13** present matrices displaying the area-captured trip ends by TAZ for Year 2030 and buildout.

### TABLE 12: AREA-CAPTURED TRIP END GENERATION MATRIX BY TAZ – 2030

| From TAZ/To TAZ | 1 | 2 | 3 | 4 | Total Trip Ends |
|---|---|---|---|---|---|
| 1 | | 1,128 | 567 | 0 | 1,695 |
| 2 | 1,128 | | 587 | 0 | 1,716 |
| 3 | 567 | 587 | | 0 | 1,154 |
| 4 | 0 | 0 | 0 | | 0 |
| ***Total Trip Ends*** | 1,695 | 1,716 | 1,154 | 0 | 0 |
| ***Total Area-Captured Trip Ends =*** | | | | | ***9,131*** |
| ***Total Area-Captured Trip Ends as % of Gross Trip Ends =*** | | | | | ***12.7%*** |

### TABLE 13: AREA-CAPTURED TRIP END GENERATION MATRIX BY TAZ – BUILDOUT

| From TAZ/To TAZ | 1 | 2 | 3 | 4 | Total Trip Ends |
|---|---|---|---|---|---|
| 1 | | 1,614 | 825 | 4,116 | 6,555 |
| 2 | 1,614 | | 267 | 930 | 2,810 |
| 3 | 825 | 267 | | 211 | 1,303 |
| 4 | 4,116 | 930 | 211 | | 5,256 |
| ***Total Trip Ends*** | 6,555 | 2,810 | 1,303 | 5,256 | |
| ***Total Area-Captured Trip Ends =*** | | | | | ***31,848*** |
| ***Total Area-Captured Trip Ends as % of Gross Trip Ends =*** | | | | | ***15.5%*** |

The matrices in **Table 14** and **Table 15** summarize the total number of area captured trip ends to and from each TAZ for Year 2030 and buildout, respectively.

### TABLE 14: AREA-CAPTURED TRIP ENDS BY TAZ – 2030

| TAZ | Area Captured Trip Ends From | Area Captured Trip Ends To | Total Area-Captured Trip Ends |
|---|---|---|---|
| **1** | 1,695 | 1,695 | 3,391 |
| **2** | 1,716 | 1,716 | 3,431 |
| **3** | 1,154 | 1,154 | 2,309 |
| **4** | 0 | 0 | 0 |
| ***Total*** | **4,565** | **4,565** | **9,131** |

**TABLE 15: AREA-CAPTURED TRIP ENDS BY TAZ – BUILDOUT**

| TAZ | Area Captured Trip Ends From | Area Captured Trip Ends To | Total Area-Captured Trip Ends |
|---|---|---|---|
| **1** | 6,555 | 6,555 | 13,110 |
| **2** | 2,810 | 2,810 | 5,620 |
| **3** | 1,303 | 1,303 | 2,606 |
| **4** | 5,256 | 5,256 | 10,513 |
| ***Total*** | **15,924** | **15,924** | **31,848** |

### *EXTERNAL TRIPS*

External trip ends generated by the EA CPAs for both 2030 and buildout were evaluated by subtracting site and area-captured trip ends from the gross trip end generation. **Table 16** and **Table 17** summarize the external trip end generation of the EA CPAs.

**TABLE 16: SUMMARY OF TRIP ENDS BY TAZ – 2030**

| TAZ | Gross Trip Ends Generated | Site-Captured Trip Ends | Area-Captured Trip Ends | External Trip Ends |
|---|---|---|---|---|
| **1** | 42,916 | 17,857 | 3,391 | 21,668 |
| **2** | 22,137 | 4,862 | 3,431 | 13,844 |
| **3** | 6,843 | 566 | 2,309 | 3,968 |
| **4** | 0 | 0 | 0 | 0 |
| ***Total*** | ***71,896*** | ***23,285*** | ***9,131*** | ***39,480*** |
| ***%*** | ***100.0%*** | ***32.4%*** | ***12.7%*** | ***54.9%*** |

**TABLE 17: SUMMARY OF TRIP ENDS BY TAZ – BUILDOUT**

| TAZ | Gross Trip Ends Generated | Site-Captured Trip Ends | Area-Captured Trip Ends | External Trip Ends |
|---|---|---|---|---|
| **1** | 133,119 | 71,278 | 13,110 | 48,731 |
| **2** | 17,442 | 2,336 | 5,620 | 9,486 |
| **3** | 5,463 | 285 | 2,606 | 2,573 |
| **4** | 49,384 | 15,588 | 10,513 | 23,283 |
| ***Total*** | ***205,408*** | ***89,486*** | ***31,848*** | ***84,074*** |
| ***%*** | ***100.0%*** | ***43.6%*** | ***15.5%*** | ***40.9%*** |

The model output tables illustrating the trip end generation outputs for 2030 are provided in **Appendix D**. The model output tables illustrating the trip end generation outputs for buildout are provided in **Appendix E**.

The model's overall external trip end generation assessment was checked for reasonableness by examining the model's external productions and attractions by trip purpose. A summary of the external

productions and attractions by purpose and key observations are provided in **Appendix D** and **Appendix E** for the Year 2030 and buildout, respectively. This summary is based on person trip ends generated by the EA CPA TAZs, not vehicular trip ends. The proportion of external vehicular trip ends is expected to be similar to the proportion of external person trip ends. An additional check for reasonableness is provided within the following subsection. This check compares the external trip end generation rate with a case study performed by FDOT within Alachua County.

## TRIP END GENERATION VS. TRIP GENERATION

It is important to distinguish the difference between trip end generation and trip generation. Each trip consists of two trip ends. In the section above, site-captured trips and area-captured trips have both ends of the trip contained within the EASP or EA Hawthorne. The number of external trip ends generated by the EA CPAs is equivalent to the number of external trips generated by both plans. This is because one end of each external trip is located within the EASP or EA Hawthorne, and the other end is located external to both areas. **Table 16** and **Table 17** summarized trip ends generated. An equivalent way to show the data in **Table 16** and **Table 17** is to summarize the total trips generated for each trip type. This alternative way of presenting the data is provided in **Table 18** and **Table 19**. As illustrated in **Table 18** and **Table 19**, the number of external trips as a percentage of gross trips generated is 70.9 percent (29.1 percent are not external) for 2030 and is 58.1 percent (41.9 percent are not external) for buildout.

### TABLE 18: SUMMARY OF TRIPS BY TAZ – 2030

| TAZ | Site-Captured Trips[1] | Area-Captured Trips[1] | External Trips[2] | Gross Trips Generated[3] |
|---|---|---|---|---|
| **1** | 8,929 | 1,695 | 21,668 | 32,292 |
| **2** | 2,431 | 1,716 | 13,844 | 17,990 |
| **3** | 283 | 1,154 | 3,968 | 5,406 |
| **4** | 0 | 0 | 0 | 0 |
| ***Total*** | ***11,642*** | ***4,565*** | ***39,480*** | ***55,688*** |
| ***%*** | ***20.9%*** | ***8.2%*** | ***70.9%*** | ***100.0%*** |

**Notes:**

[1] Site Captured Trips and Area Captured Trips are equivalent to half of the respective Trip Ends from Table 15.

[2] # of External Trips are equivalent to # of External Trip Ends

[3] Site Captured Trips + Area Captured Trips + External Trips = Gross Trips Generated

**TABLE 19: SUMMARY OF TRIPS BY TAZ – BUILDOUT**

| TAZ | Site-Captured Trips[1] | Area-Captured Trips[1] | External Trips[2] | Gross Trips Generated[3] |
|---|---|---|---|---|
| **1** | 35,639 | 6,555 | 48,731 | 90,925 |
| **2** | 1,168 | 2,810 | 9,486 | 13,464 |
| **3** | 142 | 1,303 | 2,573 | 4,018 |
| **4** | 7,794 | 5,256 | 23,283 | 36,334 |
| ***Total*** | ***44,743*** | ***15,924*** | ***84,074*** | ***144,741*** |
| ***%*** | ***30.9%*** | ***11.0%*** | ***58.1%*** | ***100.0%*** |

**Notes:**

[1] Site Captured Trips and Area Captured Trips are equivalent to half of the respective Trip Ends from Table 16.

[2] # of External Trips are equivalent to # of External Trip Ends

[3] Site Captured Trips + Area Captured Trips + External Trips = Gross Trips Generated

### *CASE STUDY: HAILE PLANTATION INTERNAL CAPTURE*

During the methodology discussions, FDOT District Two presented a document titled *Internal Capture Study – District Two* dated May 2010. In that document, FDOT had several case studies where internal capture data were collected; one of which being Haile Plantation in Alachua County. Review of the Haile Plantation case study revealed that the internal capture surveys and subsequent rates provided were based upon trips and not trip ends. Additionally, the study did not differentiate between site-capture and area capture; rather, the two trip types were aggregated and referred to as internal capture. Based upon this case study, Haile Plantation currently functions with an internal capture trip rate of 37.91 percent, or an external trip rate of 62.09 percent. By comparison, the combined EASP and EA Hawthorne external trip rate is 58.1 percent for buildout - within four percent of the Haile Plantation study. The difference between Haile Plantation and the EA CPAs is likely reflective of the fact that the EASP/EA Hawthorne community is much larger, has a greater mix of uses, and therefore would be expected to exhibit a lower external trip rate than the predominantly-residential Haile Plantation.

## REGIONAL DISTRIBUTION OF EXTERNAL TRIP ENDS

A select zone analysis for 2030 from the Alachua County travel demand model indicates that approximately 15.88 percent of the EASP and EA Hawthorne external trip end generation would be paired with trip ends outside of the model boundaries to the north (0.04%), east (14.19%), and south (1.65%). A select zone analysis for the buildout indicates that approximately 16.21 percent of the EASP and EA Hawthorne external trip end generation would be paired with trip ends outside of the model boundaries to the north (0.99%), east (14.04%), and south (1.18%). The select zone analysis was performed with the adjustments to the model network as described in the following subsection.

### *EXTERNAL GATEWAY NODE ADJUSTMENTS*

External gateway nodes are zones at the edges of travel demand models. The volumes at these gateway nodes are initially calibrated to actual traffic volumes in the model's base year (2007) and then projected

forward to the horizon years. In this study, the buildout EA CPAs have a 50+ year planning horizon which is beyond the model's 2035 horizon year.

The examination of the external gateway node volumes indicated that they are a fixed value within the 2035 ACM and are not affected by coding in alternative land use programs within the model. These fixed volumes are comprised of two types of trips; external-to-external (EE) trips and external-to-internal (EI) trips. EE trips are trips that enter the model network through one gateway node and depart the model network through another gateway node without stopping within the model network in between. EI trips are trips that enter the model network through a gateway node and do not depart the model network. For the purposes of this analysis, the EE trips would not be affected by the buildout of the EASP or EA Hawthorne as they would not interact with either. However, the introduction of the EASP and EA Hawthorne to eastern Alachua County introduces the potential for interaction. The modeled select zone analysis plots for the base 2035 ACM are provided in **Appendix G**.

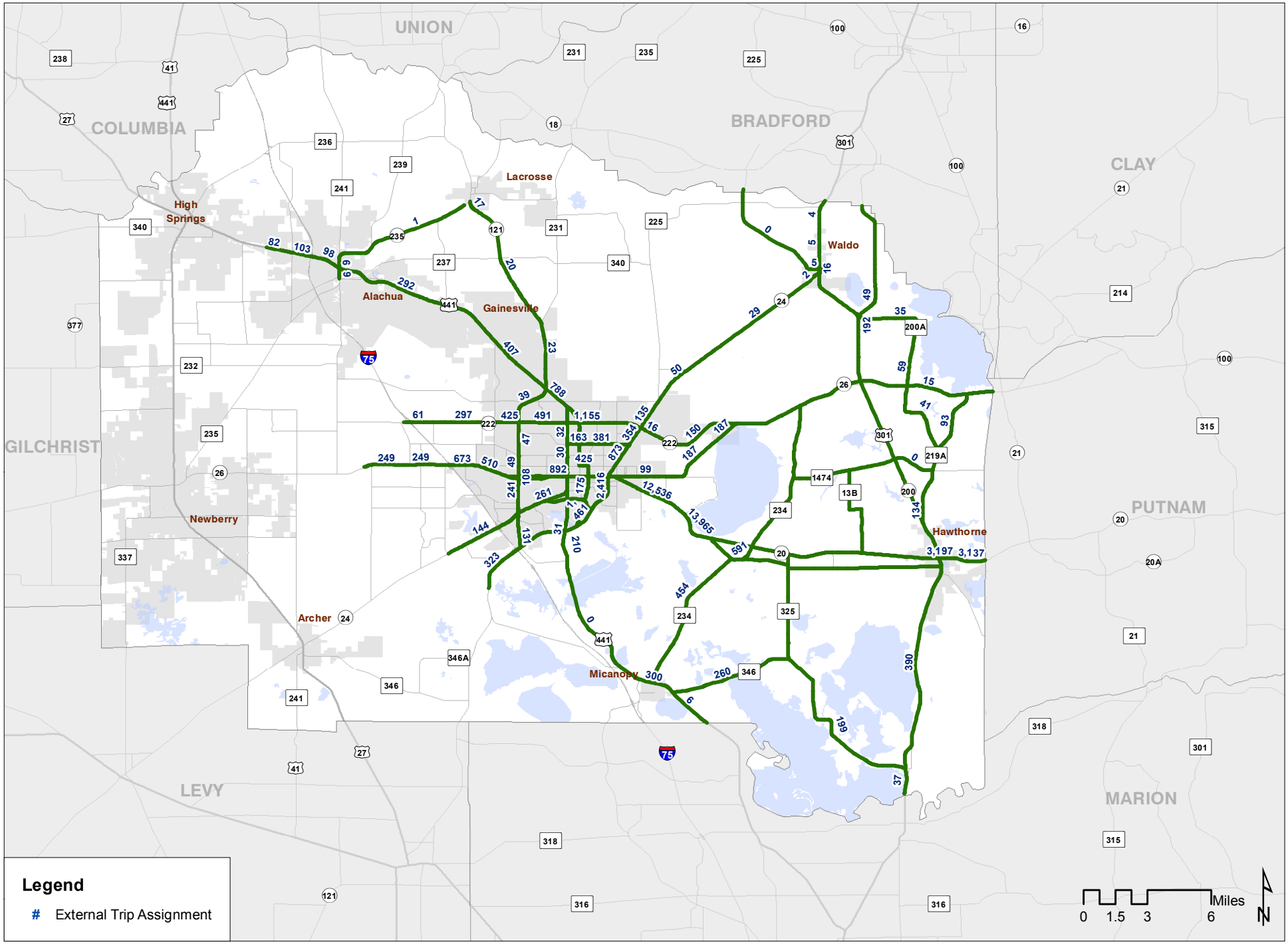
As previously stated, the introduction of the modeled development programs to the model yielded a two percent increase in productions and attractions in 2030, and an eight percent increase of productions and attractions at buildout. However, the EI trip interaction at the four gateway zones in eastern Alachua County did not increase by two and eight percent despite the increase in productions and attractions. To account for this, the EI portion of the external gateway trip ends were grown by two and eight percent, in 2030 and buildout, respectively, by adding productions (i.e. additional work trip ends) near each of the four gateway nodes. This adjustment allowed for the EI trip interaction at these zones to reflect the net increase in productions and attractions introduced to the model by the EASP and EA Hawthorne.

The modeled select zone analysis plots are provided in **Appendix G**.

## TRIP ASSIGNMENT

The regional trip assignment was evaluated on a link-by-link basis for regionally significant roadways in Alachua County in 2030 and at buildout. The resulting external trips within the total trip assignment for the EASP and EA Hawthorne for 2030 is illustrated in **Figure 5** and **Figure 6**, respectively. Total external trips within the total trip assignment for 2030 are illustrated in **Figure 7**. The external trip percent assignment for the EASP and EA Hawthorne for 2030 is illustrated in **Figure 8** and **Figure 9**, respectively. Total external trip percent assignment for 2030 is illustrated in **Figure 10**. A summary plot with the external roadway trip assignment on each roadway for 2030 is provided in **Appendix H**. **Figure 11** illustrates the external trip assignment in the immediate vicinity of the EA CPAs for 2030. **Figure 12** illustrates the area-capture trip assignment in the immediate vicinity of the EA CPAs for 2030. **Figure 13** illustrates the total project trips (external project trips plus area captured project trips) assigned to the roadways within the immediate vicinity of the EA CPAs for 2030.

The resulting external trips within the total trip assignment for the EASP and EA Hawthorne for buildout is illustrated in **Figure 14** and **Figure 15**, respectively. Total external trips within the total trip assignment for buildout are illustrated in **Figure 16**. The external trip percent assignment for the EASP and EA Hawthorne for buildout is illustrated in **Figure 17** and **Figure 18**, respectively. Total external trip percent assignment for buildout is illustrated in **Figure 19**. A summary plot with the external roadway trip assignment on each roadway for buildout is provided in **Appendix H**. **Figure 20** illustrates the external trip assignment in the immediate vicinity of the EA CPAs for buildout. **Figure 21** illustrates the area-capture trip assignment in the immediate vicinity of the EA CPAs for buildout. **Figure 22** illustrates the total project trips (external project trips plus area captured project trips) assigned to the roadways within the immediate vicinity of the EA CPAs for buildout.

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# Figure 5: EASP External Roadway Trip Assignment - 2030

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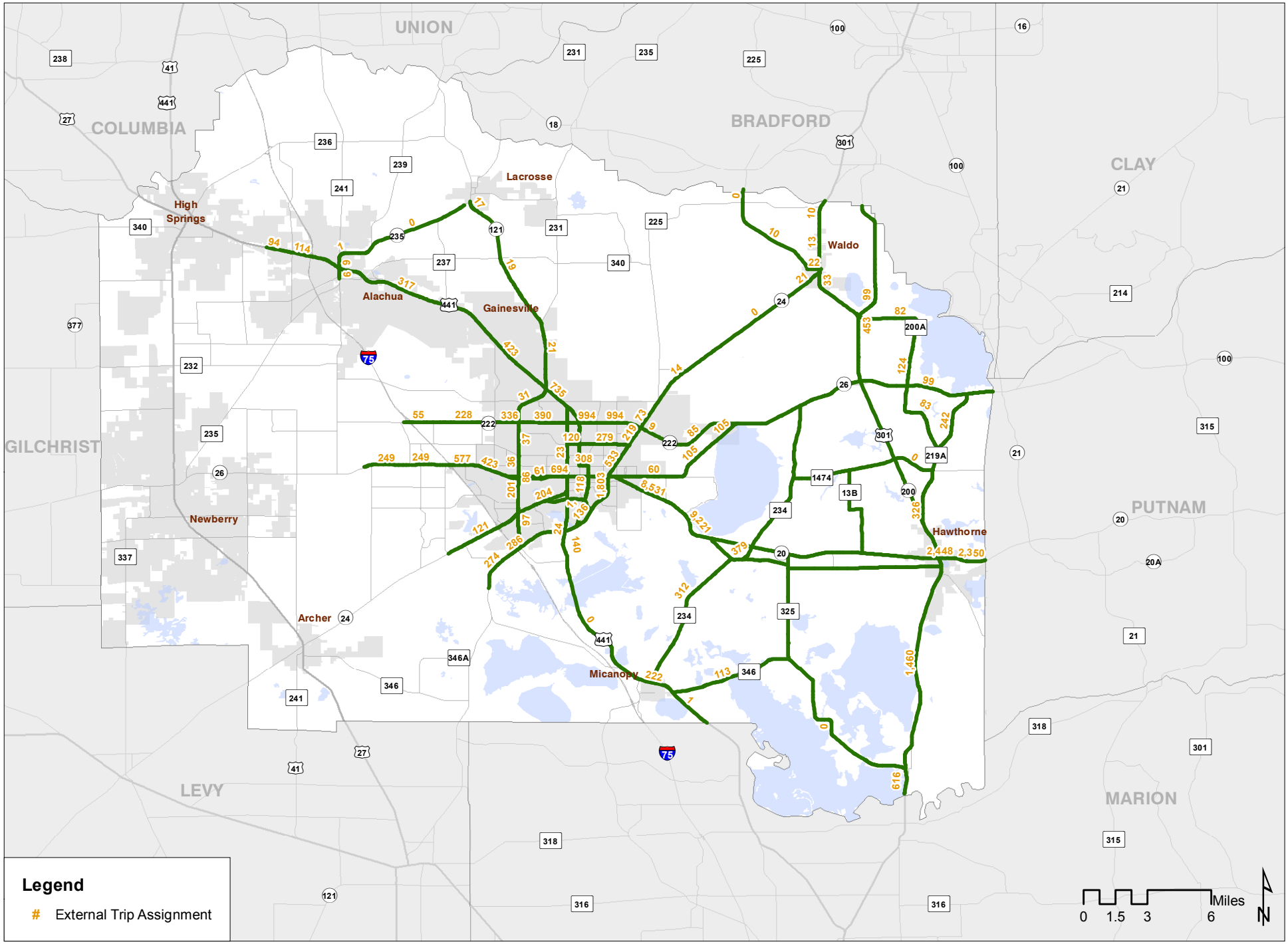


**Figure 6: EA Hawthorne External Roadway Trip Assignment - 2030**

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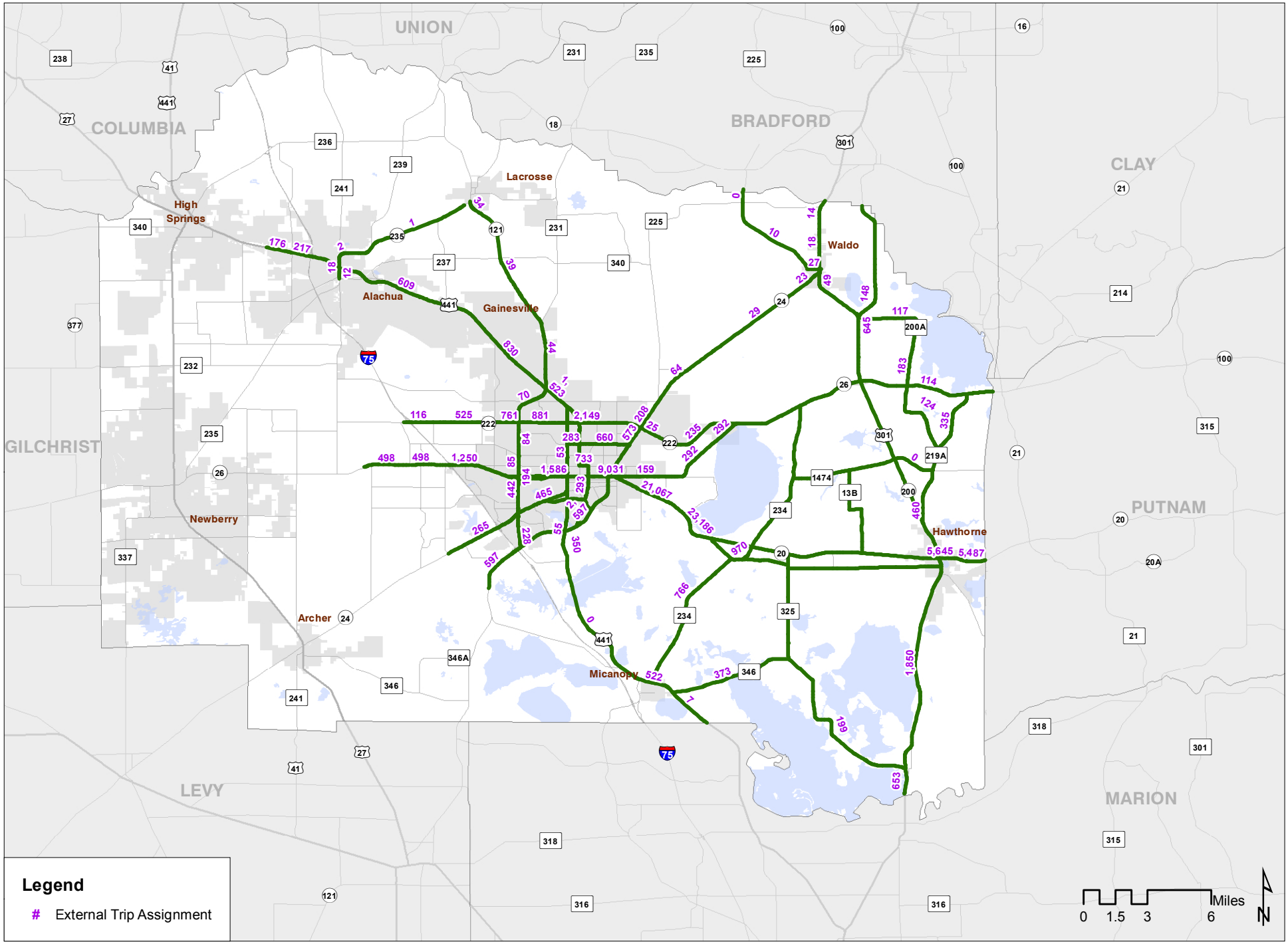


**Figure 7: Total External Roadway Trip Assignment - 2030**

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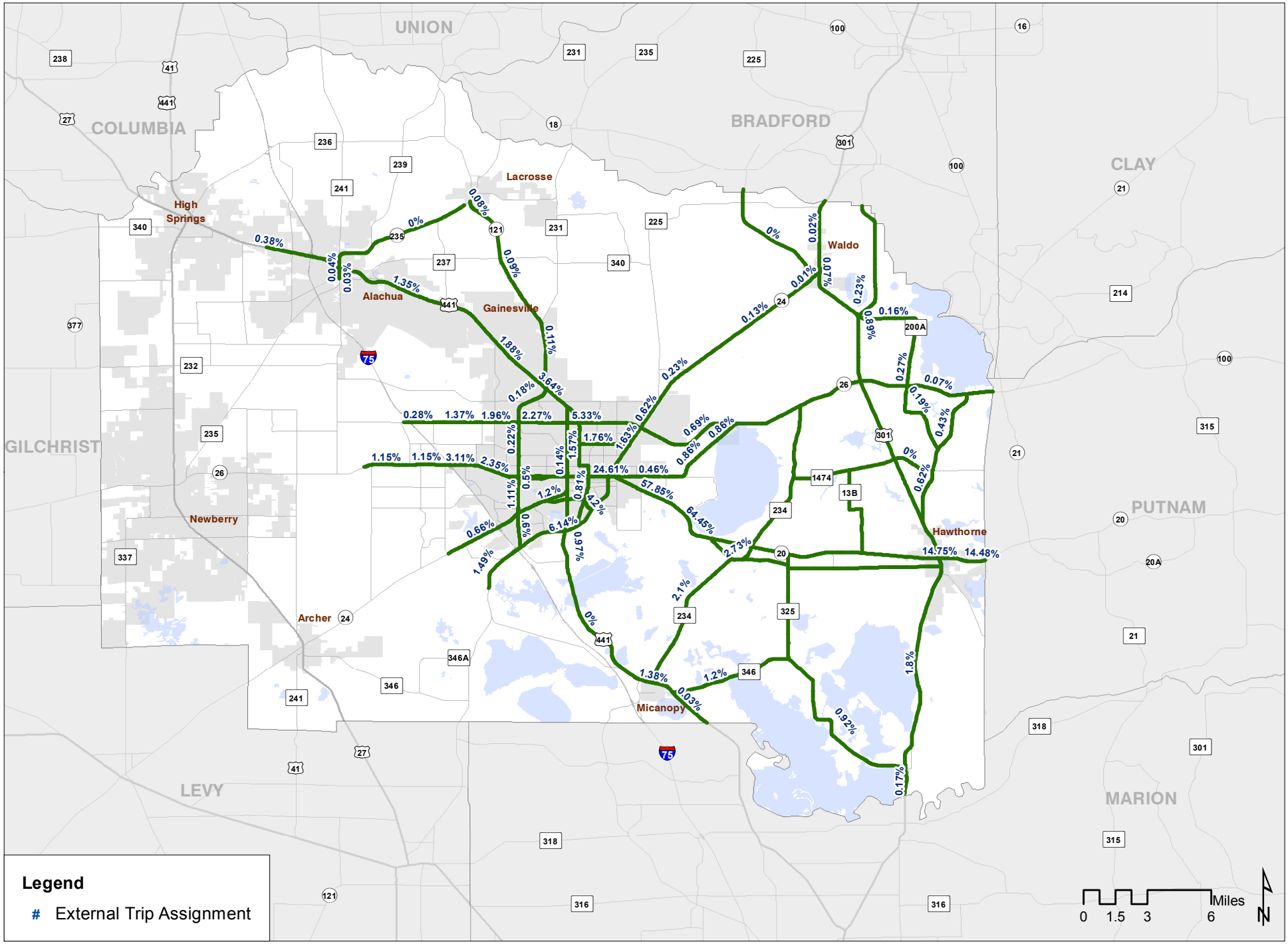


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**Figure 8: EASP External Roadway Percent Assignment - 2030**

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TRANSPORTATION ENGINEERING/PLANNING

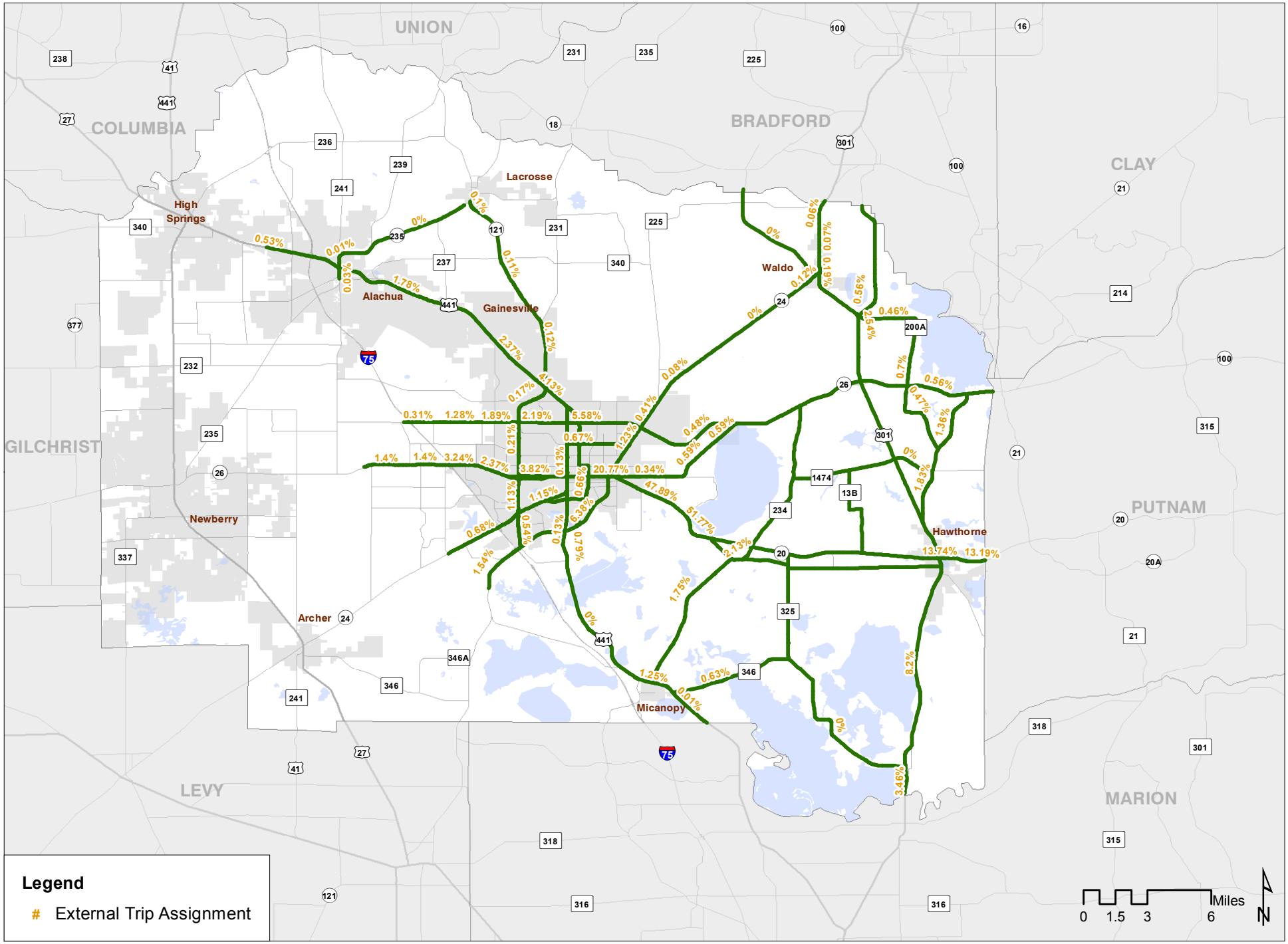


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**Figure 9: EA Hawthorne External Roadway Percent Assignment - 2030**

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TRANSPORTATION ENGINEERING/PLANNING

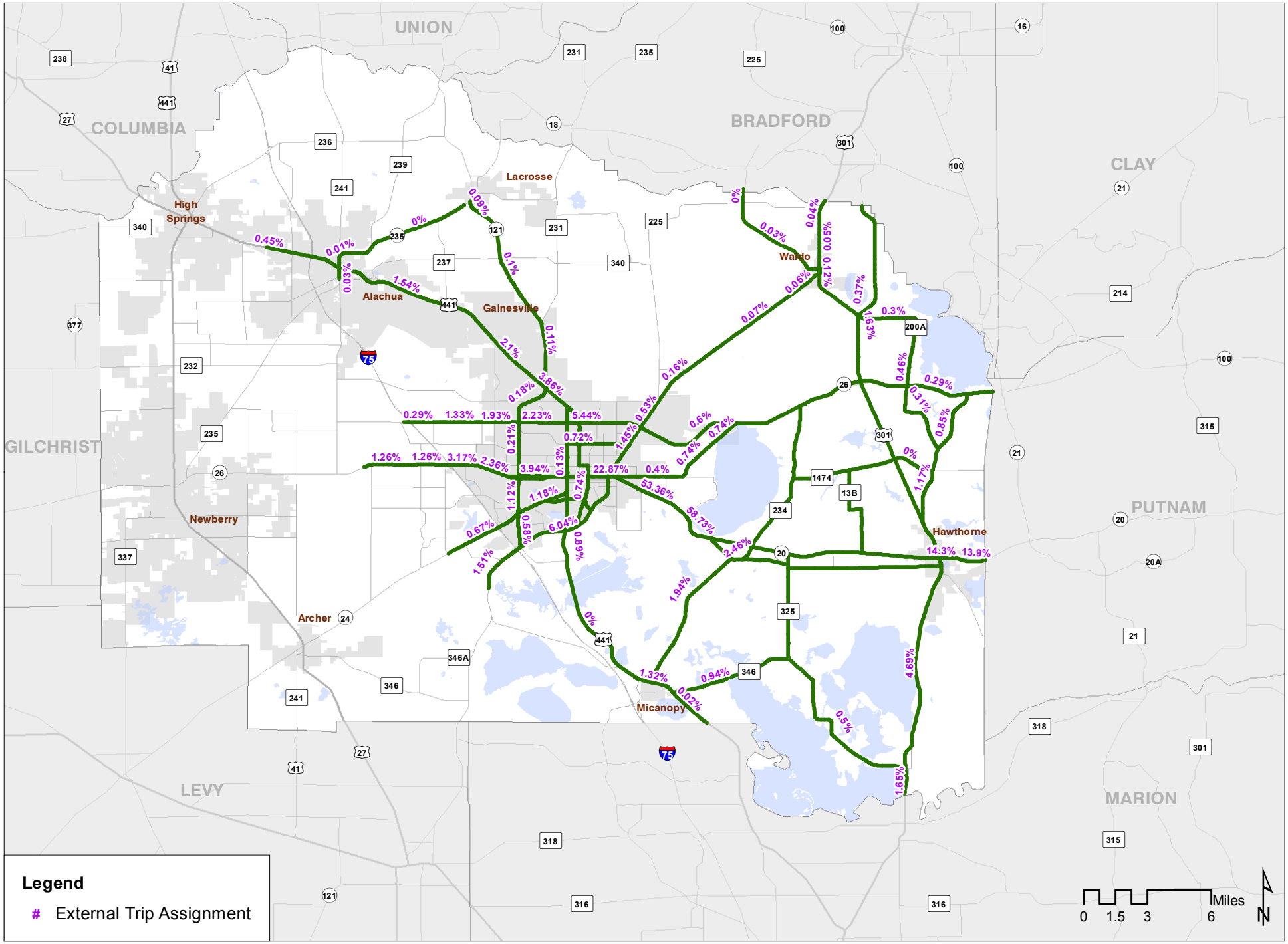


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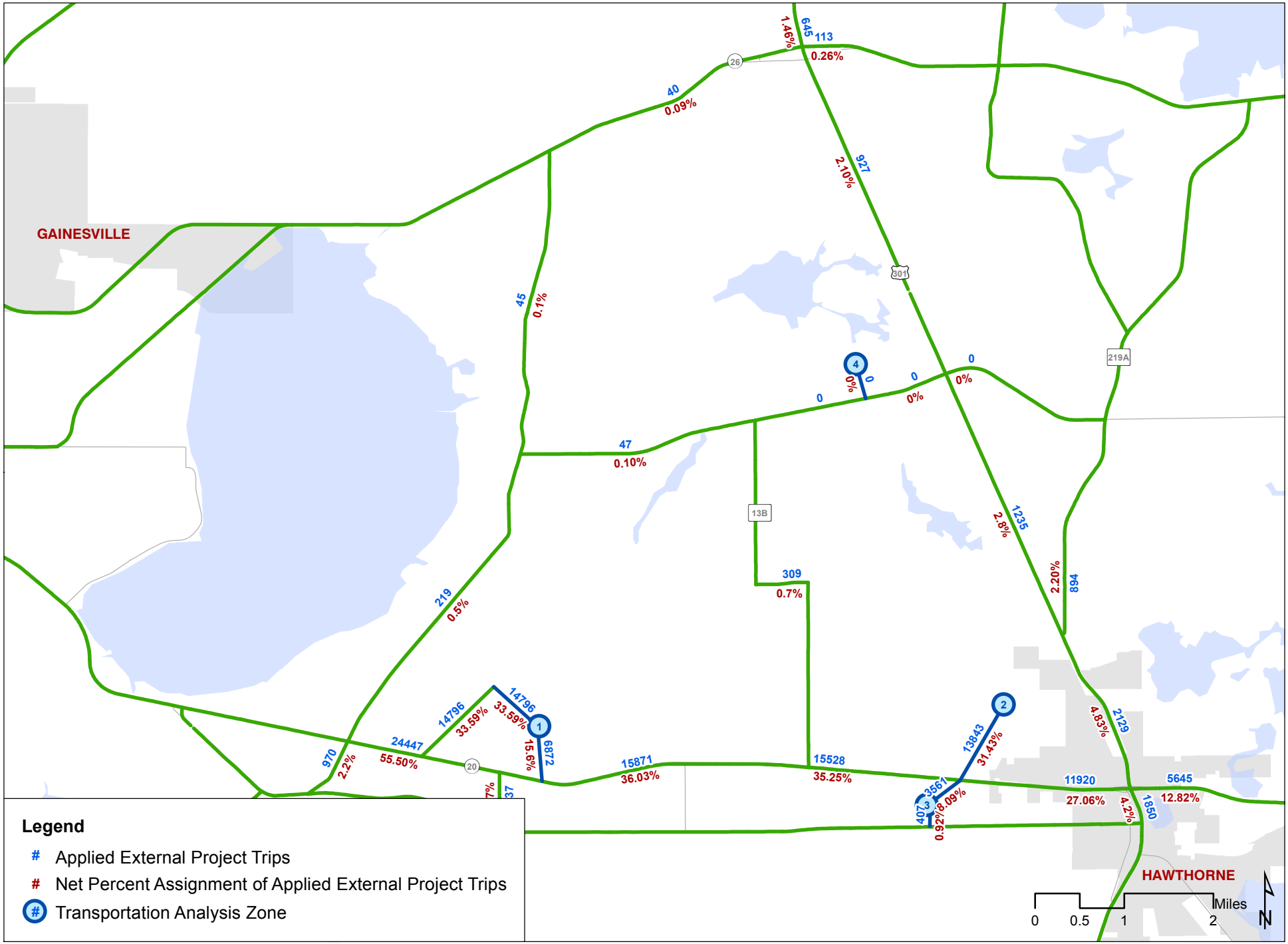
**Figure 10: Total External Roadway Percent Assignment - 2030**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING




ENVISION ALACHUA

**Figure 11: External Trip Assigment In Vicinity of EA CPAs - 2030**

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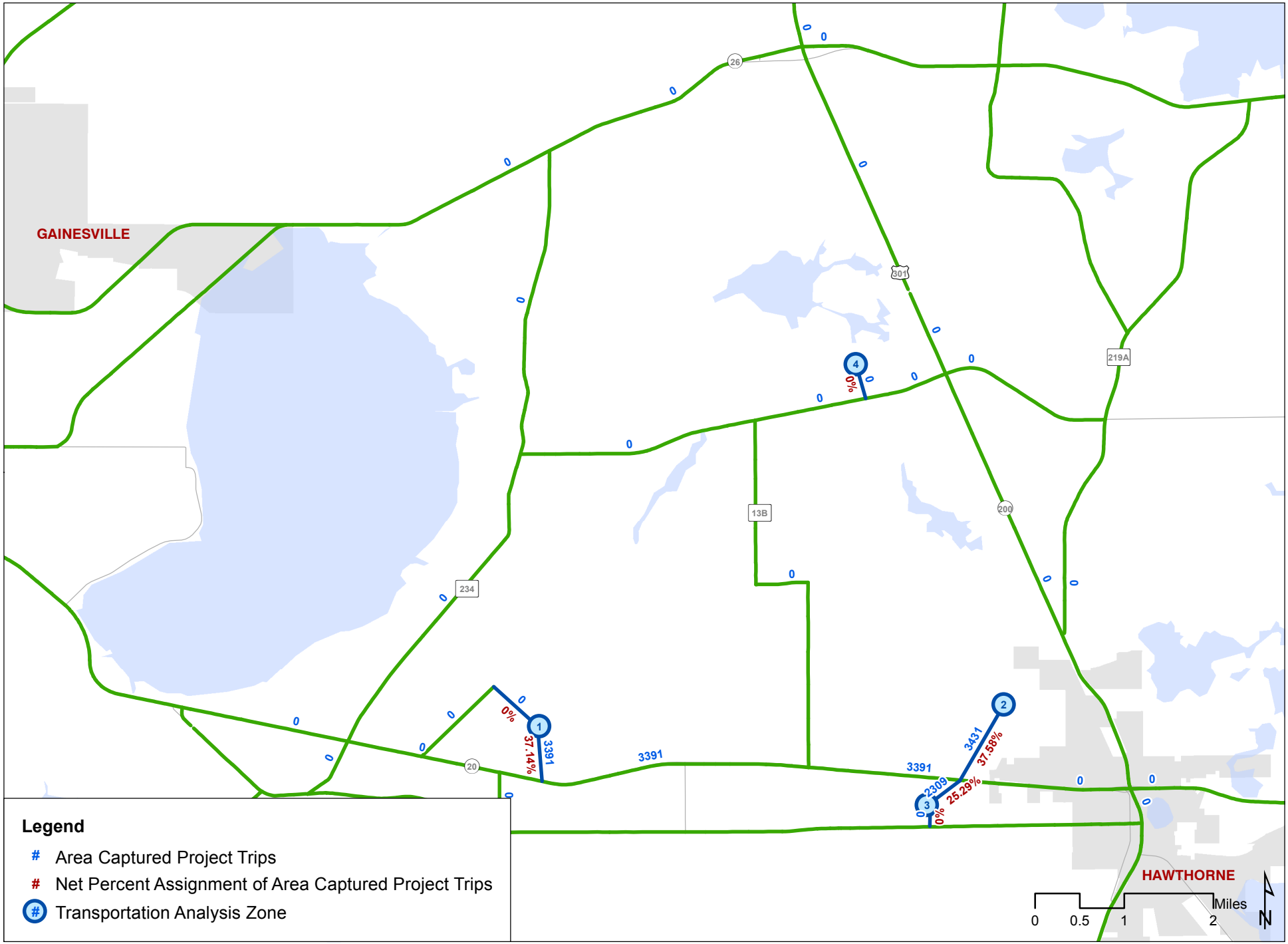


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**Figure 12: Area Captured Project Trip Assigment In Vicinity of EA CPAs - 2030**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

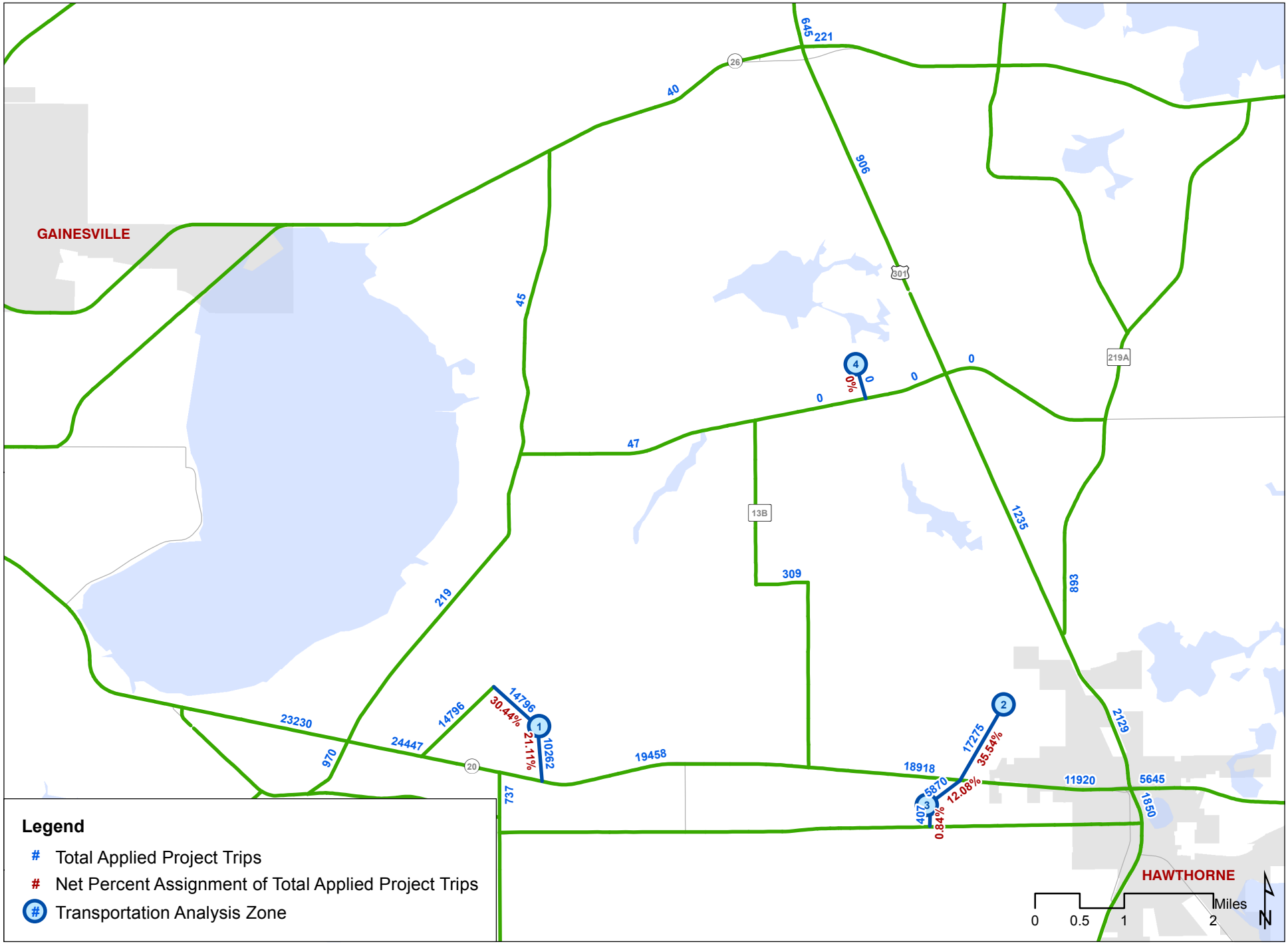


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**Figure 13: Total Project Trips In Vicinity of EA CPAs - 2030**

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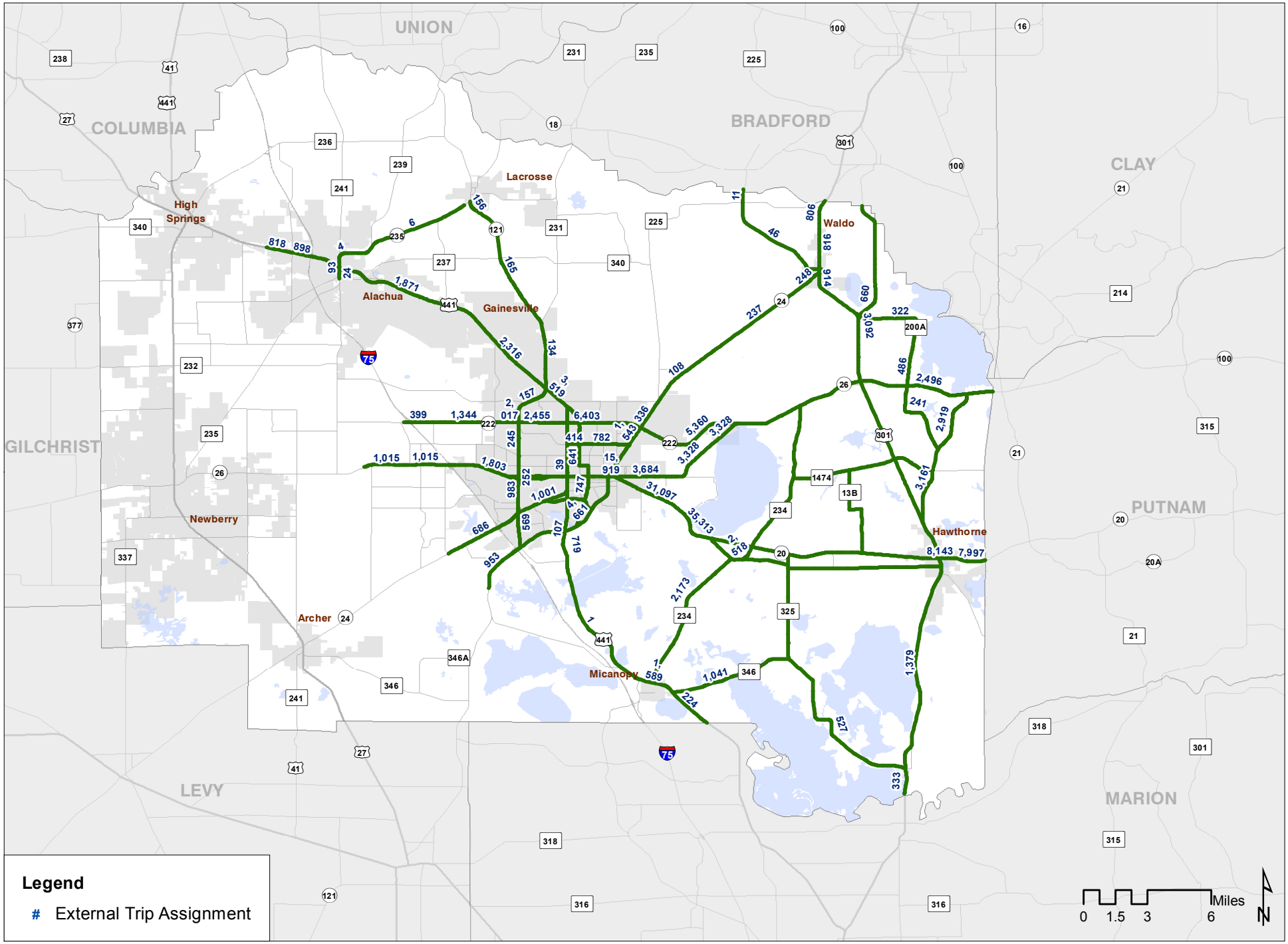


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**Figure 14: EASP External Roadway Trip Assignment - Buildout**

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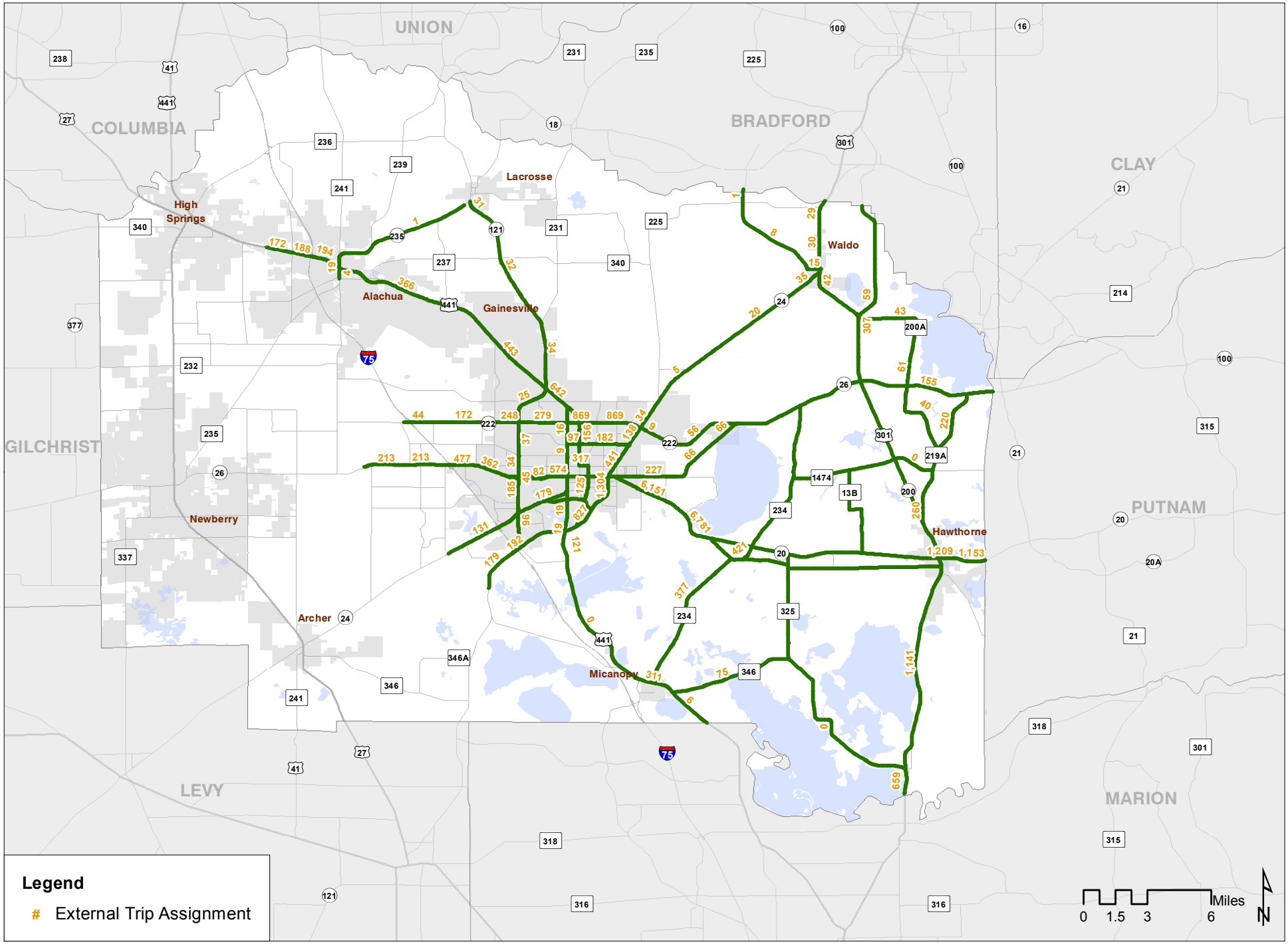


**Figure 15: EA Hawthorne External Roadway Trip Assignment - Buildout**

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

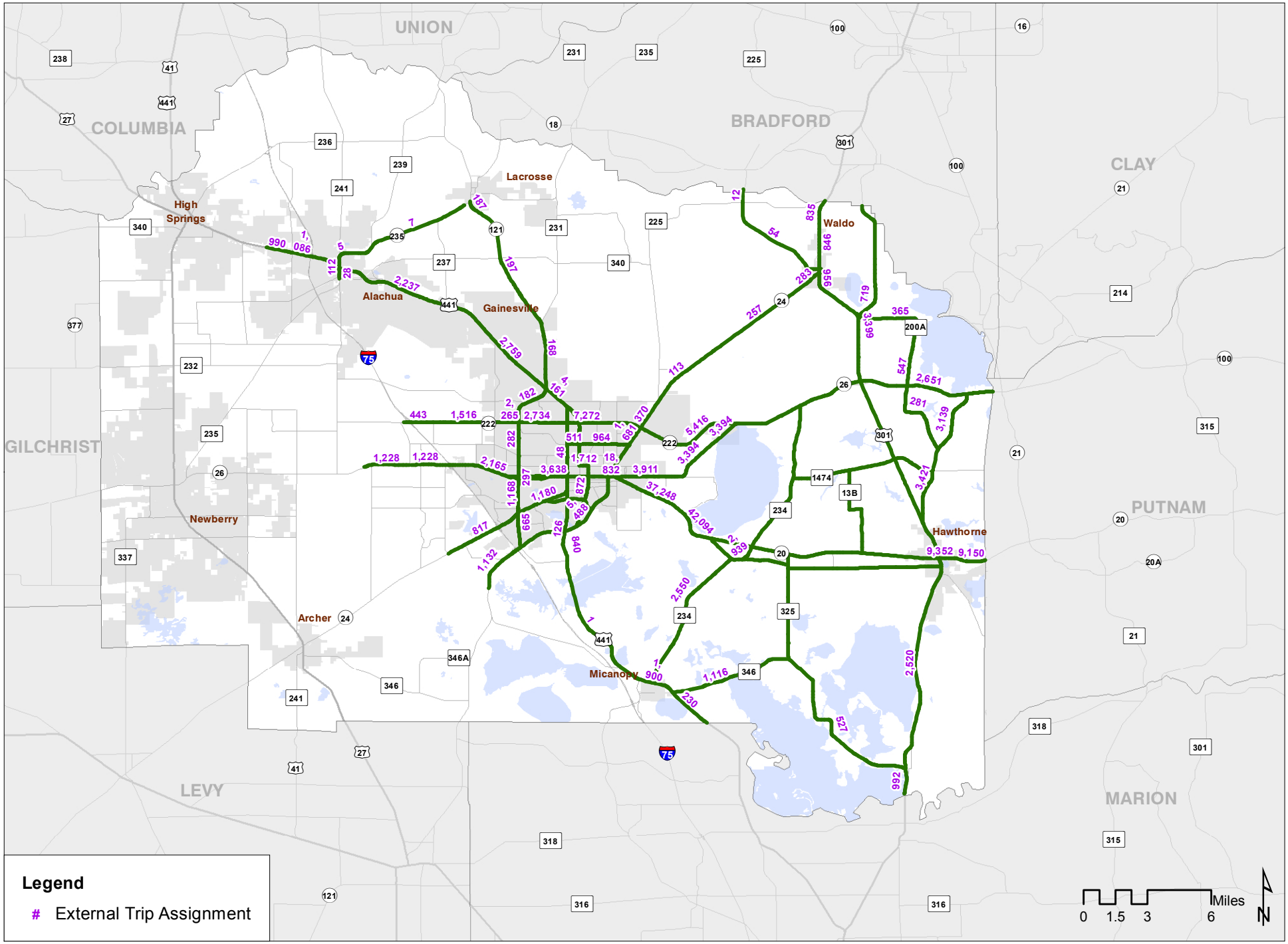


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**Figure 16: Total External Roadway Trip Assignment - Buildout**

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TRANSPORTATION ENGINEERING/PLANNING

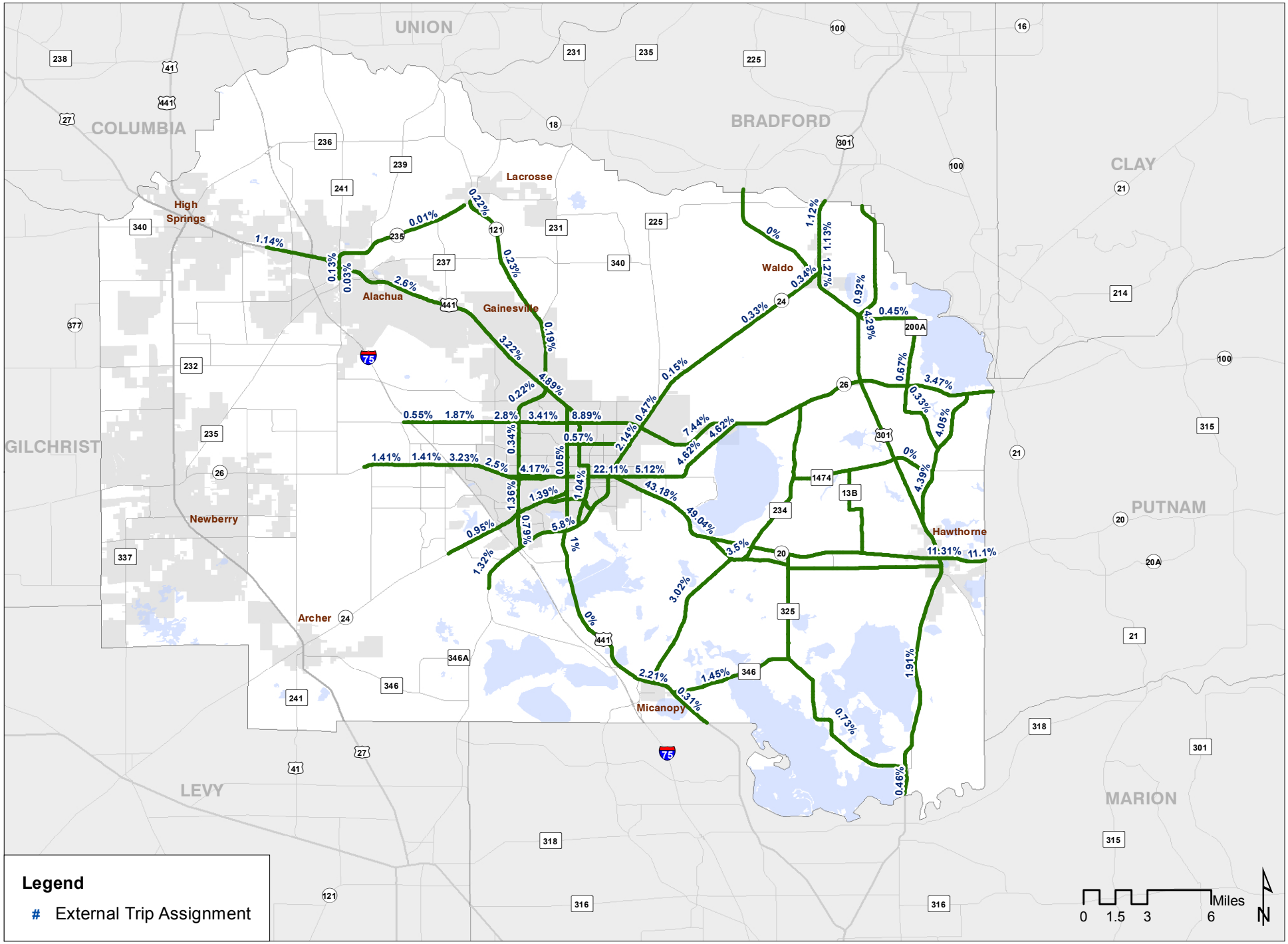


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**Figure 17: EASP External Roadway Percent Assignment - Buildout**

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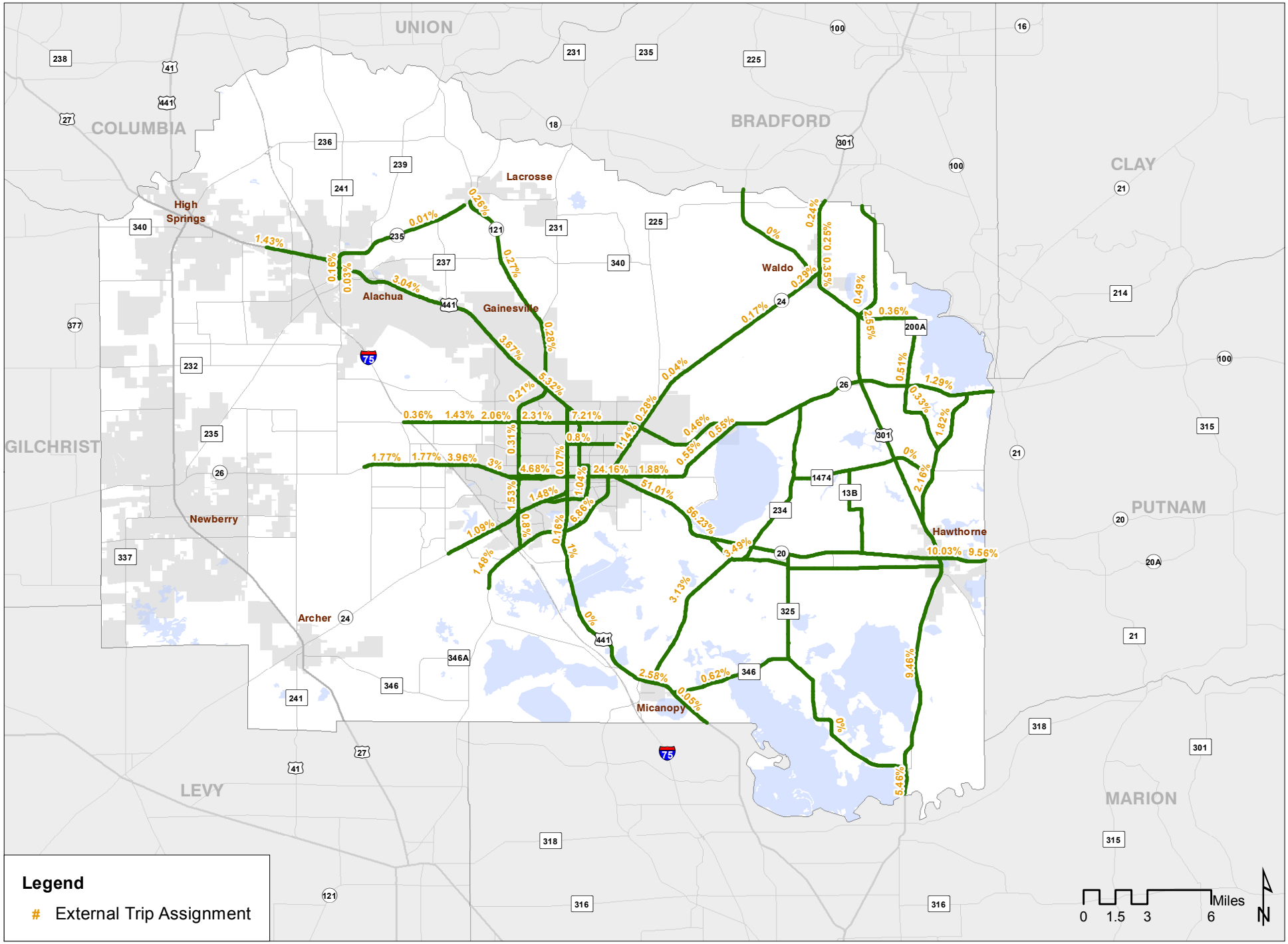


**Figure 18: EA Hawthorne External Roadway Percent Assignment - Buildout**

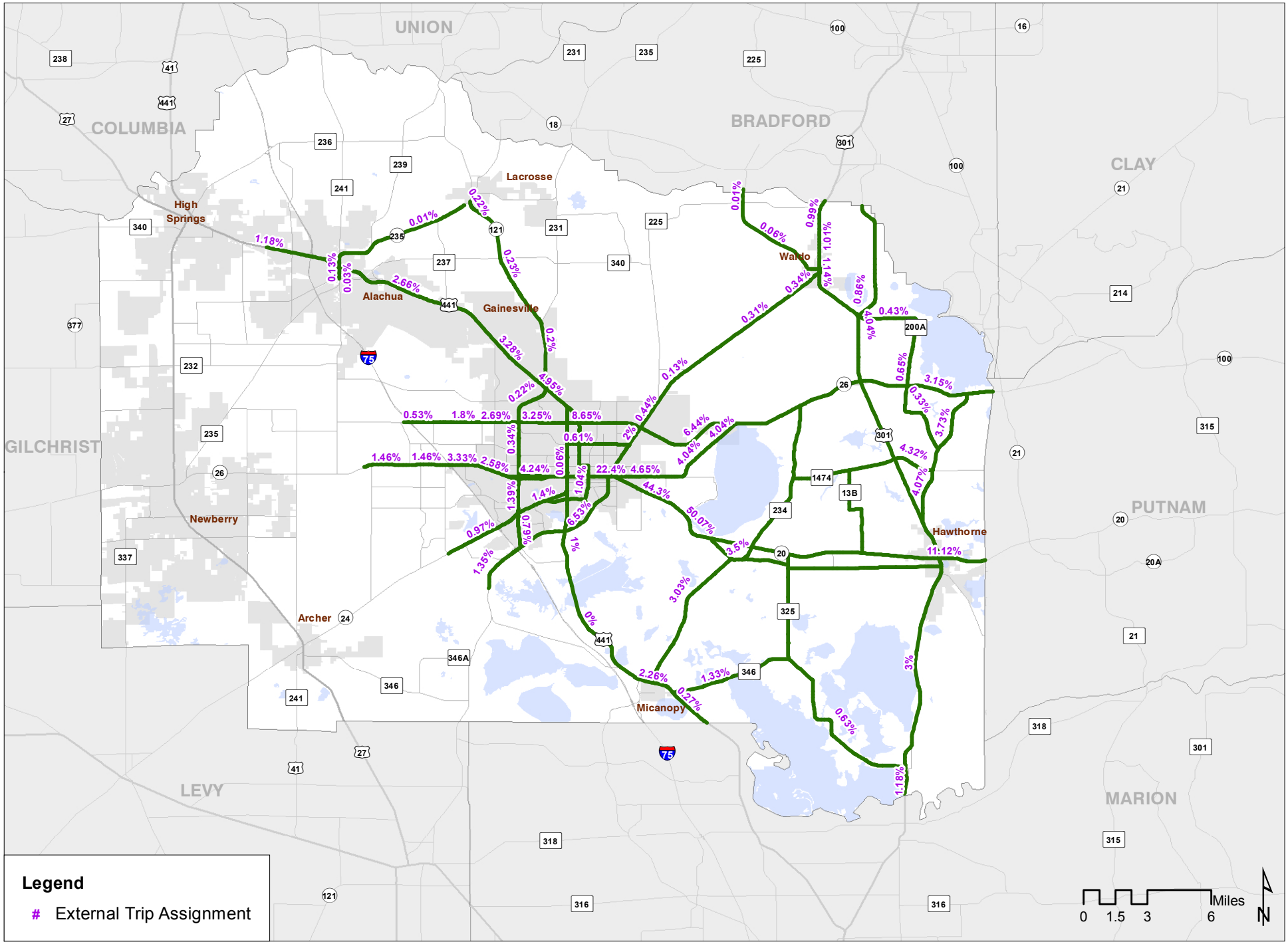


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**Figure 19: Total External Roadway Percent Assignment - Buildout**

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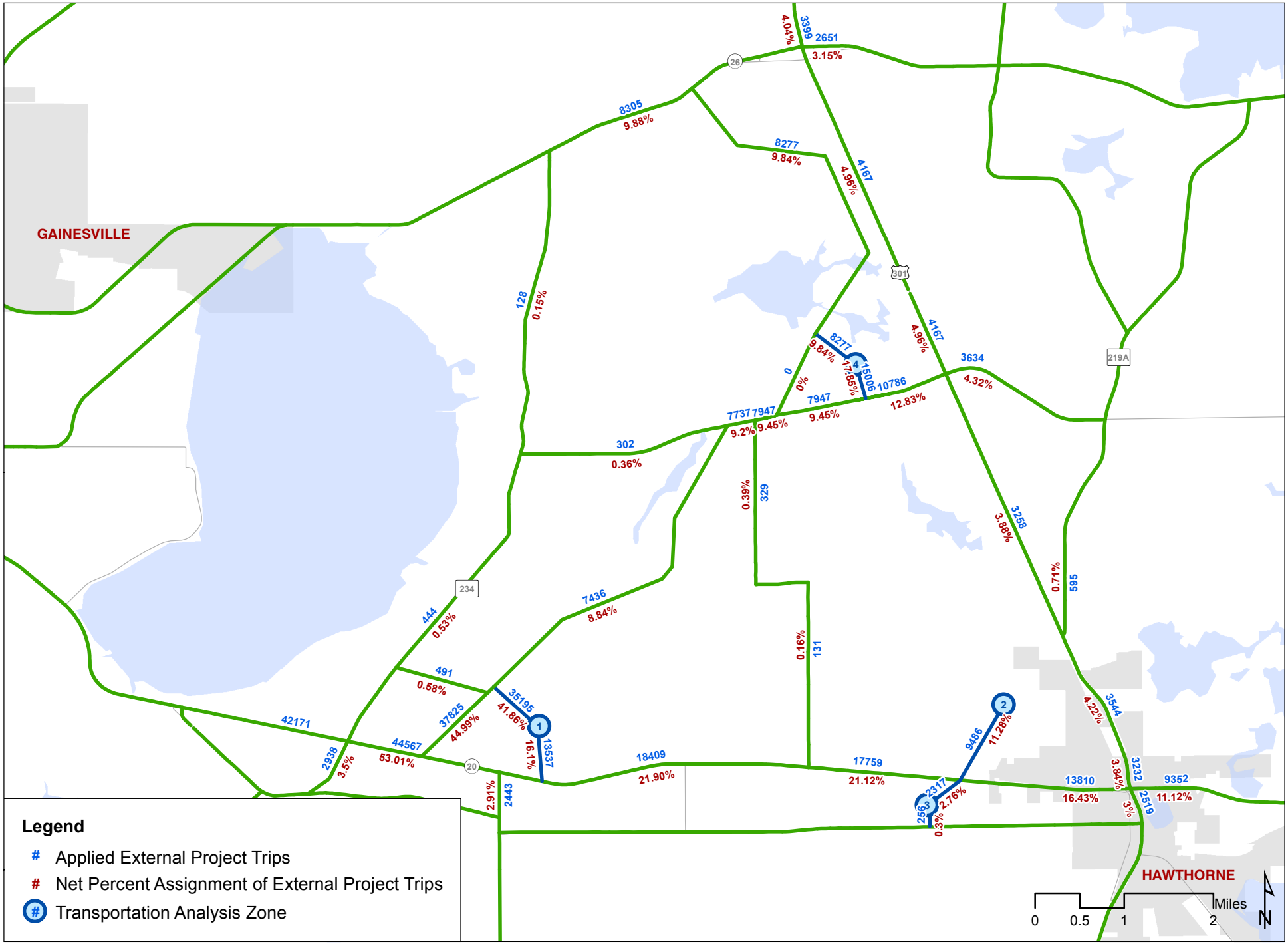


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**Figure 20: External Trip Assignment In Vicinity of EA CPAs - Buildout**

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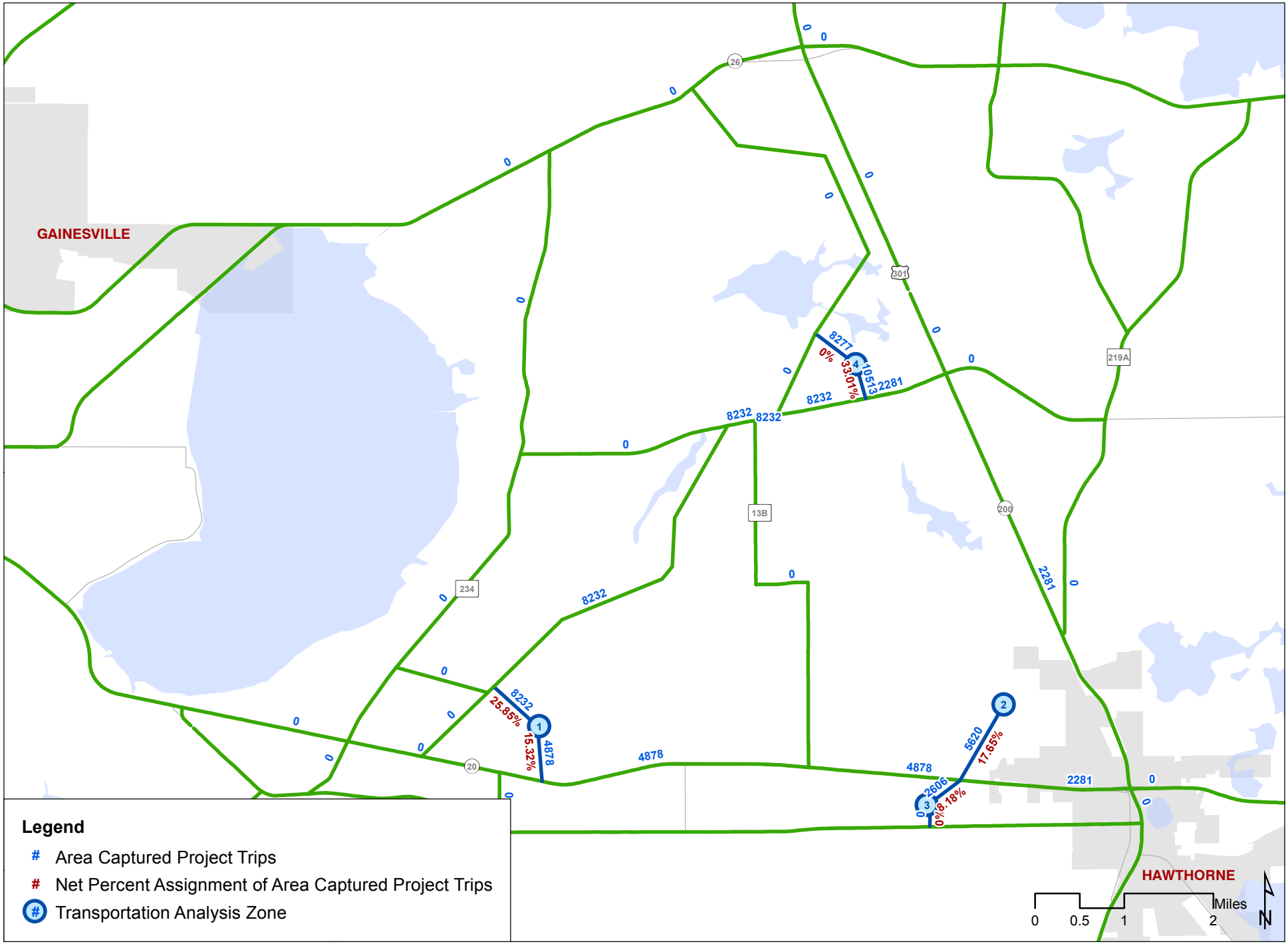
GAINESVILLE
HAWTHORNE
26
301
219A
200
13B
234
20
8232
8232
8232
8232
8271
0%
33.01%
10513
2281
2281
2281
25.85%
15.32%
4878
4878
4878
5620
17.65%
2606
8.18%
0
0
0

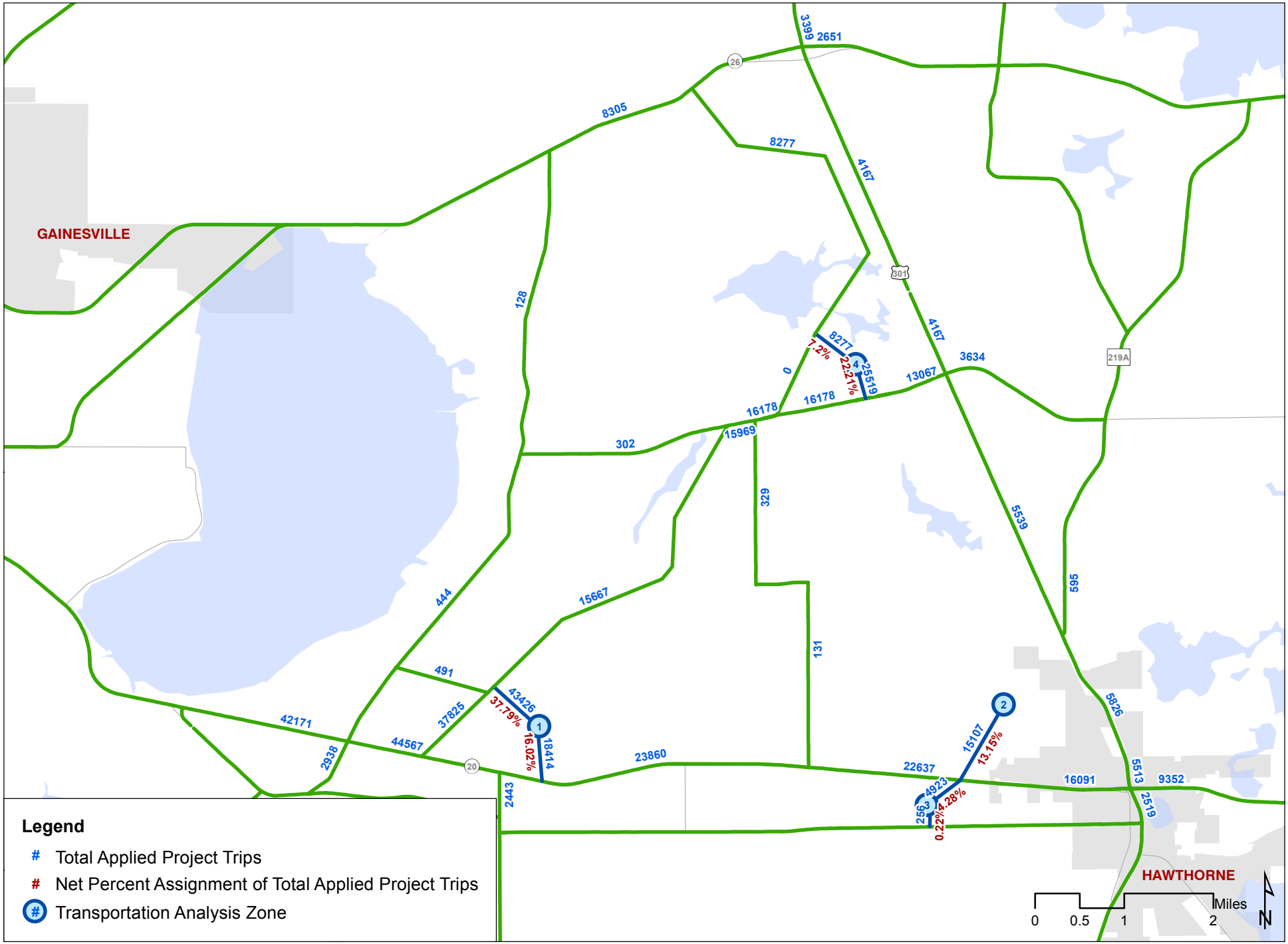


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**Figure 22: Total Project Trips In Vicinity of EA CPAs - Buildout**

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# Section 6
# Area of Significant Influence

## AREA OF SIGNIFICANT INFLUENCE

The study area for the transportation data and analysis includes regionally-significant roadways where the assigned project trips exceed five percent of the daily generalized service volume at the roadway's adopted level of service (LOS). The study area also includes major County roadways near the EA CPA lands where the project influence is significant, or greater than five percent. Two separate significance areas are defined, one for the EASP and the other for EA Hawthorne, based on the greater than five percent project trip impact for each. The following subsections discuss the existing and future roadway networks, adopted levels of service, and generalized service volumes at the adopted levels of service. This information is used to identify the appropriate area of significant influence.

### EXISTING ROADWAY NETWORK (2013)

The existing number of lanes is shown for regionally significant roadways in eastern Alachua County and neighboring counties in **Figure 23**. A generalized level of service analysis for the existing roadway network is provided in **Appendix I** with the supporting existing AADT data.

### ADOPTED LEVELS OF SERVICE AND GENERALIZED SERVICE VOLUMES

The adopted LOS standards were drawn from the Alachua County, Bradford County, Clay County, Marion County, Putnam County, and City of Gainesville comprehensive plans. Generalized service volumes were evaluated for each roadway using the FDOT's *2013 Quality/Level of Service Handbook*. Each roadway's adopted level of service and generalized level of service for the existing roadway network is summarized in **Appendix I**.

### PLANNED NETWORK IMPROVEMENTS AND FUTURE ROADWAY NETWORK

In general, Alachua County tends to avoid widening roadways and instead improves the transportation system through a combination of public transportation, intelligent transportation systems (ITS), and other strategies. This is apparent in the future 2035 LRTP network, which is shown in **Figure 24**. The notable exceptions to this approach are the planned improvement of SR 121 between SW 85$^{th}$ Avenue and I-75 in Alachua County and SR 20 between the City of Hawthorne and the City of Interlachen in Putnam County which are each planned to be widened from two lanes to four lanes. The 2035 future roadway networks were obtained from the MTPO and the Alachua and Putnam County Comprehensive Plans. Relevant excerpts from these documents are provided in **Appendix I**. Each roadway's adopted level of service and generalized level of service for the future roadway network is also summarized in **Appendix I**.

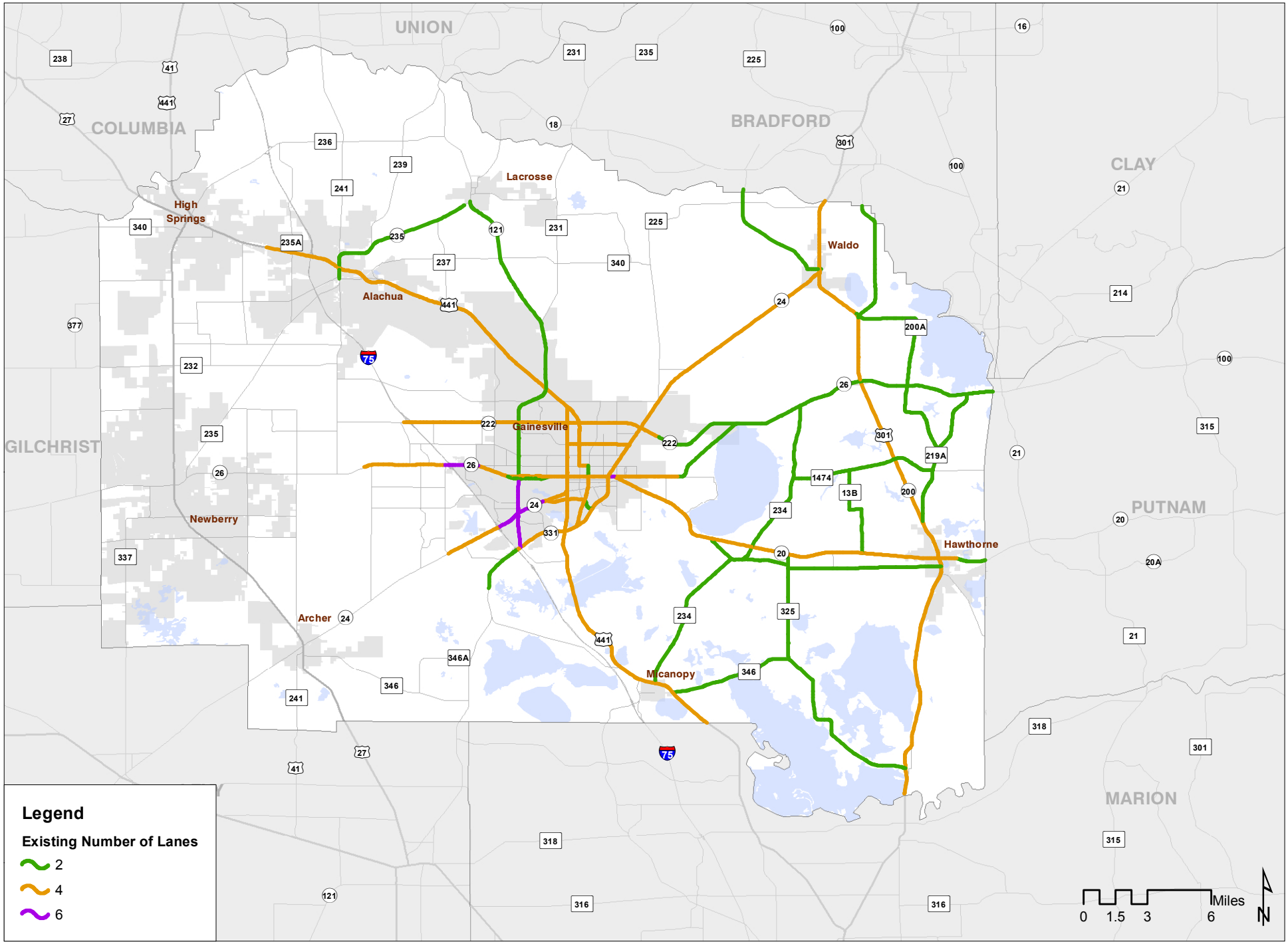


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**Figure 23: Existing Number of Roadway Lanes**

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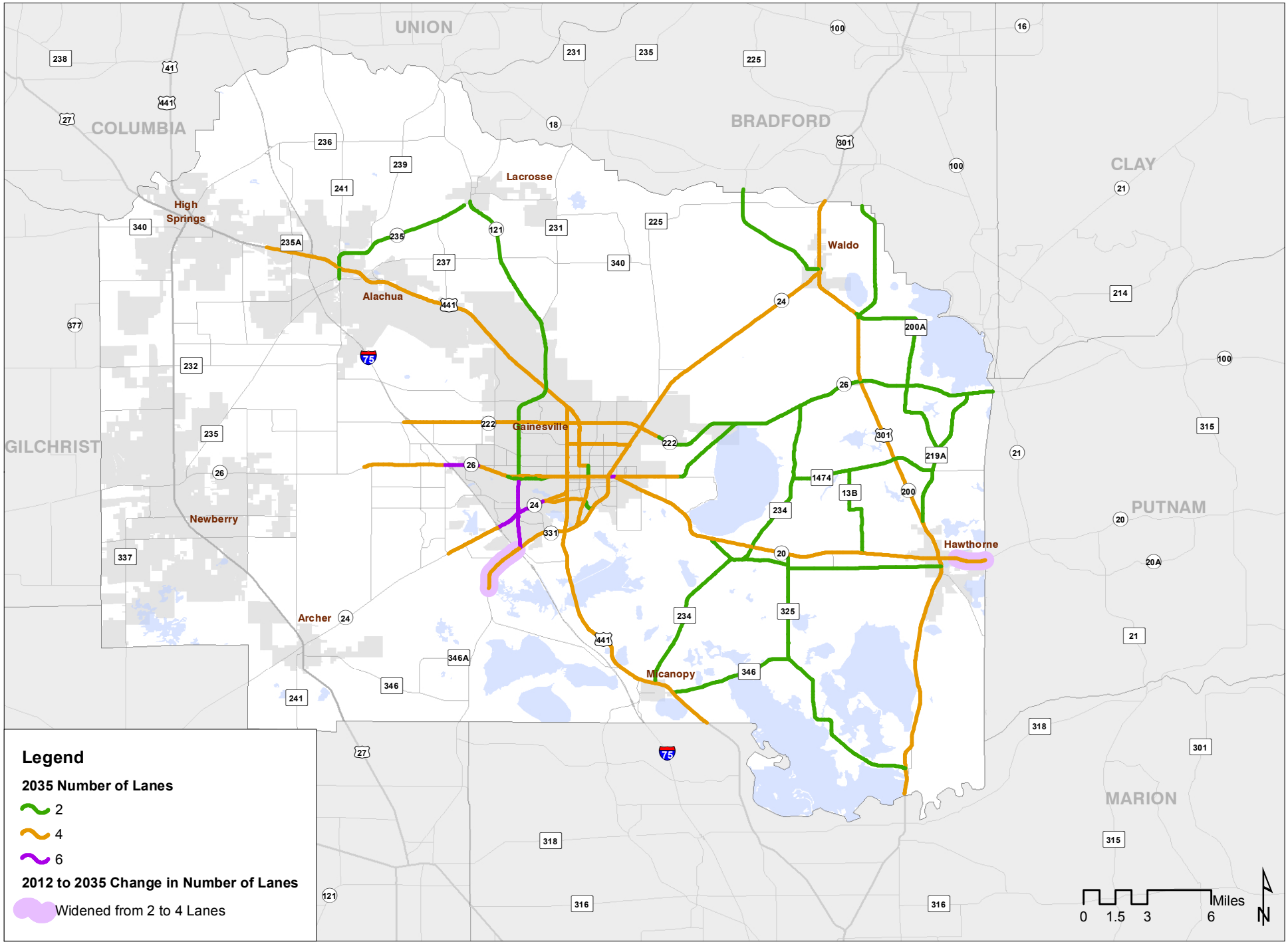


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**Figure 24: Future Number of Roadway Lanes**

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## SIGNIFICANCE DETERMINATION

As mentioned in the previous section, a five percent area of significance was determined separately for both the EASP and for EA Hawthorne. The five percent area of significant influence was evaluated by dividing each regionally significant roadway link's project trips by its generalized service volume at the adopted level of service. A summary of the significance determination evaluation is provided in **Appendix J**. **Figure 25** displays the roadways with significant EASP trips in 2030 and at buildout. **Figure 26** displays the roadways with significant EA Hawthorne trips in 2030.

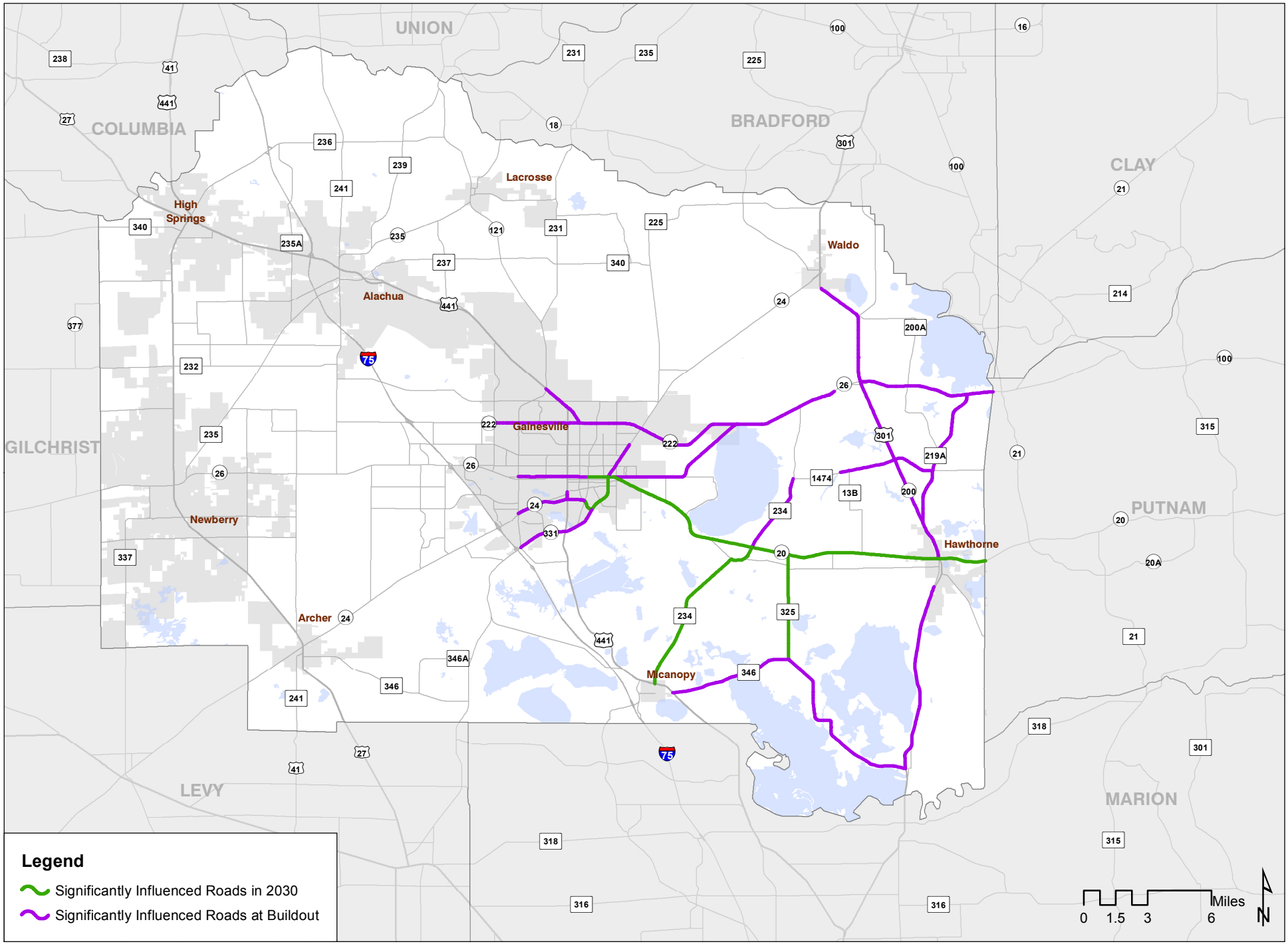


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**Figure 25: 5% Significance Area - EASP**

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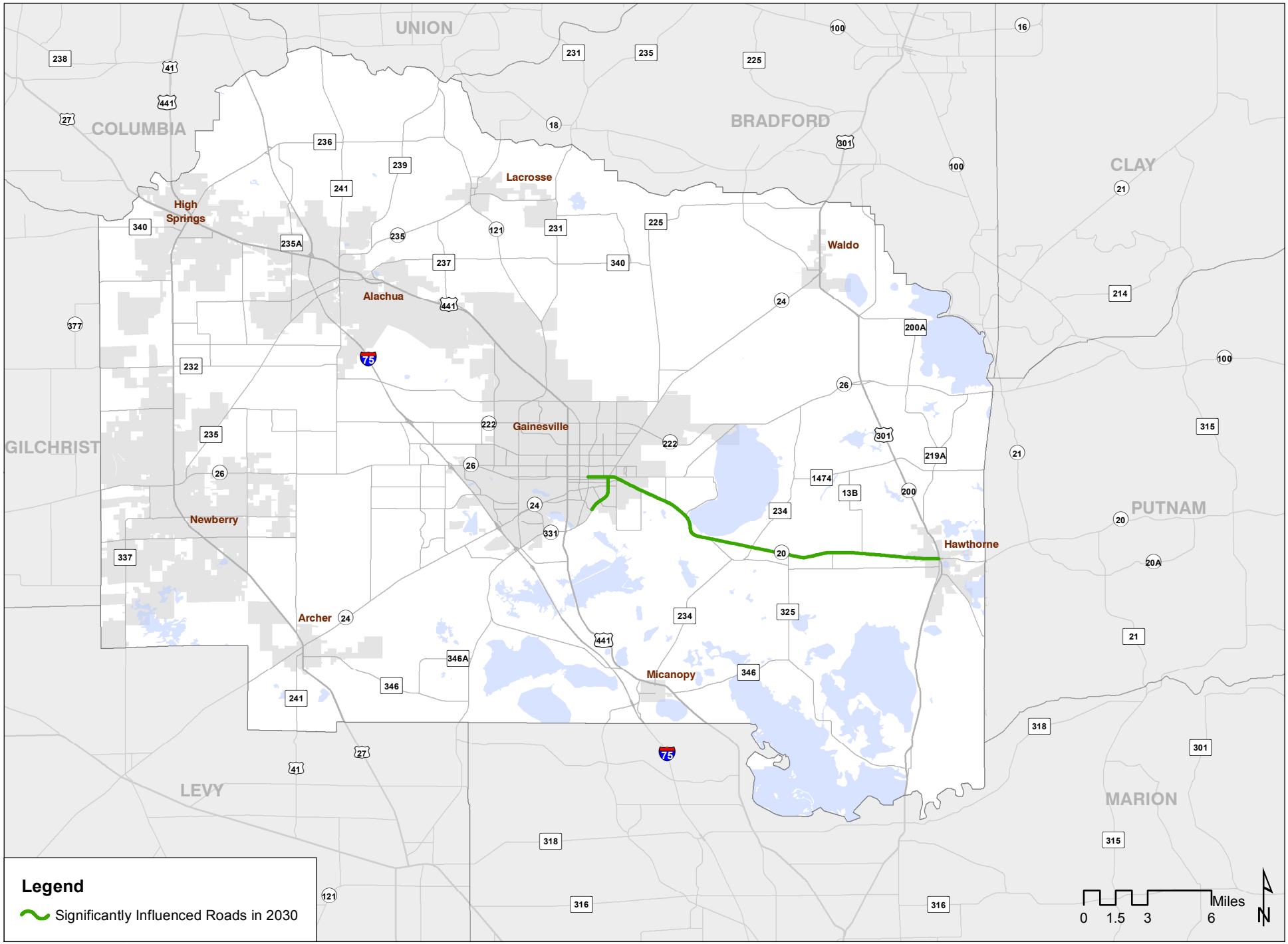


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**Figure 26: 5% Significance Area - EA Hawthorne**

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# Section 7
# Analysis

## ANALYSIS

Future year daily roadway volumes (2030 and buildout for both EA CPAs) were compared to the daily roadway volumes from the 2035 ACM. This comparison was completed for roadway segments where EASP project traffic volumes exceeded five percent of the segment's generalized service volume at the adopted level of service. The following subsections summarize the results of this comparison.

### 2030 ANALYSIS

Within the 2030 significance area, roadway segment volumes from the modeled scenario with the 2030 EASP program were compared to the roadway segment volumes from the modeled scenario without the EA CPAs. A generalized level of service evaluation was then completed for roadway segments where the EA CPAs contribute to a five-percent, or more, increase in forecasted traffic volumes. **Table 20** and **Figure 27** summarize the results of this comparison.

## TABLE 20: COMPARISON BETWEEN 2035 ALACHUA COUNTY MODEL AND 2030 EASP TRAFFIC VOLUMES

| Roadway Segment | | Future AADT without EASP | Future AADT with EASP | Percent Increase | >5% Increase? | Generalized Svc. Vol. at Adopted LOS | >5% and Exceeds Service Volume? |
|---|---|---|---|---|---|---|---|
| From | To | | | | | | |
| **SR 20** | | | | | | | |
| Main St/SR 329 | SR 24 | 30,509 | 32,849 | 7.7% | Yes | 33,800 | No |
| SR 24 | SR 26 | 27,229 | 32,305 | 18.6% | Yes | 53,445 | No |
| SR 26 | SE 51st | 25,247 | 38,124 | 51.0% | Yes | 39,800 | No |
| SE 51st | CR 2082W | 18,239 | 33,723 | 84.9% | Yes | 49,600 | No |
| CR 2082W | CR 325 | 17,372 | 33,032 | 90.2% | Yes | 25,700 | Yes |
| CR 325 | 205th St | 15,377 | 28,070 | 82.5% | Yes | 25,700 | Yes |
| 205th St | US 301 | 14,531 | 20,696 | 42.4% | Yes | 52,400 | No |
| US 301 | Cherokee Dr | 15,730 | 16,605 | 5.6% | Yes | 52,400 | No |
| Cherokee Dr | Putnam Co. Line | 15,452 | 16,265 | 5.3% | Yes | 25,700 | No |
| **SR 226/SR 24A** | | | | | | | |
| SR 329/Main St | SR 331/Williston Rd | 9,876 | 11,977 | 21.3% | Yes | 15,600 | No |
| **SR 331** | | | | | | | |
| SR 226 | SR 26 | 28,217 | 32,347 | 14.6% | Yes | 33,800 | No |
| **CR 234** | | | | | | | |
| US 441 | CR 2082 | 2,483 | 3,184 | 28.2% | Yes | 8,400 | No |
| CR 2082 | SR 20 | 2,297 | 3,089 | 34.5% | Yes | 8,400 | No |
| **CR 325** | | | | | | | |
| CR 346 | SR 20 | 2,126 | 2,554 | 20.1% | Yes | 8,400 | No |

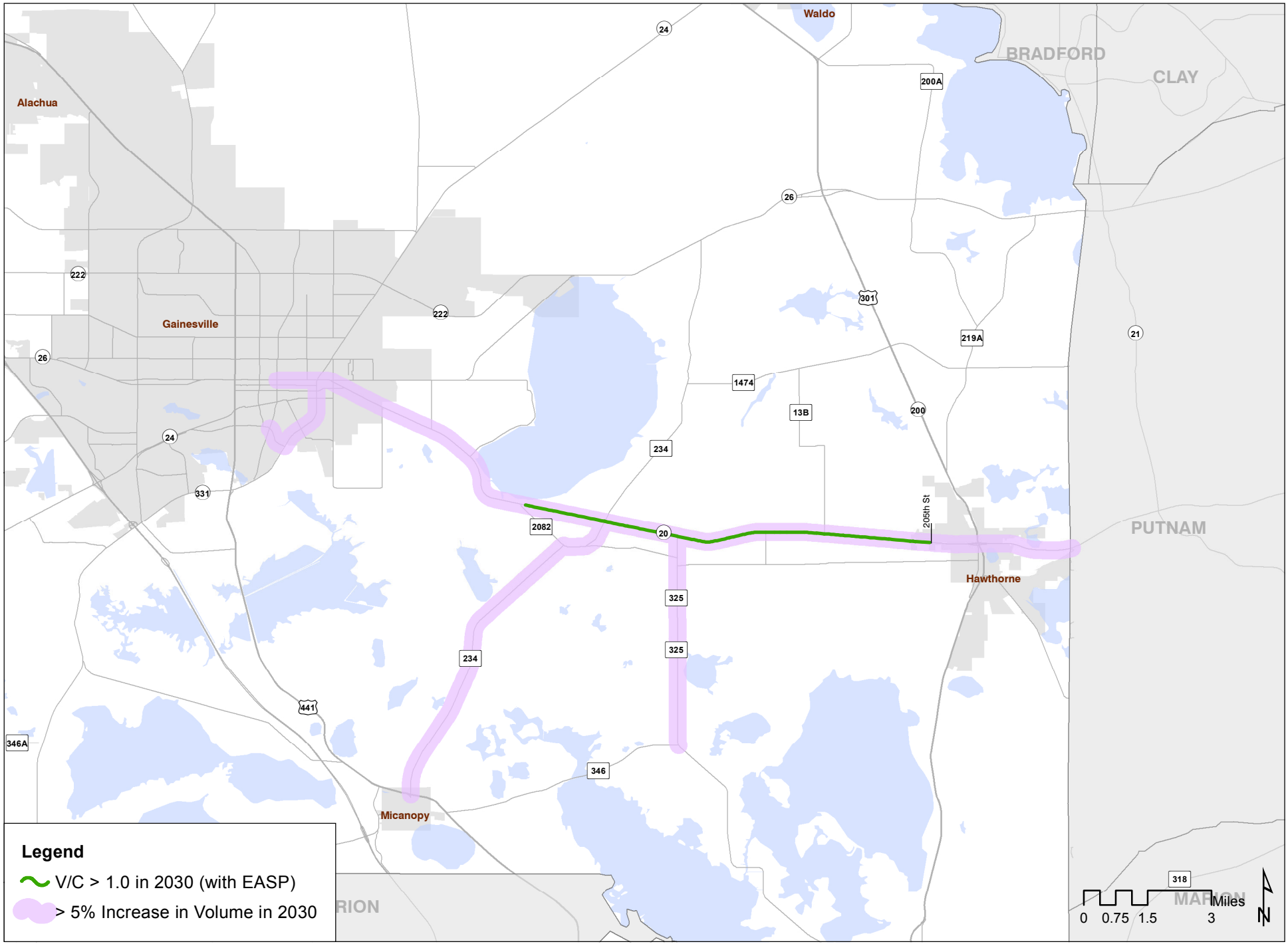


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**Figure 27: Roadways with Greater than 5% Increase in Volume and Exceeding Service Volume in 2030**

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### *2030 ASSESSMENT OF GENERALIZED SERVICE VOLUME DEFICIENCIES*

As indicated in **Table 20** and **Figure 27**, two segments of SR 20 are forecasted to have 2030 volumes in excess of the generalized service volume:

1. SR 20 from CR 2082W to CR 325
2. SR 20 from CR 325 to 205th Street

The roadway segments above were then analyzed using the latest version of FDOT's HIGHPLAN software. HIGHPLAN is a planning-level software that allows for a more detailed analysis than the generalized level of service tables because it allows for project-specific inputs such as posted speed limit, segment length, and directional characteristics. The HIGHPLAN analysis was prepared in accordance with the procedures outlined in FDOT's 2013 Quality/Level of Service Handbook.

*Based on the results of the HIGHPLAN analysis, the two segments of SR 20 are projected to operate at level of service B in 2030. Thus, SR 20's forecasted operations meet the Alachua County adopted LOS B standard.* While level of service B is the Alachua County adopted standard for this roadway, it should be noted that FDOT's LOS standard for this roadway is LOS C. Thus, FDOT would not likely improve the roadway until LOS C is exceeded. For reference purposes, the LOS C generalized service volume for these segments of SR 20 is 40,300, or approximately 22 percent higher than the projected 2030 volume of 33,032. The HIGHPLAN results, FDOT LOS policy, and generalized service volume information are included in **Appendix K**.

It should be noted that the traffic benefit of providing transit service between East Gainesville and Hawthorne is not included within the future traffic analyses within this report. The provision of a viable transit alternative between East Gainesville and Hawthorne in the future would further improve the future operating conditions on SR 20.

## 2030 TRANSIT CAPITAL COST

To provide a conservative analysis, the analyses presented within this report do not reflect the benefits that increased transit would provide. However, to achieve the vision of Envision Alachua, it is expected that transit access will be provided between East Gainesville, the SR 20 Jobs Center and EA Hawthorne as jobs are created. Transit service will evolve as development within the EASP matures. It is anticipated that the early form of this transit would be similar to flex-service or employer-sponsored shuttle service in paratransit-type vehicles with 15-18 passenger capacity. The capital cost estimate for the vehicles that would provide this service is summarized in **Table 21**. A summary of the capital cost estimate assumptions is provided in **Appendix K**.

**TABLE 21: 2030 TRANSIT CAPITAL COST**

| Proposed Improvement | Capital Cost |
|---|---|
| Provide transit service between East Gainesville, the SR 20 Jobs Center and Hawthorne | $392,000 |

## BUILDOUT ANALYSIS

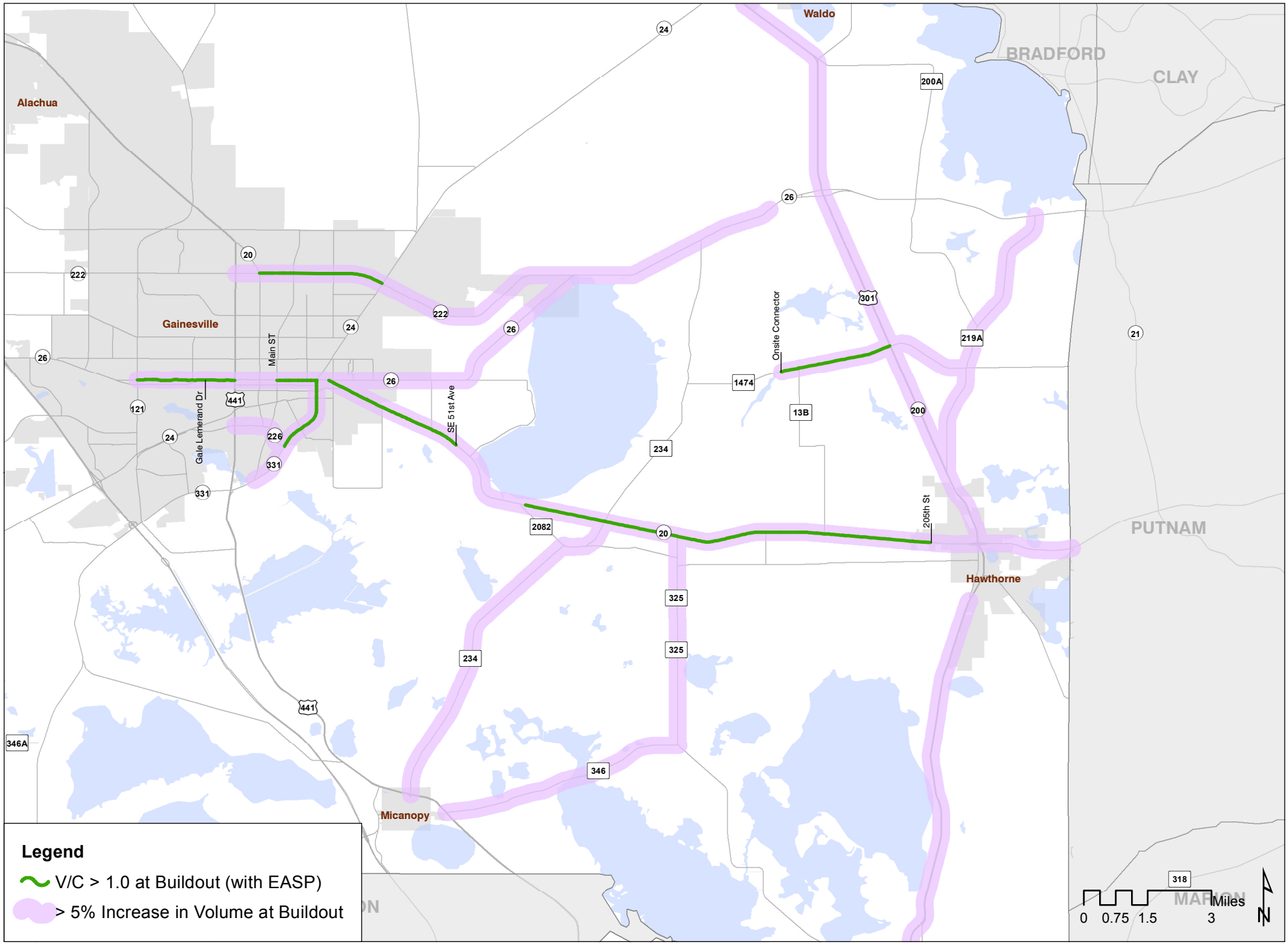
Within the buildout significance area, roadway segment volumes from the modeled scenario with the buildout EASP program were compared to the roadway segment volumes from the modeled scenario without the EA CPAs. A generalized level of service evaluation was then completed for roadway segments where the EA CPAs contribute to a five-percent, or more, increase in forecasted traffic volumes. **Table 22** and **Figure 28** summarize the results of this comparison.

## TABLE 22: COMPARISON BETWEEN 2035 ALACHUA COUNTY MODEL AND BUILDOUT EASP TRAFFIC VOLUMES

| Roadway Segment | | Future AADT without EASP | Future AADT with EASP | Percent Increase | >5% Increase? | Generalized Svc. Vol. at Adopted LOS | >5% and Exceeds Service Volume? |
|---|---|---|---|---|---|---|---|
| From | To | | | | | | |
| **SR 20** | | | | | | | |
| SR 121 | US 441/SR 20 | 53,460 | 54,779 | 2.5% | No | 39,800 | No |
| US 441/SR 20 | SR 222/N 39th Ave | 22,216 | 22,558 | 1.5% | No | 32,110 | No |
| Main St/SR 329 | SR 24 | 30,509 | 35,930 | 17.8% | Yes | 33,800 | Yes |
| SR 24 | SR 26 | 27,229 | 39,490 | 45.0% | Yes | 53,445 | No |
| SR 26 | SE 51st | 25,247 | 47,904 | 89.7% | Yes | 39,800 | Yes |
| SE 51st | CR 2082W | 18,239 | 46,907 | 157.2% | Yes | 49,600 | No |
| CR 2082W | CR 325 | 17,372 | 46,196 | 165.9% | Yes | 25,700 | Yes |
| CR 325 | 205th St | 15,377 | 27,530 | 79.0% | Yes | 25,700 | Yes |
| 205th St | US 301 | 14,531 | 20,753 | 42.8% | Yes | 52,400 | No |
| US 301 | Cherokee Dr | 15,730 | 16,698 | 6.1% | Yes | 52,400 | No |
| Cherokee Dr | Putnam Co. Line | 15,452 | 16,361 | 5.9% | Yes | 25,700 | No |
| **SR 26** | | | | | | | |
| SR 121/NW 34th St | Gale Lemerand Dr | 38,792 | 41,067 | 5.9% | Yes | 32,110 | Yes |
| Gale Lemerand Dr | US 441/W 13th St | 34,654 | 36,826 | 6.3% | Yes | 33,800 | Yes |
| US 441/W 13th St | Main St/CR 329 | 26,694 | 28,596 | 7.1% | Yes | 33,800 | No |
| SR 20 | SE 51st Street | 16,367 | 19,873 | 21.4% | Yes | 65,600 | No |
| SE 51st Street | SR 222 | 6,582 | 7,520 | 14.2% | Yes | 24,400 | No |
| SR 222 | EASP N. Connector | 9,854 | 13,807 | 40.1% | Yes | 14,300 | No |
| EASP N. Connector | US 301 | 9,649 | 5,774 | -40.2% | No | 14,300 | No |
| US 301 | Putnam Co. Line | 10,599 | 10,986 | 3.7% | No | 14,300 | No |
| **US 301/SR 200** | | | | | | | |
| CR 325 | S. Johnson Street | 17,453 | 18,855 | 8.0% | Yes | 25,700 | No |
| SR 20 | SE 223rd St | 17,891 | 22,540 | 26.0% | Yes | 40,700 | No |
| SE 223rd St | SE 41st Ln | 18,224 | 23,109 | 26.8% | Yes | 40,700 | No |
| SE 41st Ln | SR 26 | 15,372 | 20,353 | 32.4% | Yes | 25,700 | No |
| SR 26 | NE 136th Ave | 19,619 | 22,139 | 12.8% | Yes | 25,700 | No |
| **SR 222** | | | | | | | |
| NW 43rd St | SR 121/NW 34th St | 42,826 | 44,076 | 2.9% | No | 39,800 | No |
| SR 121/NW 34th St | US 441/NW 13th St | 31,344 | 32,262 | 2.9% | No | 39,800 | No |
| US 441/NW 13th St | SR 20 | 28,894 | 31,511 | 9.1% | Yes | 39,800 | No |
| SR 20 | SR 24 | 37,882 | 41,263 | 8.9% | Yes | 39,800 | Yes |
| SR 24 | Gainesville Airport | 15,490 | 18,170 | 17.3% | Yes | 39,800 | No |
| Gainesville Airport | SR 26 | 7,138 | 10,567 | 48.0% | Yes | 24,200 | No |

## TABLE 22 CONT.: COMPARISON BETWEEN 2035 ALACHUA COUNTY MODEL AND BUILDOUT EASP TRAFFIC VOLUMES

| Roadway Segment | | Future AADT without EASP | Future AADT with EASP | Percent Increase | >5% Increase? | Generalized Svc. Vol. at Adopted LOS | >5% and Exceeds Service Volume? |
|---|---|---|---|---|---|---|---|
| From | To | | | | | | |
| **SR 24** | | | | | | | |
| SR 121/NW 34th St | SR 226/SW 16th Ave | 80,503 | 82,751 | 2.8% | No | 50,900 | No |
| SR 20 | SR 120/NW 23rd Ave | 33,088 | 34,158 | 3.2% | No | 41,790 | No |
| **SR 226/SR 24A** | | | | | | | |
| SR 24 | US 441/W 13th St | 36,996 | 36,618 | -1.0% | No | 33,800 | No |
| US 441/W 13th St | SR 329/Main St | 30,221 | 31,771 | 5.1% | Yes | 33,800 | No |
| SR 329/Main St | SR 331/Williston Rd | 9,876 | 12,298 | 24.5% | Yes | 15,600 | No |
| **US 441/SR 25** | | | | | | | |
| SR 226 | SR 24 | 33,728 | 30,311 | -10.1% | No | 32,110 | No |
| **SR 331** | | | | | | | |
| SR 121 | US 441 | 31,870 | 33,280 | 4.4% | No | 39,800 | No |
| US 441 | SR 329/Main St | 27,266 | 28,525 | 4.6% | No | 39,800 | No |
| SR 329/Main St | SR 226 | 21,095 | 25,488 | 20.8% | Yes | 39,800 | No |
| SR 226 | SR 26 | 28,217 | 35,227 | 24.8% | Yes | 33,800 | Yes |
| **CR 234** | | | | | | | |
| US 441 | CR 2082 | 2,483 | 4,884 | 96.7% | Yes | 8,400 | No |
| CR 2082 | SR 20 | 2,297 | 5,096 | 121.9% | Yes | 8,400 | No |
| SR 20 | CR 1474 | 1,290 | 1,237 | -4.1% | No | 8,400 | No |
| **CR 325** | | | | | | | |
| US 301 | CR 346 | 2,292 | 1,426 | -37.8% | No | 8,400 | No |
| CR 346 | SR 20 | 2,126 | 4,420 | 107.9% | Yes | 8,400 | No |
| **CR 346** | | | | | | | |
| US 441 | CR 325 | 1,003 | 1,796 | 79.1% | Yes | 8,400 | No |
| **CR 219A** | | | | | | | |
| US 301 | CR 1469 | 2,563 | 5,796 | 126.2% | Yes | 8,400 | No |
| CR 1469 | SR 26 | 2,436 | 5,493 | 125.5% | Yes | 8,400 | No |
| **CR 1474** | | | | | | | |
| Onsite Roadway | US 301/SR 200 | 91 | 13,094 | 14260.6% | Yes | 8,400 | Yes |
| US 301/SR 200 | CR 219A | 464 | 3,756 | 710.0% | Yes | 8,400 | No |




ENVISION ALACHUA

**Figure 28: Roadways with Greater than 5% Increase in Volume and Exceeding Service Volume at Buildout**

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TRANSPORTATION ENGINEERING/PLANNING

### *BUILDOUT ASSESSMENT OF GENERALIZED SERVICE VOLUME DEFICIENCIES*

As indicated in **Table 22** and **Figure 28**, nine roadway segments are forecasted to operate with future total volumes in excess of the generalized service volumes:

- SR 20 from Main Street/SR 329 to SR 24 (City of Gainesville)
- SR 20 from SR 26 to SE 51st Street (City of Gainesville and Alachua County Urban Cluster)
- SR 20 from CR 2082W to CR 325 (Alachua County)
- SR 20 from CR 325 to 205th Street (Alachua County)
- SR 26 from SR 121/NW 34th Street to Gale Lemerand Drive (City of Gainesville)
- SR 26 from Gale Lemerand Drive to US 441/W 13th St (City of Gainesville)
- SR 222 from SR 20 to SR 24 (City of Gainesville)
- SR 331 from SR 226 to SR 26 (Alachua County Urban Cluster)
- CR 1474 from SR 20 Jobs Center Connector to US 301(Alachua County)

The following subsections provide an assessment of each of the above roadway segments.

#### SR 20 FROM MAIN STREET/SR 329 TO SR 24

This roadway segment, located within the City of Gainesville, is forecasted to have a future total volume of 35,930 as compared to a generalized service volume of 33,800. This segment has constrained right-of-way and is subject to the mobility provisions provided within the City of Gainesville's Comprehensive Plan which suggests constrained facilities are not subject to the adopted LOS E standard. Additionally, this segment is listed as a *Multimodal Emphasis Corridor* in the Gainesville MTPO LRTP Cost Feasible Plan with $6,000,000 in improvements programmed for this facility. Lastly, this segment falls within the limits of a planned express bus/bus rapid transit (BRT) service area. *Thus, the addition of roadway capacity, in the form of additional lanes, is not anticipated to be necessary or desired.*

#### SR 20 FROM SR 26 TO SE 51ST STREET

This roadway is segment falls within the City Gainesville west of SE 27th Street and within the Alachua County Urban Cluster east of SE 27th Street. The forecasted future total volume is 47,904 as compared to a generalized service volume of 39,800. *Therefore, two additional lanes should be considered for this segment of roadway.* The new six-lane SR 20 would increase the LOS D service volume to 59,900. Based upon the projected 47,904 future volume, the roadway would operate at LOS C or better as a six-lane facility at buildout of the EASP. Additionally, the six-laned section may also better facilitate extending the planned premium bus service along this route to reduce the number of single-occupant vehicles (SOV) through this segment. As noted previously, this analysis does not consider the benefit that viable transit service could provide between east Gainesville and Hawthorne.

Alternatively, in the event that the local agencies do not desire to provide six-lanes of traditional vehicular capacity through this segment, then the additional lanes could be operated as part of a premium transit system with dedicated lanes until a more detailed analysis is completed to evaluate whether additional general use lanes are required.

## SR 20 FROM CR 2082W TO CR 325

This roadway segment, within unincorporated Alachua County, is projected to have a future total volume of 46,196 as compared to a LOS B generalized service volume of 25,700. This roadway segment also fronts the majority of the SR 20 Jobs Center that will be accessed via multiple collector roadways serving the EASP. Some of these connections are anticipated to warrant signalization which would alter the character of the roadway from an uninterrupted-flow facility to an interrupted-flow facility (signalized arterial).

Additionally, the future residential population of the SR 20 Jobs Center is anticipated to exceed 15,000 people at buildout. This suggests that the area type would shift from *rural* to an *urban* area with more than 5,000 population. Based upon guidance within the FDOT District Two's 2013 LOS Report and the FDOT 2013 Quality/Level of Service Handbook, roadway facilities within areas with this type of population density should be evaluated as facilities within *Transitioning* areas – which impacts the generalized level of service volumes from the analyses.

**Table 23** summarizes the capacity effects associated with the facility and area type changes described above. Relevant excerpts from documents used to create this table are provided in **Appendix K**.

**TABLE 23: SUMMARY OF FACILITY AND AREA TYPE CHANGES ON SR 20 BY BUILDOUT**

| Scenario | Facility Type | Area Type | County LOS Standard | Generalized Service Volume |
|---|---|---|---|---|
| Existing | Uninterrupted Flow | Rural | B | 25,700[3] |
| EASP Buildout | Interrupted Flow | Urban[1] | B[2] | 34,000[4] |

[1]Urban area type as defined by FDOT District Two Level of Service Report. Generalized service volumes on these facilities are evaluated using Table 2 in the FDOT Generalized Service Volume Tables (GSVT).
[2]County LOS standard is B per ACCP Policy 1.2.1, however FDOT GSVT do not list LOS B volumes for Class I interrupted flow arterials.
[3]25,700 Generalized Service Volume obtained from Table 3 of FDOT GSVT.
[4]34,000 Generalized Service Volume obtained from Table 2 of FDOT GSVT.

As shown in **Table 23**, the service volume resulting from the facility and area type changes is still lower than the forecasted future total volume on this segment of SR 20. *Therefore, two additional lanes should be considered for this segment of roadway.* The new six-lane generalized service volume for the interrupted flow facility would be 52,100 which results in approximately 6,700 vehicles per day in excess capacity on the roadway. As noted previously, this analysis does not consider the benefit that viable transit service could provide between east Gainesville and Hawthorne.

Alternatively, in the event that Alachua County does not desire to provide six-lanes of traditional vehicular roadway capacity through this segment, then the additional lanes could be operated as part of a premium transit system with dedicated lanes until a more detailed analysis is completed to evaluate whether additional general use lanes are required.

### SR 20 FROM CR 325 TO 205TH STREET

This roadway segment, within unincorporated Alachua County, is projected to have a future total volume of 27,530 as compared to a LOS B generalized service volume of 25,700. This roadway segment also connects the EASP SR 20 Jobs Center to EA Hawthorne. Because the forecasted volume on this segment exceeds the generalized service volume, a HIGHPLAN analysis was completed to refine the future conditions evaluation for this roadway segment. *Based upon the HIGHPLAN analysis, provided in* ***Appendix K****, this roadway segment is projected to operate at LOS B or better through buildout with a refined LOS B service volume of 33,200.*

### SR 26 FROM SR 121/NW 34TH STREET TO GALE LEMERAND DRIVE

This roadway segment, within the City of Gainesville, is projected to have a future total volume of 41,067 as compared to a LOS E generalized service volume of 32,110. The future volume without EASP or EA Hawthorne also exceeds the generalized service volume which suggests that this roadway is projected to be backlogged in the future regardless of whether the EA CPAs build out. Backlogged roadways within the City of Gainesville are subject to a multitude of policies within the City of Gainesville Comprehensive Plan that relate to providing multimodal options to address mobility along these types of roadways. Additionally, the Gainesville MTPO LRTP cost feasible plan lists a BRT improvement between Santa Fe Village and the Gainesville Regional Airport which would provide a parallel alternative to this section of SR 26. *Thus, the addition of roadway capacity, in the form of additional lanes, is not anticipated to be necessary or desired.*

### SR 26 FROM GALE LEMERAND DRIVE TO US 441/W 13TH STREET

This roadway segment, within the City of Gainesville, is projected to have a future total volume of 36,826 as compared to a LOS E generalized service volume of 33,800. The future volume without EASP or EA Hawthorne also exceeds the generalized service volume which suggests that this roadway is projected to be backlogged in the future regardless of whether the EA CPAs build out. Backlogged roadways within the City of Gainesville are subject to a multitude of policies within the City of Gainesville Comprehensive Plan that relate to providing multimodal options to address mobility along these types of roadways. Additionally, the Gainesville MTPO LRTP cost feasible plan lists a BRT improvement between Santa Fe Village and the Gainesville Regional Airport which would provide a parallel alternative to this section of SR 26. *Thus, the addition of roadway capacity, in the form of additional lanes, is not anticipated to be necessary or desired.*

### SR 222 FROM SR 20 TO SR 24

This roadway segment, within the City of Gainesville, is projected to have a future total volume of 41,263 as compared to a LOS E generalized service volume of 39,800. Because the forecasted volume on this segment exceeds the generalized service volume, an ARTPLAN analysis was completed to evaluate operational improvements that may address the forecast deficiency on this roadway segment. ARTPLAN, like HIGHPLAN, is a tool that accepts detailed inputs in an effort to refine the service volumes for a specific roadway. To complete the ARTPLAN analysis, default signal timings from the software, which are utilized

in developing the generalized service volume tables, were adjusted to increase the through-movement green-time to cycle length ratio (g/C) by five percent. Doing so resulted in an increased LOS D/E service volume of 41,900. *Thus, signal timing-related operational improvements along this segment are projected to address this LOS deficiency.*

### SR 331 FROM SR 226 TO SR 26

This roadway segment, within the City of Gainesville, is projected to have a future total volume of 35,227 as compared to a LOS E generalized service volume of 33,800. Because the forecasted volume on this segment exceeds the generalized service volume, an ARTPLAN analysis was completed to refine the future conditions evaluation for this roadway segment. To complete this ARTPLAN analysis, default signal timings from the software, which are utilized in developing the generalized service volume tables, were adjusted to increase the through-movement green-time to cycle length ratio (g/C) by eight percent. Doing so resulted in an increased LOS D/E service volume of 38,000. *Thus, signal timing-related operational improvements along this segment are projected to address this LOS deficiency.*

### CR 1474 BETWEEN THE SR 20 JOBS CENTER CONNECTOR AND US 301

This roadway segment, within unincorporated Alachua County, is projected to have a future total volume of 13,094 as compared to a LOS B generalized service volume of 8,400. This roadway segment also fronts the US 301 Jobs Center. *Forecast daily traffic volumes (16,178 project trips) on CR 1474 between the connector to the SR 20 Jobs Center and US 301 suggest that a four-lane roadway may be needed to serve the land uses within the EASP.*

## PROPOSED OFFSITE (EXTERNAL TO EASP) ROADWAY IMPROVEMENTS STRATEGY

The previous subsection outlined the roadway segments that were identified as potentially deficient from a generalized service volume roadway analysis. Some of the roadway deficiencies identified were addressed based upon an analysis with FDOT's LOSPLAN software which showed acceptable operating conditions. Other roadway deficiencies, within the City of Gainesville, are addressed through other planned mobility improvements. The offsite roadway deficiencies that were not addressed because of a refined capacity analysis or planned mobility improvements are listed below:

- SR 20 from SR 26 to SE 51st Street (City of Gainesville and Alachua County Urban Cluster)
- SR 20 from CR 2082W to CR 325 (Alachua County)
- SR 222 from SR 20 to SR 24 (City of Gainesville)
- SR 331 from SR 226 to SR 26 (Alachua County Urban Cluster)
- CR 1474 from SR 20 Jobs Center Connector to US 301 (Alachua County)

A proposed improvement strategy has been identified to address the deficiencies listed above. The proposed improvement strategy was developed in an effort to identify logical improvements that help inform policies to address the forecasted deficiencies. The proposed offsite roadway improvement

strategy is summarized in **Table 24**. The timing of the proposed improvements will be evaluated in further detail as part of DSAP applications.

**TABLE 24: RECOMMENDED OFFSITE ROADWAY IMPROVEMENTS STRATEGY**

| Forecast Deficiency | Proposed Improvement Strategy |
|---|---|
| SR 20 from SR 26 to SE 51st Street | Construct two additional lanes on SR 20 from SE 27th Street to CR 325 to extend Eastside Activity Center Express Transit Corridor between east Gainesville and Hawthorne |
| SR 20 from CR 2082W to CR 325 | |
| SR 222 from SR 20 to SR 24 | Traffic signal retiming |
| SR 331 from SR 226 to SR 26 | Traffic signal retiming |
| CR 1474 from SR 20 Jobs Center Connector to US 301 | Widen to four lanes |

### *CAPITAL COSTS FOR OFFSITE IMPROVEMENTS*

Planning-level cost estimates were prepared for the improvement strategies listed in **Table 24**. These planning-level costs were developed based upon FDOT Cost Per Mile Models, engineering judgement, and other cost data summarized and provided in Appendix K. **Table 25** summarizes the capital costs for the improvements.

**TABLE 25: CAPITAL COSTS FOR PROPOSED IMPROVEMENTS**

| Proposed Improvement Strategy | Capital Cost |
|---|---|
| Construct two additional lanes on SR 20 from SE 27th Street to CR 325 to extend Eastside Activity Center Express Transit Corridor between east Gainesville and Hawthorne | $43,307,161 |
| Traffic signal retiming on SR 222 from SR 20 to SR 24 | $25,000 |
| Traffic signal retiming on SR 331 from SR 226 to SR 26 | $30,000 |
| Four lane CR 1474 from SR 20 Jobs Center Connector to US 301 | $20,326,543 |
| ***Total*** | ***$63,688,704*** |

## RECOMMENDED ONSITE (INTERNAL TO EASP) ROADWAY STRATEGY

For the purposes of forecasting travel demands within the EASP, a facility representing onsite roadway network serving the EASP was coded into the travel demand model for both 2030 and buildout. The following subsections are meant to inform policies regarding the number of anticipated roadway connections to the existing roadway network and also the form and function of the onsite facilities.

### *2030 CONNECTIONS TO EASP*

In 2030, the only development proposed within the EASP is within the SR 20 Jobs Center. Based upon a review of **Figure 13**, 25,058 daily trips are anticipated to access SR 20 from the SR 20 Jobs Center. Based upon a planning level assumption that two lanes of roadway (one lane in each direction) can serve approximately 10,000-15,000 daily trips, it is anticipated that up to three lanes in each direction could be needed to adequately serve the 2030 land uses within the EASP SR 20 Jobs Center. The three lanes in each direction should be provided in a manner that supports the land use plan through 2030 while also considering the anticipated needs at buildout. It is recommended that the DSAP that includes the SR 20 Jobs Center evaluate whether three two-lane roadway connections or a combination of one four-lane roadway and one two-lane roadway provide adequate access to the SR 20 Jobs Center in 2030.

The DSAP that includes the SR 20 Jobs Center should also include a detailed identification of the internal transportation facilities to serve the SR 20 Jobs Center.

### *BUILDOUT CONNECTIONS TO EASP*

At buildout of the EASP development will have occurred in both the SR 20 Jobs Center and the US 301 Jobs Center. The SR 20 Jobs Center will front SR 20, while the US 301 Jobs Center will front CR 1474. The two jobs centers will be connected with a connector roadway. As discussed in **Section 4** of this report, the EASP was modeled at buildout with a representative roadway network for the purposes of determining the travel demand on these facilities to inform policy on the number of connections to the existing roadway system and between the land uses of the EASP. The onsite roadway connections can be broken into the four basic components listed below and summarized in the following subsections:

- Connections between SR 20 and the SR 20 Jobs Center
- Connection between the SR 20 Jobs Center and CR 234
- Connection between the SR 20 Jobs Center and CR 1474
- Connections between CR 1474 and the US 301 Jobs Center
- Connection between US 301 Jobs Center and SR 26

#### CONNECTIONS BETWEEN SR 20 AND THE SR 20 JOBS CENTER

Based upon a review of **Figure 22**, 56,239 daily trips are forecasted to enter the SR 20 Jobs Center from SR 20. Based upon a planning level assumption that two lanes of roadway (one lane in each direction) can serve approximately 10,000-15,000 daily trips, up to six lanes in each direction could be needed to connect to SR 20. Since 15,667 daily trips are forecasted to travel through the SR 20 Jobs Center to the US 301 Jobs Center, a four lane arterial that ultimately feeds the US 301 Jobs Center to the north should

be considered in the western half of the SR 20 Jobs Center. This arterial should be designed and constructed such that travel times to/from the US 301 Jobs Center along this roadway are quicker than the use of CR 234 to CR 1474 through Windsor.

The remaining 40,572 daily trips terminating within the SR 20 Jobs Center could be then be served by up to four two-lane collectors or three two lane collectors with a four-lane collector.

### CONNECTION BETWEEN THE SR 20 JOBS CENTER AND CR 234

The connection between the SR 20 Jobs Center and CR 234 is expected to carry 491 daily trips which suggests a two-lane minor collector could be appropriate. This is expected to be a secondary connection serving a low volume, as a majority of the trips from the SR 20 Jobs Center will be traveling north or south along the new onsite roadway or come directly from access off of SR 20. This connection is not expected to be needed until sometime beyond 2030 as develop in the SR 20 Jobs Center builds out.

### CONNECTION BETWEEN THE SR 20 JOBS CENTER AND CR 1474

The connection between the SR 20 Jobs Center and CR 1474 is expected to carry 15,667 daily trips which suggests a four-lane arterial could be appropriate. To aid in preserving the rural character along CR 234 and through the community of Windsor, this arterial should be designed and constructed such that travel times along this roadway are quicker than the use of CR 234 to CR 1474 through Windsor. Additionally, the DSAP that contains the US 301 Jobs Center should analyze the alignment of this facility in detail to determine where this connector should cross the Lochloosa Creek. Options for this crossing should evaluate whether the use of existing roadway or forest crossings could reduce environmental impacts.

### CONNECTIONS BETWEEN CR 1474 AND THE US 301 JOBS CENTER

Based upon a review of **Figure 22**, 25,519 daily trips are forecasted to enter the US 301 Jobs Center from CR 1474. Based upon a planning level assumption that two lanes of roadway (one lane in each direction) can serve approximately 10,000-15,000 daily trips, at least three lanes in each direction could be needed to connect to CR 1474. However, because the US 301 Jobs Center straddles both sides of CR 1474 additional collector roadway connections may be justified to facilitate mobility between each side of CR 1474. It is recommended that the DSAP analysis containing the US 301 Jobs Center prepare a detailed analysis regarding the number and location of access points along CR 1474.

### CONNECTION BETWEEN THE US 301 JOBS CENTER AND SR 26

The connection between the US 301 Jobs Center and SR 26 is expected to carry 8,277 daily trips which suggests a two-lane arterial could be appropriate. Based upon a review of the trips along this roadway segment, it is evident that these trips travel from the Gainesville area along SR 26 to the US 301 Jobs Center. To aid in preserving the rural character through the community of Windsor, this arterial should be designed and constructed such that travel times along this roadway are quicker than the use of CR 234 to CR 1474 through Windsor. Additionally, because the US 301 Jobs Center will begin building out after 2030 the DSAP that contains the US 301 Jobs Center should evaluate whether this roadway connection is still

needed and whether the alignment should be modified. Alignments for consideration should include alternative connections to SR 26 or a connection to CR 234 north of Windsor.

# Section 8
# Summary

## SUMMARY

This report presents the data and analysis intended to inform the transportation component of the proposed comprehensive plan amendment to incorporate a Long-Term Master Plan (LTMP) into the ACCP for the proposed Envision Alachua Sector Plan, pursuant to Chapter 163.3245 F.S. This report presents a conservative evaluation of transportation facility needs, for the 2030 horizon year of the ACCP and for full buildout of the EASP beyond 2030, on a daily basis; are presented for the purposes of informing policy. Per Chapter 163.3245 F.S. the facility needs identified within this report are intended to inform the policies to be adopted in conjunction with the proposed comprehensive plan amendment and can be addressed with a variety of potential improvement strategies intended to create a quality community of a design that promotes travel by multiple transportation modes.

# Appendix A Base Model Trip End Generation Data

**Table A-1 Employees Per Square Foot Data - 2030 Model**

| TAZ | | | OIEMP | MFGEMP | OIEMP | SERVEMP | SERVEMP | SERVEMP/COMEMP |
|---|---|---|---|---|---|---|---|---|
| | Residential | | Industrial Park | Manufacturing | R&D | Office | Business Park | Shopping Center |
| | SF | MF | sqft | sqft | sqft | sqft | sqft | sqft |
| 581 | 1,500 | 700 | | | 390,000 | 650,000 | 260,000 | 300,000 |
| 582 | | | 1,425,000 | 1,425,000 | | | | 150,000 |
| 583 | 600 | 200 | | | | | | |
| 584 | | | 0 | 0 | | | | 0 |
| **Total** | 2,100 | 900 | 1,425,000 | 1,425,000 | 390,000 | 650,000 | 260,000 | 450,000 |
| **EMP** | | | **2,850** | **2,850** | **1,147** | **2,167** | **867** | **900** |
| | | | | | | | | |
| **Pop/DU** | 3 | 3 | | | | | | |
| **sqft/EMP** | | | 500 | 500 | 340 | 300 | 300 | 500 |
| **Emp/1000 sqft** | | | 2 | 2 | 3 | 3 | 3 | 2 |

**Table A-2 Employees Per Square Foot Data - Buildout Model**

| TAZ | | | OIEMP | MFGEMP | OIEMP | SERVEMP | SERVEMP | SERVEMP/COMEMP |
|---|---|---|---|---|---|---|---|---|
| | Residential | | Industrial Park | Manufacturing | R&D | Office | Business Park | Shopping Center |
| | SF | MF | sqft | sqft | sqft | sqft | sqft | sqft |
| 581 | 3,000 | 2,900 | | | 1,500,000 | 2,500,000 | 1,000,000 | 900,000 |
| 582 | | | 1,425,000 | 1,425,000 | | | | 150,000 |
| 583 | 600 | 200 | | | | | | |
| 584 | 2,240 | 560 | 2,500,000 | 2,500,000 | | | | 300,000 |
| **Total** | 5,840 | 3,660 | 3,925,000 | 3,925,000 | 1,500,000 | 2,500,000 | 1,000,000 | 1,350,000 |
| **EMP** | | | **7,850** | **7,850** | **4,412** | **8,333** | **3,333** | **2,700** |
| | | | | | | | | |
| **Pop/DU** | 3 | 3 | | | | | | |
| **sqft/EMP** | | | 500 | 500 | 340 | 300 | 300 | 500 |
| **Emp/1000 sqft** | | | 2 | 2 | 3 | 3 | 3 | 2 |

**Table A-3 Envision Alachua Vehicle Trips - 2030 Model**

| TAZ | TAZ | | | | Internal (Plum Creek) | | | All Trips | | | Others (External to Plum Creek) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 581 | 582 | 583 | 584 | From | To | Total | From | To | Total | From | To | Total |
| **581** | 8,338 | 917 | 448 | 0 | 9,703 | 9,703 | 19,406 | 20,252 | 20,252 | 40,505 | 10,549 | 10,549 | 21,099 |
| **582** | 917 | 1,721 | 404 | 0 | 3,042 | 3,042 | 6,084 | 8,889 | 8,889 | 17,777 | 5,847 | 5,847 | 11,693 |
| **583** | 448 | 404 | 189 | 0 | 1,040 | 1,040 | 2,080 | 2,681 | 2,681 | 5,361 | 1,640 | 1,640 | 3,281 |
| **584** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **9,703** | **3,042** | **1,040** | **0** | **13,785** | **13,785** | **27,570** | **31,822** | **31,822** | **63,644** | **18,037** | **18,037** | **36,073** |

**Table A-4 Envision Alachua Vehicle Trips - Buildout Model**

| TAZ | TAZ | | | | Internal (Plum Creek) | | | All Trips | | | Others (External to Plum Creek) | | | External to its own TAZ | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 581 | 582 | 583 | 584 | From | To | Total | From | To | Total | From | To | Total | From | To | Total |
| **581** | 35,639 | 1,614 | 825 | 4,116 | 42,194 | 42,194 | 84,387 | 66,559 | 66,559 | 133,119 | 24,366 | 24,366 | 48,731 | 30,920 | 30,920 | 61,841 |
| **582** | 1,614 | 1,168 | 267 | 930 | 3,978 | 3,978 | 7,956 | 8,721 | 8,721 | 17,442 | 4,743 | 4,743 | 9,486 | 7,553 | 7,553 | 15,107 |
| **583** | 825 | 267 | 142 | 211 | 1,445 | 1,445 | 2,890 | 2,732 | 2,732 | 5,463 | 1,286 | 1,286 | 2,573 | 2,589 | 2,589 | 5,178 |
| **584** | 4,116 | 930 | 211 | 7,794 | 13,050 | 13,050 | 26,100 | 24,692 | 24,692 | 49,384 | 11,642 | 11,642 | 23,283 | 16,898 | 16,898 | 33,796 |
| **Total** | **42,194** | **3,978** | **1,445** | **13,050** | **60,667** | **60,667** | **121,334** | **102,704** | **102,704** | **205,408** | **42,037** | **42,037** | **84,074** | | | **115,922** |

| | |
|---|---|
| Site Captured Trip Ends | 89,486 |
| Area Captured Trip Ends | 31,848 |
| External Trip Ends | 84,074 |
| Gross Trip Ends | 205,408 |

# Appendix B ITE Trip End Generation Data

**Table B-1 Summary of ITE Gross Trip End Generation - 2030**

| TAZ | ITE Land Use | ITE Code | Intensity | Units | Weekday Daily Trip Ends |
|---|---|---|---|---|---|
| 1 | Industrial Park | 130 | 0 | SF | 0 |
| | Manufacturing | 140 | 0 | SF | 0 |
| | R & D Center | 760 | 390,000 | SF | 3,109 |
| | Office | 710 | 650,000 | SF | 5,445 |
| | Business Park | 770 | 260,000 | SF | 3,477 |
| | Shopping Center | 820 | 300,000 | SF | 13,870 |
| | Residential Condo / Townhouse | 230 | 200 | DU | 1,176 |
| | Single Family | 210 | 1,500 | DU | 12,685 |
| | Apartments | 220 | 500 | DU | 3,154 |
| | | | | **TAZ 1 Total** | ***42,916*** |
| 2 | Industrial Park | 130 | 1,425,000 | SF | 7,789 |
| | Manufacturing | 140 | 1,425,000 | SF | 5,508 |
| | R & D Center | 760 | 0 | SF | 0 |
| | Office | 710 | 0 | SF | 0 |
| | Business Park | 770 | 0 | SF | 0 |
| | Shopping Center | 820 | 150,000 | SF | 8,839 |
| | Residential Condo / Townhouse | 230 | 0 | DU | 0 |
| | Single Family | 210 | 0 | DU | 0 |
| | Apartments | 220 | 0 | DU | 0 |
| | | | | **TAZ 2 Total** | ***22,136*** |
| 3 | Industrial Park | 130 | 0 | SF | 0 |
| | Manufacturing | 140 | 0 | SF | 0 |
| | R & D Center | 760 | 0 | SF | 0 |
| | Office | 710 | 0 | SF | 0 |
| | Business Park | 770 | 0 | SF | 0 |
| | Shopping Center | 820 | 0 | SF | 0 |
| | Residential Condo / Townhouse | 230 | 57 | DU | 395 |
| | Single Family | 210 | 600 | DU | 5,460 |
| | Apartments | 220 | 143 | DU | 989 |
| | | | | **TAZ 3 Total** | ***6,844*** |
| 4 | Industrial Park | 130 | 0 | SF | 0 |
| | Manufacturing | 140 | 0 | SF | 0 |
| | R & D Center | 760 | 0 | SF | 0 |
| | Office | 710 | 0 | SF | 0 |
| | Business Park | 770 | 0 | SF | 0 |
| | Shopping Center | 820 | 0 | SF | 0 |
| | Residential Condo / Townhouse | 230 | 0 | DU | 0 |
| | Single Family | 210 | 0 | DU | 0 |
| | Apartments | 220 | 0 | DU | 0 |
| | | | | **TAZ 4 Total** | ***0*** |
| | | | | **Total Generated Trip Ends** | ***71,896*** |

**Table B-2 Summary of ITE Gross Trip End Generation - Buildout**

| TAZ | ITE Land Use | ITE Code | Intensity | Units | Weekday Daily Trip Ends |
|---|---|---|---|---|---|
| 1 | Industrial Park | 130 | 0 | SF | 0 |
| | Manufacturing | 140 | 0 | SF | 0 |
| | R & D Center | 760 | 1,500,000 | SF | 9,509 |
| | Office | 710 | 1,250,000 | SF | 8,951 |
| | Office | 710 | 1,250,000 | SF | 8,951 |
| | Business Park | 770 | 1,000,000 | SF | 11,336 |
| | Shopping Center | 820 | 900,000 | SF | 28,327 |
| | Residential Condo / Townhouse | 230 | 829 | DU | 4,049 |
| | Single Family | 210 | 1,500 | DU | 12,685 |
| | Single Family | 210 | 1,500 | DU | 12,685 |
| | Apartments | 220 | 690 | DU | 4,305 |
| | Apartments | 220 | 690 | DU | 4,305 |
| | Apartments | 220 | 690 | DU | 4,305 |
| | | | | **TAZ 1 Total** | ***109,408*** |
| 2 | Industrial Park | 130 | 1,425,000 | SF | 7,789 |
| | Manufacturing | 140 | 1,425,000 | SF | 5,508 |
| | R & D Center | 760 | 0 | SF | 0 |
| | Office | 710 | 0 | SF | 0 |
| | Business Park | 770 | 0 | SF | 0 |
| | Shopping Center | 820 | 150,000 | SF | 8,839 |
| | Residential Condo / Townhouse | 230 | 0 | DU | 0 |
| | Single Family | 210 | 0 | DU | 0 |
| | Apartments | 220 | 0 | DU | 0 |
| | | | | **TAZ 2 Total** | ***22,136*** |
| 3 | Industrial Park | 130 | 0 | SF | 0 |
| | Manufacturing | 140 | 0 | SF | 0 |
| | R & D Center | 760 | 0 | SF | 0 |
| | Office | 710 | 0 | SF | 0 |
| | Business Park | 770 | 0 | SF | 0 |
| | Shopping Center | 820 | 0 | SF | 0 |
| | Residential Condo / Townhouse | 230 | 57 | DU | 395 |
| | Single Family | 210 | 600 | DU | 5,460 |
| | Apartments | 220 | 143 | DU | 989 |
| | | | | **TAZ 3 Total** | ***6,844*** |
| 4 | Industrial Park | 130 | 1,250,000 | SF | 6,916 |
| | Industrial Park | 130 | 1,250,000 | SF | 6,916 |
| | Manufacturing | 140 | 1,250,000 | SF | 4,829 |
| | Manufacturing | 140 | 1,250,000 | SF | 4,829 |
| | R & D Center | 760 | 0 | SF | 0 |
| | Office | 710 | 0 | SF | 0 |
| | Business Park | 770 | 0 | SF | 0 |
| | Shopping Center | 820 | 300,000 | SF | 13,870 |
| | Residential Condo / Townhouse | 230 | 160 | DU | 968 |
| | Single Family | 210 | 2,240 | DU | 18,345 |
| | Apartments | 220 | 400 | DU | 2,548 |
| | | | | **TAZ 4 Total** | ***59,221*** |
| | | | | **Total Generated Trip Ends** | ***197,609*** |

**Table B-3 Summary of Applied Daily Trip End Generation Rates/Equations**

| Land Use | Source | Code | Equation |
|---|---|---|---|
| Industrial Park | ITE 9th Ed. | 130 | T = 4.99 x (1,000s of SF) + 678.25 |
| Manufacturing | ITE 9th Ed. | 140 | T = 3.88 x (1,000s of SF) - 20.70 |
| Research & Development Center | ITE 9th Ed. | 760 | Ln(T) = 0.83 x Ln(1,000's of SF) + 3.09 |
| Office | ITE 9th Ed. | 710 | Ln(T) = 0.76 x Ln(1,000's of SF) + 3.68 |
| Business Park | ITE 9th Ed. | 770 | T = 10.62 x (1,000s of SF) + 715.61 |
| Shopping Center | ITE 9th Ed. | 820 | Ln(T) = 0.65 x (1,000s of SF) + 5.83 |
| Residential Condo/Townhomes | ITE 9th Ed. | 230 | Ln(T) = 0.87 x Ln(DUs) + 2.46 |
| Single-Family Residential | ITE 9th Ed. | 210 | Ln(T) = 0.92 x Ln(DUs) + 2.72 |
| Apartments | ITE 9th Ed. | 220 | T = 6.06 x (DUs) + 123.56 |

*Source: ITE Trip Generation Manual, 9th Edition*

# Appendix C Fratar Adjustment Procedure for 2030

## FRATAR ADJUSTMENT PROCEDURE

As mentioned in Section 3, the daily trips generated by the proposed EASP using the method described in the ITE Trip Generation Manual is approximately 11 percent higher than the trips generated in the base Alachua County Model. In order to provide a conservatively-high estimation of trip ends generated by the EASP, the vehicle trip table was "fratared" to match the trip ends generated using the ITE trip generation method for each of the four EASP zones.

### TRIP END GENERATION SUMMARY

After running through the Trip Generation, Trip Distribution, and Mode Choice Process in the Alachua County Model, a vehicle trip matrix was created, pairing up the productions at the households and attractions at the employment center/shopping center/schools/etc. This vehicle trip matrix is in an origin-destination (OD) format, where the number trips are assigned for each OD pair. Each row of the matrix is the summary of trips coming out from a particular zone, and each column of the matrix is a summary of trips going to a particular zone. **Table C-1** summarizes the trip ends (sum of the row and column for each zone) as generated using the ITE methodology and the trip ends generated by the model.

#### TABLE C-1: TRIP ENDS GENERATED USING ITE METHODLOGY AND BY MODEL

| TAZ | ITE Trip End Generation Potential | Alachua County Model Trip End Generation Potential | % Difference |
|---|---|---|---|
| 1 | 42,916 | 40,505 | -6% |
| 2 | 22,136 | 17,777 | -20% |
| 3 | 6,844 | 5,361 | -22% |
| 4 | 0 | 0 | 0% |
| **Total** | **71,896** | **63,644** | **-11%** |

### THE FRATAR ADJUSTMENT PROCEDURE

In order to provide a conservatively-high estimation of trip ends generated by the EASP, a "fratar" adjustment procedure was performed. The fratar process involves taking the vehicle trip matrix after Trip Generation/Trip Distribution/Mode Choice, along with the "target" trip ends (in this case, the "target" are the trips generated using the ITE methodology). Given that this is a daily model, and within a day, 50% of the trips will go into the zone and the same 50% of the trips will come out of the zone. **Table C-2** summarizes the target trip ends that were used for the fratar process. For the four EASP zones, the goal of the fratar process is to factor the entire row to match the Trips OUT, and at the same time, to factor the entire column to match the Trips IN.

### TABLE C-2: "TARGET" TRIP ENDS FOR THE FRATAR ADJUSTMENT PROCEDURE

| TAZ | Trips IN | Trips OUT |
|---|---|---|
| 1 | 21,458 | 21,458 |
| 2 | 11,068 | 11,068 |
| 3 | 3,422 | 3,422 |
| 4 | 0 | 0 |
| **Total** | **35,948** | **35,948** |

The vehicle trip matrix is used since it has already gone through the distribution process of matching up the available productions and attractions. The fratar process is maintaining the same distribution as what the model has determined, but only adjusting the number of trips for each OD pair to match the ITE trip ends for the EASP zones. As an example, **Table C-3** summarizes the trip ends before and after the Fratar Adjustment Procedure for Zone 1. The trips going INTO Zone 1 would be the column sum of the vehicle matrix. In order to match the ITE IN trips, the entire column would be factored up by whereas the trips coming OUT of Zone would be the row sum.

### TABLE C-3: TRIP ENDS GENERATED USING ITE METHODLOGY AND BY MODEL

| TAZ | ITE Trip End Generation | | Alachua County Model Trip End | | | | Alachua County Model Trip End | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | % Diff In | % Diff Out | In | Out | % Diff In | % Diff Out |
| 1 | 21,458 | 21,458 | 20,252 | 20,252 | -6% | -6% | 21,458 | 21,458 | 0% | 0% |

**Table C-4** summarizes the trip ends (IN and OUT combined) before and after the Fratar Adjustment Procedure.

### TABLE C-4: TRIP ENDS GENERATED USING ITE METHODLOGY AND BY MODEL

| TAZ | ITE Trip End Generation Potential | Alachua County Model Trip End Generation Unadjusted | Alachua County Model Trip End Generation Adjusted with Fratar Method | % Difference |
|---|---|---|---|---|
| 1 | 42,916 | 40,505 | 42,916 | 0% |
| 2 | 22,136 | 17,777 | 22,137 | 0% |
| 3 | 6,844 | 5,361 | 6,843 | 0% |
| 4 | 0 | 0 | 0 | 0% |
| **Total** | **71,896** | **63,644** | **71,896** | **0%** |

As seen in **Table C-4**, the fratar adjustment resulted in a zero-percent difference between the model and ITE trip end generation estimates.

# Appendix D 2030 Model Trip End Generation Data

**Table D-1 Envision Alachua Vehicle Trips - 2030**

| TAZ | TAZ | | | | Internal (Plum Creek) | | | All Trips | | | Others (External to Plum Creek) | | | External to its own TAZ | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 581 | 582 | 583 | 584 | From | To | Total | From | To | Total | From | To | Total | From | To | Total |
| **581** | 8,929 | 1,128 | 567 | 0 | 10,624 | 10,624 | 21,248 | 21,458 | 21,458 | 42,916 | 10,834 | 10,834 | 21,668 | 12,529 | 12,529 | 25,059 |
| **582** | 1,128 | 2,431 | 587 | 0 | 4,147 | 4,147 | 8,293 | 11,068 | 11,068 | 22,137 | 6,922 | 6,922 | 13,844 | 8,637 | 8,637 | 17,275 |
| **583** | 567 | 587 | 283 | 0 | 1,437 | 1,437 | 2,875 | 3,421 | 3,421 | 6,843 | 1,984 | 1,984 | 3,968 | 3,139 | 3,139 | 6,277 |
| **584** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **10,624** | **4,147** | **1,437** | **0** | **16,208** | **16,208** | **32,416** | **35,948** | **35,948** | **71,896** | **19,740** | **19,740** | **39,480** | **0** | **0** | **48,611** |

| | |
|---|---|
| Site Captured Trip Ends | 23,285 |
| Area Captured Trip Ends | 9,131 |
| External Trip Ends | 39,480 |
| Gross Trip Ends | 71,896 |

TAZ 581

| | Purpose | Internal | Internal | Internal to Rest of Plum Creek | | | | | | | | | | Total: To Rest of Plum Creek | | External (non-Plum Creek) | | Total | | Total | Percent | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 581 to 581 | (x2) | from 581 to 582 | from 581 to 583 | from 581 to 584 | from 581 to 585 | from 581 to 586 | From 582 to 581 | From 583 to 581 | From 584 to 581 | From 585 to 581 | From 586 to 581 | from 581 to PC | From PC to 581 | from 581 to ext | From ext to 581 | outbound | inbound | all to all | Internal (TAZ 581) | Internal (All Plum Creek) |
| 1 | HBW | 1,234 | 2,468 | 795 | 28 | 0 | 0 | 0 | 0 | 218 | 0 | 0 | 0 | 824 | 218 | 1,882 | 3,661 | 3,940 | 5,113 | 9,053 | 27% | 39% |
| 2 | HBSH | 954 | 1,908 | 139 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 0 | 139 | 117 | 1,894 | 553 | 2,987 | 1,623 | 4,610 | 41% | 47% |
| 3 | HBSR | 1,351 | 2,702 | 11 | 76 | 0 | 0 | 0 | 0 | 162 | 0 | 0 | 0 | 87 | 162 | 1,253 | 1,037 | 2,691 | 2,550 | 5,240 | 52% | 56% |
| 4 | HBO | 2,606 | 5,213 | 50 | 20 | 0 | 0 | 0 | 0 | 406 | 0 | 0 | 0 | 70 | 406 | 3,552 | 1,800 | 6,228 | 4,812 | 11,041 | 47% | 52% |
| 5 | NHB | 4,655 | 9,310 | 165 | 52 | 0 | 0 | 0 | 165 | 52 | 0 | 0 | 0 | 217 | 217 | 2,734 | 2,717 | 7,605 | 7,588 | 15,193 | 61% | 64% |
| 6 | TK4 | 243 | 487 | 263 | 10 | 0 | 0 | 0 | 263 | 10 | 0 | 0 | 0 | 274 | 274 | 1,199 | 1,199 | 1,716 | 1,716 | 3,433 | 14% | 30% |
| 7 | SGLUNIT | 81 | 163 | 75 | 4 | 0 | 0 | 0 | 75 | 4 | 0 | 0 | 0 | 79 | 79 | 268 | 268 | 429 | 429 | 858 | 19% | 37% |
| 8 | TRKTLR | 6 | 13 | 15 | 1 | 0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 16 | 16 | 127 | 127 | 150 | 150 | 300 | 4% | 15% |
| 9 | SOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,156 | 0 | 2,156 | 2,156 | 0% | 0% |
| 10 | HOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 245 | 0 | 245 | 245 | 0% | 0% |
| 11 | LDTKIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 517 | 0 | 517 | 517 | 0% | 0% |
| 12 | HBUNiv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 11,132 | 22,263 | 1,514 | 191 | 0 | 0 | 0 | 518 | 970 | 0 | 0 | 0 | 1,705 | 1,488 | 12,909 | 14,280 | 25,746 | 26,900 | 52,646 | 42% | 48% |

TAZ 582

| | | Internal | Internal | Internal to Rest of Plum Creek | | | | | | | | | | Total: To Rest of Plum Creek | | External (non-Plum Creek) | | Total | | Total | Percent | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 582 to 582 | (x2) | from 582 to 581 | from 582 to 583 | from 582 to 584 | from 582 to 585 | from 582 to 586 | From 581 to 582 | From 583 to 582 | From 584 to 582 | From 585 to 582 | From 586 to 582 | from 582 to PC | From PC to 582 | from 582 to ext | From ext to 582 | outbound | inbound | all to all | Internal (TAZ 582) | Internal (All Plum Creek) |
| 1 | HBW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 795 | 608 | 0 | 0 | 0 | 0 | 1,403 | 0 | 4,287 | 0 | 5,690 | 5,690 | 0% | 25% |
| 2 | HBSH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 | 221 | 0 | 0 | 0 | 0 | 360 | 0 | 452 | 0 | 812 | 812 | 0% | 44% |
| 3 | HBSR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 18 | 0 | 0 | 0 | 0 | 29 | 0 | 42 | 0 | 71 | 71 | 0% | 41% |
| 4 | HBO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 102 | 0 | 0 | 0 | 0 | 151 | 0 | 203 | 0 | 354 | 354 | 0% | 43% |
| 5 | NHB | 268 | 536 | 165 | 27 | 0 | 0 | 0 | 165 | 27 | 0 | 0 | 0 | 192 | 192 | 420 | 417 | 879 | 877 | 1,756 | 30% | 52% |
| 6 | TK4 | 1,067 | 2,134 | 263 | 28 | 0 | 0 | 0 | 263 | 28 | 0 | 0 | 0 | 292 | 292 | 1,661 | 1,661 | 3,019 | 3,019 | 6,038 | 35% | 45% |
| 7 | SGLUNIT | 358 | 716 | 75 | 13 | 0 | 0 | 0 | 75 | 13 | 0 | 0 | 0 | 88 | 88 | 354 | 354 | 800 | 799 | 1,599 | 45% | 56% |
| 8 | TRKTLR | 61 | 122 | 15 | 2 | 0 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 18 | 18 | 330 | 330 | 408 | 408 | 816 | 15% | 19% |
| 9 | SOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 776 | 0 | 776 | 776 | 0% | 0% |
| 10 | HOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 88 | 88 | 0% | 0% |
| 11 | LDTKIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,319 | 0 | 1,319 | 1,319 | 0% | 0% |
| 12 | HBUNiv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 1,753 | 3,507 | 518 | 71 | 0 | 0 | 0 | 1,514 | 1,019 | 0 | 0 | 0 | 589 | 2,532 | 2,764 | 9,928 | 5,106 | 14,214 | 19,320 | 18% | 34% |

TAZ 583

| | | Internal | Internal | Internal to Rest of Plum Creek | | | | | | | | | | Total: To Rest of Plum Creek | | External (non-Plum Creek) | | Total | | Total | Percent | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 583 to 583 | (x2) | from 583 to 581 | from 583 to 582 | from 583 to 584 | from 583 to 585 | from 583 to 586 | From 581 to 583 | From 582 to 583 | From 584 to 583 | From 585 to 583 | From 586 to 583 | from 583 to PC | From PC to 583 | from 583 to ext | From ext to 583 | outbound | inbound | all to all | Internal (TAZ 583) | Internal (All Plum Creek) |
| 1 | HBW | 27 | 54 | 218 | 608 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 826 | 28 | 555 | 156 | 1,408 | 211 | 1,618 | 3% | 56% |
| 2 | HBSH | 0 | 0 | 117 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 338 | 0 | 760 | 0 | 1,097 | 0 | 1,097 | 0% | 31% |
| 3 | HBSR | 230 | 459 | 162 | 18 | 0 | 0 | 0 | 76 | 0 | 0 | 0 | 0 | 179 | 76 | 580 | 308 | 989 | 613 | 1,602 | 29% | 45% |
| 4 | HBO | 79 | 158 | 406 | 102 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 508 | 20 | 1,688 | 90 | 2,274 | 189 | 2,463 | 6% | 28% |
| 5 | NHB | 17 | 34 | 52 | 27 | 0 | 0 | 0 | 52 | 27 | 0 | 0 | 0 | 79 | 79 | 144 | 143 | 240 | 239 | 479 | 7% | 40% |
| 6 | TK4 | 1 | 2 | 10 | 28 | 0 | 0 | 0 | 10 | 28 | 0 | 0 | 0 | 38 | 38 | 64 | 64 | 104 | 104 | 208 | 1% | 38% |
| 7 | SGLUNIT | 1 | 2 | 4 | 13 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 0 | 18 | 18 | 21 | 21 | 40 | 40 | 80 | 2% | 47% |
| 8 | TRKTLR | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 3 | 13 | 13 | 16 | 16 | 32 | 1% | 18% |
| 9 | SOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 124 | 124 | 0% | 0% |
| 10 | HOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 14 | 0% | 0% |
| 11 | LDTKIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 54 | 54 | 0% | 0% |
| 12 | HBUNiv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 355 | 709 | 970 | 1,019 | 0 | 0 | 0 | 191 | 71 | 0 | 0 | 0 | 1,989 | 262 | 3,824 | 988 | 6,167 | 1,604 | 7,771 | 9% | 38% |

TAZ 584

| | | Internal | Internal | Internal to Rest of Plum Creek | | | | | | | | | | Total: To Rest of Plum Creek | | External (non-Plum Creek) | | Total | | Total | Percent | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 584 to 584 | (x2) | from 584 to 581 | from 584 to 582 | from 584 to 583 | from 584 to 585 | from 584 to 586 | From 581 to 584 | From 582 to 584 | From 583 to 584 | From 585 to 584 | From 586 to 584 | from 584 to PC | From PC to 584 | from 584 to ext | From ext to 584 | outbound | inbound | all to all | Internal (TAZ 584) | Internal (All Plum Creek) |
| 1 | HBW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 2 | HBSH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 3 | HBSR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 4 | HBO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 5 | NHB | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 6 | TK4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 7 | SGLUNIT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 8 | TRKTLR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 9 | SOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 10 | HOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 11 | LDTKIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 12 | HBUNiv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |

TAZ 581-586

| | Purpose | | Internal | | | | | | | | | | | Internal | | External (non-Plum Creek) | | Total | | Total | | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (x2) | | | | | | | | | | | From Plum Creek to Plum Creek | | from PC to ext | From ext to PC | outbound | inbound | all to all | | Internal (All Plum Creek) |
| 1 | HBW | 1,261 | 2,521 | | | | | | | | | | | 2,910 | 2,910 | 2,437 | 8,104 | 5,348 | 11,014 | 16,362 | | 36% |
| 2 | HBSH | 954 | 1,908 | | | | | | | | | | | 1,430 | 1,430 | 2,654 | 1,005 | 4,084 | 2,435 | 6,519 | | 44% |
| 3 | HBSR | 1,581 | 3,161 | | | | | | | | | | | 1,847 | 1,847 | 1,833 | 1,386 | 3,680 | 3,233 | 6,913 | | 53% |
| 4 | HBO | 2,685 | 5,370 | | | | | | | | | | | 3,263 | 3,263 | 5,240 | 2,093 | 8,502 | 5,356 | 13,858 | | 47% |
| 5 | NHB | 4,940 | 9,880 | | | | | | | | | | | 5,427 | 5,427 | 3,297 | 3,277 | 8,724 | 8,705 | 17,429 | | 62% |
| 6 | TK4 | 1,311 | 2,623 | | | | | | | | | | | 1,915 | 1,915 | 2,924 | 2,924 | 4,839 | 4,839 | 9,679 | | 40% |
| 7 | SGLUNIT | 440 | 880 | | | | | | | | | | | 625 | 625 | 643 | 643 | 1,269 | 1,268 | 2,537 | | 49% |
| 8 | TRKTLR | 67 | 135 | | | | | | | | | | | 104 | 104 | 470 | 470 | 574 | 574 | 1,148 | | 18% |
| 9 | SOVIE | 0 | 0 | | | | | | | | | | | 0 | 0 | 0 | 3,056 | 0 | 3,056 | 3,056 | | 0% |
| 10 | HOVIE | 0 | 0 | | | | | | | | | | | 0 | 0 | 0 | 348 | 0 | 348 | 348 | | 0% |
| 11 | LDTKIE | 0 | 0 | | | | | | | | | | | 0 | 0 | 0 | 1,889 | 0 | 1,889 | 1,889 | | 0% |
| 12 | HBUNiv | 0 | 0 | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 13,240 | 26,479 | | | | | | | | | | | 17,522 | 17,522 | 19,497 | 25,196 | 37,019 | 42,718 | 79,737 | | 44% |

**Table D-3 Comparison of Balanced Productions and Attractions - 2030**

| TAZ | HBWP | HBWA | HBSHP | HBSHA | HBSRP | HBSRA | HBOP | HBOA | NHBP | NHBA | TK4P | TK4A | SGLUNITP | SGLUNITA | TRKTRLRP | TRKTRLRA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **581** | 3,940 | 5,112 | 2,987 | 1,622 | 2,691 | 2,548 | 6,228 | 4,812 | 7,605 | 7,605 | 1,716 | 1,716 | 429 | 429 | 150 | 150 |
| **582** | 0 | 5,689 | 0 | 811 | 0 | 71 | 0 | 354 | 879 | 879 | 3,019 | 3,019 | 800 | 800 | 408 | 408 |
| **583** | 1,408 | 211 | 1,097 | 0 | 989 | 613 | 2,274 | 189 | 240 | 240 | 104 | 104 | 40 | 40 | 16 | 16 |
| **584** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **5,347** | **11,012** | **4,084** | **2,433** | **3,680** | **3,232** | **8,502** | **5,356** | **8,724** | **8,724** | **4,839** | **4,839** | **1,268** | **1,268** | **574** | **574** |
| **Sum Trip Ends** | **16,359** | | **6,517** | | **6,912** | | **13,858** | | **17,448** | | **9,679** | | **2,537** | | **1,147** | |
| **External %** | 64% | | 56% | | 47% | | 53% | | 38% | | 60% | | 51% | | 82% | |
| **Total External** | 10,539 | | 3,657 | | 3,218 | | 7,333 | | 6,581 | | 5,849 | | 1,287 | | 940 | |
| **Total External - Balanced** | 2,437 | 8,102 | 2,654 | 1,003 | 1,833 | 1,386 | 5,240 | 2,093 | 3,291 | 3,291 | 2,925 | 2,925 | 643 | 643 | 470 | 470 |
| **%** | 46% | 74% | 65% | 41% | 50% | 43% | 62% | 39% | 38% | 38% | 60% | 60% | 51% | 51% | 82% | 82% |
| **Internal %** | 36% | | 44% | | 53% | | 47% | | 62% | | 40% | | 49% | | 18% | |
| **Total Internal** | 5,820 | | 2,860 | | 3,694 | | 6,525 | | 10,867 | | 3,830 | | 1,250 | | 208 | |
| **Total Internal - Balanced** | 2,910 | 2,910 | 1,430 | 1,430 | 1,847 | 1,847 | 3,263 | 3,263 | 5,433 | 5,433 | 1,915 | 1,915 | 625 | 625 | 104 | 104 |
| **%** | 54% | 26% | 35% | 59% | 50% | 57% | 38% | 61% | 62% | 62% | 40% | 40% | 49% | 49% | 18% | 18% |

# Key Observations from Review of Balanced Productions and Attractions by Purpose – 2030

Based upon a review of this comparison, the following key observations were made:

- 64% of all home-based work (HBW) trip ends generated by the EASP are external to the EASP
    - 46% of the HBW productions are external to the EASP, 54% of the EASP residents who work are forecast to do so within the EASP
    - 74% of the HBW attractions are external to the EASP; 26% of the EASP employment is filled by residents of the EASP
- 56% of all home-based shopping (HBSH) trip ends generated by the EASP are external to the EASP
    - 65% of the HBSH productions are external to the EASP, or 35% of the EASP residents shop within the EASP.
    - 41% of the HBSH attractions are external to the EASP, or 59% of the EASP shopping trips originate from a production within the EASP
- 47% of all home-based social/recreation (HBSR) trip ends generated by the EASP are external to the EASP.
    - 50% of the HBSR productions are external to the EASP, or 50% of the EASP residents seek social/recreational uses within the EASP
    - 43% of the HBSR attractions are internal to the EASP, or 57% of the EASP social/recreation trips originate from a production elsewhere within Alachua County
- 38% of all non-home based (NHB) trip ends are external to the EASP
    - 38% of all NHB productions and attraction trip ends are external to the EASP, or 62% of all NHB productions and attraction trip ends are within the EASP

**Table D-4 Envision Alachua Trip Generation Balancing - 2030**

**Unbalanced P's and A's**

**Base Model without Envision Alachua EASP**

**TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE**

| | | | | | | |
|---|---|---|---|---|---|---|
| Purpose= 1 | **HBW** | Productions= | 238,650 | Unbalanced | Attractions= | 442,529 |
| Purpose= 2 | **HBSH** | Productions= | 169,303 | Unbalanced | Attractions= | 257,318 |
| Purpose= 3 | **HBSR** | Productions= | 152,469 | Unbalanced | Attractions= | 321,609 |
| Purpose= 4 | **HBO** | Productions= | 325,454 | Unbalanced | Attractions= | 417,469 |
| Purpose= 5 | **NHB** | Productions= | 435,314 | Unbalanced | Attractions= | 436,313 |
| Purpose= 6 | **TK4** | Productions= | 79,388 | Unbalanced | Attractions= | 79,388 |
| Purpose= 7 | **SGLUNIT** | Productions= | 21,072 | Unbalanced | Attractions= | 21,072 |
| Purpose= 8 | **TRKTLR** | Productions= | 7,477 | Unbalanced | Attractions= | 7,477 |
| Purpose= 9 | **SOVIE** | Productions= | 134,430 | Unbalanced | Attractions= | 0 |
| Purpose=10 | **HOVIE** | Productions= | 15,296 | Unbalanced | Attractions= | 0 |
| Purpose=11 | **LDTKIE** | Productions= | 5,380 | Unbalanced | Attractions= | 0 |
| Purpose=12 | **HBUNiv** | Productions= | 22,237 | Unbalanced | Attractions= | 0 |
| | | **Total Productions** | **1,606,470** | | **Total Attractions** | **1,983,175** |
| | | | | | **Attractions outweigh Productions by** | **376,705** |

**23.4%**

**Model with Envision Alachua EASP**

**TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE**

| | | | | | | |
|---|---|---|---|---|---|---|
| Purpose= 1 | **HBW** | Productions= | 244,154 | Unbalanced | Attractions= | 463,486 |
| Purpose= 2 | **HBSH** | Productions= | 173,512 | Unbalanced | Attractions= | 260,978 |
| Purpose= 3 | **HBSR** | Productions= | 156,261 | Unbalanced | Attractions= | 328,574 |
| Purpose= 4 | **HBO** | Productions= | 334,190 | Unbalanced | Attractions= | 424,301 |
| Purpose= 5 | **NHB** | Productions= | 444,070 | Unbalanced | Attractions= | 445,068 |
| Purpose= 6 | **TK4** | Productions= | 84,241 | Unbalanced | Attractions= | 84,241 |
| Purpose= 7 | **SGLUNIT** | Productions= | 22,346 | Unbalanced | Attractions= | 22,346 |
| Purpose= 8 | **TRKTLR** | Productions= | 8,053 | Unbalanced | Attractions= | 8,053 |
| Purpose= 9 | **SOVIE** | Productions= | 134,430 | Unbalanced | Attractions= | 0 |
| Purpose=10 | **HOVIE** | Productions= | 15,296 | Unbalanced | Attractions= | 0 |
| Purpose=11 | **LDTKIE** | Productions= | 5,380 | Unbalanced | Attractions= | 0 |
| Purpose=12 | **HBUNiv** | Productions= | 22,237 | Unbalanced | Attractions= | 0 |
| | | **Total Productions** | **1,644,170** | | **Total Attractions** | **2,037,047** |
| | | | | | **Attractions outweigh Productions by** | **392,877** |

**23.9%**

**Balanced P's and A's**

**Base Model without Envision Alachua EASP**

**TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE**

| | | | | | | |
|---|---|---|---|---|---|---|
| Purpose= 1 | **HBW** | Productions= | 238,650 | Balanced | Attractions= | 238,650 |
| Purpose= 2 | **HBSH** | Productions= | 169,303 | Balanced | Attractions= | 169,303 |
| Purpose= 3 | **HBSR** | Productions= | 152,469 | Balanced | Attractions= | 152,469 |
| Purpose= 4 | **HBO** | Productions= | 325,454 | Balanced | Attractions= | 325,454 |
| Purpose= 5 | **NHB** | Productions= | 435,314 | Balanced | Attractions= | 436,313 |
| Purpose= 6 | **TK4** | Productions= | 79,388 | Balanced | Attractions= | 79,388 |
| Purpose= 7 | **SGLUNIT** | Productions= | 21,072 | Balanced | Attractions= | 21,072 |
| Purpose= 8 | **TRKTLR** | Productions= | 7,477 | Balanced | Attractions= | 7,477 |
| Purpose= 9 | **SOVIE** | Productions= | 134,430 | Balanced | Attractions= | 134,430 |
| Purpose=10 | **HOVIE** | Productions= | 15,296 | Balanced | Attractions= | 15,296 |
| Purpose=11 | **LDTKIE** | Productions= | 5,380 | Balanced | Attractions= | 5,380 |
| Purpose=12 | **HBUNiv** | Productions= | 22,237 | Balanced | Attractions= | 22,237 |
| | | **Total Productions** | **1,606,470** | | **Total Attractions** | **1,607,469** |
| | | | | | **Attractions outweigh Productions by** | **999** |

**0%**

**Total Balanced P's and A's without Envision Alachua EASP = 3,213,939**

**Model with Envision Alachua EASP**

**TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE**

| | | | | | | |
|---|---|---|---|---|---|---|
| Purpose= 1 | **HBW** | Productions= | 244,154 | Balanced | Attractions= | 244,154 |
| Purpose= 2 | **HBSH** | Productions= | 173,512 | Balanced | Attractions= | 173,512 |
| Purpose= 3 | **HBSR** | Productions= | 156,261 | Balanced | Attractions= | 156,261 |
| Purpose= 4 | **HBO** | Productions= | 334,190 | Balanced | Attractions= | 334,190 |
| Purpose= 5 | **NHB** | Productions= | 444,070 | Balanced | Attractions= | 445,068 |
| Purpose= 6 | **TK4** | Productions= | 84,241 | Balanced | Attractions= | 84,241 |
| Purpose= 7 | **SGLUNIT** | Productions= | 22,346 | Balanced | Attractions= | 22,346 |
| Purpose= 8 | **TRKTLR** | Productions= | 8,053 | Balanced | Attractions= | 8,053 |
| Purpose= 9 | **SOVIE** | Productions= | 134,430 | Balanced | Attractions= | 134,430 |
| Purpose=10 | **HOVIE** | Productions= | 15,296 | Balanced | Attractions= | 15,296 |
| Purpose=11 | **LDTKIE** | Productions= | 5,380 | Balanced | Attractions= | 5,380 |
| Purpose=12 | **HBUNiv** | Productions= | 22,237 | Balanced | Attractions= | 22,237 |
| | | **Total Productions** | **1,644,170** | | **Total Attractions** | **1,645,168** |
| | | | | | **Attractions outweigh Productions by** | **998** |

**0%**

**Total Balanced P's and A's with Envision Alachua EASP = 3,289,338**

# Appendix E Buildout Model Trip End Generation Data

E-1: Trips by Purpose - Buildout

TAZ 581

| | Purpose | Internal | Internal | Internal to Rest of Plum Creek | | | | | | | | | | Total: To Rest of Plum Creek | | External (non-Plum Creek) | | Total | | Total | Percent | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 581 to 581 | (x2) | from 581 to 582 | from 581 to 583 | from 581 to 584 | from 581 to 585 | from 581 to 586 | From 582 to 581 | From 583 to 581 | From 584 to 581 | From 585 to 581 | From 586 to 581 | from 581 to PC | From PC to 581 | from 581 to ext | From ext to 581 | outbound | inbound | all to all | Internal (TAZ 581) | Internal (All Plum Creek) |
| 1 | HBW | 5,688 | 11,377 | 1,158 | 42 | 1,510 | 0 | 0 | 0 | 435 | 974 | 0 | 0 | 2,710 | 1,409 | 2,635 | 10,595 | 11,033 | 17,693 | 28,726 | 40% | 54% |
| 2 | HBSH | 3,383 | 6,767 | 214 | 0 | 151 | 0 | 0 | 0 | 195 | 453 | 0 | 0 | 365 | 648 | 4,051 | 953 | 7,800 | 4,984 | 12,784 | 53% | 61% |
| 3 | HBSR | 4,689 | 9,378 | 16 | 115 | 194 | 0 | 0 | 0 | 290 | 638 | 0 | 0 | 324 | 928 | 2,008 | 2,128 | 7,021 | 7,745 | 14,766 | 64% | 72% |
| 4 | HBO | 10,377 | 20,754 | 70 | 31 | 82 | 0 | 0 | 0 | 787 | 2,287 | 0 | 0 | 184 | 3,074 | 5,972 | 4,104 | 16,532 | 17,555 | 34,088 | 61% | 70% |
| 5 | NHB | 20,463 | 40,927 | 295 | 90 | 581 | 0 | 0 | 295 | 90 | 581 | 0 | 0 | 967 | 967 | 5,564 | 5,507 | 26,994 | 26,937 | 53,931 | 76% | 79% |
| 6 | TK4 | 1,639 | 3,278 | 556 | 21 | 880 | 0 | 0 | 556 | 21 | 879 | 0 | 0 | 1,456 | 1,456 | 2,984 | 2,984 | 6,079 | 6,079 | 12,158 | 27% | 51% |
| 7 | SGLUNIT | 470 | 941 | 149 | 8 | 228 | 0 | 0 | 149 | 8 | 228 | 0 | 0 | 385 | 386 | 615 | 615 | 1,471 | 1,471 | 2,942 | 32% | 58% |
| 8 | TRKTLR | 54 | 107 | 38 | 2 | 68 | 0 | 0 | 38 | 2 | 68 | 0 | 0 | 107 | 107 | 348 | 348 | 509 | 509 | 1,019 | 11% | 32% |
| 9 | SOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,078 | 0 | 7,078 | 7,078 | 0% | 0% |
| 10 | HOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 805 | 0 | 805 | 805 | 0% | 0% |
| 11 | LDTKIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,549 | 0 | 1,549 | 1,549 | 0% | 0% |
| 12 | HBUNiv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 46,764 | 93,528 | 2,496 | 308 | 3,694 | 0 | 0 | 1,039 | 1,827 | 6,110 | 0 | 0 | 6,498 | 8,975 | 24,178 | 36,667 | 77,440 | 92,406 | 169,846 | 55% | 64% |

TAZ 582

| | | Internal | Internal | Internal to Rest of Plum Creek | | | | | | | | | | Total: To Rest of Plum Creek | | External (non-Plum Creek) | | Total | | Total | Percent | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 582 to 582 | (x2) | from 582 to 581 | from 582 to 583 | from 582 to 584 | from 582 to 585 | from 582 to 586 | From 581 to 582 | From 583 to 582 | From 584 to 582 | From 585 to 582 | From 586 to 582 | from 582 to PC | From PC to 582 | from 582 to ext | From ext to 582 | outbound | inbound | all to all | Internal (TAZ 582) | Internal (All Plum Creek) |
| 1 | HBW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,158 | 383 | 407 | 0 | 0 | 0 | 1,947 | 0 | 3,492 | 0 | 5,439 | 5,439 | 0% | 36% |
| 2 | HBSH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 214 | 161 | 117 | 0 | 0 | 0 | 492 | 0 | 339 | 0 | 831 | 831 | 0% | 59% |
| 3 | HBSR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 13 | 9 | 0 | 0 | 0 | 38 | 0 | 34 | 0 | 71 | 71 | 0% | 53% |
| 4 | HBO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 70 | 63 | 0 | 0 | 0 | 204 | 0 | 156 | 0 | 360 | 360 | 0% | 57% |
| 5 | NHB | 196 | 392 | 295 | 19 | 36 | 0 | 0 | 295 | 19 | 37 | 0 | 0 | 351 | 351 | 332 | 330 | 879 | 877 | 1,756 | 22% | 62% |
| 6 | TK4 | 706 | 1,411 | 556 | 18 | 468 | 0 | 0 | 556 | 18 | 471 | 0 | 0 | 1,043 | 1,045 | 1,271 | 1,269 | 3,019 | 3,019 | 6,038 | 23% | 58% |
| 7 | SGLUNIT | 245 | 491 | 149 | 9 | 127 | 0 | 0 | 149 | 9 | 128 | 0 | 0 | 285 | 285 | 270 | 269 | 800 | 800 | 1,599 | 31% | 66% |
| 8 | TRKTLR | 44 | 89 | 38 | 2 | 57 | 0 | 0 | 38 | 2 | 57 | 0 | 0 | 97 | 97 | 267 | 267 | 408 | 408 | 816 | 11% | 35% |
| 9 | SOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 716 | 0 | 716 | 716 | 0% | 0% |
| 10 | HOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 81 | 81 | 0% | 0% |
| 11 | LDTKIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,159 | 0 | 1,159 | 1,159 | 0% | 0% |
| 12 | HBUNiv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 1,192 | 2,383 | 1,039 | 47 | 689 | 0 | 0 | 2,496 | 673 | 1,289 | 0 | 0 | 1,774 | 4,458 | 2,140 | 8,111 | 5,106 | 13,761 | 18,867 | 13% | 46% |

TAZ 583

| | | Internal | Internal | Internal to Rest of Plum Creek | | | | | | | | | | Total: To Rest of Plum Creek | | External (non-Plum Creek) | | Total | | Total | Percent | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 583 to 583 | (x2) | from 583 to 581 | from 583 to 582 | from 583 to 584 | from 583 to 585 | from 583 to 586 | From 581 to 583 | From 582 to 583 | From 584 to 583 | From 585 to 583 | From 586 to 583 | from 583 to PC | From PC to 583 | from 583 to ext | From ext to 583 | outbound | inbound | all to all | Internal (TAZ 583) | Internal (All Plum Creek) |
| 1 | HBW | 17 | 34 | 435 | 383 | 233 | 0 | 0 | 42 | 0 | 15 | 0 | 0 | 1,051 | 56 | 340 | 128 | 1,408 | 201 | 1,609 | 2% | 71% |
| 2 | HBSH | 0 | 0 | 195 | 161 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 389 | 0 | 708 | 0 | 1,097 | 0 | 1,097 | 0% | 35% |
| 3 | HBSR | 179 | 359 | 290 | 13 | 46 | 0 | 0 | 115 | 0 | 61 | 0 | 0 | 348 | 175 | 461 | 260 | 989 | 614 | 1,603 | 22% | 55% |
| 4 | HBO | 59 | 119 | 787 | 70 | 24 | 0 | 0 | 31 | 0 | 27 | 0 | 0 | 881 | 57 | 1,334 | 75 | 2,274 | 192 | 2,466 | 5% | 43% |
| 5 | NHB | 12 | 24 | 90 | 19 | 10 | 0 | 0 | 90 | 19 | 11 | 0 | 0 | 120 | 120 | 108 | 108 | 240 | 239 | 479 | 5% | 55% |
| 6 | TK4 | 1 | 2 | 21 | 18 | 17 | 0 | 0 | 21 | 18 | 17 | 0 | 0 | 56 | 56 | 47 | 47 | 104 | 104 | 208 | 1% | 54% |
| 7 | SGLUNIT | 1 | 1 | 8 | 9 | 7 | 0 | 0 | 8 | 9 | 7 | 0 | 0 | 24 | 24 | 15 | 15 | 40 | 40 | 80 | 1% | 62% |
| 8 | TRKTLR | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 5 | 5 | 10 | 10 | 16 | 16 | 32 | 0% | 34% |
| 9 | SOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 0 | 118 | 118 | 0% | 0% |
| 10 | HOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 13 | 0% | 0% |
| 11 | LDTKIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 47 | 47 | 0% | 0% |
| 12 | HBUNiv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 269 | 538 | 1,827 | 673 | 374 | 0 | 0 | 308 | 47 | 140 | 0 | 0 | 2,874 | 495 | 3,024 | 821 | 6,167 | 1,585 | 7,752 | 7% | 50% |

TAZ 584

| | | Internal | Internal | Internal to Rest of Plum Creek | | | | | | | | | | Total: To Rest of Plum Creek | | External (non-Plum Creek) | | Total | | Total | Percent | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 584 to 584 | (x2) | from 584 to 581 | from 584 to 582 | from 584 to 583 | from 584 to 585 | from 584 to 586 | From 581 to 584 | From 582 to 584 | From 583 to 584 | From 585 to 584 | From 586 to 584 | from 584 to PC | From PC to 584 | from 584 to ext | From ext to 584 | outbound | inbound | all to all | Internal (TAZ 584) | Internal (All Plum Creek) |
| 1 | HBW | 2,598 | 5,196 | 974 | 407 | 15 | 0 | 0 | 1,510 | 0 | 233 | 0 | 0 | 1,396 | 1,743 | 869 | 5,973 | 4,863 | 10,314 | 15,177 | 34% | 55% |
| 2 | HBSH | 1,118 | 2,236 | 453 | 117 | 0 | 0 | 0 | 151 | 0 | 33 | 0 | 0 | 570 | 185 | 2,181 | 359 | 3,869 | 1,661 | 5,531 | 40% | 54% |
| 3 | HBSR | 1,454 | 2,907 | 638 | 9 | 61 | 0 | 0 | 194 | 0 | 46 | 0 | 0 | 708 | 239 | 1,326 | 601 | 3,488 | 2,294 | 5,782 | 50% | 67% |
| 4 | HBO | 1,000 | 1,999 | 2,287 | 63 | 27 | 0 | 0 | 82 | 0 | 24 | 0 | 0 | 2,377 | 106 | 4,605 | 285 | 7,982 | 1,390 | 9,372 | 21% | 48% |
| 5 | NHB | 1,107 | 2,213 | 581 | 37 | 11 | 0 | 0 | 581 | 36 | 10 | 0 | 0 | 628 | 627 | 863 | 858 | 2,598 | 2,593 | 5,191 | 43% | 67% |
| 6 | TK4 | 2,069 | 4,138 | 879 | 471 | 17 | 0 | 0 | 880 | 468 | 17 | 0 | 0 | 1,368 | 1,366 | 2,251 | 2,254 | 5,688 | 5,688 | 11,376 | 36% | 60% |
| 7 | SGLUNIT | 703 | 1,405 | 228 | 128 | 7 | 0 | 0 | 228 | 127 | 7 | 0 | 0 | 363 | 363 | 484 | 485 | 1,550 | 1,550 | 3,100 | 45% | 69% |
| 8 | TRKTLR | 150 | 299 | 68 | 57 | 2 | 0 | 0 | 68 | 57 | 2 | 0 | 0 | 127 | 127 | 497 | 497 | 774 | 774 | 1,548 | 19% | 36% |
| 9 | SOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,724 | 0 | 1,724 | 1,724 | 0% | 0% |
| 10 | HOVIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 0 | 196 | 196 | 0% | 0% |
| 11 | LDTKIE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,206 | 0 | 2,206 | 2,206 | 0% | 0% |
| 12 | HBUNiv | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 10,197 | 20,395 | 6,110 | 1,289 | 140 | 0 | 0 | 3,694 | 689 | 374 | 0 | 0 | 7,538 | 4,756 | 13,077 | 15,437 | 30,812 | 30,391 | 61,203 | 33% | 53% |

TAZ 581-586

| | Purpose | | Internal | | | | | | | | | | | Internal | | External (non-Plum Creek) | | Total | | Total | | Percent |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | (x2) | | | | | | | | | | | From Plum Creek to Plum Creek | | from PC to ext | From ext to PC | outbound | inbound | all to all | | Internal (All Plum Creek) |
| 1 | HBW | 8,304 | 16,607 | | | | | | | | | | | 13,460 | 13,460 | 3,843 | 20,188 | 17,303 | 33,647 | 50,951 | | 53% |
| 2 | HBSH | 4,501 | 9,003 | | | | | | | | | | | 5,826 | 5,826 | 6,940 | 1,650 | 12,766 | 7,476 | 20,242 | | 58% |
| 3 | HBSR | 6,322 | 12,644 | | | | | | | | | | | 7,702 | 7,702 | 3,796 | 3,022 | 11,498 | 10,725 | 22,222 | | 69% |
| 4 | HBO | 11,436 | 22,872 | | | | | | | | | | | 14,877 | 14,877 | 11,911 | 4,619 | 26,788 | 19,497 | 46,285 | | 64% |
| 5 | NHB | 21,778 | 43,556 | | | | | | | | | | | 23,843 | 23,843 | 6,868 | 6,803 | 30,711 | 30,646 | 61,357 | | 78% |
| 6 | TK4 | 4,414 | 8,829 | | | | | | | | | | | 8,337 | 8,337 | 6,553 | 6,554 | 14,890 | 14,891 | 29,781 | | 56% |
| 7 | SGLUNIT | 1,419 | 2,837 | | | | | | | | | | | 2,476 | 2,476 | 1,385 | 1,385 | 3,861 | 3,861 | 7,721 | | 64% |
| 8 | TRKTLR | 248 | 495 | | | | | | | | | | | 585 | 585 | 1,123 | 1,122 | 1,707 | 1,707 | 3,414 | | 34% |
| 9 | SOVIE | 0 | 0 | | | | | | | | | | | 0 | 0 | 0 | 9,635 | 0 | 9,635 | 9,635 | | 0% |
| 10 | HOVIE | 0 | 0 | | | | | | | | | | | 0 | 0 | 0 | 1,096 | 0 | 1,096 | 1,096 | | 0% |
| 11 | LDTKIE | 0 | 0 | | | | | | | | | | | 0 | 0 | 0 | 4,962 | 0 | 4,962 | 4,962 | | 0% |
| 12 | HBUNiv | 0 | 0 | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Sum | | 58,422 | 116,844 | | | | | | | | | | | 77,107 | 77,107 | 42,418 | 61,036 | 119,525 | 138,143 | 257,668 | | 60% |

**Table E-2 Comparison of Balanced Productions and Attractions - Buildout**

| TAZ | HBWP | HBWA | HBSHP | HBSHA | HBSRP | HBSRA | HBOP | HBOA | NHBP | NHBA | TK4P | TK4A | SGLUNITP | SGLUNITA | TRKTRLRP | TRKTRLRA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **581** | 11,033 | 17,690 | 7,800 | 4,981 | 7,021 | 7,741 | 16,532 | 17,555 | 26,994 | 26,994 | 6,079 | 6,079 | 1,471 | 1,471 | 509 | 509 |
| **582** | 0 | 5,438 | 0 | 830 | 0 | 72 | 0 | 360 | 879 | 879 | 3,019 | 3,019 | 800 | 800 | 408 | 408 |
| **583** | 1,408 | 201 | 1,097 | 0 | 989 | 614 | 2,274 | 192 | 240 | 240 | 104 | 104 | 40 | 40 | 16 | 16 |
| **584** | 4,863 | 10,312 | 3,869 | 1,660 | 3,488 | 2,293 | 7,982 | 1,390 | 2,598 | 2,598 | 5,688 | 5,688 | 1,550 | 1,550 | 774 | 774 |
| **Total** | **17,303** | **33,642** | **12,766** | **7,472** | **11,498** | **10,720** | **26,788** | **19,497** | **30,711** | **30,711** | **14,890** | **14,890** | **3,861** | **3,861** | **1,707** | **1,707** |
| **Sum Trip Ends** | **50,945** | | **20,237** | | **22,218** | | **46,285** | | **61,422** | | **29,780** | | **7,721** | | **3,415** | |
| **External %** | 47% | | 42% | | 31% | | 36% | | 22% | | 44% | | 36% | | 66% | |
| **Total External** | 24,028 | | 8,588 | | 6,816 | | 16,531 | | 13,685 | | 13,107 | | 2,769 | | 2,245 | |
| **Total External - Balanced** | 3,845 | 20,184 | 6,941 | 1,647 | 3,797 | 3,019 | 11,911 | 4,619 | 6,842 | 6,842 | 6,553 | 6,553 | 1,385 | 1,385 | 1,123 | 1,123 |
| **%** | 22% | 60% | 54% | 22% | 33% | 28% | 44% | 24% | 22% | 22% | 44% | 44% | 36% | 36% | 66% | 66% |
| **Internal %** | 53% | | 58% | | 69% | | 64% | | 78% | | 56% | | 64% | | 34% | |
| **Total Internal** | 26,917 | | 11,650 | | 15,402 | | 29,755 | | 47,737 | | 16,674 | | 4,952 | | 1,169 | |
| **Total Internal - Balanced** | 13,458 | 13,458 | 5,825 | 5,825 | 7,701 | 7,701 | 14,877 | 14,877 | 23,869 | 23,869 | 8,337 | 8,337 | 2,476 | 2,476 | 585 | 585 |
| **%** | 78% | 40% | 46% | 78% | 67% | 72% | 56% | 76% | 78% | 78% | 56% | 56% | 64% | 64% | 34% | 34% |

## Key Observations from Review of Balanced Productions and Attractions by Purpose – Buildout

Based upon a review of this comparison, the following key observations were made:

- 47% of all home-based work (HBW) trip ends generated by the EASP are external to the EASP
    - 22% of the HBW productions are external to the EASP, 78% of the EASP residents who work are forecast to do so within the EASP
    - 60% of the HBW attractions are external to the EASP; 40% of the EASP employment is filled by residents of the EASP
- 42% of all home-based shopping (HBSH) trip ends generated by the EASP are external to the EASP
    - 54% of the HBSH productions are external to the EASP, or 46% of the EASP residents shop within the EASP.
    - 22% of the HBSH attractions are external to the EASP, or 78% of the EASP shopping trips originate from a production within the EASP
- 31% of all home-based social/recreation (HBSR) trip ends generated by the EASP are external to the EASP.
    - 33% of the HBSR productions are external to the EASP, or 67% of the EASP residents seek social/recreational uses within the EASP
    - 28% of the HBSR attractions are internal to the EASP, or 72% of the EASP social/recreation trips originate from a production elsewhere within Alachua County
- 22% of all non-home based (NHB) trip ends are external to the EASP
    - 22% of all NHB productions and attraction trip ends are external to the EASP, or 78% of all NHB productions and attraction trip ends are within the EASP

**Table E-3 Envision Alachua Trip Generation Balancing - Buildout**

**Unbalanced P's and A's**

**Base Model without Envision Alachua EASP**

**TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE**

| | | | | | | |
|---|---|---|---|---|---|---|
| Purpose= 1 | **HBW** | Productions= | 238,650 | Unbalanced | Attractions= | 442,529 |
| Purpose= 2 | **HBSH** | Productions= | 169,303 | Unbalanced | Attractions= | 257,318 |
| Purpose= 3 | **HBSR** | Productions= | 152,469 | Unbalanced | Attractions= | 321,609 |
| Purpose= 4 | **HBO** | Productions= | 325,454 | Unbalanced | Attractions= | 417,469 |
| Purpose= 5 | **NHB** | Productions= | 435,314 | Unbalanced | Attractions= | 436,313 |
| Purpose= 6 | **TK4** | Productions= | 79,388 | Unbalanced | Attractions= | 79,388 |
| Purpose= 7 | **SGLUNIT** | Productions= | 21,072 | Unbalanced | Attractions= | 21,072 |
| Purpose= 8 | **TRKTLR** | Productions= | 7,477 | Unbalanced | Attractions= | 7,477 |
| Purpose= 9 | **SOVIE** | Productions= | 134,430 | Unbalanced | Attractions= | 0 |
| Purpose=10 | **HOVIE** | Productions= | 15,296 | Unbalanced | Attractions= | 0 |
| Purpose=11 | **LDTKIE** | Productions= | 5,380 | Unbalanced | Attractions= | 0 |
| Purpose=12 | **HBUNiv** | Productions= | 22,237 | Unbalanced | Attractions= | 0 |
| | | **Total Productions** | **1,606,470** | | **Total Attractions** | **1,983,175** |
| | | | | | **Attractions outweigh Productions by** | **376,705** |

**23.4%**

**Model with Envision Alachua EASP**

**TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE**

| | | | | | | |
|---|---|---|---|---|---|---|
| Purpose= 1 | **HBW** | Productions= | 256,578 | Unbalanced | Attractions= | 509,549 |
| Purpose= 2 | **HBSH** | Productions= | 182,571 | Unbalanced | Attractions= | 268,298 |
| Purpose= 3 | **HBSR** | Productions= | 164,419 | Unbalanced | Attractions= | 344,761 |
| Purpose= 4 | **HBO** | Productions= | 353,176 | Unbalanced | Attractions= | 441,995 |
| Purpose= 5 | **NHB** | Productions= | 466,151 | Unbalanced | Attractions= | 467,149 |
| Purpose= 6 | **TK4** | Productions= | 94,332 | Unbalanced | Attractions= | 94,332 |
| Purpose= 7 | **SGLUNIT** | Productions= | 24,953 | Unbalanced | Attractions= | 24,953 |
| Purpose= 8 | **TRKTLR** | Productions= | 9,193 | Unbalanced | Attractions= | 9,193 |
| Purpose= 9 | **SOVIE** | Productions= | 134,430 | Unbalanced | Attractions= | 0 |
| Purpose=10 | **HOVIE** | Productions= | 15,296 | Unbalanced | Attractions= | 0 |
| Purpose=11 | **LDTKIE** | Productions= | 5,380 | Unbalanced | Attractions= | 0 |
| Purpose=12 | **HBUNiv** | Productions= | 22,237 | Unbalanced | Attractions= | 0 |
| | | **Total Productions** | **1,728,716** | | **Total Attractions** | **2,160,230** |
| | | | | | **Attractions outweigh Productions by** | **431,514** |

**25.0%**

**Balanced P's and A's**

**Base Model without Envision Alachua EASP**

**TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE**

| | | | | | | |
|---|---|---|---|---|---|---|
| Purpose= 1 | **HBW** | Productions= | 238,650 | Balanced | Attractions= | 238,650 |
| Purpose= 2 | **HBSH** | Productions= | 169,303 | Balanced | Attractions= | 169,303 |
| Purpose= 3 | **HBSR** | Productions= | 152,469 | Balanced | Attractions= | 152,469 |
| Purpose= 4 | **HBO** | Productions= | 325,454 | Balanced | Attractions= | 325,454 |
| Purpose= 5 | **NHB** | Productions= | 435,314 | Balanced | Attractions= | 436,313 |
| Purpose= 6 | **TK4** | Productions= | 79,388 | Balanced | Attractions= | 79,388 |
| Purpose= 7 | **SGLUNIT** | Productions= | 21,072 | Balanced | Attractions= | 21,072 |
| Purpose= 8 | **TRKTLR** | Productions= | 7,477 | Balanced | Attractions= | 7,477 |
| Purpose= 9 | **SOVIE** | Productions= | 134,430 | Balanced | Attractions= | 134,430 |
| Purpose=10 | **HOVIE** | Productions= | 15,296 | Balanced | Attractions= | 15,296 |
| Purpose=11 | **LDTKIE** | Productions= | 5,380 | Balanced | Attractions= | 5,380 |
| Purpose=12 | **HBUNiv** | Productions= | 22,237 | Balanced | Attractions= | 22,237 |
| | | **Total Productions** | **1,606,470** | | **Total Attractions** | **1,607,469** |
| | | | | | **Attractions outweigh Productions by** | **999** |

**0%**

**Total Balanced P's and A's without Envision Alachua EASP = 3,213,939**

**Model with Envision Alachua EASP**

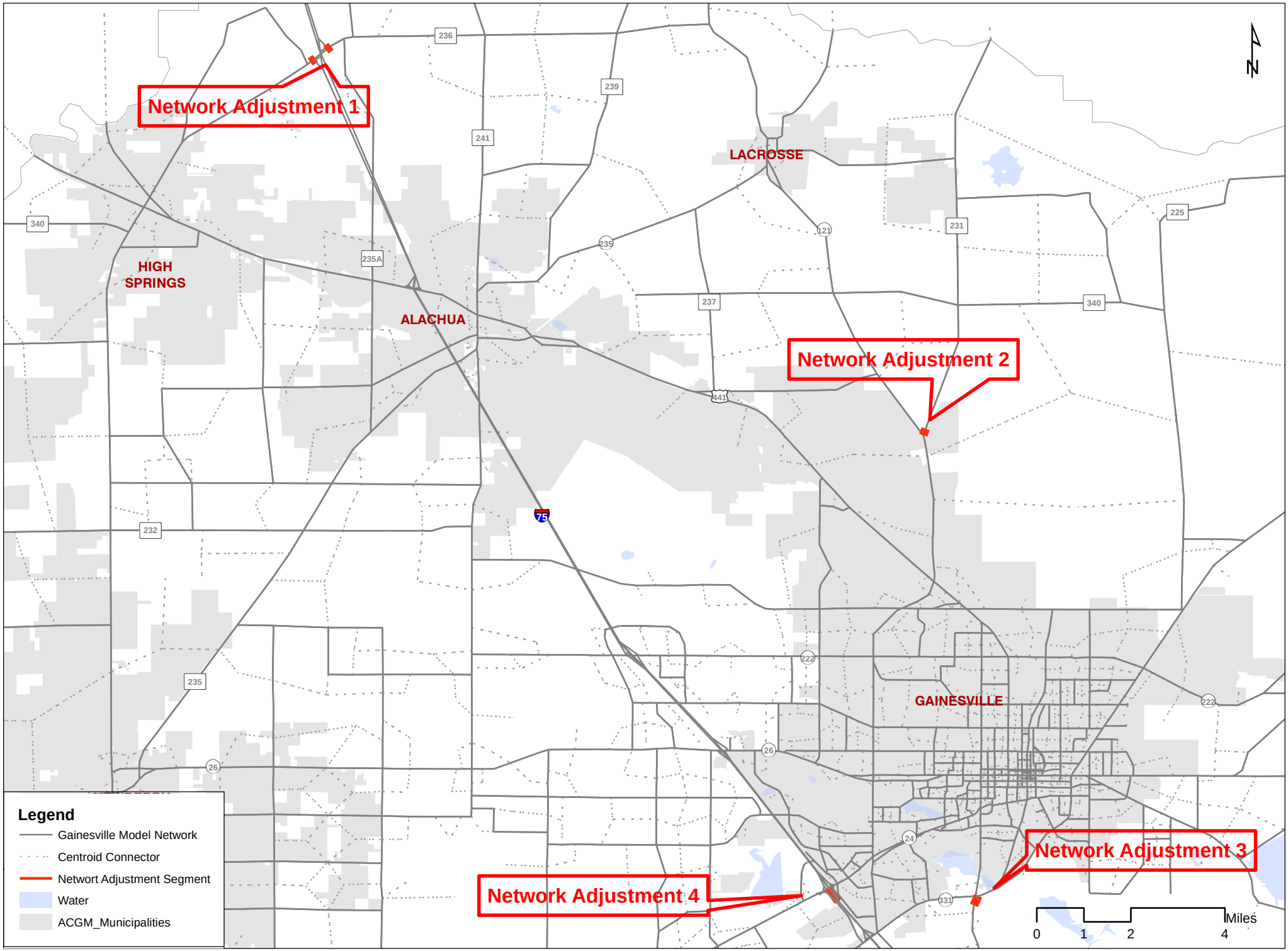
**TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE**

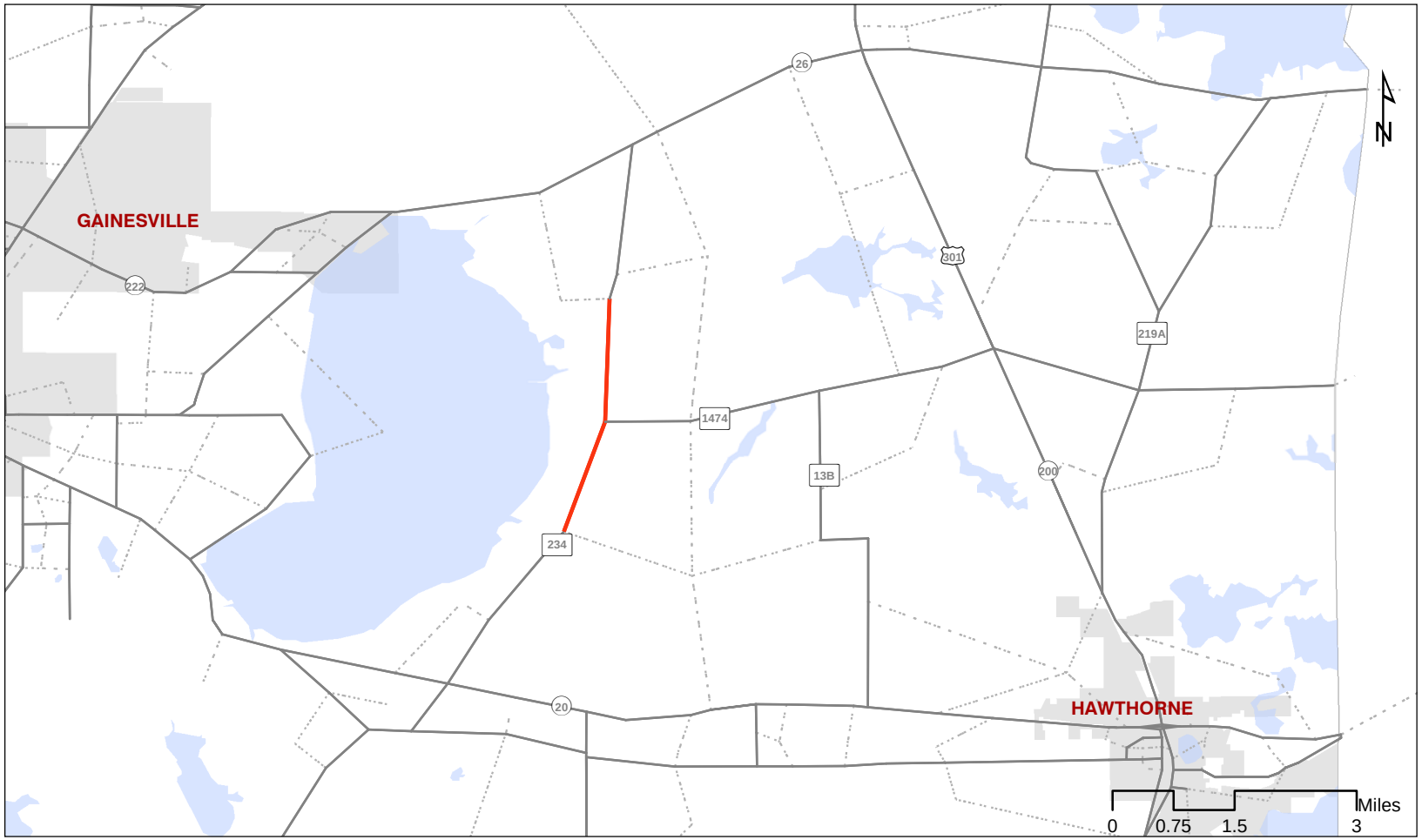
| | | | | | | |
|---|---|---|---|---|---|---|
| Purpose= 1 | **HBW** | Productions= | 256,578 | Balanced | Attractions= | 256,578 |
| Purpose= 2 | **HBSH** | Productions= | 182,571 | Balanced | Attractions= | 182,571 |
| Purpose= 3 | **HBSR** | Productions= | 164,419 | Balanced | Attractions= | 164,419 |
| Purpose= 4 | **HBO** | Productions= | 353,176 | Balanced | Attractions= | 353,176 |
| Purpose= 5 | **NHB** | Productions= | 466,151 | Balanced | Attractions= | 467,149 |
| Purpose= 6 | **TK4** | Productions= | 94,332 | Balanced | Attractions= | 94,332 |
| Purpose= 7 | **SGLUNIT** | Productions= | 24,953 | Balanced | Attractions= | 24,953 |
| Purpose= 8 | **TRKTLR** | Productions= | 9,193 | Balanced | Attractions= | 9,193 |
| Purpose= 9 | **SOVIE** | Productions= | 134,430 | Balanced | Attractions= | 134,430 |
| Purpose=10 | **HOVIE** | Productions= | 15,296 | Balanced | Attractions= | 15,296 |
| Purpose=11 | **LDTKIE** | Productions= | 5,380 | Balanced | Attractions= | 5,380 |
| Purpose=12 | **HBUNiv** | Productions= | 22,237 | Balanced | Attractions= | 22,237 |
| | | **Total Productions** | **1,728,716** | | **Total Attractions** | **1,729,714** |
| | | | | | **Attractions outweigh Productions by** | **998** |

**0%**

**Total Balanced P's and A's with Envision Alachua EASP = 3,458,430**

# Appendix F Model Network Adjustments


Network Adjustment 1
Network Adjustment 2
Network Adjustment 3
Network Adjustment 4
LACROSSE
HIGH SPRINGS
ALACHUA
GAINESVILLE
N
Legend
Gainesville Model Network
Centroid Connector
Networt Adjustment Segment
Water
ACGM_Municipalities
Miles
0 1 2 4

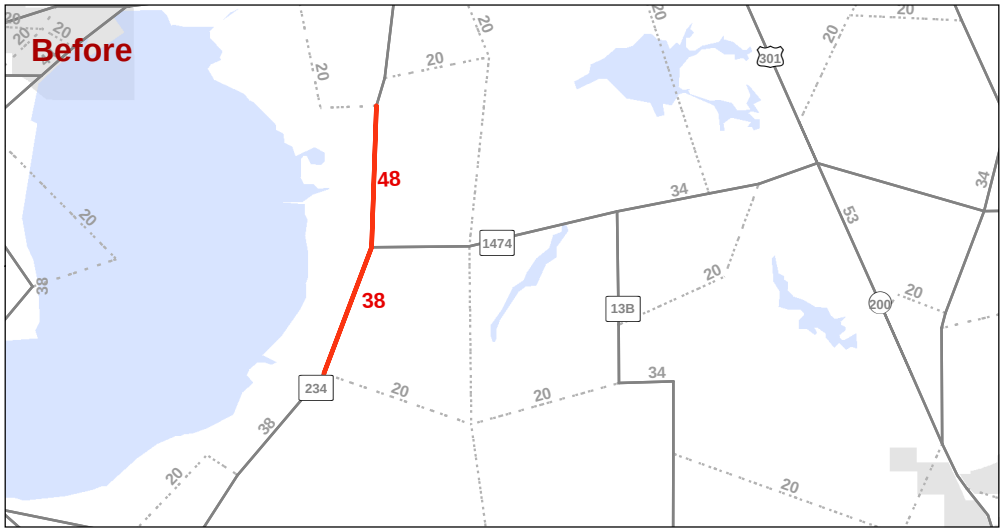


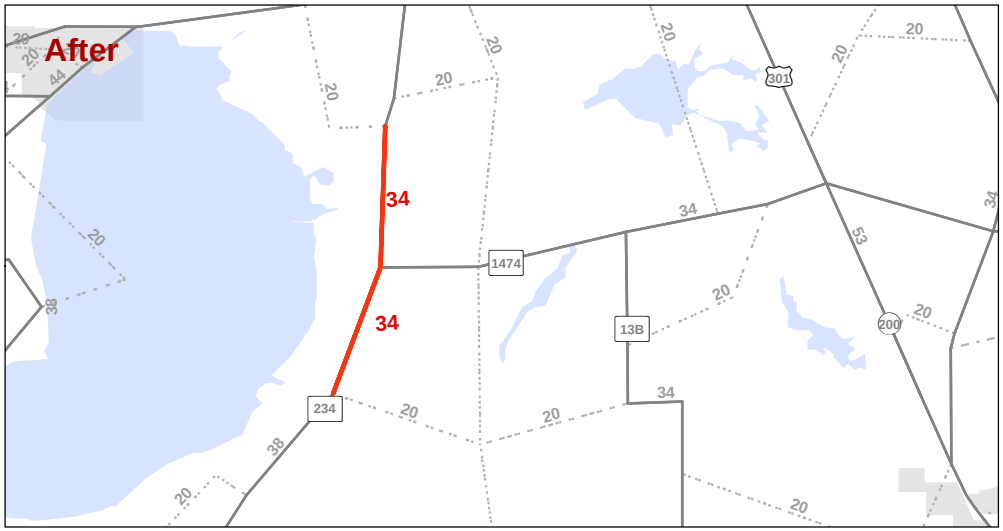

The link posted speed of Gianesville Model is obtained base on the link facility type and area type. Speed adjustment is made by adjusting the link facility type. Detailed procedures are shown in the following:

1. 3057-32126*, 3056-32126*:
Facility Type: 43 -> 47
Speed: 48 -> 34

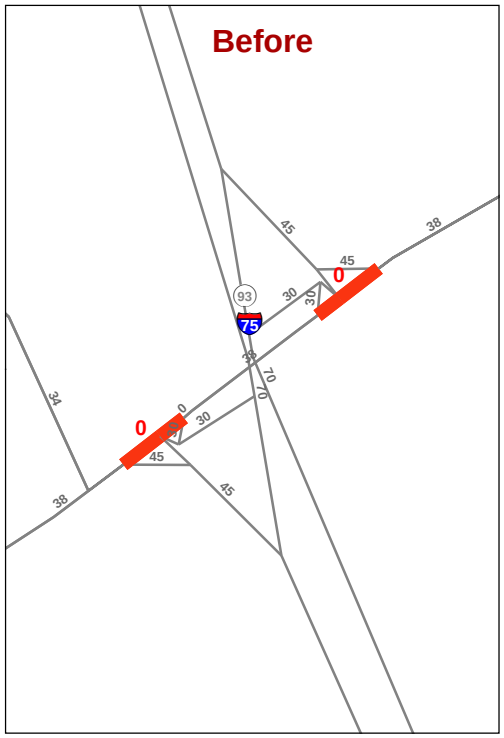
2. 3056-3047*
Facility Type: 46 -> 47
Speed: 38 -> 34

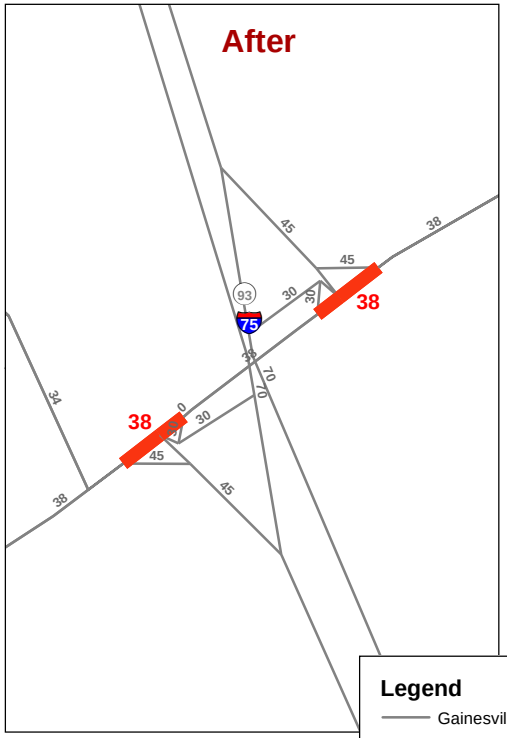
**Legend**
- Gainesville Model Network
- Centroid Connector
- Networt Adjustment Segment
- Water
- ACGM_Municipalities



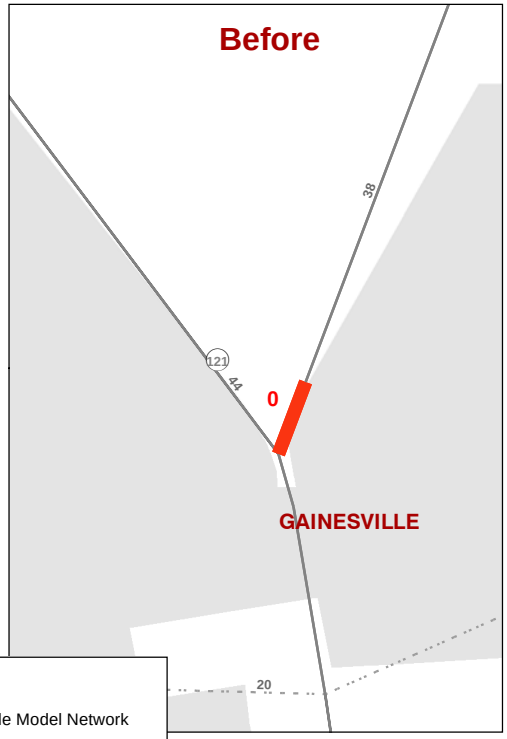



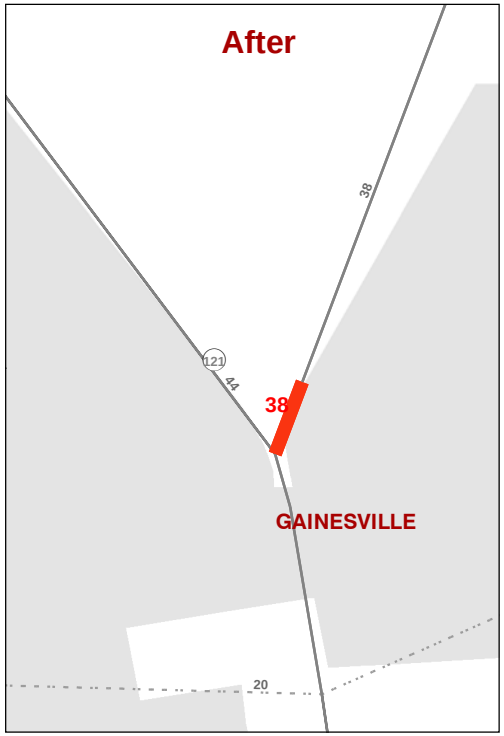
**Network Adjustment 1: Link 1207-1211*, 1218-1211*, 1218-1222*, 1236-1239*, 1239-1241*,1241-1242*.**
**Facility Type: 41 -> 46, Speed: 0 -> 38**



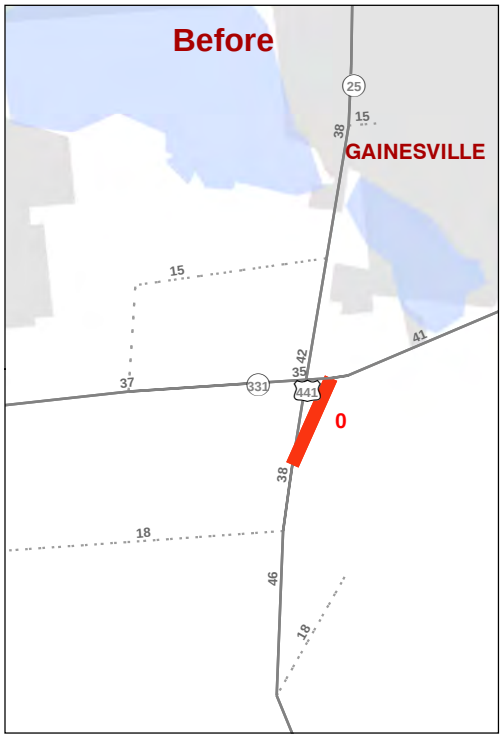

**Network Adjustment 2: Link 2000-2011***
**Facility Type: 41 -> 46, Speed: 0 -> 38**

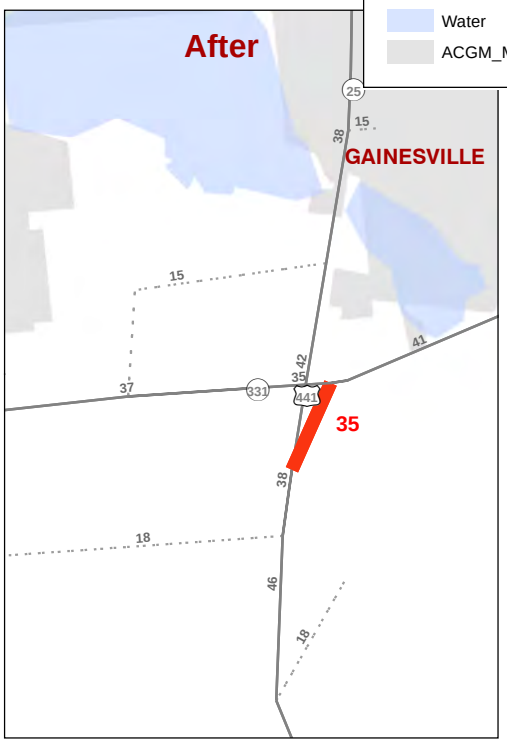


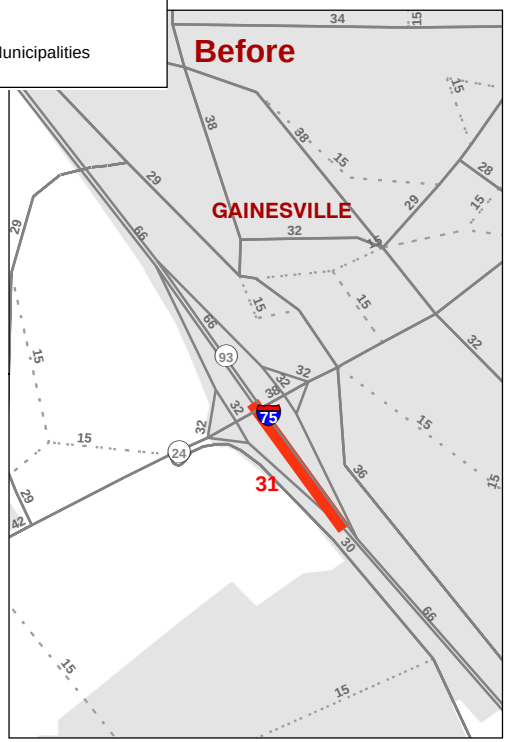

**Legend**
- Gainesville Model Network
- Centroid Connector
- Networt Adjustment Segment
- Water
- ACGM_Municipalities

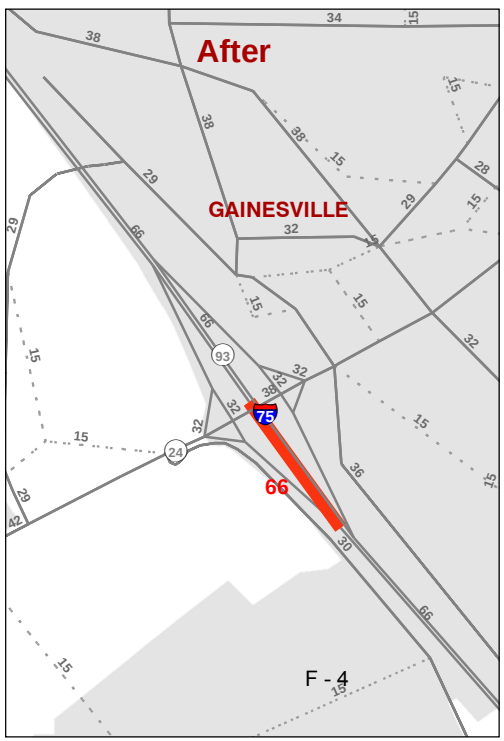
**Network Adjustment 3: Link 2178-2201***
**Facility Type: 45 -> 24, Area Type: 48 -> 42, Speed: 0 -> 35**

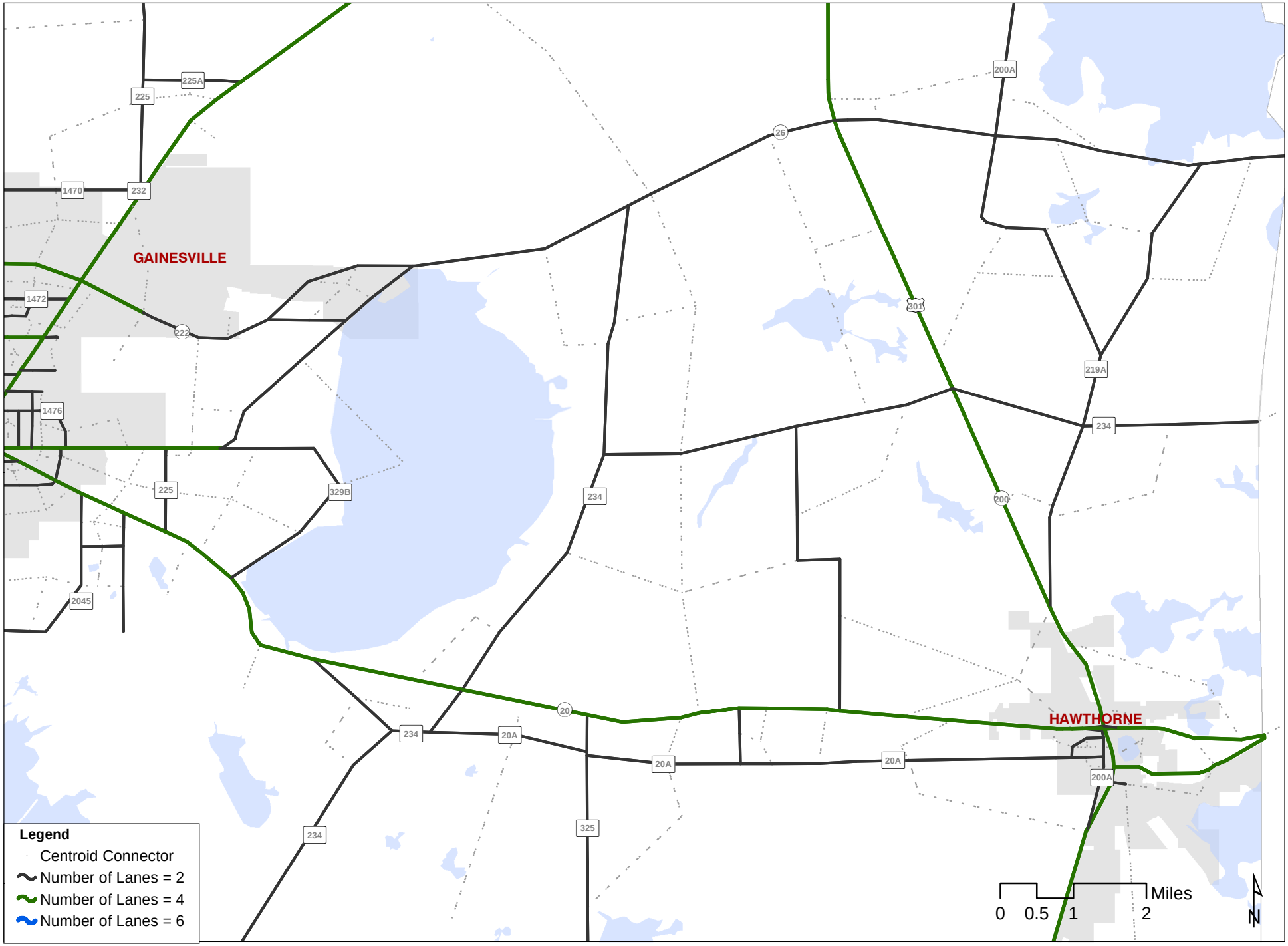


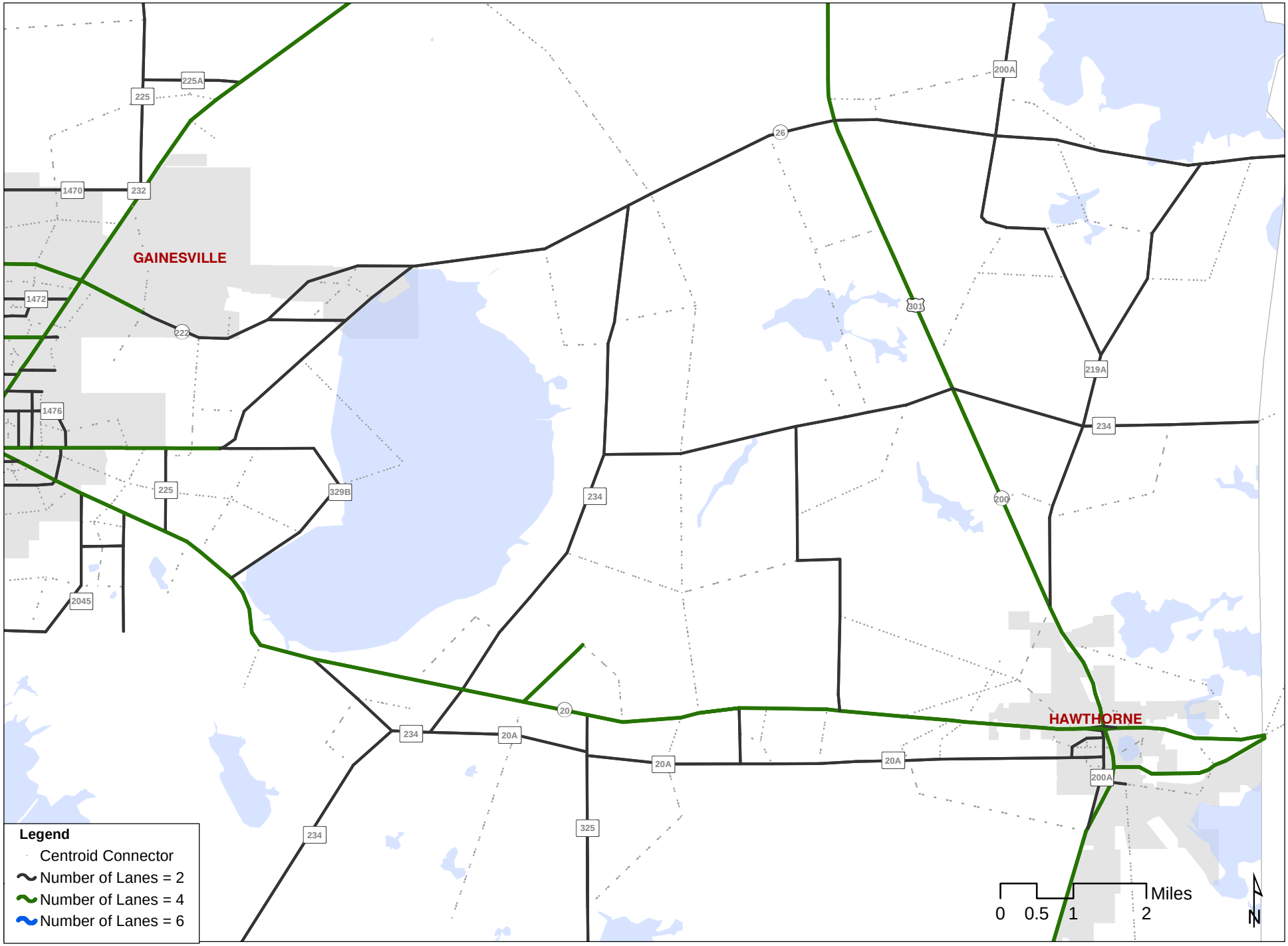




**Network Adjustment 4: Link 1746-1765***
**Facility Type: 42 -> 12, Speed: 31 -> 66**



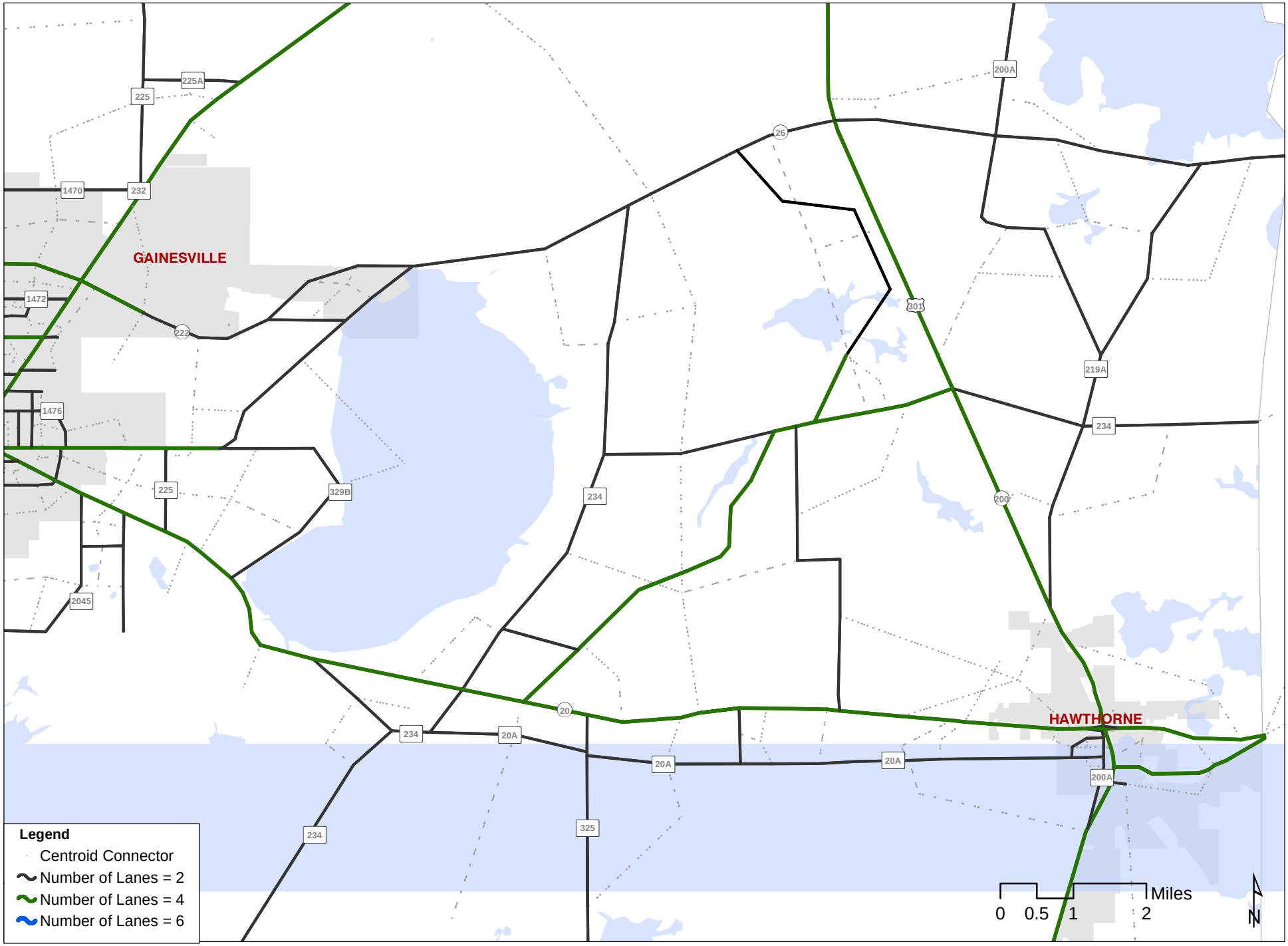

GAINESVILLE
HAWTHORNE
225A
225
1470
232
1472
222
1476
329B
2045
26
200A
301
219A
234
200
20
20A
325
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
0 0.5 1 2 Miles
N




ENVISION ALACHUA

**Appendix F-2030 Model Network**
**Year 2030 Phase 1 Project Scenario**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING PLANNING

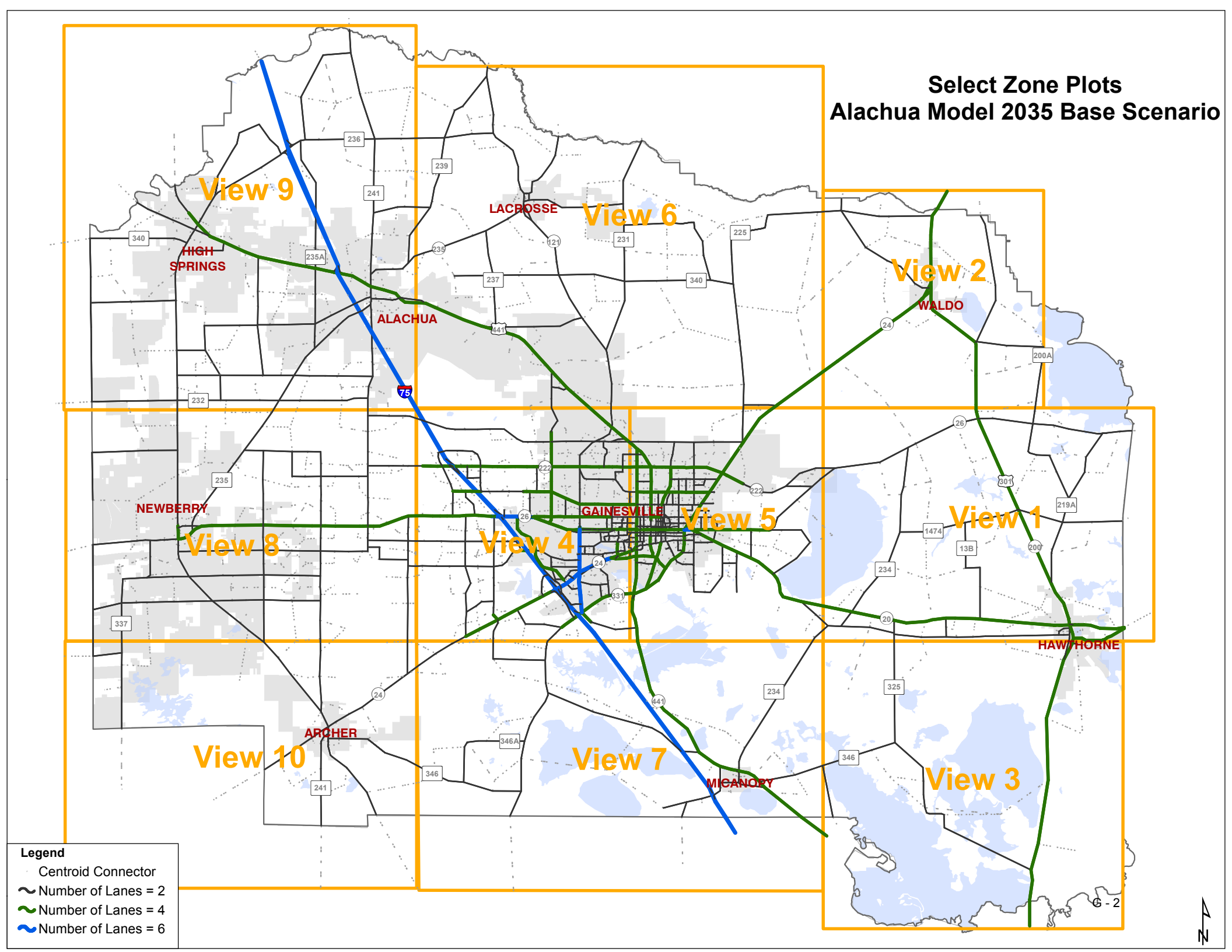


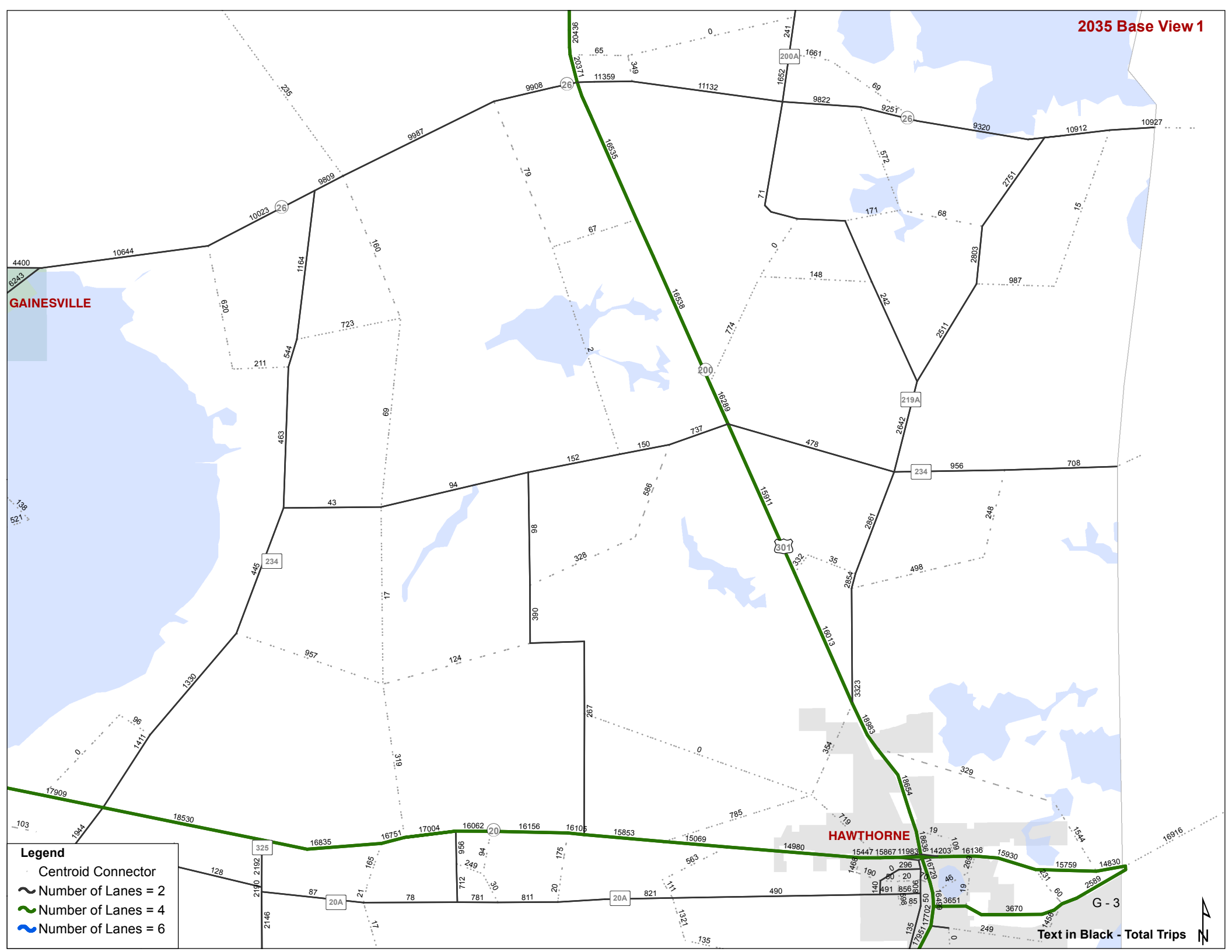

ENVISION ALACHUA

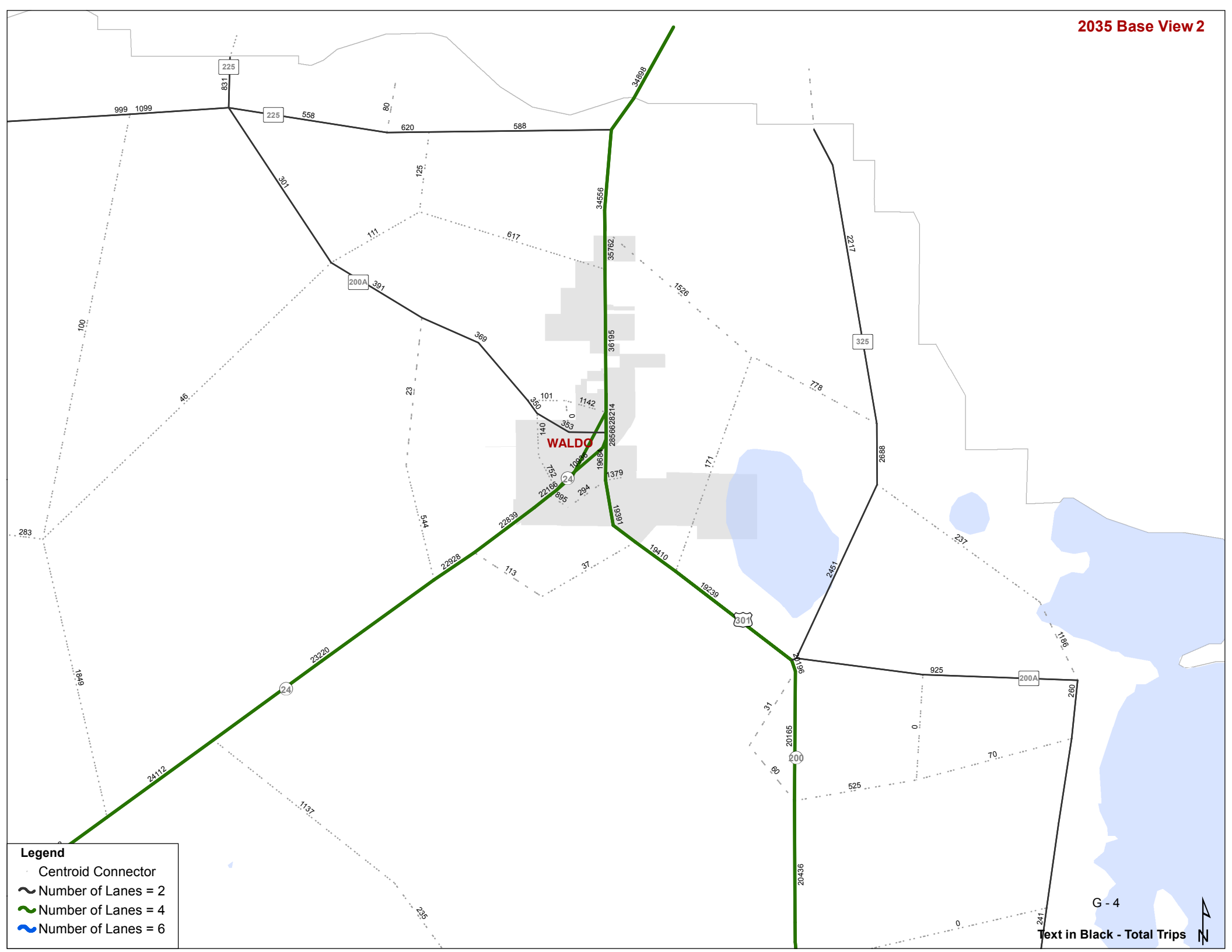
**Appendix F-BO Model Network**
**Build Out Project Scenario**

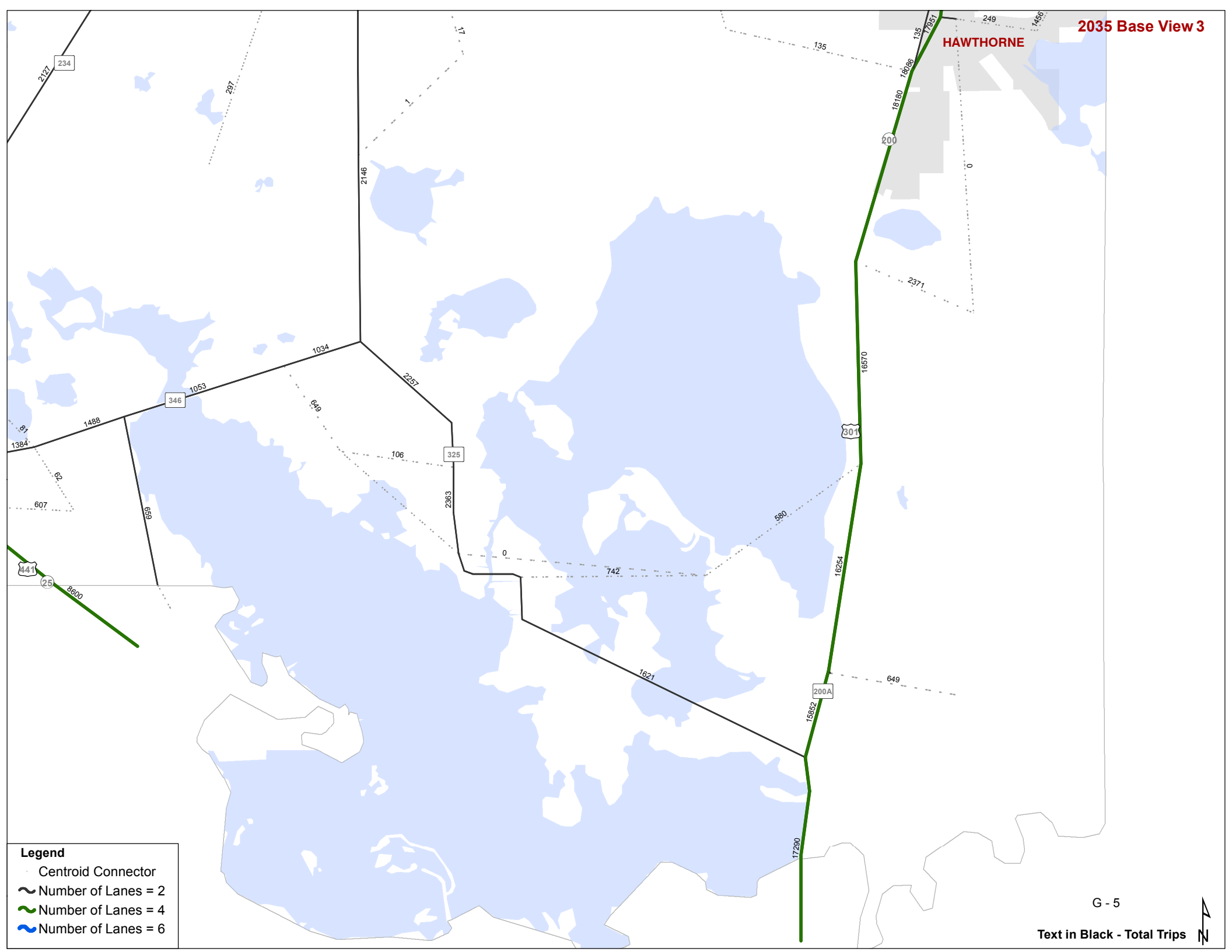
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

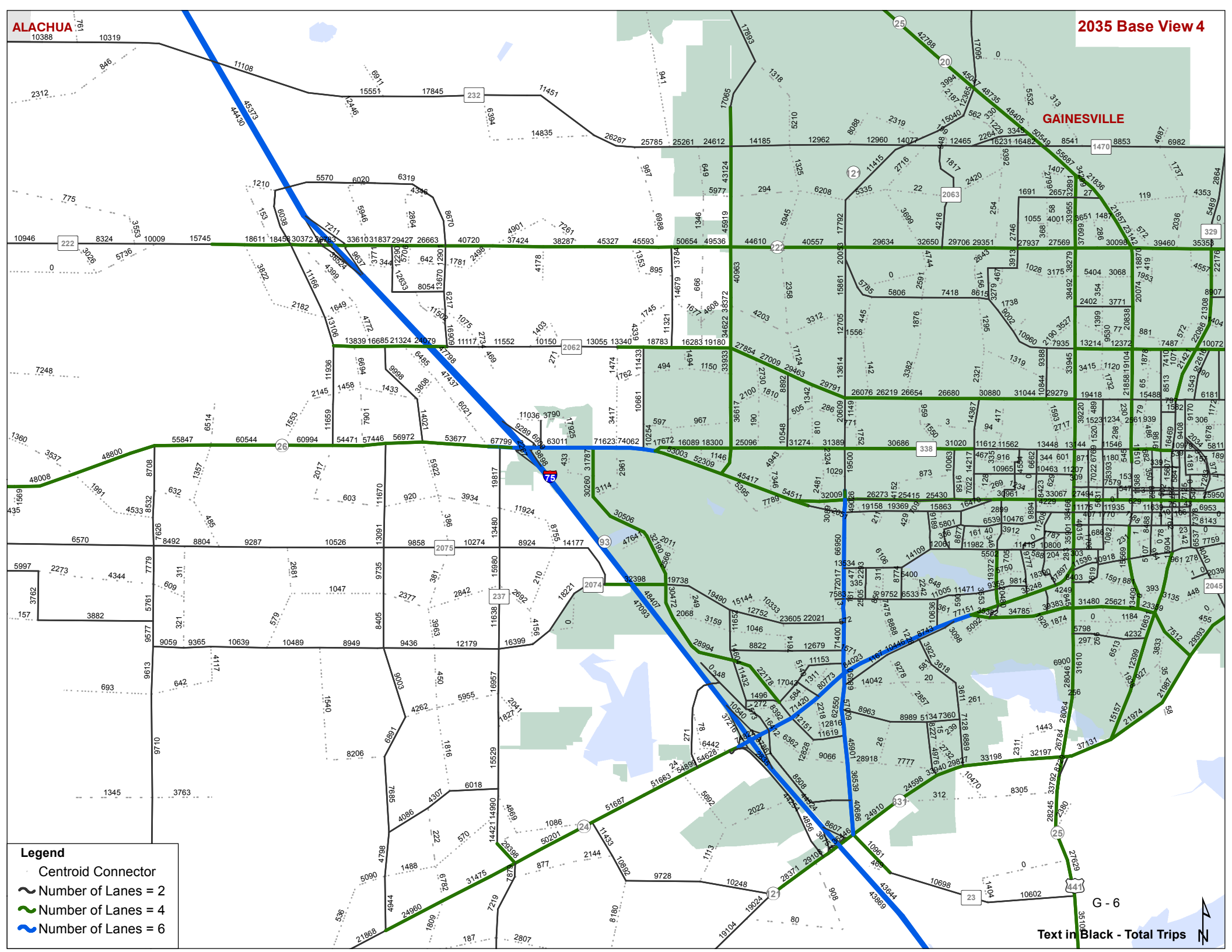
# Appendix G Applied Trip Distribution / Assignment

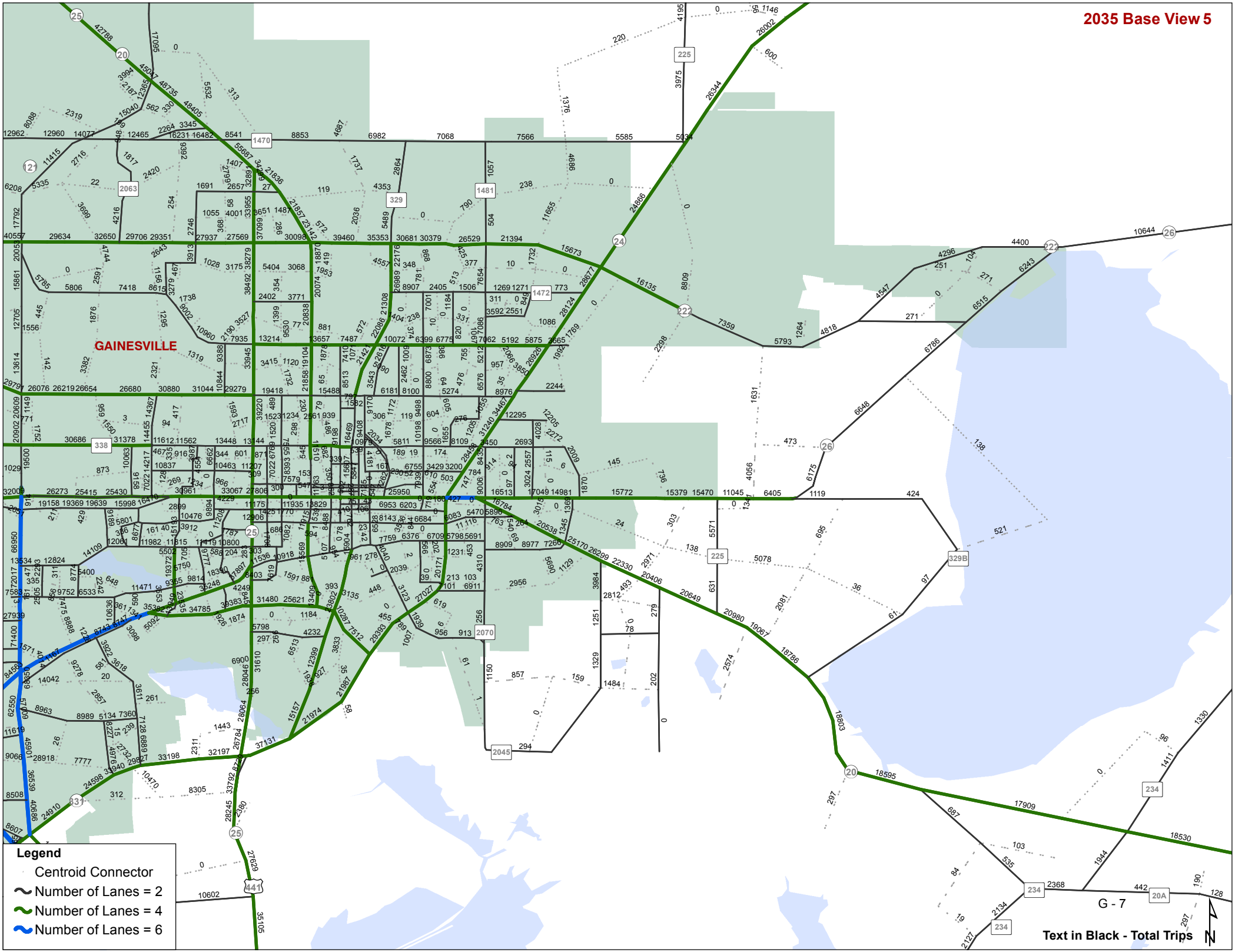

Select Zone Plots
Alachua Model 2035 Base Scenario
View 9
View 6
View 2
View 8
View 4
View 5
View 1
View 10
View 7
View 3
HIGH SPRINGS
LACROSSE
ALACHUA
WALDO
NEWBERRY
GAINESVILLE
HAWTHORNE
ARCHER
MICANOPY
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 2
N

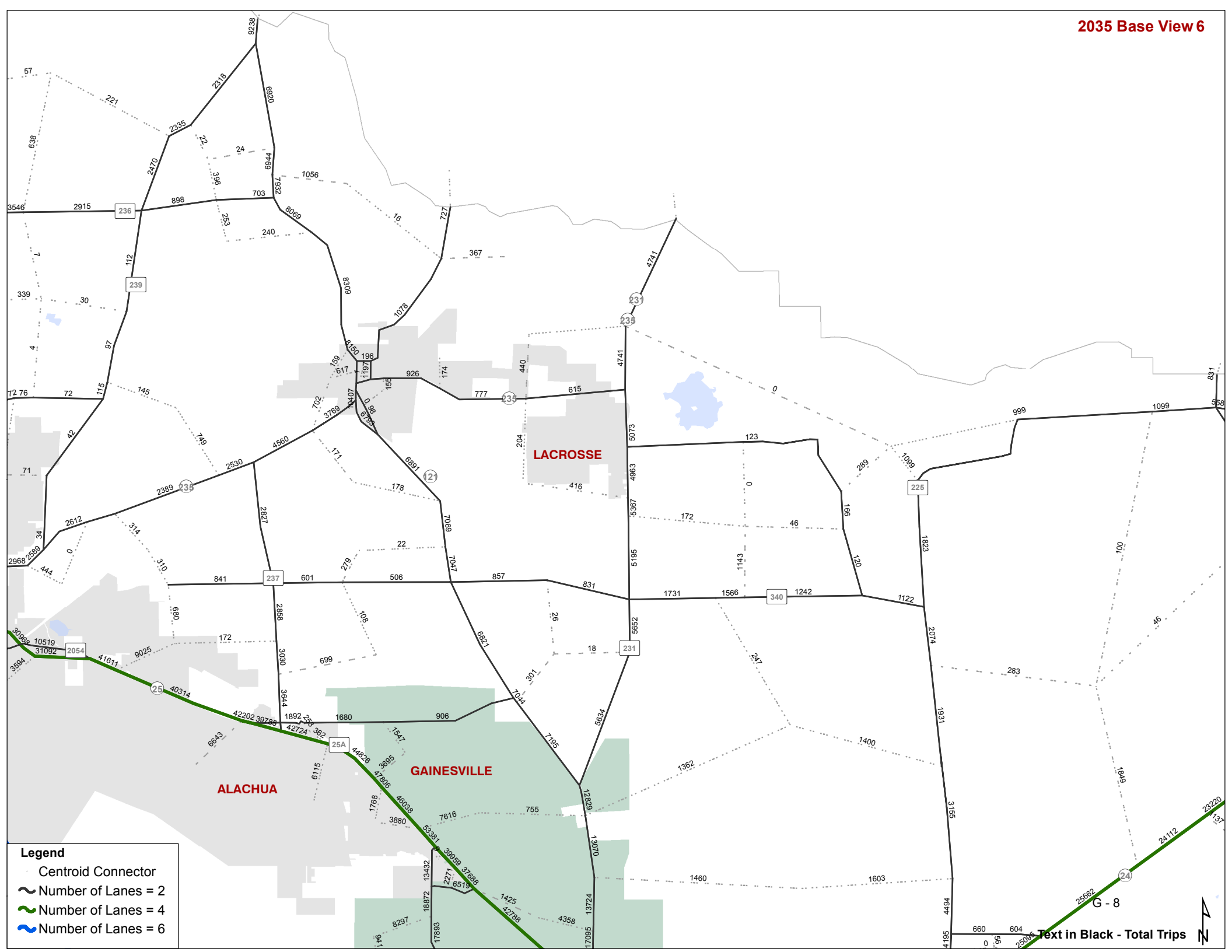

2035 Base View 1
GAINESVILLE
HAWTHORNE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 3
Text in Black - Total Trips

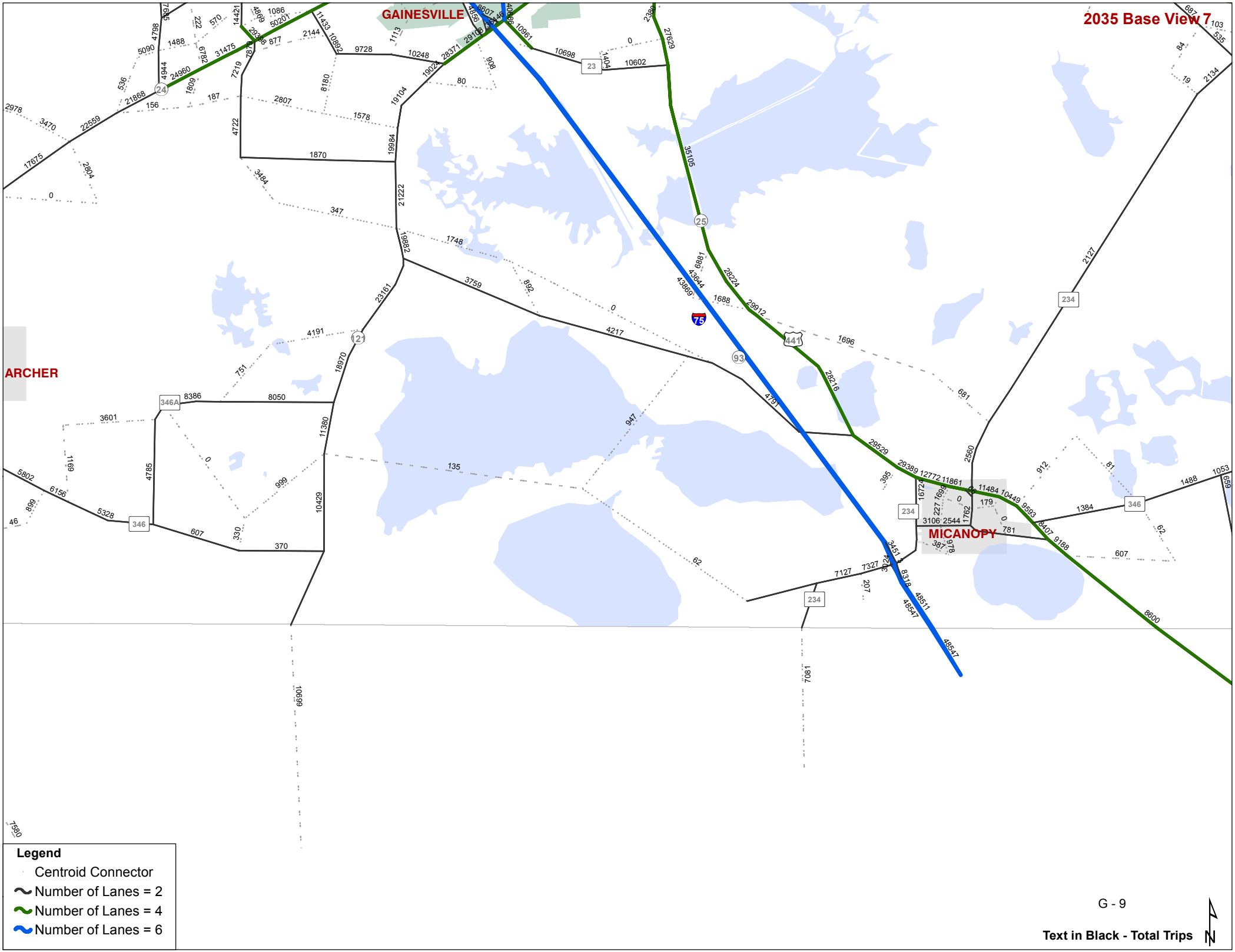

2035 Base View 2
WALDO
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 4
Text in Black - Total Trips
N

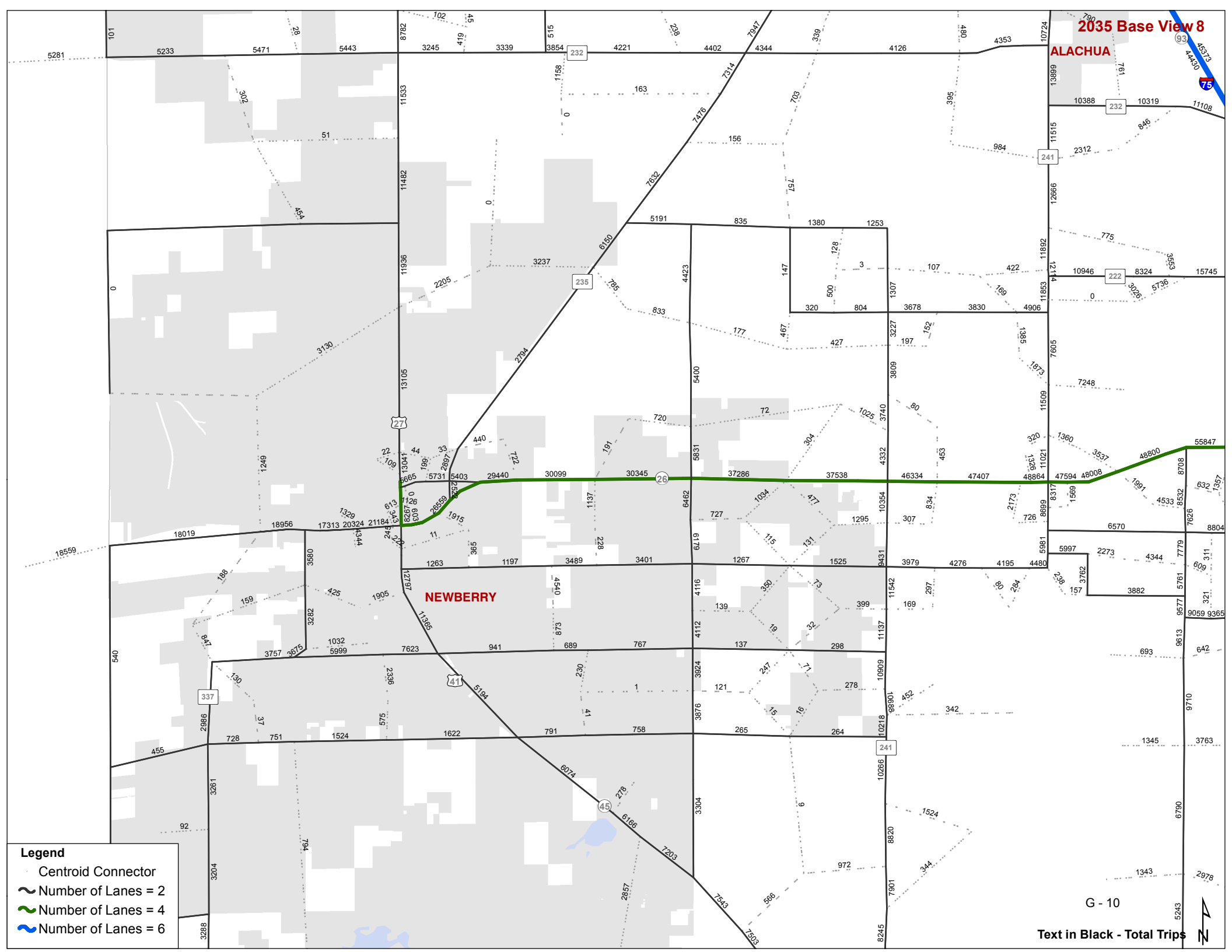

2035 Base View 3
HAWTHORNE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 5
Text in Black - Total Trips
N
234
346
325
301
200
200A
441
25
2127
297
17
1
2146
135
18088
17851
249
1456
18180
0
2371
16570
1034
1053
2257
649
1488
1384
81
106
62
607
659
2363
580
0
742
16254
8600
1621
649
15852
17290

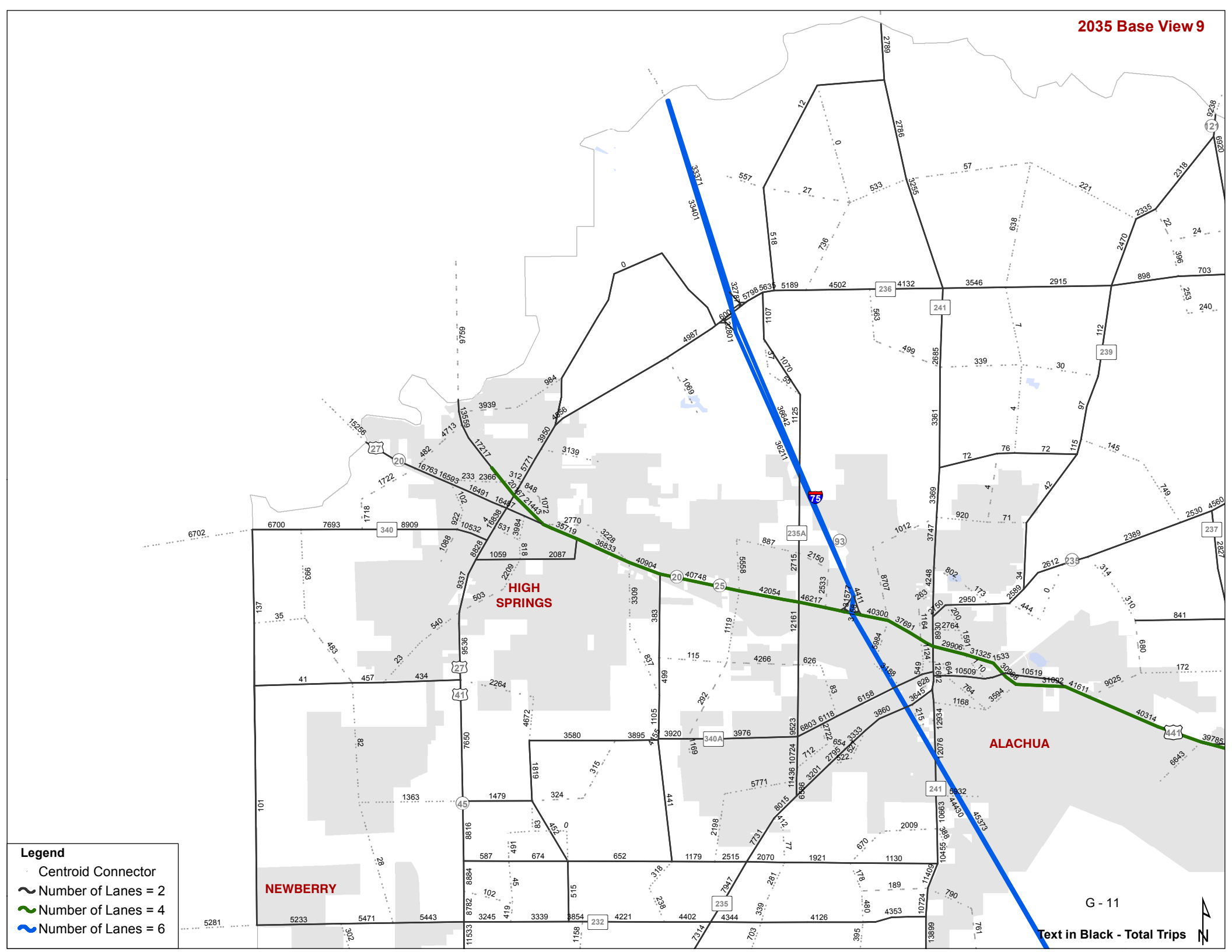

2035 Base View 4
ALACHUA
GAINESVILLE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 6
Text in Black - Total Trips

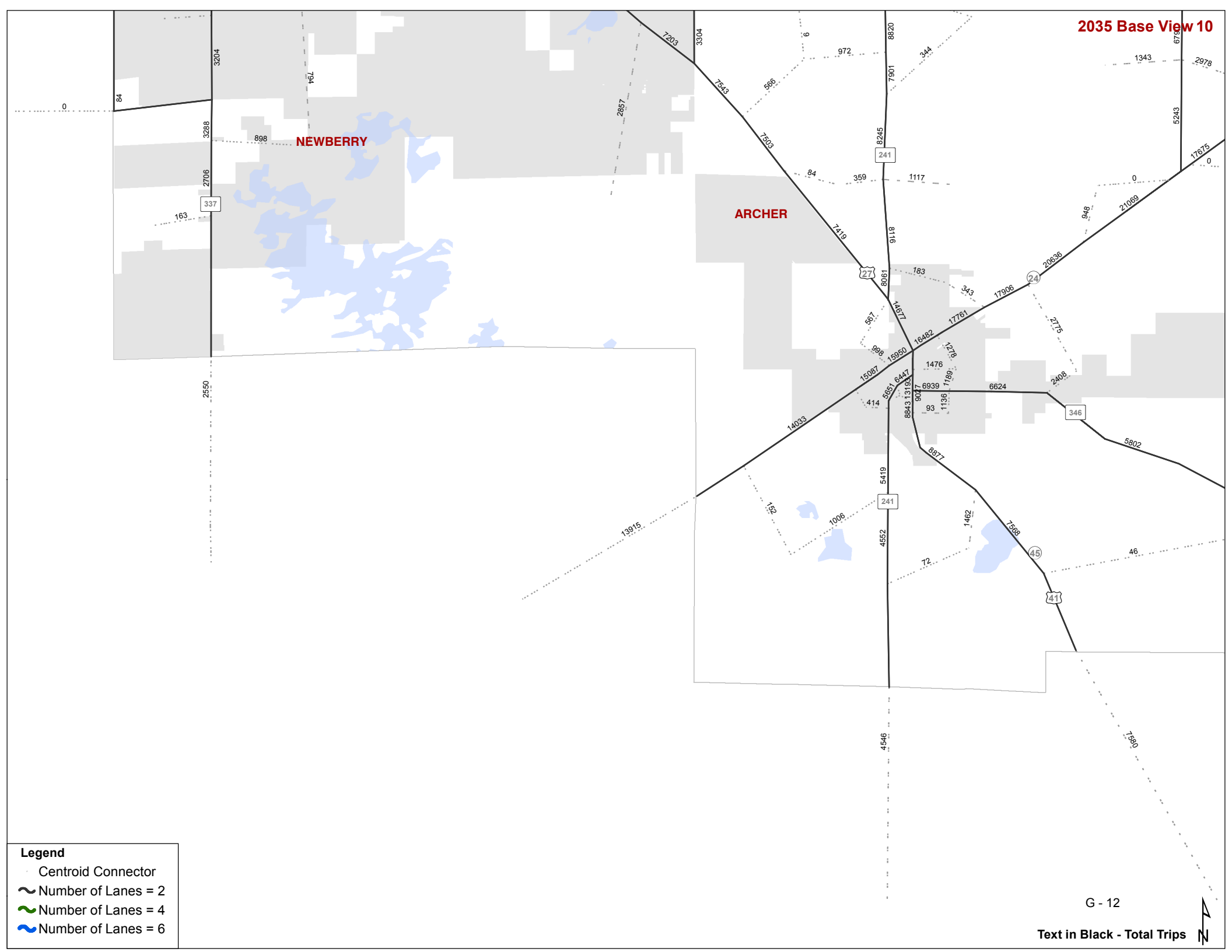

2035 Base View 5
GAINESVILLE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Black - Total Trips
G - 7

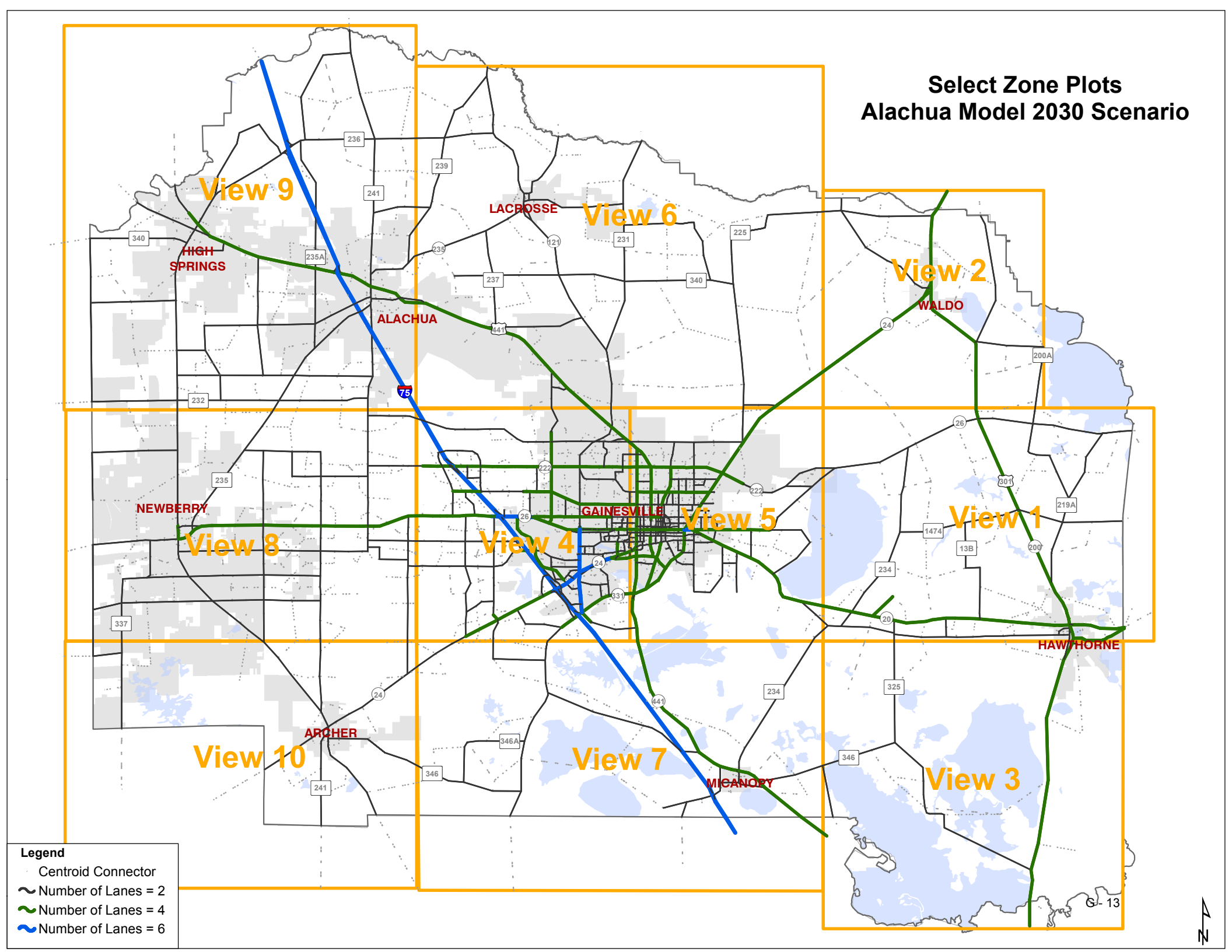

2035 Base View 6
LACROSSE
GAINESVILLE
ALACHUA
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 8
Text in Black - Total Trips
N

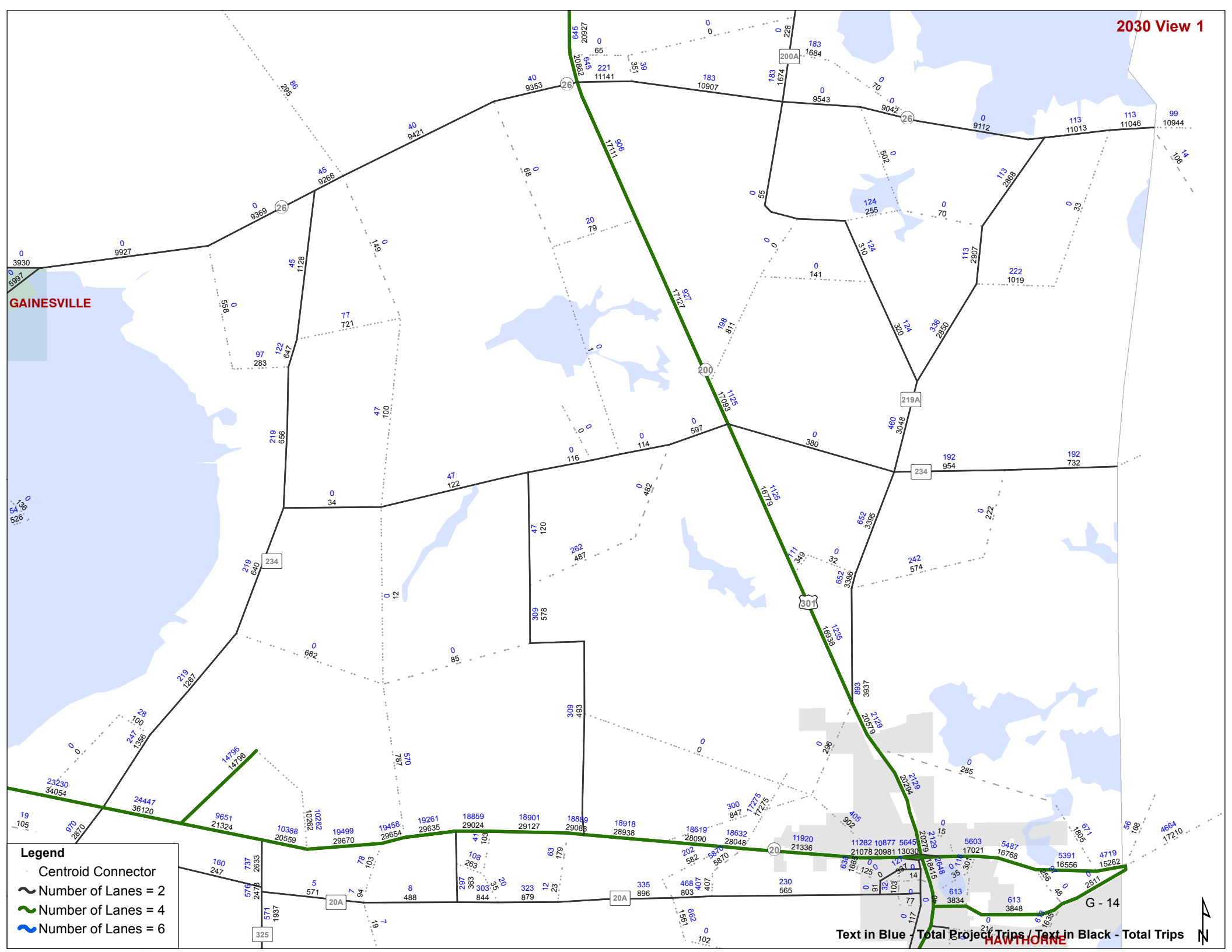

2035 Base View 7
GAINESVILLE
ARCHER
MICANOPY
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Black - Total Trips

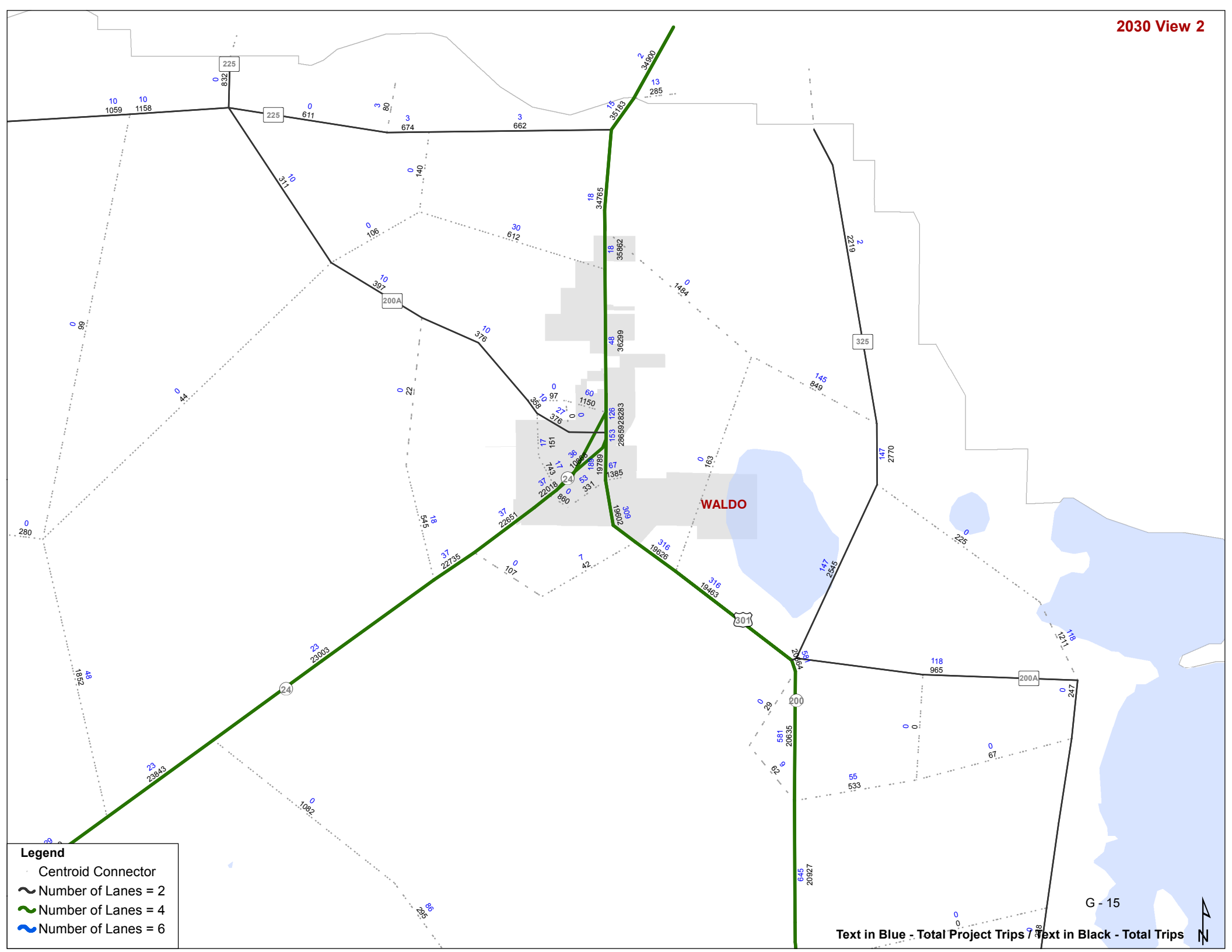

2035 Base View 8
ALACHUA
NEWBERRY
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 10
Text in Black - Total Trips

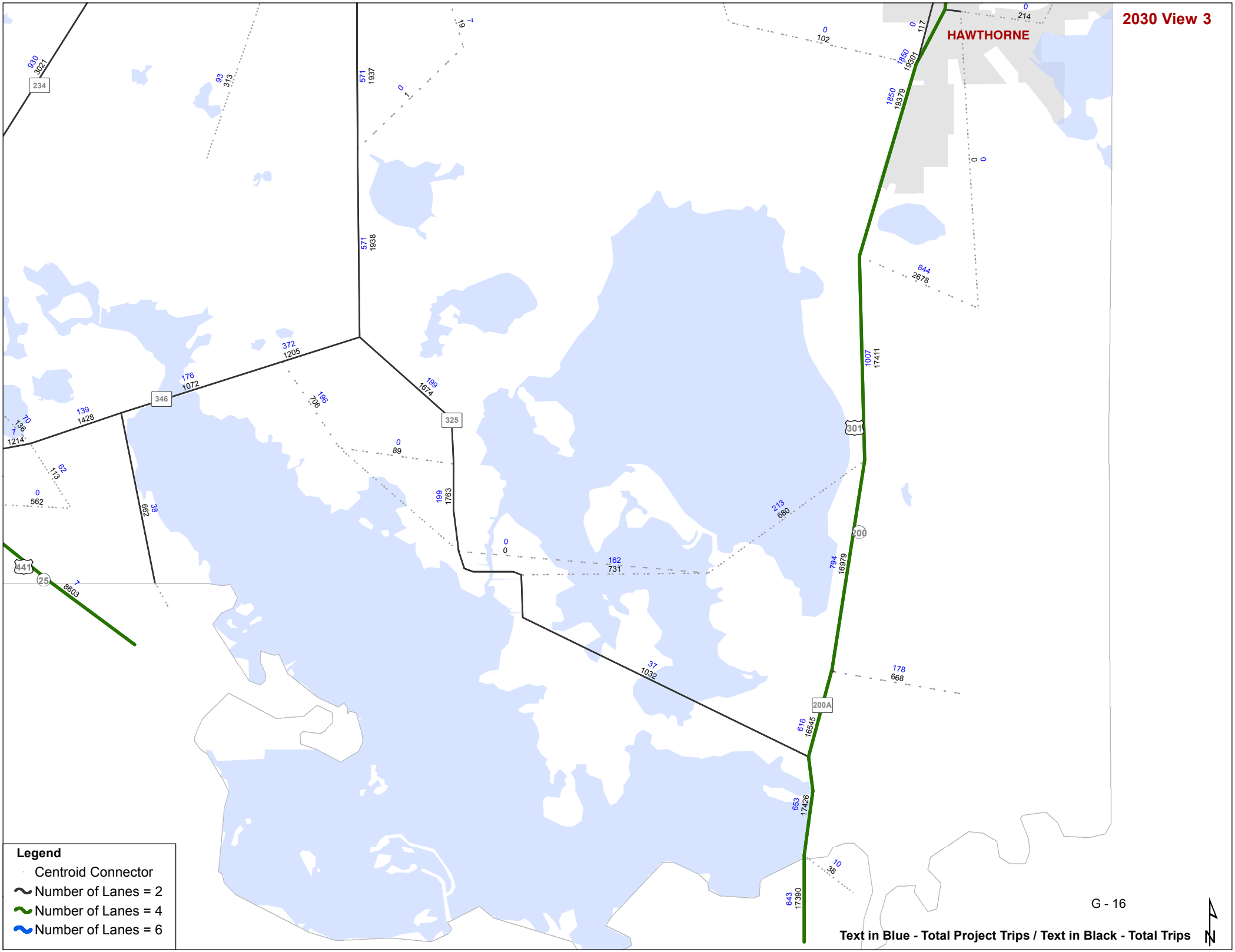

2035 Base View 9
HIGH SPRINGS
NEWBERRY
ALACHUA
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 11
Text in Black - Total Trips

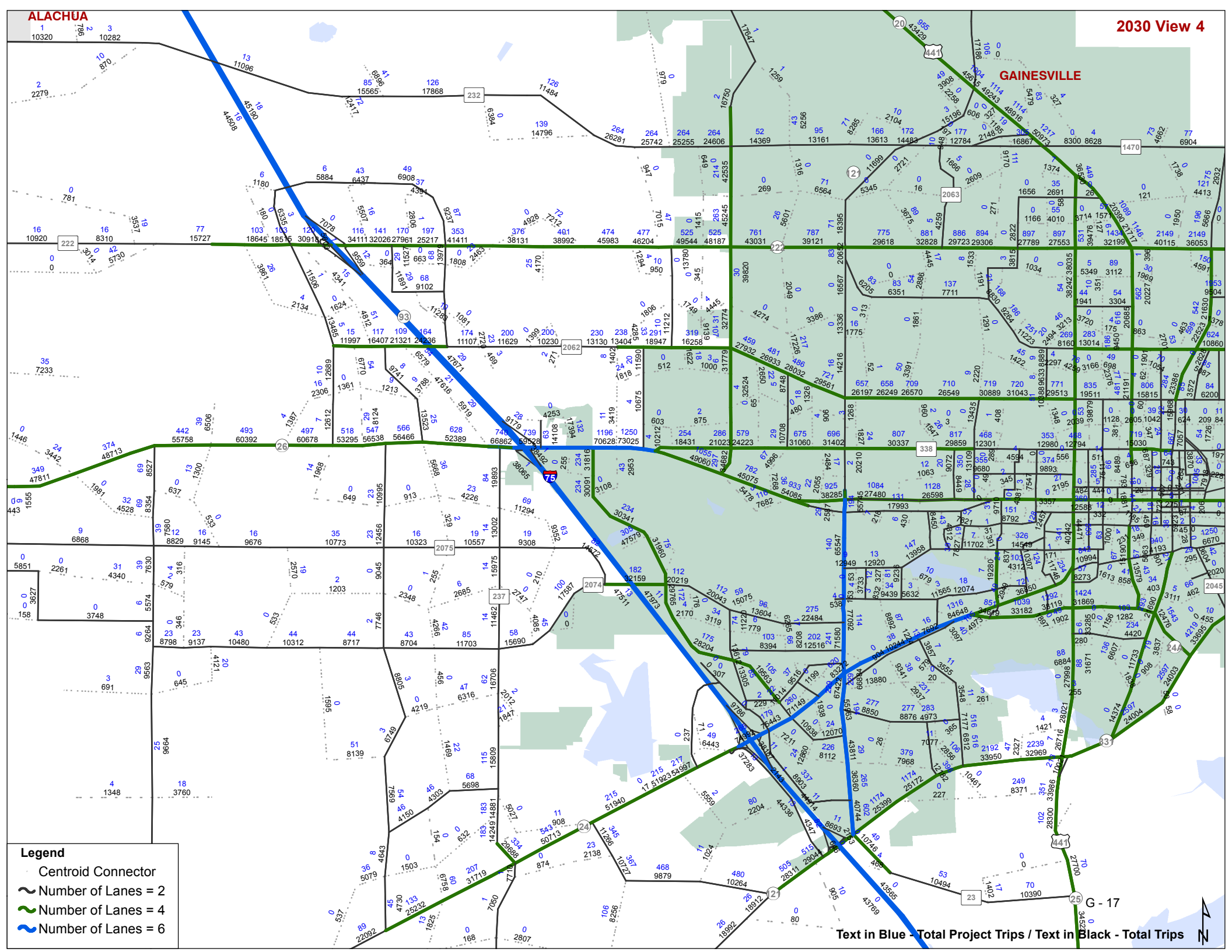

2035 Base View 10
NEWBERRY
ARCHER
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 12
Text in Black - Total Trips
N

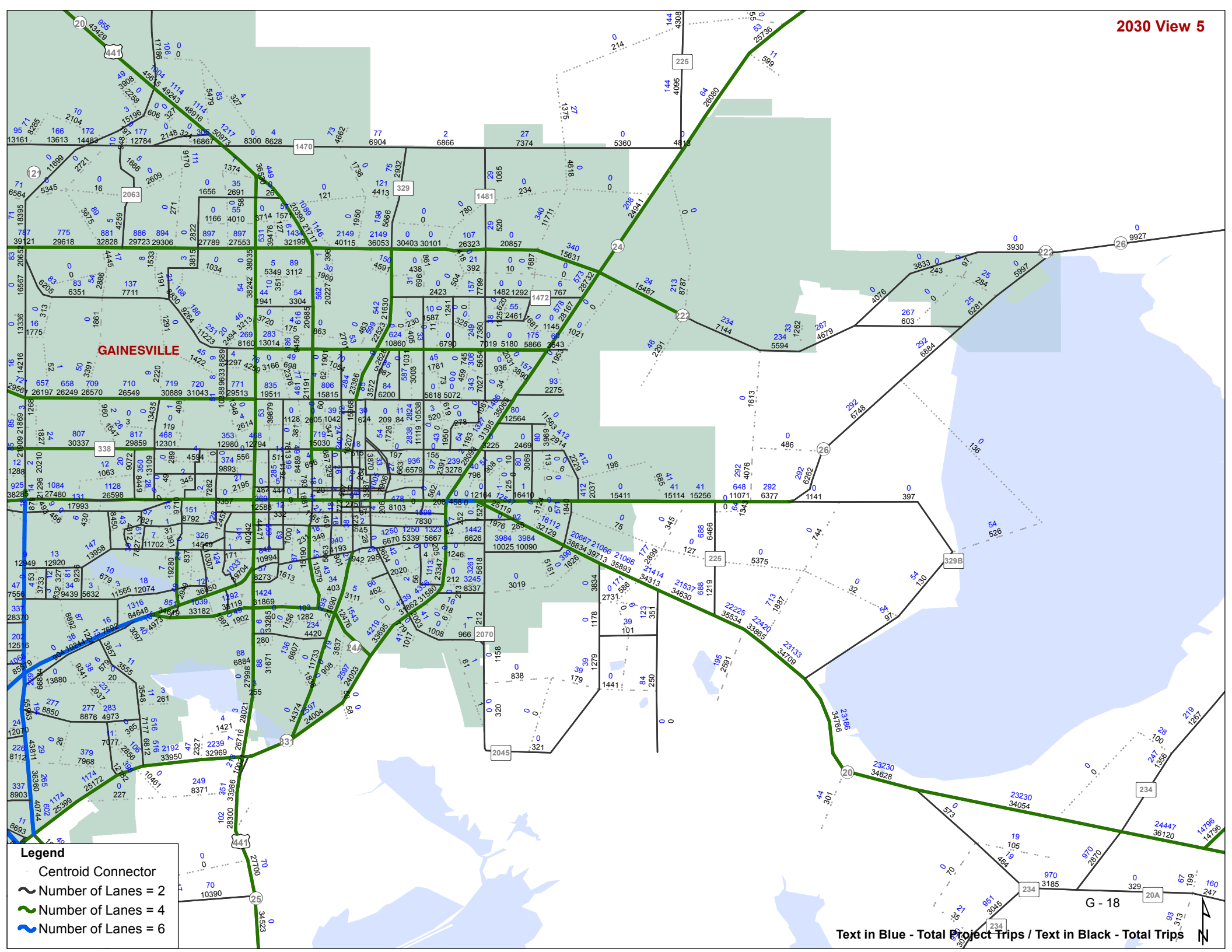

Select Zone Plots
Alachua Model 2030 Scenario
View 9
View 6
View 2
View 8
View 4
View 5
View 1
View 10
View 7
View 3
HIGH SPRINGS
LACROSSE
ALACHUA
WALDO
NEWBERRY
GAINESVILLE
HAWTHORNE
ARCHER
MICANOPY
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G- 13
N

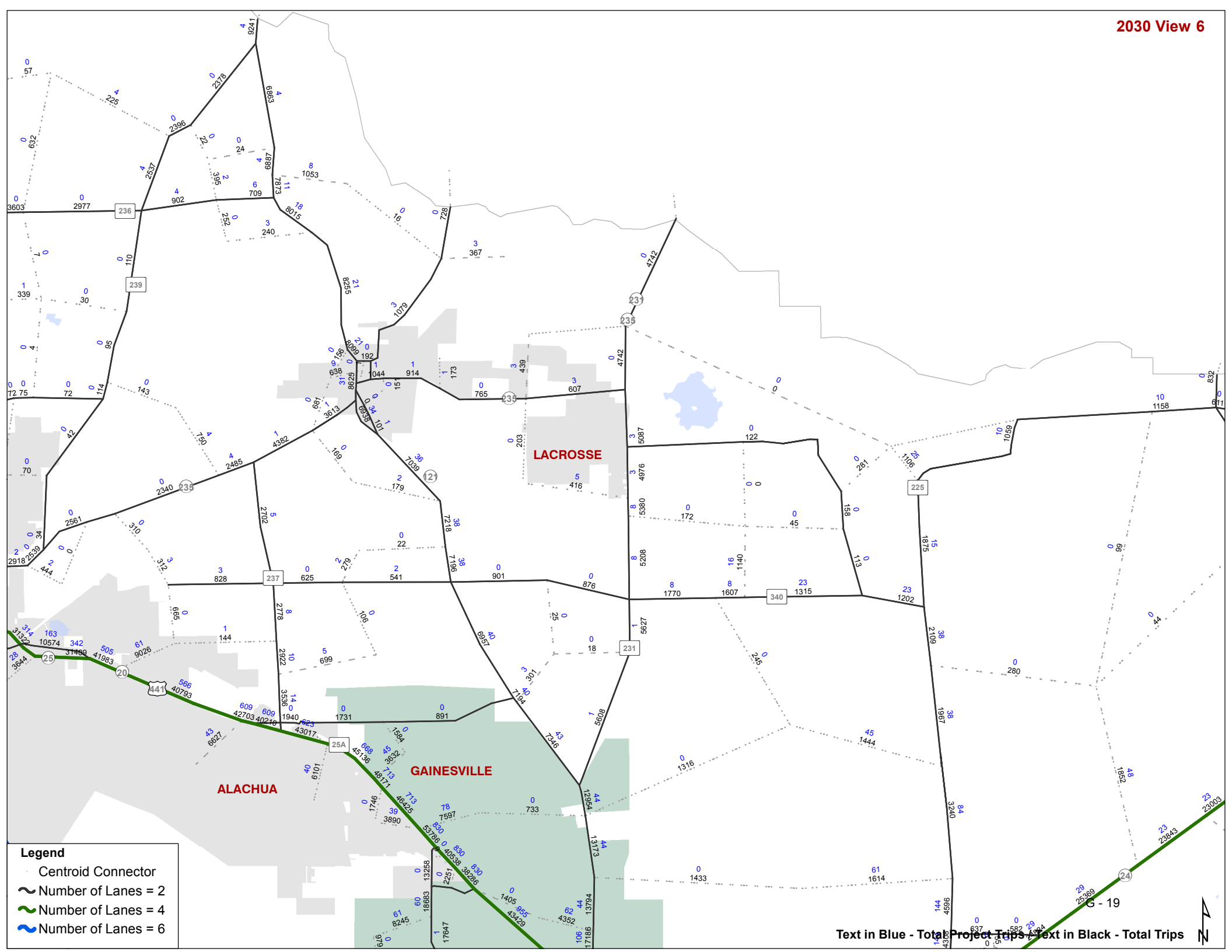

2030 View 1
GAINESVILLE
HAWTHORNE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 14
N

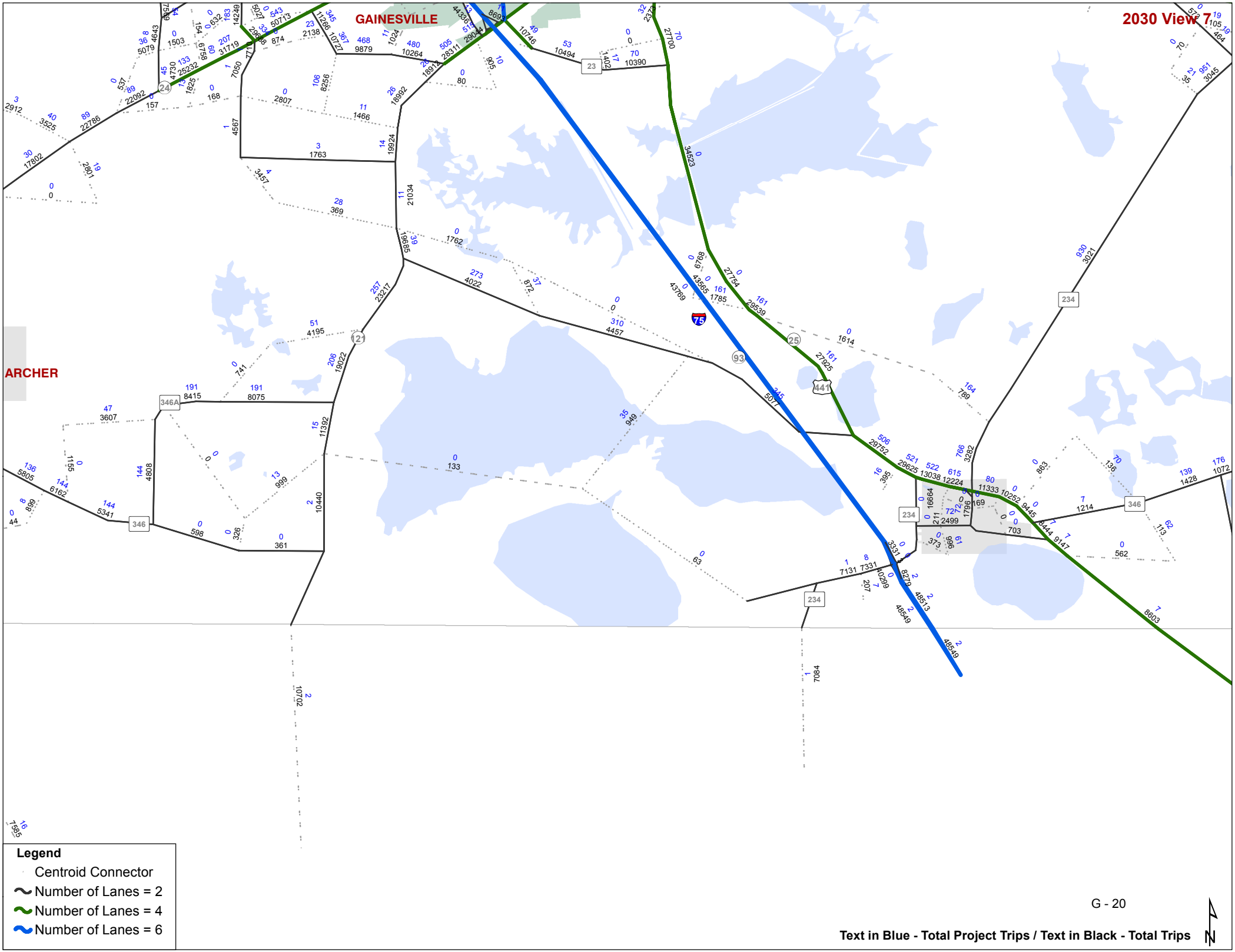

2030 View 2
WALDO
225
200A
325
24
301
200
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 15
N

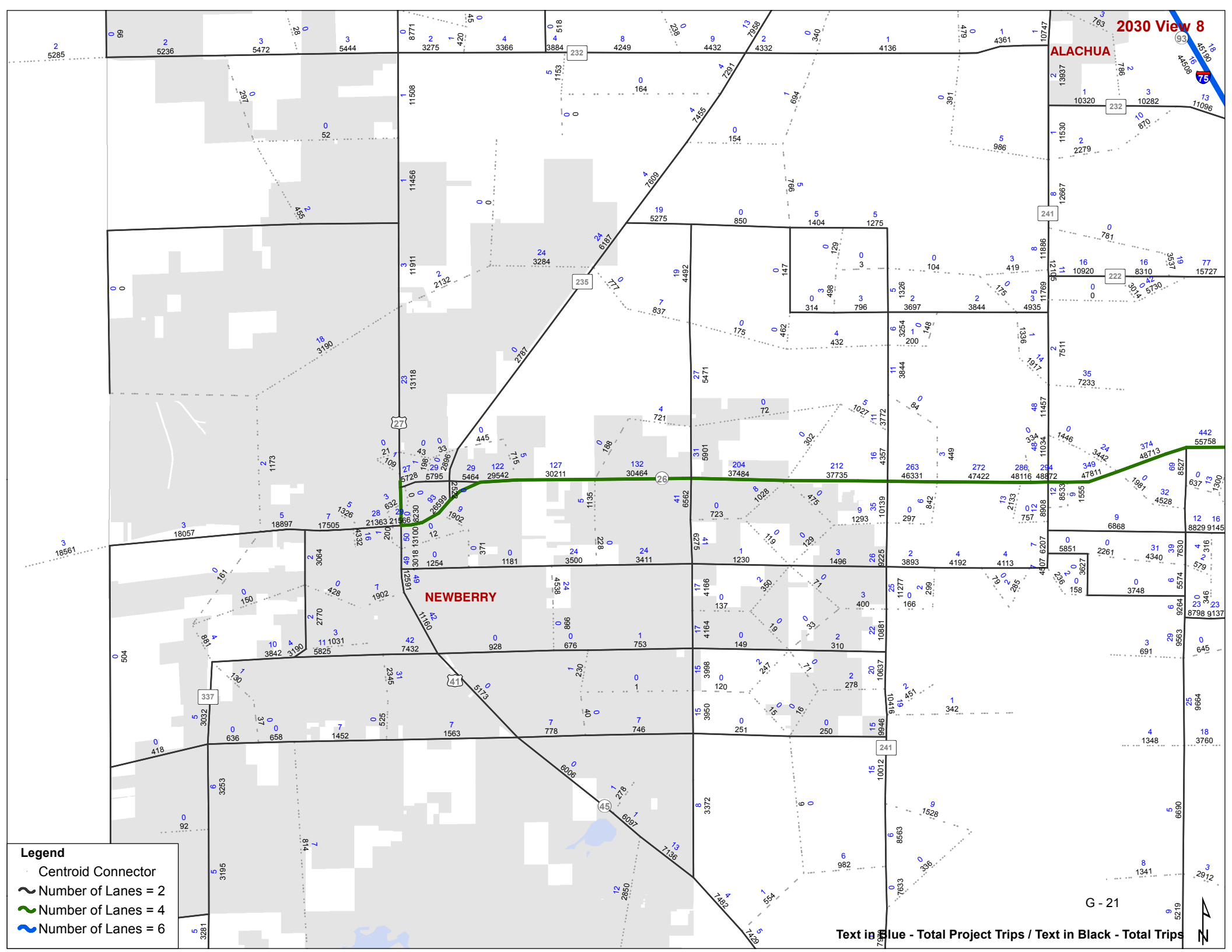

2030 View 3
HAWTHORNE
234
346
325
301
200
200A
441
25
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
N

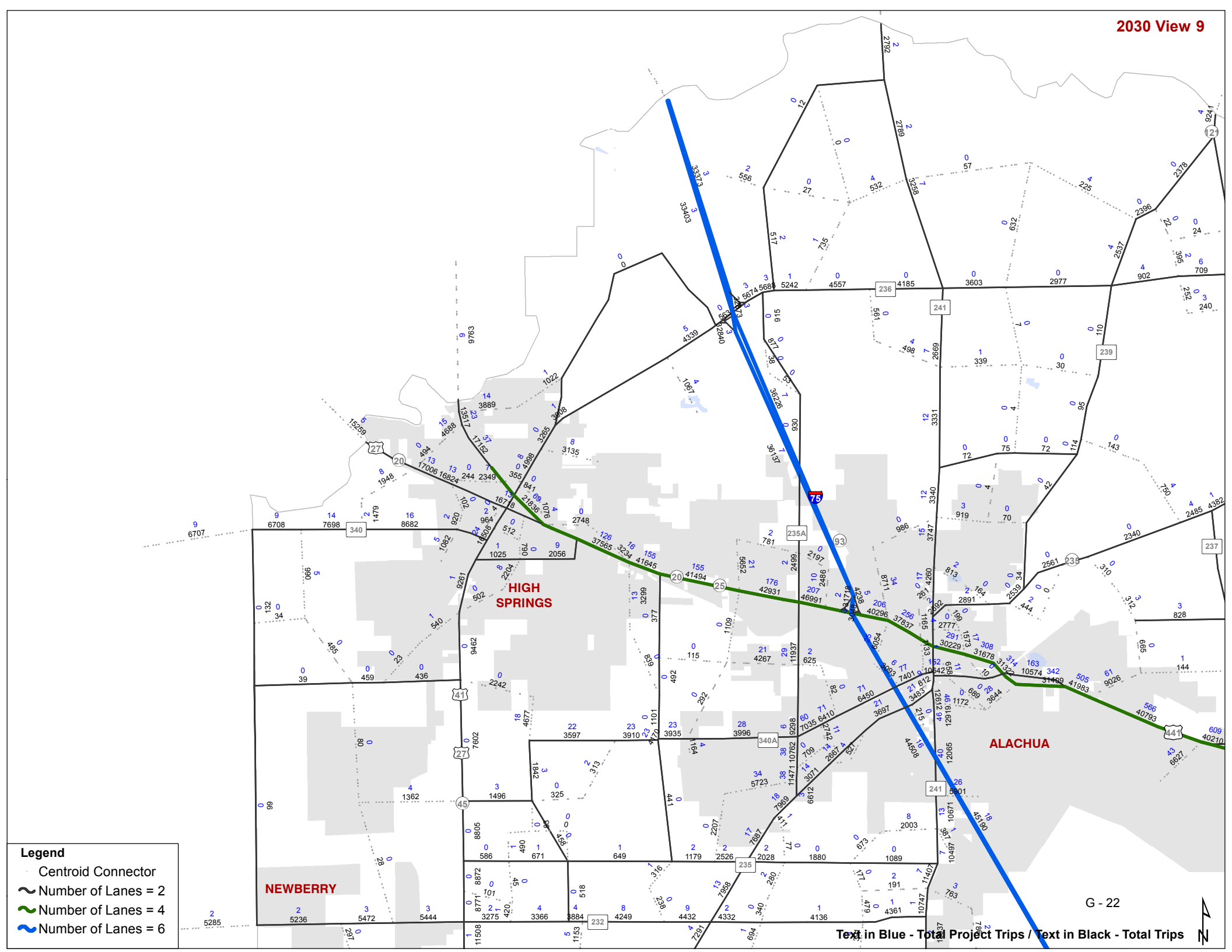

2030 View 4
ALACHUA
GAINESVILLE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 17

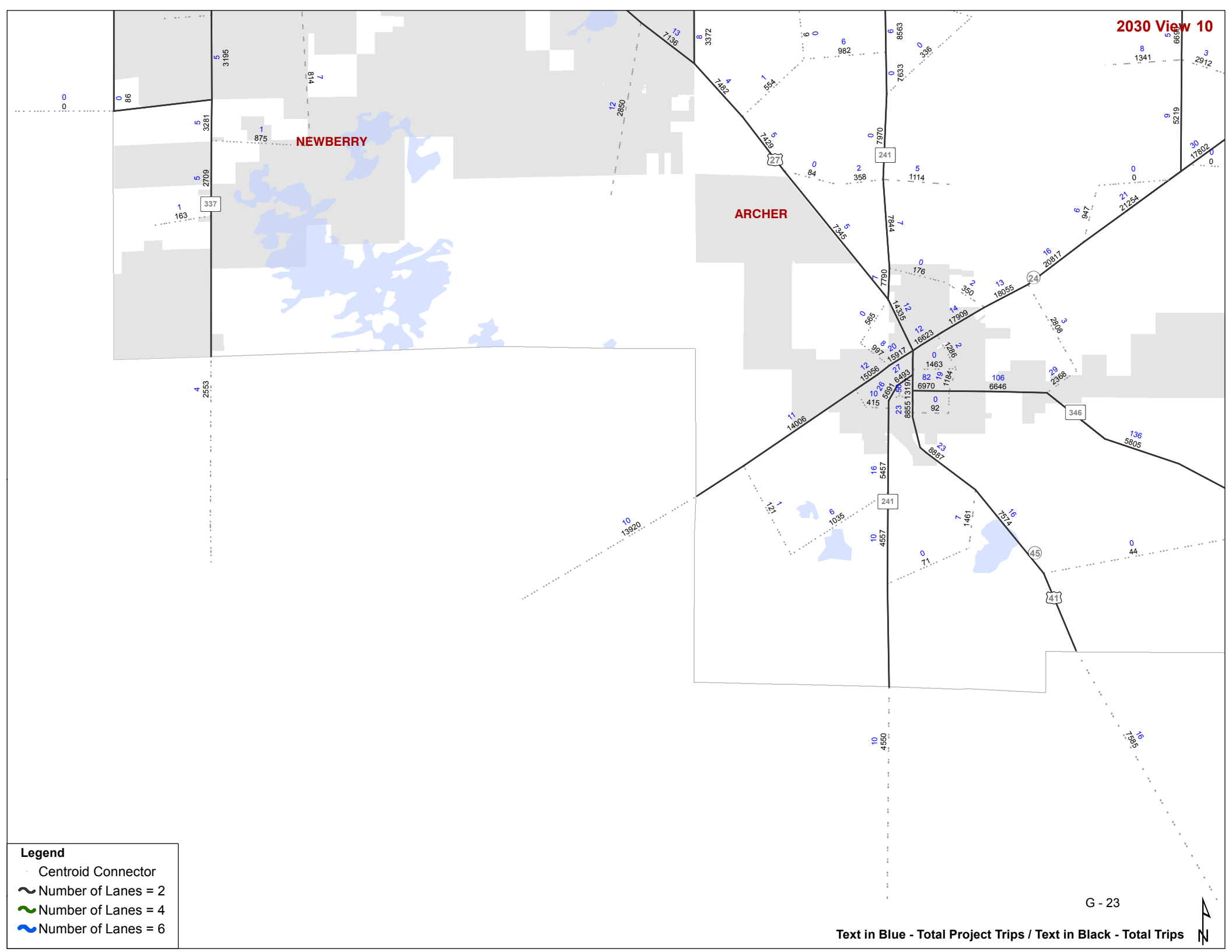

2030 View 5
GAINESVILLE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 18
N

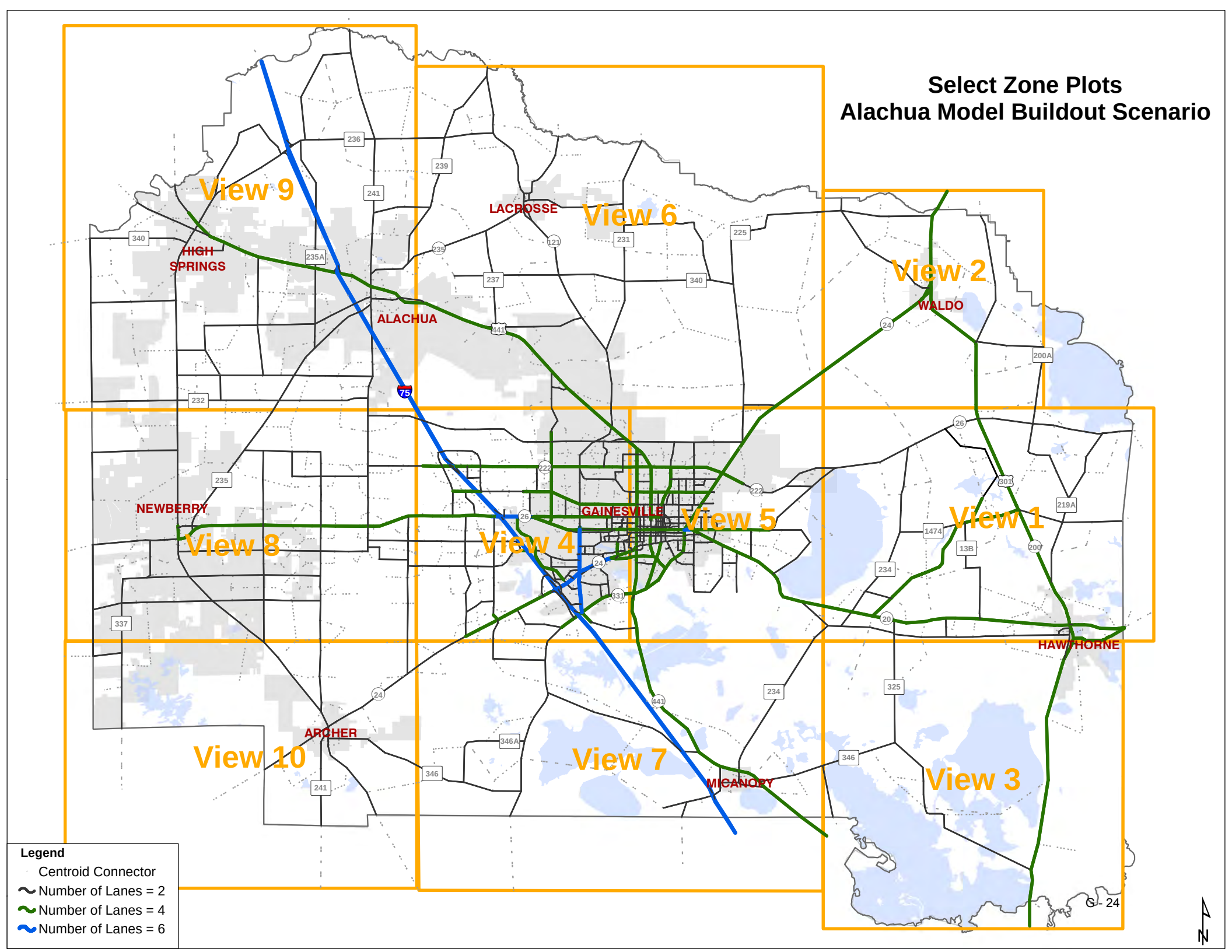

2030 View 6
LACROSSE
GAINESVILLE
ALACHUA
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 19

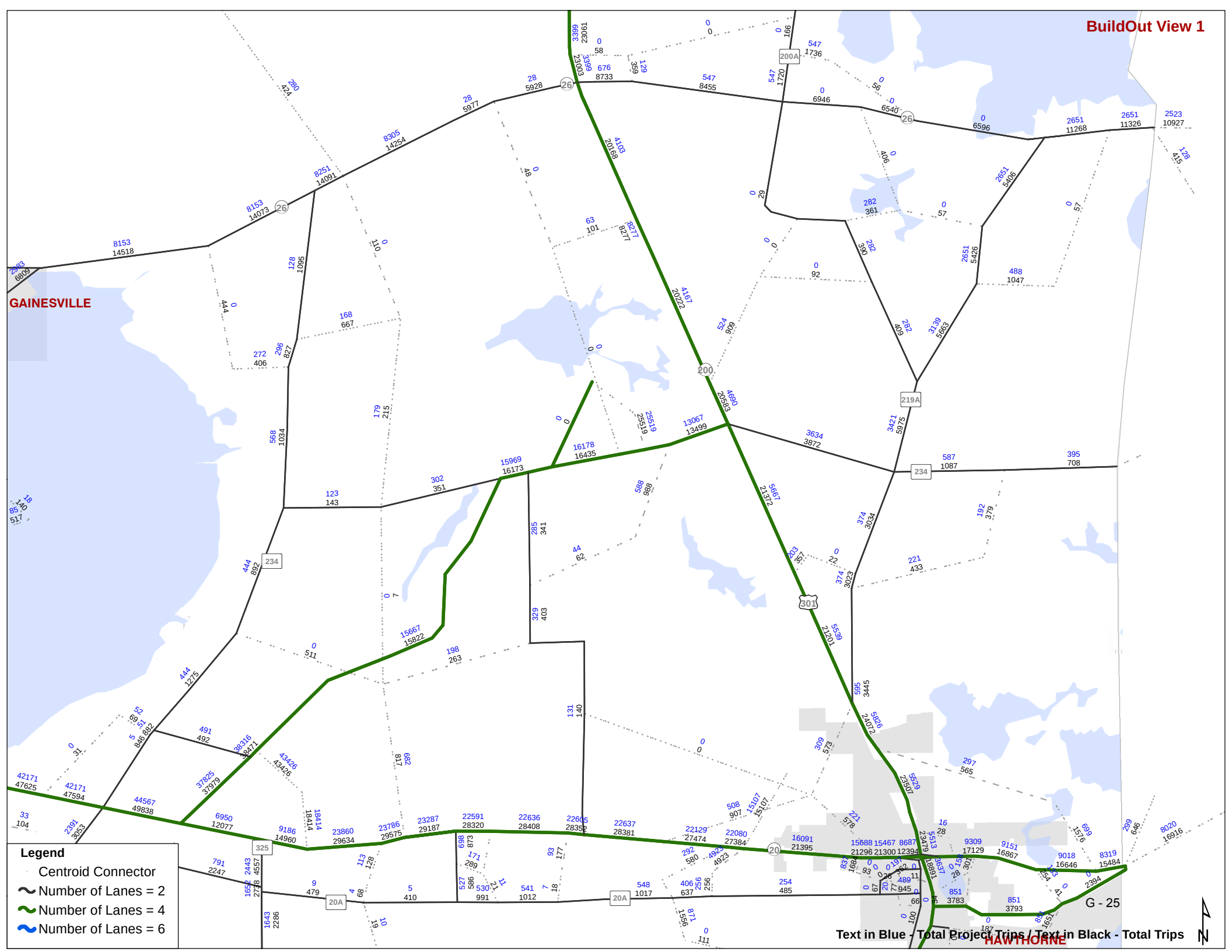

GAINESVILLE
ARCHER
2030 View 7
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips

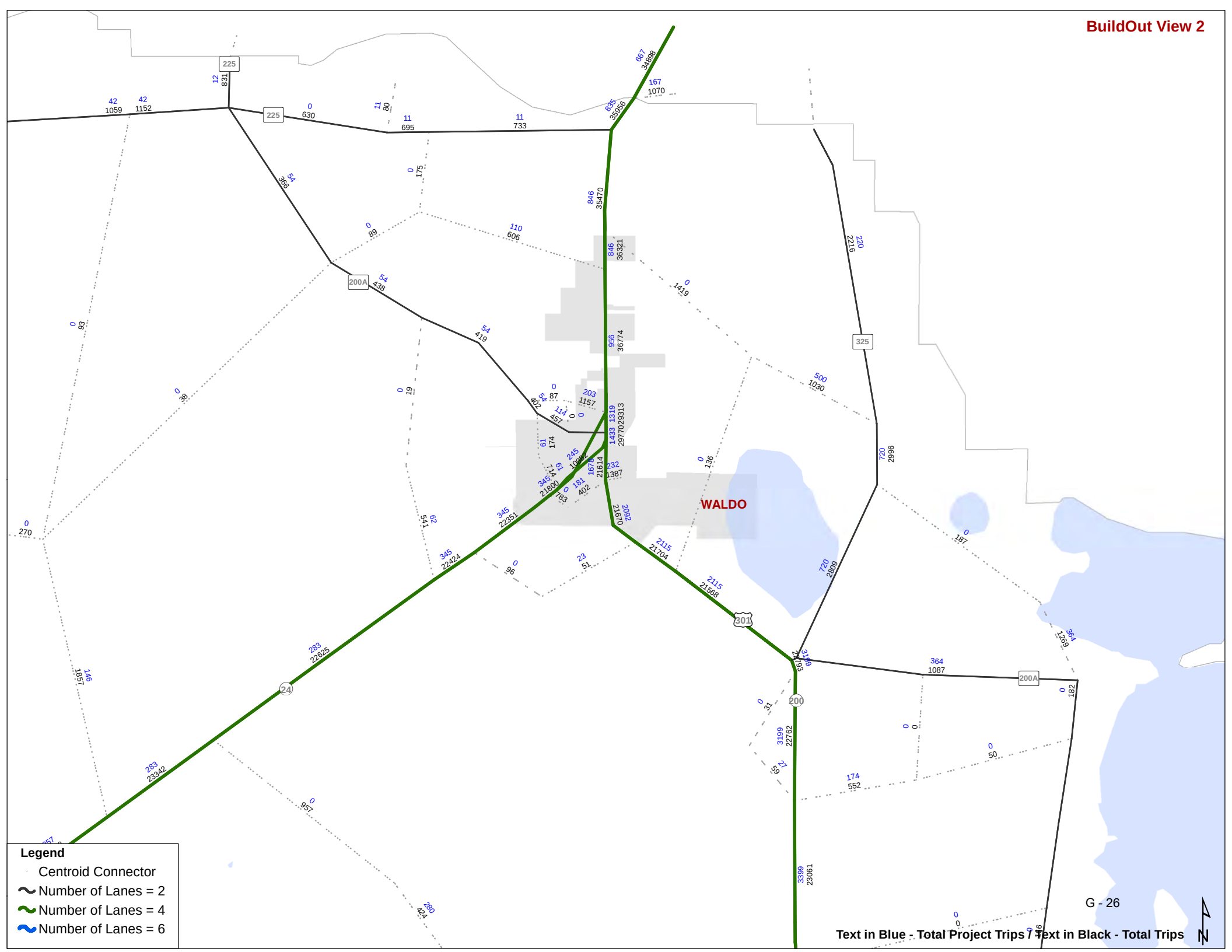

2030 View 8
ALACHUA
NEWBERRY
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 21
Text in Blue - Total Project Trips / Text in Black - Total Trips

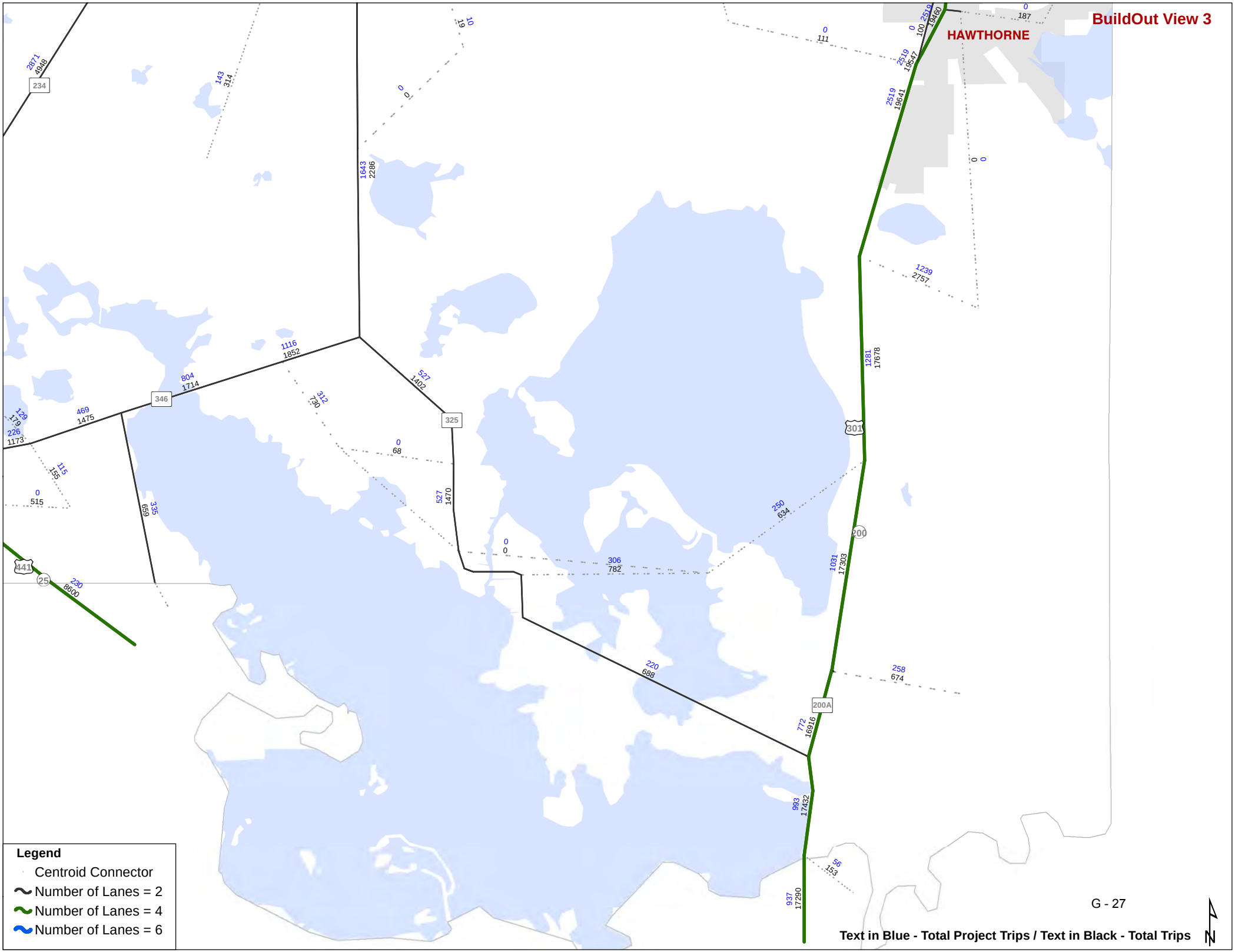

2030 View 9
HIGH SPRINGS
NEWBERRY
ALACHUA
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 22
Text in Blue - Total Project Trips / Text in Black - Total Trips

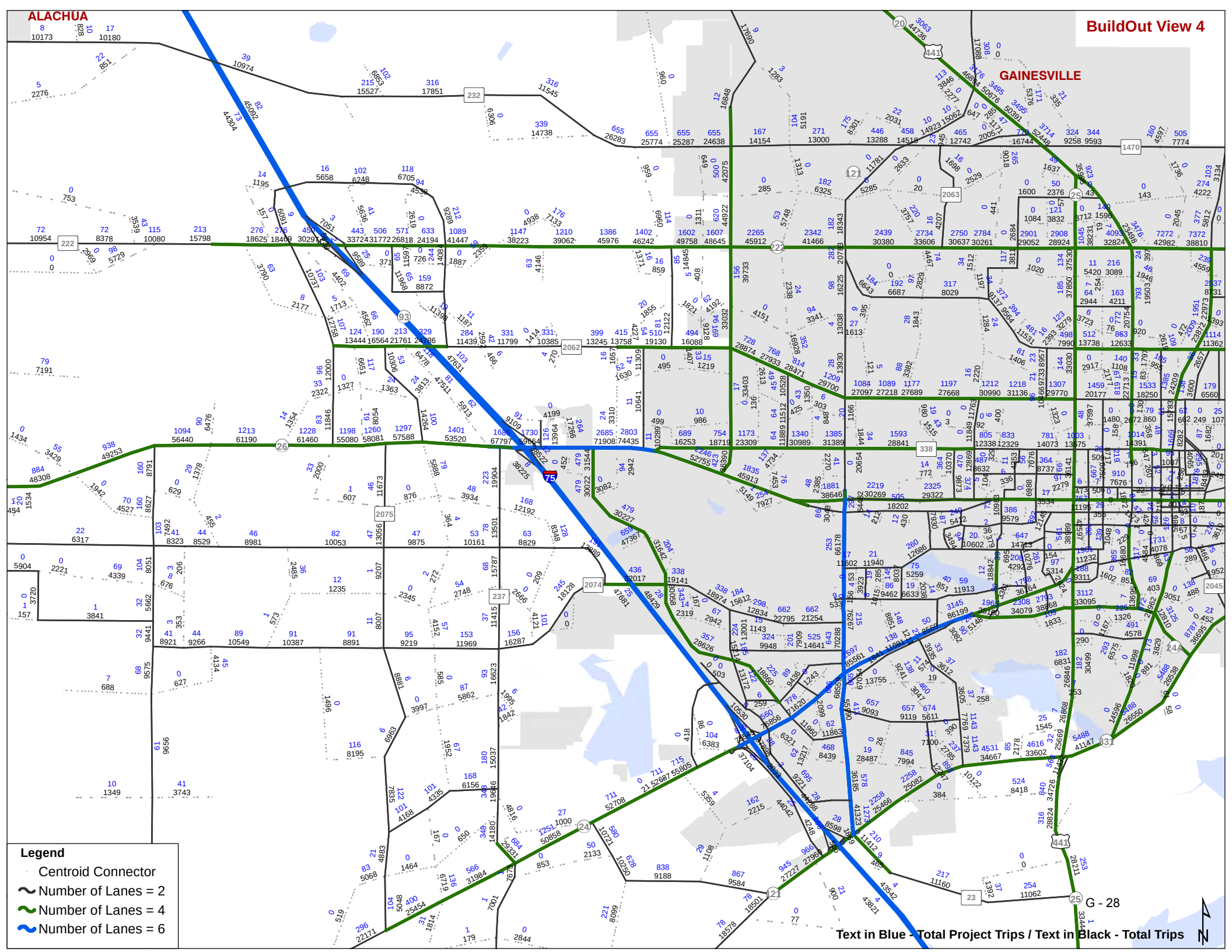

2030 View 10
NEWBERRY
ARCHER
337
27
241
24
346
45
41
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips

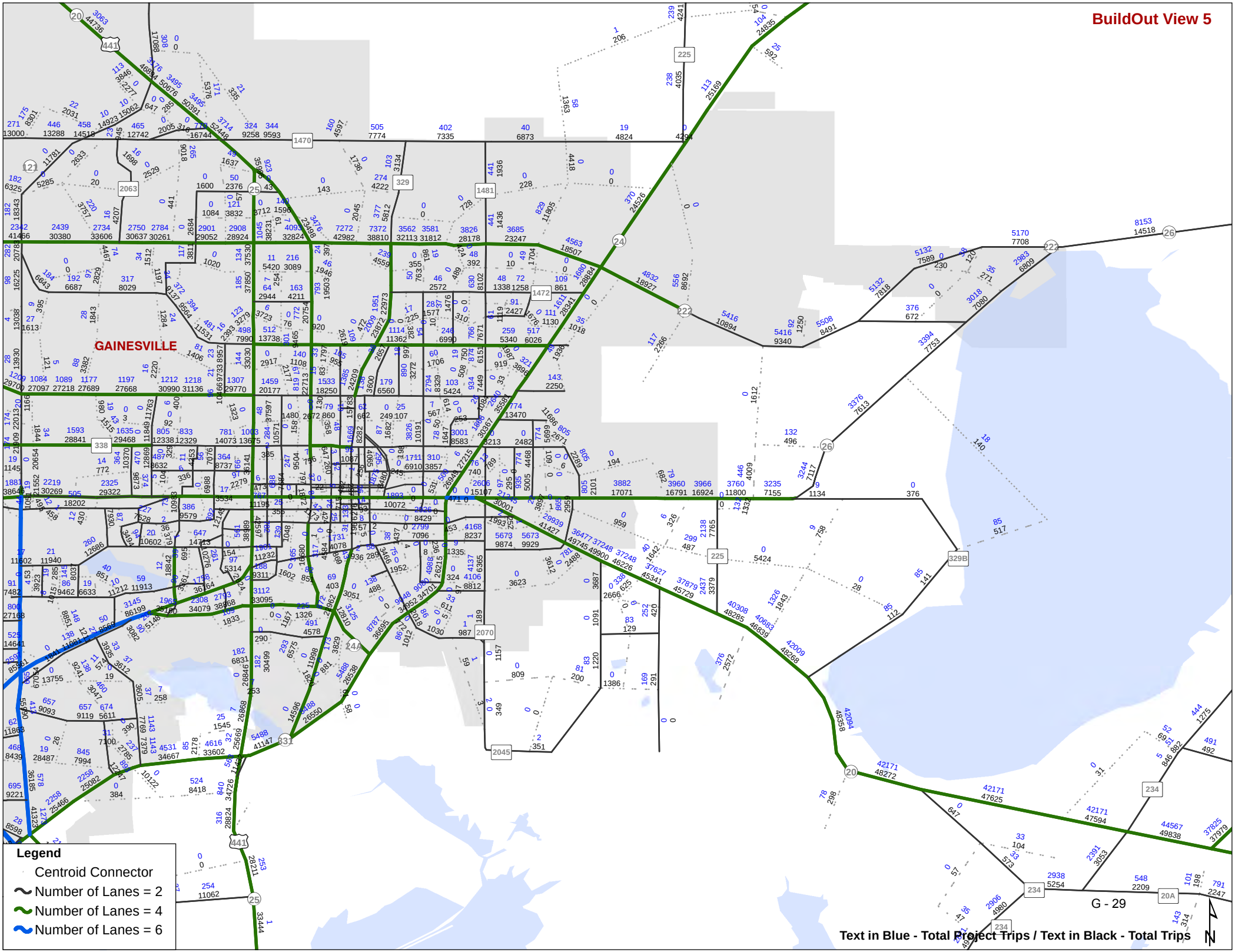

Select Zone Plots
Alachua Model Buildout Scenario
View 9
View 6
View 2
View 8
View 4
View 5
View 1
View 10
View 7
View 3
HIGH SPRINGS
LACROSSE
ALACHUA
WALDO
NEWBERRY
GAINESVILLE
HAWTHORNE
ARCHER
MICANOPY
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G- 24
N

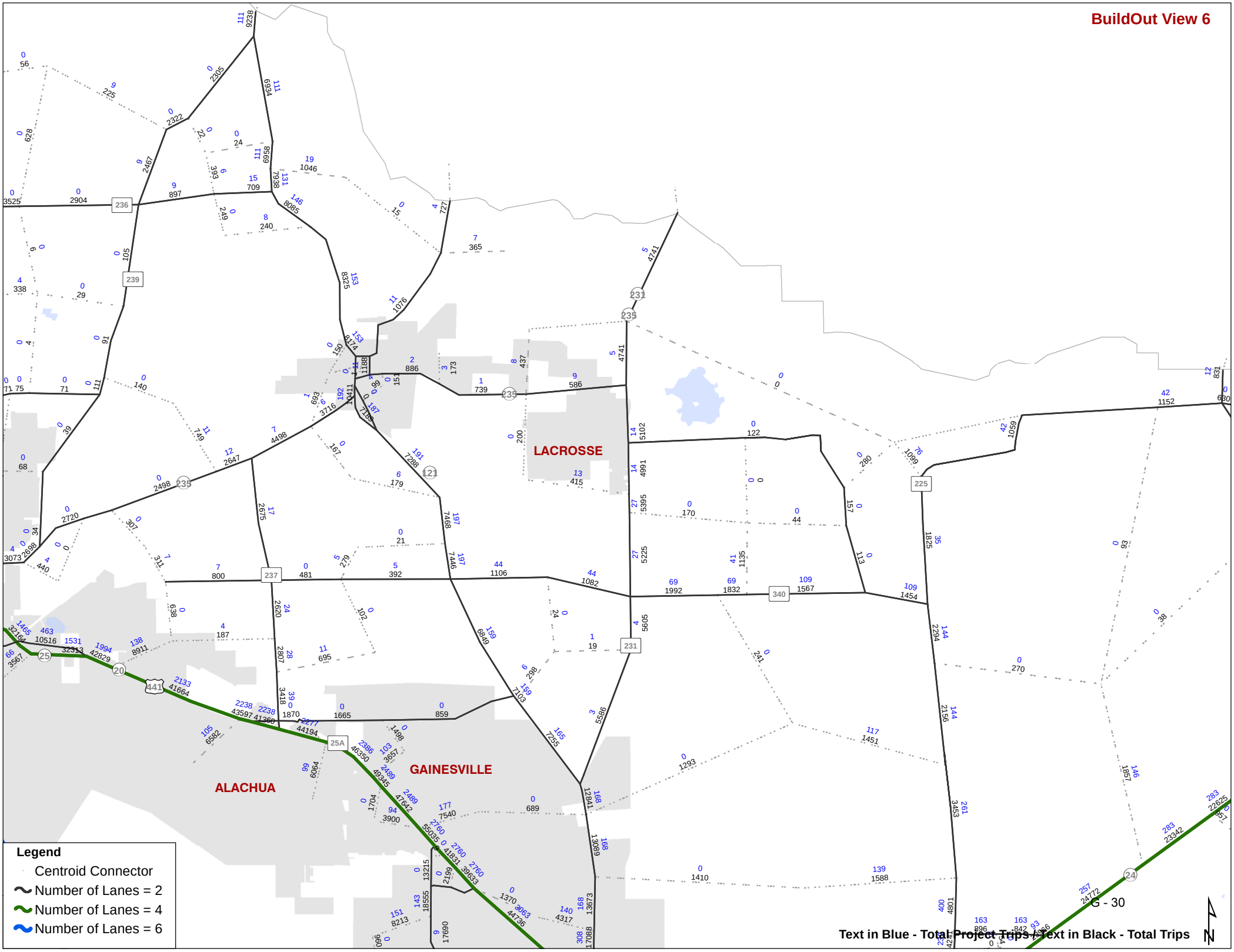

BuildOut View 1
GAINESVILLE
HAWTHORNE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 25
Text in Blue - Total Project Trips / Text in Black - Total Trips
N

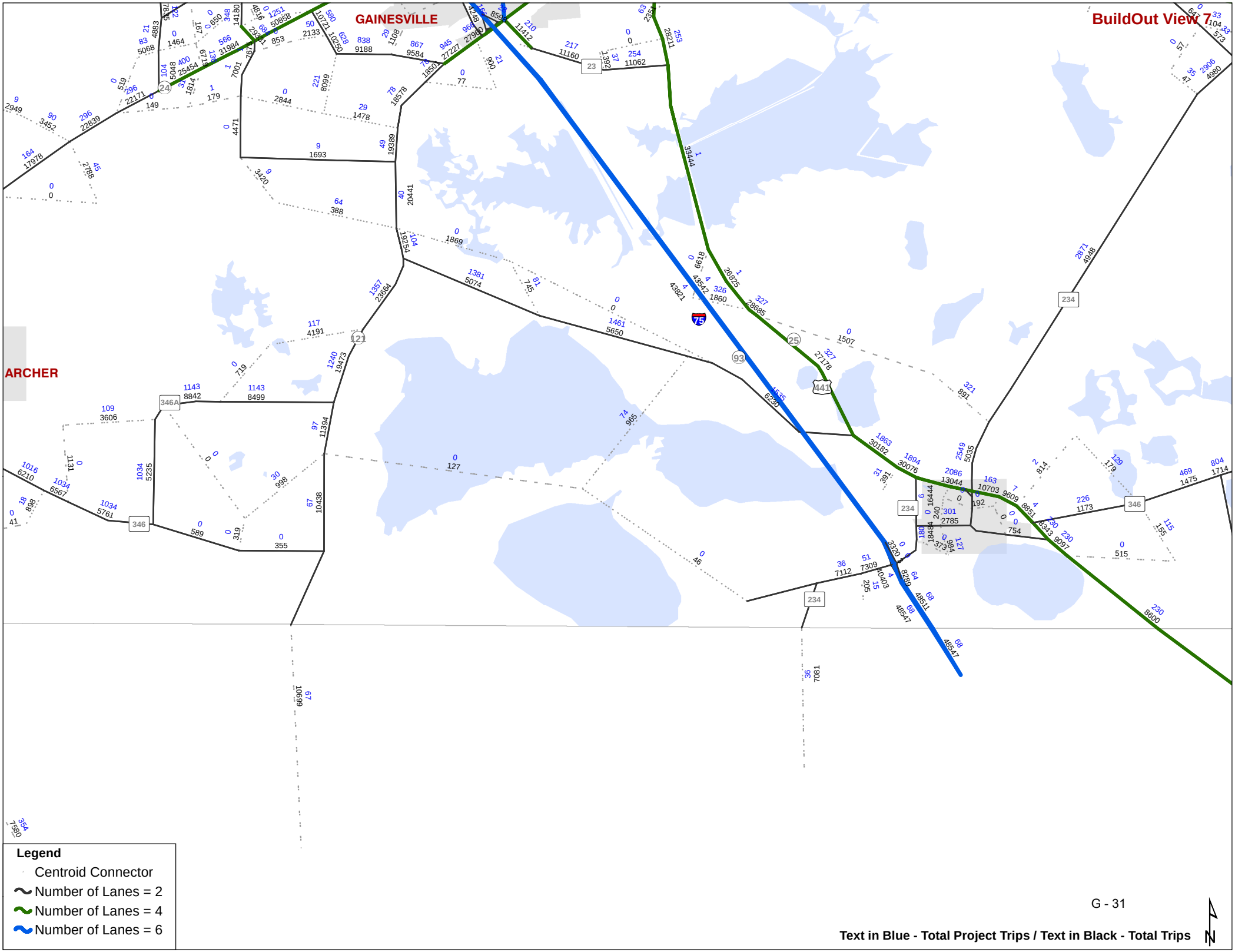

BuildOut View 2
WALDO
225
200A
325
301
24
200
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 26
N

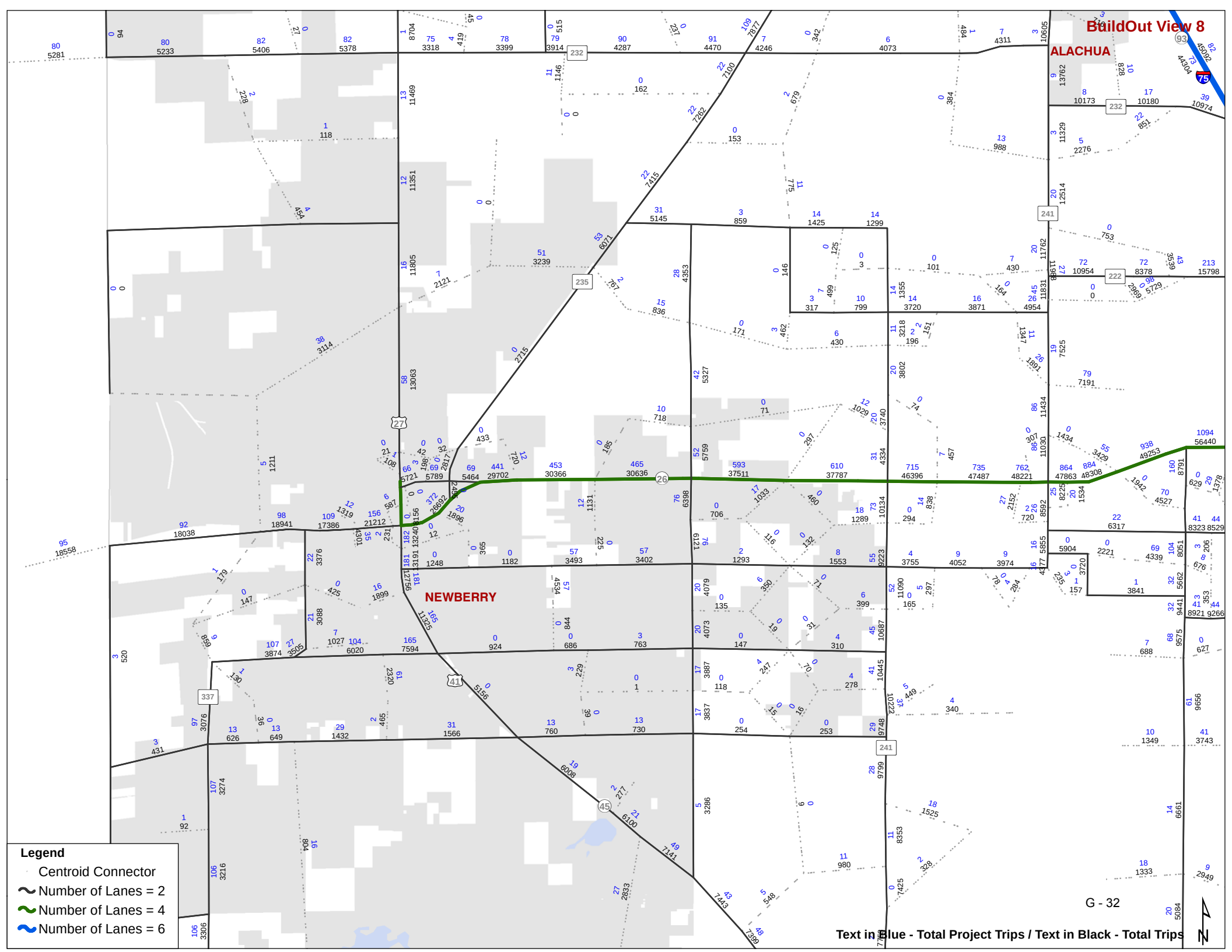

BuildOut View 3
HAWTHORNE
234
346
325
301
200
200A
441
25
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 27
Text in Blue - Total Project Trips / Text in Black - Total Trips
N

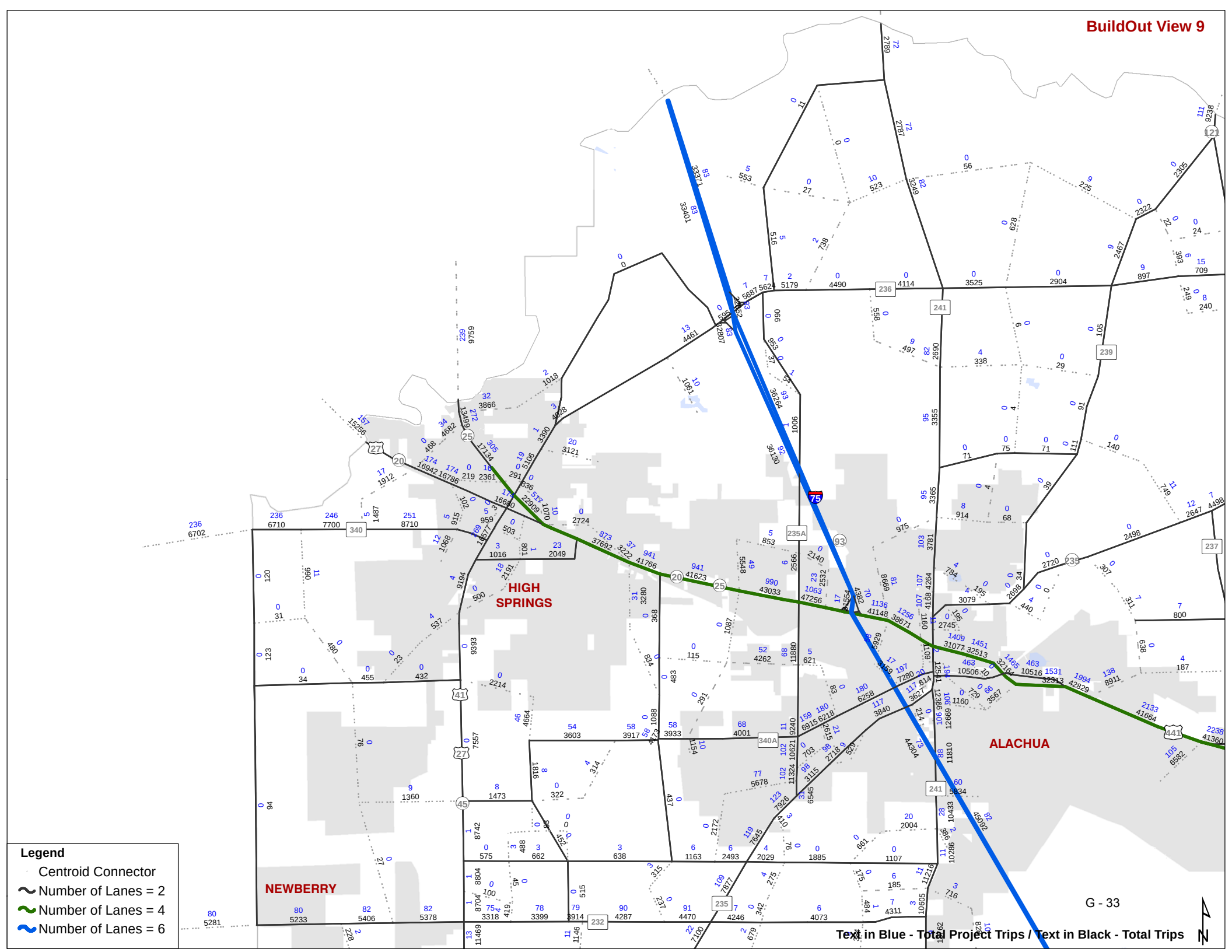

BuildOut View 4
ALACHUA
GAINESVILLE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 28


BuildOut View 5
GAINESVILLE
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 29


BuildOut View 6
LACROSSE
GAINESVILLE
ALACHUA
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 30
Text in Blue - Total Project Trips / Text in Black - Total Trips
N


BuildOut View 7
GAINESVILLE
ARCHER
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 31
Text in Blue - Total Project Trips / Text in Black - Total Trips


BuildOut View 8
ALACHUA
NEWBERRY
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 32
Text in Blue - Total Project Trips / Text in Black - Total Trips


BuildOut View 9
HIGH SPRINGS
NEWBERRY
ALACHUA
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
G - 33
Text in Blue - Total Project Trips / Text in Black - Total Trips

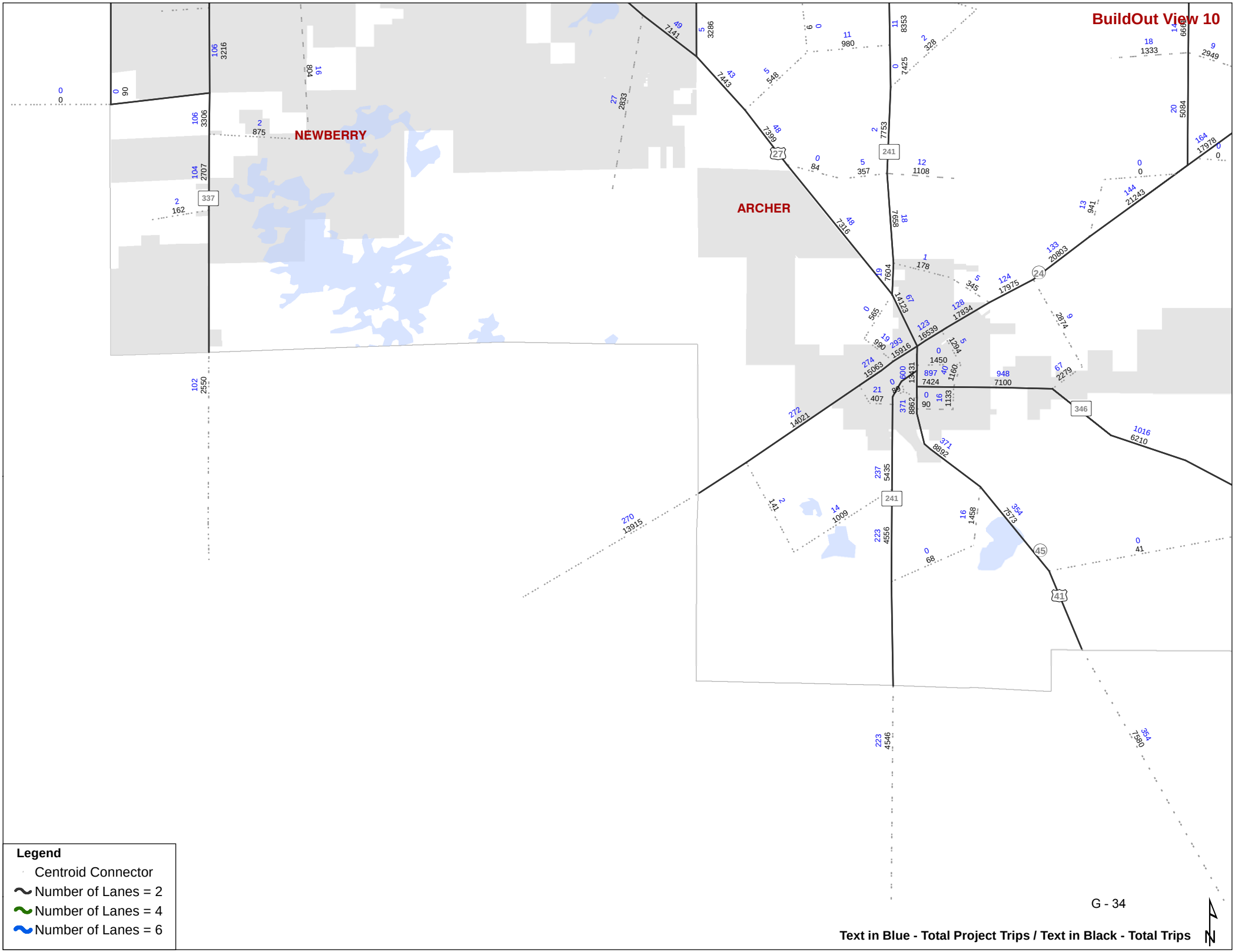

BuildOut View 10
NEWBERRY
ARCHER
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Blue - Total Project Trips / Text in Black - Total Trips
G - 34

**Table G-1 Summary of External Gateway Zone Adjustments - 2030**

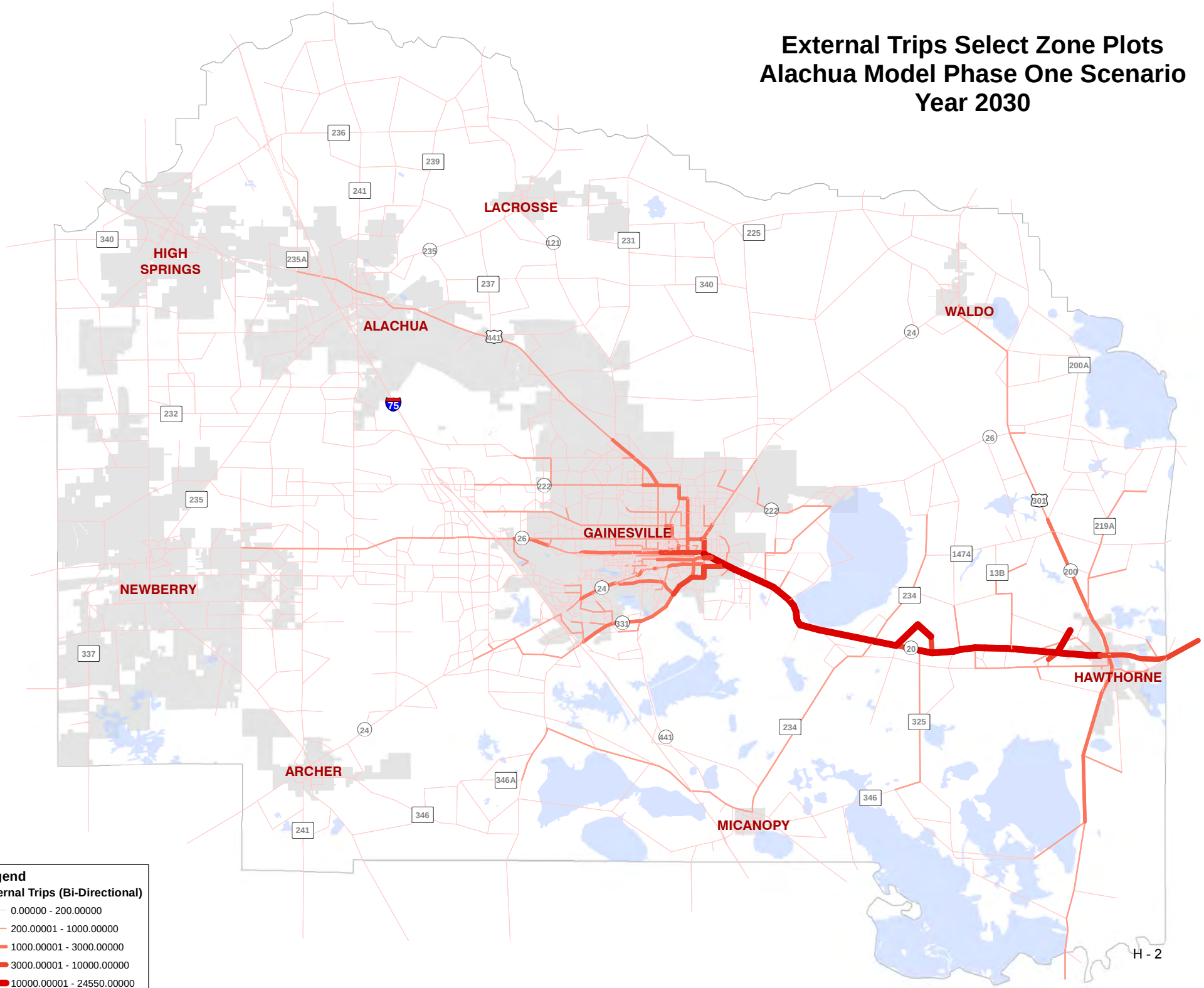
| TAZ | Location | EI Trips | 2% of EI Trips | SF HH | Assumed SF Daily trips/Unit | Daily Trips from Model |
|---|---|---|---|---|---|---|
| 607 | US 301 (North) @ Bradford County Line | 13,732 | 275 | 50 | 5.7 | 285 |
| 608 | SR 26 (East) @ Putnam County Line | 5,433 | 109 | 20 | 5.3 | 106 |
| 610 | SR 20 (East) @ Putnam County Line | 8,288 | 166 | 28 | 6.0 | 168 |
| 611 | US 301 (North) @ Marion County Line | 1,938 | 39 | 8 | 4.8 | 38 |

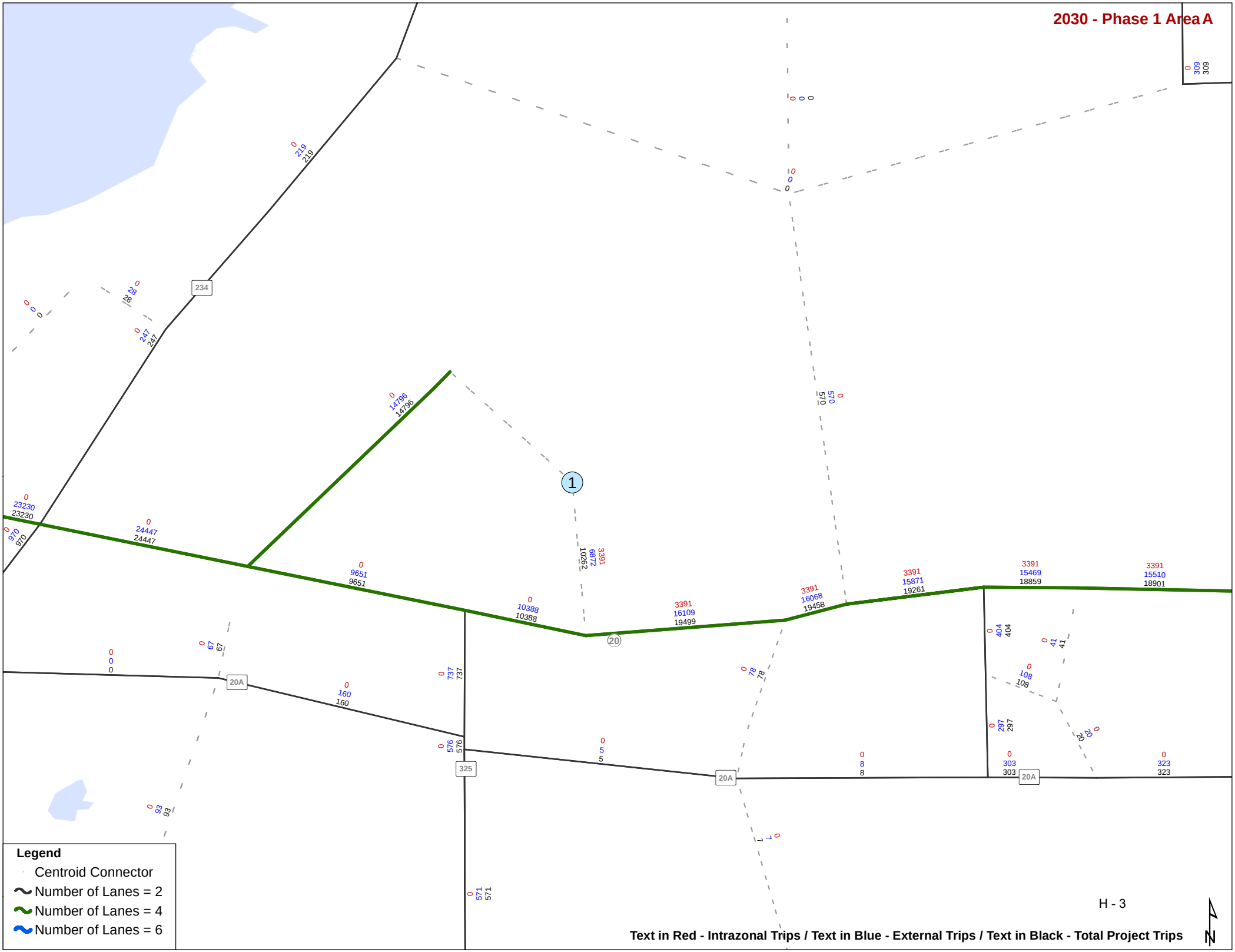
**Table G-2 Summary of External Gateway Zone Adjustments - BO**

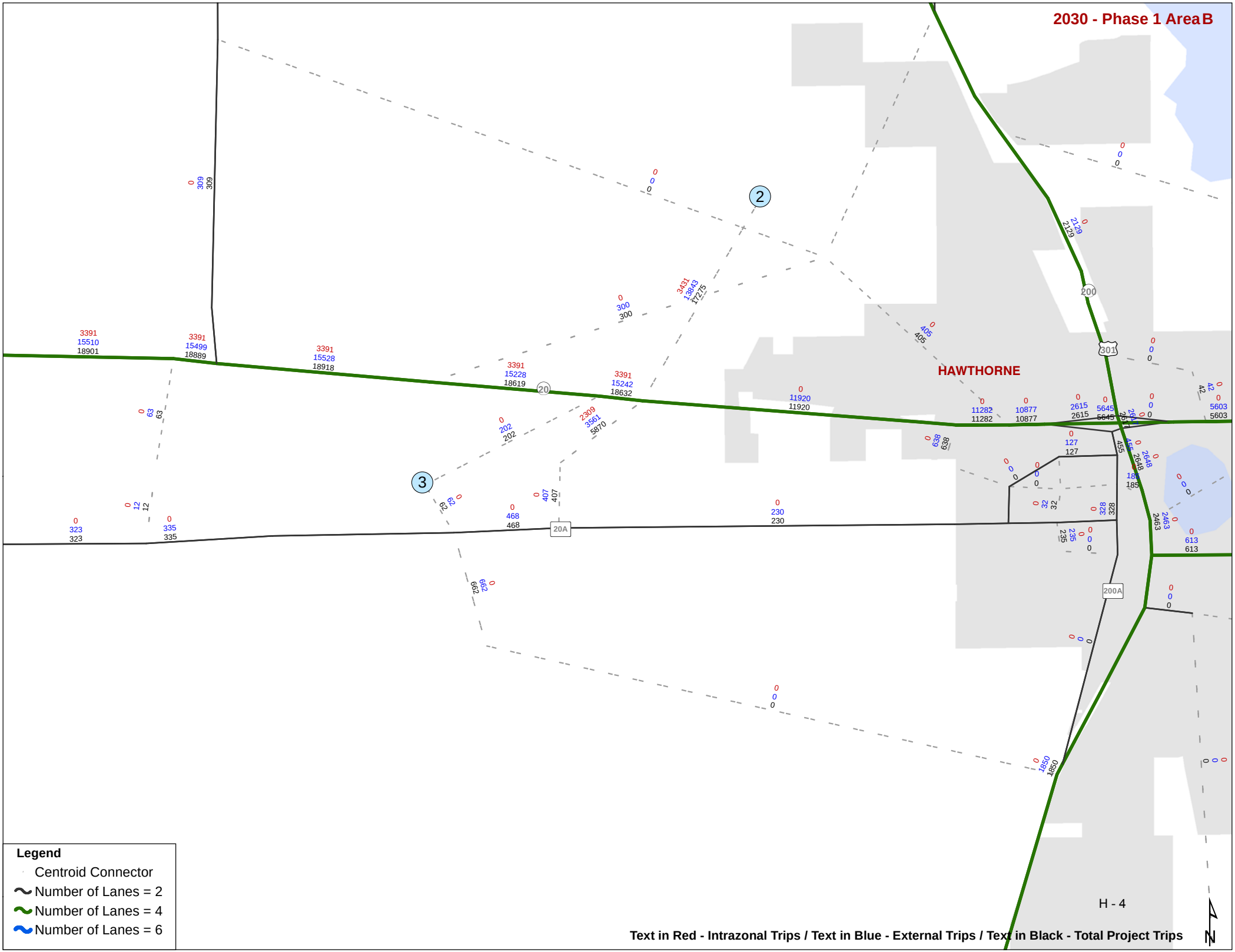
| TAZ | Location | EI Trips | 8% of EI Trips | SF HH | Assumed SF Daily trips/Unit | Daily Trips from Model |
|---|---|---|---|---|---|---|
| 607 | US 301 (North) @ Bradford County Line | 13,732 | 1,099 | 198 | 5.4 | 1,070 |
| 608 | SR 26 (East) @ Putnam County Line | 5,433 | 435 | 79 | 5.3 | 415 |
| 610 | SR 20 (East) @ Putnam County Line | 8,288 | 663 | 112 | 5.8 | 646 |
| 611 | US 301 (North) @ Marion County Line | 1,938 | 155 | 30 | 5.1 | 153 |

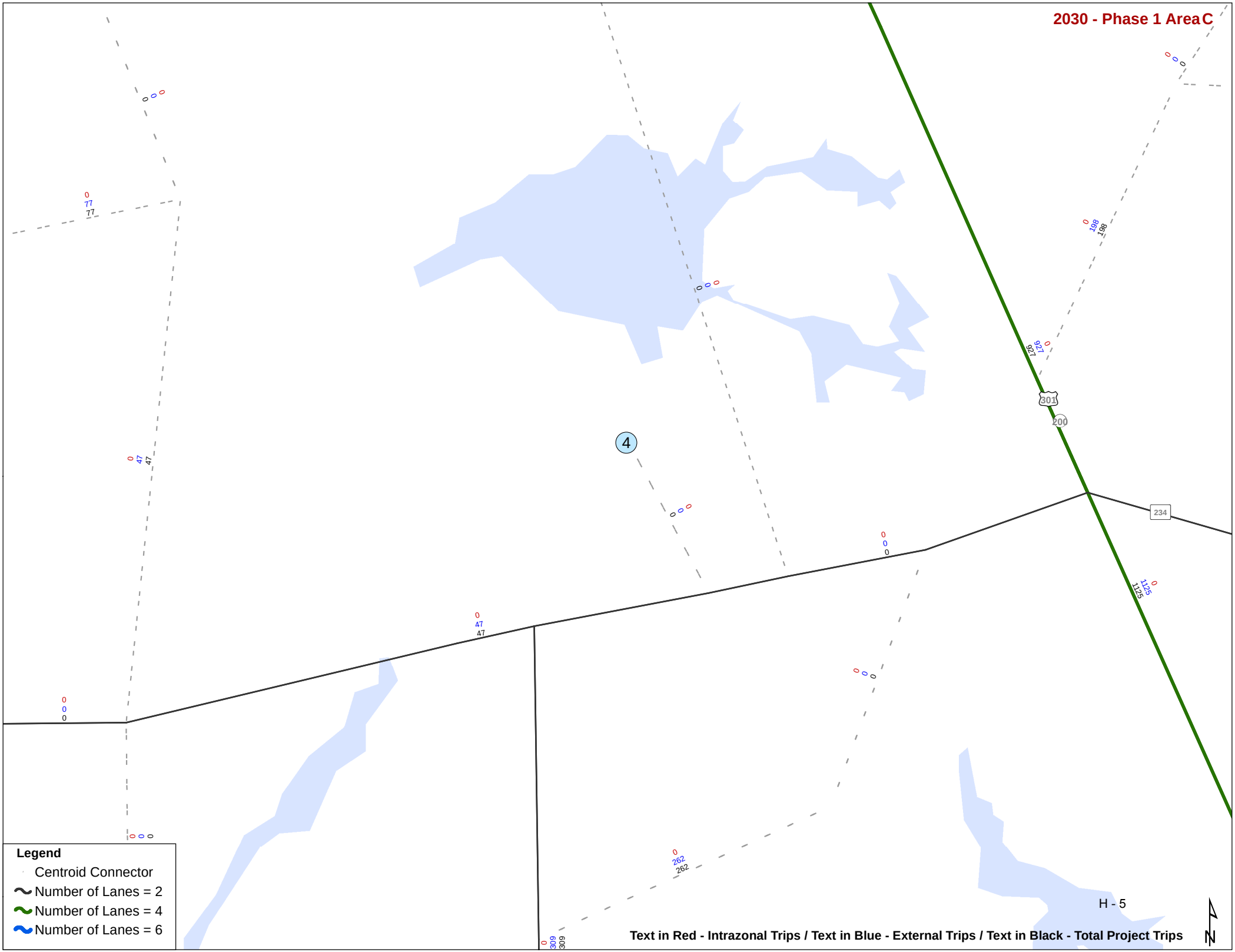
# Appendix H Localized Trip Assignment

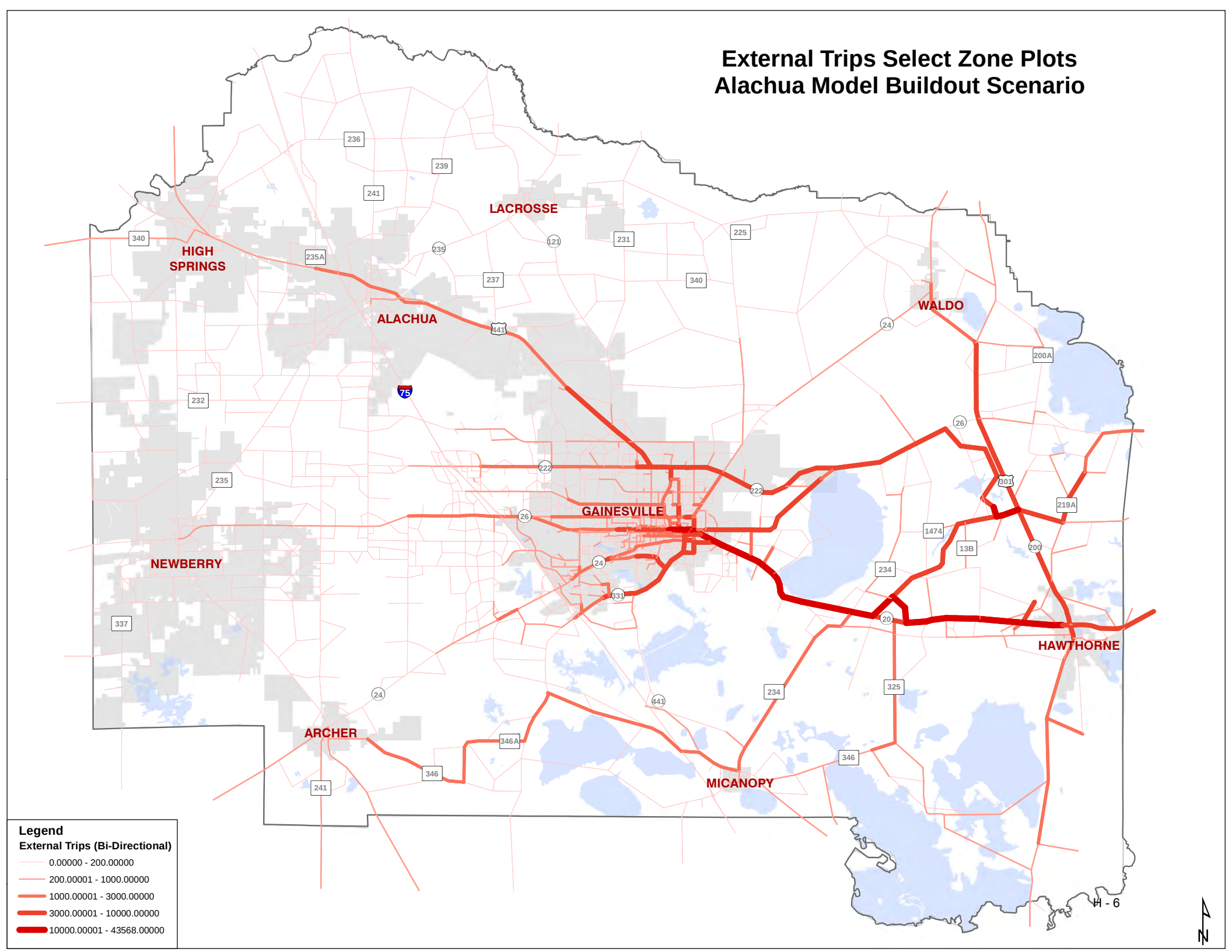
# External Trips Select Zone Plots
# Alachua Model Phase One Scenario
# Year 2030

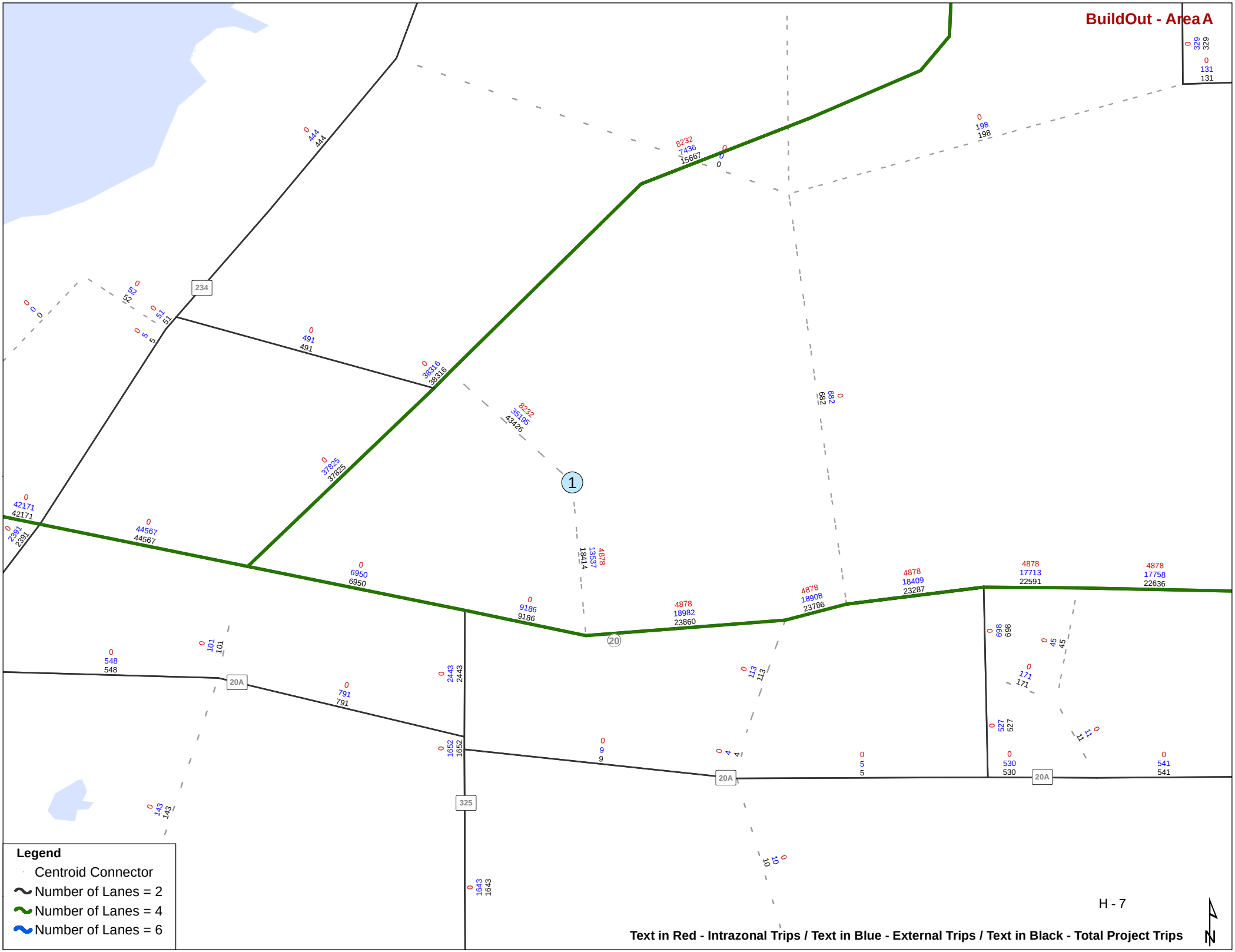


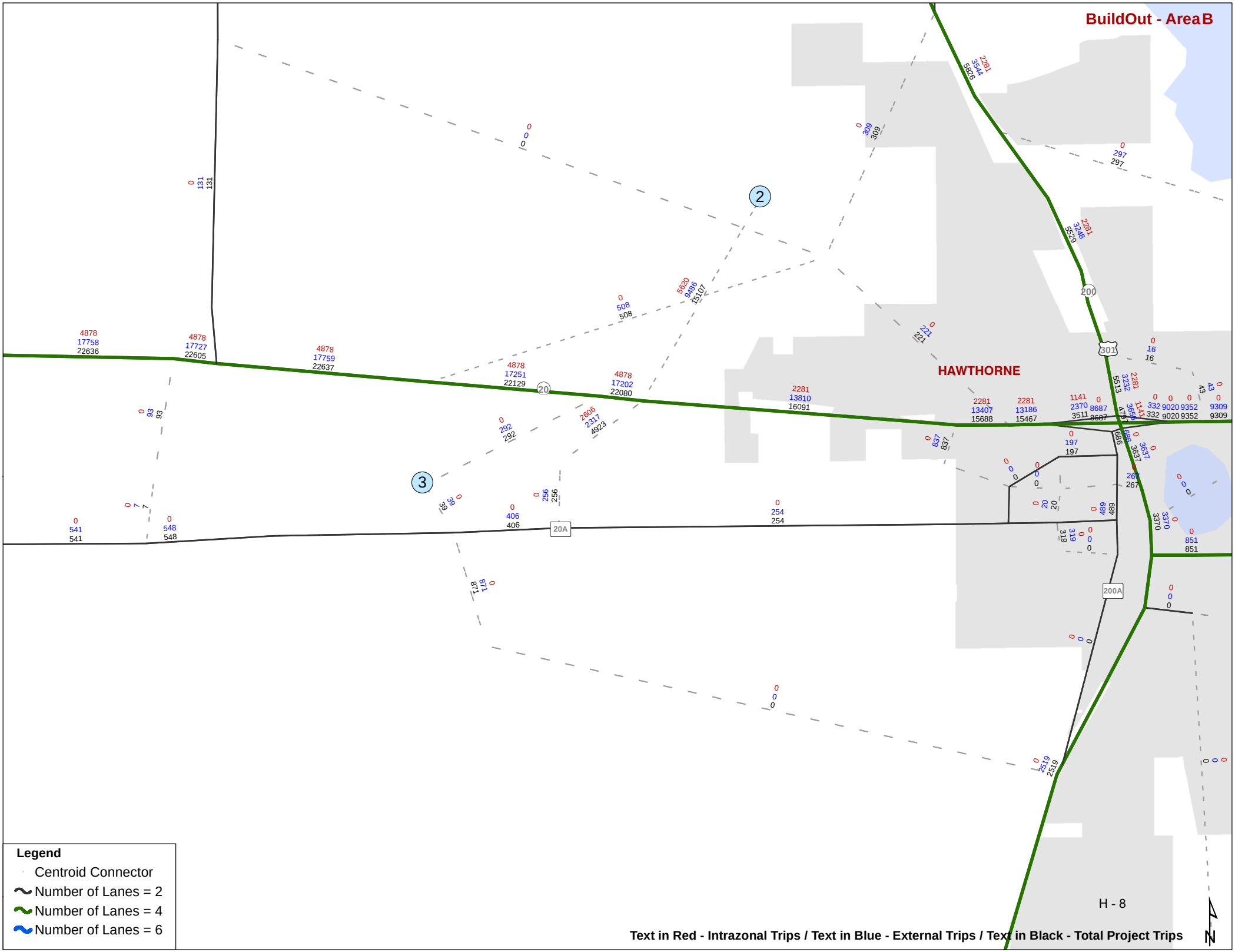

2030 - Phase 1 Area A
234
20
20A
325
1
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Red - Intrazonal Trips / Text in Blue - External Trips / Text in Black - Total Project Trips
N

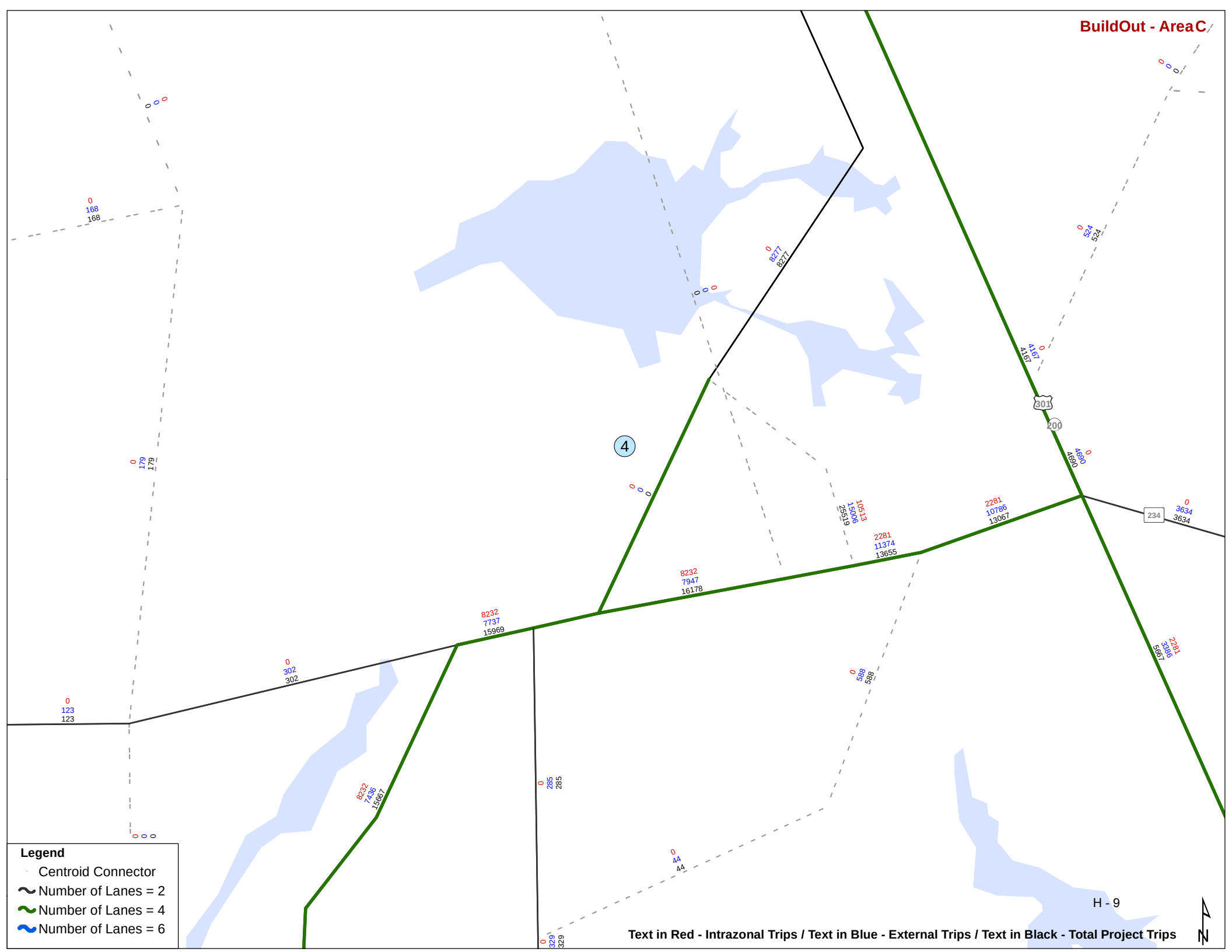

2030 - Phase 1 Area B
HAWTHORNE
2
3
20
20A
200
200A
301
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
H - 4
Text in Red - Intrazonal Trips / Text in Blue - External Trips / Text in Black - Total Project Trips
N


2030 - Phase 1 Area C
4
301
200
234
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
H - 5
Text in Red - Intrazonal Trips / Text in Blue - External Trips / Text in Black - Total Project Trips
N

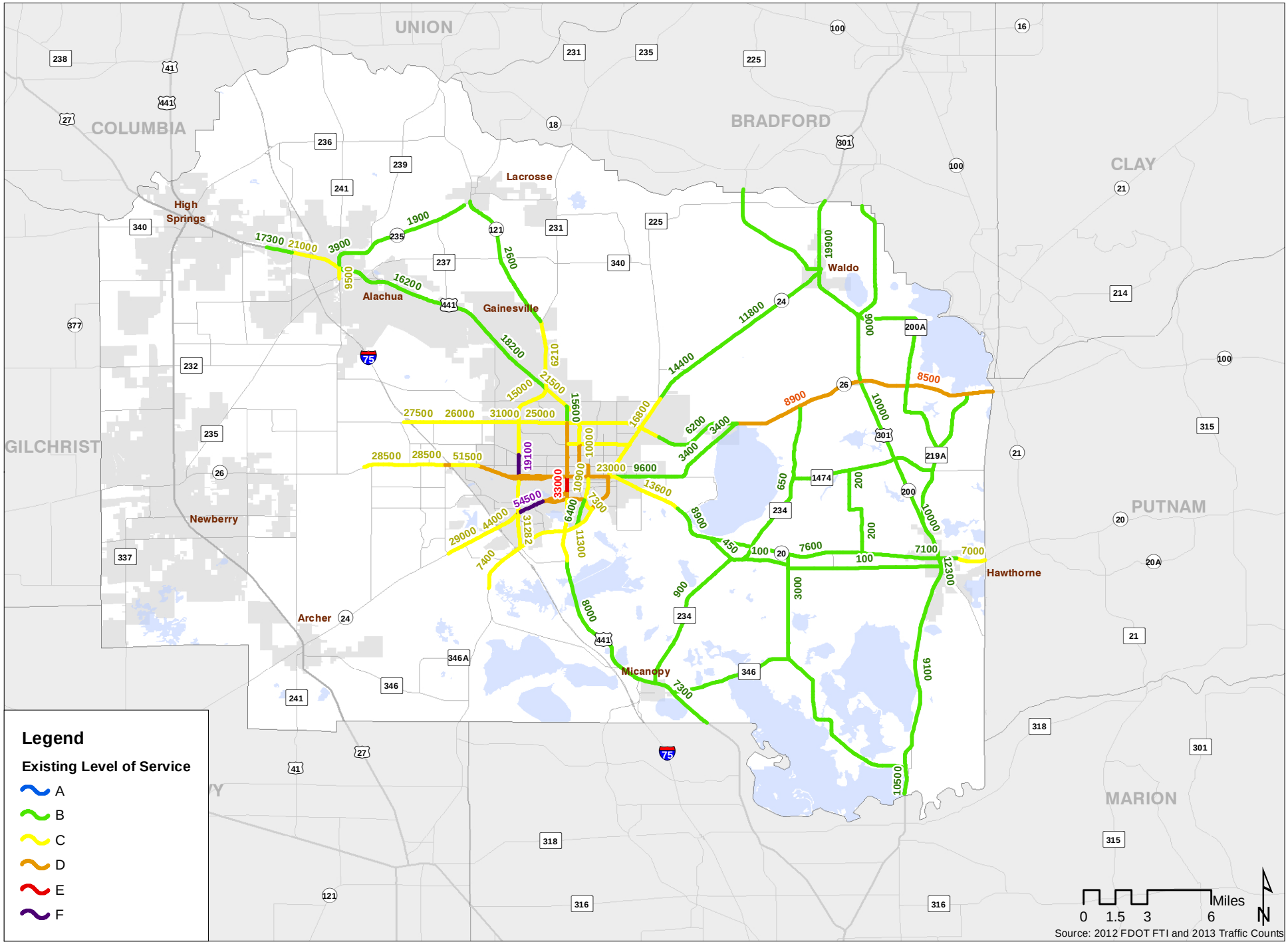

External Trips Select Zone Plots
Alachua Model Buildout Scenario
LACROSSE
HIGH SPRINGS
ALACHUA
WALDO
GAINESVILLE
NEWBERRY
HAWTHORNE
ARCHER
MICANOPY
236
239
241
340
235A
235
237
121
231
225
441
24
200A
232
75
26
222
301
219A
1474
13B
200
234
331
20
337
325
346A
346
Legend
External Trips (Bi-Directional)
0.00000 - 200.00000
200.00001 - 1000.00000
1000.00001 - 3000.00000
3000.00001 - 10000.00000
10000.00001 - 43568.00000
N


BuildOut - Area A
234
20
20A
325
1
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
H - 7
Text in Red - Intrazonal Trips / Text in Blue - External Trips / Text in Black - Total Project Trips
N


BuildOut - Area B
HAWTHORNE
2
3
20
20A
200
200A
301
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Red - Intrazonal Trips / Text in Blue - External Trips / Text in Black - Total Project Trips
H - 8
N


BuildOut - AreaC
Legend
Centroid Connector
Number of Lanes = 2
Number of Lanes = 4
Number of Lanes = 6
Text in Red - Intrazonal Trips / Text in Blue - External Trips / Text in Black - Total Project Trips
H - 9
N
4
301
200
234
0
168
168
0
179
179
0
123
123
0
302
302
8232
7737
15969
8232
7436
15667
8232
7947
16178
2281
11374
13655
2281
10786
13067
10513
15006
25519
0
8277
8277
0
285
285
0
44
44
0
329
329
0
588
588
0
524
524
0
4167
4167
0
4690
4690
0
3634
3634
2281
3386
5667

# Appendix I Existing/Future Roadway Network and Applied LOS Standards




ENVISION ALACHUA

**Figure I-1: Existing AADT and LOS**

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING + PLANNING

**Table I-1 Existing AADT and LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2012) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Existing AADT | Existing LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **SR 20** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 188th St | NW 173rd St | Alachua County | | 4 | Rural | Uninterrupted | Developed | 55 | | Divided | Yes | Yes | 1.05 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 27,195 | 42,735 | 55,020 | 62,580 | 17,300 | B |
| NW 173rd St | I-75 | Alachua County | | 4 | Rural | Interrupted | | 45 | | Divided | Yes | No | 1.00 | ** | ** | 29,300 | 30,400 | ** | ** | ** | 29,300 | 30,400 | ** | 21,000 | C |
| I-75 | SR 235 | Alachua County | | 4 | Rural | Interrupted | | 45 | | Divided | Yes | No | 1.00 | ** | ** | 29,300 | 30,400 | ** | ** | ** | 29,300 | 30,400 | ** | 18,900 | C |
| SR 235 | CR 25A (South) | Alachua County | | 4 | Rural | Uninterrupted | Developed | 65 | | Divided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 16,200 | B |
| CR 25A (South) | SR 121 | Gainesville | | 4 | Urbanized | Uninterrupted | | 55 | | Divided | Yes | Yes | 1.05 | ** | 36,700 | 51,800 | 65,600 | 72,600 | ** | 38,535 | 54,390 | 68,880 | 76,230 | 18,200 | B |
| SR 121 | US 441/SR 20 | Gainesville | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 21,500 | C |
| US 441/SR 20 | SR 222/N 39th Ave | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | 8,600 | C |
| SR 222/N 39th Ave | SR 120/NW 23rd Ave | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | 10,000 | C |
| SR 120/NW 23rd Ave | NW 8th Ave | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | 13,900 | D |
| NW 6th St | Main St/CR 329 | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 14,700 | D |
| NW 8th Ave | SR 26 | Gainesville | | 2 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 7,300 | 14,800 | 15,600 | 13,100 | D |
| Main St/SR 329 | SR 24 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 18,600 | D |
| SR 24 | SR 26 | Gainesville | SIS | 6 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | Yes | 1.05 | ** | ** | 23,300 | 50,000 | 50,900 | ** | ** | 24,465 | 52,500 | 53,445 | 23,000 | C |
| SR 26 | SE 51st | Urban Mobility Cluster | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 13,600 | C |
| SE 51st | CR 2082W | Urban Mobility Cluster | SIS | 4 | Transitioning | Uninterrupted | | 45 | | Divided | Yes | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | 8,900 | B |
| CR 2082W | CR 325 | Alachua County | SIS | 4 | Rural | Uninterrupted | Undeveloped | 65 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 7,600 | B |
| CR 325 | 205th St | Alachua County | SIS | 4 | Rural | Uninterrupted | Undeveloped | 65 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 7,600 | B |
| 205th St | US 301 | Alachua County | SIS | 4 | Rural | Uninterrupted | Developed | 35 | | Divided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 7,100 | B |
| US 301 | Cherokee Dr | Alachua County | SIS | 4 | Rural | Uninterrupted | Developed | 45 | | Undivided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 7,000 | B |
| Cherokee Dr | Putnam Co. Line | Alachua County | SIS | 2 | Rural | Uninterrupted | Undeveloped | 55 | | Undivided | Yes | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 7,000 | C |
| Putnam Co. Line | SR 21 | Outside County | SIS | 2 | Rural | Uninterrupted | Undeveloped | 55 | | Undivided | Yes | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 7,000 | C |
| SR 21 | Royal Way | Outside County | SIS | 2 | Transitioning | Uninterrupted | | 55 | | Undivided | Yes | Yes | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 7,800 | B |
| Royal Way | Florida Trail | Outside County | SIS | 2 | Transitioning | Uninterrupted | | 55 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 7,800 | B |
| Florida Trail | CR 315 | Outside County | SIS | 2 | Transitioning | Uninterrupted | | 35 | | Undivided | Yes | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 7,800 | B |
| CR 315 | West St | Outside County | SIS | 4 | Transitioning | Uninterrupted | | 45 | | Divided | Yes | Yes | 1.05 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 37,065 | 52,080 | 66,045 | 73,080 | 11,500 | B |
| West St | Screen Rd | Outside County | SIS | 4 | Transitioning | Uninterrupted | | 45 | | Divided | No | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | 11,500 | B |
| Screen Rd | Motes Island Rd | Outside County | SIS | 4 | Rural | Uninterrupted | Developed | 55 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 10,500 | B |
| **SR 26** | | | | | | | | | | | | | | | | | | | | | | | | | |
| NW 127th St | NW 76th Blvd | Urban Mobility Cluster | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 28,500 | C |
| NW 76th Blvd | I-75 | Urban Mobility Cluster | SIS | 6 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 23,300 | 50,000 | 50,900 | ** | ** | 23,300 | 50,000 | 50,900 | 49,000 | D |
| I-75 | NW 8th Ave | Gainesville | | 6 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 58,400 | 59,900 | ** | ** | ** | 58,400 | 59,900 | ** | 51,500 | C |
| NW 8th Ave | SR 26A | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 28,500 | D |
| SR 26A | SR 121/NW 34th St | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 21,200 | D |
| SR 121/NW 34th St | Gale Lemerand Dr | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | 23,000 | D |
| Gale Lemerand Dr | US 441/W 13th St | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 28,500 | D |
| US 441/W 13th St | Main St/CR 329 | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 22,000 | D |
| SR 20 | SE 51st Street | Urban Mobility Cluster | | 4 | Urbanized | Uninterrupted | | 45 | | Divided | No | No | 1.00 | ** | 36,700 | 51,800 | 65,600 | 72,600 | ** | 36,700 | 51,800 | 65,600 | 72,600 | 9,600 | B |
| SE 51st Street | SR 222 | Urban Mobility Cluster | | 2 | Transitioning | Uninterrupted | | 55 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 3,400 | B |
| SR 222 | EASP N. Connector | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 8,900 | D |
| EASP N. Connector | US 301 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 8,900 | D |
| US 301 | Putnam Co. Line | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 8,500 | D |
| Putnam Co. Line | SR 21 | Outside County | | 2 | Rural | Uninterrupted | Undeveloped | 35 | | Undivided | Yes | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 8,500 | D |
| SR 21 | SR 100 | Outside County | | 2 | Rural | Uninterrupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 3,000 | B |

**Table I-1 Existing AADT and LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2012) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Existing AADT | Existing LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **US 301/SR 200** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 441/SR 25 | CR 316 | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 60 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 13,000 | B |
| CR 316 | CR 318 | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 60 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 12,300 | B |
| CR 318 | Marion Co. Line | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 55 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 10,500 | B |
| Marion Co. Line | CR 325 | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 10,500 | B |
| CR 325 | S. Johnson Street | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 9,100 | B |
| S. Johnson Street | 75th St | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 9,100 | B |
| 75th St | SR 20 | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 12,300 | B |
| SR 20 | SE 223rd St | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 10,000 | B |
| SE 223rd St | SE 41st Ln | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 55 | | Divided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 10,000 | B |
| SE 41st Ln | SR 26 | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 10,000 | B |
| SR 26 | NE 136th Ave | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 9,000 | B |
| NE 136th Ave | NE 160th Ave | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 19,900 | B |
| NE 160th Ave | N City Limit (800' N of NE 177th Pl) | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 19,900 | B |
| N City Limit (800' N of NE 177th Pl) | Bradford Co. Line | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 65 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 19,900 | B |
| Bradford Co. Line | 2000' S of 146th St. | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | Yes | Yes | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 20,971 | B |
| 2000' S of 146th St. | SE 146th St. | Outside County | SIS | 4 | Transitioning | Uninterupted | | 45 | | Divided | Yes | Yes | 1.05 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 37,065 | 52,080 | 66,045 | 73,080 | 26,500 | B |
| SE 146th St. | SR 100 | Outside County | SIS | 4 | Transitioning | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 9,900 | 28,800 | 31,600 | ** | ** | 9,900 | 28,800 | 31,600 | 25,500 | D |
| SR 100 | SR 16 | Outside County | SIS | 4 | Transitioning | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 9,900 | 28,800 | 31,600 | ** | ** | 9,900 | 28,800 | 31,600 | 25,000 | D |
| SR 16 | Market Rd | Outside County | SIS | 4 | Transitioning | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 9,900 | 28,800 | 31,600 | ** | ** | 9,900 | 28,800 | 31,600 | 15,700 | D |
| Market Rd | NW 178th Lp | Outside County | SIS | 4 | Transitioning | Uninterupted | | 55 | | Divided | No | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | 15,700 | B |
| **SR 222** | | | | | | | | | | | | | | | | | | | | | | | | | |
| W of I-75 Ramps | NW 83rd St | Urban Mobility Cluster | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 27,500 | C |
| NW 83rd St | NW 43rd St | Urban Mobility Cluster | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 26,000 | C |
| NW 43rd St | SR 121/NW 34th St | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 31,000 | C |
| SR 121/NW 34th St | US 441/NW 13th St | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 25,000 | C |
| US 441/NW 13th St | SR 20 | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 20,000 | C |
| SR 20 | SR 24 | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 17,000 | C |
| SR 24 | Gainesville Airport | Gainesville | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 13,500 | C |
| Gainesville Airport | SR 26 | Urban Mobility Cluster | | 2 | Urbanized | Uninterupted | | 55 | | Undivided | No | No | 1.00 | ** | 8,600 | 17,000 | 24,200 | 33,300 | ** | 8,600 | 17,000 | 24,200 | 33,300 | 6,200 | B |
| **SR 24** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tower Road | I-75 | Urban Mobility Cluster | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 29,000 | C |
| I-75 | SR 121/NW 34th St | Gainesville | | 6 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 58,400 | 59,900 | ** | ** | ** | 58,400 | 59,900 | ** | 44,000 | C |
| SR 121/NW 34th St | SR 226/SW 16th Ave | Gainesville | | 6 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 23,300 | 50,000 | 50,900 | ** | ** | 23,300 | 50,000 | 50,900 | 54,500 | F |
| SR 226/SW 16th Ave | US 441/W 13th St | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 31,500 | D |
| SR 20 | SR 120/NW 23rd Ave | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,795 | 41,790 | ** | 24,600 | C |
| SR 120/NW 23rd Ave | SR 222 | Gainesville | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,795 | 41,790 | ** | 20,500 | C |
| SR 222 | NE 47th Ave | Gainesville | ES (Planned Ad) | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 39,795 | 41,790 | ** | 16,800 | C |
| NE 47th Ave | Gainesville City Limit (55th Pl) | Gainesville | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 39,795 | 41,790 | ** | 14,400 | C |
| Gainesville City Limit (55th Pl) | NE 77th St | Urban Mobility Cluster | | 4 | Transitioning | Uninterupted | | 65 | | Divided | No | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | 14,400 | B |
| NE 77th St | Waldo City Limit (NE 134th St) | Alachua County | | 4 | Rural | Uninterupted | Undeveloped | 45 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 11,800 | B |
| Waldo City Limit (NE 134th St) | US 301 | Alachua County | | 4 | Rural | Uninterupted | Developed | 35 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 11,800 | B |

**Table I-1 Existing AADT and LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2012) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Existing AADT | Existing LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **SR 100** | | | | | | | | | | | | | | | | | | | | | | | | | |
| CR 21B | Clay County Line | Outside County | ES | 2 | Transitioning | Uninterrupted | | 60 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 9,900 | C |
| Clay County Line | 1800' NW of SR 21 | Outside County | ES | 2 | Transitioning | Uninterrupted | | 45 | | Divided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 9,900 | C |
| 1800' NW of SR 21 | SR 21 | Outside County | ES | 2 | Transitioning | Uninterrupted | | 35 | | Divided | Yes | No | 1.05 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,660 | 18,165 | 25,620 | 34,965 | 9,900 | C |
| SR 21 | Lakeview Dr | Outside County | ES | 2 | Transitioning | Interrupted | | 35 | Class II | Undivided | Yes | No | 1.00 | ** | ** | 6,500 | 13,300 | 14,200 | ** | ** | 6,500 | 13,300 | 14,200 | 10,600 | D |
| Lakeview Dr | CR 214 | Outside County | ES | 2 | Transitioning | Uninterrupted | | 50 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 10,600 | C |
| CR 214 | Twin Lakes Rd | Outside County | ES | 2 | Transitioning | Uninterrupted | | 60 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 5,800 | B |
| Twin Lakes Rd | Putnam Co. Line | Outside County | ES | 2 | Transitioning | Uninterrupted | | 60 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 5,800 | B |
| Putnam Co. Line | SR 26 | Outside County | ES | 2 | Rural | Uninterrupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 5,800 | C |
| SR 26 | CR 315 | Outside County | ES | 2 | Rural | Uninterrupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 5,800 | C |
| CR 315 | CR 309C | Outside County | ES | 2 | Rural | Uninterrupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 5,100 | C |
| **SR 226/SR 24A** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 24 | US 441/W 13th St | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 18,500 | D |
| US 441/W 13th St | SR 329/Main St | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 17,100 | D |
| SR 329/Main St | SR 331/Williston Rd | Gainesville | | 2 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 1.00 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 7,300 | 14,800 | 15,600 | 7,300 | C |
| **US 441/SR 25** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301/SR 200 | CR 316 | Outside County | | 4 | Rural | Uninterrupted | Undeveloped | 65 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 8,700 | B |
| CR 316 | CR 25A (North) | Outside County | | 4 | Rural | Uninterrupted | Undeveloped | 60 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 6,700 | B |
| CR 25A (North) | CR 318 | Outside County | | 4 | Rural | Uninterrupted | Undeveloped | 60 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 8,200 | B |
| CR 318 | CR 320/Ave G | Outside County | | 4 | Rural | Uninterrupted | Undeveloped | 50 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 10,100 | B |
| CR 320/Ave G | Alachua Co. Line | Outside County | | 4 | Rural | Uninterrupted | Undeveloped | 55 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 9,200 | B |
| Alachua Co. Line | 400' E of Memorial Ln | Alachua County | | 4 | Rural | Uninterrupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 7,300 | B |
| 400' E of Memorial Ln | 900' W of Okehumkee St | Alachua County | | 4 | Rural | Uninterrupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | 7,300 | B |
| 900' W of Okehumkee St | SW 63rd Ave | Alachua County | | 4 | Rural | Uninterrupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | 8,000 | B |
| SW 63rd Ave | SR 331/Williston Rd | Urban Mobility Cluster | | 4 | Urbanized | Interrupted | | 55 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 11,300 | C |
| SR 331/Williston Rd | SR 226 | Urban Mobility Cluster | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 15,000 | C |
| SR 226 | SR 24 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | 17,200 | D |
| SR 24 | SR 26 | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 33,000 | E |
| SR 26 | SR 120 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 28,000 | D |
| SR 120 | SR 222 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 29,500 | D |
| SR 222 | SR 20 | Gainesville | | 4 | Urbanized | Uninterrupted | | 45 | | Divided | Yes | No | 1.00 | ** | 36,700 | 51,800 | 65,600 | 72,600 | ** | 36,700 | 51,800 | 65,600 | 72,600 | 15,600 | B |
| **SR 26A** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 26 | SR 121 | Gainesville | | 2 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | Yes | 1.10 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 8,030 | 16,280 | 17,160 | 14,100 | D |
| SR 121 | SR 26 | Gainesville | | 2 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 1.00 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 7,300 | 14,800 | 15,600 | 10,200 | D |
| **SR 120** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 441/W 13th St | SR 20 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | 13,500 | C |
| SR 20 | SR 24 | Gainesville | ES | 4 | Urbanized | Interrupted | | 40 | Class I | Undivided | Yes | No | 0.95 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 36,005 | 37,810 | ** | 9,700 | C |

**Table I-1 Existing AADT and LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2012) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Existing AADT | Existing LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **SR 121** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SW 85th Ave | I-75 South Ramps | Urban Mobility Cluster | | 2 | Transitioning | Interrupted | | 50 | Class I | Undivided | Yes | No | 1.00 | ** | ** | 14,400 | 16,200 | ** | ** | ** | 14,400 | 16,200 | ** | 7,400 | C |
| I-75 South Ramps | SR 331/Williston Rd | Urban Mobility Cluster | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 24,000 | C |
| SR 331/Williston Rd | SR 24 | Gainesville | | 6 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 58,400 | 59,900 | ** | ** | ** | 58,400 | 59,900 | ** | 31,300 | C |
| SR 24 | SR 26A | Gainesville | | 6 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 58,400 | 59,900 | ** | ** | ** | 58,400 | 59,900 | ** | 38,500 | C |
| SR 26A | SR 26 | Gainesville | | 6 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 23,300 | 50,000 | 50,900 | ** | ** | 23,300 | 50,000 | 50,900 | 24,000 | D |
| SR 26 | NW 16th Ave | Gainesville | | 2 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 7,300 | 14,800 | 15,600 | 19,100 | F |
| NW 16th Ave | SR 222 | Gainesville | | 2 | Urbanized | Interrupted | | 40 | Class I | Undivided | Yes | No | 1.00 | ** | ** | 16,800 | 17,700 | ** | ** | ** | 16,800 | 17,700 | ** | 15,000 | C |
| SR 222 | US 441 | Gainesville | | 2 | Urbanized | Interrupted | | 40 | Class I | Undivided | Yes | Yes | 1.05 | ** | ** | 16,800 | 17,700 | ** | ** | ** | 16,800 | 17,700 | ** | 15,000 | C |
| US 441 | NW 73rd Pl | Gainesville | | 2 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.05 | ** | ** | 16,800 | 17,700 | ** | ** | ** | 17,640 | 18,585 | ** | 6,200 | C |
| NW 73rd Pl | CR 231 | Gainesville | | 2 | Rural | Uninterrupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 6,200 | C |
| CR 231 | 4200' S of SR 235 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 2,600 | B |
| 4200' S of SR 235 | SR 235 | Alachua County | | 2 | Rural | Uninterrupted | Developed | 60 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 2,600 | B |
| **SR 235** | | | | | | | | | | | | | | | | | | | | | | | | | |
| CR 2054 | US 441 | Alachua County | | 2 | Rural | Uninterrupted | Developed | 30 | | Undivided | Yes | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 9,500 | C |
| US 441 | NW 159th Pl | Alachua County | | 2 | Rural | Uninterrupted | Developed | 30 | | Undivided | Yes | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 6,500 | B |
| NW 159th Pl | 134th Dr | Alachua County | | 2 | Rural | Uninterrupted | Developed | 30 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 3,900 | B |
| 134th Dr | 1720' S of SR 121 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 1,900 | B |
| **SR 329** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 331/Williston Rd | SR 226 | Gainesville | | 4 | Urbanized | Uninterrupted | | 45 | | Divided | Yes | No | 1.00 | ** | 36,700 | 51,800 | 65,600 | 72,600 | ** | 36,700 | 51,800 | 65,600 | 72,600 | 6,400 | B |
| SR 226 | SR 26 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 10,900 | C |
| **SR 331** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 121 | US 441 | Urban Mobility Cluster | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 22,500 | C |
| US 441 | SR 329/Main St | Alachua County | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 19,300 | C |
| SR 329/Main St | SR 226 | Alachua County | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | 14,100 | C |
| SR 226 | SR 26 | Gainesville | SIS | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | 19,100 | D |
| **SR 21** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 20 | SR 26 | Outside County | | 2 | Rural | Uninterrupted | Undeveloped | 55 | | Undivided | Yes | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 3,500 | B |
| SR 26 | Clay County Line | Outside County | | 2 | Rural | Uninterrupted | Undeveloped | 45 | | Undivided | Yes | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 8,300 | C |
| Clay County Line | Bradford Co. Line | Outside County | | 2 | Transitioning | Uninterrupted | | 55 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 8,300 | B |
| Bradford Co. Line | Clay County Line | Outside County | | 2 | Transitioning | Uninterrupted | | 45 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 5,700 | B |
| Clay County Line | Pointview Rd | Outside County | | 2 | Transitioning | Uninterrupted | | 45 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 5,700 | B |
| Pointview Rd | SR 100 | Outside County | | 2 | Transitioning | Uninterrupted | | 35 | | Undivided | Yes | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 5,700 | B |
| SR 100 | Immokalee Rd. | Outside County | | 2 | Transitioning | Uninterrupted | | 35 | | Undivided | Yes | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 9,500 | C |
| Immokalee Rd. | Deer Springs Rd | Outside County | | 2 | Transitioning | Uninterrupted | | 45 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 9,500 | C |
| Deer Springs Rd | SR 16 | Outside County | | 2 | Transitioning | Uninterrupted | | 60 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | 5,900 | B |
| **CR 234** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 441 | CR 2082 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 900 | B |
| CR 2082 | SR 20 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 650 | B |
| SR 20 | CR 1474 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 650 | B |
| CR 1474 | SR 26 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 650 | B |
| **CR 2082** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 20 | CR 234 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 450 | B |
| CR 234 | CR 325 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 100 | B |
| CR 325 | SE 152 ST | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 30 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 100 | B |
| SE 152 ST | US 301 | Alachua County | | 2 | Rural | Uninterrupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 100 | B |

**Table I-1 Existing AADT and LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2012) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Existing AADT | Existing LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **CR 325** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301 | CR 346 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 700 | B |
| CR 346 | SR 20 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 3,000 | B |
| **CR 346** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 441 | CR 325 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 800 | B |
| **CR 219A** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301 | CR 1469 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 1,200 | B |
| CR 1469 | SR 26 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 1,200 | B |
| **CR 1469** | | | | | | | | | | | | | | | | | | | | | | | | | |
| CR 219A | SR 26 | Alachua County | | 2 | Rural | Uninterupted | Developed | 45 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 350 | B |
| SR 26 | NE 77th Ln | Alachua County | | 2 | Rural | Uninterupted | Developed | 55 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 850 | B |
| NE 77th Ln | US 301/SR 200/CR 1471 | Alachua County | | 2 | Rural | Uninterupted | Developed | 45 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 850 | B |
| **CR 1471** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301/SR 200 | SE 40th St. | Alachua County | | 2 | Rural | Uninterupted | Developed | 55 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 1,000 | B |
| SE 40th St. | Bradford Co. Line | Alachua County | | 2 | Rural | Uninterupted | Developed | 55 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 1,000 | B |
| **CR 1474** | | | | | | | | | | | | | | | | | | | | | | | | | |
| CR 234 | Onsite Roadway | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 450 | B |
| Onsite Roadway | US 301/SR 200 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 450 | B |
| US 301/SR 200 | CR 219A | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 400 | B |
| **CR 1475** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301 | SR 24 | Alachua County | | 2 | Rural | Uninterupted | Developed | 35 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 350 | B |
| SR 24 | NE 150th Ave | Alachua County | | 2 | Rural | Uninterupted | Developed | 30 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | 350 | B |
| NE 150th Ave | CR 225 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 350 | B |
| CR 225 | Bradford Co. Line | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 350 | B |
| **SE 171 St** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 20 | SE 24th Ave | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 200 | B |
| **SE 163rd St/NE 70th Pl** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SE 24th Ave | CR 1474 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 200 | B |
| CR 1474 | SR 26 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | 200 | B |
| **SE 24 Ave** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SE 163 St | SE 171st St | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | | |

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 2600 ALACHUA COUNTYWIDE

MOCF: 0.97

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.07 | 1.11 |
| 2 | 01/07/2007 - 01/13/2007 | 1.04 | 1.08 |
| 3 | 01/14/2007 - 01/20/2007 | 1.02 | 1.06 |
| 4 | 01/21/2007 - 01/27/2007 | 1.01 | 1.05 |
| 5 | 01/28/2007 - 02/03/2007 | 1.00 | 1.04 |
| 6 | 02/04/2007 - 02/10/2007 | 0.99 | 1.03 |
| * 7 | 02/11/2007 - 02/17/2007 | 0.98 | 1.02 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.97 | 1.00 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.96 | 0.99 |
| *10 | 03/04/2007 - 03/10/2007 | 0.96 | 0.99 |
| *11 | 03/11/2007 - 03/17/2007 | 0.95 | 0.98 |
| *12 | 03/18/2007 - 03/24/2007 | 0.95 | 0.98 |
| *13 | 03/25/2007 - 03/31/2007 | 0.96 | 0.99 |
| *14 | 04/01/2007 - 04/07/2007 | 0.96 | 0.99 |
| *15 | 04/08/2007 - 04/14/2007 | 0.96 | 0.99 |
| *16 | 04/15/2007 - 04/21/2007 | 0.96 | 0.99 |
| *17 | 04/22/2007 - 04/28/2007 | 0.97 | 1.00 |
| *18 | 04/29/2007 - 05/05/2007 | 0.98 | 1.02 |
| *19 | 05/06/2007 - 05/12/2007 | 0.99 | 1.03 |
| 20 | 05/13/2007 - 05/19/2007 | 1.00 | 1.04 |
| 21 | 05/20/2007 - 05/26/2007 | 1.00 | 1.04 |
| 22 | 05/27/2007 - 06/02/2007 | 1.01 | 1.05 |
| 23 | 06/03/2007 - 06/09/2007 | 1.02 | 1.06 |
| 24 | 06/10/2007 - 06/16/2007 | 1.03 | 1.07 |
| 25 | 06/17/2007 - 06/23/2007 | 1.03 | 1.07 |
| 26 | 06/24/2007 - 06/30/2007 | 1.03 | 1.07 |
| 27 | 07/01/2007 - 07/07/2007 | 1.03 | 1.07 |
| 28 | 07/08/2007 - 07/14/2007 | 1.04 | 1.08 |
| 29 | 07/15/2007 - 07/21/2007 | 1.04 | 1.08 |
| 30 | 07/22/2007 - 07/28/2007 | 1.03 | 1.07 |
| 31 | 07/29/2007 - 08/04/2007 | 1.02 | 1.06 |
| 32 | 08/05/2007 - 08/11/2007 | 1.01 | 1.05 |
| 33 | 08/12/2007 - 08/18/2007 | 1.00 | 1.04 |
| 34 | 08/19/2007 - 08/25/2007 | 1.00 | 1.04 |
| 35 | 08/26/2007 - 09/01/2007 | 1.00 | 1.04 |
| 36 | 09/02/2007 - 09/08/2007 | 1.00 | 1.04 |
| 37 | 09/09/2007 - 09/15/2007 | 1.00 | 1.04 |
| 38 | 09/16/2007 - 09/22/2007 | 1.00 | 1.04 |
| 39 | 09/23/2007 - 09/29/2007 | 1.00 | 1.04 |
| 40 | 09/30/2007 - 10/06/2007 | 0.99 | 1.03 |
| 41 | 10/07/2007 - 10/13/2007 | 0.99 | 1.03 |
| 42 | 10/14/2007 - 10/20/2007 | 0.99 | 1.03 |
| 43 | 10/21/2007 - 10/27/2007 | 0.99 | 1.03 |
| 44 | 10/28/2007 - 11/03/2007 | 0.99 | 1.03 |
| 45 | 11/04/2007 - 11/10/2007 | 1.00 | 1.04 |
| 46 | 11/11/2007 - 11/17/2007 | 1.00 | 1.04 |
| 47 | 11/18/2007 - 11/24/2007 | 1.02 | 1.06 |
| 48 | 11/25/2007 - 12/01/2007 | 1.04 | 1.08 |
| 49 | 12/02/2007 - 12/08/2007 | 1.05 | 1.09 |
| 50 | 12/09/2007 - 12/15/2007 | 1.07 | 1.11 |
| 51 | 12/16/2007 - 12/22/2007 | 1.05 | 1.09 |
| 52 | 12/23/2007 - 12/29/2007 | 1.03 | 1.07 |
| 53 | 12/30/2007 - 12/31/2007 | 1.02 | 1.06 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 2601 GAINESVILLE URBAN

MOCF: 0.96

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.13 | 1.17 |
| 2 | 01/07/2007 - 01/13/2007 | 1.07 | 1.11 |
| 3 | 01/14/2007 - 01/20/2007 | 1.00 | 1.04 |
| 4 | 01/21/2007 - 01/27/2007 | 0.99 | 1.03 |
| * 5 | 01/28/2007 - 02/03/2007 | 0.98 | 1.02 |
| * 6 | 02/04/2007 - 02/10/2007 | 0.97 | 1.01 |
| * 7 | 02/11/2007 - 02/17/2007 | 0.96 | 1.00 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.96 | 1.00 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.96 | 1.00 |
| *10 | 03/04/2007 - 03/10/2007 | 0.96 | 1.00 |
| *11 | 03/11/2007 - 03/17/2007 | 0.96 | 1.00 |
| *12 | 03/18/2007 - 03/24/2007 | 0.96 | 1.00 |
| *13 | 03/25/2007 - 03/31/2007 | 0.96 | 1.00 |
| *14 | 04/01/2007 - 04/07/2007 | 0.96 | 1.00 |
| *15 | 04/08/2007 - 04/14/2007 | 0.96 | 1.00 |
| *16 | 04/15/2007 - 04/21/2007 | 0.96 | 1.00 |
| *17 | 04/22/2007 - 04/28/2007 | 0.98 | 1.02 |
| 18 | 04/29/2007 - 05/05/2007 | 0.99 | 1.03 |
| 19 | 05/06/2007 - 05/12/2007 | 1.01 | 1.05 |
| 20 | 05/13/2007 - 05/19/2007 | 1.02 | 1.06 |
| 21 | 05/20/2007 - 05/26/2007 | 1.03 | 1.07 |
| 22 | 05/27/2007 - 06/02/2007 | 1.03 | 1.07 |
| 23 | 06/03/2007 - 06/09/2007 | 1.04 | 1.08 |
| 24 | 06/10/2007 - 06/16/2007 | 1.04 | 1.08 |
| 25 | 06/17/2007 - 06/23/2007 | 1.04 | 1.08 |
| 26 | 06/24/2007 - 06/30/2007 | 1.04 | 1.08 |
| 27 | 07/01/2007 - 07/07/2007 | 1.04 | 1.08 |
| 28 | 07/08/2007 - 07/14/2007 | 1.04 | 1.08 |
| 29 | 07/15/2007 - 07/21/2007 | 1.03 | 1.07 |
| 30 | 07/22/2007 - 07/28/2007 | 1.02 | 1.06 |
| 31 | 07/29/2007 - 08/04/2007 | 1.00 | 1.04 |
| 32 | 08/05/2007 - 08/11/2007 | 0.99 | 1.03 |
| 33 | 08/12/2007 - 08/18/2007 | 0.98 | 1.02 |
| 34 | 08/19/2007 - 08/25/2007 | 0.98 | 1.02 |
| 35 | 08/26/2007 - 09/01/2007 | 0.98 | 1.02 |
| 36 | 09/02/2007 - 09/08/2007 | 0.98 | 1.02 |
| 37 | 09/09/2007 - 09/15/2007 | 0.98 | 1.02 |
| 38 | 09/16/2007 - 09/22/2007 | 0.98 | 1.02 |
| 39 | 09/23/2007 - 09/29/2007 | 0.98 | 1.02 |
| 40 | 09/30/2007 - 10/06/2007 | 0.98 | 1.02 |
| 41 | 10/07/2007 - 10/13/2007 | 0.98 | 1.02 |
| 42 | 10/14/2007 - 10/20/2007 | 0.98 | 1.02 |
| 43 | 10/21/2007 - 10/27/2007 | 0.98 | 1.02 |
| 44 | 10/28/2007 - 11/03/2007 | 0.99 | 1.03 |
| 45 | 11/04/2007 - 11/10/2007 | 1.00 | 1.04 |
| 46 | 11/11/2007 - 11/17/2007 | 1.00 | 1.04 |
| 47 | 11/18/2007 - 11/24/2007 | 1.04 | 1.08 |
| 48 | 11/25/2007 - 12/01/2007 | 1.07 | 1.11 |
| 49 | 12/02/2007 - 12/08/2007 | 1.10 | 1.14 |
| 50 | 12/09/2007 - 12/15/2007 | 1.13 | 1.17 |
| 51 | 12/16/2007 - 12/22/2007 | 1.09 | 1.13 |
| 52 | 12/23/2007 - 12/29/2007 | 1.04 | 1.08 |
| 53 | 12/30/2007 - 12/31/2007 | 1.00 | 1.04 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 2630 U.S 301

MOCF: 0.96

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.00 | 1.05 |
| 2 | 01/07/2007 - 01/13/2007 | 1.02 | 1.07 |
| 3 | 01/14/2007 - 01/20/2007 | 1.04 | 1.09 |
| 4 | 01/21/2007 - 01/27/2007 | 1.03 | 1.08 |
| 5 | 01/28/2007 - 02/03/2007 | 1.02 | 1.07 |
| 6 | 02/04/2007 - 02/10/2007 | 1.01 | 1.06 |
| * 7 | 02/11/2007 - 02/17/2007 | 1.00 | 1.05 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.98 | 1.03 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.97 | 1.02 |
| *10 | 03/04/2007 - 03/10/2007 | 0.95 | 0.99 |
| *11 | 03/11/2007 - 03/17/2007 | 0.93 | 0.97 |
| *12 | 03/18/2007 - 03/24/2007 | 0.93 | 0.97 |
| *13 | 03/25/2007 - 03/31/2007 | 0.93 | 0.97 |
| *14 | 04/01/2007 - 04/07/2007 | 0.94 | 0.98 |
| *15 | 04/08/2007 - 04/14/2007 | 0.94 | 0.98 |
| *16 | 04/15/2007 - 04/21/2007 | 0.94 | 0.98 |
| *17 | 04/22/2007 - 04/28/2007 | 0.95 | 0.99 |
| *18 | 04/29/2007 - 05/05/2007 | 0.97 | 1.02 |
| *19 | 05/06/2007 - 05/12/2007 | 0.99 | 1.04 |
| 20 | 05/13/2007 - 05/19/2007 | 1.00 | 1.05 |
| 21 | 05/20/2007 - 05/26/2007 | 1.00 | 1.05 |
| 22 | 05/27/2007 - 06/02/2007 | 1.01 | 1.06 |
| 23 | 06/03/2007 - 06/09/2007 | 1.01 | 1.06 |
| 24 | 06/10/2007 - 06/16/2007 | 1.02 | 1.07 |
| 25 | 06/17/2007 - 06/23/2007 | 1.02 | 1.07 |
| 26 | 06/24/2007 - 06/30/2007 | 1.02 | 1.07 |
| 27 | 07/01/2007 - 07/07/2007 | 1.02 | 1.07 |
| 28 | 07/08/2007 - 07/14/2007 | 1.02 | 1.07 |
| 29 | 07/15/2007 - 07/21/2007 | 1.02 | 1.07 |
| 30 | 07/22/2007 - 07/28/2007 | 1.02 | 1.07 |
| 31 | 07/29/2007 - 08/04/2007 | 1.02 | 1.07 |
| 32 | 08/05/2007 - 08/11/2007 | 1.03 | 1.08 |
| 33 | 08/12/2007 - 08/18/2007 | 1.03 | 1.08 |
| 34 | 08/19/2007 - 08/25/2007 | 1.04 | 1.09 |
| 35 | 08/26/2007 - 09/01/2007 | 1.04 | 1.09 |
| 36 | 09/02/2007 - 09/08/2007 | 1.05 | 1.10 |
| 37 | 09/09/2007 - 09/15/2007 | 1.06 | 1.11 |
| 38 | 09/16/2007 - 09/22/2007 | 1.05 | 1.10 |
| 39 | 09/23/2007 - 09/29/2007 | 1.04 | 1.09 |
| 40 | 09/30/2007 - 10/06/2007 | 1.04 | 1.09 |
| 41 | 10/07/2007 - 10/13/2007 | 1.03 | 1.08 |
| 42 | 10/14/2007 - 10/20/2007 | 1.02 | 1.07 |
| 43 | 10/21/2007 - 10/27/2007 | 1.01 | 1.06 |
| 44 | 10/28/2007 - 11/03/2007 | 1.00 | 1.05 |
| 45 | 11/04/2007 - 11/10/2007 | 0.98 | 1.03 |
| 46 | 11/11/2007 - 11/17/2007 | 0.97 | 1.02 |
| 47 | 11/18/2007 - 11/24/2007 | 0.98 | 1.03 |
| 48 | 11/25/2007 - 12/01/2007 | 0.99 | 1.04 |
| 49 | 12/02/2007 - 12/08/2007 | 0.99 | 1.04 |
| 50 | 12/09/2007 - 12/15/2007 | 1.00 | 1.05 |
| 51 | 12/16/2007 - 12/22/2007 | 1.01 | 1.06 |
| 52 | 12/23/2007 - 12/29/2007 | 1.03 | 1.08 |
| 53 | 12/30/2007 - 12/31/2007 | 1.04 | 1.09 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 2675 ALACHUA I75

MOCF: 0.95

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.00 | 1.05 |
| 2 | 01/07/2007 - 01/13/2007 | 1.05 | 1.10 |
| 3 | 01/14/2007 - 01/20/2007 | 1.09 | 1.14 |
| 4 | 01/21/2007 - 01/27/2007 | 1.08 | 1.13 |
| 5 | 01/28/2007 - 02/03/2007 | 1.07 | 1.12 |
| 6 | 02/04/2007 - 02/10/2007 | 1.05 | 1.10 |
| * 7 | 02/11/2007 - 02/17/2007 | 1.04 | 1.09 |
| * 8 | 02/18/2007 - 02/24/2007 | 1.00 | 1.05 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.96 | 1.01 |
| *10 | 03/04/2007 - 03/10/2007 | 0.92 | 0.96 |
| *11 | 03/11/2007 - 03/17/2007 | 0.88 | 0.92 |
| *12 | 03/18/2007 - 03/24/2007 | 0.90 | 0.94 |
| *13 | 03/25/2007 - 03/31/2007 | 0.91 | 0.95 |
| *14 | 04/01/2007 - 04/07/2007 | 0.92 | 0.96 |
| *15 | 04/08/2007 - 04/14/2007 | 0.93 | 0.98 |
| *16 | 04/15/2007 - 04/21/2007 | 0.95 | 1.00 |
| *17 | 04/22/2007 - 04/28/2007 | 0.97 | 1.02 |
| *18 | 04/29/2007 - 05/05/2007 | 1.00 | 1.05 |
| *19 | 05/06/2007 - 05/12/2007 | 1.02 | 1.07 |
| 20 | 05/13/2007 - 05/19/2007 | 1.05 | 1.10 |
| 21 | 05/20/2007 - 05/26/2007 | 1.02 | 1.07 |
| 22 | 05/27/2007 - 06/02/2007 | 1.00 | 1.05 |
| 23 | 06/03/2007 - 06/09/2007 | 0.97 | 1.02 |
| 24 | 06/10/2007 - 06/16/2007 | 0.95 | 1.00 |
| 25 | 06/17/2007 - 06/23/2007 | 0.95 | 1.00 |
| 26 | 06/24/2007 - 06/30/2007 | 0.94 | 0.99 |
| 27 | 07/01/2007 - 07/07/2007 | 0.94 | 0.99 |
| 28 | 07/08/2007 - 07/14/2007 | 0.94 | 0.99 |
| 29 | 07/15/2007 - 07/21/2007 | 0.93 | 0.98 |
| 30 | 07/22/2007 - 07/28/2007 | 0.96 | 1.01 |
| 31 | 07/29/2007 - 08/04/2007 | 0.99 | 1.04 |
| 32 | 08/05/2007 - 08/11/2007 | 1.02 | 1.07 |
| 33 | 08/12/2007 - 08/18/2007 | 1.04 | 1.09 |
| 34 | 08/19/2007 - 08/25/2007 | 1.06 | 1.11 |
| 35 | 08/26/2007 - 09/01/2007 | 1.08 | 1.13 |
| 36 | 09/02/2007 - 09/08/2007 | 1.10 | 1.15 |
| 37 | 09/09/2007 - 09/15/2007 | 1.12 | 1.17 |
| 38 | 09/16/2007 - 09/22/2007 | 1.11 | 1.16 |
| 39 | 09/23/2007 - 09/29/2007 | 1.10 | 1.15 |
| 40 | 09/30/2007 - 10/06/2007 | 1.08 | 1.13 |
| 41 | 10/07/2007 - 10/13/2007 | 1.07 | 1.12 |
| 42 | 10/14/2007 - 10/20/2007 | 1.06 | 1.11 |
| 43 | 10/21/2007 - 10/27/2007 | 1.04 | 1.09 |
| 44 | 10/28/2007 - 11/03/2007 | 1.03 | 1.08 |
| 45 | 11/04/2007 - 11/10/2007 | 1.01 | 1.06 |
| 46 | 11/11/2007 - 11/17/2007 | 0.99 | 1.04 |
| 47 | 11/18/2007 - 11/24/2007 | 0.99 | 1.04 |
| 48 | 11/25/2007 - 12/01/2007 | 0.99 | 1.04 |
| 49 | 12/02/2007 - 12/08/2007 | 1.00 | 1.05 |
| 50 | 12/09/2007 - 12/15/2007 | 1.00 | 1.05 |
| 51 | 12/16/2007 - 12/22/2007 | 1.03 | 1.08 |
| 52 | 12/23/2007 - 12/29/2007 | 1.06 | 1.11 |
| 53 | 12/30/2007 - 12/31/2007 | 1.09 | 1.14 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 7600 PUTNAM COUNTYWIDE

MOCF: 0.95

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.05 | 1.11 |
| 2 | 01/07/2007 - 01/13/2007 | 1.03 | 1.09 |
| 3 | 01/14/2007 - 01/20/2007 | 1.01 | 1.07 |
| 4 | 01/21/2007 - 01/27/2007 | 1.00 | 1.06 |
| 5 | 01/28/2007 - 02/03/2007 | 0.98 | 1.03 |
| 6 | 02/04/2007 - 02/10/2007 | 0.97 | 1.02 |
| * 7 | 02/11/2007 - 02/17/2007 | 0.95 | 1.00 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.94 | 0.99 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.94 | 0.99 |
| *10 | 03/04/2007 - 03/10/2007 | 0.93 | 0.98 |
| *11 | 03/11/2007 - 03/17/2007 | 0.92 | 0.97 |
| *12 | 03/18/2007 - 03/24/2007 | 0.93 | 0.98 |
| *13 | 03/25/2007 - 03/31/2007 | 0.94 | 0.99 |
| *14 | 04/01/2007 - 04/07/2007 | 0.95 | 1.00 |
| *15 | 04/08/2007 - 04/14/2007 | 0.95 | 1.00 |
| *16 | 04/15/2007 - 04/21/2007 | 0.96 | 1.01 |
| *17 | 04/22/2007 - 04/28/2007 | 0.96 | 1.01 |
| *18 | 04/29/2007 - 05/05/2007 | 0.97 | 1.02 |
| *19 | 05/06/2007 - 05/12/2007 | 0.97 | 1.02 |
| 20 | 05/13/2007 - 05/19/2007 | 0.98 | 1.03 |
| 21 | 05/20/2007 - 05/26/2007 | 0.98 | 1.03 |
| 22 | 05/27/2007 - 06/02/2007 | 0.99 | 1.05 |
| 23 | 06/03/2007 - 06/09/2007 | 1.00 | 1.06 |
| 24 | 06/10/2007 - 06/16/2007 | 1.00 | 1.06 |
| 25 | 06/17/2007 - 06/23/2007 | 1.01 | 1.07 |
| 26 | 06/24/2007 - 06/30/2007 | 1.01 | 1.07 |
| 27 | 07/01/2007 - 07/07/2007 | 1.01 | 1.07 |
| 28 | 07/08/2007 - 07/14/2007 | 1.02 | 1.08 |
| 29 | 07/15/2007 - 07/21/2007 | 1.02 | 1.08 |
| 30 | 07/22/2007 - 07/28/2007 | 1.02 | 1.08 |
| 31 | 07/29/2007 - 08/04/2007 | 1.01 | 1.07 |
| 32 | 08/05/2007 - 08/11/2007 | 1.01 | 1.07 |
| 33 | 08/12/2007 - 08/18/2007 | 1.01 | 1.07 |
| 34 | 08/19/2007 - 08/25/2007 | 1.01 | 1.07 |
| 35 | 08/26/2007 - 09/01/2007 | 1.02 | 1.08 |
| 36 | 09/02/2007 - 09/08/2007 | 1.02 | 1.08 |
| 37 | 09/09/2007 - 09/15/2007 | 1.02 | 1.08 |
| 38 | 09/16/2007 - 09/22/2007 | 1.03 | 1.09 |
| 39 | 09/23/2007 - 09/29/2007 | 1.03 | 1.09 |
| 40 | 09/30/2007 - 10/06/2007 | 1.03 | 1.09 |
| 41 | 10/07/2007 - 10/13/2007 | 1.03 | 1.09 |
| 42 | 10/14/2007 - 10/20/2007 | 1.03 | 1.09 |
| 43 | 10/21/2007 - 10/27/2007 | 1.04 | 1.10 |
| 44 | 10/28/2007 - 11/03/2007 | 1.04 | 1.10 |
| 45 | 11/04/2007 - 11/10/2007 | 1.04 | 1.10 |
| 46 | 11/11/2007 - 11/17/2007 | 1.04 | 1.10 |
| 47 | 11/18/2007 - 11/24/2007 | 1.05 | 1.11 |
| 48 | 11/25/2007 - 12/01/2007 | 1.05 | 1.11 |
| 49 | 12/02/2007 - 12/08/2007 | 1.05 | 1.11 |
| 50 | 12/09/2007 - 12/15/2007 | 1.05 | 1.11 |
| 51 | 12/16/2007 - 12/22/2007 | 1.04 | 1.10 |
| 52 | 12/23/2007 - 12/29/2007 | 1.03 | 1.09 |
| 53 | 12/30/2007 - 12/31/2007 | 1.01 | 1.07 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 2800 BRADFORD COUNTYWIDE

MOCF: 0.95

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.03 | 1.08 |
| 2 | 01/07/2007 - 01/13/2007 | 1.03 | 1.08 |
| 3 | 01/14/2007 - 01/20/2007 | 1.04 | 1.09 |
| 4 | 01/21/2007 - 01/27/2007 | 1.03 | 1.08 |
| 5 | 01/28/2007 - 02/03/2007 | 1.02 | 1.07 |
| 6 | 02/04/2007 - 02/10/2007 | 1.01 | 1.06 |
| * 7 | 02/11/2007 - 02/17/2007 | 1.00 | 1.05 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.98 | 1.03 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.96 | 1.01 |
| *10 | 03/04/2007 - 03/10/2007 | 0.94 | 0.98 |
| *11 | 03/11/2007 - 03/17/2007 | 0.93 | 0.97 |
| *12 | 03/18/2007 - 03/24/2007 | 0.93 | 0.97 |
| *13 | 03/25/2007 - 03/31/2007 | 0.93 | 0.97 |
| *14 | 04/01/2007 - 04/07/2007 | 0.94 | 0.98 |
| *15 | 04/08/2007 - 04/14/2007 | 0.94 | 0.98 |
| *16 | 04/15/2007 - 04/21/2007 | 0.94 | 0.98 |
| *17 | 04/22/2007 - 04/28/2007 | 0.96 | 1.01 |
| *18 | 04/29/2007 - 05/05/2007 | 0.97 | 1.02 |
| *19 | 05/06/2007 - 05/12/2007 | 0.99 | 1.04 |
| 20 | 05/13/2007 - 05/19/2007 | 1.00 | 1.05 |
| 21 | 05/20/2007 - 05/26/2007 | 1.00 | 1.05 |
| 22 | 05/27/2007 - 06/02/2007 | 0.99 | 1.04 |
| 23 | 06/03/2007 - 06/09/2007 | 0.99 | 1.04 |
| 24 | 06/10/2007 - 06/16/2007 | 0.99 | 1.04 |
| 25 | 06/17/2007 - 06/23/2007 | 0.99 | 1.04 |
| 26 | 06/24/2007 - 06/30/2007 | 1.00 | 1.05 |
| 27 | 07/01/2007 - 07/07/2007 | 1.00 | 1.05 |
| 28 | 07/08/2007 - 07/14/2007 | 1.01 | 1.06 |
| 29 | 07/15/2007 - 07/21/2007 | 1.01 | 1.06 |
| 30 | 07/22/2007 - 07/28/2007 | 1.01 | 1.06 |
| 31 | 07/29/2007 - 08/04/2007 | 1.01 | 1.06 |
| 32 | 08/05/2007 - 08/11/2007 | 1.01 | 1.06 |
| 33 | 08/12/2007 - 08/18/2007 | 1.01 | 1.06 |
| 34 | 08/19/2007 - 08/25/2007 | 1.02 | 1.07 |
| 35 | 08/26/2007 - 09/01/2007 | 1.03 | 1.08 |
| 36 | 09/02/2007 - 09/08/2007 | 1.04 | 1.09 |
| 37 | 09/09/2007 - 09/15/2007 | 1.04 | 1.09 |
| 38 | 09/16/2007 - 09/22/2007 | 1.04 | 1.09 |
| 39 | 09/23/2007 - 09/29/2007 | 1.03 | 1.08 |
| 40 | 09/30/2007 - 10/06/2007 | 1.03 | 1.08 |
| 41 | 10/07/2007 - 10/13/2007 | 1.02 | 1.07 |
| 42 | 10/14/2007 - 10/20/2007 | 1.01 | 1.06 |
| 43 | 10/21/2007 - 10/27/2007 | 1.01 | 1.06 |
| 44 | 10/28/2007 - 11/03/2007 | 1.01 | 1.06 |
| 45 | 11/04/2007 - 11/10/2007 | 1.01 | 1.06 |
| 46 | 11/11/2007 - 11/17/2007 | 1.00 | 1.05 |
| 47 | 11/18/2007 - 11/24/2007 | 1.01 | 1.06 |
| 48 | 11/25/2007 - 12/01/2007 | 1.02 | 1.07 |
| 49 | 12/02/2007 - 12/08/2007 | 1.02 | 1.07 |
| 50 | 12/09/2007 - 12/15/2007 | 1.03 | 1.08 |
| 51 | 12/16/2007 - 12/22/2007 | 1.03 | 1.08 |
| 52 | 12/23/2007 - 12/29/2007 | 1.04 | 1.09 |
| 53 | 12/30/2007 - 12/31/2007 | 1.04 | 1.09 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 2830 U.S.301

MOCF: 0.96

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.00 | 1.05 |
| 2 | 01/07/2007 - 01/13/2007 | 1.02 | 1.07 |
| 3 | 01/14/2007 - 01/20/2007 | 1.04 | 1.09 |
| 4 | 01/21/2007 - 01/27/2007 | 1.03 | 1.08 |
| 5 | 01/28/2007 - 02/03/2007 | 1.02 | 1.07 |
| 6 | 02/04/2007 - 02/10/2007 | 1.01 | 1.06 |
| * 7 | 02/11/2007 - 02/17/2007 | 1.00 | 1.05 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.98 | 1.03 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.97 | 1.02 |
| *10 | 03/04/2007 - 03/10/2007 | 0.95 | 0.99 |
| *11 | 03/11/2007 - 03/17/2007 | 0.93 | 0.97 |
| *12 | 03/18/2007 - 03/24/2007 | 0.93 | 0.97 |
| *13 | 03/25/2007 - 03/31/2007 | 0.93 | 0.97 |
| *14 | 04/01/2007 - 04/07/2007 | 0.94 | 0.98 |
| *15 | 04/08/2007 - 04/14/2007 | 0.94 | 0.98 |
| *16 | 04/15/2007 - 04/21/2007 | 0.94 | 0.98 |
| *17 | 04/22/2007 - 04/28/2007 | 0.95 | 0.99 |
| *18 | 04/29/2007 - 05/05/2007 | 0.97 | 1.02 |
| *19 | 05/06/2007 - 05/12/2007 | 0.99 | 1.04 |
| 20 | 05/13/2007 - 05/19/2007 | 1.00 | 1.05 |
| 21 | 05/20/2007 - 05/26/2007 | 1.00 | 1.05 |
| 22 | 05/27/2007 - 06/02/2007 | 1.01 | 1.06 |
| 23 | 06/03/2007 - 06/09/2007 | 1.01 | 1.06 |
| 24 | 06/10/2007 - 06/16/2007 | 1.02 | 1.07 |
| 25 | 06/17/2007 - 06/23/2007 | 1.02 | 1.07 |
| 26 | 06/24/2007 - 06/30/2007 | 1.02 | 1.07 |
| 27 | 07/01/2007 - 07/07/2007 | 1.02 | 1.07 |
| 28 | 07/08/2007 - 07/14/2007 | 1.02 | 1.07 |
| 29 | 07/15/2007 - 07/21/2007 | 1.02 | 1.07 |
| 30 | 07/22/2007 - 07/28/2007 | 1.02 | 1.07 |
| 31 | 07/29/2007 - 08/04/2007 | 1.02 | 1.07 |
| 32 | 08/05/2007 - 08/11/2007 | 1.03 | 1.08 |
| 33 | 08/12/2007 - 08/18/2007 | 1.03 | 1.08 |
| 34 | 08/19/2007 - 08/25/2007 | 1.04 | 1.09 |
| 35 | 08/26/2007 - 09/01/2007 | 1.04 | 1.09 |
| 36 | 09/02/2007 - 09/08/2007 | 1.05 | 1.10 |
| 37 | 09/09/2007 - 09/15/2007 | 1.06 | 1.11 |
| 38 | 09/16/2007 - 09/22/2007 | 1.05 | 1.10 |
| 39 | 09/23/2007 - 09/29/2007 | 1.04 | 1.09 |
| 40 | 09/30/2007 - 10/06/2007 | 1.04 | 1.09 |
| 41 | 10/07/2007 - 10/13/2007 | 1.03 | 1.08 |
| 42 | 10/14/2007 - 10/20/2007 | 1.02 | 1.07 |
| 43 | 10/21/2007 - 10/27/2007 | 1.01 | 1.06 |
| 44 | 10/28/2007 - 11/03/2007 | 1.00 | 1.05 |
| 45 | 11/04/2007 - 11/10/2007 | 0.98 | 1.03 |
| 46 | 11/11/2007 - 11/17/2007 | 0.97 | 1.02 |
| 47 | 11/18/2007 - 11/24/2007 | 0.98 | 1.03 |
| 48 | 11/25/2007 - 12/01/2007 | 0.99 | 1.04 |
| 49 | 12/02/2007 - 12/08/2007 | 0.99 | 1.04 |
| 50 | 12/09/2007 - 12/15/2007 | 1.00 | 1.05 |
| 51 | 12/16/2007 - 12/22/2007 | 1.01 | 1.06 |
| 52 | 12/23/2007 - 12/29/2007 | 1.03 | 1.08 |
| 53 | 12/30/2007 - 12/31/2007 | 1.04 | 1.09 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 7100 CLAY COUNTYWIDE

MOCF: 0.96

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.04 | 1.08 |
| 2 | 01/07/2007 - 01/13/2007 | 1.04 | 1.08 |
| 3 | 01/14/2007 - 01/20/2007 | 1.04 | 1.08 |
| 4 | 01/21/2007 - 01/27/2007 | 1.03 | 1.07 |
| 5 | 01/28/2007 - 02/03/2007 | 1.02 | 1.06 |
| 6 | 02/04/2007 - 02/10/2007 | 1.01 | 1.05 |
| 7 | 02/11/2007 - 02/17/2007 | 1.00 | 1.04 |
| 8 | 02/18/2007 - 02/24/2007 | 0.99 | 1.03 |
| 9 | 02/25/2007 - 03/03/2007 | 0.98 | 1.02 |
| *10 | 03/04/2007 - 03/10/2007 | 0.97 | 1.01 |
| *11 | 03/11/2007 - 03/17/2007 | 0.95 | 0.99 |
| *12 | 03/18/2007 - 03/24/2007 | 0.95 | 0.99 |
| *13 | 03/25/2007 - 03/31/2007 | 0.95 | 0.99 |
| *14 | 04/01/2007 - 04/07/2007 | 0.95 | 0.99 |
| *15 | 04/08/2007 - 04/14/2007 | 0.95 | 0.99 |
| *16 | 04/15/2007 - 04/21/2007 | 0.95 | 0.99 |
| *17 | 04/22/2007 - 04/28/2007 | 0.96 | 1.00 |
| *18 | 04/29/2007 - 05/05/2007 | 0.96 | 1.00 |
| *19 | 05/06/2007 - 05/12/2007 | 0.97 | 1.01 |
| *20 | 05/13/2007 - 05/19/2007 | 0.98 | 1.02 |
| *21 | 05/20/2007 - 05/26/2007 | 0.98 | 1.02 |
| *22 | 05/27/2007 - 06/02/2007 | 0.98 | 1.02 |
| 23 | 06/03/2007 - 06/09/2007 | 0.99 | 1.03 |
| 24 | 06/10/2007 - 06/16/2007 | 0.99 | 1.03 |
| 25 | 06/17/2007 - 06/23/2007 | 0.99 | 1.03 |
| 26 | 06/24/2007 - 06/30/2007 | 1.00 | 1.04 |
| 27 | 07/01/2007 - 07/07/2007 | 1.00 | 1.04 |
| 28 | 07/08/2007 - 07/14/2007 | 1.01 | 1.05 |
| 29 | 07/15/2007 - 07/21/2007 | 1.01 | 1.05 |
| 30 | 07/22/2007 - 07/28/2007 | 1.01 | 1.05 |
| 31 | 07/29/2007 - 08/04/2007 | 1.00 | 1.04 |
| 32 | 08/05/2007 - 08/11/2007 | 1.00 | 1.04 |
| 33 | 08/12/2007 - 08/18/2007 | 1.00 | 1.04 |
| 34 | 08/19/2007 - 08/25/2007 | 1.00 | 1.04 |
| 35 | 08/26/2007 - 09/01/2007 | 1.01 | 1.05 |
| 36 | 09/02/2007 - 09/08/2007 | 1.01 | 1.05 |
| 37 | 09/09/2007 - 09/15/2007 | 1.02 | 1.06 |
| 38 | 09/16/2007 - 09/22/2007 | 1.02 | 1.06 |
| 39 | 09/23/2007 - 09/29/2007 | 1.01 | 1.05 |
| 40 | 09/30/2007 - 10/06/2007 | 1.01 | 1.05 |
| 41 | 10/07/2007 - 10/13/2007 | 1.01 | 1.05 |
| 42 | 10/14/2007 - 10/20/2007 | 1.01 | 1.05 |
| 43 | 10/21/2007 - 10/27/2007 | 1.02 | 1.06 |
| 44 | 10/28/2007 - 11/03/2007 | 1.02 | 1.06 |
| 45 | 11/04/2007 - 11/10/2007 | 1.02 | 1.06 |
| 46 | 11/11/2007 - 11/17/2007 | 1.03 | 1.07 |
| 47 | 11/18/2007 - 11/24/2007 | 1.03 | 1.07 |
| 48 | 11/25/2007 - 12/01/2007 | 1.03 | 1.07 |
| 49 | 12/02/2007 - 12/08/2007 | 1.04 | 1.08 |
| 50 | 12/09/2007 - 12/15/2007 | 1.04 | 1.08 |
| 51 | 12/16/2007 - 12/22/2007 | 1.04 | 1.08 |
| 52 | 12/23/2007 - 12/29/2007 | 1.04 | 1.08 |
| 53 | 12/30/2007 - 12/31/2007 | 1.04 | 1.08 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 7130 U.S.301

MOCF: 0.96

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.00 | 1.05 |
| 2 | 01/07/2007 - 01/13/2007 | 1.02 | 1.07 |
| 3 | 01/14/2007 - 01/20/2007 | 1.04 | 1.09 |
| 4 | 01/21/2007 - 01/27/2007 | 1.03 | 1.08 |
| 5 | 01/28/2007 - 02/03/2007 | 1.02 | 1.07 |
| 6 | 02/04/2007 - 02/10/2007 | 1.01 | 1.06 |
| * 7 | 02/11/2007 - 02/17/2007 | 1.00 | 1.05 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.98 | 1.03 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.97 | 1.02 |
| *10 | 03/04/2007 - 03/10/2007 | 0.95 | 0.99 |
| *11 | 03/11/2007 - 03/17/2007 | 0.93 | 0.97 |
| *12 | 03/18/2007 - 03/24/2007 | 0.93 | 0.97 |
| *13 | 03/25/2007 - 03/31/2007 | 0.93 | 0.97 |
| *14 | 04/01/2007 - 04/07/2007 | 0.94 | 0.98 |
| *15 | 04/08/2007 - 04/14/2007 | 0.94 | 0.98 |
| *16 | 04/15/2007 - 04/21/2007 | 0.94 | 0.98 |
| *17 | 04/22/2007 - 04/28/2007 | 0.95 | 0.99 |
| *18 | 04/29/2007 - 05/05/2007 | 0.97 | 1.02 |
| *19 | 05/06/2007 - 05/12/2007 | 0.99 | 1.04 |
| 20 | 05/13/2007 - 05/19/2007 | 1.00 | 1.05 |
| 21 | 05/20/2007 - 05/26/2007 | 1.00 | 1.05 |
| 22 | 05/27/2007 - 06/02/2007 | 1.01 | 1.06 |
| 23 | 06/03/2007 - 06/09/2007 | 1.01 | 1.06 |
| 24 | 06/10/2007 - 06/16/2007 | 1.02 | 1.07 |
| 25 | 06/17/2007 - 06/23/2007 | 1.02 | 1.07 |
| 26 | 06/24/2007 - 06/30/2007 | 1.02 | 1.07 |
| 27 | 07/01/2007 - 07/07/2007 | 1.02 | 1.07 |
| 28 | 07/08/2007 - 07/14/2007 | 1.02 | 1.07 |
| 29 | 07/15/2007 - 07/21/2007 | 1.02 | 1.07 |
| 30 | 07/22/2007 - 07/28/2007 | 1.02 | 1.07 |
| 31 | 07/29/2007 - 08/04/2007 | 1.02 | 1.07 |
| 32 | 08/05/2007 - 08/11/2007 | 1.03 | 1.08 |
| 33 | 08/12/2007 - 08/18/2007 | 1.03 | 1.08 |
| 34 | 08/19/2007 - 08/25/2007 | 1.04 | 1.09 |
| 35 | 08/26/2007 - 09/01/2007 | 1.04 | 1.09 |
| 36 | 09/02/2007 - 09/08/2007 | 1.05 | 1.10 |
| 37 | 09/09/2007 - 09/15/2007 | 1.06 | 1.11 |
| 38 | 09/16/2007 - 09/22/2007 | 1.05 | 1.10 |
| 39 | 09/23/2007 - 09/29/2007 | 1.04 | 1.09 |
| 40 | 09/30/2007 - 10/06/2007 | 1.04 | 1.09 |
| 41 | 10/07/2007 - 10/13/2007 | 1.03 | 1.08 |
| 42 | 10/14/2007 - 10/20/2007 | 1.02 | 1.07 |
| 43 | 10/21/2007 - 10/27/2007 | 1.01 | 1.06 |
| 44 | 10/28/2007 - 11/03/2007 | 1.00 | 1.05 |
| 45 | 11/04/2007 - 11/10/2007 | 0.98 | 1.03 |
| 46 | 11/11/2007 - 11/17/2007 | 0.97 | 1.02 |
| 47 | 11/18/2007 - 11/24/2007 | 0.98 | 1.03 |
| 48 | 11/25/2007 - 12/01/2007 | 0.99 | 1.04 |
| 49 | 12/02/2007 - 12/08/2007 | 0.99 | 1.04 |
| 50 | 12/09/2007 - 12/15/2007 | 1.00 | 1.05 |
| 51 | 12/16/2007 - 12/22/2007 | 1.01 | 1.06 |
| 52 | 12/23/2007 - 12/29/2007 | 1.03 | 1.08 |
| 53 | 12/30/2007 - 12/31/2007 | 1.04 | 1.09 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 3600 MARION COUNTYWIDE

MOCF: 0.95

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.01 | 1.06 |
| 2 | 01/07/2007 - 01/13/2007 | 1.00 | 1.05 |
| 3 | 01/14/2007 - 01/20/2007 | 0.99 | 1.04 |
| 4 | 01/21/2007 - 01/27/2007 | 0.98 | 1.03 |
| * 5 | 01/28/2007 - 02/03/2007 | 0.97 | 1.02 |
| * 6 | 02/04/2007 - 02/10/2007 | 0.96 | 1.01 |
| * 7 | 02/11/2007 - 02/17/2007 | 0.95 | 1.00 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.95 | 1.00 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.95 | 1.00 |
| *10 | 03/04/2007 - 03/10/2007 | 0.94 | 0.99 |
| *11 | 03/11/2007 - 03/17/2007 | 0.94 | 0.99 |
| *12 | 03/18/2007 - 03/24/2007 | 0.94 | 0.99 |
| *13 | 03/25/2007 - 03/31/2007 | 0.94 | 0.99 |
| *14 | 04/01/2007 - 04/07/2007 | 0.95 | 1.00 |
| *15 | 04/08/2007 - 04/14/2007 | 0.95 | 1.00 |
| *16 | 04/15/2007 - 04/21/2007 | 0.95 | 1.00 |
| *17 | 04/22/2007 - 04/28/2007 | 0.96 | 1.01 |
| 18 | 04/29/2007 - 05/05/2007 | 0.98 | 1.03 |
| 19 | 05/06/2007 - 05/12/2007 | 0.99 | 1.04 |
| 20 | 05/13/2007 - 05/19/2007 | 1.00 | 1.05 |
| 21 | 05/20/2007 - 05/26/2007 | 1.01 | 1.06 |
| 22 | 05/27/2007 - 06/02/2007 | 1.01 | 1.06 |
| 23 | 06/03/2007 - 06/09/2007 | 1.02 | 1.07 |
| 24 | 06/10/2007 - 06/16/2007 | 1.03 | 1.08 |
| 25 | 06/17/2007 - 06/23/2007 | 1.04 | 1.09 |
| 26 | 06/24/2007 - 06/30/2007 | 1.05 | 1.11 |
| 27 | 07/01/2007 - 07/07/2007 | 1.05 | 1.11 |
| 28 | 07/08/2007 - 07/14/2007 | 1.06 | 1.12 |
| 29 | 07/15/2007 - 07/21/2007 | 1.07 | 1.13 |
| 30 | 07/22/2007 - 07/28/2007 | 1.06 | 1.12 |
| 31 | 07/29/2007 - 08/04/2007 | 1.05 | 1.11 |
| 32 | 08/05/2007 - 08/11/2007 | 1.04 | 1.09 |
| 33 | 08/12/2007 - 08/18/2007 | 1.03 | 1.08 |
| 34 | 08/19/2007 - 08/25/2007 | 1.04 | 1.09 |
| 35 | 08/26/2007 - 09/01/2007 | 1.04 | 1.09 |
| 36 | 09/02/2007 - 09/08/2007 | 1.04 | 1.09 |
| 37 | 09/09/2007 - 09/15/2007 | 1.05 | 1.11 |
| 38 | 09/16/2007 - 09/22/2007 | 1.04 | 1.09 |
| 39 | 09/23/2007 - 09/29/2007 | 1.04 | 1.09 |
| 40 | 09/30/2007 - 10/06/2007 | 1.03 | 1.08 |
| 41 | 10/07/2007 - 10/13/2007 | 1.03 | 1.08 |
| 42 | 10/14/2007 - 10/20/2007 | 1.02 | 1.07 |
| 43 | 10/21/2007 - 10/27/2007 | 1.02 | 1.07 |
| 44 | 10/28/2007 - 11/03/2007 | 1.01 | 1.06 |
| 45 | 11/04/2007 - 11/10/2007 | 1.00 | 1.05 |
| 46 | 11/11/2007 - 11/17/2007 | 0.99 | 1.04 |
| 47 | 11/18/2007 - 11/24/2007 | 1.00 | 1.05 |
| 48 | 11/25/2007 - 12/01/2007 | 1.00 | 1.05 |
| 49 | 12/02/2007 - 12/08/2007 | 1.01 | 1.06 |
| 50 | 12/09/2007 - 12/15/2007 | 1.01 | 1.06 |
| 51 | 12/16/2007 - 12/22/2007 | 1.00 | 1.05 |
| 52 | 12/23/2007 - 12/29/2007 | 1.00 | 1.05 |
| 53 | 12/30/2007 - 12/31/2007 | 0.99 | 1.04 |

* Peak Season

2007 Peak Season Factor Category Report - Report Type: ALL

Category: 3675 MARION I75

MOCF: 0.94

| Week | Dates | SF | PSCF |
|---|---|---|---|
| 1 | 01/01/2007 - 01/06/2007 | 1.00 | 1.06 |
| 2 | 01/07/2007 - 01/13/2007 | 1.01 | 1.08 |
| 3 | 01/14/2007 - 01/20/2007 | 1.02 | 1.09 |
| 4 | 01/21/2007 - 01/27/2007 | 1.02 | 1.09 |
| 5 | 01/28/2007 - 02/03/2007 | 1.01 | 1.08 |
| 6 | 02/04/2007 - 02/10/2007 | 1.01 | 1.08 |
| * 7 | 02/11/2007 - 02/17/2007 | 1.00 | 1.06 |
| * 8 | 02/18/2007 - 02/24/2007 | 0.97 | 1.03 |
| * 9 | 02/25/2007 - 03/03/2007 | 0.94 | 1.00 |
| *10 | 03/04/2007 - 03/10/2007 | 0.91 | 0.97 |
| *11 | 03/11/2007 - 03/17/2007 | 0.88 | 0.94 |
| *12 | 03/18/2007 - 03/24/2007 | 0.89 | 0.95 |
| *13 | 03/25/2007 - 03/31/2007 | 0.90 | 0.96 |
| *14 | 04/01/2007 - 04/07/2007 | 0.91 | 0.97 |
| *15 | 04/08/2007 - 04/14/2007 | 0.92 | 0.98 |
| *16 | 04/15/2007 - 04/21/2007 | 0.93 | 0.99 |
| *17 | 04/22/2007 - 04/28/2007 | 0.96 | 1.02 |
| *18 | 04/29/2007 - 05/05/2007 | 0.99 | 1.05 |
| *19 | 05/06/2007 - 05/12/2007 | 1.01 | 1.08 |
| 20 | 05/13/2007 - 05/19/2007 | 1.04 | 1.11 |
| 21 | 05/20/2007 - 05/26/2007 | 1.03 | 1.10 |
| 22 | 05/27/2007 - 06/02/2007 | 1.02 | 1.09 |
| 23 | 06/03/2007 - 06/09/2007 | 1.01 | 1.08 |
| 24 | 06/10/2007 - 06/16/2007 | 1.00 | 1.06 |
| 25 | 06/17/2007 - 06/23/2007 | 0.99 | 1.05 |
| 26 | 06/24/2007 - 06/30/2007 | 0.99 | 1.05 |
| 27 | 07/01/2007 - 07/07/2007 | 0.99 | 1.05 |
| 28 | 07/08/2007 - 07/14/2007 | 0.99 | 1.05 |
| 29 | 07/15/2007 - 07/21/2007 | 0.99 | 1.05 |
| 30 | 07/22/2007 - 07/28/2007 | 1.00 | 1.06 |
| 31 | 07/29/2007 - 08/04/2007 | 1.01 | 1.08 |
| 32 | 08/05/2007 - 08/11/2007 | 1.02 | 1.09 |
| 33 | 08/12/2007 - 08/18/2007 | 1.04 | 1.11 |
| 34 | 08/19/2007 - 08/25/2007 | 1.04 | 1.11 |
| 35 | 08/26/2007 - 09/01/2007 | 1.05 | 1.12 |
| 36 | 09/02/2007 - 09/08/2007 | 1.06 | 1.13 |
| 37 | 09/09/2007 - 09/15/2007 | 1.07 | 1.14 |
| 38 | 09/16/2007 - 09/22/2007 | 1.07 | 1.14 |
| 39 | 09/23/2007 - 09/29/2007 | 1.07 | 1.14 |
| 40 | 09/30/2007 - 10/06/2007 | 1.07 | 1.14 |
| 41 | 10/07/2007 - 10/13/2007 | 1.07 | 1.14 |
| 42 | 10/14/2007 - 10/20/2007 | 1.08 | 1.15 |
| 43 | 10/21/2007 - 10/27/2007 | 1.06 | 1.13 |
| 44 | 10/28/2007 - 11/03/2007 | 1.04 | 1.11 |
| 45 | 11/04/2007 - 11/10/2007 | 1.02 | 1.09 |
| 46 | 11/11/2007 - 11/17/2007 | 1.00 | 1.06 |
| 47 | 11/18/2007 - 11/24/2007 | 1.00 | 1.06 |
| 48 | 11/25/2007 - 12/01/2007 | 1.00 | 1.06 |
| 49 | 12/02/2007 - 12/08/2007 | 1.00 | 1.06 |
| 50 | 12/09/2007 - 12/15/2007 | 1.00 | 1.06 |
| 51 | 12/16/2007 - 12/22/2007 | 1.00 | 1.06 |
| 52 | 12/23/2007 - 12/29/2007 | 1.01 | 1.08 |
| 53 | 12/30/2007 - 12/31/2007 | 1.02 | 1.09 |

* Peak Season

FLORIDA DEPARTMENT OF TRANSPORTATION
2012 Annual Average Daily Traffic Report - Report Type: ALL

County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0003 | | SR 45 .3 MI. S. OF NW 174 AVE.(HIGH SPRINGS) | E | 0 | W | 0 | 4300 | C | 9.5 | 58.4F | 9.1F |
| 0004 | | SR 26 200 ' W. OF CR 337 (NEWBERRY) | E | 0 | W | 0 | 8700 | C | 9.5 | 58.4F | 3.3F |
| 0005 | | SR 26 100' E. OF SR 45 | E | 7300 | W | 7200 | 14500 | C | 9.5 | 58.4F | 3.3F |
| 0008 | | SR 24 .1 MI. NE OF SR 45 | E | 0 | W | 0 | 9100 | C | 9.5 | 58.4F | 6.4F |
| 0010 | | SR 121 .1 MI. N. OF SR 25 | N | 6200 | S | 6400 | 12600 | C | 9.0 | 58.4F | 5.8F |
| 0012 | | SR 26 300' E. OF NW 75TH ST. | E | 25000 | W | 24000 | 49000 | C | 9.0 | 52.5F | 3.3F |
| 0022 | | SR 235 200' N. OF S 231 TO S. | N | 0 | S | 0 | 2800 | C | 9.5 | 58.4F | 9.1F |
| 0025 | | SR 20 .1 MI. SE OF SR 25 | N | 4300 | S | 4300 | 8600 | C | 9.0 | 52.5F | 3.2F |
| 0030 | | SR 222 .1 MI. W. OF 91ST ST. | E | 14000 | W | 13500 | 27500 | C | 9.0 | 52.5F | 2.2F |
| 0038 | | SR 26 .2 MI. N. OF CR 329B | E | 0 | W | 0 | 4400 | C | 9.0 | 58.4F | 4.8F |
| 0039 | | SR 26 .2 MI. S. OF SR 222 | E | 0 | W | 0 | 3400 | C | 9.0 | 58.4F | 4.8F |
| 0041 | | CR 325 .1 MI. S. OF SR 20 | N | 0 | S | 0 | 3000 | C | 9.5 | 58.4F | 2.5F |
| 0043 | T | SR-121,0.8 MILES NORTH OF US-441,ALACHUA CO. | N | 3090 | S | 3120 | 6210 | C | 9.5 | 78.7A | 5.8A |
| 0044 | | SR 200 .1 MI. S. OF SE 75TH AVE. | N | 5100 | S | 4000 | 9100 | C | 9.5 | 54.6F | 29.8F |
| 0050 | | SR 25 S. OF SR 20 N. OF GAINESVILLE | N | 7700 | S | 7900 | 15600 | C | 9.0 | 52.5F | 3.6F |
| 0054 | | SR 25 300' N. OF SW. 36TH. PLACE | N | 7200 | S | 7800 | 15000 | C | 9.0 | 52.5F | 3.6F |
| 0055 | | SR 25 S. OF SR 331 | N | 5600 | S | 5700 | 11300 | C | 9.0 | 52.5F | 3.6F |
| 0056 | | SR 235 .3 MI. SW OF SR 121 (LA CROSSE) | E | 0 | W | 0 | 1900 | C | 9.5 | 58.4F | 9.1F |
| 0066 | | SR 200 .3 MI. N. OF CR 325 | N | 5400 | S | 3700 | 9100 | C | 9.5 | 54.6F | 29.8F |
| 0075 | | SR 20 E. OF CR 2043 | E | 6700 | W | 6900 | 13600 | C | 9.0 | 52.5F | 2.8F |
| 0086 | | SR 20 .1 MI. N. OF SR 25 N. OF GAINESVILLE | N | 12000 | S | 12000 | 24000 | C | 9.0 | 52.5F | 3.2A |
| 0110 | | SR 20 .3 MI. SE OF SR 121 | N | 10500 | S | 11000 | 21500 | C | 9.0 | 52.5F | 3.2F |
| 0116 | | SR 26 1 MI. E. OF SR 200 (ORANGE HEIGHTS) | E | 0 | W | 0 | 8500 | C | 9.5 | 58.4F | 4.8F |

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"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0128 | | SR 121 .4 MI. SW OF SW WACAHOOTA RD. | E | 0 | W | 0 | 8000 | C | 9.5 | 58.4F | 5.2F |
| 0130 | | SR 331 300' N' OF SE 6TH.AVE. | N | 9700 | S | 9400 | 19100 | C | 9.0 | 52.5F | 8.1F |
| 0134 | | SR 331 375' NE OF SR 25 | N | 9600 | S | 9700 | 19300 | C | 9.0 | 52.5F | 8.1F |
| 0137 | | SR 25 .1 MI. S. OF MICANOPY BYPASS(CR 234) | N | 3800 | S | 4200 | 8000 | C | 9.5 | 58.4F | 3.6F |
| 0156 | | SR 20 .2 MI. W. OF SE 199TH ST.(HAWTHORNE) | E | 3600 | W | 3500 | 7100 | C | 9.5 | 58.4F | 2.8F |
| 0159 | | SR 20 100' E. OF SE 232ND TERR. | E | 0 | W | 0 | 7000 | C | 9.5 | 58.4F | 2.8F |
| 0160 | | SR 200 1.0 MI. S. OF CR 225 | N | 10500 | S | 9400 | 19900 | C | 9.5 | 54.6F | 17.5F |
| 0166 | | SR 200 S. OF NE 148TH DR. | N | 5100 | S | 3900 | 9000 | C | 9.5 | 54.6F | 29.8A |
| 0170 | | SR 24 .1 MI. N. OF NE 134TH ST. | N | 5800 | S | 6000 | 11800 | C | 9.5 | 58.4F | 8.1F |
| 0176 | | SR 25 S. OF 5TH AVEMUE | N | 14000 | S | 14000 | 28000 | C | 9.0 | 52.5F | 3.6F |
| 0185 | T | SR-24, 1.5 MI NORTH OF SR-26,ALACHUA CO. | N | 12284 | S | 12320 | 24604 | C | 9.0 | 52.5A | 6.5A |
| 0206 | | SR 20 200' E. OF MAIN ST (GAINESVILLE) | E | 8900 | W | 9700 | 18600 | C | 9.0 | 52.5F | 1.9F |
| 0215 | | SR 121 .3 MI. S. OF SR 235 (LA CROSSE) | E | 0 | W | 0 | 2600 | C | 9.5 | 58.4F | 5.8F |
| 0221 | | SR 235 .2 MI. W. OF NW 40TH TERR.(LA CROSSE) | E | 0 | W | 0 | 900 | C | 9.5 | 58.4F | 9.1F |
| 0222 | | SR 45 .2 MI. N. OF SR 26A (NEWBERRY) | N | 2500 | S | 2400 | 4900 | C | 9.5 | 58.4F | 6.0A |
| 0227 | | SR 200 .3 MI. N. OF SR 20(HAWTHORNE) | N | 5500 | S | 4500 | 10000 | C | 9.5 | 54.6F | 29.8F |
| 0229 | | SR 20 AT RR OVERPASS E. OF ALACHUA | N | 8100 | S | 8100 | 16200 | C | 9.5 | 58.4F | 4.9F |
| 0231 | T | SR-45/US-27,0.26 MI N OF SW 46TH AVE,ALACHUA CO. | N | 1524 | S | 1480 | 3004 | C | 9.5 | 53.8A | 12.2A |
| 0239 | | SR 235 .1 MI. S. OF NW 134TH DR. | E | 0 | W | 0 | 3900 | C | 9.5 | 58.4F | 9.1F |
| 0240 | | CR 241.1 MI. N. OF SR 235 | N | 0 | S | 0 | 3100 | C | 9.5 | 58.4F | 2.5F |
| 0241 | | SR 25 250' S. OF OF NW 210TH LA.(HIGH SPRINGS) | N | 0 | S | 0 | 5600 | C | 9.5 | 58.4F | 4.9F |
| 0244 | | SR 20 .1 MI. W. OF SR 45(HIGH SPRINGS) | E | 4200 | W | 4100 | 8300 | C | 9.5 | 58.4F | 4.0A |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0245 | | SR 20 300' S. OF 222ND ST.( HIGH SPRINGS) | N | 8600 | S | 8700 | 17300 | C | 9.5 | 58.4F | 4.9F |
| 0248 | | SR 20 .2 MI. W. OF NW 16TH. ST.(HIGH SPRINGS) | W | 3900 | E | 4100 | 8000 | C | 9.5 | 58.4F | 5.9A |
| 0260 | | SR 45 N. OF SW 143RD AVE.(ARCHER) | E | 0 | W | 0 | 4100 | C | 9.5 | 58.4F | 9.1F |
| 0263 | | SR 24 .2 MILE SW OF SW 173RD CT. (ARCHER) | E | 3100 | W | 3100 | 6200 | C | 9.5 | 58.4F | 6.4A |
| 0276 | | SR. 26 .03 MI. E. OF 26 TERR. | E | 4700 | W | 4900 | 9600 | C | 9.0 | 58.4F | 4.8F |
| 0323 | T | SR-121/34TH ST,1000' SOUTH OF SR-24,ALACHUA CO. | N | 15082 | S | 16200 | 31282 | C | 9.0 | 52.6A | 1.6P |
| 0325 | | CR 340 .1 MI. E. OF CR 231 (HPMS) | | 0E | | 0E | 1500 | F | 9.5 | 58.4F | 2.5F |
| 0370 | | SR 121 200' SE OF SR 236 | E | 0 | W | 0 | 2800 | C | 9.5 | 58.4F | 5.8F |
| 0396 | | SR 331 .1 MI. W. OF SR 25 | E | 11000 | W | 11500 | 22500 | C | 9.0 | 52.5F | 5.2F |
| 0410 | | SR 26 .1 MI. W. OF CR 241 TO S. | E | 7200 | W | 7200 | 14400 | C | 9.5 | 58.4F | 3.3A |
| 0412 | | SR 24 W. OF CR 1475 (ONE-WAY NB ) | N | 6200 | | 0 | 6200 | C | 9.5 | 99.9W | 8.1F |
| 0414 | | SR 24 200' W. OF CR 1475(ONE WAY SB) | S | 6000 | | 0 | 6000 | C | 9.5 | 99.9W | 9.6A |
| 0423 | | SR 222 200' E. OF NW 43RD ST. | E | 15500 | W | 15500 | 31000 | C | 9.0 | 52.5F | 2.2A |
| 0428 | | SR 222 .1 MI. E. OF SR 24 | E | 6800 | W | 6700 | 13500 | C | 9.0 | 52.5F | 2.2F |
| 0431 | | SR 25 .2 MI. SE OF SR 234(MICANOPY) | N | 3600 | S | 3700 | 7300 | C | 9.5 | 58.4F | 3.6F |
| 0434 | | SR 121 .2 MI. N. OF SR 331 | N | 8100 | S | 9600 | 17700 | C | 9.0 | 52.5F | 2.5F |
| 0435 | | CR 235A .2 MI. S. OF SR 25/US 441 | N | 1700 | S | 1600 | 3300 | C | 9.5 | 58.4F | 24.4A |
| 0443 | | SR 24 700' NE OF GALE LEMERAND DR. | E | 16000 | W | 15500 | 31500 | C | 9.0 | 52.5F | 3.0A |
| 0446 | | SR 24 W. OF SHEALY DR. | E | 18500 | W | 18000 | 36500 | C | 9.0 | 52.5F | 3.0F |
| 0448 | | SR 222 .1 MI E. OF NW 24TH BLVD | E | 12500 | W | 12500 | 25000 | C | 9.0 | 52.5F | 2.2F |
| 0449 | | CR 219A .1 M. N. OF US 301 | N | 0 | S | 0 | 1200 | C | 9.5 | 58.4F | 2.5F |
| 0453 | | I-75 3.0 MI. NW OF SR 25 | N | 16500 | S | 14000 | 30500 | C | 10.5 | 55.1F | 19.0F |
| 0454 | | I-75 3.6 MILE S. OF SR 20 | N | 25500 | S | 22000 | 47500 | C | 10.5 | 55.1F | 19.0F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0456 | | I-75 .4 MI. NW OF SR 121 | N | 30000 | S | 27500 | 57500 | C | 9.0 | 55.1F | 19.0F |
| 0461 | | SR 20 .2 MI. NW OF SR 93 | N | 10500 | S | 10500 | 21000 | C | 9.5 | 58.4F | 4.9F |
| 0470 | | SR 26 W. OF NW 43RD ST. | E | 14500 | W | 14000 | 28500 | C | 9.0 | 52.5F | 1.9F |
| 0474 | | SR 121 .2 MI. N. OF SR 222 | N | 7600 | S | 7400 | 15000 | C | 9.0 | 52.5F | 2.7A |
| 0478 | | SR 26 .1 MI. W. OF NW 57TH ST. | E | 26000 | W | 25500 | 51500 | C | 9.0 | 52.5F | 1.9F |
| 0479 | | SR 20 .1 MI. SE OF CR 329-B (SE 55TH BLVD.) | E | 4400 | W | 4500 | 8900 | C | 9.0 | 58.4F | 2.8A |
| 0482 | | CR 241 .1 MI. S. OF SR 26 | N | 0 | S | 0 | 1500 | C | 9.5 | 58.4F | 2.5F |
| 0483 | | SR 26 200' W. OF NW 76TH. BLVD. | E | 14500 | W | 14000 | 28500 | C | 9.0 | 52.5F | 3.3F |
| 0484 | | SR 24 .1 MI. E. OF I-75 | E | 22500 | W | 21500 | 44000 | C | 9.0 | 52.5F | 3.0F |
| 0485 | | SR 24 W. OF FRED BEAR DR. W. OF I-75 | E | 14500 | W | 14500 | 29000 | C | 9.0 | 52.5F | 6.4F |
| 0487 | | SR 24 W. OF SW TOWER RD.(SW 75TH ST.) | E | 9500 | W | 9700 | 19200 | C | 9.0 | 52.5F | 6.4F |
| 0488 | | I-75 .5 MI. S. OF SR 26 | N | 37500 | S | 35000 | 72500 | C | 9.0 | 55.1F | 19.0F |
| 0489 | | SR 24 150' W. OF SR 226 | E | 27500 | W | 27000 | 54500 | C | 9.0 | 52.5F | 3.0F |
| 0490 | | SR 24 150'E OF SR-121 | E | 21500 | W | 22500 | 44000 | C | 9.0 | 52.5F | 3.0F |
| 0491 | | SR 222 .3 MI. W. OF SR 26 | E | 0 | W | 0 | 6200 | C | 9.0 | 52.5F | 2.2F |
| 0492 | | SR 25 RAMP .1 MI. SE OF SR 331 | E | 1700 | W | 950 | 2650 | C | 9.0 | 52.5F | 4.4A |
| 0493 | | SR 26 .1 MI. W. OF SR 45 | E | 0 | W | 0 | 12500 | C | 9.5 | 58.4F | 3.3F |
| 0494 | | SR 121 200' S. OF SR 25 | N | 0 | S | 0 | 9700 | C | 9.0 | 52.5F | 2.5F |
| 0496 | | SR 20 W. OF CR 2043 | E | 8000 | W | 8200 | 16200 | C | 9.0 | 52.5F | 2.8F |
| 0501 | | SR 26 400' E. OF NW 69TH TERR. | E | 22500 | W | 23500 | 46000 | C | 9.0 | 52.5F | 1.9F |
| 0680 | | SR 26 200' W. OF 8TH ST. | E | 11000 | W | 11000 | 22000 | C | 9.0 | 52.5F | 1.9F |
| 1002 | | SR 222 300' W OF NE 15TH ST. | E | 8500 | W | 8500 | 17000 | C | 9.0 | 52.5F | 2.2F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1005 | | SR 26 200' W. OF NE 15TH ST. | E | 3900 | W | 4800 | 8700 | C | 9.0 | 58.4F | 4.8F |
| 1006 | | SR 20 200' W. OF 15TH ST. | E | 6700 | W | 6400 | 13100 | C | 9.0 | 52.5F | 2.8F |
| 1007 | | SR 20 (NW 6TH ST.)150' N. OF NW 12TH AVE. | N | 7900 | S | 7300 | 15200 | C | 9.0 | 52.5F | 3.2F |
| 1008 | | SR 20 (NW 6TH ST.) 400' N. 0F NW 16TH AVE. | N | 7000 | S | 6900 | 13900 | C | 9.0 | 52.5F | 3.2F |
| 1010 | | SR 26 300' W. OF NW 62ND ST. | E | 22000 | W | 22500 | 44500 | C | 9.0 | 52.5F | 1.9F |
| 1011 | | SR 121(SW 34TH ST.)300' S. OF SW 20TH ST. | N | 18500 | S | 20000 | 38500 | C | 9.0 | 52.5F | 2.5F |
| 1012 | | SR 121(SW 34TH ST.) .2 MI. N. OF RADIO RD. | N | 19000 | S | 20000 | 39000 | C | 9.0 | 52.5F | 2.5F |
| 1013 | | SR 121(NW 34TH ST.) 400' N. OF NW 21ST AVE. | N | 0 | S | 0 | 15000 | C | 9.0 | 52.5F | 2.5F |
| 1015 | | SR 222(39TH AVE.)300' E. OF NW 83RD ST. | E | 13500 | W | 12500 | 26000 | C | 9.0 | 52.5F | 2.2F |
| 1016 | | SR 222(NW 39TH AVE.) E. OF SR 121 | E | 13500 | W | 13500 | 27000 | C | 9.0 | 52.5F | 2.2F |
| 3023 | | CR 231 .1 MI. N. OF SR 121 | N | 0 | S | 0 | 3200 | C | 9.5 | 58.4F | 2.5F |
| 3029 | | SR 24 .2 MI. SW OF SR 121 | E | 22000 | W | 23500 | 45500 | C | 9.0 | 52.5F | 3.0F |
| 3032 | | SR 121 .4 MI. N. OF SW WACAHOOTA RD. | N | 0 | S | 0 | 8200 | C | 9.5 | 58.4F | 5.2F |
| 3079 | | SR 20 350' W. OF SR 325 | E | 3900 | W | 3700 | 7600 | C | 9.5 | 58.4F | 2.8F |
| 3109 | | SR 25 .1 MI. S OF CR 23(SW 63RD AVE) | N | 5600 | S | 5700 | 11300 | C | 9.5 | 52.5F | 3.6A |
| 3114 | | SR 24, 100' N OF SW 63RD BLVD | E | 12500 | W | 12500 | 25000 | C | 9.0 | 52.5F | 6.4F |
| 3117 | | SR 20 .3 MI. NW OF SR 121 | N | 9000 | S | 9200 | 18200 | C | 9.0 | 52.5F | 4.9A |
| 3274 | | SR 26 1 MI. W OF SR 200(ORANGE HEIGHTS) | E | 4500 | W | 4400 | 8900 | C | 9.5 | 58.4F | 4.8A |
| 3395 | | SR 331 .5 MI. E OF SR 121 | E | 12000 | W | 12000 | 24000 | C | 9.0 | 52.5F | 5.2A |
| 3439 | | SR 24 .4 MI. N OF NE 53RD AVE. | N | 7500 | S | 6900 | 14400 | C | 9.0 | 52.5F | 8.1F |
| 3442 | | SR 26 .1 E. OF NW 44TH ST. | E | 18000 | W | 17000 | 35000 | C | 9.0 | 52.5F | 1.6A |
| 3444 | | SR 121 300' S. OF HULL RD. | N | 18500 | S | 19000 | 37500 | C | 9.0 | 52.5F | 2.5F |
| 3455 | | I-75 1.0 MI. N. OF SR 26 | N | 33000 | S | 35500 | 68500 | C | 9.0 | 55.1F | 19.0F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 3464 | | SR 222(39TH AVE.) W. OF NW 43RD ST. | E | 17000 | W | 16500 | 33500 | C | 9.0 | 52.5F | 2.2F |
| 3471 | | SR 26 E. OF CR 241 | E | 11500 | W | 10500 | 22000 | C | 9.0 | 58.4F | 3.3F |
| 3475 | | SR 121 .1 MI. S. OF CR 232-A | N | 0 | S | 0 | 14000 | C | 9.0 | 52.5F | 2.5F |
| 4000 | | RAMP I-75 NB TO CR 234 | N | 1200 | | 0 | 1200 | C | 9.0 | 99.9W | 19.0F |
| 4001 | | RAMP CR 234 TO I-75 NB | N | 1200 | | 0 | 1200 | C | 9.0 | 99.9W | 19.0F |
| 4002 | | RAMP I-75 SB TO CR 234 | S | 950 | | 0 | 950 | C | 9.0 | 99.9W | 19.0F |
| 4003 | | RAMP CR 234 TO I-75 SB | S | 1200 | | 0 | 1200 | C | 9.0 | 99.9W | 19.0F |
| 4004 | | RAMP SR 121 TO I-75 NB | N | 6400 | | 0 | 6400 | C | 9.0 | 99.9W | 19.0F |
| 4005 | | RAMP I-75 NB TO SR 121 | N | 2800 | | 0 | 2800 | C | 9.0 | 99.9W | 19.0F |
| 4006 | | RAMP SR 121 TO I-75 SB | S | 2800 | | 0 | 2800 | C | 9.0 | 99.9W | 19.0F |
| 4007 | | RAMP I-75 SB TO SR 121 | S | 6100 | | 0 | 6100 | C | 9.0 | 99.9W | 19.0F |
| 4008 | | RAMP I-75 NB TO SR 24 | N | 4400 | | 0 | 4400 | C | 9.0 | 99.9W | 19.0F |
| 4009 | | RAMP SR 24 TO I-75 NB | N | 10000 | | 0 | 10000 | C | 9.0 | 99.9W | 19.0F |
| 4010 | | RAMP I-75 S.B. TO S.R. 24 | S | 10000 | | 0 | 10000 | C | 9.0 | 99.9W | 19.0F |
| 4011 | | RAMP SR 24 TO I-75 SB | S | 4400 | | 0 | 4400 | C | 9.0 | 99.9W | 19.0F |
| 4012 | | RAMP I-75 NB TO SR 26 | N | 9200 | | 0 | 9200 | C | 9.0 | 99.9W | 19.0F |
| 4013 | | RAMP SR 26 TO I-75 NB | N | 6100 | | 0 | 6100 | C | 9.0 | 99.9W | 19.0F |
| 4014 | | RAMP I-75 SB TO SR 26 | S | 5500 | | 0 | 5500 | C | 9.0 | 99.9W | 19.0F |
| 4015 | | RAMP SR 26 TO I-75 SB | S | 8300 | | 0 | 8300 | C | 9.0 | 99.9W | 19.0F |
| 4016 | | RAMP I-75 NB TO SR 222 | N | 9300 | | 0 | 9300 | C | 9.0 | 99.9W | 19.0F |
| 4017 | | RAMP SR 222 TO I-75 NB | N | 2300 | | 0 | 2300 | C | 9.0 | 99.9W | 19.0F |
| 4018 | | RAMP I-75 SB TO SR 222 | S | 2500 | | 0 | 2500 | C | 9.0 | 99.9W | 19.0F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4019 | | RAMP SR 222 EB TO I-75 SB | S | 2500 | | 0 | 2500 | C | 9.0 | 99.9W | 19.0F |
| 4020 | | RAMP US 441 TO I-75 NB | N | 2500 | | 0 | 2500 | C | 9.0 | 99.9W | 19.0F |
| 4021 | | RAMP I-75 NB TO US 441 | N | 6600 | | 0 | 6600 | C | 9.0 | 99.9W | 19.0F |
| 4022 | | RAMP I-75 SB TO US 441 | S | 2500 | | 0 | 2500 | C | 9.0 | 99.9W | 19.0F |
| 4023 | | RAMP US 441 TO I-75 SB | S | 6300 | | 0 | 6300 | C | 9.0 | 99.9W | 19.0F |
| 4024 | | RAMP CR 236 TO I-75 NB | N | 450 | | 0 | 450 | C | 9.0 | 99.9W | 19.0F |
| 4025 | | RAMP I-75 NB TO CR 236 | N | 1100 | | 0 | 1100 | C | 9.0 | 99.9W | 19.0F |
| 4026 | | RAMP I-75 SB TO CR 236 | S | 400 | | 0 | 400 | C | 9.0 | 99.9W | 19.0F |
| 4027 | | RAMP CR 236 TO I-75 SB | S | 1100 | | 0 | 1100 | C | 9.0 | 99.9W | 19.0F |
| 4028 | | RAMP SR 222 WB TO I-75 SB | S | 5800 | | 0 | 5800 | C | 9.0 | 99.9W | 19.0F |
| 5002 | | SR 25(US 441) NE OF US 41/SR 45(HIGH SPRINGS) | N | 4900 | S | 4800 | 9700 | C | 9.5 | 58.4F | 4.9F |
| 5004 | | SR 26-A .2 MI. W. OF SR 121 | E | 9400 | W | 4700 | 14100 | C | 9.0 | 52.5F | 2.1F |
| 5006 | | SR 45 N. OF 3RD AVE. (HIGH SPRINGS) | E | 0 | W | 0 | 8300 | C | 9.5 | 58.4F | 9.1F |
| 5007 | | SR 20 (E. UNIV. AVE.) 100' E. OF SE 12TH ST. | E | 11000 | W | 12000 | 23000 | C | 9.0 | 52.5F | 2.8F |
| 5008 | | SR 20 (UNIV. BLVD.) 200' W. OF NE 8TH AVE. | E | 8200 | W | 9000 | 17200 | C | 9.0 | 52.5F | 1.9F |
| 5010 | | SR 24( UNIV. AVE.) 200' E. OF NW 6TH ST. | E | 9400 | W | 10500 | 19900 | C | 9.0 | 52.5F | 1.9F |
| 5011 | | SR 26 ( UNIV. AVE.) 200 'E. OF NW 13TH ST. | E | 12000 | W | 12000 | 24000 | C | 9.0 | 52.5F | 1.9F |
| 5012 | | SR 26 (UNIV. AVE.)W.OF NW 13TH ST. | E | 14500 | W | 14000 | 28500 | C | 9.0 | 52.5F | 1.9F |
| 5015 | | SR 25 S. OF NW 7TH AVE. | N | 14000 | S | 14500 | 28500 | C | 9.0 | 52.5F | 3.6F |
| 5016 | | SR 20 (NW 6TH ST.) 100' S. OF NW 10TH AVE. | N | 7500 | S | 7100 | 14600 | C | 9.0 | 52.5F | 3.2F |
| 5017 | | SR 20 (N MAIN ST.) 200' S. OF NW 8TH AVE. | N | 6900 | S | 7100 | 14000 | C | 9.0 | 52.5F | 3.2F |
| 5020 | | SR 25 (US 441) 300' S OF NW 14TH AVE. | N | 14000 | S | 14500 | 28500 | C | 9.0 | 52.5F | 3.6F |
| 5022 | | SR 20 200' NW OF SR 235(ALACHUA) | N | 9000 | S | 9200 | 18200 | C | 9.5 | 58.4F | 4.9F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5023 | | SR 235 350' S. OF SR 20(ALACHUA) | N | 4700 | S | 4800 | 9500 | C | 9.5 | 58.4F | 9.1A |
| 5026 | | SR 235 200' N. OF SR 20 | E | 0 | W | 0 | 6500 | C | 9.5 | 58.4F | 9.1F |
| 5027 | | SR 20 SE OF SR 235 | N | 9300 | S | 9000 | 18300 | C | 9.5 | 58.4F | 4.9F |
| 5033 | | SR 329 (S. MAIN ST.) .1 MILE S. OF SE DEPOT AVE. | N | 5500 | S | 5400 | 10900 | C | 9.0 | 52.5F | 3.2F |
| 5034 | | SR 25(US 441) S. OFSR 45(US 41)(HIGH SPRINGS) | N | 3900 | S | 3500 | 7400 | C | 9.5 | 58.4F | 4.9F |
| 5035 | | SR 20 W. OF SR 25(US 441) | E | 0 | W | 0 | 8100 | C | 9.5 | 58.4F | 5.0F |
| 5036 | | SR 45 N. OF 3RD AVE.(HIGH SPRINGS) | E | 0 | W | 0 | 6600 | C | 9.5 | 58.4F | 9.1F |
| 5037 | | CR 236 .5 MI. N. OF SR 25 | N | 0 | S | 0 | 4900 | C | 9.5 | 58.4F | 2.5F |
| 5040 | | SR 235 400' S. OF CR 241 | E | 0 | W | 0 | 6700 | C | 9.5 | 58.4F | 9.1F |
| 5045 | | SR 20 (NW 8TH AVE.) 400' E. OF NW 6TH ST. | N | 7100 | S | 7600 | 14700 | C | 9.0 | 52.5F | 3.2F |
| 5046 | | SR 24 (WALDO RD.) 200' N. OF NE 1ST AVE. | E | 12000 | W | 11500 | 23500 | C | 9.0 | 52.5F | 8.1F |
| 5047 | | SR 331 (SE 11TH ST.) 200' S. OF SE 1ST AVE. | N | 9600 | S | 9000 | 18600 | C | 9.0 | 52.5F | 8.1F |
| 5049 | | SR 20(E UNIV AVE) 200' W OF SR 331 & 24 | E | 9000 | W | 9100 | 18100 | C | 9.0 | 52.5F | 1.9F |
| 5052 | | SR 120 (NE 23RD AVE) W. OF 15TH.ST. | E | 5000 | W | 4700 | 9700 | C | 9.0 | 52.5F | 3.2F |
| 5053 | | SR 25 (SW 13TH ST) 100' N OF SW 9TH AVE | N | 17000 | S | 16000 | 33000 | C | 9.0 | 52.5F | 3.6F |
| 5055 | | SR 25(US 441) N. OF 16TH AVE. | N | 14500 | S | 15500 | 30000 | C | 9.0 | 52.5F | 3.6F |
| 5056 | | SR 25 (NW 13TH ST) 100' N SR 120 | N | 14500 | S | 15000 | 29500 | C | 9.0 | 52.5F | 3.6F |
| 5057 | | SR 25(NW 13TH ST.) 200'S OF SR 222 | N | 12500 | S | 13500 | 26000 | C | 9.0 | 52.5F | 3.6F |
| 5058 | | SR 331 .1 MI. S. OF SE 4TH ST. | N | 10000 | S | 9600 | 19600 | C | 9.0 | 52.5F | 8.1F |
| 5061 | | SR 20 (NW 6TH ST) 200' N OF SR 120 | N | 5900 | S | 6000 | 11900 | C | 9.0 | 52.5F | 3.2F |
| 5062 | | SR 20 (NW 6TH ST) 100' S OF SR 222 | N | 5100 | S | 4900 | 10000 | C | 9.0 | 52.5F | 3.2F |
| 5063 | | SR 24 .2 MI.NE OF NE.8TH. AV. | N | 13000 | S | 13000 | 26000 | C | 9.0 | 52.5F | 8.1F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5064 | | SR 120 (NE 23RD BLVD.) .1 MI. W. OF SR 24 | E | 3900 | W | 3800 | 7700 | C | 9.0 | 52.5F | 3.2F |
| 5066 | | SR 24 (WALDO RD) 0.1 M N OF SR 222 | N | 8300 | S | 8500 | 16800 | C | 9.0 | 52.5F | 8.1F |
| 5067 | | SR 222 (39TH AVE.) .1 MI. W. OF SR 24 | E | 7500 | W | 7600 | 15100 | C | 9.0 | 52.5F | 2.2F |
| 5068 | | SR 24 (WALDO RD.) .1 MI. N. OF SR 120 | N | 10500 | S | 10000 | 20500 | C | 9.0 | 52.5F | 8.1F |
| 5070 | | SR 26 ( UNIV. AVE.) 200' W. OF SW 38TH ST. | E | 18000 | W | 17000 | 35000 | C | 9.0 | 52.5F | 1.9F |
| 5071 | | SR 26(W. UNIV. AVE.) W. OF NW 22ND ST. | E | 11000 | W | 12000 | 23000 | C | 9.0 | 52.5F | 1.9F |
| 5072 | | SR 26A(SW 2ND AVE.)500' E. OF SW 23RD ST. | E | 6000 | W | 4200 | 10200 | C | 9.0 | 52.5F | 2.1F |
| 5073 | | SR 26(W. UNIV. AVE.) E. OF SR 121 | E | 10000 | W | 11500 | 21500 | C | 9.0 | 52.5F | 1.9F |
| 5074 | | SR 121 (NW 34TH) 300' N OF SR 26 | N | 9100 | S | 10000 | 19100 | C | 9.0 | 52.5F | 2.5F |
| 5075 | | SR 26A(SW 2ND AVE.) E. OF SR 121 | E | 7500 | W | 5600 | 13100 | C | 9.0 | 52.5F | 2.1A |
| 5076 | | SR 121 (SW 34TH ST.) 200' S. OF SR 26 | N | 13500 | S | 10500 | 24000 | C | 9.0 | 52.5F | 2.5F |
| 5077 | | SR 26(W. UNIV. AVE.) W. OF SR 121 | E | 8700 | W | 12500 | 21200 | C | 9.0 | 52.5F | 1.9F |
| 5078 | | SR 24 (ARCHER RD.).1 MI. SW OF SR 25 | E | 12000 | W | 12500 | 24500 | C | 9.0 | 52.5F | 3.0F |
| 5080 | | SR 26 .1 MI. E. OF NE 15 TH. ST. | E | 4500 | W | 5400 | 9900 | C | 9.0 | 58.4F | 4.8F |
| 5081 | | SR 20 (HAWTHORNE RD.) 200' E. SE 1ST AVE. | E | 6400 | W | 6600 | 13000 | C | 9.0 | 58.4F | 2.8F |
| 5084 | | SR 120 (NW 23RD BLVD) 200' E OF SR 20 | E | 6300 | W | 6800 | 13100 | C | 9.0 | 52.5F | 3.2F |
| 5085 | | SR 120 (NW 23RD BLVD) 200' E OF SR 25 | E | 6400 | W | 7100 | 13500 | C | 9.0 | 52.5F | 3.2F |
| 5087 | | SR 222 300' E. OF MAIN ST. | E | 8600 | W | 8600 | 17200 | C | 9.0 | 52.5F | 2.2F |
| 5088 | | SR 222 ( 39TH AVE.) E. OF SR 20 | E | 11500 | W | 11500 | 23000 | C | 9.0 | 52.5F | 2.2F |
| 5089 | | SR 222 (39TH AVE.) W. OF NW 10TH AVE. | E | 10000 | W | 10000 | 20000 | C | 9.0 | 52.5F | 2.2F |
| 5090 | | SR 222 (39TH. AVE.) W. OF SR 25 | E | 13500 | W | 12000 | 25500 | C | 9.0 | 52.5F | 2.2F |
| 5097 | | SR 25 S. OF SW 16TH AVE. | N | 9600 | S | 10000 | 19600 | C | 9.0 | 52.5F | 3.6F |
| 5098 | | SR 329 (S MAIN ST.) 200' S OF SW 16TH AVE. | N | 3200 | S | 3200 | 6400 | C | 9.0 | 52.5F | 3.2F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5099 | | SR 331 200' S. OF SW 16TH AVE. | N | 7200 | S | 6900 | 14100 | C | 9.0 | 52.5F | 8.1F |
| 5101 | | SR 200 .1 MI. S. OF SR 20 OVERPASS | N | 6200 | S | 6100 | 12300 | C | 9.5 | 54.6F | 29.8F |
| 5106 | | SR 20 .4 MI. NW OF SR 235 | N | 9600 | S | 9300 | 18900 | C | 9.5 | 58.4F | 4.9F |
| 5107 | | SR 226 300' E OF SR 24 | E | 9500 | W | 9000 | 18500 | C | 9.0 | 52.5F | 3.2F |
| 5108 | | SR 226 300' W. OF SR 25(13TH ST.) | E | 9700 | W | 9200 | 18900 | C | 9.0 | 52.5F | 3.2F |
| 5109 | | SR 226 E. OF SW 13TH ST. | E | 8200 | W | 8900 | 17100 | C | 9.0 | 52.5F | 3.2F |
| 5110 | | SR 226 (SW 16TH AVE) .1 MI. E. OF SW MAIN ST | E | 0 | W | 0 | 7300 | C | 9.0 | 52.5F | 3.2F |
| 5111 | | SR 226 (SW 16TH AVE) W. OF SW 6TH ST. | E | 8400 | W | 8300 | 16700 | C | 9.0 | 52.5F | 3.2A |
| 5501 | | SR 20 (N.MAIN ST.) 100' N. OF N. 2ND AVE. | N | 6700 | S | 6400 | 13100 | C | 9.0 | 52.5F | 3.2F |
| 5502 | | SR 329 (S.MAIN ST.) 100' S. OF SW 2ND AVE. | N | 5800 | S | 5500 | 11300 | C | 9.0 | 52.5F | 3.2F |
| 5504 | | SR 120 (NE 23RD AVE) E. OF MAIN ST. (CR 329) | E | 6500 | W | 6400 | 12900 | C | 9.0 | 52.5F | 3.2F |
| 5505 | | SR 25 (SW 13TH ST.) 100'S. OF SW 12TH AVE | N | 8600 | S | 8600 | 17200 | C | 9.0 | 52.5F | 3.6F |
| 5506 | | SR 121 (NW 34TH ST.) 200' S. OF NW 16TH AVE. | N | 0 | S | 0 | 19000 | C | 9.0 | 52.5F | 2.5F |
| 5507 | | SR 121 1 MILE N. OF SW 85TH AVE. | N | 0 | S | 0 | 7400 | C | 9.0 | 58.4F | 5.2F |
| 6001 | | I-75 NB RAMP TO REST AREA | N | 1600 | | 0 | 1600 | C | 9.0 | 99.9W | 19.0F |
| 6002 | | I-75 SB RAMP TO REST AREA | S | 1200 | | 0 | 1200 | C | 9.0 | 99.9W | 19.0F |
| 8001 | | SW/SE 4TH AVE W OF MAIN ST(SIS) | E | 1400 | W | 1600 | 3000 | C | 9.0 | 58.4F | 3.2F |
| 9001 | | SW 8TH AVE. E. OF SW 83RD ST. (HPMS) | E | 0 | W | 0 | 5200 | C | 9.0 | 58.4F | 2.5F |
| 9002 | | NW 75TH ST. S. OF UNIVERSITY AVE. (HPMS) | N | 11000 | S | 10500 | 21500 | C | 9.0 | 58.4F | 2.5F |
| 9003 | | SE 7TH AVE. W. OF SE 14TH ST. (HPMS) | E | 0 | W | 0 | 1800 | C | 9.0 | 58.4F | 2.5F |
| 9004 | | NE 8TH AVE. E. OF NE 4TH ST. (HPMS) | E | 0 | W | 0 | 9300 | C | 9.0 | 58.4F | 2.5F |
| 9005 | | NE 16TH AVE. E. OF NE 9TH ST. (HPMS) | E | 0 | W | 0 | 8400 | C | 9.0 | 58.4F | 2.5F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9006 | | SW & NW 6TH ST. S. OF UNIVERSITY AVE. (HPMS) | N | 0 | S | 0 | 8200 | C | 9.0 | 58.4F | 2.5F |
| 9008 | | SE 15TH ST. S. OF SE 7TH AVE. (HPMS) | N | 0 | S | 0 | 4400 | C | 9.0 | 58.4F | 2.5F |
| 9009 | | SE 4TH AVE. E. OF SE 13TH ST. (HPMS) | E | 0 | W | 0 | 2300 | C | 9.0 | 58.4F | 2.5F |
| 9010 | | NW 38TH ST. N. OF NW 15TH AVE. (HPMS) | N | 0 | S | 0 | 1600 | C | 9.0 | 58.4F | 2.5F |
| 9011 | | NW 24TH BLVD. N. OF NW 39TH AVE. (HPMS) | N | 0 | S | 0 | 3300 | C | 9.0 | 58.4F | 2.5F |
| 9012 | | SW 75TH ST. N. OF SW 46TH BLVD. (HPMS) | N | 0 | S | 0 | 15000 | C | 9.0 | 58.4F | 2.5F |
| 9013 | | SW 8TH AVE. E. OF SW 101ST ST. (HPMS) | E | 0 | W | 0 | 3400 | C | 9.0 | 58.4F | 2.5F |
| 9014 | | NW 53RD AVE. E. OF NW 35TH DR. (HPMS) | E | 0 | W | 0 | 13500 | C | 9.0 | 58.4F | 2.5F |
| 9015 | | NW 8TH AVE. E. OF SR 26 (HPMS) | E | 9200 | W | 8900 | 18100 | C | 9.0 | 58.4F | 2.5F |
| 9016 | | NW 8TH AVE. W. OF NW 34TH ST. (HPMS) | E | 7100 | W | 6600 | 13700 | C | 9.0 | 58.4F | 2.5F |
| 9017 | | NW 8TH AVE. W. OF NW 10TH ST. (HPMS) | E | 0 | W | 0 | 12500 | C | 9.0 | 58.4F | 2.5F |
| 9018 | | SW DEPOT AVE. W. OF SW 6TH ST. (HPMS) | E | 0 | W | 0 | 5400 | C | 9.0 | 58.4F | 2.5F |
| 9019 | | CR 325 NW OF US 301 (HPMS) | N | 0 | S | 0 | 700 | C | 9.5 | 58.4F | 2.5F |
| 9021 | | NE 77TH AVE. E. OF CR 225 (HPMS) | E | 0 | W | 0 | 600 | C | 9.5 | 58.4F | 2.5F |
| 9022 | | SW 2OTH AVE. E. OF SW 43RD ST. (HPMS) | E | 0 | W | 0 | 16500 | C | 9.0 | 58.4F | 2.5F |
| 9023 | | NE 38TH ST. S. OF NE 134TH LANE (HPMS) | N | 0 | S | 0 | 2100 | C | 9.5 | 58.4F | 2.5F |
| 9024 | | NW 120TH LANE N. OF US 441 (HPMS) | N | 0 | S | 0 | 900 | C | 9.0 | 58.4F | 2.5F |
| 9025 | | NW 51ST ST. N. OF NW 23RD AVE. (HPMS) | N | 0 | S | 0 | 8300 | C | 9.0 | 58.4F | 2.5F |
| 9026 | | SE 4TH ST. W. OF EVERGREEN CEMETARY (HPMS) | E | 0 | W | 0 | 3400 | C | 9.0 | 58.4F | 2.5F |
| 9027 | | CR 234 N. OF CR 1474 (HPMS) | N | 0 | S | 0 | 650 | C | 9.5 | 58.4F | 2.5F |
| 9028 | | CR 232 E. OF CR 241 (HPMS) | E | 0 | W | 0 | 2800 | C | 9.5 | 58.4F | 2.5F |
| 9029 | | CR 225 N. OF SR 20 (HPMS) | N | 0 | S | 0 | 3600 | C | 9.0 | 58.4F | 2.5F |
| 9030 | | SW 63RD AVE. NE OF SW 34TH ST. (HPMS) | N | 0 | S | 0 | 3200 | C | 9.0 | 58.4F | 2.5F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9031 | | NW 43RD ST. N. OF NW 8TH AVE. | N | 13000 | S | 12500 | 25500 | C | 9.0 | 58.4F | 2.5F |
| 9032 | | NW 23RD BLVD. W. OF NW 13TH ST. | E | 0 | W | 0 | 8600 | C | 9.0 | 58.4F | 2.5F |
| 9033 | | SW 62ND BLVD. S. OF OAKS MALL ENT.(NW 1 PL)(HPMS | N | 0 | S | 0 | 19000 | C | 9.0 | 58.4F | 2.5F |
| 9034 | | NW 23RD AVE. E. OF FT. CLARKE BLVD.(HPMS) | E | 0 | W | 0 | 15000 | C | 9.0 | 58.4F | 2.5F |
| 9062 | | NW 43RD ST. .1 MI. N. OF NW 53RD AVE. (HPMS) | N | 7200E | S | 7200E | 14400 | F | 9.0 | 58.4F | 2.5F |
| 9100 | | SW 30TH AVE. .1 MI. W. OF CR 241 | | 0E | | 0E | 200 | F | 9.5 | 58.4F | 2.5F |
| 9101 | | NW 142ND AVE. .1 MI. E. OF CR 337 | | 0E | | 0E | 200 | F | 9.5 | 58.4F | 2.5F |
| 9102 | | NW 202 ST. .1 MI S. OF US 441 (HPMS) | | 0E | | 0E | 1200 | F | 9.5 | 58.4F | 2.5F |
| 9103 | | NW 46 AVE. .1 MI. E. OF CR 235 (HPMS) | | 0E | | 0E | 950 | F | 9.5 | 58.4F | 2.5F |
| 9104 | | SE 75TH AVE. .4 MI. E. OF US301 (HPMS) | | 0E | | 0E | 1800 | F | 9.5 | 58.4F | 2.5F |
| 9105 | | NW 202 ST. .1 MI. N. OF SR 26 (HPMS) | | 0E | | 0E | 600 | F | 9.5 | 58.4F | 2.5F |
| 9106 | | SE CR 2082 .I MI. S. OF SR 20 (HPMS) | | 0E | | 0E | 450 | F | 9.5 | 58.4F | 2.5F |
| 9107 | | NE CR 1471 .I MI. N. OF US 301 (HPMS) | | 0E | | 0E | 1000 | F | 9.5 | 58.4F | 2.5F |
| 9108 | | SE 163RD ST. .1 MI. S. OF CR 1474 (HPMS) | | 0E | | 0E | 200 | F | 9.5 | 58.4F | 2.5F |
| 9109 | | NW CR 2054 .1 MI. W. OF SR 235 (HPMS) | | 0E | | 0E | 1500 | F | 9.5 | 58.4F | 2.5F |
| 9110 | | NW 234TH ST. .1 MI. S. OF CR 2054 (HPMS) | | 0E | | 0E | 350 | F | 9.5 | 58.4F | 2.5F |
| 9111 | | NW 94TH AVE. .1 MI. E. OF SR 45 (HPMS) | | 0E | | 0E | 600 | F | 9.5 | 58.4F | 2.5F |
| 9112 | | NW 110 AVE. .1 MI. E. OF SR 45 (HPMS) | | 0E | | 0E | 300 | F | 9.5 | 58.4F | 2.5F |
| 9113 | | SW 122ND ST. .1 MI. S. OF SR 26 (HPMS) | | 0E | | 0E | 9300 | F | 9.0 | 58.4F | 2.5F |
| 9114 | | CR 346 .1 MI. E. OF SR 45 (HPMS) | | 0E | | 0E | 1000 | F | 9.5 | 58.4F | 2.5F |
| 9115 | | NW 55TH ST. .1 MI. N. OF SR 26 (HPMS) | | 0E | | 0E | 9300 | F | 9.0 | 58.4F | 2.5F |
| 9116 | | SW 23RD TERR. .I MI. S. OF SR 24 (HPMS) | | 0E | | 0E | 9600 | F | 9.0 | 58.4F | 2.5F |

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County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | Direction 2 | AADT Two-Way | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|
| 9117 | | NE 9TH ST .1 MI. N. OF SR 26 (HPMS) | 0E | 0E | 5000 F | 9.0 | 58.4F | 2.5F |
| 9118 | | NE 16TH AVE, .2 MI E OF NW 13TH ST (HPMS) | 0E | 0E | 12000 F | 9.0 | 58.4F | 2.5F |
| 9119 | | NW 6TH ST. 200' S. OF NW 8TH AVE. (HPMS) | 0E | 0E | 12000 F | 9.0 | 58.4F | 2.5F |
| 9120 | | SW 2ND AVE. .1 MI. W. OF MAIN ST. (HPMS) | 0E | 0E | 2800 F | 9.0 | 58.4F | 2.5F |
| 9121 | | NW 22ND ST. .1 MI. N. OF SR 26 (HPMS) | 0E | 0E | 4700 F | 9.0 | 58.4F | 2.5F |
| 9122 | | SW 75TH ST. .1 MI. N. OF SR 24(HPMS) | 0E | 0E | 16000 F | 9.0 | 58.4F | 2.5F |
| 9123 | | SW 46TH AVE. .1 MI. W. OF CR 241 (HPMS) | 0E | 0E | 750 F | 9.5 | 58.4F | 2.5F |
| 9124 | | NW 170TH ST. .1 MI. N. OF SR 26 (HPMS) | 0E | 0E | 1700 F | 9.5 | 58.4F | 2.5F |
| 9125 | | NW 94TH AVE. .1 MI. E. OF CR 235 (HPMS) | 0E | 0E | 1200 F | 9.5 | 58.4F | 2.5F |
| 9126 | | CR 1469 .1 MI. S. OF SR 26 (HPMS) | 0E | 0E | 350 F | 9.5 | 58.4F | 2.5F |
| 9127 | | CR 2082 .1 MI. W. OF CR 325 (HPMS) | 0E | 0E | 100 F | 9.5 | 58.4F | 2.5F |
| 9128 | | SW 62ND BLVD. .1 MI. S. OF SR 26 (HPMS) | 0E | 0E | 19000 F | 9.0 | 58.4F | 2.5F |
| 9129 | | CR 2082 .1 MI. W. OF SE 152ND ST. (HPMS) | 0E | 0E | 100 F | 9.5 | 58.4F | 2.5F |
| 9130 | | CR 235 .1 MI. N. OF SR 26 (HPMS) | 0E | 0E | 2600 F | 9.5 | 58.4F | 2.5F |
| 9132 | | CR 234 .1 MI. N. OF MARION CO. LINE (HPMS) | 0E | 0E | 1300 F | 9.5 | 58.4F | 2.5F |
| 9133 | | CR 1471 .1 MI. N. OF CR 325 (HPMS) | 0E | 0E | 1000 F | 9.5 | 58.4F | 2.5F |
| 9136 | | NW 23RD AVE. .1 MI. W. OF NW 43RD ST. (HPMS) | E 9300E | W 9500E | 18800 F | 9.0 | 58.4F | 2.5F |
| 9137 | | SE 152ND ST. .1 MI. S. OF SR 20 (HPMS | 0E | 0E | 150 F | 9.5 | 58.4F | 2.5F |
| 9139 | | NW 182ND AVE .1 MI. N. OF US 41 (HPMS) | 0E | 0E | 3500 F | 9.5 | 58.4F | 2.5F |
| 9140 | | NW 39TH AVE. .1 MI. E. OF CR 241 (HPMS) | 0E | 0E | 11000 F | 9.5 | 58.4F | 2.5F |
| 9141 | | SE 221ST ST. .1 MI. N. OF US 301 (HPMS) | 0E | 0E | 350 F | 9.5 | 58.4F | 2.5F |
| 9142 | | NW 174TH ST. .1 MI. EAST OF SR 45 (HPMS) | 0E | 0E | 1600 F | 9.5 | 58.4F | 2.5F |
| 9143 | | SW 46TH BLVD. .1 MI.W. OF SW 75TH ST. (HPMS) | 0E | 0E | 16000 F | 9.0 | 58.4F | 2.5F |

Site Type : Blank= Portable; T= Telemetered
"K" Factor : Department adopted standard K factor begining with count year 2011
AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | Direction 2 | AADT Two-Way | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|
| 9144 | | SW 62ND AVE. .1 MI S. OF SR 24 (HPMS) | 0E | 0E | 4800 F | 9.0 | 58.4F | 2.5F |
| 9145 | | SW 91ST ST. .1 MI. N. OF SR 24 (HPMS) | 0E | 0E | 5500 F | 9.0 | 58.4F | 2.5F |
| 9146 | | NW 32ND AVE. .1 MI. W. OF CR 241 (HPMS) | 0E | 0E | 2200 F | 9.5 | 58.4F | 2.5F |
| 9147 | | NW 186TH ST..1 MI. S. OF NW 46TH AVE. (HPMS) | 0E | 0E | 700 F | 9.5 | 58.4F | 2.5F |
| 9148 | | SE 185TH ST. .1 MI. S. OF US 441 (HPMS) | 0E | 0E | 80 F | 9.5 | 58.4F | 2.5F |
| 9149 | | SE 26TH ST. .1 MI. S. OF CR 234 (HPMS) | 0E | 0E | 150 F | 9.5 | 58.4F | 2.5F |
| 9150 | | FT. CLARKE BLVD. .1 MI. N. OF SR 26 (HPMS) | 0E | 0E | 13000 F | 9.0 | 58.4F | 2.5F |
| 9151 | | SW 43RD ST. .1 MI. N. OF SR 24 (HPMS) | 0E | 0E | 8100 F | 9.0 | 58.4F | 2.5F |
| 9152 | | CR 2082 .1 MI. E. OF CR 234 (HPMS) | 0E | 0E | 650 F | 9.5 | 58.4F | 2.5F |
| 9153 | | CR 1474 .1 MI. E. OF US 301 (HPMS) | 0E | 0E | 400 F | 9.5 | 58.4F | 2.5F |
| 9154 | | CR 1474 .1 MI. W. OF US 301 (HPMS) | 0E | 0E | 450 F | 9.5 | 58.4F | 2.5F |
| 9155 | | N. MAIN ST. .1 MI. N. OF N. 8TH AVE. (HPMS) | 0E | 0E | 14500 F | 9.0 | 58.4F | 2.5F |
| 9156 | | NW 16TH BLVD. .1 MI. E. OF NW 43RD ST. (HPMS) | E 9000E | W 8500E | 17500 F | 9.0 | 58.4F | 2.5F |
| 9157 | | SW 282ND ST .1 MI. S. OF SR 26 HPMS) | 0E | 0E | 1500 F | 9.5 | 58.4F | 2.5F |
| 9158 | | CR 346 .1 MI. W. OF SR 121 (HPMS) | 0E | 0E | 350 F | 9.5 | 58.4F | 2.5F |
| 9159 | | SE 55TH BLVD. .1 MI. N. OF SR 20 (HPMS) | 0E | 0E | 400 F | 9.5 | 58.4F | 2.5F |
| 9160 | | CR 1469 .1 MI. N. OF SR 26 (HPMS) | 0E | 0E | 850 F | 9.5 | 58.4F | 2.5F |
| 9161 | | SW 137TH AVE .1 MI. W. OF SR 121 (HPMS) | 0E | 0E | 1100 F | 9.5 | 58.4F | 2.5F |
| 9162 | | NW 143RD PL. .1 MI. E. OF CR 235 (HPMS) | 0E | 0E | 3000 F | 9.5 | 58.4F | 2.5F |
| 9163 | | CR 239 .1 MI. N. OF SR 235 (HPMS) | 0E | 0E | 1200 F | 9.5 | 58.4F | 2.5F |
| 9164 | | NE 148TH AVE. .1 MI. N. OF SR 24 (HPMS) | 0E | 0E | 350 F | 9.5 | 58.4F | 2.5F |
| 9165 | | CR 346 .1 MI. E. OF US 441 (HPMS) | 0E | 0E | 800 F | 9.5 | 58.4F | 2.5F |

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"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

County: 26 ALACHUA

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9166 | | NW 83RD ST. .1 MI. S. OF SR 222 (HPMS) | | 0E | | 0E | 2900 | F | 9.0 | 58.4F | 2.5F |
| 9167 | | NW 98TH ST .1 MI. N. OF SR 26 | N | 0 | S | 0 | 10500 | C | 9.5 | 58.4F | 2.5F |
| 9168 | | SW 24TH AVE .1 MI. W. OF SW 75TH ST. | E | 0 | W | 0 | 11500 | C | 9.0 | 58.4F | 2.5F |
| 9169 | | SW 91ST ST. .1 MI. S. OF SW 8TH AVE. | N | 0 | S | 0 | 7200 | C | 9.0 | 58.4F | 2.5F |
| 9170 | | SW 91ST ST. .1 MI. S. OF SR 26 | N | 0 | S | 0 | 7100 | C | 9.0 | 58.4F | 2.5F |
| 9173 | | NE 15TH ST. .1 MI. N. OF NE 16TH AVE. | N | 0 | S | 0 | 3000 | C | 9.0 | 58.4F | 2.5F |
| 9174 | | SW 2ND AVE. .1 MI. E. OF US 441 | E | 0 | W | 0 | 5200 | C | 9.0 | 58.4F | 2.5F |
| 9177 | | SE 4TH ST. .1 MI. N. OF SR 331 | N | 0 | S | 0 | 2300 | C | 9.0 | 58.4F | 2.5F |
| 9178 | | SE WACAHOOTA RD. .1 MI. W. OF US 441 | E | 0 | W | 0 | 550 | C | 9.5 | 58.4F | 2.5F |
| 9179 | | SE CR 234, 500 FT S OF US-441, MICANOPY | N | 0 | S | 0 | 3500 | C | 9.5 | 58.4F | 2.5F |
| 9180 | | SW WACAHOOTA RD. .1 MI. E. OF SR 121 | E | 0 | W | 0 | 400 | C | 9.5 | 58.4F | 2.5F |
| 9181 | | NW CR 237 .1 MI. N. OF SR 25 | N | 0 | S | 0 | 1600 | C | 9.0 | 58.4F | 2.5F |
| 9182 | | NW 156 AVE, 500 FT W OF CR-231, ALACHUA | E | 0 | W | 0 | 750 | C | 9.5 | 58.4F | 2.5F |
| 9183 | | SE 3RD AVE. .1 MI. E. OF SE 15TH ST. | E | 0 | W | 0 | 2000 | C | 9.0 | 58.4F | 2.5F |
| 9184 | | CR-234, 500 FT N OF US-441, MICANOPY | N | 0 | S | 0 | 900 | C | 9.5 | 58.4F | 2.5F |
| 9185 | | SW 143RD ST. .1 MI. N. OF SR 26 | N | 0 | S | 0 | 8900 | C | 9.5 | 58.4F | 2.5F |
| 9186 | | SW 63RD AVE. .1 MI. W. OF US 441 | N | 0 | S | 0 | 3200 | C | 9.0 | 58.4F | 2.5F |
| 9904 | T | SR-93/I-75,3 MI N OF MARION CO LINE,ALACHUA CO. | N | 28952 | S | 29329 | 58281 | C | 10.5 | 56.2A | 19.0A |

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 Annual Average Daily Traffic Report - Report Type: ALL

County: 76 PUTNAM

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0004 | | SR 26 SW OF SR 100 | E | 1500 | W | 1500 | 3000 | C | 9.5 | 60.6F | 12.3A |
| 0010 | | SR 100 .2 MI. W. OF SR 15 | E | 7600 | W | 7600 | 15200 | C | 9.0 | 60.6F | 13.8F |
| 0012 | | SR 15 (US17) 3.3 MI. N. OF SR 100 . | N | 5700 | S | 5900 | 11600 | C | 9.5 | 60.6F | 12.6F |
| 0017 | | SR 15 (US17) .1 MI. SW OF DUNNS CREEK | N | 0 | S | 0 | 10000 | C | 9.5 | 60.6F | 6.6F |
| 0020 | | SR 20 .2 MI. SE OF SR 15 | E | 2000 | W | 1800 | 3800 | C | 9.0 | 60.6F | 12.2A |
| 0023 | | SR 21 .1 MI. N. OF SR 26 | N | 0 | S | 0 | 8300 | C | 9.5 | 60.6F | 5.5F |
| 0037 | | SR 100 .1 MI. NW OF SR 26 | E | 0 | W | 0 | 4000 | C | 9.5 | 60.6F | 13.8F |
| 0039 | | SR 100 .1 MI. W. OF CR 315 | E | 2900 | W | 2900 | 5800 | C | 9.5 | 60.6F | 13.8A |
| 0041 | | SR 100 .1 MI. NW OF CR 309C | E | 0 | W | 0 | 5100 | C | 9.5 | 60.6F | 13.8F |
| 0043 | | SR 100 .1 MI. SE OF CR 309C | E | 0 | W | 0 | 7500 | C | 9.5 | 60.6F | 13.8F |
| 0045 | | SR 100 .1 MI. SE OF CR 216 | E | 4500 | W | 4500 | 9000 | C | 9.0 | 60.6F | 13.8F |
| 0046 | | CR 216 .1 MI. N. OF SR 100 | N | 0 | S | 0 | 5500 | C | 9.5 | 60.6F | 5.5F |
| 0063 | | SR 21 .5 MI. S. OF SR 26 | N | 0 | S | 0 | 3500 | C | 9.5 | 60.6F | 5.5F |
| 0067 | | SR 15 .5 MI. S. OF PROSPECT ST. (CRESCENT CITY) | N | 2400 | S | 2500 | 4900 | C | 9.5 | 60.6F | 5.3A |
| 0086 | | SR 15 (US17) .2 MI. N. OF CR 209 | N | 4400 | S | 4200 | 8600 | C | 9.5 | 60.6F | 14.0A |
| 0088 | | SR 15 (US17) .1 MI. S. OF CR 216 | N | 5400 | S | 5400 | 10800 | C | 9.5 | 60.6F | 12.6F |
| 0100 | | SR 15 (US17) .2 MI. N. OF SR 100 | N | 4300 | S | 4900 | 9200 | C | 9.0 | 60.6F | 12.6F |
| 0105 | T | SR-15&20&100/US-17,2.6 MI S OF SR-207,PUTNAM CO. | N | 8262 | S | 8167 | 16429 | C | 9.0 | 61.9A | 7.8A |
| 0106 | | SR 20 .1 MI. W. OF SR 19 | E | 8400 | W | 8000 | 16400 | C | 9.0 | 60.6F | 5.7F |
| 0110 | | SR 26 .1 MI. SW OF CR 219 | E | 0 | W | 0 | 5900 | C | 9.5 | 60.6F | 8.9F |
| 0116 | | SR 19 S. OF MOODY RD. | N | 3900 | S | 4000 | 7900 | C | 9.0 | 60.6F | 8.2A |
| 0121 | | SR 15 S. END MEMORIAL BRIDGE(PALATKA) | N | 14500 | S | 14000 | 28500 | C | 9.0 | 60.6F | 6.6F |
| 0131 | | SR 15/US 17 S. OF MONICA LANE | N | 0 | S | 0 | 5500 | C | 9.5 | 60.6F | 6.6F |

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County: 76 PUTNAM

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0132 | | SR 15 .2 MI. S. OF LAKE COMO DR. | N | 0 | S | 0 | 5200 | C | 9.5 | 60.6F | 6.6F |
| 0135 | | SR 15 .5 MI. N. OF GREENVILLE RD.(PAMONA PK) | N | 0 | S | 0 | 5100 | C | 9.5 | 60.6F | 6.6F |
| 0136 | | SR 207 .2 M. N. OF SR 15 | N | 6500 | S | 6700 | 13200 | C | 9.0 | 60.6F | 7.4F |
| 0138 | | SR 15 .1 M. S OF SR 20 | N | 6400 | S | 6300 | 12700 | C | 9.0 | 60.6F | 6.6F |
| 0140 | | SR 20 W. OF WEST ST. | E | 5800 | W | 5700 | 11500 | C | 9.0 | 60.6F | 5.7F |
| 0156 | | SR 20 250' E. OF MOSLEY ST. | E | 0 | W | 0 | 10000 | C | 9.0 | 60.6F | 5.7F |
| 0161 | | SR 20 .2 MI. W. OF PARK AVE. | E | 0 | W | 0 | 7800 | C | 9.0 | 60.6F | 5.7F |
| 0164 | | SR 207 NE OF CR 207A | N | 6500 | S | 6100 | 12600 | C | 9.5 | 60.6F | 7.4A |
| 0232 | | SR 100 0.3 MI NE OF CR 315 (GRANDIN) | E | 0 | W | 0 | 5500 | C | 9.5 | 60.6F | 13.8F |
| 0240 | T | SR-20,0.4 MI EAST OF ROWLAND ROAD,PUTNAM CO. | E | 5269 | W | 5265 | 10534 | C | 9.5 | 59.2A | 5.7A |
| 0252 | | SR 15 .2 MI. NW OF CR 209(BOSTWICK) | N | 3800 | S | 4000 | 7800 | C | 9.5 | 60.6F | 12.6F |
| 0253 | | SR 19 .1 MI. SW OF SR 100 | N | 9000 | S | 8900 | 17900 | C | 9.0 | 60.6F | 8.2F |
| 0254 | | SR 19 .1 MI. SW OF SR 15 | N | 3500 | S | 3300 | 6800 | C | 9.0 | 60.6F | 8.2F |
| 0261 | | SR 20 E. OF ELMWOOD AVE. | E | 8500 | W | 8800 | 17300 | C | 9.0 | 60.6F | 5.7F |
| 0263 | | SR 19 SE OF BARGE CANAL BRIDGE | N | 0 | S | 0 | 2600 | C | 9.5 | 60.6F | 8.2F |
| 0270 | | SR 21 N. OF SR 20 | N | 1300 | S | 1300 | 2600 | C | 9.5 | 60.6F | 5.5A |
| 5003 | | SR 15 W. OF MADISON ST. | N | 12000 | S | 12000 | 24000 | C | 9.0 | 60.6F | 6.6F |
| 5007 | | SR 15 N. OF RR TRACK(PALATKA) | N | 12500 | S | 11000 | 23500 | C | 9.0 | 60.6F | 6.6F |
| 5009 | | SR 15 100' W. OF 9TH ST. | N | 12000 | S | 10500 | 22500 | C | 9.0 | 60.6F | 6.6F |
| 5010 | | SR 15 100' W. OF 8TH ST. | N | 13500 | S | 12000 | 25500 | C | 9.0 | 60.6F | 6.6F |
| 5012 | | SR 15 100' E. OF 4TH ST. | N | 14500 | S | 13000 | 27500 | C | 9.0 | 60.6F | 6.6F |
| 5014 | | SR 20 150' S. OF US 17 | E | 0 | W | 0 | 5600 | C | 9.0 | 60.6F | 5.7F |

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County: 76 PUTNAM

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5016 | | SR 20 W. OF OSCEOLA ST. | E | 0 | W | 0 | 8600 | C | 9.0 | 60.6F | 5.7F |
| 5025 | | SR 15 S. OF READ AVE. | N | 0 | S | 0 | 5800 | C | 9.5 | 60.6F | 6.6F |
| 5028 | | SR 15 S. OF CENTRAL AVE. | N | 3300 | S | 3400 | 6700 | C | 9.5 | 60.6F | 6.6F |
| 5030 | | SR 15 S. OF VERNON AVE. | N | 3900 | S | 4400 | 8300 | C | 9.5 | 60.6F | 6.6F |
| 5031 | | SR 15 N. OF CR 308 | N | 0 | S | 0 | 6800 | C | 9.5 | 60.6F | 6.6F |
| 5035 | | SR 20 200' E. OF HUSSON AVE. | E | 0 | W | 0 | 11000 | C | 9.0 | 60.6F | 5.7F |
| 9001 | | ST. JOHNS AVE. E. OF WILLIAMS ST. (HPMS) | E | 0 | W | 0 | 10000 | C | 9.0 | 60.6F | 5.5F |
| 9002 | | CR 309 N. OF GEORGETOWN LANDING (HPMS) | N | 0 | S | 0 | 1300 | C | 9.5 | 60.6F | 5.5F |
| 9003 | | SILVERLAKE DR. E. OF BLANCHETTE AVE. (HPMS) | E | 0 | W | 0 | 2400 | C | 9.0 | 60.6F | 5.5F |
| 9100 | | FEDERAL POINT RD. .1 MI. N. OF CR 207A | | 0E | | 0E | 550 | F | 9.5 | 60.6F | 5.5F |
| 9101 | | MOSELEY AVE. .1 MI. S. OF US 17 | | 0E | | 0E | 3700 | F | 9.0 | 60.6F | 5.5F |
| 9102 | | RODMAN RD. .1 MI. W. OF US 19 | | 0E | | 0E | 400 | F | 9.5 | 60.6F | 5.5F |
| 9103 | | PUTNAM CO. BLVD. .1 MI. S. OF CR 207A | | 0E | | 0E | 800 | F | 9.5 | 60.6F | 5.5F |
| 9104 | | CR 207A .1 MI. W. OF SR 207 | | 0E | | 0E | 900 | F | 9.5 | 60.6F | 5.5F |
| 9105 | | CR 308B .1 MI. W. OF US 17 | | 0E | | 0E | 1200 | F | 9.5 | 60.6F | 5.5F |
| 9106 | | CR 309 .1 MI. W. OF US 17 | | 0E | | 0E | 850 | F | 9.5 | 60.6F | 5.5F |
| 9107 | | PALMETTO BLUFF RD. .1 MI. E. OF US 17 | | 0E | | 0E | 800 | F | 9.5 | 60.6F | 5.5F |
| 9108 | | WEST RIVER RD. .1 MI. E. OF US 17 | | 0E | | 0E | 2300 | F | 9.5 | 60.6F | 5.5F |
| 9109 | | CR 219 .1 MI. N. OF SR 26 | | 0E | | 0E | 1400 | F | 9.5 | 60.6F | 5.5F |
| 9110 | | CR 2021(UNION AVE.) .1 MI. S. OF US 17 | | 0E | | 0E | 1100 | F | 9.5 | 60.6F | 5.5F |
| 9111 | | CR 21 .1 MI. S. OF SR 20 | | 0E | | 0E | 1000 | F | 9.5 | 60.6F | 5.5F |
| 9112 | | CR 310 .1 MI. W. OF SR 19 | | 0E | | 0E | 1700 | F | 9.5 | 60.6F | 5.5F |
| 9113 | | GEORGETOWN DENVER RD. .1 MI. W. OF SR 15 | E | 0 | W | 0 | 1500 | C | 9.5 | 60.6F | 5.5F |

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County: 76 PUTNAM

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 9114 | | EAST END RD. .1 MI. E. OF SR 100 | E | 0 | W | 0 | 650 | C | 9.0 | 60.6F | 5.5F |
| 9115 | | CRACKER SWAMP RD. .1 MI. N. OF US 17 | N | 0 | S | 0 | 2200 | C | 9.0 | 60.6F | 5.5F |
| 9116 | | W PENIEL RD, 500 FT W OF SR-19, PALATKA | S | 0 | N | 0 | 450 | C | 9.0 | 60.6F | 5.5F |
| 9117 | | S. 13TH ST. .1 MI. N. OF SR 20 | N | 0 | S | 0 | 1200 | C | 9.0 | 60.6F | 5.5F |
| 9118 | | SILVER LAKE DR. .1 MI. NE OF PALM AVE. | N | 0 | S | 0 | 2400 | C | 9.0 | 60.6F | 5.5F |
| 9119 | | MOODY RD. .1 MI. S. OF SR 100 | N | 0 | S | 0 | 4300 | C | 9.0 | 60.6F | 5.5F |
| 9120 | | TWIGG ST. .1 MI. S. OF US 17 | N | 0 | S | 0 | 2500 | C | 9.0 | 60.6F | 5.5F |
| 9121 | | MLK (N. 19TH ST.) .1 MI. N. OF US 17 | N | 0 | S | 0 | 3300 | C | 9.0 | 60.6F | 5.5F |
| 9122 | | 11TH ST. .1 MI. N. OF US 17 | N | 0 | S | 0 | 2100 | C | 9.0 | 60.6F | 5.5F |
| 9123 | | MADISON ST. .1 MI E. OF US 17 | E | 0 | W | 0 | 2400 | C | 9.0 | 60.6F | 5.5F |
| 9124 | | ZEAGLER AVE. .1 MI. N. OF SR 20 | N | 1800 | S | 2100 | 3900 | C | 9.0 | 60.6F | 5.5F |
| 9125 | | WESTOVER DR. .1 MI. S. OF SR 20 | N | 0 | S | 0 | 2100 | C | 9.0 | 60.6F | 5.5F |
| 9126 | | CR 309 .1 MI. W. OF GEORGETOWN DENVER RD. | E | 0 | W | 0 | 750 | C | 9.5 | 60.6F | 5.5F |
| 9127 | | HUSSON AVE. .1 MI. S. OF SR 20 | N | 0 | S | 0 | 3700 | C | 9.0 | 60.6F | 5.5F |
| 9128 | | CR 20A .1 MI. S. OF SR 20 | E | 0 | W | 0 | 2100 | C | 9.5 | 60.6F | 5.5F |
| 9129 | | CR 309C .2 MI. S. OF SR 100 | N | 0 | S | 0 | 1300 | C | 9.5 | 60.6F | 5.5F |
| 9130 | | CR 309D .1 MI. N. OF SR 100 | N | 0 | S | 0 | 2500 | C | 9.5 | 60.6F | 5.5F |
| 9131 | | CR 308 .1 MI. W. OF US 17 | E | 0 | W | 0 | 3200 | C | 9.5 | 60.6F | 5.5F |
| 9132 | | ST. JOHNS AVE. .1 MI. W. OF SR 19 | E | 0 | W | 0 | 10000 | C | 9.0 | 60.6F | 5.5F |
| 9133 | | S. PALM AVE. .1 MI. S. OF SR 100 | N | 2800 | S | 2700 | 5500 | C | 9.0 | 60.6F | 5.5F |
| 9245 | | CR 315 .1 MI. S. OF SR 100 | N | 0 | S | 0 | 2100 | C | 9.5 | 60.6F | 5.5F |

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 Annual Average Daily Traffic Report - Report Type: ALL

County: 28 BRADFORD

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0015 | | SR 100 .1 MI. NW OF CR 100-A | E | 3600 | W | 3700 | 7300 | C | 9.0 | 54.6F | 8.4A |
| 0018 | T | SR-200/US-301,300' N OF SANTA FE RIV BR,BRADFORD | N | 10407 | S | 10564 | 20971 | C | 9.5 | 54.6A | 17.5A |
| 0022 | | SR 231 200' S. OF SW 53RD ST.(BROOKER) | N | 1500 | S | 1600 | 3100 | C | 9.5 | 54.6F | 3.3A |
| 0048 | | SR 100 75' N. OF CR 100A TO NE | E | 0 | W | 0 | 5500 | C | 9.5 | 54.6F | 8.4F |
| 0056 | | SR 18 300' W. OF CR 235 ( BROOKER) | E | 300 | W | 300 | 600 | C | 9.5 | 54.6F | 5.6A |
| 0073 | T | SR-100,1.3 MI EAST OF CR-235, BRADFORD CO. | N | 2175 | S | 2172 | 4347 | C | 9.5 | 52.5P | 14.8P |
| 0100 | | SR 200 .1 MI. N. OF MARKET ST. | N | 8400 | S | 7300 | 15700 | C | 9.0 | 54.6F | 24.2F |
| 0101 | | SR 16 .5 MI. E. OF LAWTEY RD.( STARKE) | E | 2000 | W | 2200 | 4200 | C | 9.0 | 54.6F | 6.9A |
| 0105 | | SR 200 .1 MI. N. OF NE 10 TH AVE. | N | 14000 | S | 12500 | 26500 | C | 9.0 | 54.6F | 17.5F |
| 0110 | | SR 16 100' N. OF CR 225 | E | 0 | W | 0 | 3600 | C | 9.5 | 54.6F | 3.5F |
| 0117 | | SR 16 300' E. OF 20 TH AVE. | E | 2600 | W | 2600 | 5200 | C | 9.0 | 54.6F | 3.5A |
| 0119 | | SR 230 .2 MI. E. OF NE 9TH ST. | E | 0 | W | 0 | 3800 | C | 9.0 | 54.6F | 2.4F |
| 0137 | | SR 100 .2 MI. W. OF PRATT ST. | E | 0 | W | 0 | 6100 | C | 9.0 | 54.6F | 14.9F |
| 0138 | | SR 100 .1 MI. W. OF CR 235 | E | 0 | W | 0 | 4000 | C | 9.5 | 54.6F | 14.9F |
| 0150 | | SR 200 N. OF NW 219TH ST.(LAWTEY) | N | 8600 | S | 7400 | 16000 | C | 9.5 | 54.6F | 24.2F |
| 0156 | | CR 18 .1 MI. W. OF US 301 | E | 0 | W | 0 | 1100 | C | 9.5 | 54.6F | 3.5F |
| 0239 | | CR 325 .1 MI. S. OF CR 18 | | 0E | | 0E | 1100 | F | 9.5 | 54.6F | 3.5F |
| 0244 | | CR 100A .1 MI. N. OF SR 100 (HPMS) | | 0E | | 0E | 400 | F | 9.5 | 54.6F | 3.5F |
| 0246 | | CR 225 500' E. OF SR 200(LAWTEY)(NHS) | E | 0 | W | 0 | 2300 | C | 9.5 | 54.6F | 4.4F |
| 5001 | | SR 200 150' S. OF SR 16 | N | 12500 | S | 12500 | 25000 | C | 9.0 | 54.6F | 24.2F |
| 5002 | | SR 200 100' N. OF CALL ST. | N | 13500 | S | 12000 | 25500 | C | 9.0 | 54.6F | 24.2F |
| 5003 | | SR 16 75' E. OF SR 200 | E | 3300 | W | 4200 | 7500 | C | 9.0 | 54.6F | 6.9F |
| 5008 | | SR 16 200' W. OF SR 200 | E | 3600 | W | 3500 | 7100 | C | 9.0 | 54.6F | 3.5F |

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"K" Factor : Department adopted standard K factor begining with count year 2011
AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

County: 28 BRADFORD

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5009 | | SR 200 100' N. OF SR 16 | N | 10500 | S | 9800 | 20300 | C | 9.0 | 54.6F | 24.2F |
| 5013 | | SR 200 100' S. OF SR 100 | N | 13000 | S | 12500 | 25500 | C | 9.0 | 54.6F | 17.5F |
| 5015 | | SR 100 100' W. OF WALNUT ST. | E | 3800 | W | 5400 | 9200 | C | 9.0 | 54.6F | 8.4F |
| 5017 | | SR 200 100' N. OF CR 100A | N | 15000 | S | 13500 | 28500 | C | 9.0 | 54.6F | 17.5F |
| 5019 | | SR 230 100' W. OF ALLIGATOR CK. BR. | E | 3400 | W | 3000 | 6400 | C | 9.0 | 54.6F | 2.4A |
| 5020 | | SR 100 100' W. OF SR 200 | E | 4600 | W | 4000 | 8600 | C | 9.0 | 54.6F | 14.9F |
| 5021 | | SR 100 100' W. OF ORANGE ST. | E | 0 | W | 0 | 7100 | C | 9.0 | 54.6F | 14.9F |
| 5022 | | SR 230 50' E. OF SR 200 | E | 0 | W | 0 | 2700 | C | 9.0 | 54.6F | 2.4F |
| 5023 | | SR 16 50' W. OF OAK ST. | E | 0 | W | 0 | 7300 | C | 9.0 | 54.6F | 6.9F |
| 5024 | | SR 16 100' N. OF S 229 | E | 0 | W | 0 | 6500 | C | 9.0 | 54.6F | 3.5F |
| 5025 | | SR 100 50' E. OF CHURCH ST. | E | 0 | W | 0 | 9400 | C | 9.0 | 54.6F | 8.4F |
| 9001 | | CR 18 W. OF CR 231 (HPMS) | E | 0 | W | 0 | 1500 | C | 9.5 | 54.6F | 3.5F |
| 9002 | | CR 235 S. OF SR 100 (HPMS) | N | 0 | S | 0 | 850 | C | 9.5 | 54.6F | 3.5F |
| 9005 | | CR 225 .3 MI. W. OF SR 200 | E | 0 | W | 0 | 1600 | C | 9.5 | 54.6F | 3.5F |
| 9007 | | CR 21B .1 MI. S. OF SE 52ND ST. | N | 1100 | S | 1100 | 2200 | C | 9.0 | 54.6F | 3.5F |
| 9100 | | CR 225 .1 MI. W. OF CLAY CO. LINE (HPMS) | | 0E | | 0E | 2000 | F | 9.5 | 54.6F | 3.5F |
| 9101 | | CR 225 .1 MI. E. OF SR 16 (HPMS) | | 0E | | 0E | 2600 | F | 9.5 | 54.6F | 3.5F |
| 9102 | | CR 100A .1 MI. WEST OF US 301 | | 0E | | 0E | 400 | F | 9.0 | 54.6F | 3.5F |
| 9103 | | CR 221 .1 MI. N. OF US 301 (HPMS) | | 0E | | 0E | 1300 | F | 9.5 | 54.6F | 3.5F |
| 9105 | | CR 18 .1 MI. W. OF SR 100 (HPMS) | | 0E | | 0E | 2500 | F | 9.5 | 54.6F | 3.5F |
| 9107 | | CR 235 .1 MI. N. OF SR 100 (HPMS) | | 0E | | 0E | 550 | F | 9.5 | 54.6F | 3.5F |
| 9109 | | CR 200A .1 MI. N. OF SR 200 (HPMS) | | 0E | | 0E | 850 | F | 9.5 | 54.6F | 3.5F |

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County: 28 BRADFORD

| Site | Site Type | Description | Direction 1 | Direction 2 | AADT Two-Way | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|
| 9110 | | CR 225A .1 MI. N. OF CR 225 (HPMS) | 0E | 0E | 400 F | 9.5 | 54.6F | 3.5F |
| 9111 | | NW 216TH ST. .1 MI. E. OF SR 16 (HPMS) | 0E | 0E | 400 F | 9.5 | 54.6F | 3.5F |
| 9112 | | CR 229 .1 MI. W. OF SR 16 (HPMS) | 0E | 0E | 3400 F | 9.0 | 54.6F | 3.5F |
| 9113 | | CR 225 .1 MI. N. OF SR 100 (HPMS) | 0E | 0E | 2000 F | 9.5 | 54.6F | 3.5F |
| 9114 | | CR 125 .1 MI. E. OF US 301 (HPMS) | 0E | 0E | 900 F | 9.5 | 54.6F | 3.5F |
| 9115 | | CR 237 .1 MI. S. OF CR 18 (HPMS) | 0E | 0E | 100 F | 9.5 | 54.6F | 3.5F |
| 9116 | | CR 225 .1 MI. S. OF CR 18 (HPMS) | 0E | 0E | 650 F | 9.5 | 54.6F | 3.5F |
| 9117 | | CR 235 .1 MI. W. OF CR 229 (HPMS) | 0E | 0E | 80 F | 9.5 | 54.6F | 3.5F |
| 9118 | | CR 231 .1 MI. N. OR CR 235 (HPMS) | 0E | 0E | 1500 F | 9.5 | 54.6F | 3.5F |
| 9119 | | CR 230A .1 MI. S. OF SR 230 | N 0 | S 0 | 900 C | 9.0 | 54.6F | 3.5F |
| 9120 | | CR 235 .1 MI. N. OF SR 18 | N 0 | S 0 | 2100 C | 9.5 | 54.6F | 3.5F |
| 9121 | | CR 214 .1 MI. E. OF SR 21 | E 0 | W 0 | 1500 C | 9.0 | 54.6F | 3.5F |
| 9122 | | SE 27TH ST. .1 MI. W. OF SR 21 | E 0 | W 0 | 650 C | 9.0 | 54.6F | 3.5F |

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 Annual Average Daily Traffic Report - Report Type: ALL

County: 71 CLAY

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | | SR 200 .4 MI. N. OF BRADFORD CO. LINE | N | 8900 | S | 6900 | 15800 | C | 9.5 | 54.6F | 24.2A |
| 0004 | | CR 220 .1 MI. E. OF CR 224 | E | 13000E | W | 13500E | 26500 | F | 9.0 | 54.6F | 2.0F |
| 0006 | | SR 21 150' N. OF SR 16 | N | 0 | S | 0 | 4700 | C | 9.0 | 54.6F | 6.0F |
| 0007 | | SR 16 150' E. OF SR 21 | E | 2200 | W | 2200 | 4400 | C | 9.0 | 54.6F | 7.9A |
| 0014 | | SR 21 500' S. OF GROVE ST. | E | 0 | W | 0 | 5700 | C | 9.0 | 54.6F | 6.0F |
| 0015 | | SR 16 @ W. END SHANDS BRIDGE | E | 0 | W | 0 | 10500 | C | 9.0 | 54.6F | 5.5F |
| 0020 | | SR 15 300' S OF CR 209 TO W. | N | 13000 | S | 12500 | 25500 | C | 9.0 | 54.6F | 5.0F |
| 0025 | | SR 21 N. OF EVERETT AVE. | N | 18500 | S | 18000 | 36500 | C | 9.0 | 54.6F | 6.5F |
| 0030 | | SR 15 .5 MI N. CLARKES CREEK BRIDGE | N | 3300 | S | 3400 | 6700 | C | 9.5 | 54.6F | 11.1F |
| 0035 | | US 17 N. OF DENMARK DR.(S. OF PACE ISLAND) | N | 26000 | S | 26500 | 52500 | C | 9.0 | 54.6F | 5.0F |
| 0047 | | CR 224 .1 MI. N. OF CR 220 | N | 9200E | S | 9200E | 18400 | F | 9.0 | 54.6F | 2.0F |
| 0050 | | SR 21 S. OF JEFFERSON AVE. | N | 21500 | S | 21000 | 42500 | C | 9.0 | 54.6F | 6.5F |
| 0063 | | SR 100 .1 MI. N. OF CR 219 TO SW | E | 0 | W | 0 | 5800 | C | 9.5 | 54.6F | 6.1F |
| 0104 | | SR 16 .1 MI. W. OF SR 21 | E | 1400 | W | 1400 | 2800 | C | 9.5 | 54.6F | 6.0F |
| 0108 | | SR 16 .2 MI. W. OF CR 16A | E | 0 | W | 0 | 6500 | C | 9.5 | 54.6F | 6.0F |
| 0110 | | SR 100 200' S. OF LAKEVIEW DR.(KEYSTONE HEIGHTS | E | 5300 | W | 5300 | 10600 | C | 9.0 | 54.6F | 6.1A |
| 0113 | | SR 16 .75 MI. E. OF SR 15 | E | 6200 | W | 6200 | 12400 | C | 9.0 | 54.6F | 5.5A |
| 0116 | | SR 230 1.5 MI. E. OF BRADFORD COUNTY LINE | E | 1500 | W | 1400 | 2900 | C | 9.5 | 54.6F | 5.2A |
| 0118 | | SR 16 .1 MI. N. OF SR 230 | E | 0 | W | 0 | 6400 | C | 9.5 | 54.6F | 6.0F |
| 0119 | | SR 21 150' S. OF SR 16 | N | 3000 | S | 2900 | 5900 | C | 9.5 | 54.6F | 6.0A |
| 0121 | | SR 21 150' S. OF SR 224 | N | 35000 | S | 34000 | 69000 | C | 9.0 | 54.6F | 6.5F |
| 0122 | | SR 21 300' N. OF RIDGEWOOD AVE. | N | 27000 | S | 26500 | 53500 | C | 9.0 | 54.6F | 6.5F |
| 0130 | | SR 21 200' N OF SPENCER RD. | N | 31000 | S | 30500 | 61500 | C | 9.0 | 54.6F | 6.5F |

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County: 71 CLAY

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0131 | | US 17 100' S. OF DOCTOR INLET BRIDGE | N | 25500 | S | 26000 | 51500 | C | 9.0 | 54.6F | 5.0F |
| 0132 | | SR 224 W.OF BELLAIR BLVD. | E | 15500 | W | 15500 | 31000 | C | 9.0 | 54.6F | 2.0F |
| 0142 | | SR 15 .1 MI. N. OF SR 16 TO E. | N | 8400 | S | 8200 | 16600 | C | 9.0 | 54.6F | 11.1F |
| 0147 | | SR 15/US 17) 300' N. OF GOVERNOR ST. | N | 12500 | S | 12500 | 25000 | C | 9.0 | 54.6F | 5.0F |
| 0151 | | SR 16 W. OF SR 15 | E | 5400 | W | 5100 | 10500 | C | 9.0 | 54.6F | 7.9F |
| 0158 | | SR 16 .5 MI. E. OF SAUNDERS RD. (PENNEY FARMS) | E | 0 | W | 0 | 8100 | C | 9.0 | 54.6F | 7.9F |
| 0164 | | SR 21 300' N. OF COMMERICAL CIR.(KEYSTONE HEIGHT | E | 0 | W | 0 | 9500 | C | 9.0 | 54.6F | 6.0F |
| 0168 | | SR 100.3 NW OF SR 21 (KEYSTONE HEIGHTS) | E | 0 | W | 0 | 9900 | C | 9.0 | 54.6F | 6.1F |
| 0172 | | CR 225 500' NW OF SR 16 (NHS) | E | 0 | W | 0 | 1200 | C | 9.5 | 54.6F | 20.7P |
| 0186 | | CR 218 .1 MI. N. OF SR 16 | S | 1900E | N | 2000E | 3900 | F | 9.5 | 54.6F | 6.8P |
| 0189 | T | SR-15/US-17,0.6 MI S OF CR-220,CLAY CO. | N | 17730 | S | 17857 | 35587 | C | 9.0 | 55.4A | 5.0A |
| 0195 | | SR 15 350' S. OF CR 209 | N | 4200 | S | 4000 | 8200 | C | 9.0 | 54.6F | 11.1F |
| 0196 | | SR 15/US 17 .3 MI. S. OF SR 16 TO E. | N | 5800 | S | 5600 | 11400 | C | 9.0 | 54.6F | 11.1A |
| 0215 | | CR.220 .1 MI. E. OF SR 21 | | 0E | | 0E | 6700 | F | 9.0 | 54.6F | 2.0F |
| 0218 | | CR 220A .1 MI. W. OF SR 21 | | 0E | | 0E | 11000 | F | 9.0 | 54.6F | 2.0F |
| 0233 | T | SR-21,0.124 MI NORTH OF CR-215,CLAY CO. | N | 8357 | S | 8416 | 16773 | C | 9.0 | 55.1A | 6.5A |
| 0235 | | SR 23 (BRANNAN FIELD RD) N. OF OLD JENNINGS RD. | N | 10000 | S | 9600 | 19600 | C | 9.0 | 54.6F | 3.5A |
| 0236 | | SR 23 (BRANNAN FIELD RD.) S. OF OLD JENNINGS RD. | N | 0 | S | 0 | 13000 | C | 9.0 | 54.6F | 3.5F |
| 0237 | | SR 23 .5 MI. N. OF OAK LEAF PLANTATION S. | N | 8600 | S | 8400 | 17000 | C | 9.0 | 54.6F | 3.5F |
| 3101 | | SR 15 100' N. OF BLACK CREEK BRIDGE | N | 13500 | S | 10500 | 24000 | C | 9.0 | 54.6F | 5.0F |
| 3140 | | SR 15 100' S. OF I-295 RAMPS | N | 34500 | S | 35000 | 69500 | C | 9.0 | 54.6F | 5.0F |
| 3213 | | SR 21 N OF CR 220A S. OF BLACK CREEK | N | 18500 | S | 17500 | 36000 | C | 9.0 | 54.6F | 6.5F |

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County: 71 CLAY

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 5001 | | SR 16 W. OF CR 15A | E | 5500 | W | 5300 | 10800 | C | 9.0 | 54.6F | 7.9F |
| 5003 | | SR 16 E. OF CR 15A | E | 5100 | W | 4800 | 9900 | C | 9.0 | 54.6F | 7.9F |
| 5004 | | SR 16 100' W. OF ACL (GREEN COVE SPRINGS) | E | 5300 | W | 5000 | 10300 | C | 9.0 | 54.6F | 7.9F |
| 5005 | | SR 15 100' S. OF SR 224 | N | 24500 | S | 25500 | 50000 | C | 9.0 | 54.6F | 5.0F |
| 5006 | | SR 224 100' W. OF SR 15 | E | 15500 | W | 15000 | 30500 | C | 9.0 | 54.6F | 2.0F |
| 5007 | | SR 15 100' N. OF SR 224 | N | 28500 | S | 32000 | 60500 | C | 9.0 | 54.6F | 5.0F |
| 5010 | | SR 224 1.5 MI. E. OF CR 224A | E | 18000 | W | 18000 | 36000 | C | 9.0 | 54.6F | 2.0F |
| 5012 | | SR 224 400' W. OF S 224A | E | 14500 | W | 15000 | 29500 | C | 9.0 | 54.6F | 2.0A |
| 5015 | | SR 15 125' N. OF SR 16 | N | 10000 | S | 9700 | 19700 | C | 9.0 | 54.6F | 5.0F |
| 5016 | | SR 15 100' SE. OF SR 16 | N | 8800 | S | 8500 | 17300 | C | 9.0 | 54.6F | 11.1F |
| 5017 | | SR 16 E. OF WALNUT ST. | E | 5400 | W | 5200 | 10600 | C | 9.0 | 54.6F | 7.9F |
| 5019 | | SR 15 200' N. OF NORTH ST. | N | 10000 | S | 9800 | 19800 | C | 9.0 | 54.6F | 5.0F |
| 9001 | | WELLS RD. W. OF DEBARRY AVE. (HPMS) | E | 12500 | W | 13000 | 25500 | C | 9.0 | 54.6F | 2.0F |
| 9002 | | PLAINFIELD AVE. N. OF MILWAUKEE AVE. (HPMS) | N | 0 | S | 0 | 2200 | C | 9.0 | 54.6F | 2.0F |
| 9003 | | PEORIA RD. SE OF COLLEGE RD. (HPMS) | E | 0 | W | 0 | 9600 | C | 9.0 | 54.6F | 2.0F |
| 9004 | | KNIGHT BOX RD. N. OF CR 220 (HPMS) | N | 5500 | S | 5300 | 10800 | C | 9.0 | 54.6F | 2.0F |
| 9005 | | CR 218 E. OF CARTER SPENCER RD.(HPMS) | E | 0 | W | 0 | 11500 | C | 9.5 | 54.6F | 2.0F |
| 9006 | | CR 739B W. OF CR 209 (HPMS) | E | 0 | W | 0 | 5000 | C | 9.0 | 54.6F | 2.0F |
| 9007 | | CR 739B E. OF CR 739 (HPMS) | E | 0 | W | 0 | 6400 | C | 9.0 | 54.6F | 2.0F |
| 9008 | | IMMOKALEE RD. E. OF YMCA CAMP ENT. (HPMS) | W | 0 | E | 0 | 750 | C | 9.0 | 54.6F | 2.0F |
| 9009 | | IMMOKALEE RD. E. OF BEDFORD OAK DR. | E | 0 | W | 0 | 700 | C | 9.0 | 54.6F | 2.0F |
| 9100 | | CHRISTIAN CAMP RD. .1 MI. N. OF CR 214 | | 0E | | 0E | 200 | F | 9.5 | 54.6F | 2.0F |
| 9101 | | DEBARRY AVE. .1 MI. N. OF SR 224 | | 0E | | 0E | 5600 | F | 9.0 | 54.6F | 2.0F |

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County: 71 CLAY

| Site | Site Type | Description | Direction 1 | Direction 2 | AADT Two-Way | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|
| 9102 | | KINGSLEY AVE. .1 MI. E. OF US 17 | E 1300E | W 1600E | 2900 F | 9.0 | 54.6F | 2.0F |
| 9103 | | DEBARRY AVE. .1 MI. S. OF WELLS RD. | 0E | 0E | 9000 F | 9.0 | 54.6F | 2.0F |
| 9104 | | MEDEIRA DR. .1 MI. E. OF SR 21 | 0E | 0E | 1800 F | 9.0 | 54.6F | 2.0F |
| 9105 | | BELLAIR BLVD. .1 MI. N. OF SR 224 | 0E | 0E | 5700 F | 9.0 | 54.6F | 2.0F |
| 9106 | | GREEN RIDGE RD. .1 MI. N. OF CR 224A | 0E | 0E | 1700 F | 9.0 | 54.6F | 2.0F |
| 9107 | | CR 219 .1 M. W. OF SR 100 | 0E | 0E | 1200 F | 9.5 | 54.6F | 2.0F |
| 9108 | | PLAINFIELD AVE. .1 MI. S. OF WELLS RD. | 0E | 0E | 2600 F | 9.0 | 54.6F | 2.0F |
| 9109 | | MOODY AVE. .1 MI. E. OF CR 1181 | 0E | 0E | 5200 F | 9.0 | 54.6F | 2.0F |
| 9110 | | MOODY AVE. .1 MI. W. OF 224A | 0E | 0E | 7500 F | 9.0 | 54.6F | 2.0F |
| 9111 | | CR 217 .1 MI. N. OF CR 218 | 0E | 0E | 2500 F | 9.5 | 54.6F | 2.0F |
| 9112 | | CR 315 .1 MI. N. OF SR 16 | 0E | 0E | 2900 F | 9.0 | 54.6F | 2.0F |
| 9113 | | CR 16A .1 MI. E. OF SR 16 | 0E | 0E | 350 F | 9.5 | 54.6F | 2.0F |
| 9114 | | CR 352 .1 MI. E. OF SR 21 | 0E | 0E | 1300 F | 9.5 | 54.6F | 2.0F |
| 9115 | | GREEN COVE AVE. .1 MI. W. OF US 17 | 0E | 0E | 1300 F | 9.0 | 54.6F | 2.0F |
| 9116 | | CR 214 .1 MI. E. OF SR 100 | 0E | 0E | 4900 F | 9.0 | 54.6F | 2.0F |
| 9117 | | CR 15A .1 MI. N. OF US 17 | 0E | 0E | 1700 F | 9.5 | 54.6F | 2.0F |
| 9118 | | CR 209 .1 MI. W. OF US 17 | 0E | 0E | 8900 F | 9.0 | 54.6F | 2.0F |
| 9119 | | CR 215 .1 MI. N. OF SR 16 | 0E | 0E | 4500 F | 9.5 | 54.6F | 2.0F |
| 9120 | | CR 315C .1 MI. S. OF SR 21 | 0E | 0E | 2900 F | 9.5 | 54.6F | 2.0F |
| 9121 | | CR 15A .1 MI. E. OF US 17 | 0E | 0E | 5600 F | 9.0 | 54.6F | 2.0F |
| 9122 | | CR 739(HENLY RD.) .1 MI. N. OF CR 218 | N 0 | S 0 | 6000 C | 9.5 | 54.6F | 2.0F |
| 9123 | | CR 214 .1 MI. W. OF SR 100 | E 0 | W 0 | 200 C | 9.0 | 54.6F | 2.0F |

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 Annual Average Daily Traffic Report - Report Type: ALL

County: 71 CLAY

| Site | Site Type | Description | Direction 1 | Direction 2 | AADT Two-Way | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|
| 9124 | | CR 220 .1 MI. E. OF PLANTATION DR. | E 0 | W 0 | 1900 C | 9.0 | 54.6F | 2.0F |

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 Annual Average Daily Traffic Report - Report Type: ALL

County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0001 | | ON SR-200, 0.528 MI. E OF I-75 (UVL) | E | 23500 | W | 24000 | 47500 | C | 9.0 | 56.7F | 3.1F |
| 0003 | | ON SR-40, 0.297 MI. W OF CR-314A (RCLP) | E | 5400 | W | 5400 | 10800 | C | 9.5 | 56.7F | 7.1A |
| 0004 | | ON SR-40, 0.072 MI. W OF SE 183 AV RD (RVL) | E | 3300 | W | 3300 | 6600 | C | 9.5 | 56.7F | 10.8F |
| 0006 | | ON US-441, 0.028 MI. N OF NW 145TH ST. (RC) | N | 4100 | S | 4600 | 8700 | C | 9.5 | 56.7F | 9.1A |
| 0007 | | ON SR-200, 0.4 MI. S OF N. MAGNOLIA AVE. (RV) | N | 6600 | S | 6400 | 13000 | C | 9.5 | 56.7F | 26.2F |
| 0008 | | ON SR-40, 0.788 MI E OF CR-225A (SW 80TH AV) (UC | E | 8900 | W | 8300 | 17200 | C | 9.0 | 56.7F | 6.4A |
| 0011 | | ON US-441, 0.509 MI. N OF CR-42 (RCLP) | N | 13000 | S | 13000 | 26000 | C | 9.0 | 56.7F | 4.7A |
| 0012 | | ON US 27/301/441, 0.076 MI. S OF SE 38TH TER (RC | N | 13000 | S | 13500 | 26500 | C | 9.0 | 56.7F | 5.5A |
| 0014 | | ON SR-441, 0.050 MI. N OF SE 119 PL (UC) | N | 9600 | S | 8300 | 17900 | C | 9.0 | 56.3F | 6.5A |
| 0019 | | ON SR-464, 0.653 MI. E OF SR-200 (UCLP) | E | 15500 | W | 17000 | 32500 | C | 9.0 | 56.7F | 4.2A |
| 0020 | | ON SR-464, 0.218 MI. E OF SE 25TH AVE. (UC) | E | 16500 | W | 16500 | 33000 | C | 9.0 | 56.7F | 4.6F |
| 0024 | | ON SR-40, 0.422 MI. NE OF SR-45 (US-41) (RC) | E | 4300 | W | 3400 | 7700 | C | 9.5 | 56.7F | 6.9A |
| 0030 | | ON SR-40, 0.32 MI. E OF CR-328 (RV) | E | 6400 | W | 6100 | 12500 | C | 9.5 | 56.7F | 7.1F |
| 0032 | | ON SR-40, 0.26 MI. W OF CR-500A (UCLP) | E | 14500 | W | 14000 | 28500 | C | 9.0 | 56.7F | 7.7A |
| 0033 | | ON US-27, 0.188MI. N OF 30TH AVE. (UCLP) | E | 9800 | W | 9800 | 19600 | C | 9.0 | 56.7F | 6.4A |
| 0034 | | ON SR-40, 0.297 MI. E OF CR-500A ( UVL) | E | 12000 | W | 11500 | 23500 | C | 9.0 | 56.7F | 7.1F |
| 0038 | | CR-475, 0.45 MI S OF SR500 (HPMS) | N | 3900 | S | 4400 | 8300 | C | 9.0 | 56.7F | 3.0A |
| 0040 | | ON US-27, 0.215 MI S OF CR-464A (UCLP) | N | 14500 | S | 13500 | 28000 | C | 9.0 | 56.7F | 7.1A |
| 0041 | | SR-40, 0.05 MI. E OF 9TH AVE. (UV) SAME AS SITE | E | 12500 | W | 12000 | 24500 | C | 9.0 | 56.7F | 6.3F |
| 0042 | | ON SR-40, 0.167 MI. E OF SW 7TH AV. (UV) | E | 11000 | W | 11000 | 22000 | C | 9.0 | 56.7F | 6.3F |
| 0043 | | ON US-301, 0.043 MI. N OF SE 118TH PL (RCLP) | N | 6000 | S | 5900 | 11900 | C | 9.0 | 56.7F | 7.3A |
| 0049 | | CR-42, 528 FT W OF CR-25 IN WEIRSDALE AT RR SIGN | E | 3500 | W | 3400 | 6900 | C | 9.0 | 56.7F | 6.1A |
| 0054 | | CR-42, 500 FT W OF CR-450 (HPMS) | E | 1700 | W | 1700 | 3400 | C | 9.5 | 56.7F | 7.6A |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0055 | | CR-450, 500 FT S OF CR-42 (HPMS) | E | 600 | W | 550 | 1150 | C | 9.5 | 56.7F | 6.1A |
| 0056 | | ON SR-40, 0.086 MI. SW OF SR-492 (UCLP) | E | 12000 | W | 11000 | 23000 | C | 9.0 | 56.7F | 4.3A |
| 0062 | | ON SR-200, 0.260 MI. SW OF CR-464 (UVL) | N | 18500 | S | 18500 | 37000 | C | 9.0 | 56.7F | 3.1F |
| 0083 | | ON SR-200, 0.9 MI. SW OF US-27/441 (UVL) | N | 13000 | S | 12000 | 25000 | C | 9.0 | 56.7F | 3.1F |
| 0111 | | CR-42, 0.25 MI E OF CR-25 (HPMS) | E | 3400 | W | 3500 | 6900 | C | 9.5 | 56.7F | 6.0A |
| 0118 | T | SR-25/US-301,0.3 MI N OF SR-326,MARION CO.,WIM#1 | N | 12172 | S | 12011 | 24183 | C | 9.5 | 52.2A | 13.6A |
| 0122 | | ON SR-200, 0.516 MI. SW OF CR-475A (UCLP) | N | 21500 | S | 21500 | 43000 | C | 9.0 | 56.7F | 1.5A |
| 0126 | | ON SR-200, 0.274 MI. NE OF CR-484 (RVL) | N | 9200 | S | 9000 | 18200 | C | 9.0 | 56.7F | 3.1F |
| 0132 | | ON US-441, 0.12 MI. S OF SR-40 (UVL) | N | 16500 | S | 18000 | 34500 | C | 9.0 | 56.7F | 10.3F |
| 0136 | | ON US-441, 0.666 MI. N OF CR-484 (RVL) | N | 14500 | S | 14000 | 28500 | C | 9.0 | 56.7F | 5.8F |
| 0166 | | ON US-441, 0.15 MI. S OF CR-320 (RVL) | N | 4100 | S | 6000 | 10100 | C | 9.5 | 56.7F | 14.0F |
| 0173 | | ON CR-25, 0.8 MI. SE OF C-464 - (HPMS) | E | 3200 | W | 3200 | 6400 | C | 9.0 | 56.7F | 6.4A |
| 0175 | | ON CR-25, 0.4 MI. S OF C-42 - (HPMS) | N | 3600 | S | 3600 | 7200 | C | 9.0 | 56.7F | 3.4A |
| 0187 | | ON CR-25, 210 FT. S OF C-326 - (HPMS) | N | 8800 | S | 8400 | 17200 | C | 9.5 | 56.7F | 8.9A |
| 0188 | | ON CR-25, 0.2 MI. NW OF SR-25 - (HPMS) | N | 2100 | S | 2200 | 4300 | C | 9.0 | 56.7F | 5.9A |
| 0189 | | ON US-301, 0.404 MI. N OF CR-318 (RCLP) | N | 5700 | S | 4800 | 10500 | C | 9.5 | 56.7F | 30.5A |
| 0200 | | ON US-41, 0.663 MI. N OF SR-40 (RV) | N | 5100 | S | 5000 | 10100 | C | 9.5 | 56.7F | 5.9F |
| 0201 | | ON US-41, 1.1 MI. S OF CR-328 (UC) | N | 2100 | S | 2100 | 4200 | C | 9.5 | 56.7F | 8.6A |
| 0214 | | CR-42, 0.1 MI E OF SR-35 (HPMS) | E | 5700 | W | 5600 | 11300 | C | 9.0 | 56.7F | 3.1A |
| 0215 | | CR-42, 500 FT E OF CR-475 (HPMS) | E | 1900 | W | 1900 | 3800 | C | 9.5 | 56.7F | 4.8A |
| 0222 | | ON SR-200, 0.2 MI. S OF CR-484 (RVLP) | N | 6600 | S | 6700 | 13300 | C | 9.5 | 56.7F | 4.6A |
| 0233 | | ON US-441, 0.153 MI. S OF CR-318 (RVL) | N | 4000 | S | 4200 | 8200 | C | 9.5 | 56.7F | 14.0F |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0237 | | ON US-441, 0.253 MI. SE OF CR-326 (RVL) | E | 3400 | W | 3400 | 6800 | C | 9.5 | 56.7F | 6.4F |
| 0245 | | ON SR-40, 4.464 MI. E OF CR-314A (RCLP) | E | 1900 | W | 1900 | 3800 | C | 9.5 | 56.7F | 15.9A |
| 0249 | T | SR-464,140' EAST OF 47TH AVENUE,OCALA,MARION CO. | E | 13661 | W | 13888 | 27549 | C | 9.0 | 59.9A | 3.6A |
| 0264 | T | SR-40,566'E OF NE 24TH ST,OCALA,MARION CO. | E | 10166 | W | 9466 | 19632 | C | 9.0 | 58.8A | 4.0A |
| 0317 | T | I-75,0.23 MI N OF WILLIAMS RD O/P,MARION CO. | N | 37638 | S | 37277 | 74915 | C | 9.0 | 55.8A | 16.8A |
| 0378 | | ON US-441, 0.436 MI. S OF CR-475 (UVL) | N | 11500 | S | 10500 | 22000 | C | 9.0 | 56.7F | 5.8F |
| 0380 | | ON US-41, 0.097 MI. N OF CITRUS CO. (RV) | N | 9000 | S | 9100 | 18100 | C | 9.5 | 56.7F | 5.9F |
| 0384 | | ON US-27, 0.797 MI. W OF US-441 (RVL) | E | 11000 | W | 11000 | 22000 | C | 9.0 | 56.7F | 6.4F |
| 0410 | | ON SR-19, 0.347 MI. S OF CR-314 (RC) | N | 800 | S | 700 | 1500 | C | 9.5 | 56.7F | 18.9A |
| 0411 | | ON SR-19, 0.24 MI. N OF SR-40 (RV) | N | 750 | S | 650 | 1400 | C | 9.5 | 56.7F | 11.9F |
| 0423 | | ON US-441, 0.542 MI. SE OF US-301 (RC) | N | 7900 | S | 7700 | 15600 | C | 9.0 | 56.7F | 5.7A |
| 0436 | | ON I-75, 0.527 MI. N OF CR-318 (RVL) | N | 29000 | S | 27000 | 56000 | C | 10.5 | 56.3F | 17.9F |
| 0437 | | ON I-75, 1.469 MI. N OF SR-326 (RVL) | N | 28500 | S | 26500 | 55000 | C | 10.5 | 56.3F | 17.9F |
| 0438 | | ON I-75, 0.986 MI. N OF US-27 (RCLP) | N | 32500E | S | 31500E | 64000 | F | 9.0 | 56.3F | 23.9P |
| 0439 | | ON I-75, 0.376 MI. S OF US-27 (UVL) | N | 34500 | S | 30500 | 65000 | C | 9.0 | 56.3F | 22.2A |
| 0440 | | ON I-75, 0.586 MI. S OF SR-40 (UVL) | N | 30000 | S | 30000 | 60000 | C | 9.0 | 56.3F | 17.6F |
| 0442 | | ON US-301, 0.714 MI. S OF CR-200A S. LEG (RCLP) | N | 6300 | S | 6000 | 12300 | C | 9.5 | 56.7F | 21.9A |
| 0443 | | ON US-301, 2.1 MI. N OF SR-326 (RVL) | N | 11500 | S | 10500 | 22000 | C | 9.5 | 56.7F | 10.3F |
| 0452 | | ON US-41, 1.214 MI. N OF CR-40 (RCLP) | N | 9200 | S | 9100 | 18300 | C | 9.5 | 56.7F | 4.7A |
| 0454 | | ON US-27, 0.314 MI. NW OF CR-25A (UVL) | N | 8300 | S | 8700 | 17000 | C | 9.0 | 56.7F | 10.3F |
| 0459 | | ON US-27, 0.574 MI. NW OF I-75 (RCLP) | E | 7900 | W | 8700 | 16600 | C | 9.0 | 56.7F | 6.4F |
| 0461 | | ON SR-200, 1.487 MI. SW OF I-75 (UVL) | N | 17000 | S | 17000 | 34000 | C | 9.0 | 56.7F | 3.1F |
| 0462 | | ON SR-464, 0.111 MI. E OF SR-200 (UVL) | E | 11000 | W | 12000 | 23000 | C | 9.0 | 56.7F | 4.6F |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | Direction 2 | AADT Two-Way | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|
| 0463 | | ON SR-464, 0.171 MI. W OF CR-464A (LP) | E 15000 | W 17000 | 32000 C | 9.0 | 56.7F | 4.8A |
| 0464 | | ON SR-464, 0.56 MI. E OF CR-464A | E 15500 | W 17500 | 33000 C | 9.0 | 56.7F | 5.8A |
| 0465 | | ON SR-326, 0.245 MI. E OF I-75 (RVL) | E 9000 | W 9300 | 18300 C | 9.0 | 56.7F | 18.8F |
| 0466 | | ON US-441, 0.12 MI. S OF 1ST LEG TO CR-25A (RVL) | N 3400 | S 3300 | 6700 C | 9.5 | 56.7F | 14.0F |
| 0467 | | ON SR-25, 0.162 MI. E OF SR-35 (RVL) | N 5100 | S 5000 | 10100 C | 9.0 | 56.7F | 5.8F |
| 0468 | | ON SR-35, 0.104 MI. N OF SR-25 (RVL) | N 7100 | S 7400 | 14500 C | 9.0 | 56.7F | 5.1F |
| 0469 | | ON SR-35, 1.053 MI. S OF SR-464 (RCLP) | N 8900 | S 9100 | 18000 C | 9.0 | 56.7F | 5.1A |
| 0470 | | ON SR-35, 0.41 MI. N OF SR-464 (UC) | N 8200 | S 8600 | 16800 C | 9.0 | 56.7F | 4.6A |
| 0471 | | ON SR-35, 0.643 MI. S OF SR-40 (UV) | N 6000 | S 6800 | 12800 C | 9.0 | 56.7F | 5.9A |
| 0472 | | ON SR-40, 0.895 MI. E OF SR-35 (RV) | E 6100 | W 5900 | 12000 C | 9.0 | 56.7F | 10.8F |
| 0473 | | ON SR-200, 0.985 MI. NE OF CR-484 (RVL) | N 16000 | S 15500 | 31500 C | 9.0 | 56.7F | 3.1F |
| 0474 | | ON SR-200, 2.498 MI. SW OF I-75 (RCLP) | N 18500 | S 19000 | 37500 C | 9.0 | 56.7F | 3.3A |
| 0475 | | ON SR-40, 0.4 MI. W OF CR-225A (RCLP) | E 8300 | W 8000 | 16300 C | 9.5 | 56.7F | 7.5A |
| 0476 | | ON SR-40, 0.318 MI. W OF I-75 (RCLP) | E 12500 | W 12000 | 24500 C | 9.0 | 56.7F | 11.0A |
| 0477 | | ON SR-492, 0.22 MI. E OF US-27/441 (UVL) | E 9900 | W 9500 | 19400 C | 9.0 | 56.7F | 8.4F |
| 0478 | | ON SR-492, 0.445 MI. E OF SR-441 (UVL) | E 8200 | W 8900 | 17100 C | 9.0 | 56.7F | 8.4F |
| 0479 | | ON SR-492, 1.107 MI. W OF SR-40 (UCLP) | E 10000 | W 10000 | 20000 C | 9.0 | 56.7F | 5.7A |
| 0480 | | ON SR-492, 0.135 MI. E OF NE 36TH AVE. (UCLP) | E 3800 | W 3700 | 7500 C | 9.0 | 56.7F | 8.9A |
| 0481 | | ON US-301, 1.094 MI. N OF CR-25A (UCLP) | N 9300 | S 8600 | 17900 C | 9.0 | 56.7F | 8.7A |
| 0482 | | ON US-301, 0.128 MI. S OF SR-326 (UVL) | N 8300 | S 7800 | 16100 C | 9.0 | 56.7F | 10.3F |
| 0483 | | ON US-441, 0.579 MI. S OF ALACHUA CO. (RCLP) | N 3600 | S 5600 | 9200 C | 9.5 | 56.7F | 11.1A |
| 0484 | | ON SR-40, 0.33 MI. W OF CR-315 (RCLP) | E 7500 | W 7500 | 15000 C | 9.5 | 56.7F | 9.5A |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|
| 0485 | | ON US-27, 0.571 MI. SE OF CR 225A (RVL) | E | 7300 | W | 7800 | 15100 C | 9.0 | 56.7F | 6.4F |
| 0486 | | ON SR-326, 0.356 MI. E OF US-301/441 (RCLP) | E | 4600 | W | 4700 | 9300 C | 9.0 | 56.7F | 5.1P |
| 0487 | | ON SR-326, 0.198 MI. E OF CR-200A (RVL) | E | 4700 | W | 4400 | 9100 C | 9.0 | 56.7F | 11.4F |
| 0488 | | ON SR-326, 0.237 MI. N OF SR-40 (RCLP) | W | 1500 | E | 1400 | 2900 C | 9.0 | 56.7F | 11.4A |
| 0489 | | ON SR-492, 0.512 MI. W OF NE 17TH AV (UCLP) | E | 9100 | W | 9700 | 18800 C | 9.0 | 56.7F | 11.5A |
| 0490 | | ON SR-492, 0.417 MI. E OF NE 25TH AV (UCLP) | E | 7600 | W | 7500 | 15100 C | 9.0 | 56.7F | 7.7A |
| 0491 | | ON SR-40, 0.551 MI. E OF US-27/441 (UCLP) | E | 16500 | W | 15500 | 32000 C | 9.0 | 56.7F | 4.2A |
| 1002 | | ON SR-326, 1.019 MI. W OF US-27/SR-200 (RCLP) | E | 5500 | W | 4800 | 10300 C | 9.0 | 56.7F | 18.8A |
| 1004 | | ON US-301, 0.239 MI. N OF SR-326 (RVL) | N | 10500 | S | 10000 | 20500 C | 9.0 | 56.7F | 10.3F |
| 1007 | | ON US-301, 0.188 MI. N OF CR-42 (RVL) | N | 5900 | S | 6700 | 12600 C | 9.0 | 56.7F | 6.9F |
| 1009 | | ON US-301, 0.169 MI. S OF CR-42 (RVL) | N | 8600 | S | 8700 | 17300 C | 9.0 | 56.7F | 6.9F |
| 1012 | | ON SR-40, 0.109 MI. E OF CR-314 (RVL) | E | 5200 | W | 4900 | 10100 C | 9.5 | 56.7F | 10.8F |
| 1014 | | ON SR-40, 1.201 MI. E OF CR-315 (RVL) | E | 6200 | W | 6200 | 12400 C | 9.5 | 56.7F | 10.8F |
| 1015 | | ON SR-19, 0.1 MI. N OF CR-316 (RCLP) | N | 1100 | S | 1000 | 2100 C | 9.5 | 56.7F | 9.9A |
| 1016 | | ON SR-19, 0.08 MI. S OF CR-316 (RVL) | N | 1500 | S | 1500 | 3000 C | 9.5 | 56.7F | 11.9F |
| 2000 | | I-75, RAMP FROM I-75 NB TO CR-484 | N | 4300 | | 0 | 4300 C | 9.0 | 99.9W | 6.3F |
| 2001 | | I-75, RAMP FROM CR-484 TO I-75 NB | N | 7500 | | 0 | 7500 C | 9.0 | 99.9W | 6.3F |
| 2002 | | I-75, RAMP FROM I-75 SB TO CR-484 | S | 6200 | | 0 | 6200 C | 9.0 | 99.9W | 6.3F |
| 2003 | | I-75, RAMP FROM CR-484 TO I-75 SB | S | 3700 | | 0 | 3700 C | 9.0 | 99.9W | 6.3F |
| 2004 | | I-75, RAMP FROM I-75 NB TO SR-200 | N | 6400 | | 0 | 6400 C | 9.0 | 99.9W | 3.1F |
| 2005 | | I-75, RAMP FROM SR-200 TO I-75 NB | N | 6800 | | 0 | 6800 C | 9.0 | 99.9W | 3.1F |
| 2006 | | I-75, RAMP FROM I-75 SB TO SR-200 | S | 7000 | | 0 | 7000 C | 9.0 | 99.9W | 3.1F |
| 2007 | | I-75, RAMP FROM SR-200 TO I-75 SB | S | 5700 | | 0 | 5700 C | 9.0 | 99.9W | 3.1F |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2008 | | I-75, RAMP FROM I-75 NB TO SR-40 | N | 4900 | | 0 | 4900 | C | 9.0 | 99.9W | 7.1F |
| 2009 | | I-75, RAMP FROM SR-40 TO I-75 NB | N | 4400 | | 0 | 4400 | C | 9.0 | 99.9W | 7.1F |
| 2010 | | I-75, RAMP FROM I-75 SB TO SR-40 | S | 3800 | | 0 | 3800 | C | 9.0 | 99.9W | 7.1F |
| 2011 | | I-75, RAMP FROM SR-40 TO I-75 SB | S | 4700 | | 0 | 4700 | C | 9.0 | 99.9W | 7.1F |
| 2012 | | I-75, RAMP FROM I-75 NB TO SR-500 (US-27) | N | 5500 | | 0 | 5500 | C | 9.0 | 99.9W | 6.4F |
| 2013 | | I-75, RAMP FROM SR-500 (US-27) TO I-75 NB | N | 1800 | | 0 | 1800 | C | 9.0 | 99.9W | 6.4F |
| 2014 | | I-75, RAMP FROM I-75 SB TO SR-500 (US-27) | S | 2200 | | 0 | 2200 | C | 9.0 | 99.9W | 6.4F |
| 2015 | | I-75, RAMP FROM SR-500 (US-27) TO I-75 SB | S | 5700 | | 0 | 5700 | C | 9.0 | 99.9W | 6.4F |
| 2016 | | I-75, RAMP FROM I-75 NB TO SR-326 | N | 8700 | | 0 | 8700 | C | 9.0 | 99.9W | 18.8F |
| 2017 | | I-75, RAMP FROM SR-326 TO I-75 NB | N | 4400 | | 0 | 4400 | C | 9.0 | 99.9W | 18.8F |
| 2018 | | I-75, RAMP FROM I-75 SB TO SR-326 | S | 3900 | | 0 | 3900 | C | 9.0 | 99.9W | 18.8F |
| 2019 | | I-75, RAMP FROM SR-326 TO I-75 SB | S | 2100 | | 0 | 2100 | C | 9.0 | 99.9W | 18.8F |
| 2020 | | I-75, RAMP FROM I-75 NB TO CR-318 | N | 2000 | | 0 | 2000 | C | 9.0 | 99.9W | 6.3F |
| 2021 | | I-75, RAMP FROM CR-318 TO I-75 NB | N | 2200 | | 0 | 2200 | C | 9.0 | 99.9W | 6.3F |
| 2022 | | I-75, RAMP FROM I-75 SB TO CR-318 | S | 1700 | | 0 | 1700 | C | 9.0 | 99.9W | 6.3F |
| 2023 | | I-75, RAMP FROM CR-318 TO I-75 SB | S | 2000 | | 0 | 2000 | C | 9.0 | 99.9W | 6.3F |
| 2024 | | I-75 SB, RAMP FROM SR-326 WB TO I-75 SB | S | 4900 | | 0 | 4900 | C | 9.0 | 99.9W | 18.8F |
| 2025 | | I-75, NB IN REST AREA (UC) | N | 1900 | | 0 | 1900 | C | 9.0 | 99.9W | 26.5A |
| 2026 | | I-75, NB OUT REST AREA (UC) | N | 1900 | | 0 | 1900 | C | 9.0 | 99.9W | 30.1A |
| 2027 | | I-75, SB IN REST AREA (UC) | S | 1600 | | 0 | 1600 | C | 9.0 | 99.9W | 32.2A |
| 2028 | | I-75, SB OUT REST AREA (UC) | S | 1500 | | 0 | 1500 | C | 9.0 | 99.9W | 31.7A |
| 5005 | | ON SR-40, 1.29 MI. E OF US-27/301/441 (UVL) | E | 16000 | W | 14500 | 30500 | C | 9.0 | 56.7F | 4.2F |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|
| 5010 | | ON SR-40, 0.07 MI. W OF US-27/411 (UVL) | E | 9500 | W | 12500 | 22000 C | 9.0 | 56.7F | 7.1F |
| 5014 | | ON SR-200, 0.37 MI. W OF US-27/441 (UCLP) | E | 15500 | W | 12500 | 28000 C | 9.0 | 56.7F | 3.2A |
| 5017 | | ON US-441, 0.13 MI. N OF SR-464 (UVL) | N | 12000 | S | 12500 | 24500 C | 9.0 | 56.7F | 5.8F |
| 5018 | | ON US-441, 0.146 MI. S OF SR-200 (UCLP) | N | 14500 | S | 13000 | 27500 C | 9.0 | 56.7F | 5.3A |
| 5022 | | ON US-441, 0.17 MI. N OF SR-40 (UVL) | N | 13000 | S | 12500 | 25500 C | 9.0 | 56.7F | 10.3F |
| 5024 | | ON US-27, 0.104 MI. W OF SR-441/SR-492(UVL) | W | 13000 | E | 12500 | 25500 C | 9.0 | 56.7F | 6.4F |
| 5044 | | ON US-441, 0.176 MI. N OF SR-492 (UCLP) | N | 15500 | S | 13000 | 28500 C | 9.0 | 56.7F | 8.5A |
| 5046 | | ON SR-40, 1.376 MI. W OF SR-492 (UVL) | E | 14000 | W | 12500 | 26500 C | 9.0 | 56.7F | 4.2F |
| 5049 | | ON CR-200A, 0.15 MI. NE OF SR-25 (HPMS) | N | 3700 | S | 3800 | 7500 C | 9.0 | 56.7F | 4.4A |
| 5050 | | ON US-441, 0.061 MI. S OF CR-25A (UVL) | N | 12000 | S | 10000 | 22000 C | 9.0 | 56.7F | 10.3F |
| 5053 | | ON US-41, 0.549 MI. N. OF CR-484 (RCLP) | N | 11500 | S | 11500 | 23000 C | 9.5 | 56.7F | 4.4A |
| 5058 | | ON US-441, 0.152 MI. NW OF CR-484 (RVL) | N | 14500 | S | 13500 | 28000 C | 9.0 | 56.7F | 5.8F |
| 5059 | | ON US-441, 0.085 MI. SE OF CR-25 (RVL) | N | 10500 | S | 11000 | 21500 C | 9.0 | 56.7F | 5.8F |
| 7001 | | NE 12TH AVE., SR-40 TO SR-492 (HPMS) | N | 400 | S | 450 | 850 C | 9.0 | 56.7F | 2.4A |
| 7002 | | SW 20TH ST., 1 MI. W OF I-75 (HPMS) | E | 5300 | W | 5400 | 10700 C | 9.0 | 56.7F | 3.7A |
| 7003 | | NW 60TH AV., 0.2 MI. N OF SR-40 (HPMS) | N | 3700 | S | 3600 | 7300 C | 9.0 | 56.7F | 3.6A |
| 7004 | | ON CR-475A, 0.758 MI. W OF US-27/441 (HPMS) | E | 1500 | W | 1500 | 3000 C | 9.0 | 56.7F | 2.6A |
| 7005 | | SW 27TH AV., .085 MI N OF SR-200 (HPMS) | N | 10000 | S | 11000 | 21000 C | 9.0 | 56.7F | 3.0A |
| 7006 | | NW 27TH AV., .285 MI. N OF SR-40 (HPMS) | N | 9200 | S | 9300 | 18500 C | 9.0 | 56.7F | 6.1A |
| 7007 | | SUNSET HARBOR RD., 0.542 MI. E OF US-441 (HPMS) | E | 2500 | W | 2700 | 5200 C | 9.0 | 56.7F | 3.4A |
| 7008 | | NW 27TH AV., .075 MI. S OF NW 21 ST AV (HPMS) | N | 2600 | S | 2300 | 4900 C | 9.0 | 56.7F | 7.4A |
| 7009 | | FT. KING ST., .027 MI. E OF SE 9TH TERR. (HPMS) | E | 2200 | W | 2700 | 4900 C | 9.0 | 56.7F | 2.8A |
| 7010 | | FT. KING ST., .042 MI. W OF SE 15 TH AV. (HPMS) | E | 2600 | W | 2900 | 5500 C | 9.0 | 56.7F | 1.4A |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7011 | | FT. KING ST., .024 MI. E OF SE 19TH AVE. (HPMS) | E | 4200 | W | 3500 | 7700 | C | 9.0 | 56.7F | 0.9A |
| 7012 | | SE 17TH ST., .08 MI. W OF SE 30 AVE. (HPMS) | E | 2000 | W | 1800 | 3800 | C | 9.0 | 56.7F | 1.9A |
| 7013 | | MAGNOLIA AVE, 0.19 MI S OF NW 28TH ST (HPMS) | N | 650 | S | 550 | 1200 | C | 9.0 | 56.7F | 2.6A |
| 7014 | | NE 25 TH AVE., 0.19 MI S OF SR-492 (HPMS) | N | 7300E | S | 6500E | 13800 | F | 9.0 | 56.7F | 6.3F |
| 7015 | | NE 25TH AVE., 0.201 MI. S OF NE 24 TH ST. (HPMS) | N | 5300E | S | 5000E | 10300 | F | 9.0 | 56.7F | 6.3F |
| 7016 | | NE 36TH AV., 0.2 MI S OF SR-492 (HPMS) | N | 7000E | S | 9100E | 16100 | F | 9.0 | 56.7F | 6.3F |
| 7017 | | SE 36TH AVE., 0.568 MI. N OF SR-464 (HPMS) | N | 8200E | S | 8800E | 17000 | F | 9.0 | 56.7F | 6.3F |
| 7018 | | SE 145 ST, 0.14 MI E OF CR-467 (HPMS) | E | 650 | W | 650 | 1300 | C | 9.0 | 56.7F | 6.3F |
| 7019 | | SE 110 ST, 0.86 MI W OF SE 36 AVE (HPMS) | E | 900 | W | 900 | 1800 | C | 9.5 | 56.7F | 6.3F |
| 7020 | | SE 92 PL RD, 0.18MI. E OF US-27/441 (HPMS) | E | 2200E | W | 2300E | 4500 | F | 9.0 | 56.7F | 6.3F |
| 7021 | | NW 27TH AVE., 0.085 MI. S OF NW 21 ST ST. (HPMS) | N | 2200E | S | 1900E | 4100 | F | 9.0 | 56.7F | 6.3F |
| 7022 | | OAK RD., 0.05 MI. S OF CR-464 (HPMS) | N | 2000E | S | 1900E | 3900 | F | 9.0 | 56.7F | 6.3F |
| 7023 | | SW 13 ST., 0.1 MI. E OF SW 21 AV. (HPMS) | E | 4300E | W | 5700E | 10000 | F | 9.0 | 56.7F | 6.3F |
| 7024 | | SW 19AV RD, 0.4 MI. E OF CR-475C (HPMS) | N | 9000E | S | 9600E | 18600 | F | 9.0 | 56.7F | 6.3F |
| 7025 | | SW 60TH AVE, 0.075 MI N OF SW 80TH ST (HPMS) | N | 7600 | S | 7700 | 15300 | C | 9.0 | 56.7F | 6.3F |
| 7026 | | SE 3RD AVE, 0.1 MI S OF S MAGNOLIA (HPMS) | N | 2400 | S | 2400 | 4800 | C | 9.0 | 56.7F | 6.3F |
| 7027 | | SE 3RD AVE, 0.095 MI N OF S MAGNOLIA (HPMS) | N | 2700 | S | 2700 | 5400 | C | 9.0 | 56.7F | 6.3F |
| 7028 | | SE 11TH AVE, 0.04 MI E OF SE LAKE WEIR RD, OCALA | E | 1100 | W | 1100 | 2200 | C | 9.0 | 56.7F | 6.3F |
| 7029 | | SE 11TH AVE, 0.05 MI N OF SR-464/SE 17TH ST (HPM | N | 1500 | S | 1500 | 3000 | C | 9.0 | 56.7F | 6.3F |
| 7030 | | NE 52ND CT., 0.75 MI. S OF SHARPS FERRY RD. (HPM | N | 500E | S | 450E | 950 | F | 9.0 | 56.7F | 6.3F |
| 7031 | | SW 31ST AV./SW 33RD AV., 0.18 MI. N OF SW 13TH S | N | 1800E | S | 1900E | 3700 | F | 9.0 | 56.7F | 6.3F |
| 7032 | | SW 38TH ST, 0.085 MI. W OF SW 60 AV. (HPMS) | E | 2700E | W | 3600E | 6300 | F | 9.0 | 56.7F | 6.3F |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 7033 | | SW-40 ST, 0.095 MI. E OF SW 46 AV. (HPMS) | E | 3000E | W | 3200E | 6200 | F | 9.0 | 56.7F | 6.3F |
| 7034 | | ON CR-25, 0.95 MILES EAST OF CR-464 (HPMS) | N | 2300E | S | 2400E | 4700 | F | 9.0 | 56.7F | 6.3F |
| 7035 | | CR-464, 0.04 MI. E OF SE 108 TERR RD (HPMS) | N | 2800E | S | 2800E | 5600 | F | 9.0 | 56.7F | 6.3F |
| 7036 | | CR-200A, 0.15 MI. S OF CR-326 (HPMS) | N | 2500E | S | 2600E | 5100 | F | 9.0 | 56.7F | 6.3F |
| 7037 | | CR-200A, 0.18 MI. N OF SR-326 (HPMS) | N | 4900E | S | 5300E | 10200 | F | 9.0 | 56.7F | 6.3F |
| 7038 | | CR-318, 0.1 MI W OF I-75 (HPMS) | E | 1400 | W | 1400 | 2800 | C | 9.5 | 56.7F | 6.3F |
| 7039 | | CR-484, 0.18 MI E OF SR-200 (HPMS) | N | 2400E | S | 2700E | 5100 | F | 9.0 | 56.7F | 6.3F |
| 7040 | | CR-484, 0.25 MI. E OF CR-475 (HPMS) | E | 6700E | W | 6600E | 13300 | F | 9.0 | 56.7F | 6.3F |
| 7041 | | MARICAMP RD, 0.095 MI. N OF CR-25 (HPMS) | E | 1300E | W | 1500E | 2800 | F | 9.0 | 56.7F | 6.3F |
| 7042 | | MARICAMP RD., 0.075 MI. W OF 108 TERR RD (HPMS) | N | 3300E | S | 3300E | 6600 | F | 9.0 | 56.7F | 6.3F |
| 7043 | | MLK, 0.04 MI. S OF NW 5 ST. (HPMS) | N | 5500E | S | 5800E | 11300 | F | 9.0 | 56.7F | 6.3F |
| 7044 | | NE 7TH ST., 0.5 MI. W OF NE 44 AV. (HPMS) | E | 3500E | W | 3700E | 7200 | F | 9.0 | 56.7F | 6.3F |
| 7045 | | CR-467/36 AVE, 0.13 MI N OF CR-484/SE 135 ST (HP | N | 2200E | S | 2100E | 4300 | F | 9.0 | 56.7F | 6.3F |
| 7046 | | CR-484 EXTENSION, 0.63 MILES WEST OF US-301 HPMS | E | 300 | W | 300 | 600 | C | 9.0 | 56.7F | 2.4A |
| 7047 | | SR200A - SR25, 1.82 MILES NORTH OF NE 35TH STREE | N | 2700 | S | 3000 | 5700 | C | 9.0 | 56.7F | 4.1A |
| 7048 | | CR-42, 0.9 MILES WEST OF US-27/US-441/SR-500 (HP | E | 6000 | W | 5600 | 11600 | C | 9.0 | 56.7F | 2.5A |
| 7049 | | ON CR-475, 0.59 MILES NORTH OF SE 52ND STREET, ( | N | 3400 | S | 3300 | 6700 | C | 9.0 | 56.7F | 2.9A |
| 7050 | | ON NE 14TH STREET, 0.16 MILES EAST OF NE 36TH AV | E | 3500 | W | 3700 | 7200 | C | 9.0 | 56.7F | 4.8A |
| 7051 | | SW34TH ST, 0.16 MI W OF SW 27TH AVE (HPMS) | E | 4600 | W | 4100 | 8700 | C | 9.0 | 56.7F | 2.5A |
| 8000 | | CR-225A, 1150 FT N OF US-27 - HPMS | N | 2800 | S | 2800 | 5600 | C | 9.0 | 56.7F | 6.3F |
| 8001 | | NW 110TH AVE, 700 FT N OF SR-40/BROADWAY AVENUE | N | 1800 | S | 2800 | 4600 | C | 9.5 | 56.7F | 6.3F |
| 8002 | | W ANTHONY RD, 350 FT N OF US-441/N PINE AVENUE - | N | 1300 | S | 1400 | 2700 | C | 9.0 | 56.7F | 6.3F |
| 8003 | | NE 127TH STREET, 600 FT N OF CR-314 - OFF SYSTEM | N | 250 | S | 300 | 550 | C | 9.5 | 56.7F | 6.3F |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8004 | | SE 182ND AVENUE ROAD, 400 FT N OF CR-42 - OFF SY | N | 900 | S | 850 | 1750 | C | 9.5 | 56.7F | 6.3F |
| 8005 | | NE JACKSONVILLE RD, 100 FT N OF N MAGNOLIA AVE - | N | 650 | S | 600 | 1250 | C | 9.0 | 56.7F | 6.3F |
| 8006 | | SW 32ND ST, 300 FT W OF SW 7TH ST - OFF SYSTEM | N | 6100 | S | 6000 | 12100 | C | 9.0 | 56.7F | 6.3F |
| 8007 | | SE 38TH ST/36TH AVE, 450 FT E OF CR-464A - OFF S | E | 3000 | W | 3400 | 6400 | C | 9.0 | 56.7F | 6.3F |
| 8008 | | SE 22ND AVENUE, 350 FT N OF SE 13TH ST - OFF SYS | N | 850 | S | 750 | 1600 | C | 9.0 | 56.7F | 6.3F |
| 8009 | | NE 8TH AVE, 750 FT N OF SR-40/E SILVER SPRINGS B | N | 3500 | S | 3800 | 7300 | C | 9.0 | 56.7F | 6.3F |
| 8010 | | NW 28TH ST, 450 FT E OF N PINE AVE - OFF SYSTEM | E | 1300 | W | 1700 | 3000 | C | 9.0 | 56.7F | 6.3F |
| 8011 | | NE 24TH ST, 700 FT E OF CR-200A - OFF SYSTEM | E | 2500 | W | 1500 | 4000 | C | 9.0 | 56.7F | 6.3F |
| 8012 | | CR-314, 600 FT N OF SE 1ST RD - OFF SYSTEM | N | 150 | S | 150 | 300 | C | 9.5 | 56.7F | 6.3F |
| 8013 | | NE 19TH AVENUE, 200 FT N OF NE 14TH ST - OFF SYS | N | 1200 | S | 1400 | 2600 | C | 9.0 | 56.7F | 6.3F |
| 8014 | | NE 35TH STREET, 650 FT E OF NE 36TH AVE - OFF SY | E | 3600 | W | 3800 | 7400 | C | 9.0 | 56.7F | 6.3F |
| 8015 | | NE 3RD ST, 700 FT E OF N MAGNOLIA AVE - HPMS | E | 600 | W | 650 | 1250 | C | 9.0 | 56.7F | 6.3F |
| 8016 | | CR-314/NE 7TH ST, 1200 FT E OF NE 71ST TER - OFF | E | 100 | W | 150 | 250 | C | 9.0 | 56.7F | 6.3F |
| 8017 | | SE 95TH ST, 200 FT E OF CR-464C - OFF SYSTEM | E | 1500 | W | 1600 | 3100 | C | 9.5 | 56.7F | 6.3F |
| 8018 | | SE 108 TERRACE RD, 300 FT N OF CR-25/OCALA RD - | N | 700 | S | 750 | 1450 | C | 9.5 | 56.7F | 6.3F |
| 8019 | | SE 100TH AVE, 250 FT N OF SE 147TH PL/SUNSET HAR | N | 1500 | S | 1500 | 3000 | C | 9.0 | 56.7F | 6.3F |
| 8020 | | NE 35TH ST, 350 FT E OF NE 25TH AVE - OFF SYSTEM | E | 4500 | W | 3500 | 8000 | C | 9.0 | 56.7F | 6.3F |
| 8021 | | NE 14TH STREET, E OF MAGNOLIA AVENUE - OFF SYSTE | E | 1300 | W | 1500 | 2800 | C | 9.0 | 56.7F | 6.3F |
| 8022 | | NE 1ST ST ONEWAY NB, 50 FT N OF SR-40 - OFF SYST | N | 2400 | | 0 | 2400 | C | 9.0 | 99.9W | 6.3F |
| 8023 | | NE 35TH STREET, 300 FT E OF NW 16TH AVE - OFF SY | E | 3000 | W | 2900 | 5900 | C | 9.0 | 56.7F | 6.3F |
| 8024 | | NW 193RD ST, 700 FT E OF NW 100TH AVE - OFF SYST | E | 200 | W | 200 | 400 | C | 9.5 | 56.7F | 6.3F |
| 8025 | | NE 175TH ST, 800 FT E OF US-301 - OFF SYSTEM | E | 1200 | W | 1400 | 2600 | C | 9.5 | 56.7F | 6.3F |

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County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8026 | | NW 112 PLACE, 350 FT N OF CR-326 - OFF SYSTEM | N | 150 | S | 100 | 250 | C | 9.5 | 56.7F | 6.3F |
| 8027 | | NW 100TH ST, 600 FT E OF NW HIGHWAY 225A - OFF S | E | 150 | W | 150 | 300 | C | 9.5 | 56.7F | 6.3F |
| 8028 | | SW 140TH AVE, 700 FT S OF HWY 328 - OFF SYSTEM | S | 600 | N | 650 | 1250 | C | 9.5 | 56.7F | 6.3F |
| 8029 | | NW 44TH AVE, 1150 FT N OF US-27/BONNIE HEATH BLV | N | 3400 | S | 3600 | 7000 | C | 9.0 | 56.7F | 6.3F |
| 8030 | | NE 25TH AVENUE, 350 FT N OF NE 35TH ST - OFF SYS | N | 4400 | S | 2900 | 7300 | C | 9.0 | 56.7F | 6.3F |
| 8031 | | SE 52ND ST, 500 FT E OF US-441 - OFF SYSTEM | E | 2500 | W | 2300 | 4800 | C | 9.0 | 56.7F | 6.3F |
| 8032 | | SW 66TH ST, 400 FT E OF SR-200 - OFF SYSTEM | E | 3400 | W | 3000 | 6400 | C | 9.0 | 56.7F | 6.3F |
| 8034 | | NE 55TH AVE, 350 FT N OF NE 35TH ST - OFF SYSTEM | N | 1900 | S | 1900 | 3800 | C | 9.0 | 56.7F | 6.3F |
| 8035 | | NE 55TH AVE, 450 FT N OF SR-326 - OFF SYSTEM | N | 1200 | S | 1100 | 2300 | C | 9.5 | 56.7F | 6.3F |
| 8036 | | MAGNOLIA ONEWAY SB, 150 FT N OF SR-40 - OFF SYST | S | 4000 | | 0 | 4000 | C | 9.0 | 99.9W | 6.3F |
| 8038 | | SW 80TH AVE, 1350 FT N OF SR-200 - OFF SYSTEM | N | 3100 | S | 2800 | 5900 | C | 9.0 | 56.7F | 6.3F |
| 8039 | | NW 35TH ST, 500 FT E OF NW 27TH AVE - OFF SYSTEM | E | 2800 | W | 2900 | 5700 | C | 9.0 | 56.7F | 6.3F |
| 8040 | | SW 80TH ST, 300 FT E OF SW 19TH AVE RD - OFF SYS | E | 1400 | W | 1500 | 2900 | C | 9.0 | 56.7F | 6.3F |
| 8041 | | SE 80TH ST, 350 FT E OF US-441 - OFF SYSTEM | E | 1900 | W | 1800 | 3700 | C | 9.0 | 56.7F | 6.3F |
| 8042 | | SE 41ST COURT, 500 FT N OF JUNIPER CIRCLE - OFF | N | 2000 | S | 1800 | 3800 | C | 9.0 | 56.7F | 6.3F |
| 8043 | | SW 19TH AVENUE RD, 50 FT N OF CR-328 - OFF SYSTE | N | 2600 | S | 1400 | 4000 | C | 9.0 | 56.7F | 6.3F |
| 8044 | | NW 135TH ST, 400 FT E OF CR-225 - OFF SYSTEM | E | 60 | W | 100 | 160 | C | 9.5 | 56.7F | 6.3F |
| 8045 | | SE 18TH AVE, 400 FT N OF SE 31ST STREET - OFF SY | N | 3900 | S | 3000 | 6900 | C | 9.0 | 56.7F | 6.3F |
| 8046 | | SE 24TH STREET/SE 28TH STREET, E OF MARICAMP ROA | E | 3900 | W | 3900 | 7800 | C | 9.0 | 56.7F | 6.3F |
| 8047 | | SE 31ST ST, 400 FT E OF SE 5TH TERRACE - OFF SYS | E | 4300 | W | 4800 | 9100 | C | 9.0 | 56.7F | 6.3F |
| 8048 | | SW 1ST AVE, 350 FT N OF SR-464/SW 17TH ST - OFF | N | 2600 | S | 2600 | 5200 | C | 9.0 | 56.7F | 6.3F |
| 8049 | | SW 103RD ST RD, 250 FT E OF SR-200 - OFF SYSTEM | E | 2900 | W | 2800 | 5700 | C | 9.0 | 56.7F | 6.3F |
| 8050 | | SW 140TH AVE, 400 FT N OF CR-484 - OFF SYSTEM | N | 1900 | S | 1900 | 3800 | C | 9.5 | 56.7F | 6.3F |

Site Type : Blank= Portable; T= Telemetered
"K" Factor : Department adopted standard K factor begining with count year 2011
AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8051 | | NW 38TH AVE, 700 FT N OF SR-40 - OFF SYSTEM | N | 550 | S | 600 | 1150 | C | 9.0 | 56.7F | 6.3F |
| 8053 | | NW 3RD ST, 350 FT E OF US-27/PINE ST - OFF SYSTE | E | 900 | W | 1000 | 1900 | C | 9.0 | 56.7F | 6.3F |
| 8054 | | POWELL RD, 250 FT E OF CR-40W/CEDAR ST - OFF SYS | E | 1300 | W | 2500 | 3800 | C | 9.5 | 56.7F | 6.3F |
| 8055 | | SW 38TH AVE, 350 FT N OF SW 38TH CT - OFF SYSTEM | N | 500 | S | 500 | 1000 | C | 9.0 | 56.7F | 6.3F |
| 8056 | | CR-314, 950 FT N OF SR-40 - OFF SYSTEM | E | 1400 | W | 1400 | 2800 | C | 9.5 | 56.7F | 6.3F |
| 8058 | | CR-318, 450 FT E OF NW 53RD CT - OFF SYSTEM | E | 1700 | W | 1600 | 3300 | C | 9.5 | 56.7F | 6.3F |
| 8059 | | CR-484, 600 FT E OF ADAMS ST - OFF SYSTEM | E | 5000 | W | 5300 | 10300 | C | 9.5 | 56.7F | 6.3F |
| 8060 | | CR-42, 550 FT E OF CR-450 (SE HWY 450) - OFF SYS | E | 1400 | W | 1500 | 2900 | C | 9.5 | 56.7F | 6.3F |
| 8061 | | CR-326, 500 FT E OF LEVY CO/L - OFF SYSTEM | E | 700 | W | 700 | 1400 | C | 9.5 | 56.7F | 6.3F |
| 8062 | | CR-315, 750 FT N OF SR-40 - OFF SYSTEM | N | 1400 | S | 1500 | 2900 | C | 9.5 | 56.7F | 6.3F |
| 8063 | | CR-464C, 650 FT N OF CR-25 - OFF SYSTEM | N | 2500 | S | 2300 | 4800 | C | 9.5 | 56.7F | 6.3F |
| 8064 | | CR-320, 100 FT E OF LEVY CO/L - OFF SYSTEM | E | 200 | W | 200 | 400 | C | 9.5 | 56.7F | 6.3F |
| 8065 | | SW 60TH AVE, 450 FT N OF SW 20TH ST - OFF SYSTEM | N | 6400 | S | 6200 | 12600 | C | 9.0 | 56.7F | 6.3F |
| 8066 | | SW 60TH AVE, 700 FT N OF SR-200 - OFF SYSTEM | N | 6100 | S | 6400 | 12500 | C | 9.0 | 56.7F | 6.3F |
| 8067 | | SW 107 PL, 650 FT E OF SW 16TH AVE/CR-475A - OFF | E | 1900 | W | 800 | 2700 | C | 9.5 | 56.7F | 6.3F |
| 8068 | | SW 80TH AVE, 500 FT E OF CR-475/MAGNOLIA - OFF S | W | 4200 | | 0 | 4200 | C | 9.0 | 99.9W | 6.3F |
| 8069 | | W ANTHONY RD, 450 FT N OF NE 35TH ST - OFF SYSTE | N | 2300 | S | 2100 | 4400 | C | 9.0 | 56.7F | 6.3F |
| 8070 | | CR-40, 700 FT E OF CR-336 - OFF SYSTEM | E | 850 | W | 850 | 1700 | C | 9.5 | 56.7F | 6.3F |
| 8071 | | CR-316, 500 FT E OF NE JACKSONVILLE RD/CR-200A - | E | 850 | W | 900 | 1750 | C | 9.5 | 56.7F | 6.3F |
| 8072 | | SE 25TH AVE, 750 FT N OF SE MARICAMP RD - OFF SY | N | 7100 | S | 7500 | 14600 | C | 9.0 | 56.7F | 6.3F |
| 8073 | | SW M L KING BLVD, 200 FT NE OF SR-464/SW 17TH ST | N | 1900 | S | 5200 | 7100 | C | 9.0 | 56.7F | 6.3F |
| 8074 | | CR-329, 400 FT N OF I-75 - OFF SYSTEM | N | 600 | S | 550 | 1150 | C | 9.5 | 56.7F | 6.3F |

Site Type : Blank= Portable; T= Telemetered
"K" Factor : Department adopted standard K factor begining with count year 2011
AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8075 | | CR-329, 750 FT E OF CR-25A/NW GAINES RD - OFF SY | E | 850 | W | 900 | 1750 | C | 9.5 | 56.7F | 6.3F |
| 8076 | | CR-314A, 550 FT N OF SE 137TH AVE - OFF SYSTEM | N | 950 | S | 1000 | 1950 | C | 9.5 | 56.7F | 6.3F |
| 8077 | | CR-225, 750 FT N OF US-27/BONNIE HEATH BLVD - OF | N | 450 | S | 450 | 900 | C | 9.5 | 56.7F | 6.3F |
| 8078 | | CR-316, 600 FT E OF CR-329 - OFF SYSTEM | E | 400 | W | 550 | 950 | C | 9.5 | 56.7F | 6.3F |
| 8079 | | CR-316, 250 FT E OF NW 41ST TER - OFF SYSTEM | E | 550 | W | 600 | 1150 | C | 9.5 | 56.7F | 6.3F |
| 8080 | | CR-452, 0.7 MI N OF LAKE CO/L - OFF SYSTEM | N | 2000 | S | 2100 | 4100 | C | 9.5 | 56.7F | 6.3F |
| 8081 | | SE 17TH/MARICAMP RD, 200 FT S OF CLEAR RD - OFF | E | 5400 | W | 5400 | 10800 | C | 9.0 | 56.7F | 6.3F |
| 8082 | | LAKE WEIR RD, 550 FT N OF SE 38TH ST - OFF SYSTE | N | 3200 | S | 2500 | 5700 | C | 9.0 | 56.7F | 6.3F |
| 8083 | | NW 16TH AVE, 800 FT N OF NW 22ND ST - OFF SYSTEM | N | 1400 | S | 1300 | 2700 | C | 9.0 | 56.7F | 6.3F |
| 8084 | | CR-464, 0.3 MI W OF NW 157TH CT - OFF SYSTEM | E | 650 | W | 550 | 1200 | C | 9.5 | 56.7F | 6.3F |
| 8085 | | CR-225A, 250 FT N OF CR-326 - OFF SYSTEM | N | 1000 | S | 1000 | 2000 | C | 9.5 | 56.7F | 6.3F |
| 8086 | | NE 90TH STREET RD, 0.3 MI E OF NE 92ND AVE - OFF | E | 250 | W | 200 | 450 | C | 9.5 | 56.7F | 6.3F |
| 8087 | | SW 27TH AVENUE, 0.25 MI N OF CR-484 - OFF SYSTEM | N | 2200 | S | 2600 | 4800 | C | 9.5 | 56.7F | 6.3F |
| 8088 | | SW 7TH AVENUE, 0.5 MI N OF SW 32ND STREET - OFF | N | 1300 | S | 1200 | 2500 | C | 9.0 | 56.7F | 6.3F |
| 8089 | | NE 97TH ST, 250 FT E OF NE JACKSONVILLE RD - OFF | E | 250 | W | 300 | 550 | C | 9.5 | 56.7F | 6.3F |
| 8090 | | CR-315, 350 FT N OF CR-21/CR-315 - OFF SYSTEM | N | 1200 | S | 1300 | 2500 | C | 9.5 | 56.7F | 6.3F |
| 8091 | | SW 87TH PL, 950 FT E OF SW 27TH AVE - OFF SYSTEM | E | 1100 | W | 1100 | 2200 | C | 9.5 | 56.7F | 6.3F |
| 8093 | | SE 36TH AVE, 300 FT S OF SE 8TH ST - OFF SYSTEM | N | 9600 | S | 9600 | 19200 | C | 9.0 | 56.7F | 6.3F |
| 8094 | | SE FT KING ST, 350 FT E OF NE 41ST AVE - OFF SYS | E | 3000 | W | 3000 | 6000 | C | 9.0 | 56.7F | 6.3F |
| 8096 | | NE 25TH AVE, 500 FT N OF NE 28TH ST - OFF SYSTEM | N | 4400 | S | 4000 | 8400 | C | 9.0 | 56.7F | 6.3F |
| 8097 | | NE 36TH AVE, 150 FT N OF NE 24TH ST - OFF SYSTEM | N | 5200 | S | 5200 | 10400 | C | 9.0 | 56.7F | 6.3F |
| 8098 | | NE 36TH AVE, 0.5 MI S OF SR-326 - OFF SYSTEM | N | 2600 | S | 2600 | 5200 | C | 9.0 | 56.7F | 6.3F |
| 8099 | | SE 95TH ST, 1 MI E OF SE 7TH AVE - OFF SYSTEM | E | 950 | W | 950 | 1900 | C | 9.5 | 56.7F | 6.3F |

Site Type : Blank= Portable; T= Telemetered
"K" Factor : Department adopted standard K factor begining with count year 2011
AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

County: 36 MARION

| Site | Site Type | Description | Direction 1 | | Direction 2 | | AADT Two-Way | | "K" FCTR | "D" FCTR | "T" FCTR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 8100 | | SE 95TH ST, 0.25 MI E OF CR-475/MAGNOLIA AVE - O | E | 850 | W | 850 | 1700 | C | 9.5 | 56.7F | 6.3F |
| 8101 | | NW 95TH ST, 0.5 MI E OF US-441 - OFF SYSTEM | E | 650 | W | 600 | 1250 | C | 9.5 | 56.7F | 6.3F |
| 8102 | | NE 36TH AVE, 0.2 MI S OF CR-329 - OFF SYSTEM | N | 500 | S | 500 | 1000 | C | 9.5 | 56.7F | 6.3F |
| 8103 | | SW 180TH AVE, 0.5 MI S OF SR-40W/BROADWAY AVE - | N | 1000 | S | 1000 | 2000 | C | 9.5 | 56.7F | 6.3F |
| 8104 | | NE 47TH AVE, 0.5 MI S OF CR-316 - OFF SYSTEM | N | 250 | S | 250 | 500 | C | 9.5 | 56.7F | 6.3F |
| 8105 | | NE 165TH ST/MILLWOOD RD, 0.5 MI E OF US-441 - OF | E | 250 | W | 250 | 500 | C | 9.5 | 56.7F | 6.3F |
| 8106 | | SE 95TH ST RD, 500 FT E OF SE 180TH AVE RD - OFF | E | 1100 | W | 1100 | 2200 | C | 9.5 | 56.7F | 6.3F |
| 8107 | | NW 193RD ST, 500 FT E OF CR-329 - OFF SYSTEM | E | 100 | W | 90 | 190 | C | 9.5 | 56.7F | 6.3F |
| 8108 | | SW 49TH AVE, 0.2 MI N OF SW103RD ST - OFF SYSTEM | N | 4300 | S | 4200 | 8500 | C | 9.0 | 56.7F | 6.3F |
| 8109 | | SE FT KING ST, 650 FT E OF SE 25TH AVE - OFF SYS | E | 3800 | W | 4200 | 8000 | C | 9.0 | 56.7F | 6.3F |
| 8110 | | SW 32ND ST, 600 FT E OF CR-475/SE 3RD AVE - OFF | E | 7300 | W | 7000 | 14300 | C | 9.0 | 56.7F | 6.3F |
| 8111 | | BASELINE RD EXT, 0.24 MI N OF US-441 - OFF SYSTE | N | 2400 | S | 2400 | 4800 | C | 9.0 | 56.7F | 6.3F |
| 8112 | | CR-328, 500 FT W OF SW 140TH AVE/WOODRIDGE DR - | E | 1200 | W | 1200 | 2400 | C | 9.5 | 56.7F | 6.3F |
| 8113 | | SE 110TH ST, 900 FT E OF OAK RD, BELLEVIEW - OFF | E | 950 | W | 950 | 1900 | C | 9.0 | 56.7F | 6.3F |
| 8114 | | CR-329, 650 FT W OF NE 36TH AVE - OFF SYSTEM | E | 900 | W | 900 | 1800 | C | 9.5 | 56.7F | 6.3F |
| 8115 | | CR-318, 1 MI E OF I-75 - OFF SYSTEM | E | 2000 | W | 2100 | 4100 | C | 9.5 | 56.7F | 6.3F |
| 8116 | | CR-316, 1 MI E OF US-27/BONNIE HEATH BLVD - OFF | E | 450 | W | 450 | 900 | C | 9.5 | 56.7F | 6.3F |
| 8117 | | MARTIN LUTHER KING JR AVE, 200 FT S OF SW 5TH ST | N | 5300 | S | 6100 | 11400 | C | 9.0 | 56.7F | 6.3F |
| 8118 | | CR-467/SE 36TH AVE, 500 FT N OF CR-42 - OFF SYST | N | 950 | S | 950 | 1900 | C | 9.5 | 56.7F | 6.3F |
| 8119 | | CR-467/SE 36TH AVE, 500 FT N OF SE 110TH ST - OF | N | 2100 | S | 2100 | 4200 | C | 9.0 | 56.7F | 6.3F |

Site Type : Blank= Portable; T= Telemetered
"K" Factor : Department adopted standard K factor begining with count year 2011
AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown
"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

**LOCATION:** CR 234 500 feet south of SR 26
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927612
**DIRECTION:** NB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **1:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **5:00 AM** | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **6:00 AM** | 0 | 18 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 37 |
| **7:00 AM** | 0 | **37** | **18** | 0 | **3** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **60** |
| **8:00 AM** | 0 | 29 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 |
| **9:00 AM** | 0 | 16 | 14 | 0 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 33 |
| **10:00 AM** | 0 | 13 | 8 | **1** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| **11:00 AM** | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| **12:00 PM** | 0 | 12 | **8** | **1** | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 26 |
| **1:00 PM** | **1** | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 19 |
| **2:00 PM** | 0 | 6 | 8 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| **3:00 PM** | 0 | **16** | 6 | 0 | **4** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **27** |
| **4:00 PM** | 0 | 10 | 5 | 1 | 1 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| **5:00 PM** | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **6:00 PM** | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| **7:00 PM** | 0 | 3 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **8:00 PM** | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **9:00 PM** | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **10:00 PM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **11:00 PM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Day Total** | 1 | 224 | 125 | 3 | 26 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 14 | 402 |
| **Percent** | 0.2% | 55.7% | 31.1% | 0.7% | 6.5% | 0.2% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.5% | |
| **ADT 402** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 10:00 AM | 7:00 AM | 9:00 AM | | 7:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 37 | 18 | 1 | 3 | 1 | | 2 | | | | | | 3 | 60 |
| PM Peak | 1:00 PM | 3:00 PM | 12:00 PM | 12:00 PM | 3:00 PM | | | 4:00 PM | | | | | | 1:00 PM | 3:00 PM |
| Volume | 1 | 16 | 8 | 1 | 4 | | | 2 | | | | | | 3 | 27 |

*Comments:*

**LOCATION:** CR 234 500 feet south of SR 26
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927612
**DIRECTION:** NB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 3 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **5:00 AM** | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **6:00 AM** | 0 | 9 | **15** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **3** | 29 |
| **7:00 AM** | 0 | **42** | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | **62** |
| **8:00 AM** | 0 | 36 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| **9:00 AM** | 0 | 14 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| **10:00 AM** | 0 | 10 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **11:00 AM** | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 24 |
| **12:00 PM** | 0 | 9 | 5 | 0 | **2** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **1:00 PM** | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **2:00 PM** | 0 | 4 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **3:00 PM** | 0 | 24 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| **4:00 PM** | 0 | 19 | 9 | **3** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| **5:00 PM** | 0 | **27** | **12** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **41** |
| **6:00 PM** | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **7:00 PM** | 0 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **8:00 PM** | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **9:00 PM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **Day Total** | 0 | 249 | 130 | 3 | 14 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 10 | 413 |
| **Percent** | 0.0% | 60.3% | 31.5% | 0.7% | 3.4% | 0.0% | 0.0% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | |
| **ADT 413** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 6:00 AM | | 4:00 AM | | | 6:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 42 | 15 | | 2 | | | 1 | | | | | | 3 | 62 |
| PM Peak | | 5:00 PM | 5:00 PM | 4:00 PM | 12:00 PM | | | 12:00 PM | | | | | | 5:00 PM | 5:00 PM |
| Volume | | 27 | 12 | 3 | 2 | | | 1 | | | | | | 1 | 41 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 234 500 feet south of SR 26
**QC JOB #:** 10927612
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 1 | 473 | 255 | 6 | 40 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 24 | 815 |
| **Percent** | 0.1% | 58.0% | 31.3% | 0.7% | 4.9% | 0.1% | 0.0% | 1.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.9% | |

**ADT 407**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 234 500 feet south of SR 26
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927612
**DIRECTION:** SB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **6:00 AM** | 0 | 3 | 1 | **1** | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **7:00 AM** | 0 | **12** | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **8:00 AM** | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **9:00 AM** | 0 | 8 | 4 | 0 | **3** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **10:00 AM** | 0 | 10 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **11:00 AM** | 0 | 9 | **8** | 1 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| **12:00 PM** | 0 | 6 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| **1:00 PM** | 0 | 11 | 11 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| **2:00 PM** | 0 | 12 | 9 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 28 |
| **3:00 PM** | 0 | 14 | 10 | **2** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 31 |
| **4:00 PM** | 0 | 12 | **20** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| **5:00 PM** | 0 | **27** | 16 | 0 | **7** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 1 | **53** |
| **6:00 PM** | 0 | 20 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 43 |
| **7:00 PM** | 0 | 8 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **8:00 PM** | 0 | 11 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **9:00 PM** | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **10:00 PM** | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **11:00 PM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **Day Total** | 0 | 190 | 135 | 4 | 47 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 391 |
| **Percent** | 0.0% | 48.6% | 34.5% | 1.0% | 12.0% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.8% | |
| **ADT 391** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 11:00 AM | 6:00 AM | 9:00 AM | | | 11:00 AM | | | | | | | 11:00 AM |
| Volume | | 12 | 8 | 1 | 3 | | | 2 | | | | | | | 20 |
| PM Peak | | 5:00 PM | 4:00 PM | 3:00 PM | 5:00 PM | | | 5:00 PM | | | | | | 2:00 PM | 5:00 PM |
| Volume | | 27 | 20 | 2 | 7 | | | 2 | | | | | | 2 | 53 |

*Comments:*

**LOCATION:** CR 234 500 feet south of SR 26
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927612
**DIRECTION:** SB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 2 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **6:00 AM** | 0 | 5 | 2 | **2** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **7:00 AM** | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **8:00 AM** | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **9:00 AM** | 0 | **14** | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **10:00 AM** | 0 | 13 | **12** | 0 | **2** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| **11:00 AM** | 0 | 11 | 9 | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| **12:00 PM** | 0 | 7 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **1:00 PM** | 0 | 7 | 7 | **1** | 5 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| **2:00 PM** | 0 | 15 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| **3:00 PM** | 0 | 17 | 7 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| **4:00 PM** | 0 | 15 | 18 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 38 |
| **5:00 PM** | 0 | **28** | **21** | 0 | **10** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **60** |
| **6:00 PM** | 0 | 14 | 15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 37 |
| **7:00 PM** | 0 | 20 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| **8:00 PM** | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **9:00 PM** | 0 | 3 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **10:00 PM** | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **11:00 PM** | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **Day Total** | 0 | 212 | 141 | 4 | 44 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 415 |
| **Percent** | 0.0% | 51.1% | 34.0% | 1.0% | 10.6% | 0.0% | 0.0% | 2.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.7% | |
| **ADT 415** |  | | | | | | | | | | | | | | |
| AM Peak | | 9:00 AM | 10:00 AM | 6:00 AM | 10:00 AM | | | 11:00 AM | | | | | | 12:00 AM | 10:00 AM |
| Volume | | 14 | 12 | 2 | 2 | | | 2 | | | | | | 1 | 28 |
| PM Peak | | 5:00 PM | 5:00 PM | 1:00 PM | 5:00 PM | | | 1:00 PM | | | | | | 4:00 PM | 5:00 PM |
| Volume | | 28 | 21 | 1 | 10 | | | 1 | | | | | | 1 | 60 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 234 500 feet south of SR 26
**QC JOB #:** 10927612
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 0 | 402 | 276 | 8 | 91 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 10 | 806 |
| **Percent** | 0.0% | 49.9% | 34.2% | 1.0% | 11.3% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | |

**ADT 403**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 234 500 feet south of SR 26
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927612
**DIRECTION:** NB/SB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **1:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **5:00 AM** | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **6:00 AM** | 0 | 21 | 15 | **1** | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **3** | 45 |
| **7:00 AM** | 0 | **49** | **23** | 0 | 4 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **78** |
| **8:00 AM** | 0 | 35 | 10 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 51 |
| **9:00 AM** | 0 | 24 | 18 | 0 | 4 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 49 |
| **10:00 AM** | 0 | 23 | 12 | 1 | **6** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| **11:00 AM** | 0 | 17 | 9 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| **12:00 PM** | 0 | 18 | 16 | 1 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 45 |
| **1:00 PM** | **1** | 18 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 44 |
| **2:00 PM** | 0 | 18 | 17 | 0 | **8** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 47 |
| **3:00 PM** | 0 | 30 | 16 | **2** | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 58 |
| **4:00 PM** | 0 | 22 | **25** | 1 | 5 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 1 | 56 |
| **5:00 PM** | 0 | **42** | 20 | 0 | 8 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | **73** |
| **6:00 PM** | 0 | 31 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 57 |
| **7:00 PM** | 0 | 11 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| **8:00 PM** | 0 | 18 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| **9:00 PM** | 0 | 17 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| **10:00 PM** | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **11:00 PM** | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **Day Total** | 1 | 414 | 260 | 7 | 73 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 21 | 793 |
| **Percent** | 0.1% | 52.2% | 32.8% | 0.9% | 9.2% | 0.1% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | |
| **ADT 793** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 6:00 AM | 10:00 AM | 9:00 AM | | 7:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 49 | 23 | 1 | 6 | 1 | | 2 | | | | | | 3 | 78 |
| PM Peak | 1:00 PM | 5:00 PM | 4:00 PM | 3:00 PM | 2:00 PM | | | 4:00 PM | | | | | | 1:00 PM | 5:00 PM |
| Volume | 1 | 42 | 25 | 2 | 8 | | | 2 | | | | | | 3 | 73 |

*Comments:*

**LOCATION:** CR 234 500 feet south of SR 26
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927612
**DIRECTION:** NB/SB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 3 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **5:00 AM** | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **6:00 AM** | 0 | 14 | 17 | **2** | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **3** | 39 |
| **7:00 AM** | 0 | **52** | **20** | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | **78** |
| **8:00 AM** | 0 | 45 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| **9:00 AM** | 0 | 28 | 12 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| **10:00 AM** | 0 | 23 | 17 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| **11:00 AM** | 0 | 21 | 19 | 0 | 2 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 3 | 48 |
| **12:00 PM** | 0 | 16 | 15 | 0 | 5 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| **1:00 PM** | 0 | 22 | 9 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| **2:00 PM** | 0 | 19 | 15 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| **3:00 PM** | 0 | 41 | 12 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| **4:00 PM** | 0 | 34 | 27 | **3** | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 71 |
| **5:00 PM** | 0 | **55** | **33** | 0 | **11** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | **101** |
| **6:00 PM** | 0 | 22 | 23 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 53 |
| **7:00 PM** | 0 | 27 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| **8:00 PM** | 0 | 15 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| **9:00 PM** | 0 | 4 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **10:00 PM** | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **11:00 PM** | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **Day Total** | 0 | 461 | 271 | 7 | 58 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 13 | 828 |
| **Percent** | 0.0% | 55.7% | 32.7% | 0.8% | 7.0% | 0.0% | 0.0% | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | |
| **ADT 828** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 6:00 AM | 4:00 AM | | | 11:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 52 | 20 | 2 | 2 | | | 3 | | | | | | 3 | 78 |
| PM Peak | | 5:00 PM | 5:00 PM | 4:00 PM | 5:00 PM | | | 12:00 PM | | | | | | 4:00 PM | 5:00 PM |
| Volume | | 55 | 33 | 3 | 11 | | | 1 | | | | | | 1 | 101 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 234 500 feet south of SR 26
**QC JOB #:** 10927612
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 1 | 875 | 531 | 14 | 131 | 1 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 34 | 1621 |
| **Percent** | 0.1% | 54.0% | 32.8% | 0.9% | 8.1% | 0.1% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | |
| **ADT 810** |  | | | | | | | | | | | | | | |

*Comments:*

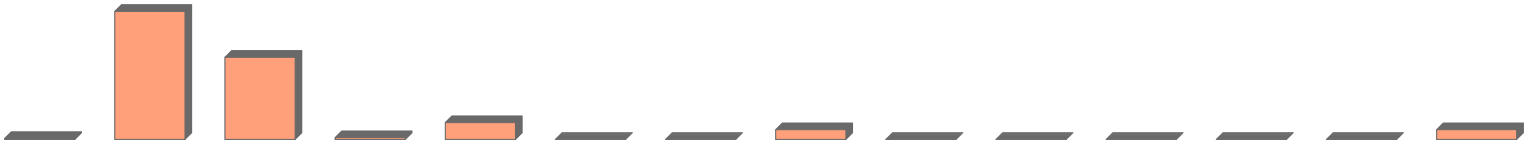
Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 325 500 feet south of SR 20
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927607
**DIRECTION:** NB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **5:00 AM** | 0 | 9 | 3 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **6:00 AM** | 0 | 9 | 10 | **1** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 25 |
| **7:00 AM** | 0 | **33** | **11** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **45** |
| **8:00 AM** | 0 | 10 | 8 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| **9:00 AM** | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **10:00 AM** | 0 | 9 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **11:00 AM** | **1** | 7 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| **12:00 PM** | 0 | 2 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 9 |
| **1:00 PM** | 0 | 6 | 3 | 0 | 2 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| **2:00 PM** | 0 | **11** | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | **19** |
| **3:00 PM** | 0 | 6 | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **4:00 PM** | 0 | 3 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| **5:00 PM** | 0 | 8 | 2 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **6:00 PM** | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 18 |
| **7:00 PM** | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **8:00 PM** | 0 | 5 | **8** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **9:00 PM** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| **10:00 PM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **11:00 PM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **Day Total** | 1 | 145 | 93 | 2 | 19 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 282 |
| **Percent** | 0.4% | 51.4% | 33.0% | 0.7% | 6.7% | 0.0% | 0.0% | 3.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.9% | |
| **ADT 282** |  | | | | | | | | | | | | | | |
| AM Peak | 11:00 AM | 7:00 AM | 7:00 AM | 6:00 AM | 6:00 AM | | | 5:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | 1 | 33 | 11 | 1 | 4 | | | 2 | | | | | | 1 | 45 |
| PM Peak | | 2:00 PM | 8:00 PM | | 5:00 PM | | | 1:00 PM | | | | | | 12:00 PM | 2:00 PM |
| Volume | | 11 | 8 | | 3 | | | 2 | | | | | | 2 | 19 |

*Comments:*

**LOCATION:** CR 325 500 feet south of SR 20
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927607
**DIRECTION:** NB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **4:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5:00 AM** | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **6:00 AM** | 0 | 16 | 7 | 1 | **5** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| **7:00 AM** | 0 | **27** | **12** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **43** |
| **8:00 AM** | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 21 |
| **9:00 AM** | 0 | 9 | 6 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **10:00 AM** | 0 | 11 | 5 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| **11:00 AM** | 0 | 4 | 4 | **2** | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **12:00 PM** | 0 | 8 | 3 | **1** | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **1:00 PM** | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **2:00 PM** | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **3:00 PM** | 0 | 7 | **7** | 0 | **3** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| **4:00 PM** | 0 | **11** | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **5:00 PM** | 0 | 10 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **6:00 PM** | 0 | 11 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **7:00 PM** | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **8:00 PM** | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **9:00 PM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **10:00 PM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **11:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **Day Total** | 0 | 163 | 80 | 5 | 24 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 7 | 290 |
| **Percent** | 0.0% | 56.2% | 27.6% | 1.7% | 8.3% | 0.0% | 0.0% | 3.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | |
| **ADT 290** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 11:00 AM | 6:00 AM | | | 6:00 AM | | | | | | 8:00 AM | 7:00 AM |
| Volume | | 27 | 12 | 2 | 5 | | | 2 | | | | | | 3 | 43 |
| PM Peak | | 4:00 PM | 3:00 PM | 12:00 PM | 3:00 PM | | | 12:00 PM | | | | | | | 3:00 PM |
| Volume | | 11 | 7 | 1 | 3 | | | 1 | | | | | | | 18 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 325 500 feet south of SR 20
**QC JOB #:** 10927607
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 1 | 308 | 173 | 7 | 43 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 18 | 572 |
| **Percent** | 0.2% | 53.8% | 30.2% | 1.2% | 7.5% | 0.0% | 0.0% | 3.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.1% | |

**ADT 286**



*Comments:*

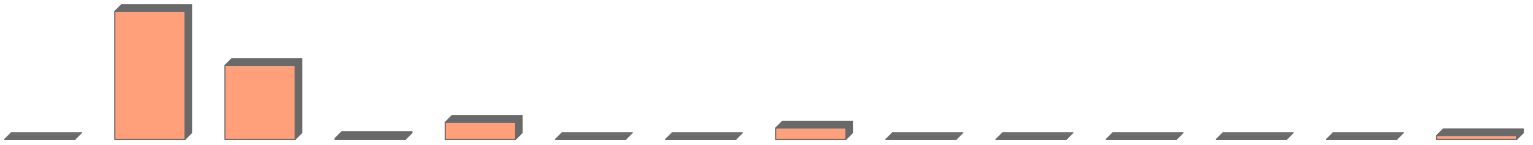
Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 325 500 feet south of SR 20
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927607
**DIRECTION:** SB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **1:00 AM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **5:00 AM** | 0 | 2 | 1 | 0 | 1 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **6:00 AM** | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **7:00 AM** | 0 | 4 | 3 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **1** | 11 |
| **8:00 AM** | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **9:00 AM** | 0 | 2 | 4 | 0 | **3** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **10:00 AM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **11:00 AM** | 0 | **5** | **7** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | **14** |
| **12:00 PM** | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **1:00 PM** | 0 | 5 | 8 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **2:00 PM** | 0 | 10 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **3:00 PM** | 0 | 4 | 6 | **1** | **3** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **4:00 PM** | 0 | **20** | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 29 |
| **5:00 PM** | 0 | 17 | **16** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **35** |
| **6:00 PM** | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| **7:00 PM** | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| **8:00 PM** | 0 | 7 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **9:00 PM** | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **10:00 PM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **11:00 PM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **Day Total** | 0 | 135 | 78 | 1 | 18 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 4 | 248 |
| **Percent** | 0.0% | 54.4% | 31.5% | 0.4% | 7.3% | 0.0% | 0.0% | 4.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | |
| **ADT 248** |  | | | | | | | | | | | | | | |
| AM Peak | | 11:00 AM | 11:00 AM | | 9:00 AM | | | 5:00 AM | | | | | | 7:00 AM | 11:00 AM |
| Volume | | 5 | 7 | | 3 | | | 2 | | | | | | 1 | 14 |
| PM Peak | | 4:00 PM | 5:00 PM | 3:00 PM | 3:00 PM | | | 3:00 PM | | | | | | 4:00 PM | 5:00 PM |
| Volume | | 20 | 16 | 1 | 3 | | | 2 | | | | | | 1 | 35 |

*Comments:*

**LOCATION:** CR 325 500 feet south of SR 20
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927607
**DIRECTION:** SB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **1:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **6:00 AM** | 0 | 2 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **7:00 AM** | 0 | **8** | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **13** |
| **8:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **9:00 AM** | 0 | 2 | **5** | **2** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **10:00 AM** | 0 | 7 | 3 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **11:00 AM** | 0 | 4 | 4 | 0 | 2 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **12:00 PM** | 0 | 9 | 4 | 0 | 2 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **1:00 PM** | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **2:00 PM** | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **3:00 PM** | 0 | 16 | 6 | **1** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 28 |
| **4:00 PM** | 0 | **19** | 7 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| **5:00 PM** | 0 | 19 | **11** | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| **6:00 PM** | 0 | 19 | 8 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| **7:00 PM** | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **8:00 PM** | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **9:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **10:00 PM** | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **11:00 PM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Day Total** | 0 | 142 | 74 | 3 | 22 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 256 |
| **Percent** | 0.0% | 55.5% | 28.9% | 1.2% | 8.6% | 0.0% | 0.4% | 3.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | |
| **ADT 256** | | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 9:00 AM | 9:00 AM | 10:00 AM | | 11:00 AM | 5:00 AM | | | | | | 7:00 AM | 7:00 AM |
| Volume | | 8 | 5 | 2 | 3 | | 1 | 2 | | | | | | 1 | 13 |
| PM Peak | | 4:00 PM | 5:00 PM | 3:00 PM | 6:00 PM | | | 12:00 PM | | | | | | 3:00 PM | 5:00 PM |
| Volume | | 19 | 11 | 1 | 4 | | | 1 | | | | | | 3 | 33 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 325 500 feet south of SR 20
**QC JOB #:** 10927607
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 0 | 277 | 152 | 4 | 40 | 0 | 1 | 22 | 0 | 0 | 0 | 0 | 0 | 8 | 504 |
| **Percent** | 0.0% | 55.0% | 30.2% | 0.8% | 7.9% | 0.0% | 0.2% | 4.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.6% | |

**ADT 252**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 325 500 feet south of SR 20
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927607
**DIRECTION:** NB/SB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **1:00 AM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **5:00 AM** | 0 | 11 | 4 | 0 | 1 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **6:00 AM** | 0 | 12 | 11 | **1** | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 |
| **7:00 AM** | 0 | **37** | **14** | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | **56** |
| **8:00 AM** | 0 | 12 | 9 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| **9:00 AM** | 0 | 6 | 9 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **10:00 AM** | 0 | 11 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| **11:00 AM** | **1** | 12 | 14 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | **2** | 32 |
| **12:00 PM** | 0 | 10 | 7 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **2** | 22 |
| **1:00 PM** | 0 | 11 | 11 | 0 | 4 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| **2:00 PM** | 0 | 21 | 10 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 36 |
| **3:00 PM** | 0 | 10 | 11 | **1** | **5** | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| **4:00 PM** | 0 | 23 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 38 |
| **5:00 PM** | 0 | 25 | **18** | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **48** |
| **6:00 PM** | 0 | **28** | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 |
| **7:00 PM** | 0 | 16 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 22 |
| **8:00 PM** | 0 | 12 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| **9:00 PM** | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| **10:00 PM** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **11:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **Day Total** | 1 | 280 | 171 | 3 | 37 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 15 | 530 |
| **Percent** | 0.2% | 52.8% | 32.3% | 0.6% | 7.0% | 0.0% | 0.0% | 4.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.8% | |
| **ADT 530** | | | | | | | | | | | | | | | |
| AM Peak | 11:00 AM | 7:00 AM | 7:00 AM | 6:00 AM | 6:00 AM | | | 5:00 AM | | | | | | 11:00 AM | 7:00 AM |
| Volume | 1 | 37 | 14 | 1 | 6 | | | 4 | | | | | | 2 | 56 |
| PM Peak | | 6:00 PM | 5:00 PM | 3:00 PM | 3:00 PM | | | 1:00 PM | | | | | | 12:00 PM | 5:00 PM |
| Volume | | 28 | 18 | 1 | 5 | | | 3 | | | | | | 2 | 48 |

*Comments:*

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 325 500 feet south of SR 20
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927607
**DIRECTION:** NB/SB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **1:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **4:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5:00 AM** | 0 | 9 | 4 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **6:00 AM** | 0 | 18 | 10 | 1 | **7** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| **7:00 AM** | 0 | **35** | **15** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **56** |
| **8:00 AM** | 0 | 12 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 24 |
| **9:00 AM** | 0 | 11 | 11 | **2** | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| **10:00 AM** | 0 | 18 | 8 | 1 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 35 |
| **11:00 AM** | 0 | 8 | 8 | 2 | 3 | 0 | **1** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| **12:00 PM** | 0 | 17 | 7 | **1** | 3 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| **1:00 PM** | 0 | 12 | 7 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| **2:00 PM** | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| **3:00 PM** | 0 | 23 | 13 | 1 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **3** | 46 |
| **4:00 PM** | 0 | **30** | 10 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| **5:00 PM** | 0 | 29 | **18** | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **51** |
| **6:00 PM** | 0 | 30 | 10 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| **7:00 PM** | 0 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| **8:00 PM** | 0 | 6 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **9:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **10:00 PM** | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **11:00 PM** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **Day Total** | 0 | 305 | 154 | 8 | 46 | 0 | 1 | 21 | 0 | 0 | 0 | 0 | 0 | 11 | 546 |
| **Percent** | 0.0% | 55.9% | 28.2% | 1.5% | 8.4% | 0.0% | 0.2% | 3.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.0% | |
| **ADT 546** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 9:00 AM | 6:00 AM | | 11:00 AM | 5:00 AM | | | | | | 7:00 AM | 7:00 AM |
| Volume | | 35 | 15 | 2 | 7 | | 1 | 2 | | | | | | 3 | 56 |
| PM Peak | | 4:00 PM | 5:00 PM | 12:00 PM | 6:00 PM | | | 12:00 PM | | | | | | 3:00 PM | 5:00 PM |
| Volume | | 30 | 18 | 1 | 7 | | | 2 | | | | | | 3 | 51 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 325 500 feet south of SR 20
**QC JOB #:** 10927607
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 1 | 585 | 325 | 11 | 83 | 0 | 1 | 44 | 0 | 0 | 0 | 0 | 0 | 26 | 1076 |
| **Percent** | 0.1% | 54.4% | 30.2% | 1.0% | 7.7% | 0.0% | 0.1% | 4.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% | |

**ADT 538**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927603
**DIRECTION:** NB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **5:00 AM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **6:00 AM** | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **7:00 AM** | 0 | **17** | **9** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **28** |
| **8:00 AM** | 0 | 16 | 5 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| **9:00 AM** | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **10:00 AM** | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **11:00 AM** | 0 | 5 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| **12:00 PM** | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 10 |
| **1:00 PM** | 0 | 5 | 3 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **2:00 PM** | 0 | 5 | **9** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| **3:00 PM** | 0 | 11 | 5 | 0 | 2 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| **4:00 PM** | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| **5:00 PM** | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| **6:00 PM** | 0 | **15** | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **22** |
| **7:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **8:00 PM** | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **9:00 PM** | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **10:00 PM** | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **11:00 PM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **Day Total** | 0 | 140 | 65 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 227 |
| **Percent** | 0.0% | 61.7% | 28.6% | 0.0% | 5.3% | 0.4% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.1% | |
| **ADT 227** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | | 8:00 AM | | | 4:00 AM | | | | | | 7:00 AM | 7:00 AM |
| Volume | | 17 | 9 | | 3 | | | 2 | | | | | | 1 | 28 |
| PM Peak | | 6:00 PM | 2:00 PM | | 1:00 PM | 3:00 PM | | | | | | | | 12:00 PM | 6:00 PM |
| Volume | | 15 | 9 | | 2 | 1 | | | | | | | | 1 | 22 |

*Comments:*

**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**QC JOB #:** 10927603
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **4:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **6:00 AM** | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 10 |
| **7:00 AM** | **1** | **19** | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **28** |
| **8:00 AM** | 0 | 13 | **9** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| **9:00 AM** | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **10:00 AM** | 0 | 11 | 5 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **11:00 AM** | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| **12:00 PM** | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **1:00 PM** | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **2:00 PM** | 0 | 9 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **3:00 PM** | 0 | 5 | 2 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **4:00 PM** | 0 | **13** | **5** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| **5:00 PM** | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **6:00 PM** | **1** | 9 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 15 |
| **7:00 PM** | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **8:00 PM** | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **9:00 PM** | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **10:00 PM** | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **Day Total** | 2 | 150 | 60 | 0 | 15 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 235 |
| **Percent** | 0.9% | 63.8% | 25.5% | 0.0% | 6.4% | 0.0% | 0.0% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | |
| **ADT 235** |  | | | | | | | | | | | | | | |
| AM Peak | 7:00 AM | 7:00 AM | 8:00 AM | | 10:00 AM | | | 5:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | 1 | 19 | 9 | | 2 | | | 2 | | | | | | 1 | 28 |
| PM Peak | 6:00 PM | 4:00 PM | 4:00 PM | | 3:00 PM | | | | | | | | | 6:00 PM | 4:00 PM |
| Volume | 1 | 13 | 5 | | 3 | | | | | | | | | 2 | 21 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**QC JOB #:** 10927603
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 2 | 290 | 125 | 0 | 27 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 462 |
| **Percent** | 0.4% | 62.8% | 27.1% | 0.0% | 5.8% | 0.2% | 0.0% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.6% | |

**ADT 231**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**QC JOB #:** 10927603
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **6:00 AM** | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **7:00 AM** | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **8:00 AM** | 0 | 5 | 1 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **9:00 AM** | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| **10:00 AM** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 9 |
| **11:00 AM** | 0 | **13** | **4** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **8** | **26** |
| **12:00 PM** | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 7 |
| **1:00 PM** | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **2:00 PM** | 0 | 7 | 2 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| **3:00 PM** | 0 | 11 | 6 | 0 | 1 | **1** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| **4:00 PM** | 0 | **21** | **7** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29** |
| **5:00 PM** | 0 | 20 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| **6:00 PM** | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **7:00 PM** | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **8:00 PM** | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **9:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **10:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **11:00 PM** | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **Day Total** | 0 | 159 | 43 | 2 | 8 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 | 232 |
| **Percent** | 0.0% | 68.5% | 18.5% | 0.9% | 3.4% | 0.4% | 0.0% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.5% | |
| **ADT 232** |  | | | | | | | | | | | | | | |
| AM Peak | | 11:00 AM | 11:00 AM | | 8:00 AM | | | 11:00 AM | | | | | | 11:00 AM | 11:00 AM |
| Volume | | 13 | 4 | | 4 | | | 1 | | | | | | 8 | 26 |
| PM Peak | | 4:00 PM | 4:00 PM | 2:00 PM | 2:00 PM | 3:00 PM | | 3:00 PM | | | | | | 12:00 PM | 4:00 PM |
| Volume | | 21 | 7 | 1 | 2 | 1 | | 2 | | | | | | 1 | 29 |

*Comments:*

**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**QC JOB #:** 10927603
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **6:00 AM** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **7:00 AM** | 0 | 12 | **4** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **18** |
| **8:00 AM** | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| **9:00 AM** | 0 | **13** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **10:00 AM** | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| **11:00 AM** | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| **12:00 PM** | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **1:00 PM** | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **2:00 PM** | 0 | 14 | 1 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **3:00 PM** | 0 | 13 | **6** | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| **4:00 PM** | 0 | 13 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **5:00 PM** | 0 | 22 | 6 | 0 | **3** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| **6:00 PM** | 0 | **23** | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 32 |
| **7:00 PM** | 0 | 7 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| **8:00 PM** | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| **9:00 PM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **10:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **11:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **Day Total** | 0 | 182 | 44 | 1 | 14 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 253 |
| **Percent** | 0.0% | 71.9% | 17.4% | 0.4% | 5.5% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.8% | |
| **ADT 253** |  | | | | | | | | | | | | | | |
| AM Peak | | 9:00 AM | 7:00 AM | | 7:00 AM | | | | | | | | | 7:00 AM | 7:00 AM |
| Volume | | 13 | 4 | | 1 | | | | | | | | | 1 | 18 |
| PM Peak | | 6:00 PM | 3:00 PM | 3:00 PM | 5:00 PM | | | 2:00 PM | | | | | | 6:00 PM | 5:00 PM |
| Volume | | 23 | 6 | 1 | 3 | | | 2 | | | | | | 1 | 33 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**QC JOB #:** 10927603
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 0 | 341 | 87 | 3 | 22 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 22 | 485 |
| **Percent** | 0.0% | 70.3% | 17.9% | 0.6% | 4.5% | 0.2% | 0.0% | 1.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.5% | |
| **ADT 242** |  | | | | | | | | | | | | | | |

*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**QC JOB #:** 10927603
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 1 | 2 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **5:00 AM** | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **6:00 AM** | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **7:00 AM** | 0 | **28** | **12** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **43** |
| **8:00 AM** | 0 | 21 | 6 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 35 |
| **9:00 AM** | 0 | 15 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| **10:00 AM** | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 17 |
| **11:00 AM** | 0 | 18 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **9** | 37 |
| **12:00 PM** | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 17 |
| **1:00 PM** | 0 | 14 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **2:00 PM** | 0 | 12 | **11** | **1** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 30 |
| **3:00 PM** | 0 | 22 | 11 | 0 | 3 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **40** |
| **4:00 PM** | 0 | 28 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| **5:00 PM** | 0 | **29** | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 37 |
| **6:00 PM** | 0 | 29 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| **7:00 PM** | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **8:00 PM** | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **9:00 PM** | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **10:00 PM** | 0 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **11:00 PM** | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **Day Total** | 0 | 299 | 108 | 2 | 20 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 22 | 459 |
| **Percent** | 0.0% | 65.1% | 23.5% | 0.4% | 4.4% | 0.4% | 0.0% | 1.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.8% | |
| **ADT 459** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | | 8:00 AM | | | 4:00 AM | | | | | | 11:00 AM | 7:00 AM |
| Volume | | 28 | 12 | | 7 | | | 2 | | | | | | 9 | 43 |
| PM Peak | | 5:00 PM | 2:00 PM | 2:00 PM | 2:00 PM | 3:00 PM | | 3:00 PM | | | | | | 12:00 PM | 3:00 PM |
| Volume | | 29 | 11 | 1 | 4 | 2 | | 2 | | | | | | 2 | 40 |

*Comments:*

**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**QC JOB #:** 10927603
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **4:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **5:00 AM** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **6:00 AM** | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| **7:00 AM** | **1** | **31** | **12** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **46** |
| **8:00 AM** | 0 | 20 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 34 |
| **9:00 AM** | 0 | 21 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| **10:00 AM** | 0 | 19 | 6 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| **11:00 AM** | 0 | 8 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 18 |
| **12:00 PM** | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **1:00 PM** | 0 | 22 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| **2:00 PM** | 0 | 23 | 5 | 0 | 1 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| **3:00 PM** | 0 | 18 | 8 | **1** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| **4:00 PM** | 0 | 26 | **9** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| **5:00 PM** | 0 | 30 | 9 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| **6:00 PM** | **1** | **32** | 8 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **3** | **47** |
| **7:00 PM** | 0 | 16 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| **8:00 PM** | 0 | 16 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 23 |
| **9:00 PM** | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **10:00 PM** | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **11:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| **Day Total** | 2 | 332 | 104 | 1 | 29 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | 488 |
| **Percent** | 0.4% | 68.0% | 21.3% | 0.2% | 5.9% | 0.0% | 0.0% | 1.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% | |
| **ADT 488** |  | | | | | | | | | | | | | | |
| AM Peak | 7:00 AM | 7:00 AM | 7:00 AM | | 10:00 AM | | | 5:00 AM | | | | | | 11:00 AM | 7:00 AM |
| Volume | 1 | 31 | 12 | | 3 | | | 2 | | | | | | 2 | 46 |
| PM Peak | 6:00 PM | 6:00 PM | 4:00 PM | 3:00 PM | 3:00 PM | | | 2:00 PM | | | | | | 6:00 PM | 6:00 PM |
| Volume | 1 | 32 | 9 | 1 | 4 | | | 2 | | | | | | 3 | 47 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 2082 approx. 500 feet south of SR 20
**QC JOB #:** 10927603
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 2 | 631 | 212 | 3 | 49 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 34 | 947 |
| **Percent** | 0.2% | 66.6% | 22.4% | 0.3% | 5.2% | 0.2% | 0.0% | 1.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% | |
| **ADT 473** |  | | | | | | | | | | | | | | |

*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 2034 500 feet southwest of CR 2082
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927604
**DIRECTION:** NB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **4:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **5:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **6:00 AM** | 0 | 8 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| **7:00 AM** | 0 | **17** | 8 | **1** | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | **30** |
| **8:00 AM** | 0 | 13 | **9** | 0 | **4** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| **9:00 AM** | 0 | 7 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| **10:00 AM** | 0 | 6 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| **11:00 AM** | 0 | 6 | 7 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 18 |
| **12:00 PM** | 0 | 9 | 8 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26 |
| **1:00 PM** | 0 | 5 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 18 |
| **2:00 PM** | 0 | 6 | 4 | **1** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | 24 |
| **3:00 PM** | 0 | 6 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 16 |
| **4:00 PM** | 0 | 13 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 33 |
| **5:00 PM** | 0 | 14 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 33 |
| **6:00 PM** | 0 | **17** | **13** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **34** |
| **7:00 PM** | 0 | 13 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| **8:00 PM** | 0 | 7 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| **9:00 PM** | 0 | 4 | 5 | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| **10:00 PM** | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **11:00 PM** | 0 | 3 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **Day Total** | 0 | 162 | 114 | 4 | 34 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 57 | 382 |
| **Percent** | 0.0% | 42.4% | 29.8% | 1.0% | 8.9% | 0.0% | 0.0% | 2.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 14.9% | |
| **ADT 382** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 8:00 AM | 7:00 AM | 8:00 AM | | | 8:00 AM | | | | | | 11:00 AM | 7:00 AM |
| Volume | | 17 | 9 | 1 | 4 | | | 3 | | | | | | 2 | 30 |
| PM Peak | | 6:00 PM | 6:00 PM | 2:00 PM | 12:00 PM | | | 9:00 PM | | | | | | 2:00 PM | 6:00 PM |
| Volume | | 17 | 13 | 1 | 4 | | | 1 | | | | | | 11 | 34 |

*Comments:*

**LOCATION:** CR 2034 500 feet southwest of CR 2082
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927604
**DIRECTION:** NB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **4:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **6:00 AM** | 0 | 8 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| **7:00 AM** | 0 | 12 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **6** | 26 |
| **8:00 AM** | 0 | **15** | **11** | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | **33** |
| **9:00 AM** | 0 | 4 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 17 |
| **10:00 AM** | 0 | 9 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| **11:00 AM** | 0 | 3 | 3 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 |
| **12:00 PM** | 0 | 5 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 15 |
| **1:00 PM** | 0 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 17 |
| **2:00 PM** | 0 | 6 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 21 |
| **3:00 PM** | 0 | 6 | 3 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 20 |
| **4:00 PM** | 0 | **14** | 11 | **2** | **10** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 4 | **42** |
| **5:00 PM** | 0 | 12 | **12** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 30 |
| **6:00 PM** | 0 | 9 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 28 |
| **7:00 PM** | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 |
| **8:00 PM** | 0 | 11 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 17 |
| **9:00 PM** | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| **10:00 PM** | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 |
| **11:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **Day Total** | 0 | 140 | 94 | 3 | 41 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 70 | 355 |
| **Percent** | 0.0% | 39.4% | 26.5% | 0.8% | 11.5% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 19.7% | |
| **ADT 355** | | | | | | | | | | | | | | | |
| AM Peak | | 8:00 AM | 8:00 AM | | 11:00 AM | | | 5:00 AM | | | | | | 7:00 AM | 8:00 AM |
| Volume | | 15 | 11 | | 3 | | | 2 | | | | | | 6 | 33 |
| PM Peak | | 4:00 PM | 5:00 PM | 4:00 PM | 4:00 PM | | | 4:00 PM | | | | | | 1:00 PM | 4:00 PM |
| Volume | | 14 | 12 | 2 | 10 | | | 1 | | | | | | 10 | 42 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 2034 500 feet southwest of CR 2082
**QC JOB #:** 10927604
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 0 | 302 | 208 | 7 | 75 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 127 | 737 |
| **Percent** | 0.0% | 41.0% | 28.2% | 0.9% | 10.2% | 0.0% | 0.0% | 2.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 17.2% | |

**ADT 368**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 2034 500 feet southwest of CR 2082
**QC JOB #:** 10927604
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **4:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **6:00 AM** | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| **7:00 AM** | 0 | **24** | **8** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **34** |
| **8:00 AM** | 0 | 22 | 6 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| **9:00 AM** | 0 | 8 | 2 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| **10:00 AM** | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| **11:00 AM** | 0 | 13 | 4 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **4** | 24 |
| **12:00 PM** | **1** | 10 | 3 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 19 |
| **1:00 PM** | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| **2:00 PM** | 0 | 8 | 3 | **1** | 2 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 4 | 21 |
| **3:00 PM** | 0 | 20 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **10** | **38** |
| **4:00 PM** | 0 | **23** | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 32 |
| **5:00 PM** | 0 | 22 | **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 37 |
| **6:00 PM** | 0 | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 36 |
| **7:00 PM** | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 18 |
| **8:00 PM** | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **9:00 PM** | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **10:00 PM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **11:00 PM** | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| **Day Total** | 1 | 247 | 78 | 1 | 19 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 42 | 397 |
| **Percent** | 0.3% | 62.2% | 19.6% | 0.3% | 4.8% | 0.0% | 0.0% | 2.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 10.6% | |
| **ADT 397** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | | 8:00 AM | | | 9:00 AM | | | | | | 11:00 AM | 7:00 AM |
| Volume | | 24 | 8 | | 4 | | | 2 | | | | | | 4 | 34 |
| PM Peak | 12:00 PM | 4:00 PM | 5:00 PM | 2:00 PM | 12:00 PM | | | 2:00 PM | | | | | | 3:00 PM | 3:00 PM |
| Volume | 1 | 23 | 10 | 1 | 2 | | | 3 | | | | | | 10 | 38 |

*Comments:*

**LOCATION:** CR 2034 500 feet southwest of CR 2082
**QC JOB #:** 10927604
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| **3:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **4:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **6:00 AM** | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 17 |
| **7:00 AM** | 0 | **27** | **11** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **42** |
| **8:00 AM** | 0 | 16 | 4 | 0 | 2 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 2 | 25 |
| **9:00 AM** | 0 | 15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| **10:00 AM** | 0 | 13 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| **11:00 AM** | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16 |
| **12:00 PM** | 0 | 5 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | 18 |
| **1:00 PM** | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 22 |
| **2:00 PM** | 0 | 14 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **3:00 PM** | 0 | 17 | 8 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 30 |
| **4:00 PM** | 0 | 17 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| **5:00 PM** | 0 | **28** | 10 | 0 | **3** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 5 | **48** |
| **6:00 PM** | 0 | 27 | **13** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 48 |
| **7:00 PM** | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 22 |
| **8:00 PM** | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **9:00 PM** | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **10:00 PM** | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **11:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **Day Total** | 0 | 248 | 82 | 1 | 22 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 46 | 406 |
| **Percent** | 0.0% | 61.1% | 20.2% | 0.2% | 5.4% | 0.0% | 0.0% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 11.3% | |
| **ADT 406** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | | 7:00 AM | | | 8:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 27 | 11 | | 2 | | | 1 | | | | | | 2 | 42 |
| PM Peak | | 5:00 PM | 6:00 PM | 3:00 PM | 5:00 PM | | | 5:00 PM | | | | | | 12:00 PM | 5:00 PM |
| Volume | | 28 | 13 | 1 | 3 | | | 2 | | | | | | 8 | 48 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 2034 500 feet southwest of CR 2082
**QC JOB #:** 10927604
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 1 | 495 | 160 | 2 | 41 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 88 | 803 |
| **Percent** | 0.1% | 61.6% | 19.9% | 0.2% | 5.1% | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 11.0% | |

**ADT 401**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 2034 500 feet southwest of CR 2082
**QC JOB #:** 10927604
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **4:00 AM** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **5:00 AM** | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **6:00 AM** | 0 | 18 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 28 |
| **7:00 AM** | 0 | **41** | **16** | **1** | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | **64** |
| **8:00 AM** | 0 | 35 | 15 | 0 | **8** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 1 | 62 |
| **9:00 AM** | 0 | 15 | 9 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 30 |
| **10:00 AM** | 0 | 18 | 11 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 35 |
| **11:00 AM** | 0 | 19 | 11 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **6** | 42 |
| **12:00 PM** | **1** | 19 | 11 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 45 |
| **1:00 PM** | 0 | 18 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 38 |
| **2:00 PM** | 0 | 14 | 7 | **2** | 4 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 15 | 45 |
| **3:00 PM** | 0 | 26 | 5 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **16** | 54 |
| **4:00 PM** | 0 | 36 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 65 |
| **5:00 PM** | 0 | 36 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | **70** |
| **6:00 PM** | 0 | **39** | **21** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 70 |
| **7:00 PM** | 0 | 24 | 8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 38 |
| **8:00 PM** | 0 | 15 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| **9:00 PM** | 0 | 10 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| **10:00 PM** | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **11:00 PM** | 0 | 9 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17 |
| **Day Total** | 1 | 409 | 192 | 5 | 53 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 99 | 779 |
| **Percent** | 0.1% | 52.5% | 24.6% | 0.6% | 6.8% | 0.0% | 0.0% | 2.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 12.7% | |
| **ADT 779** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 7:00 AM | 8:00 AM | | | 8:00 AM | | | | | | 11:00 AM | 7:00 AM |
| Volume | | 41 | 16 | 1 | 8 | | | 3 | | | | | | 6 | 64 |
| PM Peak | 12:00 PM | 6:00 PM | 6:00 PM | 2:00 PM | 12:00 PM | | | 2:00 PM | | | | | | 3:00 PM | 5:00 PM |
| Volume | 1 | 39 | 21 | 2 | 6 | | | 3 | | | | | | 16 | 70 |

*Comments:*

**LOCATION:** CR 2034 500 feet southwest of CR 2082
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927604
**DIRECTION:** NB/SB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| **3:00 AM** | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **4:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 3 | 1 | 0 | 1 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **6:00 AM** | 0 | 20 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31 |
| **7:00 AM** | 0 | **39** | **18** | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **8** | **68** |
| **8:00 AM** | 0 | 31 | 15 | 0 | **4** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 58 |
| **9:00 AM** | 0 | 19 | 10 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 37 |
| **10:00 AM** | 0 | 22 | 13 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 39 |
| **11:00 AM** | 0 | 14 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 29 |
| **12:00 PM** | 0 | 10 | 5 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 33 |
| **1:00 PM** | 0 | 13 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **16** | 39 |
| **2:00 PM** | 0 | 20 | 6 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 38 |
| **3:00 PM** | 0 | 23 | 11 | **2** | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 50 |
| **4:00 PM** | 0 | 31 | 18 | 2 | **12** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 68 |
| **5:00 PM** | 0 | **40** | 22 | 0 | 3 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 11 | **78** |
| **6:00 PM** | 0 | 36 | **24** | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 76 |
| **7:00 PM** | 0 | 20 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 34 |
| **8:00 PM** | 0 | 16 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 26 |
| **9:00 PM** | 0 | 10 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| **10:00 PM** | 0 | 8 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 |
| **11:00 PM** | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **Day Total** | 0 | 388 | 176 | 4 | 63 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 116 | 761 |
| **Percent** | 0.0% | 51.0% | 23.1% | 0.5% | 8.3% | 0.0% | 0.0% | 1.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 15.2% | |
| **ADT 761** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | | 8:00 AM | | | 5:00 AM | | | | | | 7:00 AM | 7:00 AM |
| Volume | | 39 | 18 | | 4 | | | 2 | | | | | | 8 | 68 |
| PM Peak | | 5:00 PM | 6:00 PM | 3:00 PM | 4:00 PM | | | 5:00 PM | | | | | | 1:00 PM | 5:00 PM |
| Volume | | 40 | 24 | 2 | 12 | | | 2 | | | | | | 16 | 78 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 2034 500 feet southwest of CR 2082
**QC JOB #:** 10927604
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 1 | 797 | 368 | 9 | 116 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 215 | 1540 |
| **Percent** | 0.1% | 51.8% | 23.9% | 0.6% | 7.5% | 0.0% | 0.0% | 2.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 14.0% | |

**ADT 770**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** SE 171st Street 500 feet north of SR 20
**QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **5:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **6:00 AM** | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **7:00 AM** | 0 | **17** | **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| **8:00 AM** | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **9:00 AM** | 0 | 3 | 2 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **10:00 AM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **11:00 AM** | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **12:00 PM** | 0 | 10 | 3 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **1:00 PM** | 0 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **2:00 PM** | 0 | 7 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **3:00 PM** | 0 | 7 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **4:00 PM** | 0 | 9 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **5:00 PM** | 0 | **14** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| **6:00 PM** | 0 | 6 | **5** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 13 |
| **7:00 PM** | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **8:00 PM** | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **9:00 PM** | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **10:00 PM** | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **11:00 PM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Day Total** | 0 | 125 | 54 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 193 |
| **Percent** | 0.0% | 64.8% | 28.0% | 0.5% | 6.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | |
| **ADT 193** | | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 9:00 AM | 3:00 AM | | | | | | | | | | 7:00 AM |
| Volume | | 17 | 7 | 1 | 1 | | | | | | | | | | 24 |
| PM Peak | | 5:00 PM | 6:00 PM | | 12:00 PM | | | | | | | | | 6:00 PM | 5:00 PM |
| Volume | | 14 | 5 | | 2 | | | | | | | | | 1 | 18 |

*Comments:*

**LOCATION:** SE 171st Street 500 feet north of SR 20
**QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **6:00 AM** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **7:00 AM** | 0 | **18** | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **24** |
| **8:00 AM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **9:00 AM** | 0 | 3 | 2 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 7 |
| **10:00 AM** | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **11:00 AM** | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **12:00 PM** | 0 | 5 | **4** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **1:00 PM** | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **2:00 PM** | 0 | 5 | 4 | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **3:00 PM** | 0 | **14** | 3 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **19** |
| **4:00 PM** | 0 | 6 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **5:00 PM** | 0 | 6 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **6:00 PM** | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **7:00 PM** | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **8:00 PM** | 0 | 7 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **9:00 PM** | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **10:00 PM** | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 7 |
| **11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Day Total** | 0 | 102 | 52 | 1 | 10 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 170 |
| **Percent** | 0.0% | 60.0% | 30.6% | 0.6% | 5.9% | 0.0% | 0.0% | 1.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% | |
| **ADT 170** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 9:00 AM | 2:00 AM | | | 8:00 AM | | | | | | 9:00 AM | 7:00 AM |
| Volume | | 18 | 6 | 1 | 1 | | | 1 | | | | | | 1 | 24 |
| PM Peak | | 3:00 PM | 12:00 PM | | 3:00 PM | | | 2:00 PM | | | | | | 10:00 PM | 3:00 PM |
| Volume | | 14 | 4 | | 2 | | | 1 | | | | | | 1 | 19 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** SE 171st Street 500 feet north of SR 20
**QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 0 | 227 | 106 | 2 | 22 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 363 |
| **Percent** | 0.0% | 62.5% | 29.2% | 0.6% | 6.1% | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.8% | |

**ADT 181**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** SE 171st Street 500 feet north of SR 20
**QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **5:00 AM** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **6:00 AM** | 0 | 7 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **7:00 AM** | 0 | **12** | **9** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **23** |
| **8:00 AM** | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **9:00 AM** | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 17 |
| **10:00 AM** | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **11:00 AM** | 0 | 4 | 2 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 |
| **12:00 PM** | 0 | 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 17 |
| **1:00 PM** | 0 | 3 | 1 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 |
| **2:00 PM** | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **3:00 PM** | 0 | 5 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **4:00 PM** | 0 | **18** | **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **27** |
| **5:00 PM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **6:00 PM** | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| **7:00 PM** | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **8:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **9:00 PM** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **10:00 PM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Day Total** | 0 | 103 | 57 | 2 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 182 |
| **Percent** | 0.0% | 56.6% | 31.3% | 1.1% | 5.5% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.9% | |
| **ADT 182** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 7:00 AM | 11:00 AM | | | | | | | | | 9:00 AM | 7:00 AM |
| Volume | | 12 | 9 | 2 | 3 | | | | | | | | | 2 | 23 |
| PM Peak | | 4:00 PM | 4:00 PM | | 1:00 PM | | | 5:00 PM | | | | | | 12:00 PM | 4:00 PM |
| Volume | | 18 | 7 | | 2 | | | 1 | | | | | | 2 | 27 |

*Comments:*

**LOCATION:** SE 171st Street 500 feet north of SR 20 **QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from **DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL **DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **5:00 AM** | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **6:00 AM** | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **7:00 AM** | 0 | **13** | **10** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **29** |
| **8:00 AM** | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **9:00 AM** | 0 | 8 | 2 | **2** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 2 | 15 |
| **10:00 AM** | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **11:00 AM** | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **12:00 PM** | 0 | 7 | 4 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 16 |
| **1:00 PM** | 0 | 4 | 2 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **2:00 PM** | 0 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **3:00 PM** | 0 | 8 | 5 | **1** | 3 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **4:00 PM** | 0 | **18** | **12** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| **5:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **6:00 PM** | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **7:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **8:00 PM** | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **9:00 PM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **10:00 PM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Day Total** | 0 | 102 | 70 | 4 | 13 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 200 |
| **Percent** | 0.0% | 51.0% | 35.0% | 2.0% | 6.5% | 0.5% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.0% | |
| **ADT 200** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 9:00 AM | 3:00 AM | | | 9:00 AM | | | | | | 7:00 AM | 7:00 AM |
| Volume | | 13 | 10 | 2 | 1 | | | 1 | | | | | | 4 | 29 |
| PM Peak | | 4:00 PM | 4:00 PM | 3:00 PM | 12:00 PM | 1:00 PM | | 3:00 PM | | | | | | 12:00 PM | 4:00 PM |
| Volume | | 18 | 12 | 1 | 4 | 1 | | 1 | | | | | | 1 | 33 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** SE 171st Street 500 feet north of SR 20
**QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 0 | 205 | 127 | 6 | 23 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 17 | 382 |
| **Percent** | 0.0% | 53.7% | 33.2% | 1.6% | 6.0% | 0.3% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.5% | |
| **ADT 191** |  | | | | | | | | | | | | | | |

*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** SE 171st Street 500 feet north of SR 20
**QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **1:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **2:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **4:00 AM** | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **5:00 AM** | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **6:00 AM** | 0 | 8 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **7:00 AM** | 0 | **29** | **16** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **47** |
| **8:00 AM** | 0 | 9 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **9:00 AM** | 0 | 11 | 9 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 24 |
| **10:00 AM** | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **11:00 AM** | 0 | 9 | 5 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| **12:00 PM** | 0 | 19 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 32 |
| **1:00 PM** | 0 | 8 | 5 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 18 |
| **2:00 PM** | 0 | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **3:00 PM** | 0 | 12 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| **4:00 PM** | 0 | **27** | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **40** |
| **5:00 PM** | 0 | 16 | 6 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| **6:00 PM** | 0 | 13 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 22 |
| **7:00 PM** | 0 | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| **8:00 PM** | 0 | 11 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **9:00 PM** | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **10:00 PM** | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **11:00 PM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Day Total** | 0 | 228 | 111 | 3 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 375 |
| **Percent** | 0.0% | 60.8% | 29.6% | 0.8% | 5.9% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.7% | |
| **ADT 375** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 7:00 AM | 11:00 AM | | | | | | | | | 9:00 AM | 7:00 AM |
| Volume | | 29 | 16 | 2 | 4 | | | | | | | | | 2 | 47 |
| PM Peak | | 4:00 PM | 4:00 PM | | 1:00 PM | | | 5:00 PM | | | | | | 12:00 PM | 4:00 PM |
| Volume | | 27 | 11 | | 4 | | | 1 | | | | | | 2 | 40 |

*Comments:*

**LOCATION:** SE 171st Street 500 feet north of SR 20
**QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| **2:00 AM** | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **5:00 AM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **6:00 AM** | 0 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **7:00 AM** | 0 | **31** | **16** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **53** |
| **8:00 AM** | 0 | 8 | 4 | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **9:00 AM** | 0 | 11 | 4 | **3** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 22 |
| **10:00 AM** | 0 | 9 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **11:00 AM** | 0 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **12:00 PM** | 0 | 12 | 8 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 26 |
| **1:00 PM** | 0 | 8 | 5 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **2:00 PM** | 0 | 7 | 10 | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| **3:00 PM** | 0 | 22 | 8 | **1** | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| **4:00 PM** | 0 | **24** | **15** | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **45** |
| **5:00 PM** | 0 | 9 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **6:00 PM** | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| **7:00 PM** | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **8:00 PM** | 0 | 12 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| **9:00 PM** | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **10:00 PM** | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 |
| **11:00 PM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Day Total** | 0 | 204 | 122 | 5 | 23 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 370 |
| **Percent** | 0.0% | 55.1% | 33.0% | 1.4% | 6.2% | 0.3% | 0.0% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.7% | |
| **ADT 370** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 9:00 AM | 2:00 AM | | | 8:00 AM | | | | | | 7:00 AM | 7:00 AM |
| Volume | | 31 | 16 | 3 | 1 | | | 1 | | | | | | 4 | 53 |
| PM Peak | | 4:00 PM | 4:00 PM | 3:00 PM | 12:00 PM | 1:00 PM | | 2:00 PM | | | | | | 12:00 PM | 4:00 PM |
| Volume | | 24 | 15 | 1 | 5 | 1 | | 1 | | | | | | 1 | 45 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** SE 171st Street 500 feet north of SR 20
**QC JOB #:** 10927608
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** NB/SB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 0 | 432 | 233 | 8 | 45 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 20 | 745 |
| **Percent** | 0.0% | 58.0% | 31.3% | 1.1% | 6.0% | 0.1% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.7% | |

**ADT 372**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 1474 500 feet west of US 301
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927611
**DIRECTION:** EB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **6:00 AM** | 0 | 5 | 2 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **7:00 AM** | 0 | **9** | **7** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **19** |
| **8:00 AM** | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **9:00 AM** | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **10:00 AM** | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **11:00 AM** | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **12:00 PM** | 0 | 3 | 5 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **1:00 PM** | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **2:00 PM** | 0 | 5 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **3:00 PM** | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 15 |
| **4:00 PM** | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **5:00 PM** | 0 | **15** | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** |
| **6:00 PM** | 0 | 7 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **7:00 PM** | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **8:00 PM** | 0 | 5 | **8** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| **9:00 PM** | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **10:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **11:00 PM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **Day Total** | 0 | 127 | 56 | 1 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 200 |
| **Percent** | 0.0% | 63.5% | 28.0% | 0.5% | 5.0% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.5% | |
| **ADT 200** | | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | | 7:00 AM | | | 6:00 AM | | | | | | 12:00 AM | 7:00 AM |
| Volume | | 9 | 7 | | 2 | | | 1 | | | | | | 1 | 19 |
| PM Peak | | 5:00 PM | 8:00 PM | 12:00 PM | 12:00 PM | | | | | | | | | 3:00 PM | 5:00 PM |
| Volume | | 15 | 8 | 1 | 1 | | | | | | | | | 2 | 20 |

*Comments:*

**LOCATION:** CR 1474 500 feet west of US 301
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927611
**DIRECTION:** EB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **6:00 AM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 7 |
| **7:00 AM** | 0 | **11** | **4** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **16** |
| **8:00 AM** | 0 | 6 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **9:00 AM** | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 |
| **10:00 AM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **11:00 AM** | 0 | 8 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **12:00 PM** | 0 | 5 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **1:00 PM** | 0 | 6 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| **2:00 PM** | 0 | 6 | 2 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **3:00 PM** | 0 | **16** | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **24** |
| **4:00 PM** | **1** | 12 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| **5:00 PM** | 0 | 11 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **6:00 PM** | 0 | 11 | **7** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| **7:00 PM** | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **8:00 PM** | 0 | 12 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| **9:00 PM** | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **10:00 PM** | 0 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **11:00 PM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **Day Total** | 1 | 135 | 60 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 219 |
| **Percent** | 0.5% | 61.6% | 27.4% | 0.0% | 5.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.6% | |
| **ADT 219** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | | 7:00 AM | | | | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 11 | 4 | | 1 | | | | | | | | | 3 | 16 |
| PM Peak | 4:00 PM | 3:00 PM | 6:00 PM | | 2:00 PM | | | | | | | | | 3:00 PM | 3:00 PM |
| Volume | 1 | 16 | 7 | | 3 | | | | | | | | | 2 | 24 |

*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 1474 500 feet west of US 301
**QC JOB #:** 10927611
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** EB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 1 | 262 | 116 | 1 | 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | 419 |
| **Percent** | 0.2% | 62.5% | 27.7% | 0.2% | 5.5% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% | |

**ADT 209**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 1474 500 feet west of US 301
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927611
**DIRECTION:** WB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **1:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **6:00 AM** | 0 | 15 | 7 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 26 |
| **7:00 AM** | 0 | **22** | **12** | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **36** |
| **8:00 AM** | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **9:00 AM** | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| **10:00 AM** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **11:00 AM** | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **12:00 PM** | 0 | 9 | 4 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **15** |
| **1:00 PM** | **1** | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **2:00 PM** | 0 | **10** | 3 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **3:00 PM** | 0 | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 11 |
| **4:00 PM** | 0 | 9 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **5:00 PM** | 0 | 5 | **7** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| **6:00 PM** | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **7:00 PM** | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **8:00 PM** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **9:00 PM** | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| **10:00 PM** | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **11:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **Day Total** | 1 | 125 | 67 | 2 | 13 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 212 |
| **Percent** | 0.5% | 59.0% | 31.6% | 0.9% | 6.1% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.4% | |
| **ADT 212** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 7:00 AM | 6:00 AM | | | | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 22 | 12 | 1 | 2 | | | | | | | | | 2 | 36 |
| PM Peak | 1:00 PM | 2:00 PM | 5:00 PM | | 12:00 PM | | | 2:00 PM | | | | | | 3:00 PM | 12:00 PM |
| Volume | 1 | 10 | 7 | | 2 | | | 1 | | | | | | 1 | 15 |

*Comments:*

**LOCATION:** CR 1474 500 feet west of US 301
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927611
**DIRECTION:** WB
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **1:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5:00 AM** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **6:00 AM** | 0 | 12 | 8 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 24 |
| **7:00 AM** | 0 | **21** | **12** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| **8:00 AM** | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| **9:00 AM** | 0 | 8 | 4 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 1 | 14 |
| **10:00 AM** | 0 | 5 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **11:00 AM** | 0 | 8 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 |
| **12:00 PM** | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| **1:00 PM** | 0 | 1 | 2 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **2:00 PM** | 0 | **14** | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **21** |
| **3:00 PM** | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **4:00 PM** | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **5:00 PM** | 0 | 10 | 5 | 0 | 2 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **2** | 20 |
| **6:00 PM** | 0 | 10 | **9** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **7:00 PM** | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **8:00 PM** | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **9:00 PM** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **10:00 PM** | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **11:00 PM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **Day Total** | 0 | 129 | 74 | 1 | 13 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 225 |
| **Percent** | 0.0% | 57.3% | 32.9% | 0.4% | 5.8% | 0.0% | 0.0% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.7% | |
| **ADT 225** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 6:00 AM | 11:00 AM | | | 9:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 21 | 12 | 1 | 2 | | | 1 | | | | | | 2 | 33 |
| PM Peak | | 2:00 PM | 6:00 PM | | 1:00 PM | | | 5:00 PM | | | | | | 5:00 PM | 2:00 PM |
| Volume | | 14 | 9 | | 2 | | | 1 | | | | | | 2 | 21 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 1474 500 feet west of US 301
**QC JOB #:** 10927611
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** WB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 1 | 254 | 141 | 3 | 26 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 437 |
| **Percent** | 0.2% | 58.1% | 32.3% | 0.7% | 5.9% | 0.0% | 0.0% | 0.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.1% | |

**ADT 218**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

**LOCATION:** CR 1474 500 feet west of US 301
**SPECIFIC LOCATION:** 500 ft from
**CITY/STATE:** Hawthorne, FL

**QC JOB #:** 10927611
**DIRECTION:** EB/WB
**DATE:** Apr 10 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| **1:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **2:00 AM** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **4:00 AM** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **5:00 AM** | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **6:00 AM** | 0 | 20 | 9 | 0 | 2 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **2** | 34 |
| **7:00 AM** | 0 | **31** | **19** | **1** | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **55** |
| **8:00 AM** | 0 | 12 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| **9:00 AM** | 0 | 14 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| **10:00 AM** | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **11:00 AM** | 0 | 8 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| **12:00 PM** | 0 | 12 | 9 | **1** | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| **1:00 PM** | **1** | 14 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| **2:00 PM** | 0 | 15 | 5 | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| **3:00 PM** | 0 | 18 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 26 |
| **4:00 PM** | 0 | **20** | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| **5:00 PM** | 0 | 20 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **33** |
| **6:00 PM** | 0 | 15 | **12** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| **7:00 PM** | 0 | 11 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **8:00 PM** | 0 | 9 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 |
| **9:00 PM** | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **10:00 PM** | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| **11:00 PM** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **Day Total** | 1 | 252 | 123 | 3 | 23 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 412 |
| **Percent** | 0.2% | 61.2% | 29.9% | 0.7% | 5.6% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.9% | |
| **ADT 412** |  | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 7:00 AM | 7:00 AM | | | 6:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 31 | 19 | 1 | 3 | | | 1 | | | | | | 2 | 55 |
| PM Peak | 1:00 PM | 4:00 PM | 6:00 PM | 12:00 PM | 12:00 PM | | | 2:00 PM | | | | | | 3:00 PM | 5:00 PM |
| Volume | 1 | 20 | 12 | 1 | 3 | | | 1 | | | | | | 3 | 33 |

*Comments:*

**LOCATION:** CR 1474 500 feet west of US 301
**QC JOB #:** 10927611
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** EB/WB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **12:00 AM** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **1:00 AM** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **2:00 AM** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **3:00 AM** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **4:00 AM** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| **5:00 AM** | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| **6:00 AM** | 0 | 15 | 9 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 31 |
| **7:00 AM** | 0 | **32** | **16** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **49** |
| **8:00 AM** | 0 | 12 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| **9:00 AM** | 0 | 15 | 6 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 3 | 25 |
| **10:00 AM** | 0 | 8 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| **11:00 AM** | 0 | 16 | 1 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| **12:00 PM** | 0 | 9 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| **1:00 PM** | 0 | 7 | 7 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| **2:00 PM** | 0 | 20 | 7 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| **3:00 PM** | 0 | **21** | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 34 |
| **4:00 PM** | **1** | 18 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 30 |
| **5:00 PM** | 0 | 21 | 10 | 0 | 3 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 2 | 37 |
| **6:00 PM** | 0 | 21 | **16** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **39** |
| **7:00 PM** | 0 | 12 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| **8:00 PM** | 0 | 15 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 |
| **9:00 PM** | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| **10:00 PM** | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| **11:00 PM** | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| **Day Total** | 1 | 264 | 134 | 1 | 26 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 16 | 444 |
| **Percent** | 0.2% | 59.5% | 30.2% | 0.2% | 5.9% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% | |
| **ADT 444** | | | | | | | | | | | | | | | |
| AM Peak | | 7:00 AM | 7:00 AM | 6:00 AM | 11:00 AM | | | 9:00 AM | | | | | | 6:00 AM | 7:00 AM |
| Volume | | 32 | 16 | 1 | 3 | | | 1 | | | | | | 5 | 49 |
| PM Peak | 4:00 PM | 3:00 PM | 6:00 PM | | 2:00 PM | | | 5:00 PM | | | | | | 3:00 PM | 6:00 PM |
| Volume | 1 | 21 | 16 | | 5 | | | 1 | | | | | | 2 | 39 |

*Comments:*

**SUMMARY - Tube Count - Vehicle Classification Data**



**LOCATION:** CR 1474 500 feet west of US 301
**QC JOB #:** 10927611
**SPECIFIC LOCATION:** 500 ft from
**DIRECTION:** EB/WB
**CITY/STATE:** Hawthorne, FL
**DATE:** Apr 10 2013 - Apr 11 2013

| Start Time | Motor-cycles | Cars & Trailer | 2 Axle Long | Buses | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >6 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Not Classified | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Grand Total** | 2 | 516 | 257 | 4 | 49 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 24 | 856 |
| **Percent** | 0.2% | 60.3% | 30.0% | 0.5% | 5.7% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.8% | |

**ADT 428**



*Comments:*

Report generated on 4/24/2013 2:41 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Quality Counts
TRANSPORTATION DATA COLLECTION

# TABLE 1

## Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 16,800 | 17,700 | ** |
| 4 | Divided | * | 37,900 | 39,800 | ** |
| 6 | Divided | * | 58,400 | 59,900 | ** |
| 8 | Divided | * | 78,800 | 80,100 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 7,300 | 14,800 | 15,600 |
| 4 | Divided | * | 14,500 | 32,400 | 33,800 |
| 6 | Divided | * | 23,300 | 50,000 | 50,900 |
| 8 | Divided | * | 32,000 | 67,300 | 68,100 |

**Non-State Signalized Roadway Adjustments**

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

**Median & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

**One-Way Facility Adjustment**

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,900 | 7,600 | 19,700 |
| 50-84% | 2,100 | 6,700 | 19,700 | >19,700 |
| 85-100% | 9,300 | 19,700 | >19,700 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,800 | 9,500 |
| 50-84% | * | 1,600 | 8,700 | 15,800 |
| 85-100% | 3,800 | 10,700 | 17,400 | >19,700 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

**Core Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 47,400 | 64,000 | 77,900 | 84,600 |
| 6 | 69,900 | 95,200 | 116,600 | 130,600 |
| 8 | 92,500 | 126,400 | 154,300 | 176,600 |
| 10 | 115,100 | 159,700 | 194,500 | 222,700 |
| 12 | 162,400 | 216,700 | 256,600 | 268,900 |

**Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 45,800 | 61,500 | 74,400 | 79,900 |
| 6 | 68,100 | 93,000 | 111,800 | 123,300 |
| 8 | 91,500 | 123,500 | 148,700 | 166,800 |
| 10 | 114,800 | 156,000 | 187,100 | 210,300 |

**Freeway Adjustments**

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 20,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 8,600 | 17,000 | 24,200 | 33,300 |
| 4 | Divided | 36,700 | 51,800 | 65,600 | 72,600 |
| 6 | Divided | 55,000 | 77,700 | 98,300 | 108,800 |

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 1
(continued)

# Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | Interrupted Flow Facilities | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | State Arterials | | | | Class I | |
| | Freeways | Core Freeways | Highways | | Class I | | Class II | | Bicycle | Pedestrian |
| **ROADWAY CHARACTERISTICS** | | | | | | | | | | |
| Area type (u,lu) | lu | lu | u | u | u | u | u | u | u | u |
| Number of through lanes (both dir.) | 4-10 | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 4 | 4 |
| Posted speed (mph) | 70 | 65 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 70 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary Lanes (n,y) | n | n | | | | | | | | |
| Median (n, nr, r) | | | n | r | n | r | n | r | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l | l |
| % no passing zone | | | 80 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | n | n | n | n | n | n |
| Facility length (mi) | 4 | 4 | 5 | 5 | 2 | 2 | 1.9 | 1.8 | 2 | 2 |
| Number of basic segments | 4 | 4 | | | | | | | | |
| **TRAFFIC CHARACTERISTICS** | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.085 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.547 | 0.547 | 0.550 | 0.550 | 0.550 | 0.560 | 0.565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.5 | 2.0 |
| Local adjustment factor | 0.91 | 0.91 | 0.97 | 0.98 | | | | | | |
| % left turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| **CONTROL CHARACTERISTICS** | | | | | | | | | | |
| Number of signals | | | | | 4 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | | 3 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | | 120 | 150 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |
| **MULTIMODAL CHARACTERISTICS** | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | | | |
| Sidewalk (n, y) | | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation(a, t, w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |

**LEVEL OF SERVICE THRESHOLDS**

| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus |
|---|---|---|---|---|---|---|---|---|
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Score | Score | Buses/hr. |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 |

% ffs = Percent free flow speed ats = Average travel speed

# TABLE 2

# Generalized **Annual Average Daily** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 14,400 | 16,200 | ** |
| 4 | Divided | * | 34,000 | 35,500 | ** |
| 6 | Divided | * | 52,100 | 53,500 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 6,500 | 13,300 | 14,200 |
| 4 | Divided | * | 9,900 | 28,800 | 31,600 |
| 6 | Divided | * | 16,000 | 44,900 | 47,600 |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,600 | 6,100 | 19,500 |
| 50-84% | 1,900 | 5,500 | 18,400 | >19,500 |
| 85-100% | 7,500 | 19,500 | >19,500 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,800 | 9,400 |
| 50-84% | * | 1,600 | 8,600 | 15,600 |
| 85-100% | 3,800 | 10,500 | 17,100 | >19,500 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 44,100 | 57,600 | 68,900 | 71,700 |
| 6 | 65,100 | 85,600 | 102,200 | 111,000 |
| 8 | 85,100 | 113,700 | 135,200 | 150,000 |
| 10 | 106,200 | 141,700 | 168,800 | 189,000 |

### Freeway Adjustments

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 20,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 9,200 | 17,300 | 24,400 | 33,300 |
| 4 | Divided | 35,300 | 49,600 | 62,900 | 69,600 |
| 6 | Divided | 52,800 | 74,500 | 94,300 | 104,500 |

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 2
(continued)

# Generalized **Annual Average Daily** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | Interrupted Flow Facilities | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | State Arterials | | | | Class I | |
| | Freeways | Highways | | Class I | | Class II | | Bicycle | Pedestrian |
| **ROADWAY CHARACTERISTICS** | | | | | | | | | |
| Area type (t,uo) | t | t | t | t | t | t | t | t | t |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | n | n | | | | | | |
| Median (n, nr, r) | | n | r | n | y | n | y | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 60 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n |
| Facility length (mi) | 8 | 5 | 5 | 1.8 | 2 | 2 | 2 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | |
| **TRAFFIC CHARACTERISTICS** | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.565 | 0.570 | 0.570 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 2.0 | 3.0 | 2.0 | 3.0 | 3.0 | 3.0 |
| Local adjustment factor | 0.85 | 0.97 | 0.95 | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| **CONTROL CHARACTERISTICS** | | | | | | | | | |
| Number of signals | | | | 5 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 4 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | 120 | 150 | 120 | 150 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.45 | 0.44 | 0.45 | 0.44 | 0.44 |
| **MULTIMODAL CHARACTERISTICS** | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | n | n |
| Sidewalk (n, y) | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | n |

**LEVEL OF SERVICE THRESHOLDS**

| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus |
|---|---|---|---|---|---|---|---|---|
| | Density | Two-Lane | Multilane | Class I | Class II | Score | Score | Buses/hr. |
| | | %ffs | Density | ats | ats | | | |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 |

% ffs = Percent free flow speed  ats = Average travel speed

# TABLE 3

# Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 12,900 | 14,200 | ** |
| 4 | Divided | * | 29,300 | 30,400 | ** |
| 6 | Divided | * | 45,200 | 45,800 | ** |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

#### Rural Undeveloped

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 1,300 | 2,000 | 3,200 |
| 50-84% | 1,000 | 2,100 | 3,200 | 10,600 |
| 85-100% | 2,600 | 3,900 | 18,500 | >18,500 |

#### Developed Areas

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,300 | 4,900 | 15,600 |
| 50-84% | 1,700 | 4,500 | 13,300 | 18,500 |
| 85-100% | 5,900 | 18,500 | >18,500 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,700 | 9,200 |
| 50-84% | * | 1,500 | 8,400 | 14,900 |
| 85-100% | 3,600 | 10,200 | 16,700 | >19,200 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 28,800 | 43,000 | 52,300 | 60,000 |
| 6 | 43,000 | 64,000 | 78,300 | 92,500 |
| 8 | 57,500 | 85,400 | 104,400 | 123,500 |

### Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

### UNINTERRUPTED FLOW HIGHWAYS

#### Rural Undeveloped

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 4,700 | 8,400 | 14,300 | 28,600 |
| 4 | Divided | 25,700 | 40,300 | 51,000 | 57,900 |
| 6 | Divided | 38,800 | 60,400 | 76,700 | 86,800 |

#### Developed Areas

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 8,700 | 16,400 | 23,100 | 31,500 |
| 4 | Divided | 25,900 | 40,700 | 52,400 | 59,600 |
| 6 | Divided | 38,800 | 61,000 | 78,400 | 89,500 |

### Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 3
(continued)

# Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | | Interrupted Flow Facilities | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Freeways | Highways | | | | Arterials | | Bicycle | | Pedestrian |
| **ROADWAY CHARACTERISTICS** | | | | | | | | | | |
| Area type (ru, rd) | rural | ru | ru | rd | rd | rd | rd | ru | rd | rd |
| Number of through lanes (both dir.) | 4-8 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 | 2 |
| Posted speed (mph) | 70 | 55 | 65 | 50 | 55 | 45 | 45 | 55 | 45 | 45 |
| Free flow speed (mph) | 75 | 60 | 70 | 55 | 60 | 50 | 50 | 60 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r | n |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 20 | | 60 | | | | | | |
| Exclusive left turn lanes (n, y) | | [n] | y | [n] | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | | n | n | n | n | n |
| Facility length (mi) | 14 | 10 | 10 | 5 | 5 | 1.9 | 2.2 | 4 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | | |
| **TRAFFIC CHARACTERISTICS** | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.105 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.550 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,300 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 12.0 | 5.0 | 12.0 | 4.0 | 4.0 | 3.0 | 3.0 | 6.0 | 3.5 | 3.0 |
| Local adjustment factor | 0.84 | 0.88 | 0.73 | 0.97 | 0.82 | | | | | |
| % left turns | | | | | | 12 | 12 | | 12 | 12 |
| % right turns | | | | | | 12 | 12 | | 12 | 12 |
| **CONTROL CHARACTERISTICS** | | | | | | | | | | |
| Number of signals | | | | | | 5 | 6 | 2 | 4 | 4 |
| Arrival type (1-6) | | | | | | 3 | 3 | 3 | 3 | 3 |
| Signal type (a, c, p) | | | | | | c | c | a | a | a |
| Cycle length (C) | | | | | | 90 | 90 | 60 | 90 | 90 |
| Effective green ratio (g/C) | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 |
| **MULTIMODAL CHARACTERISTICS** | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n,50%,y | n,50%,y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | t | |
| Sidewalk (n, y) | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation(a, t,w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |

**LEVEL OF SERVICE THRESHOLDS**

| Level of Service | Freeways | Highways | | | | |
|---|---|---|---|---|---|---|
| | | Two-Lane ru | | Two-Lane rd | Multilane ru | Multilane rd |
| | Density | %tsf | ats | %ffs | Density | Density |
| B | ≤ 14 | ≤ 50 | ≤ 55 | > 83.3 | ≤ 14 | ≤ 14 |
| C | ≤ 22 | ≤ 65 | ≤ 50 | > 75.0 | ≤ 22 | ≤ 22 |
| D | ≤ 29 | ≤ 80 | ≤ 45 | > 66.7 | ≤ 29 | ≤ 29 |
| E | ≤ 39 | > 80 | ≤ 40 | > 58.3 | ≤ 34 | ≤ 34 |

| Level of Service | Arterials | Bicycle | Pedestrian |
|---|---|---|---|
| | Major City/Co.(ats) | Score | Score |
| B | > 31 mph | ≤ 2.75 | ≤ 2.75 |
| C | > 23 mph | ≤ 3.50 | ≤ 3.50 |
| D | > 18 mph | ≤ 4.25 | ≤ 4.25 |
| E | > 15 mph | ≤ 5.00 | ≤ 5.00 |

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

# TRANSPORTATION MOBILITY ELEMENT










## ALACHUA COUNTY COMPREHENSIVE PLAN 2011-2030

## GOAL

ESTABLISH A MULTI-MODAL TRANSPORTATION SYSTEM THAT PROVIDES MOBILITY FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS, MOTORIZED-VEHICLE USERS, USERS OF RAIL AND AVIATION FACILITIES, AND IS SENSITIVE TO THE CULTURAL AND ENVIRONMENTAL AMENITIES OF ALACHUA COUNTY.

## AUTOMOBILE, BICYCLE AND PEDESTRIAN CIRCULATION

### PRINCIPLE 1

TO ESTABLISH AND MAINTAIN A SAFE, CONVENIENT, AND EFFICIENT AUTOMOBILE, TRANSIT, BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM, CAPABLE OF MOVING PEOPLE AND GOODS THROUGHOUT THE COUNTY.

### PRINCIPLE 2

TO REDUCE VEHICLE MILES OF TRAVEL AND PER CAPITA GREEN HOUSE GAS EMISSIONS THROUGH THE PROVISION OF MOBILITY WITHIN COMPACT, MIXED-USE, INTERCONNECTED DEVELOPMENTS THAT PROMOTE WALKING AND BICYCLING, ALLOW FOR THE INTERNAL CAPTURE OF VEHICULAR TRIPS AND PROVIDE THE DENSITIES AND INTENSITIES NEEDED TO SUPPORT TRANSIT.

### PRINCIPLE 3

DISCOURAGE SPRAWL AND ENCOURAGE THE EFFICIENT USE OF THE URBAN CLUSTER BY DIRECTING NEW DEVELOPMENT AND INFRASTRUCTURE TO AREAS WHERE MOBILITY CAN BE PROVIDED VIA MULTIPLE MODES OF TRANSPORTATION.

### PRINCIPLE 4

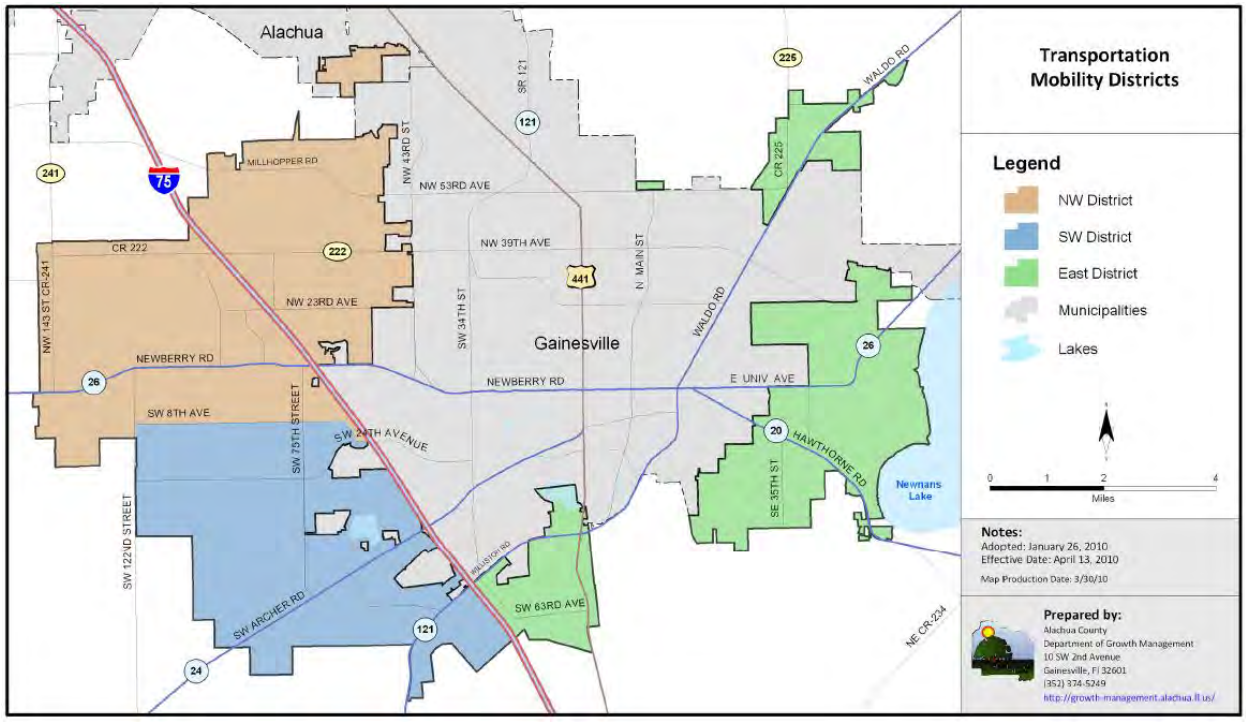
PROVIDE AN ALTERNATIVE TO CONVENTIONAL TRANSPORTATION CONCURRENCY WITHIN THE URBAN CLUSTER THAT RECOGNIZES THAT CONGESTION IS ACCEPTED IN GROWING URBAN AREAS, SO LONG AS VIABLE ALTERNATIVE MODES OF TRANSPORTATION ARE PROVIDED THAT SERVE TRAVEL DEMAND ALONG CONGESTED CORRIDORS. CONGESTION ALONG SOME ROADWAYS IS THE TRADEOFF BETWEEN ADDING ROADWAY CAPACITY ON CONGESTED CORRIDORS AND DEVELOPING AN INTERCONNECTED NETWORK OF ROADWAYS, BICYCLE AND PEDESTRIAN FACILITIES AND DEDICATED TRANSIT LANES SERVED BY EFFICIENT TRANSIT SERVICE.

**OBJECTIVE 1.1 Urban Cluster Transportation Mobility Districts**

Transportation Mobility Districts provide an alternative to conventional transportation concurrency by encouraging future land use and transportation patterns that emphasize mixed-use, interconnected developments that promote walking and biking, reduce vehicle miles of travel and per capita greenhouse gas emissions, and provide the densities and intensities needed to support transit.

**Policy 1.1.1** The Urban Cluster Area as identified on the Future Land Use Map of the Comprehensive Plan shall serve as the boundary for the Transportation Mobility Districts. Transportation Mobility Districts shall be established for the Northwest, Southwest and Eastern portions of the Urban Cluster.

**Policy 1.1.2** Transportation Mobility Districts are designed to support compact, mixed-use developments provided for in the Future Land Use Element by developing an interconnected multi-modal transportation system that reduces per capita greenhouse gas emissions by encouraging walking, bicycling and driving short distances between residential, retail, office, educational, civic and institutional uses and utilizing transit to commute to regional employment, educational and entertainment destinations.




**Policy 1.1.3** The intent of Transportation Mobility Districts are:

(a) To provide for mobility within urban areas through the development of an interconnected network of:

(1) Roadways that provide multiple route choices, alternatives to the state road system and protect the Strategic Intermodal System (SIS).

(2) Rapid Transit and Express Transit Corridors that connect Transit Oriented Developments, Traditional Neighborhood Developments and Activity Centers and facilitate efficient and cost effective transit service to regional employment, educational and entertainment destinations.

(3) Bicycle lanes, sidewalks, and multi-use paths that connect residential, commercial, office, educational and recreation uses and provide multi-modal access to transit.

(b) To recognize that certain roadway corridors will be congested and that congestion will be addressed by means other than solely adding capacity for motor vehicles and maintaining roadway level of service on those corridors.

(c) To utilize features of the exceptions and alternatives to transportation concurrency and multi-modal transportation districts per F.S. 163.3180.

(d) Reduce vehicle miles of travel and per capita greenhouse gas emissions through compact, mixed-use, interconnected developments served by multiple modes of transportation consistent with requirements of F.S. 163.3177.

(e) Reduce sprawl and encourage urban development by planning and constructing the necessary infrastructure to meet the demands for bicycle, pedestrian, transit and motor vehicle mobility.

(f) Reduce congestion within the Urban Cluster by capturing trips from surrounding rural areas, municipalities and adjacent counties through provision of park and ride facilities located within transit supportive developments in the Urban Cluster served by transit service that connects to regional employment and educational destinations.

(g) To provide for multi-modal cross-access and connectivity within and between uses to encourage walking and bicycling and reduce travel distances and impact to collector and arterial roadways.

**Policy 1.1.4** Within the Urban Cluster, the County adopts multi-modal level of service (LOS) standards for the following:

| | Level of Service (LOS) | Standard of Measure |
|---|---|---|
| Pedestrian | B | Based on Presence of a pedestrian facility |
| Bicycle | B | Based on Presence of a bike lanes / paved shoulders |
| Express Transit | B | Based on Peak Hour Frequency of 15 minutes or less |
| Motor Vehicle* | D | Professionally Accepted Traffic Analysis |
| Motor Vehicle* - SIS** | C | Professionally Accepted Traffic Analysis in consultation with FDOT |

* Standard applies to Collector and Arterial Roads

** Strategic Intermodal System

(a) In order to achieve the level of service standard for pedestrians and bicyclists, the facility shall run the entire length of the roadway segment. A pedestrian facility shall be either a multi-use path on one (1) side of the roadway or sidewalks on both sides of the roadway. A multi-use path along a roadway shall result in a LOS B for bicyclists. The LOS for bicycle and pedestrian travel is the goal for all collector and arterial roadways within the Urban Cluster by 2030, not a standard that is intended to be achieved on an annual basis for each roadway.

shall occur in three phases and shall commence within one year upon the issuance of building permits where the following cumulative development thresholds, based on the total approved development, are exceeded: 25% for phase one, 50% for phase two and 75% for phase three. The frequency, limits and span of service for each phase are as follows:

a. Phase 1: twenty (20) minute headways during the am and pm peak hours and forty (40) minute headways during off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 10 hours, with 4 of those hours occurring during peak periods.

b. Phase 2: fifteen (15) minute headways during the am, afternoon and pm peak hours and thirty (30) minute headways during off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 14 hours, with 6 of those hours occurring during peak periods.

c. Phase 3: ten (10) minute headways during the am, afternoon and pm peak hours, twenty (20) minute headways during daytime and early evening off-peak hours, thirty (30) minute headways during early morning and late evening off-peak hours from the Development to a centrally located transit hub on the University of Florida campus and the Eastside Activity Center for a span of service of 18 hours with 8 of those hours occurring during peak periods.

**Policy 1.1.10.4** Developments may receive multi-modal transportation fee credit for the construction of non-site related infrastructure, purchase of buses and funding of transit required in Policy 1.1.10.3. Where the cost of the required multi-modal improvements is greater than the multi-modal transportation fee, the Developer may seek reimbursement for the additional funds expended from a Community Development District (CDD), a Transportation Concurrency Backlog Authority (TCBA) or Transportation Special District (TSD) District. The Developer shall enter into a Development Agreement with the County to specify timing for the infrastructure projects and funding of transit service, multi-modal transportation fee credit, development entitlements, and funding mechanisms.

## OBJECTIVE 1.2 - Transportation Management Outside of Urban Cluster Mobility Areas

To protect and support agricultural activities, preserve the character of rural communities and encourage development in areas where infrastructure can be provided in a financially feasible manner, developments outside the Urban Cluster as identified in the Comprehensive Plan shall be required to mitigate directly impacted roadways and impacts to roadways within the urban cluster.

**Policy 1.2.1** Alachua County shall adopt the following minimum level of service standards based on peak hour conditions for functionally classified roadways in order to maximize the efficient use and safety of roadway facilities:

| Mode of Travel | Level of Service (LOS) |
|---|---|
| Motor Vehicle – SIS* | B |
| Motor Vehicle – Multi-lane** | C |
| Motor Vehicle – Two lane Arterial | C*** |
| Motor Vehicle – Two lane Collector | C |

* Strategic Intermodal System, Florida Department of Transportation

** Four or more through lanes

*** LOS D for:

SR 24 (Archer Road) from SW 91st to Levy County
SR 121 (Williston Rd) from SW 62nd to Levy County
SR 26 from NE 39th (SR 222) to Putnam County
CR 241 (NW 143rd) from NW 39th to City of Alachua
SW 122nd (Parker Rd) from SW 24th to SR 24 (Archer Rd)

**Policy 1.2.2** Alachua County has established level of service standards for rural areas to coordinate capital improvement planning and land use to ensure that growth does not occur faster than the County's ability to provide for infrastructure in a financially feasible manner. The level of service standards shall not compel or require the County to widen or construct new roadways outside of the Urban Cluster in order to provide capacity to support new development or to address the unmitigated impact of development from adjacent municipalities and counties. Alachua County may elect to widen a roadway adjacent to the Urban Cluster where development approved within the Urban Cluster significantly impacts the adverse roadway.

**Policy 1.2.3** Adequate roadway capacity necessary to support development shall be required to be available "concurrent" with the impact of that development. The procedures for implementation of concurrency management as detailed in the Capital Improvements Element shall include a requirement for a Certificate of Level of Service Compliance as a condition of approval of a final development order, specifying intensity and density of development. "Concurrent" shall mean that all adopted LOS Standards shall be maintained or be achieved within a reasonable time frame as set out in 1.2.4.7 below, consistent with 9J-5.0055(2). Failure to receive a Certificate of Level of Service Compliance will preclude the establishment of vested rights for a project and will preclude the issuance of any final development order on the project or project phase, until the requirements of 1.2.4.7 have been met. This policy shall be implemented through the Development Review process in accordance with the Concurrency Management Ordinance.

**Policy 1.2.4** Adopted LOS standards shall be used as the criteria to measure the available capacity of facilities that are part of the traffic circulation system. A development order will not be approved unless the adequate capacity is concurrent with the impacts of development based on the following standards:

**Policy 1.2.4.1** The necessary facilities and services are in place at the time the development permit is issued; or

**Policy 1.2.4.2** The development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of development occur; or

Goals, Objectives & Policies



# Transportation Mobility Element

**OVERALL GOAL: ESTABLISH A TRANSPORTATION SYSTEM THAT ENHANCES COMPACT DEVELOPMENT, REDEVELOPMENT, AND QUALITY OF LIFE, THAT IS SENSITIVE TO CULTURAL AND ENVIRONMENTAL AMENITIES, AND THAT IMPLEMENTS THE VISION OF THE "YEAR 2035 LONG RANGE TRANSPORTATION PLAN" WITHIN THE CITY OF GAINESVILLE. THE TRANSPORTATION SYSTEM SHALL BE DESIGNED TO MEET THE NEEDS OF PEDESTRIANS, BICYCLISTS, TRANSIT, AND AUTO USERS. SAFETY AND EFFICIENCY SHALL BE ENHANCED BY LIMITATIONS AND CARE IN THE LOCATIONS OF DRIVEWAYS, PROVISION OF SIDEWALK CONNECTIONS WITHIN DEVELOPMENTS, AND AN OVERALL EFFORT TO ENHANCE AND ENCOURAGE PEDESTRIAN MOBILITY THROUGHOUT THE COMMUNITY BY IMPROVEMENT AND PROVISION OF SAFE CROSSINGS, COMPLETE SIDEWALK AND TRAIL SYSTEMS, AND SIDEWALKS OF ADEQUATE WIDTHS. BASIC TRANSPORTATION SHOULD BE PROVIDED FOR TRANSPORTATION-DISADVANTAGED RESIDENTS TO EMPLOYMENT, EDUCATIONAL FACILITIES, AND BASIC SERVICES.**

## GOAL 1

## ADOPT TRANSPORTATION MOBILITY LEVELS OF SERVICE.

**Objective 1.1** **The City shall adopt the following transportation mobility levels of service (LOS). These levels of service are solely for planning purposes and are not used to apply transportation concurrency.**

Policy 1.1.1 Roadway LOS:



Revised 08/12/02, Ord. 000515
Revised 04/26/04, Ord. 030466
Revised 12/17/09, Ord. 090184
Revised 08/15/13, Ord. 120370

a. The LOS for all roadways in city limits shall be LOS E, except for I-75 and roadways operating as backlogged or constrained.

b. The LOS for I-75 segments that fall within city limits shall be maintained at LOS D to the extent feasible, recognizing that I-75 serves land areas and traffic outside city limits.

c. The City shall attempt to maintain the 2012 operating LOS on all backlogged and constrained roadways in city limits.

Policy 1.1.2 Transit LOS:

a. The City shall strive to provide fixed-route transit service within ¼ mile of 80% of all medium and high density residential areas identified on the Future Land Use Map, and within the RTS service area.

b. The City shall strive to provide peak hour frequencies of 20 minutes or less within ¼ mile of all high density residential and UMU-1 and UMU-2 land use areas in city limits.

c. The City shall strive to provide and maintain fixed-route transit service to all Existing Transit Hubs & Transit-Supportive Areas (as mapped in the Transportation Mobility Map Series) with peak hour frequencies of 30 minutes or less.

d. The City shall strive to operate 80% of fixed-route transit routes for at least 14 hours per day.

Policy 1.1.3 Pedestrian LOS:

a. The City shall install at least one linear mile of sidewalk annually to retrofit existing areas without sidewalks.

b. The City's Land Development Code shall require sidewalk construction for all new development, except in areas designated with the Industrial land use category.

c. New streets shall be designed and constructed to include sidewalks.

Policy 1.1.4 Bicycle and Trail LOS:

a. The City shall add an average of at least one mile of bicycle facilities annually, including multi-modal trails.

b. New streets shall be designed and constructed to include bicycle facilities.

# PUTNAM COUNTYCOMPREHENSIVE PLAN

## EXHIBIT BB

## TRAFFIC CIRCULATION ELEMENT

## PUTNAM COUNTY COMPREHENSIVE PLAN

### B. Traffic Circulation Element Goals, Objectives and Policies

**GOAL B.1** [9J-5.019(4)(a)]: Develop and maintain a well balanced and integrated transportation system which provides for the safe, convenient, and efficient movement of people and goods throughout Putnam County, and which is consistent with desired land use patterns, conserves energy, and protects the natural environment.

**Objective B.1.1** [9J-5.019(4)(b)1]: The County shall provide for a safe, convenient and efficient motorized and non-motorized transportation system by correcting all existing roadway deficiencies identified in this plan and maintain the adopted level of service standards in the future on a priority basis.

**Policy B.1.1.1** [9J-5.019(4)(c)1]: The County hereby adopts the following peak hour LOS standards for each listed facility type:

1. Principal arterials –
   LOS C – Multi-Lane
   LOS D – Two-Lane

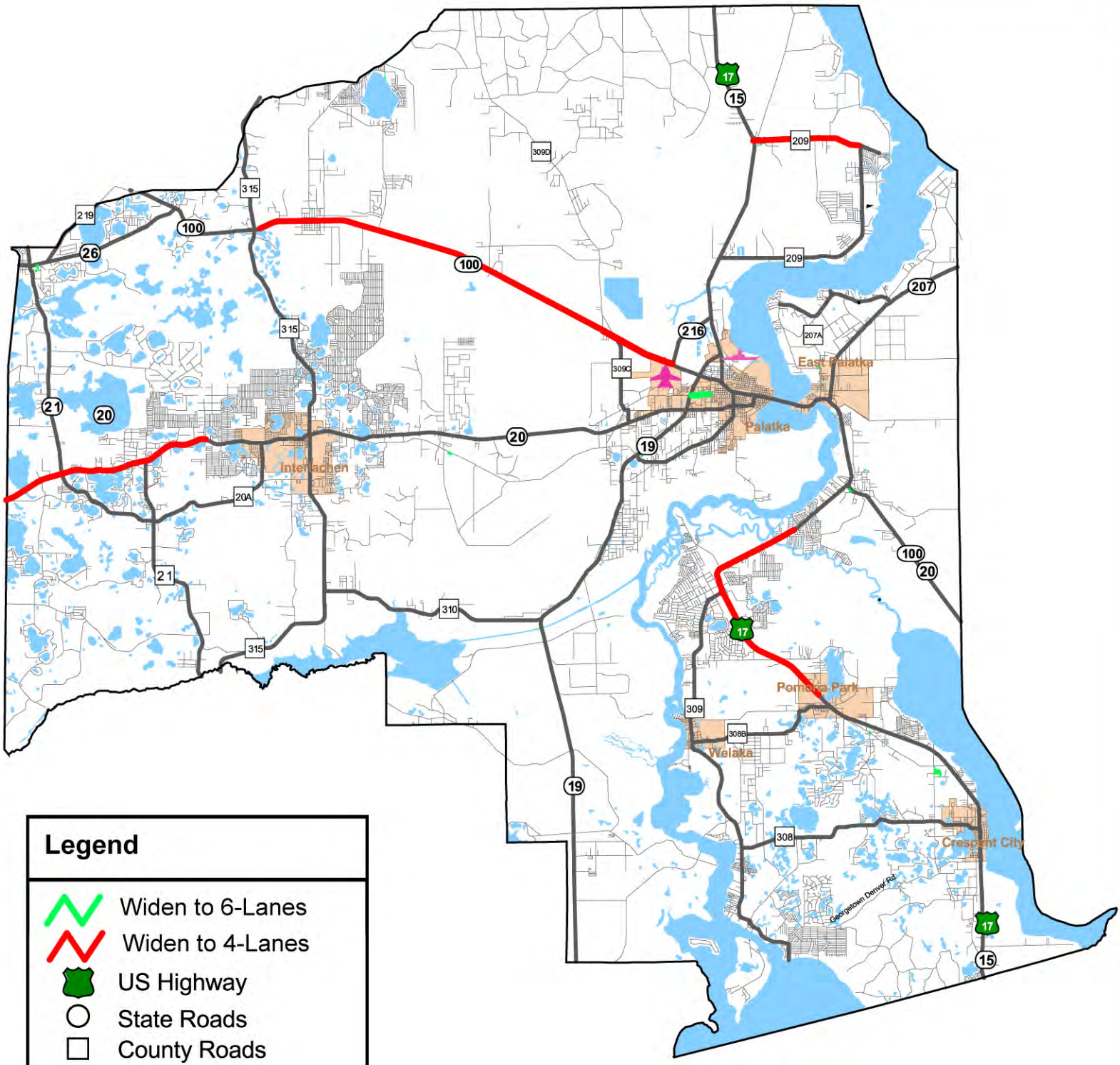
2. Collectors and minor arterials – LOS D

3. Local roadways – LOS D

4. Florida Intrastate Highway System / Strategic Intermodal System –
   LOS B – Rural Multi-Lane
   LOS C – Rural Two-Lane
   LOS C – Urban and transition urban

Any modification to the level of service standards provided above shall be submitted as a comprehensive plan amendment and if approved, will be considered temporary. The level of service standard for a roadway in the Florida Intrastate Highway System, or Strategic Intermodal System, shall not be different than the standards adopted by FDOT unless data and analysis clearly establish that designation of the roadway as backlogged and is necessary to further the achievement of important planning goals and policies and FDOT approves of the designation. The backlog designation must be developed consistent with subsections 163.3180(9), 163.3180(12), 163.3180(16), and 163.3182 of the Florida Statutes.

Provisions which allow operation of road segments below the adopted level of service standards are included in the County's Concurrency Management System and are consistent with applicable State laws and rules.




**Legend**

- Widen to 6-Lanes
- Widen to 4-Lanes
- US Highway
- State Roads
- County Roads
- Water
- Citys / Towns

9/10/2010

Year 2025

# Traffic Circulation Improvement Plan Map

**Putnam County**

Comprehensive Plan 2010-2025



Source: GMB Engineers & Planners, Inc. 2010

# EXHIBIT G

# TRANSPORTATION ELEMENT

## INTRODUCTION

The Transportation Element provides the framework for the provision of an efficient and safe transportation system that meets the travel needs of all present and future residents of Clay County. The element is coordinated with regional, state, and federal transportation agencies and helps to maintain the quality of the environment in the County.

The basic transportation goals, objectives and policies listed below will be used by Clay County professional staff and by decision-makers involved in transportation planning in Clay County. These decision-makers include government officials charged with funding and resource allocation decisions as well as developers who propose projects having significant impacts on the Clay County transportation system. The objectives and policies are intended to serve as a guide for both public and private decisions.

Further, the objectives and policies in this element as well as other elements of the Clay County Comprehensive Plan should be considered and viewed as a whole. No single objective or policy is intended to have precedence over another. Rather, they should provide an overall framework for the management of the County's resources and for meeting the needs of current and future residents and employees.

# GOALS, OBJECTIVES AND POLICIES

Unless otherwise specified, all policies will be implemented upon Plan adoption.

## GOAL 1

To provide for an efficient transportation system, which safely, conveniently and effectively serves the travel needs of all residents and visitors to Clay County. Such system shall offer a variety of modes of transportation options while promoting economic development consistent with the future land use plan.

**Objective 1.1: Maintain a transportation map series as the guiding document for development of an adequate network of major travelways to address the 2025 forecasted transportation demand in Clay County**.

Policy 1.1.1: Maintain a transportation system map series which:

a. establishes the *Existing Transportation Facilities identified in the Future Traffic Circulation Map* as the official listing of existing arterial and collector roadways, including number of lanes, functional classification and maintenance responsibility for Clay County

b. establishes the *Bicycle/Pedestrian Facilities Maps* as the official listing of existing bicycle and pedestrian facilities for Clay County

c. establishes the *Public Transit System Map* as the official listing of existing transit routes for Clay County

d. establishes the *Ports, Aviation and Rail Map* as the official listing of these facilities for Clay County

e. includes the *Future Traffic Circulation Map* indicating all arterial and collector roadways which will provide for adequate traffic circulation within Clay County over the planning period, indicating the number of lanes, functional classification and maintenance responsibility.

Policy 1.1.2: Maintain and amend as necessary the Future Traffic Circulation Map to show: All existing functionally classified roadways and the current status of each roadway using classifications as required for implementing the policies of this Plan

a. The revised status of any roadway either scheduled for new construction or reclassification during the current fiscal year

pursuant to a programmed public improvement

b. The revised status of any roadway either scheduled for new construction or reclassification pursuant to a local government land development agreement adopted pursuant to 163.3220, F.S.

Policy 1.1.3: A change in the functional classification of a roadway on the *Transportation System Map Series* must be approved by the Board of County Commissioners. *Amendment 02-2, October 2002.*

Policy 1.1.4: Derive the future transportation map series and any subsequent updates to such map series primarily through use of Northeast Florida Regional Model (NEFRM), as maintained by the North Florida Transportation Planning Organization (TPO) for the Clay County area, or using other similar travel demand forecasting procedures. At minimum, the future transportation map series shall include all roadway segments shown on the Long Range Transportation Plan of the TPO, with future lane arrangements no less than those adopted by the TPO. The Future Transportation Map Series may show more lanes on a segment of the network where additional laneage is warranted by an appropriate analysis.

Policy 1.1.5: Indicate, on the *Future Traffic Circulation Map* only those collector roadways, arterial roadways, or limited/controlled access roadway facilities for which development is possible given existing manmade or natural constraints, and which are necessary or desirable for the movement of projected future traffic forecasts.

Policy 1.1.6: Consider amendments to the future transportation map series, if one or more of the following criteria are met:

a. One or more additional major roadways are proposed to be added to the map which can be demonstrated to improve the level of service on one or more roadways already shown on the future transportation map, and where such existing roadways already shown are projected to operate at a level of service "D" or worse in the 15 year time frame of this Comprehensive Plan. Any such amendment shall also be consistent with other elements of this Comprehensive Plan.

b. Coordination with the TPO results in the identification of a required amendment to the future transportation maps to achieve consistency with the TPO's long range roadway network, and the proposed amendment is consistent with the elements of this Plan.

c. Amendment of this or other elements of the Comprehensive Plan results in a need to amend the future transportation

maps.

**Objective 1.2: Utilize the transportation system map series to review proposed development orders, identify and review capital improvement projects, and ensure rights-of-way protection and reservation to implement an adequate major road system throughout Clay County.**

Policy 1.2.1: Utilize the *Future Traffic Circulation Map* to review proposed development orders for compliance with locational criteria and access criteria contained in this Plan.

Policy 1.2.2: Utilize the *Future Traffic Circulation* to review proposed development orders for compatibility with the existing and future roadway plans of Clay County and other government entities.

**Objective 1.3: The County shall utilize FDOT standards as its planning guidelines for determining the operating conditions of its urban and rural roadways and intersections.**

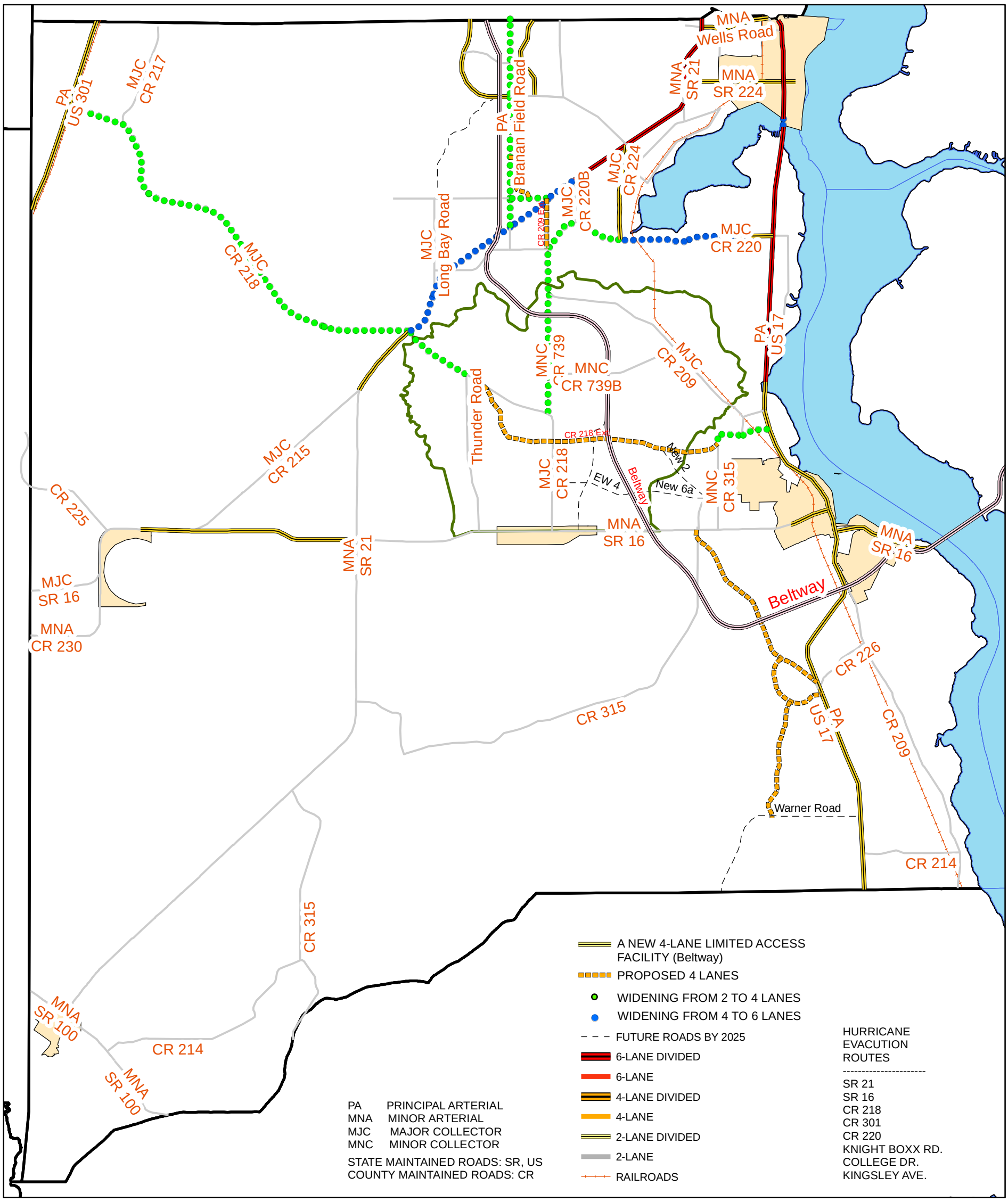
Policy 1.3.1: All definitions, or revisions thereof, for arterial levels of service, which describe the various levels of service using qualitative rather than quantitative measures, shall be based on Transportation Research Board *Highway Capacity Manual* 2000, the FDOT's 2002 *Quality/Level of Service Handbook*, or a methodology determined by the FDOT to be of comparable reliability.

Policy 1.3.2: The minimum levels of service acceptable on roadways within Clay County shall be as stated below. This minimum level of service standards shall be applicable to roadways within the unincorporated County.

| | Limited Access SIS and FIHS | Controlled Access SIS and FIHS | Trip Funded ~~Other~~ Multi-laned ~~State~~ Roads | TRIP funded Two Lane ~~State~~ Roads | Other State Roads, County Arterials, Minor Arterials, Collectors ~~and Local Roads~~ |
|---|---|---|---|---|---|
| Rural Areas | B | B[1] | B | C | D |
| Transitioning Urbanized Areas, Urban Areas or Communities | C | C | C | C | ~~N/A~~ E |
| Urbanized Areas over 500,000 | D | D | D | D | E |

Source: 14-94.003 F.A.C. Statewide Minimum Level of Service Standards.
Notes: There are no exclusive through lanes and no HOV Lanes; there are no existing Limited Access Facilities. TPO area is an urbanized area over 500,000; areas of Clay County not within TPO area are rural or transitioning.
1. for rural two lane controlled access facilities the standard is C.

# CLAY COUNTY
# FUTURE TRAFFIC CIRCULATION




THE GREAT SEAL OF THE PEOPLE OF CLAY COUNTY FLORIDA

# Clay County Comprehensive Plan 2009-2025

N W E S

0 1.25 2.5 5 Miles

Coordinate System: Stateplane Florida East FIPS 0901 Feet

Datum: NAD83

Source: Clay County Property Appraiser's Office (2008);

Author: Sungman Kim, PhD, AICP, ASLA, GISP
Clay County Planning and Zoning Division,

Date Published: December 2008

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## TRAFFIC CIRCULATION GOAL, OBJECTIVES AND POLICIES

GOAL II - PROVIDE FOR A TRAFFIC CIRCULATION SYSTEM WHICH SERVES EXISTING AND FUTURE LAND USES.

OBJECTIVE II.1 The County shall~~, upon adoption of this Comprehensive Plan, establish~~ **maintain** a safe, convenient and efficient level of service standard ~~**which shall be maintained**~~ for all roadways ~~**beginning on July 1, 1992**~~.

Policy II.1.1 Establish the Service Standards as noted below at peak hour for the following roadway segments within the County as defined within the Florida Department of Transportation ~~**"Florida Level of Service Standards and Guidelines Manual for Planning, 1989**~~ **2002 Quality/Level of Service Handbook**."

| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
|---|---|---|---|---|---|
| 1 | **U.S. 301**/S.R.. 200 from ~~**Bradford**~~ County east boundary to Lawtey north limits | 4-D | ~~**Principal Arterial**~~ **Florida Intrastate Highway System** | Rural | ~~**C**~~ **B** |
| 2 | **U.S. 301**/S.R. 200 from Lawtey south limits to Starke north limits | 4-D | ~~**Principal Arterial**~~ **Florida Intrastate Highway System** | Rural | ~~**C**~~ **B** |
| 3 | **U.S. 301**/S.R. 200 from Starke south limits to ~~**Bradford**~~ County south boundary | 4-D | ~~**Principal Arterial**~~ **Florida Intrastate Highway System** | Rural | ~~**C**~~ **B** |
| 4 | S.R. 16 from ~~**Bradford**~~ County west boundary to Starke north limits | 2-U | Minor Arterial | Rural | D |
| 5 | S.R. 16 from Starke east limits to ~~**Bradford**~~ County east boundary | 2-U | ~~**Minor**~~ **Principal** Arterial | Rural | D |
| 6 | S.R. 100 from ~~**Bradford**~~ County west boundary to Starke west **urban** limits | 2-U | Minor Arterial | Rural | D |
| **7** | **S.R. 100 from Starke west urban limits to Starke west city limits** | **2-U** | **Minor Arterial** | **Urban** | D |
| ~~**7**~~ **8** | S.R. 100 from Starke south**east** limits to ~~**Bradford**~~ County east boundary | 2-U | Minor Arterial | Rural | D |

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| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
|---|---|---|---|---|---|
| ~~8~~ **9** | S.R. 21<br>from ~~Bradford~~ County east boundary<br>to ~~Bradford~~ County southeast boundary | 2-U | Minor Arterial | Rural | D |
| ~~9~~ **10** | S.R. 18<br>from ~~Bradford~~ County west boundary<br>to Brooker west limits | 2-U | Major Collector | Rural | D |
| ~~10~~ **11** | C.R. 18<br>from Brooker east limits<br>to S.R. 200 | 2-U | Major Collector | Rural | D |
| ~~11~~ **12** | C.R. 18<br>from S.R. 200<br>to Hampton west limits | 2-U | Major Collector | Rural | D |
| ~~12~~ **13** | C.R. 18<br>from Hampton west limits<br>to S.R. 100 | 2-U | Major Collector | Rural | D |
| ~~13~~ **14** | C.R. 225<br>from ~~Bradford~~ County east boundary<br>to Lawtey east limits | 2-U | Major Collector | Rural | D |
| ~~14~~ **15** | C.R. 225<br>from Lawtey west limits<br>to S.R. 100 | 2-U | Major Collector | Rural | D |
| ~~15~~ **16** | S.R. 230<br>from ~~Bradford~~ County east boundary<br>to Starke east limits | 2-U | Major Collector | Rural | D |
| ~~16~~ **17** | C.R. 231<br>from ~~Bradford~~ County west boundary<br>to Brooker north limits | 2-U | Major Collector | Rural | D |
| ~~17~~ **18** | S.R. 231<br>from Brooker south limits<br>to ~~Bradford~~ County south boundary | 2-U | Major Collector | Rural | D |
| ~~18~~ **19** | C.R. 125<br>from ~~Bradford~~ County west boundary<br>to S.R. 200 | 2-U | Minor Collector | Rural | D |
| ~~19~~ **20** | C.R. 125<br>from S.R. 200<br>to ~~Bradford~~ County east boundary | 2-U | Minor Collector | Rural | D |
| ~~20~~ **21** | C.R. 225A<br>from C.R. 125<br>to C.R. 225 | 2-U | Minor Collector | Rural | D |

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| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
|---|---|---|---|---|---|
| ~~21~~ 22 | C.R. 229<br>from ~~Bradford~~ County west boundary<br>to Starke west limits | 2-U | Minor Collector | Rural | D |
| ~~22~~ 23 | C.R. 229A<br>from C.R. 229<br>to S.R. 16 | 2-U | Minor Collector | Rural | D |
| ~~23~~ 24 | C.R. 233<br>from C.R. 229A<br>to S.R. 200 | 2-U | Minor Collector | Rural | D |
| ~~24~~ 25 | C.R. 235<br>from C.R. 229<br>to C.R. 231 | 2-U | Minor Collector | Rural | D |
| ~~25~~ 26 | C.R. 230A<br>from C.R. 230<br>to C.R. 100A | 2-U | Minor Collector | Rural | D |
| ~~26~~ 27 | C.R. 100A<br>from S.R. 100<br>to S.R. 100 | 2-U | Minor Collector | Rural | D |
| ~~27~~ 28 | C.R. 100A<br>from S.R. 100<br>to Starke west limits | 2-U | Minor Collector | Rural | D |
| ~~28~~ 29 | C.R. 225<br>from Sampson City Road<br>to C.R. 227 | 2-U | Minor Collector | Rural | D |
| ~~29~~ 30 | C.R. 227<br>from C.R. 18<br>to S.R. 200 | 2-U | Minor Collector | Rural | D |
| ~~30~~ 31 | C.R. 221<br>from S.R. 200<br>to Hampton north limits | 2-U | Minor Collector | Rural | D |
| ~~31~~ 32 | C.R. 221<br>from Hampton west limits<br>to S.R. 200 | 2-U | Minor Collector | Rural | D |
| ~~32~~ 33 | C.R. 325<br>from Hampton south limits<br>to ~~Bradford~~ County south boundary | 2-U | Minor Collector | Rural | D |
| ~~33~~ 34 | C.R. 225<br>from C.R. 18<br>to ~~Bradford~~ County south boundary | 2-U | Minor Collector | Rural | D |

| ROADWAY SEGMENT NUMBER | ROADWAY SEGMENT | NUMBER OF LANES | FUNCTIONAL CLASSIFICATION | AREA TYPE | LEVEL OF SERVICE |
|---|---|---|---|---|---|
| ~~34~~ 35 | C.R. 237<br>from C.R. 18<br>to ~~Bradford~~ County south boundary | 2-U | Minor Collector | Rural | D |
| ~~35~~ 36 | C.R. 21A<br>from S.R. 100<br>to C.R. 21B | 2-U | Minor Collector | Rural | D |
| ~~36~~ 37 | C.R. 21B<br>from C.R. 21A<br>to S.R. 21 | 2-U | Minor Collector | Rural | D |
| ~~37~~ 38 | Laura Church Road<br>from Starke northeast limits<br>to S.R. 16 | 2-U | Minor Collector | Rural | D |
| ~~38~~ 39 | Crawford Settlement Road<br>from S.R. 16<br>to S.R. 200 | 2-U | Minor Collector | Rural | D |
| ~~39~~ 40 | Sampson City Road<br>from S.R. 100<br>to C.R. 225 | 2-U | Minor Collector | Rural | D |
| ~~40~~ 41 | C.R. 231<br>from C.R. 18<br>to C.R. 18 | 2-U | Minor Collector | Rural | D |
| ~~41~~ 42 | C.R. 214<br>from S.R. 21<br>to ~~Bradford~~ County east boundary | 2-U | Minor Collector | Rural | D |

U-Undivided
**D-Divided**

Policy II.1.2. The County shall control the number and frequency of connections and access points of driveways and roads to arterial and collector roads by requiring access points for state roads to be in conformance with Chapter 14-96 and 14-97, Florida Administrative Code~~, in effect upon adoption of this Comprehensive Plan~~ **in effect on January 1, 2003 and the following requirements for County roads.**

**1. Permitting 1 access point for ingress and egress purposes to a single property or development;**

**2. Permitting 2 access points if the minimum distance between the 2 access points exceeds 20 feet;**

**GOALS, OBJECTIVES, AND POLICIES**

**GOAL 1A:** To develop a balanced and sustainable transportation system improving access and travel choices through enhancement of roads, public transit, bicycle and pedestrian systems, aviation and multimodal facilities.

**OBJECTIVE 1A.1:** Marion County shall create and maintain transportation facilities that operate in an efficient and safe manner within established levels of service. The latest version of the Florida Department of Transportation Quality/Level of Service Handbook shall be utilized to determine operating conditions of urban and rural roadways, to maximize their efficient use and to coordinate capital improvement planning with land use decisions**.**

**Policy 1A.1.1:** The County shall adopt the following minimum peak hour level of service standards for functionally classified State Roads (Table 2-1) and County Roads (Table 2-2)**,** except for the backlogged roadway facility segments as identified in Policy 1A.1.2**.** For all other functionally classified County road segments not listed in Table 2-2.The County shall adopt the minimum peak hour level of service standards listed in Table 2-3.

**Table 2-1.** Minimum Peak Hour Level of Service Standards for functionally classified State Roads

| Location | SIS AND FIHS FACILITIES | | TRIP FUNDED FACILITIES AND OTHER STATE ROADS | |
|---|---|---|---|---|
| | Limited Access Highway (Freeway) | Controlled Acces Highway | Other Multilane | Two-Lane |
| Rural Areas | B | B | B | C |
| Transitioning Urbanized Areas, Urban Areas, or Communities | C | C | C | C |
| Urbanized Areas Under 500,000 | C(D) | C | D | D |
| Urbanized Areas Over 500,000 | D(E) | D | D | D |
| Roadways Parallel to Exclusive Transit Facilities | E | E | E | E |
| Inside TCMAs | D(E)2 | E2 | 2 | 2 |
| Inside TCEAs2 and MMTDs2 | 2 | 2 | 2 | 2 |

NOTES:
Level of service standards inside of parentheses apply to general use lanes only when exclusive through-lanes exist.
The number "2" indicates that FDOT must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively.
Level of service letter designations are defined in the FDOT's 2009 *Quality/Level of Service Handbook*.

**TABLE 2-2.** MINIMUM PEAK HOUR LEVEL OF SERVICE STANDARDS FOR FUNCTIONALLY CLASSIFIED COUNTY ROADS

| Segment Letter | Road | From | To | LOS |
|---|---|---|---|---|
| **A** | CR 320 | Levy C.L. | I-75 | B |
| **B** | CR 320 | I-75 | US 441 | B |
| **C** | CR 318 | Levy C.L. | US 441 | B |
| **D** | CR 318 | US 441 | US 301 | C |
| **E** | CR 316 | Levy C.L. | I-75 | B |
| **F** | CR 316 | I-75 | CR 200 A | C |
| **G** | CR 326 | Levy C.L. | CR 225 A | C |
| **H** | CR 326 | CR 225 A | NW 44th AVE | D |
| **I** | CR 464 B | Levy C.L. | US 27 | C |
| **J** | CR 329 | Alachua C.L. | CR 320 | B |
| **K** | CR 329 | CR 320 | CR 316 | B |
| **L** | CR 329 | CR 316 | I-75 | C |
| **M** | CR 329 | I-75 | US 441 | C |
| **N** | CR 329 | US 441 | CR 200 A | C |
| **O** | NW 110th Ave | US 27 | SR 40 | C |
| **P** | CR 225 A | CR 329 | CR 326 | C |
| **Q** | CR 225 A | CR 326 | US 27 | D |
| **R** | CR 225 | CR 318 | CR 326 | B |
| **S** | CR 225 | CR 326 | US 27 | B |
| **T** | CR 25 A | US 441 | CR 329 | D |
| **U** | CR 25 A | CR 329 | CR 326 | D |
| **V** | CR 328 | US 41 | SR 40 | D |
| **W** | SW 66th St | CR 475 A | CR 475 | C |
| **X** | SE 80th St | CR 475 A | US 441 | C |
| **Y** | SE 80th St | US 441 | SE 41st Ct | C |
| **Z** | CR 475 A | CR 475 B | CR 484 | C |
| **AA** | CR 475 A | CR 484 | CR 475 | C |
| **BB** | CR 475 A | CR 475 | US 301 | C |
| **CC** | CR 475 | SE 52nd St | SE 80th St | C |
| **DD** | CR 475 | SE 80th St | CR 484 | C |
| **EE** | W Anthony Rd | SR 326 | North Terminus | C |
| **FF** | NE 58th Ave | SR 326 | NE 97th St Rd | C |
| **GG** | NE 97th St Rd | NE 36th Ave | NE 90th St Rd | C |
| **HH** | NE 90th St Rd | NE 97th St Rd | CR 315 | C |

**Table 2-3.** Minimum Peak Hour Level of Service Standards for all functionally classified County Roads not listed in Table 2-2

| | ***Urban*** | ***Rural*** |
|---|---|---|
| Freeways | D | C |
| Principal | D | C |
| Minor Arterials | E | D |
| Major Collectors | E | D |
| Minor Collectors | E | D |

**Policy 1A.1.2:** The County shall maintain a Level of Service standard consistent with FDOT standards and FAC 14-94 for those segments of State Road 40 lying between NE 64th Avenue and CR-314 until such time FDOT and/or Marion County can secure committed funding for the creation of additional roadway capacity.

**Policy 1A.1.3:** Priorities for transportation improvement projects shall be evaluated according to the following criteria:

a) Safety;
b) Location within or outside the Urban Growth Boundary;
c) Capacity deficiency;
d) System Continuity;
e) Right-of-Way;
f) Multi-Modal & Environmental Considerations; and
g) Consistency with the Future Land Use Element
h) Consistency with the Ocala Marion County Transportation Planning Organizations Long Range Transportation Plan (LRTP)

**Policy 1A.1.4:** All proposed development shall be evaluated to determine impacts to adopted LOS standards. Those projects generating fewer than 100 net new peak hour trips shall be required to provide a Traffic Impact Statement A Traffic Statement shall include a review of site access, circulation, and access management. Statement shall provide driveway volume, distribution, site trips per Institute of Transportation Engineering (ITE) manual and roadway information. A Level of Service (LOS) analysis will also be required for all site access points for developments generating 50 trips or more in the peak hour of the development (AM, PM, Sat/Sun). Those projects generating more than 100 net new peak hour trips shall be required to provide a Traffic Study the review of site access, circulation, access management, safety, roadway links analysis and intersection analysis that will be significantly impacted by the development.

**Table I-2 2035 Generalized AADT at Adopted LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2035) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Adopted LOS Standard | Generalized Service Volume at Adopted LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **SR 20** | | | | | | | | | | | | | | | | | | | | | | | | | |
| 188th St | NW 173rd St | Alachua County | | 4 | Rural | Uninterupted | Developed | 55 | | Divided | Yes | Yes | 1.05 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 27,195 | 42,735 | 55,020 | 62,580 | C | 42,735 |
| NW 173rd St | I-75 | Alachua County | | 4 | Rural | Interrupted | | 45 | | Divided | Yes | No | 1.00 | ** | ** | 29,300 | 30,400 | ** | ** | ** | 29,300 | 30,400 | ** | C | 29,300 |
| I-75 | SR 235 | Alachua County | | 4 | Rural | Interrupted | | 45 | | Divided | Yes | No | 1.00 | ** | ** | 29,300 | 30,400 | ** | ** | ** | 29,300 | 30,400 | ** | C | 29,300 |
| SR 235 | CR 25A (South) | Alachua County | | 4 | Rural | Uninterupted | Developed | 65 | | Divided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | C | 40,700 |
| CR 25A (South) | SR 121 | Gainesville | | 4 | Urbanized | Uninterupted | | 55 | | Divided | Yes | Yes | 1.05 | ** | 36,700 | 51,800 | 65,600 | 72,600 | ** | 38,535 | 54,390 | 68,880 | 76,230 | D | 68,880 |
| SR 121 | US 441/SR 20 | Gainesville | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| US 441/SR 20 | SR 222/N 39th Ave | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | E | 32,110 |
| SR 222/N 39th Ave | SR 120/NW 23rd Ave | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | E | 32,110 |
| SR 120/NW 23rd Ave | NW 8th Ave | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | E | 32,110 |
| NW 6th St | Main St/CR 329 | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| NW 8th Ave | SR 26 | Gainesville | | 2 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 7,300 | 14,800 | 15,600 | E | 15,600 |
| Main St/SR 329 | SR 24 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 24 | SR 26 | Gainesville | SIS | 6 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | Yes | 1.05 | ** | ** | 23,300 | 50,000 | 50,900 | ** | ** | 24,465 | 52,500 | 53,445 | E | 53,445 |
| SR 26 | SE 51st | Urban Mobility Cluster | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | D | 39,800 |
| SE 51st | CR 2082W | Urban Mobility Cluster | SIS | 4 | Transitioning | Uninterupted | | 45 | | Divided | Yes | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | C | 49,600 |
| CR 2082W | CR 325 | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| CR 325 | 205th St | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| 205th St | US 301 | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 35 | | Divided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | D | 52,400 |
| US 301 | Cherokee Dr | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Undivided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | D | 52,400 |
| Cherokee Dr | Putnam Co. Line | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| Putnam Co. Line | SR 21 | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| SR 21 | Royal Way | Outside County | SIS | 4 | Transitioning | Uninterupted | | 55 | | Undivided | Yes | Yes | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | C | 49,600 |
| Royal Way | Florida Trail | Outside County | SIS | 4 | Transitioning | Uninterupted | | 55 | | Undivided | No | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | C | 49,600 |
| Florida Trail | CR 315 | Outside County | SIS | 4 | Transitioning | Uninterupted | | 35 | | Undivided | Yes | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | C | 49,600 |
| CR 315 | West St | Outside County | SIS | 4 | Transitioning | Uninterupted | | 45 | | Divided | Yes | Yes | 1.05 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 37,065 | 52,080 | 66,045 | 73,080 | C | 52,080 |
| West St | Screen Rd | Outside County | SIS | 4 | Transitioning | Uninterupted | | 45 | | Divided | No | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | C | 49,600 |
| Screen Rd | Motes Island Rd | Outside County | SIS | 4 | Rural | Uninterupted | Developed | 55 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | B | 25,900 |
| **SR 26** | | | | | | | | | | | | | | | | | | | | | | | | | |
| NW 127th St | NW 76th Blvd | Urban Mobility Cluster | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | C | 37,900 |
| NW 76th Blvd | I-75 | Urban Mobility Cluster | SIS | 6 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 23,300 | 50,000 | 50,900 | ** | ** | 23,300 | 50,000 | 50,900 | C | 23,300 |
| I-75 | NW 8th Ave | Gainesville | | 6 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 58,400 | 59,900 | ** | ** | ** | 58,400 | 59,900 | ** | E | 59,900 |
| NW 8th Ave | SR 26A | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 26A | SR 121/NW 34th St | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 121/NW 34th St | Gale Lemerand Dr | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | E | 32,110 |
| Gale Lemerand Dr | US 441/W 13th St | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| US 441/W 13th St | Main St/CR 329 | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 20 | SE 51st Street | Urban Mobility Cluster | | 4 | Urbanized | Uninterupted | | 45 | | Divided | No | No | 1.00 | ** | 36,700 | 51,800 | 65,600 | 72,600 | ** | 36,700 | 51,800 | 65,600 | 72,600 | D | 65,600 |
| SE 51st Street | SR 222 | Urban Mobility Cluster | | 2 | Transitioning | Uninterupted | | 55 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | D | 24,400 |
| SR 222 | EASP N. Connector | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | D | 14,300 |
| EASP N. Connector | US 301 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | D | 14,300 |
| US 301 | Putnam Co. Line | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | D | 14,300 |
| Putnam Co. Line | SR 21 | Outside County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | Yes | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| SR 21 | SR 100 | Outside County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |

**Table I-2 2035 Generalized AADT at Adopted LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2035) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Adopted LOS Standard | Generalized Service Volume at Adopted LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **US 301/SR 200** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 441/SR 25 | CR 316 | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 60 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| CR 316 | CR 318 | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 60 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| CR 318 | Marion Co. Line | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 55 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| Marion Co. Line | CR 325 | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| CR 325 | S. Johnson Street | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| S. Johnson Street | 75th St | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | C | 40,700 |
| 75th St | SR 20 | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | C | 40,700 |
| SR 20 | SE 223rd St | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | C | 40,700 |
| SE 223rd St | SE 41st Ln | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 55 | | Divided | Yes | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | C | 40,700 |
| SE 41st Ln | SR 26 | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| SR 26 | NE 136th Ave | Alachua County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| NE 136th Ave | NE 160th Ave | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | B | 25,900 |
| NE 160th Ave | N City Limit (800' N of NE 177th Pl) | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | B | 25,900 |
| N City Limit (800' N of NE 177th Pl) | Bradford Co. Line | Alachua County | SIS | 4 | Rural | Uninterupted | Developed | 65 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | B | 25,900 |
| Bradford Co. Line | 2000' S of 146th St. | Outside County | SIS | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | Yes | Yes | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| 2000' S of 146th St. | SE 146th St. | Outside County | SIS | 4 | Transitioning | Uninterupted | | 45 | | Divided | Yes | Yes | 1.05 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 37,065 | 52,080 | 66,045 | 73,080 | B | 37,065 |
| SE 146th St. | SR 100 | Outside County | SIS | 4 | Transitioning | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 9,900 | 28,800 | 31,600 | ** | ** | 9,900 | 28,800 | 31,600 | C | 9,900 |
| SR 100 | SR 16 | Outside County | SIS | 4 | Transitioning | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 9,900 | 28,800 | 31,600 | ** | ** | 9,900 | 28,800 | 31,600 | C | 9,900 |
| SR 16 | Market Rd | Outside County | SIS | 4 | Transitioning | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 9,900 | 28,800 | 31,600 | ** | ** | 9,900 | 28,800 | 31,600 | C | 9,900 |
| Market Rd | NW 178th Lp | Outside County | SIS | 4 | Transitioning | Uninterupted | | 55 | | Divided | No | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | B | 35,300 |
| **SR 222** | | | | | | | | | | | | | | | | | | | | | | | | | |
| W of I-75 Ramps | NW 83rd St | Urban Mobility Cluster | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | D | 39,800 |
| NW 83rd St | NW 43rd St | Urban Mobility Cluster | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | D | 39,800 |
| NW 43rd St | SR 121/NW 34th St | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| SR 121/NW 34th St | US 441/NW 13th St | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| US 441/NW 13th St | SR 20 | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| SR 20 | SR 24 | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| SR 24 | Gainesville Airport | Gainesville | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| Gainesville Airport | SR 26 | Urban Mobility Cluster | | 2 | Urbanized | Uninterupted | | 55 | | Undivided | No | No | 1.00 | ** | 8,600 | 17,000 | 24,200 | 33,300 | ** | 8,600 | 17,000 | 24,200 | 33,300 | D | 24,200 |
| **SR 24** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tower Road | I-75 | Urban Mobility Cluster | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | D | 39,800 |
| I-75 | SR 121/NW 34th St | Gainesville | | 6 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 58,400 | 59,900 | ** | ** | ** | 58,400 | 59,900 | ** | E | 59,900 |
| SR 121/NW 34th St | SR 226/SW 16th Ave | Gainesville | | 6 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 23,300 | 50,000 | 50,900 | ** | ** | 23,300 | 50,000 | 50,900 | E | 50,900 |
| SR 226/SW 16th Ave | US 441/W 13th St | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 20 | SR 120/NW 23rd Ave | Gainesville | ES | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 39,795 | 41,790 | ** | E | 41,790 |
| SR 120/NW 23rd Ave | SR 222 | Gainesville | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 39,795 | 41,790 | ** | E | 41,790 |
| SR 222 | NE 47th Ave | Gainesville | ES (Planned Ad) | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 39,795 | 41,790 | ** | E | 41,790 |
| NE 47th Ave | Gainesville City Limit (55th Pl) | Gainesville | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 39,795 | 41,790 | ** | D | 41,790 |
| Gainesville City Limit (55th Pl) | NE 77th St | Urban Mobility Cluster | | 4 | Transitioning | Uninterupted | | 65 | | Divided | No | No | 1.00 | ** | 35,300 | 49,600 | 62,900 | 69,600 | ** | 35,300 | 49,600 | 62,900 | 69,600 | C | 49,600 |
| NE 77th St | Waldo City Limit (NE 134th St) | Alachua County | | 4 | Rural | Uninterupted | Undeveloped | 45 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | C | 40,300 |
| Waldo City Limit (NE 134th St) | US 301 | Alachua County | | 4 | Rural | Uninterupted | Developed | 35 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | C | 40,700 |

**Table I-2 2035 Generalized AADT at Adopted LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2035) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Adopted LOS Standard | Generalized Service Volume at Adopted LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **SR 100** | | | | | | | | | | | | | | | | | | | | | | | | | |
| CR 21B | Clay County Line | Outside County | ES | 2 | Transitioning | Uninterupted | | 60 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | D | 24,400 |
| Clay County Line | 1800' NW of SR 21 | Outside County | ES | 2 | Transitioning | Uninterupted | | 45 | | Divided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| 1800' NW of SR 21 | SR 21 | Outside County | ES | 2 | Transitioning | Uninterupted | | 35 | | Divided | Yes | No | 1.05 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,660 | 18,165 | 25,620 | 34,965 | C | 18,165 |
| SR 21 | Lakeview Dr | Outside County | ES | 2 | Transitioning | Interrupted | | 35 | Class II | Undivided | Yes | No | 1.00 | ** | ** | 6,500 | 13,300 | 14,200 | ** | ** | 6,500 | 13,300 | 14,200 | C | 6,500 |
| Lakeview Dr | CR 214 | Outside County | ES | 2 | Transitioning | Uninterupted | | 50 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| CR 214 | Twin Lakes Rd | Outside County | ES | 2 | Transitioning | Uninterupted | | 60 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| Twin Lakes Rd | Putnam Co. Line | Outside County | ES | 2 | Transitioning | Uninterupted | | 60 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| Putnam Co. Line | SR 26 | Outside County | ES | 2 | Rural | Uninterupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| SR 26 | CR 315 | Outside County | ES | 2 | Rural | Uninterupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| CR 315 | CR 309C | Outside County | ES | 4 | Rural | Uninterupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | C | 40,700 |
| **SR 226/SR 24A** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 24 | US 441/W 13th St | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| US 441/W 13th St | SR 329/Main St | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 329/Main St | SR 331/Williston Rd | Gainesville | | 2 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 1.00 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 7,300 | 14,800 | 15,600 | E | 15,600 |
| **US 441/SR 25** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301/SR 200 | CR 316 | Outside County | | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| CR 316 | CR 25A (North) | Outside County | | 4 | Rural | Uninterupted | Undeveloped | 60 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| CR 25A (North) | CR 318 | Outside County | | 4 | Rural | Uninterupted | Undeveloped | 60 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| CR 318 | CR 320/Ave G | Outside County | | 4 | Rural | Uninterupted | Undeveloped | 50 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| CR 320/Ave G | Alachua Co. Line | Outside County | | 4 | Rural | Uninterupted | Undeveloped | 55 | | Divided | Yes | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | B | 25,700 |
| Alachua Co. Line | 400' E of Memorial Ln | Alachua County | | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | C | 40,300 |
| 400' E of Memorial Ln | 900' W of Okehumkee St | Alachua County | | 4 | Rural | Uninterupted | Developed | 45 | | Divided | No | No | 1.00 | ** | 25,900 | 40,700 | 52,400 | 59,600 | ** | 25,900 | 40,700 | 52,400 | 59,600 | C | 40,700 |
| 900' W of Okehumkee St | SW 63rd Ave | Alachua County | | 4 | Rural | Uninterupted | Undeveloped | 65 | | Divided | No | No | 1.00 | ** | 25,700 | 40,300 | 51,000 | 57,900 | ** | 25,700 | 40,300 | 51,000 | 57,900 | C | 40,300 |
| SW 63rd Ave | SR 331/Williston Rd | Urban Mobility Cluster | | 4 | Urbanized | Interrupted | | 55 | Class I | Divided | Yes | Yes | 1.05 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 39,795 | 41,790 | ** | D | 41,790 |
| SR 331/Williston Rd | SR 226 | Urban Mobility Cluster | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| SR 226 | SR 24 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | E | 32,110 |
| SR 24 | SR 26 | Gainesville | | 4 | Urbanized | Interrupted | | 30 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 26 | SR 120 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 120 | SR 222 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| SR 222 | SR 20 | Gainesville | | 4 | Urbanized | Uninterupted | | 45 | | Divided | Yes | No | 1.00 | ** | 36,700 | 51,800 | 65,600 | 72,600 | ** | 36,700 | 51,800 | 65,600 | 72,600 | E | 72,600 |
| **SR 26A** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 26 | SR 121 | Gainesville | | 2 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | Yes | 1.10 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 8,030 | 16,280 | 17,160 | E | 17,160 |
| SR 121 | SR 26 | Gainesville | | 2 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 1.00 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 7,300 | 14,800 | 15,600 | E | 15,600 |
| **SR 120** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 441/W 13th St | SR 20 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Undivided | Yes | No | 0.95 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 13,775 | 30,780 | 32,110 | E | 32,110 |
| SR 20 | SR 24 | Gainesville | ES | 4 | Urbanized | Interrupted | | 40 | Class I | Undivided | Yes | No | 0.95 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 36,005 | 37,810 | ** | E | 37,810 |

**Table I-2 2035 Generalized AADT at Adopted LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2035) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Adopted LOS Standard | Generalized Service Volume at Adopted LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **SR 121** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SW 85th Ave | I-75 South Ramps | Urban Mobility Cluster | | 4 | Transitioning | Interrupted | | 50 | Class I | Undivided | Yes | No | 1.00 | ** | ** | 34,000 | 35,500 | ** | ** | ** | 34,000 | 35,500 | ** | D | 35,500 |
| I-75 South Ramps | SR 331/Williston Rd | Urban Mobility Cluster | | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| SR 331/Williston Rd | SR 24 | Gainesville | | 6 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 58,400 | 59,900 | ** | ** | ** | 58,400 | 59,900 | ** | E | 59,900 |
| SR 24 | SR 26A | Gainesville | | 6 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 58,400 | 59,900 | ** | ** | ** | 58,400 | 59,900 | ** | E | 59,900 |
| SR 26A | SR 26 | Gainesville | | 6 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 23,300 | 50,000 | 50,900 | ** | ** | 23,300 | 50,000 | 50,900 | E | 50,900 |
| SR 26 | NW 16th Ave | Gainesville | | 2 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 7,300 | 14,800 | 15,600 | ** | ** | 7,300 | 14,800 | 15,600 | E | 15,600 |
| NW 16th Ave | SR 222 | Gainesville | | 2 | Urbanized | Interrupted | | 40 | Class I | Undivided | Yes | No | 1.00 | ** | ** | 16,800 | 17,700 | ** | ** | ** | 16,800 | 17,700 | ** | E | 17,700 |
| SR 222 | US 441 | Gainesville | | 2 | Urbanized | Interrupted | | 40 | Class I | Undivided | Yes | Yes | 1.05 | ** | ** | 16,800 | 17,700 | ** | ** | ** | 17,640 | 18,585 | ** | E | 18,585 |
| US 441 | NW 73rd Pl | Gainesville | | 2 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.05 | ** | ** | 16,800 | 17,700 | ** | ** | ** | 17,640 | 18,585 | ** | E | 18,585 |
| NW 73rd Pl | CR 231 | Gainesville | | 2 | Rural | Uninterupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 231 | 4200' S of SR 235 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 60 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| 4200' S of SR 235 | SR 235 | Alachua County | | 2 | Rural | Uninterupted | Developed | 60 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| **SR 235** | | | | | | | | | | | | | | | | | | | | | | | | | |
| CR 2054 | US 441 | Alachua County | | 2 | Rural | Uninterupted | Developed | 30 | | Undivided | Yes | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| US 441 | NW 159th Pl | Alachua County | | 2 | Rural | Uninterupted | Developed | 30 | | Undivided | Yes | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| NW 159th Pl | 134th Dr | Alachua County | | 2 | Rural | Uninterupted | Developed | 30 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| 134th Dr | 1720' S of SR 121 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **SR 329** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 331/Williston Rd | SR 226 | Gainesville | | 4 | Urbanized | Uninterupted | | 45 | | Divided | Yes | No | 1.00 | ** | 36,700 | 51,800 | 65,600 | 72,600 | ** | 36,700 | 51,800 | 65,600 | 72,600 | E | 72,600 |
| SR 226 | SR 26 | Gainesville | | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| **SR 331** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 121 | US 441 | Urban Mobility Cluster | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| US 441 | SR 329/Main St | Alachua County | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| SR 329/Main St | SR 226 | Alachua County | SIS | 4 | Urbanized | Interrupted | | 45 | Class I | Divided | Yes | No | 1.00 | ** | ** | 37,900 | 39,800 | ** | ** | ** | 37,900 | 39,800 | ** | E | 39,800 |
| SR 226 | SR 26 | Gainesville | SIS | 4 | Urbanized | Interrupted | | 35 | Class II | Divided | Yes | No | 1.00 | ** | ** | 14,500 | 32,400 | 33,800 | ** | ** | 14,500 | 32,400 | 33,800 | E | 33,800 |
| **SR 21** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 20 | SR 26 | Outside County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | Yes | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| SR 26 | Clay County Line | Outside County | | 2 | Rural | Uninterupted | Undeveloped | 45 | | Undivided | Yes | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| Clay County Line | Bradford Co. Line | Outside County | | 2 | Transitioning | Uninterupted | | 55 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| Bradford Co. Line | Clay County Line | Outside County | | 2 | Transitioning | Uninterupted | | 45 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | D | 24,400 |
| Clay County Line | Pointview Rd | Outside County | | 2 | Transitioning | Uninterupted | | 45 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| Pointview Rd | SR 100 | Outside County | | 2 | Transitioning | Uninterupted | | 35 | | Undivided | Yes | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| SR 100 | Immokalee Rd. | Outside County | | 2 | Transitioning | Uninterupted | | 35 | | Undivided | Yes | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| Immokalee Rd. | Deer Springs Rd | Outside County | | 2 | Transitioning | Uninterupted | | 45 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| Deer Springs Rd | SR 16 | Outside County | | 2 | Transitioning | Uninterupted | | 60 | | Undivided | No | No | 1.00 | ** | 9,200 | 17,300 | 24,400 | 33,300 | ** | 9,200 | 17,300 | 24,400 | 33,300 | C | 17,300 |
| **CR 234** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 441 | CR 2082 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 2082 | SR 20 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| SR 20 | CR 1474 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 1474 | SR 26 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **CR 2082** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 20 | CR 234 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 234 | CR 325 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 325 | SE 152 ST | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 30 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| SE 152 ST | US 301 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |

**Table I-2 2035 Generalized AADT at Adopted LOS**

| Roadway Segment | | Area | Emerging SIS / SIS | # of Lanes (2035) | Area Type | Flow | Developed / Undeveloped (Rural Uninterrupted Only) | Posted Speed Limit | Speed Class (Non-Rural/Interrupted Only) | Divided / Undivided | Exclusive Left Turn Lane | Exclusive Right Turn Lane | Adjustment Factor | Generalized Service Volume | | | | | Adjusted Generalized Service Volume | | | | | Adopted LOS Standard | Generalized Service Volume at Adopted LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | | | | | | | A | B | C | D | E | A | B | C | D | E | | |
| **CR 325** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301 | CR 346 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 346 | SR 20 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **CR 346** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 441 | CR 325 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **CR 219A** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301 | CR 1469 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 1469 | SR 26 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **CR 1469** | | | | | | | | | | | | | | | | | | | | | | | | | |
| CR 219A | SR 26 | Alachua County | | 2 | Rural | Uninterupted | Developed | 45 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| SR 26 | NE 77th Ln | Alachua County | | 2 | Rural | Uninterupted | Developed | 55 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| NE 77th Ln | US 301/SR 200/CR 1471 | Alachua County | | 2 | Rural | Uninterupted | Developed | 45 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| **CR 1471** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301/SR 200 | SE 40th St. | Alachua County | | 2 | Rural | Uninterupted | Developed | 55 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| SE 40th St. | Bradford Co. Line | Alachua County | | 2 | Rural | Uninterupted | Developed | 55 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| **CR 1474** | | | | | | | | | | | | | | | | | | | | | | | | | |
| CR 234 | Onsite Roadway | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| Onsite Roadway | US 301/SR 200 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| US 301/SR 200 | CR 219A | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **CR 1475** | | | | | | | | | | | | | | | | | | | | | | | | | |
| US 301 | SR 24 | Alachua County | | 2 | Rural | Uninterupted | Developed | 35 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| SR 24 | NE 150th Ave | Alachua County | | 2 | Rural | Uninterupted | Developed | 30 | | Undivided | No | No | 1.00 | ** | 8,700 | 16,400 | 23,100 | 31,500 | ** | 8,700 | 16,400 | 23,100 | 31,500 | C | 16,400 |
| NE 150th Ave | CR 225 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 225 | Bradford Co. Line | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 55 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **SE 171 St** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SR 20 | SE 24th Ave | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **SE 163rd St/NE 70th Pl** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SE 24th Ave | CR 1474 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| CR 1474 | SR 26 | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 35 | | Undivided | No | No | 1.00 | | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |
| **SE 24 Ave** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SE 163 St | SE 171st St | Alachua County | | 2 | Rural | Uninterupted | Undeveloped | 45 | | Undivided | No | No | 1.00 | ** | 4,700 | 8,400 | 14,300 | 28,600 | ** | 4,700 | 8,400 | 14,300 | 28,600 | C | 8,400 |

# Appendix J Significance Determination Summary

**Table J-1 Five Percent Area of Significance for EASP - 2030**

| Roadway Segment | | Area | Area Type | Adopted LOS Standard | Generalized Service Volume at Adopted LOS | 2030 Project Trips | 2030 Percent Influence | Exceeds Five Percent Significance in 2030? |
|---|---|---|---|---|---|---|---|---|
| **From** | **To** | | | | | | | |
| **SR 20** | | | | | | | | |
| NW 8th Ave | SR 26 | Gainesville | Urbanized | E | 15,600 | 159 | 1.02% | No |
| Main St/SR 329 | SR 24 | Gainesville | Urbanized | E | 33,800 | 4,739 | 14.02% | Yes |
| SR 24 | SR 26 | Gainesville | Urbanized | E | 53,445 | 5,332 | 9.98% | Yes |
| SR 26 | SE 51st | Urban Mobility Cluster | Urbanized | D | 39,800 | 12,536 | 31.50% | Yes |
| SE 51st | CR 2082W | Urban Mobility Cluster | Transitioning | C | 49,600 | 13,965 | 28.16% | Yes |
| CR 2082W | CR 325 | Alachua County | Rural | B | 25,700 | 13,997 | 54.46% | Yes |
| CR 325 | 205th St | Alachua County | Rural | B | 25,700 | 6,968 | 27.11% | Yes |
| 205th St | US 301 | Alachua County | Rural | B | 25,900 | 4,878 | 18.83% | Yes |
| US 301 | Cherokee Dr | Alachua County | Rural | B | 25,900 | 3,197 | 12.34% | Yes |
| Cherokee Dr | Putnam Co. Line | Alachua County | Rural | B | 25,700 | 3,137 | 12.21% | Yes |
| **SR 226/SR 24A** | | | | | | | | |
| US 441/W 13th St | SR 329/Main St | Gainesville | Urbanized | E | 33,800 | 843 | 2.49% | No |
| SR 329/Main St | SR 331/Williston Rd | Gainesville | Urbanized | E | 15,600 | 909 | 5.83% | Yes |
| **SR 331** | | | | | | | | |
| SR 329/Main St | SR 226 | Alachua County | Urbanized | E | 39,800 | 1,461 | 3.67% | No |
| SR 226 | SR 26 | Gainesville | Urbanized | E | 33,800 | 2,416 | 7.15% | Yes |
| **CR 234** | | | | | | | | |
| US 441 | CR 2082 | Alachua County | Rural | C | 8,400 | 454 | 5.40% | Yes |
| CR 2082 | SR 20 | Alachua County | Rural | C | 8,400 | 591 | 7.04% | Yes |
| SR 20 | CR 1474 | Alachua County | Rural | C | 8,400 | 187 | 2.23% | No |
| **CR 325** | | | | | | | | |
| US 301 | CR 346 | Alachua County | Rural | C | 8,400 | 199 | 2.37% | No |
| CR 346 | SR 20 | Alachua County | Rural | C | 8,400 | 576 | 6.86% | Yes |

**Table J-2 Five Percent Area of Significance for EASP - Buildout**

| Roadway Segment | | Area | Area Type | Adopted LOS Standard | Generalized Service Volume at Adopted LOS | Buildout Project Trips | Buildout Percent Influence | Exceeds Five Percent Significance in Buildout? |
|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | |
| **SR 20** | | | | | | | | |
| CR 25A (South) | SR 121 | Gainesville | Urbanized | D | 68,880 | 2,316 | 3.36% | No |
| SR 121 | US 441/SR 20 | Gainesville | Urbanized | E | 39,800 | 3,519 | 8.84% | Yes |
| US 441/SR 20 | SR 222/N 39th Ave | Gainesville | Urbanized | E | 32,110 | 2,947 | 9.18% | Yes |
| SR 222/N 39th Ave | SR 120/NW 23rd Ave | Gainesville | Urbanized | E | 32,110 | 616 | 1.92% | No |
| NW 8th Ave | SR 26 | Gainesville | Urbanized | E | 15,600 | 266 | 1.71% | No |
| Main St/SR 329 | SR 24 | Gainesville | Urbanized | E | 33,800 | 12,667 | 37.48% | Yes |
| SR 24 | SR 26 | Gainesville | Urbanized | E | 53,445 | 15,919 | 29.79% | Yes |
| SR 26 | SE 51st | Urban Mobility Cluster | Urbanized | D | 39,800 | 31,097 | 78.13% | Yes |
| SE 51st | CR 2082W | Urban Mobility Cluster | Transitioning | C | 49,600 | 35,313 | 71.20% | Yes |
| CR 2082W | CR 325 | Alachua County | Rural | B | 25,700 | 35,383 | 137.68% | Yes |
| CR 325 | 205th St | Alachua County | Rural | B | 25,700 | 12,662 | 49.27% | Yes |
| 205th St | US 301 | Alachua County | Rural | D | 52,400 | 10,745 | 20.51% | Yes |
| US 301 | Cherokee Dr | Alachua County | Rural | D | 52,400 | 8,143 | 15.54% | Yes |
| Cherokee Dr | Putnam Co. Line | Alachua County | Rural | B | 25,700 | 7,997 | 31.12% | Yes |
| **SR 26** | | | | | | | | |
| SR 26A | SR 121/NW 34th St | Gainesville | Urbanized | E | 33,800 | 1,568 | 4.64% | No |
| SR 121/NW 34th St | Gale Lemerand Dr | Gainesville | Urbanized | E | 32,110 | 3,001 | 9.35% | Yes |
| Gale Lemerand Dr | US 441/W 13th St | Gainesville | Urbanized | E | 33,800 | 3,064 | 9.07% | Yes |
| US 441/W 13th St | Main St/CR 329 | Gainesville | Urbanized | E | 33,800 | 4,334 | 12.82% | Yes |
| SR 20 | SE 51st Street | Urban Mobility Cluster | Urbanized | D | 65,600 | 3,684 | 5.62% | Yes |
| SE 51st Street | SR 222 | Urban Mobility Cluster | Transitioning | D | 24,400 | 3,328 | 13.64% | Yes |
| SR 222 | EASP N. Connector | Alachua County | Rural | D | 14,300 | 8,224 | 57.51% | Yes |
| EASP N. Connector | US 301 | Alachua County | Rural | D | 14,300 | 0 | 0.00% | No |
| **US 301/SR 200** | | | | | | | | |
| Marion Co. Line | CR 325 | Alachua County | Rural | B | 25,700 | 333 | 1.30% | No |
| CR 325 | S. Johnson Street | Alachua County | Rural | B | 25,700 | 1,379 | 5.37% | Yes |
| S. Johnson Street | 75th St | Alachua County | Rural | C | 40,700 | 1,379 | 3.39% | No |
| 75th St | SR 20 | Alachua County | Rural | C | 40,700 | 1,379 | 3.39% | No |
| SR 20 | SE 223rd St | Alachua County | Rural | C | 40,700 | 3,434 | 8.44% | Yes |
| SE 223rd St | SE 41st Ln | Alachua County | Rural | C | 40,700 | 3,746 | 9.20% | Yes |
| SE 41st Ln | SR 26 | Alachua County | Rural | B | 25,700 | 3,906 | 15.20% | Yes |
| SR 26 | NE 136th Ave | Alachua County | Rural | B | 25,700 | 3,092 | 12.03% | Yes |
| NE 136th Ave | NE 160th Ave | Alachua County | Rural | B | 25,900 | 914 | 3.53% | No |
| **SR 222** | | | | | | | | |
| NW 83rd St | NW 43rd St | Urban Mobility Cluster | Urbanized | D | 39,800 | 1,344 | 3.38% | No |
| NW 43rd St | SR 121/NW 34th St | Gainesville | Urbanized | E | 39,800 | 2,017 | 5.07% | Yes |
| SR 121/NW 34th St | US 441/NW 13th St | Gainesville | Urbanized | E | 39,800 | 2,455 | 6.17% | Yes |
| US 441/NW 13th St | SR 20 | Gainesville | Urbanized | E | 39,800 | 3,648 | 9.17% | Yes |
| SR 20 | SR 24 | Gainesville | Urbanized | E | 39,800 | 6,403 | 16.09% | Yes |
| SR 24 | Gainesville Airport | Gainesville | Urbanized | E | 39,800 | 4,823 | 12.12% | Yes |
| Gainesville Airport | SR 26 | Urban Mobility Cluster | Urbanized | D | 24,200 | 5,360 | 22.15% | Yes |
| **SR 24** | | | | | | | | |
| I-75 | SR 121/NW 34th St | Gainesville | Urbanized | E | 59,900 | 686 | 1.15% | No |
| SR 121/NW 34th St | SR 226/SW 16th Ave | Gainesville | Urbanized | E | 50,900 | 2,670 | 5.25% | Yes |
| SR 226/SW 16th Ave | US 441/W 13th St | Gainesville | Urbanized | E | 33,800 | 1,001 | 2.96% | No |
| SR 20 | SR 120/NW 23rd Ave | Gainesville | Urbanized | E | 41,790 | 2,199 | 5.26% | Yes |
| SR 120/NW 23rd Ave | SR 222 | Gainesville | Urbanized | E | 41,790 | 1,543 | 3.69% | No |
| **SR 226/SR 24A** | | | | | | | | |
| SR 24 | US 441/W 13th St | Gainesville | Urbanized | E | 33,800 | 2,389 | 7.07% | Yes |
| US 441/W 13th St | SR 329/Main St | Gainesville | Urbanized | E | 33,800 | 2,662 | 7.88% | Yes |
| SR 329/Main St | SR 331/Williston Rd | Gainesville | Urbanized | E | 15,600 | 2,674 | 17.14% | Yes |
| **US 441/SR 25** | | | | | | | | |
| SR 331/Williston Rd | SR 226 | Urban Mobility Cluster | Urbanized | E | 39,800 | 107 | 0.27% | No |
| SR 226 | SR 24 | Gainesville | Urbanized | E | 32,110 | 1,771 | 5.52% | Yes |
| SR 24 | SR 26 | Gainesville | Urbanized | E | 33,800 | 188 | 0.56% | No |
| **SR 331** | | | | | | | | |
| SR 121 | US 441 | Urban Mobility Cluster | Urbanized | E | 39,800 | 3,841 | 9.65% | Yes |
| US 441 | SR 329/Main St | Alachua County | Urbanized | E | 39,800 | 4,177 | 10.49% | Yes |
| SR 329/Main St | SR 226 | Alachua County | Urbanized | E | 39,800 | 4,661 | 11.71% | Yes |
| SR 226 | SR 26 | Gainesville | Urbanized | E | 33,800 | 7,483 | 22.14% | Yes |
| **CR 234** | | | | | | | | |
| US 441 | CR 2082 | Alachua County | Rural | C | 8,400 | 2,173 | 25.87% | Yes |
| CR 2082 | SR 20 | Alachua County | Rural | C | 8,400 | 2,518 | 29.98% | Yes |
| SR 20 | CR 1474 | Alachua County | Rural | C | 8,400 | 443 | 5.27% | Yes |
| CR 1474 | SR 26 | Alachua County | Rural | C | 8,400 | 128 | 1.52% | No |
| **CR 325** | | | | | | | | |
| US 301 | CR 346 | Alachua County | Rural | C | 8,400 | 527 | 6.27% | Yes |
| CR 346 | SR 20 | Alachua County | Rural | C | 8,400 | 1,974 | 23.50% | Yes |
| **CR 346** | | | | | | | | |
| US 441 | CR 325 | Alachua County | Rural | C | 8,400 | 1,041 | 12.39% | Yes |
| **CR 219A** | | | | | | | | |
| US 301 | CR 1469 | Alachua County | Rural | C | 8,400 | 3,161 | 37.63% | Yes |
| CR 1469 | SR 26 | Alachua County | Rural | C | 8,400 | 2,919 | 34.75% | Yes |
| **CR 1474** | | | | | | | | |
| CR 234 | Onsite Roadway | Alachua County | Rural | C | 8,400 | 264 | 3.14% | No |
| Onsite Roadway | US 301/SR 200 | Alachua County | Rural | C | 8,400 | 11,926 | 141.98% | Yes |
| US 301/SR 200 | CR 219A | Alachua County | Rural | C | 8,400 | 3,634 | 43.26% | Yes |

**Table J-3 Five Percent Area of Significance for Hawthorne - 2030**

| Roadway Segment | | Area | Area Type | Adopted LOS Standard | Generalized Service Volume at Adopted LOS | 2030 Project Trips | 2030 Percent Influence | Exceeds Five Percent Significance in 2030? |
|---|---|---|---|---|---|---|---|---|
| From | To | | | | | | | |
| **SR 20** | | | | | | | | |
| NW 8th Ave | SR 26 | Gainesville | Urbanized | E | 15,600 | 103 | 0.66% | No |
| Main St/SR 329 | SR 24 | Gainesville | Urbanized | E | 33,800 | 3,332 | 9.86% | Yes |
| SR 24 | SR 26 | Gainesville | Urbanized | E | 53,445 | 3,699 | 6.92% | Yes |
| SR 26 | SE 51st | Urban Mobility Cluster | Urbanized | D | 39,800 | 8,531 | 21.43% | Yes |
| SE 51st | CR 2082W | Urban Mobility Cluster | Transitioning | C | 49,600 | 9,221 | 18.59% | Yes |
| CR 2082W | CR 325 | Alachua County | Rural | B | 25,700 | 9,233 | 35.93% | Yes |
| CR 325 | 205th St | Alachua County | Rural | B | 25,700 | 11,951 | 46.50% | Yes |
| 205th St | US 301 | Alachua County | Rural | D | 52,400 | 7,041 | 13.44% | Yes |
| US 301 | Cherokee Dr | Alachua County | Rural | D | 52,400 | 2,448 | 4.67% | No |
| **US 301/SR 200** | | | | | | | | |
| Marion Co. Line | CR 325 | Alachua County | Rural | B | 25,700 | 616 | 2.40% | No |
| CR 325 | S. Johnson Street | Alachua County | Rural | B | 25,700 | 1,460 | 5.68% | Yes |
| S. Johnson Street | 75th St | Alachua County | Rural | C | 40,700 | 1,460 | 3.59% | No |
| **SR 331** | | | | | | | | |
| SR 329/Main St | SR 226 | Alachua County | Urbanized | E | 39,800 | 1,136 | 2.85% | No |
| SR 226 | SR 26 | Gainesville | Urbanized | E | 33,800 | 1,803 | 5.33% | Yes |

# Appendix K Supporting Documentation for Analysis

*Florida Department of Transportation*

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

**POLICY**

Effective: April 18, 2012
Office: Systems Planning
Topic No.: 000-525-006-a

# LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM

It is the Department's intent to plan, design and operate the State Highway System at an acceptable level of service for the traveling public. The automobile mode level of service standards for the State Highway System during peak travel hours are "D" in urbanized areas and "C" outside urbanized areas. See ***Procedure No. 525-000-006, Level of Service Standards and Highway Capacity Analysis for the State Highway System*** for more information. No specific level of service standards are established for other highway modes (e.g., bus, pedestrian, bicycle). Quality/level of service for these modes is determined on a case by case basis.

Ananth Prasad, P.E.
Secretary

# FDOT District Two Level of Service Glossary

**Road:** Interstate or State Road designation. State Roads are presented in numeric order. Individual roads are generally presented from west to east and south to north as they run through the county. Off system roads that are classified as SIS Connectors are listed last.

**Location:** Indicates if the segment is within the County or another local jurisdiction.

**Map ID:** Segment number shown on reference maps. Each segment number only occurs once within a county. Segments have been renumbered to occur sequentially and reflect changes made to better reflect the network.

**Local:** Local name for the segment. This may include other State Road or Federal designations. The hierarchy is S.R./U.S./local name.

**Lanes:** The number of lanes in both directions for 2-way roads and directional for 1-way facilities. D = Divided, U = Undivided, 1W= One-Way. A designation of 4/2 indicates the number of lanes on a freeway, plus auxiliary lanes. All freeways are divided.

| | | |
|---|---|---|
| 4/D | = | 4 lane divided |
| 4/U | = | 4 lane undivided |
| 3/1W | = | 3 lane one-way |
| 4/2 | = | 4 lane freeway plus 2 auxiliary lanes |

**Facility:** Indicates the roadway classification and relates directly to the Level of Service Tables published by the Department of Transportation. Freeway reflects a limited access facility, typically an interstate with high speeds moving long distance traffic. Highway reflects occasional signalization with speeds over 50 miles per hour. Arterials are normally found within urban or urbanized areas with posted speeds less than 50 miles per hour, and are classified based on posted speed.

**Area Type:** Area type relates directly to the Minimum Level of Service Standards (Table 8.1) published by the Department of Transportation in the Level of Service Handbook.

*Urbanized Areas over 500,000* = areas defined as urbanized in the latest census (1,000 people per square mile with a total population of 500,000 or more). In District Two this only applies to the Jacksonville urban area. Table 1 in the Level of Service Handbook.

*Urbanized Areas under 500,000* = areas defined as urbanized in the latest census (1,000 people per square mile with a total population under 500,000 and over 50,000). In District Two this only applies to Gainesville and St. Augustine. Table 1 in the Level of Service Handbook.

*Transitioning* = areas between the urbanized boundary as defined in the last census (1,000 people per square mile with a total over 50,000) and those areas within the Metropolitan Planning Organization boundary. Table 2 in the Level of Service Handbook.

*Urban* = areas defined as urban in the latest census (1,000 people per square mile with a total population over 5,000). Table 2 in the Level of Service Handbook.

*Community* = incorporated areas outside urban and urbanized areas, or unincorporated developed areas having 500 population or more identified by local governments in their local comprehensive plans and located outside of urban or urbanized areas. For the purpose of LOS, Communities fall under Rural Developed Areas. Table 3 in the Level of Service Handbook.

*Rural* = all areas that fall outside the Urbanized, Transitioning, Urban, and Community designations. Rural areas are areas which do not meet any other area criteria. Table 3 in the Level of Service Handbook.

**Committed:** Indicates if improvements are planned for construction on the segment within the first three years of the work program and have been included.

**Bike/Paved Shoulder:** Indicates the percentage of the segment that has a paved shoulder. Note this is not reported on limited access facilities as bicycles are prohibited on such facilities. In areas where a service road is available, this percentage is based on the service road.

**Miles:** Length of the segment in miles.

**Sidewalk Coverage:** Indicates the percentage of the segment which has a sidewalk. This is based on both sides of the roadway – for example, if a sidewalk is only present on one side of the roadway for the entire segment, this is considered 50% coverage.

**Speed:** Posted speed.

**Busses/Hr Peak Direction:** This indicates the number of busses which use a segment during the peak hour per direction. If a bus only traverses a portion of a segment, it is factored proportionally.

**Count Station #:** Reference numbers of the count stations used for determining the traffic volume on the segment. If multiple 2-way count stations are used, the values are averaged. Count stations from adjacent segments may be included for long rural segments. The first two digits of the count station number indicate the county in which the counts were collected. No letter after the count station number indicates the volume is computed from data collected in the current year. A "c" after the station number indicates it is a current year classification count.

**Std Source:** Indicates the FDOT and the local government level of service standard.

**LOS STD:** The minimum level of service standard. Presented for the Peak Hour.

**MSV Adj:** This is an adjustment factor applied to the Maximum Service Volume published in the LOS tables.

| Lanes | Median | Left Turn Lanes | Adjustment Factors |
|---|---|---|---|
| 2 | Divided | Yes | + 5% |
| 2 | Undivided | No | - 20% |
| Multi | Undivided | Yes | - 5% |
| Multi | Undivided | No | - 25% |

To estimate the maximum service volume on a 1-way segment, a factor of 60 percent is applied to the equivalent 2-way facility.

**Maximum Service Volume (MSV):** The maximum Peak Hour service volume based on the minimum level of service. All values are based on the latest published FDOT Generalized LOS Tables.

**2012 Count:** Peak hour, bidirectional count for the year 2012. The volumes reported on segments for 2012 may be different from last year due to changes in segment breaks, a change in K factors, and the addition or deletion of count sites.

**2013 Count:** Peak hour, bidirectional count for the year 2013 using the listed count sites.

**LOS:** The Level of Service based on the 2013 counts.

**Growth Rate:** The growth rate on the segment is based on the straight line trend of the last ten years of data.

- *Trended Forecast:* This is a straight line trended value based on linear growth over the last ten years. A trended volume for the current year and future years is calculated. All trended values will be greater than the current year volume.
- *1 Percent Forecast:* If the 10 year trend is less than 1 percent, a 1 percent trend is assumed as the growth rate from the current year.
- *Variable Forecast:* If the trend line forecast is below the current AADT, the current AADT value is used until it falls below the trended value. This normally occurs within a short

period of time. A **Var** designation is shown to indicate that the forecast is based on a 0 percent growth rate until the volume intersects the trend line, at which point the trend line values are used. The trend line growth rate is posted below the **Var** designation.

**Projections:**

2018: Estimated Peak Hour traffic volumes for the year 2018.

LOS: the Level of Service based on the estimated 2018 volumes.

2035: Estimated Peak Hour traffic volumes for the year 2035.

LOS: the Level of Service based on the estimated 2035 volumes.

**K:** The K value derived from the standard K methodology adopted by the FDOT Level of Service Office. This value is a statewide average for the facility type and area type. This value is used to calculate the peak hour volume based on the AADT.

**County:** Although not labeled, the county for which the table applies is identified in the top left corner of the table. Counties are presented in alphabetical order.

**Segment Description:** All roadway segments are defined in a From and To format. All segment breaks were reviewed in 2013. Minor changes have been made to reflect changes in municipal boundaries and capacity projects. For a clearer understanding of which agency is responsible for the LOS on a segment, all segments have been broken when crossing city limits. The criteria for determining where to place segment breaks includes the intersection of state roads, where the area type changes, where the facility type changes, where the number of lanes changes, the posted speed changes significantly, or the volume of traffic changes significantly.

# TABLE 1

## Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 16,800 | 17,700 | ** |
| 4 | Divided | * | 37,900 | 39,800 | ** |
| 6 | Divided | * | 58,400 | 59,900 | ** |
| 8 | Divided | * | 78,800 | 80,100 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 7,300 | 14,800 | 15,600 |
| 4 | Divided | * | 14,500 | 32,400 | 33,800 |
| 6 | Divided | * | 23,300 | 50,000 | 50,900 |
| 8 | Divided | * | 32,000 | 67,300 | 68,100 |

**Non-State Signalized Roadway Adjustments**

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

**Median & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

**One-Way Facility Adjustment**

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,900 | 7,600 | 19,700 |
| 50-84% | 2,100 | 6,700 | 19,700 | >19,700 |
| 85-100% | 9,300 | 19,700 | >19,700 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,800 | 9,500 |
| 50-84% | * | 1,600 | 8,700 | 15,800 |
| 85-100% | 3,800 | 10,700 | 17,400 | >19,700 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

**Core Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 47,400 | 64,000 | 77,900 | 84,600 |
| 6 | 69,900 | 95,200 | 116,600 | 130,600 |
| 8 | 92,500 | 126,400 | 154,300 | 176,600 |
| 10 | 115,100 | 159,700 | 194,500 | 222,700 |
| 12 | 162,400 | 216,700 | 256,600 | 268,900 |

**Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 45,800 | 61,500 | 74,400 | 79,900 |
| 6 | 68,100 | 93,000 | 111,800 | 123,300 |
| 8 | 91,500 | 123,500 | 148,700 | 166,800 |
| 10 | 114,800 | 156,000 | 187,100 | 210,300 |

**Freeway Adjustments**

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 20,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 8,600 | 17,000 | 24,200 | 33,300 |
| 4 | Divided | 36,700 | 51,800 | 65,600 | 72,600 |
| 6 | Divided | 55,000 | 77,700 | 98,300 | 108,800 |

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 1
(continued)

# Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | Interrupted Flow Facilities | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | State Arterials | | | | Class I | |
| | Freeways | Core Freeways | Highways | | Class I | | Class II | | Bicycle | Pedestrian |
| **ROADWAY CHARACTERISTICS** | | | | | | | | | | |
| Area type (u,lu) | lu | lu | u | u | u | u | u | u | u | u |
| Number of through lanes (both dir.) | 4-10 | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 4 | 4 |
| Posted speed (mph) | 70 | 65 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 70 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary Lanes (n,y) | n | n | | | | | | | | |
| Median (n, nr, r) | | | n | r | n | r | n | r | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l | l |
| % no passing zone | | | 80 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | n | n | n | n | n | n |
| Facility length (mi) | 4 | 4 | 5 | 5 | 2 | 2 | 1.9 | 1.8 | 2 | 2 |
| Number of basic segments | 4 | 4 | | | | | | | | |
| **TRAFFIC CHARACTERISTICS** | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.085 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.547 | 0.547 | 0.550 | 0.550 | 0.550 | 0.560 | 0.565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.5 | 2.0 |
| Local adjustment factor | 0.91 | 0.91 | 0.97 | 0.98 | | | | | | |
| % left turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| **CONTROL CHARACTERISTICS** | | | | | | | | | | |
| Number of signals | | | | | 4 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | | 3 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | | 120 | 150 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |
| **MULTIMODAL CHARACTERISTICS** | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | | | |
| Sidewalk (n, y) | | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation(a, t, w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |

**LEVEL OF SERVICE THRESHOLDS**

| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus |
|---|---|---|---|---|---|---|---|---|
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Score | Score | Buses/hr. |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 |

% ffs = Percent free flow speed ats = Average travel speed

# TABLE 2

## Generalized **Annual Average Daily** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 14,400 | 16,200 | ** |
| 4 | Divided | * | 34,000 | 35,500 | ** |
| 6 | Divided | * | 52,100 | 53,500 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 6,500 | 13,300 | 14,200 |
| 4 | Divided | * | 9,900 | 28,800 | 31,600 |
| 6 | Divided | * | 16,000 | 44,900 | 47,600 |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,600 | 6,100 | 19,500 |
| 50-84% | 1,900 | 5,500 | 18,400 | >19,500 |
| 85-100% | 7,500 | 19,500 | >19,500 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,800 | 9,400 |
| 50-84% | * | 1,600 | 8,600 | 15,600 |
| 85-100% | 3,800 | 10,500 | 17,100 | >19,500 |

### BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 44,100 | 57,600 | 68,900 | 71,700 |
| 6 | 65,100 | 85,600 | 102,200 | 111,000 |
| 8 | 85,100 | 113,700 | 135,200 | 150,000 |
| 10 | 106,200 | 141,700 | 168,800 | 189,000 |

### Freeway Adjustments

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 20,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 9,200 | 17,300 | 24,400 | 33,300 |
| 4 | Divided | 35,300 | 49,600 | 62,900 | 69,600 |
| 6 | Divided | 52,800 | 74,500 | 94,300 | 104,500 |

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 2
(continued)

# Generalized **Annual Average Daily** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | Interrupted Flow Facilities | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | State Arterials | | | | Class I | |
| | Freeways | Highways | | Class I | | Class II | | Bicycle | Pedestrian |
| **ROADWAY CHARACTERISTICS** | | | | | | | | | |
| Area type (t,uo) | t | t | t | t | t | t | t | t | t |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | n | n | | | | | | |
| Median (n, nr, r) | | n | r | n | y | n | y | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 60 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n |
| Facility length (mi) | 8 | 5 | 5 | 1.8 | 2 | 2 | 2 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | |
| **TRAFFIC CHARACTERISTICS** | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.565 | 0.570 | 0.570 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 2.0 | 3.0 | 2.0 | 3.0 | 3.0 | 3.0 |
| Local adjustment factor | 0.85 | 0.97 | 0.95 | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| **CONTROL CHARACTERISTICS** | | | | | | | | | |
| Number of signals | | | | 5 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 4 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | 120 | 150 | 120 | 150 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.45 | 0.44 | 0.45 | 0.44 | 0.44 |
| **MULTIMODAL CHARACTERISTICS** | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | n | n |
| Sidewalk (n, y) | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | n |

**LEVEL OF SERVICE THRESHOLDS**

| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus |
|---|---|---|---|---|---|---|---|---|
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Score | Score | Buses/hr. |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 |

% ffs = Percent free flow speed  ats = Average travel speed

# TABLE 3

# Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 12,900 | 14,200 | ** |
| 4 | Divided | * | 29,300 | 30,400 | ** |
| 6 | Divided | * | 45,200 | 45,800 | ** |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

#### Rural Undeveloped

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 1,300 | 2,000 | 3,200 |
| 50-84% | 1,000 | 2,100 | 3,200 | 10,600 |
| 85-100% | 2,600 | 3,900 | 18,500 | >18,500 |

#### Developed Areas

| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | 2,300 | 4,900 | 15,600 |
| 50-84% | 1,700 | 4,500 | 13,300 | 18,500 |
| 85-100% | 5,900 | 18,500 | >18,500 | ** |

### PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

| Sidewalk Coverage | B | C | D | E |
|---|---|---|---|---|
| 0-49% | * | * | 2,700 | 9,200 |
| 50-84% | * | 1,500 | 8,400 | 14,900 |
| 85-100% | 3,600 | 10,200 | 16,700 | >19,200 |

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 28,800 | 43,000 | 52,300 | 60,000 |
| 6 | 43,000 | 64,000 | 78,300 | 92,500 |
| 8 | 57,500 | 85,400 | 104,400 | 123,500 |

### Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

### UNINTERRUPTED FLOW HIGHWAYS

#### Rural Undeveloped

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 4,700 | 8,400 | 14,300 | 28,600 |
| 4 | Divided | 25,700 | 40,300 | 51,000 | 57,900 |
| 6 | Divided | 38,800 | 60,400 | 76,700 | 86,800 |

#### Developed Areas

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 8,700 | 16,400 | 23,100 | 31,500 |
| 4 | Divided | 25,900 | 40,700 | 52,400 | 59,600 |
| 6 | Divided | 38,800 | 61,000 | 78,400 | 89,500 |

### Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

*Source:*
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 3
(continued)

# Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | | Interrupted Flow Facilities | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Freeways | Highways | | | | Arterials | | Bicycle | | Pedestrian |
| **ROADWAY CHARACTERISTICS** | | | | | | | | | | |
| Area type (ru, rd) | rural | ru | ru | rd | rd | rd | rd | ru | rd | rd |
| Number of through lanes (both dir.) | 4-8 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 | 2 |
| Posted speed (mph) | 70 | 55 | 65 | 50 | 55 | 45 | 45 | 55 | 45 | 45 |
| Free flow speed (mph) | 75 | 60 | 70 | 55 | 60 | 50 | 50 | 60 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r | n |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 20 | | 60 | | | | | | |
| Exclusive left turn lanes (n, y) | | [n] | y | [n] | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | | n | n | n | n | n |
| Facility length (mi) | 14 | 10 | 10 | 5 | 5 | 1.9 | 2.2 | 4 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | | |
| **TRAFFIC CHARACTERISTICS** | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.105 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.550 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,300 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 12.0 | 5.0 | 12.0 | 4.0 | 4.0 | 3.0 | 3.0 | 6.0 | 3.5 | 3.0 |
| Local adjustment factor | 0.84 | 0.88 | 0.73 | 0.97 | 0.82 | | | | | |
| % left turns | | | | | | 12 | 12 | | 12 | 12 |
| % right turns | | | | | | 12 | 12 | | 12 | 12 |
| **CONTROL CHARACTERISTICS** | | | | | | | | | | |
| Number of signals | | | | | | 5 | 6 | 2 | 4 | 4 |
| Arrival type (1-6) | | | | | | 3 | 3 | 3 | 3 | 3 |
| Signal type (a, c, p) | | | | | | c | c | a | a | a |
| Cycle length (C) | | | | | | 90 | 90 | 60 | 90 | 90 |
| Effective green ratio (g/C) | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 |
| **MULTIMODAL CHARACTERISTICS** | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n,50%,y | n,50%,y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | t | |
| Sidewalk (n, y) | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation(a, t,w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |

**LEVEL OF SERVICE THRESHOLDS**

| Level of Service | Freeways | Highways | | | | |
|---|---|---|---|---|---|---|
| | | Two-Lane ru | | Two-Lane rd | Multilane ru | Multilane rd |
| | Density | %tsf | ats | %ffs | Density | Density |
| B | ≤ 14 | ≤ 50 | ≤ 55 | > 83.3 | ≤ 14 | ≤ 14 |
| C | ≤ 22 | ≤ 65 | ≤ 50 | > 75.0 | ≤ 22 | ≤ 22 |
| D | ≤ 29 | ≤ 80 | ≤ 45 | > 66.7 | ≤ 29 | ≤ 29 |
| E | ≤ 39 | > 80 | ≤ 40 | > 58.3 | ≤ 34 | ≤ 34 |

| Level of Service | Arterials | Bicycle | Pedestrian |
|---|---|---|---|
| | Major City/Co.(ats) | Score | Score |
| B | > 31 mph | ≤ 2.75 | ≤ 2.75 |
| C | > 23 mph | ≤ 3.50 | ≤ 3.50 |
| D | > 18 mph | ≤ 4.25 | ≤ 4.25 |
| E | > 15 mph | ≤ 5.00 | ≤ 5.00 |

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

# HIGHPLAN 2012 Conceptual Planning Analysis

## Project Information

| | | | | | |
|---|---|---|---|---|---|
| **Analyst** | TAH | **Highway Name** | SR 20 | **Study Period** | **Standard K** |
| **Date Prepared** | 5/1/2015 8:31:24 AM | **From** | CR 2082W | **Analysis Type** | Multilane Segment |
| **Agency** | KAI | **To** | CR 325 | **Program** | HIGHPLAN 2012 |
| **Area Type** | Rural Undeveloped | **Peak Direction** | Eastbound | **Version Date** | 12/12/2012 |
| **File Name** | H:\projfile\12838 - Envision Alachua - Plum Creek\Task 3 - Transportation Data and Analysis for CPA\2015 Response\Roadway Capacity Analysis\SR 20 from CR 2082W to CR 325.xhp | | | | |
| **User Notes** | 2030 Condition | | | | |

## Highway Data

| Roadway Variables | | | | Traffic Variables | | | |
|---|---|---|---|---|---|---|---|
| **Segment Length** | 3.300 | **Median** | Yes | **AADT** | 33032 | **PHF** | 1.000 |
| **# Thru Lanes** | 4 | **Left Turn Impact** | No | **K** | 0.095 | **% Heavy Vehicles** | 2.8 |
| **Terrain** | Level | **Pass Lane Length** | N/A | **D** | 0.550 | **Base Capacity** | 2300 |
| **Posted Speed** | 65 | **% NPZ** | N/A | **Peak Dir. Hrly. Vol.** | 1726 | **Local Adj. Factor** | 0.90 |
| **Free Flow Speed** | 70 | **Class** | 1 | **Off Peak Dir. Hrly. Vol.** | 1412 | **Adjusted Capacity** | 2041 |

## LOS Results

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **v/c Ratio** | 0.42 | **Density** | 13.9 | **PTSF** | N/A | **ATS** | 70.0 | **% FFS** | 100.0 |
| **FFS Delay** | 0.0 | **LOS Thresh. Delay** | 0.0 | **Service Measure** | Density | **LOS** | B | | |

## Service Volumes

**Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1600 veh/h/ln.**

| | A | B | C | D | E |
|---|---|---|---|---|---|
| **Lanes** | **Hourly Volume In Peak Direction** | | | | |
| 1 | | | | | |
| 2 | 740 | 1730 | 2710 | 3430 | 3900 |
| 3 | 1110 | 2600 | 4070 | 5150 | 5850 |
| 4 | 1490 | 3470 | 5420 | 6870 | 7800 |
| **Lanes** | **Hourly Volume In Both Directions** | | | | |
| 2 | | | | | |
| 4 | 1350 | 3150 | 4930 | 6240 | 7100 |
| 6 | 2020 | 4730 | 7400 | 9370 | 10640 |
| 8 | 2710 | 6310 | 9860 | 12500 | 14190 |
| **Lanes** | **Annual Average Daily Traffic** | | | | |
| 2 | | | | | |
| 4 | 14300 | 33200 | 51900 | 65700 | 74800 |
| 6 | 21300 | 49800 | 77900 | 98700 | 112000 |
| 8 | 28600 | 66500 | 103800 | 131600 | 149400 |

*** Cannot be achieved based on input data provided.**
**# Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.**

# HIGHPLAN 2012 Conceptual Planning Analysis

## Project Information

| | | | | | |
|---|---|---|---|---|---|
| **Analyst** | TAH | **Highway Name** | SR 20 | **Study Period** | **Standard K** |
| **Date Prepared** | 5/1/2015 8:31:24 AM | **From** | CR 325 | **Analysis Type** | Multilane Segment |
| **Agency** | KAI | **To** | 205th Street | **Program** | HIGHPLAN 2012 |
| **Area Type** | Rural Undeveloped | **Peak Direction** | Eastbound | **Version Date** | 12/12/2012 |
| **File Name** | H:\projfile\12838 - Envision Alachua - Plum Creek\Task 3 - Transportation Data and Analysis for CPA\2015 Response\Roadway Capacity Analysis\SR 20 from CR 325 to 205th Street.xhp | | | | |
| **User Notes** | 2030 Condition | | | | |

## Highway Data

| Roadway Variables | | | | Traffic Variables | | | |
|---|---|---|---|---|---|---|---|
| **Segment Length** | 5.200 | **Median** | Yes | **AADT** | 28070 | **PHF** | 1.000 |
| **# Thru Lanes** | 4 | **Left Turn Impact** | No | **K** | 0.095 | **% Heavy Vehicles** | 2.8 |
| **Terrain** | Level | **Pass Lane Length** | N/A | **D** | 0.550 | **Base Capacity** | 2300 |
| **Posted Speed** | 65 | **% NPZ** | N/A | **Peak Dir. Hrly. Vol.** | 1467 | **Local Adj. Factor** | 0.90 |
| **Free Flow Speed** | 70 | **Class** | 1 | **Off Peak Dir. Hrly. Vol.** | 1200 | **Adjusted Capacity** | 2041 |

## LOS Results

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **v/c Ratio** | 0.36 | **Density** | 11.8 | **PTSF** | N/A | **ATS** | 70.0 | **% FFS** | 100.0 |
| **FFS Delay** | 0.0 | **LOS Thresh. Delay** | 0.0 | **Service Measure** | Density | **LOS** | B | | |

## Service Volumes

**Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1600 veh/h/ln.**

| | A | B | C | D | E |
|---|---|---|---|---|---|
| **Lanes** | **Hourly Volume In Peak Direction** | | | | |
| 1 | | | | | |
| 2 | 740 | 1730 | 2710 | 3430 | 3900 |
| 3 | 1110 | 2600 | 4070 | 5150 | 5850 |
| 4 | 1490 | 3470 | 5420 | 6870 | 7800 |
| **Lanes** | **Hourly Volume In Both Directions** | | | | |
| 2 | | | | | |
| 4 | 1350 | 3150 | 4930 | 6240 | 7100 |
| 6 | 2020 | 4730 | 7400 | 9370 | 10640 |
| 8 | 2710 | 6310 | 9860 | 12500 | 14190 |
| **Lanes** | **Annual Average Daily Traffic** | | | | |
| 2 | | | | | |
| 4 | 14300 | 33200 | 51900 | 65700 | 74800 |
| 6 | 21300 | 49800 | 77900 | 98700 | 112000 |
| 8 | 28600 | 66500 | 103800 | 131600 | 149400 |

*** Cannot be achieved based on input data provided.**
**# Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.**

# HIGHPLAN 2012 Conceptual Planning Analysis

## Project Information

| | | | | | |
|---|---|---|---|---|---|
| **Analyst** | TAH | **Highway Name** | SR 20 | **Study Period** | **Standard K** |
| **Date Prepared** | 5/1/2015 8:31:24 AM | **From** | CR 325 | **Analysis Type** | Multilane Segment |
| **Agency** | KAI | **To** | 205th Street | **Program** | HIGHPLAN 2012 |
| **Area Type** | Rural Undeveloped | **Peak Direction** | Eastbound | **Version Date** | 12/12/2012 |
| **File Name** | H:\projfile\12838 - Envision Alachua - Plum Creek\Task 3 - Transportation Data and Analysis for CPA\2015 Response\Roadway Capacity Analysis\SR 20 from CR 325 to 205th Street_Buildout.xhp | | | | |
| **User Notes** | Buildout Condition | | | | |

## Highway Data

| Roadway Variables | | | | Traffic Variables | | | |
|---|---|---|---|---|---|---|---|
| **Segment Length** | 5.200 | **Median** | Yes | **AADT** | 27530 | **PHF** | 1.000 |
| **# Thru Lanes** | 4 | **Left Turn Impact** | No | **K** | 0.095 | **% Heavy Vehicles** | 2.8 |
| **Terrain** | Level | **Pass Lane Length** | N/A | **D** | 0.550 | **Base Capacity** | 2300 |
| **Posted Speed** | 65 | **% NPZ** | N/A | **Peak Dir. Hrly. Vol.** | 1438 | **Local Adj. Factor** | 0.90 |
| **Free Flow Speed** | 70 | **Class** | 1 | **Off Peak Dir. Hrly. Vol.** | 1177 | **Adjusted Capacity** | 2041 |

## LOS Results

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **v/c Ratio** | 0.35 | **Density** | 11.6 | **PTSF** | N/A | **ATS** | 70.0 | **% FFS** | 100.0 |
| **FFS Delay** | 0.0 | **LOS Thresh. Delay** | 0.0 | **Service Measure** | Density | **LOS** | B | | |

## Service Volumes

**Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1600 veh/h/ln.**

| | A | B | C | D | E |
|---|---|---|---|---|---|
| **Lanes** | **Hourly Volume In Peak Direction** | | | | |
| 1 | | | | | |
| 2 | 740 | 1730 | 2710 | 3430 | 3900 |
| 3 | 1110 | 2600 | 4070 | 5150 | 5850 |
| 4 | 1490 | 3470 | 5420 | 6870 | 7800 |
| **Lanes** | **Hourly Volume In Both Directions** | | | | |
| 2 | | | | | |
| 4 | 1350 | 3150 | 4930 | 6240 | 7100 |
| 6 | 2020 | 4730 | 7400 | 9370 | 10640 |
| 8 | 2710 | 6310 | 9860 | 12500 | 14190 |
| **Lanes** | **Annual Average Daily Traffic** | | | | |
| 2 | | | | | |
| 4 | 14300 | 33200 | 51900 | 65700 | 74800 |
| 6 | 21300 | 49800 | 77900 | 98700 | 112000 |
| 8 | 28600 | 66500 | 103800 | 131600 | 149400 |

*** Cannot be achieved based on input data provided.**
**# Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.**

# ARTPLAN 2012 Conceptual Planning Analysis

## Project Information

| | | | | | |
|---|---|---|---|---|---|
| **Analyst** | TAH | **Arterial Name** | SR 222 | **Study Period** | **Standard K** |
| **Date Prepared** | 5/1/2015 2:21:27 PM | **From** | SR 20 | **Modal Analysis** | Auto Only |
| **Agency** | KAI | **To** | SR 24 | **Program** | ARTPLAN 2012 |
| **Area Type** | Other Urbanized | **Peak Direction** | Eastbound | **Version Date** | 12/12/2012 |
| **Arterial Class** | 1 | | | | |

| | |
|---|---|
| **File Name** | H:\projfile\12838 - Envision Alachua - Plum Creek\Task 3 - Transportation Data and Analysis for CPA\2015 Response\Roadway Capacity Analysis\SR 222 from SR 20 to SR 24.xap |
| **User Notes** | Buildout Conditions |

## Arterial Data

| | | | | | |
|---|---|---|---|---|---|
| **K** | 0.09 | **PHF** | 0.95 | **Control Type** | CoordinatedActuated |
| **D** | 0.55 | **% Heavy Vehicles** | 2.2 | **Base Sat. Flow Rate** | 1950 |

## Automobile Intersection Data

| Cross Street | Cycle Length | Thru g/C | Arr. Type | INT # Dir.Lanes | % Left Turns | % Right Turns | Left Turn Lanes | Left Turn Phasing | # Left Turn Lanes | LT Storage Length | Left g/C | Right Turn Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NE 2nd St.** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 260 | 0.15 | No |
| **Main St.** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 75 | 0.15 | Yes |
| **NE 15th St.** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 100 | 0.15 | No |
| **SR 24** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | Protected | 1 | 270 | 0.15 | No |

## Automobile Segment Data

| Segment # | Length | AADT | Hourly Vol. | SEG # Dir.Lanes | Posted Speed | Free Flow Speed | Median Type | On-Street Parking | Parking Activity |
|---|---|---|---|---|---|---|---|---|---|
| **1** (to NE 2nd St.) | 2700 | 41263 | 2043 | 2 | 45 | 50 | Restrictive | No | N/A |
| **2** (to Main St.) | 970 | 41263 | 2043 | 2 | 45 | 50 | Restrictive | No | N/A |
| **3** (to NE 15th St.) | 4300 | 41263 | 2043 | 2 | 45 | 50 | Restrictive | No | N/A |
| **4** (to SR 24) | 5500 | 41263 | 2043 | 2 | 45 | 50 | Restrictive | No | N/A |

## Automobile LOS

| Segment # | Thru Mvmt Flow Rate | Adj. Sat. Flow Rate | v/c | Control Delay | Int. Approach LOS | Queue Ratio | Speed (mph) | Segment LOS |
|---|---|---|---|---|---|---|---|---|
| **1** (to NE 2nd St.) | 1892 | 3644 | 1.154 | 117.27 | F | # | 11.88 | F |
| **2** (to Main St.) | 1634 | 3395 | 1.070 | 76.65 | E | # | 7.52 | F |
| **3** (to NE 15th St.) | 1892 | 3644 | 1.154 | 117.27 | F | # | 16.35 | E |
| **4** (to SR 24) | 1892 | 3644 | 1.154 | 117.27 | F | # | 19.01 | D |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Arterial Length** | **2.5966** | **Weighted g/C** | **0.45** | **FFS Delay** | **449.26** | **Threshold Delay** | **113.62** | **Auto Speed** | **###** | **Auto LOS** | **###** |

# Automobile Service Volumes

**Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.**

| | A | B | C | D | E |
|---|---|---|---|---|---|
| **Lanes** | **Hourly Volume In Peak Direction** | | | | |
| 1 | ** | 240 | 870 | 920 | *** |
| 2 | ** | 540 | 1790 | 1860 | *** |
| 3 | ** | 850 | 2720 | 2800 | *** |
| 4 | ** | 1160 | 3640 | 3760 | *** |
| * | ** | 540 | 1790 | 1860 | *** |
| **Lanes** | **Hourly Volume In Both Directions** | | | | |
| 2 | ** | 440 | 1590 | 1670 | *** |
| 4 | ** | 990 | 3260 | 3390 | *** |
| 6 | ** | 1550 | 4950 | 5110 | *** |
| 8 | ** | 2110 | 6620 | 6830 | *** |
| * | ** | 990 | 3260 | 3390 | *** |
| **Lanes** | **Annual Average Daily Traffic** | | | | |
| 2 | ** | 4900 | 17600 | 18600 | *** |
| 4 | ** | 11000 | 36200 | 37700 | *** |
| 6 | ** | 17200 | 55000 | 56800 | *** |
| 8 | ** | 23500 | 73600 | 75900 | *** |
| * | ** | 11000 | 36200 | 37700 | *** |

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
**# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.**
**## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.**
**### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.**

# ARTPLAN 2012 Conceptual Planning Analysis

## Project Information

| | | | | | |
|---|---|---|---|---|---|
| **Analyst** | TAH | **Arterial Name** | SR 222 | **Study Period** | **Standard K** |
| **Date Prepared** | 5/1/2015 2:21:27 PM | **From** | SR 20 | **Modal Analysis** | Auto Only |
| **Agency** | KAI | **To** | SR 24 | **Program** | ARTPLAN 2012 |
| **Area Type** | Other Urbanized | **Peak Direction** | Eastbound | **Version Date** | 12/12/2012 |
| **Arterial Class** | 1 | | | | |

| | |
|---|---|
| **File Name** | H:\projfile\12838 - Envision Alachua - Plum Creek\Task 3 - Transportation Data and Analysis for CPA\2015 Response\Roadway Capacity Analysis\Artplan\SR 222 from SR 20 to SR 24 Modified G_C.xap |
| **User Notes** | Buildout Condition, Modified g/C |

## Arterial Data

| | | | | | |
|---|---|---|---|---|---|
| **K** | 0.09 | **PHF** | 0.95 | **Control Type** | CoordinatedActuated |
| **D** | 0.55 | **% Heavy Vehicles** | 2.2 | **Base Sat. Flow Rate** | 1950 |

## Automobile Intersection Data

| Cross Street | Cycle Length | Thru g/C | Arr. Type | INT # Dir.Lanes | % Left Turns | % Right Turns | Left Turn Lanes | Left Turn Phasing | # Left Turn Lanes | LT Storage Length | Left g/C | Right Turn Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **NE 2nd St.** | 150 | 0.5 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 260 | 0.15 | No |
| **Main St.** | 150 | 0.5 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 75 | 0.15 | Yes |
| **NE 15th St.** | 150 | 0.5 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 100 | 0.15 | No |
| **SR 24** | 150 | 0.5 | 3 | 2 | 12 | 12 | Yes | Protected | 1 | 270 | 0.15 | No |

## Automobile Segment Data

| Segment # | Length | AADT | Hourly Vol. | SEG # Dir.Lanes | Posted Speed | Free Flow Speed | Median Type | On-Street Parking | Parking Activity |
|---|---|---|---|---|---|---|---|---|---|
| **1** (to NE 2nd St.) | 2700 | 41263 | 2043 | 2 | 45 | 50 | Restrictive | No | N/A |
| **2** (to Main St.) | 970 | 41263 | 2043 | 2 | 45 | 50 | Restrictive | No | N/A |
| **3** (to NE 15th St.) | 4300 | 41263 | 2043 | 2 | 45 | 50 | Restrictive | No | N/A |
| **4** (to SR 24) | 5500 | 41263 | 2043 | 2 | 45 | 50 | Restrictive | No | N/A |

## Automobile LOS

| Segment # | Thru Mvmt Flow Rate | Adj. Sat. Flow Rate | v/c | Control Delay | Int. Approach LOS | Queue Ratio | Speed (mph) | Segment LOS |
|---|---|---|---|---|---|---|---|---|
| **1** (to NE 2nd St.) | 1892 | 3644 | 1.039 | 58.54 | E | # | 18.87 | D |
| **2** (to Main St.) | 1634 | 3395 | 0.963 | 38.33 | D | # | 12.76 | F |
| **3** (to NE 15th St.) | 1892 | 3644 | 1.039 | 60.28 | E | # | 23.82 | C |
| **4** (to SR 24) | 1892 | 3644 | 1.039 | 58.54 | E | # | 26.96 | C |

| Arterial Length | 2.5966 | Weighted g/C | 0.50 | FFS Delay | 236.49 | Threshold Delay | 0.00 | Auto Speed | 22.25 | Auto LOS | D |
|---|---|---|---|---|---|---|---|---|---|---|---|

# Automobile Service Volumes

**Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.**

| | A | B | C | D | E |
|---|---|---|---|---|---|
| **Lanes** | **Hourly Volume In Peak Direction** | | | | |
| 1 | ** | 460 | 980 | 1020 | *** |
| 2 | ** | 1000 | 2020 | 2080 | *** |
| 3 | ** | 1570 | 3050 | 3120 | *** |
| 4 | ** | 2130 | 4090 | 4180 | *** |
| * | ** | 1000 | 2020 | 2080 | *** |
| **Lanes** | **Hourly Volume In Both Directions** | | | | |
| 2 | ** | 840 | 1790 | 1860 | *** |
| 4 | ** | 1820 | 3680 | 3770 | *** |
| 6 | ** | 2860 | 5550 | 5680 | *** |
| 8 | ** | 3880 | 7440 | 7590 | *** |
| * | ** | 1820 | 3680 | 3770 | *** |
| **Lanes** | **Annual Average Daily Traffic** | | | | |
| 2 | ** | 9300 | 19800 | 20700 | *** |
| 4 | ** | 20300 | 40900 | 41900 | *** |
| 6 | ** | 31800 | 61700 | 63100 | *** |
| 8 | ** | 43100 | 82700 | 84300 | *** |
| * | ** | 20300 | 40900 | 41900 | *** |

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
**# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.**
**## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.**
**### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.**

# ARTPLAN 2012 Conceptual Planning Analysis

## Project Information

| | | | | | |
|---|---|---|---|---|---|
| **Analyst** | TAH | **Arterial Name** | SR 331 | **Study Period** | **Standard K** |
| **Date Prepared** | 5/1/2015 3:11:25 PM | **From** | SR 226 | **Modal Analysis** | Auto Only |
| **Agency** | KAI | **To** | SR 26 | **Program** | ARTPLAN 2012 |
| **Area Type** | Other Urbanized | **Peak Direction** | Northbound | **Version Date** | 12/12/2012 |
| **Arterial Class** | 1 | | | | |

| | |
|---|---|
| **File Name** | H:\projfile\12838 - Envision Alachua - Plum Creek\Task 3 - Transportation Data and Analysis for CPA\2015 Response\Roadway Capacity Analysis\Artplan\SR 331 from SR 226 to SR 26.xap |
| **User Notes** | Buildout Conditions |

## Arterial Data

| | | | | | |
|---|---|---|---|---|---|
| **K** | 0.09 | **PHF** | 0.95 | **Control Type** | Pretimed |
| **D** | 0.55 | **% Heavy Vehicles** | 8.1 | **Base Sat. Flow Rate** | 1950 |

## Automobile Intersection Data

| Cross Street | Cycle Length | Thru g/C | Arr. Type | INT # Dir.Lanes | % Left Turns | % Right Turns | Left Turn Lanes | Left Turn Phasing | # Left Turn Lanes | LT Storage Length | Left g/C | Right Turn Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SE 4th St.** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 75 | 0.15 | No |
| **SE 7th Ave.** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 75 | 0.15 | No |
| **SE 3rd/4th Ave.** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 140 | 0.15 | No |
| **SE 2nd Ave.** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 75 | 0.15 | No |
| **SR 26** | 150 | 0.45 | 3 | 2 | 12 | 12 | Yes | Protected | 1 | 125 | 0.15 | Yes |

## Automobile Segment Data

| Segment # | Length | AADT | Hourly Vol. | SEG # Dir.Lanes | Posted Speed | Free Flow Speed | Median Type | On-Street Parking | Parking Activity |
|---|---|---|---|---|---|---|---|---|---|
| **1** (to SE 4th St.) | 2800 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |
| **2** (to SE 7th Ave.) | 4400 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |
| **3** (to SE 3rd/4th Ave.) | 900 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |
| **4** (to SE 2nd Ave.) | 700 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |
| **5** (to SR 26) | 650 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |

## Automobile LOS

| Segment # | Thru Mvmt Flow Rate | Adj. Sat. Flow Rate | v/c | Control Delay | Int. Approach LOS | Queue Ratio | Speed (mph) | Segment LOS |
|---|---|---|---|---|---|---|---|---|
| **1** (to SE 4th St.) | 1615 | 3187 | 1.126 | 103.82 | F | # | 12.43 | F |
| **2** (to SE 7th Ave.) | 1615 | 3187 | 1.126 | 103.82 | F | # | 16.35 | E |
| **3** (to SE 3rd/4th Ave.) | 1615 | 3187 | 1.126 | 103.82 | F | # | 5.32 | F |
| **4** (to SE 2nd Ave.) | 1615 | 3187 | 1.126 | 103.82 | F | # | 4.32 | F |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **5** (to SR 26) | 1395 | 2961 | 1.047 | 66.53 | E | # | 5.93 | F | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Arterial Length** | **1.8466** | **Weighted g/C** | **0.45** | **FFS Delay** | **506.30** | **Threshold Delay** | **298.06** | **Auto Speed** | **###** | **Auto LOS** | **###** |

# Automobile Service Volumes

**Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.**

| | A | B | C | D | E |
|---|---|---|---|---|---|
| **Lanes** | **Hourly Volume In Peak Direction** | | | | |
| 1 | ** | ** | ** | 550 | 770 |
| 2 | ** | ** | 50 | 1210 | 1570 |
| 3 | ** | ** | 80 | 1890 | 2380 |
| 4 | ** | ** | 110 | 2580 | 3190 |
| * | ** | ** | 50 | 1210 | 1570 |
| **Lanes** | **Hourly Volume In Both Directions** | | | | |
| 2 | ** | ** | ** | 1000 | 1400 |
| 4 | ** | ** | 100 | 2200 | 2860 |
| 6 | ** | ** | 150 | 3440 | 4330 |
| 8 | ** | ** | 200 | 4700 | 5800 |
| * | ** | ** | 100 | 2200 | 2860 |
| **Lanes** | **Annual Average Daily Traffic** | | | | |
| 2 | ** | ** | ** | 11200 | 15600 |
| 4 | ** | ** | 1100 | 24500 | 31800 |
| 6 | ** | ** | 1700 | 38200 | 48100 |
| 8 | ** | ** | 2300 | 52200 | 64500 |
| * | ** | ** | 1100 | 24500 | 31800 |

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
**# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.**
**## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.**
**### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.**

# ARTPLAN 2012 Conceptual Planning Analysis

## Project Information

| | | | | | |
|---|---|---|---|---|---|
| **Analyst** | TAH | **Arterial Name** | SR 331 | **Study Period** | **Standard K** |
| **Date Prepared** | 5/1/2015 3:11:25 PM | **From** | SR 226 | **Modal Analysis** | Auto Only |
| **Agency** | KAI | **To** | SR 26 | **Program** | ARTPLAN 2012 |
| **Area Type** | Other Urbanized | **Peak Direction** | Northbound | **Version Date** | 12/12/2012 |
| **Arterial Class** | 1 | | | | |

| | |
|---|---|
| **File Name** | H:\projfile\12838 - Envision Alachua - Plum Creek\Task 3 - Transportation Data and Analysis for CPA\2015 Response\Roadway Capacity Analysis\Artplan\SR 331 from SR 226 to SR 26 Modified G_C.xap |
| **User Notes** | Buildout Conditions, Modified g/C |

## Arterial Data

| | | | | | |
|---|---|---|---|---|---|
| **K** | 0.09 | **PHF** | 0.95 | **Control Type** | CoordinatedActuated |
| **D** | 0.55 | **% Heavy Vehicles** | 8.1 | **Base Sat. Flow Rate** | 1950 |

## Automobile Intersection Data

| Cross Street | Cycle Length | Thru g/C | Arr. Type | INT # Dir.Lanes | % Left Turns | % Right Turns | Left Turn Lanes | Left Turn Phasing | # Left Turn Lanes | LT Storage Length | Left g/C | Right Turn Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **SE 4th St.** | 150 | 0.53 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 75 | 0.15 | No |
| **SE 7th Ave.** | 150 | 0.53 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 75 | 0.15 | No |
| **SE 3rd/4th Ave.** | 150 | 0.53 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 140 | 0.15 | No |
| **SE 2nd Ave.** | 150 | 0.53 | 3 | 2 | 12 | 12 | Yes | ProtPerm | 1 | 75 | 0.15 | No |
| **SR 26** | 150 | 0.53 | 3 | 2 | 12 | 12 | Yes | Protected | 1 | 125 | 0.15 | Yes |

## Automobile Segment Data

| Segment # | Length | AADT | Hourly Vol. | SEG # Dir.Lanes | Posted Speed | Free Flow Speed | Median Type | On-Street Parking | Parking Activity |
|---|---|---|---|---|---|---|---|---|---|
| **1** (to SE 4th St.) | 2800 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |
| **2** (to SE 7th Ave.) | 4400 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |
| **3** (to SE 3rd/4th Ave.) | 900 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |
| **4** (to SE 2nd Ave.) | 700 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |
| **5** (to SR 26) | 650 | 35227 | 1744 | 2 | 35 | 40 | Restrictive | No | N/A |

## Automobile LOS

| Segment # | Thru Mvmt Flow Rate | Adj. Sat. Flow Rate | v/c | Control Delay | Int. Approach LOS | Queue Ratio | Speed (mph) | Segment LOS |
|---|---|---|---|---|---|---|---|---|
| **1** (to SE 4th St.) | 1615 | 3187 | 0.956 | 37.36 | D | # | 21.57 | D |
| **2** (to SE 7th Ave.) | 1615 | 3187 | 0.956 | 37.36 | D | # | 25.44 | C |
| **3** (to SE 3rd/4th Ave.) | 1615 | 3187 | 0.956 | 37.36 | D | # | 11.56 | F |
| **4** (to SE 2nd Ave.) | 1615 | 3187 | 0.956 | 37.36 | D | # | 9.70 | F |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **5** (to SR 26) | 1395 | 2961 | 0.889 | 33.04 | C | # | 10.06 | F | |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Arterial Length** | **1.8466** | **Weighted g/C** | **##** | **FFS Delay** | **207.00** | **Threshold Delay** | **0.00** | **Auto Speed** | **18.06** | **Auto LOS** | **D** |

# Automobile Service Volumes

**Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.**

| | A | B | C | D | E |
|---|---|---|---|---|---|
| **Lanes** | **Hourly Volume In Peak Direction** | | | | |
| 1 | ** | ** | 340 | 820 | 920 |
| 2 | ** | ** | 750 | 1750 | 1880 |
| 3 | ** | ** | 1180 | 2680 | 2850 |
| 4 | ** | ** | 1610 | 3620 | 3810 |
| * | ** | ** | 750 | 1750 | 1880 |
| **Lanes** | **Hourly Volume In Both Directions** | | | | |
| 2 | ** | ** | 620 | 1500 | 1680 |
| 4 | ** | ** | 1370 | 3190 | 3420 |
| 6 | ** | ** | 2150 | 4880 | 5190 |
| 8 | ** | ** | 2930 | 6590 | 6930 |
| * | ** | ** | 1370 | 3190 | 3420 |
| **Lanes** | **Annual Average Daily Traffic** | | | | |
| 2 | ** | ** | 6900 | 16600 | 18600 |
| 4 | ** | ** | 15200 | 35400 | 38000 |
| 6 | ** | ** | 23900 | 54200 | 57600 |
| 8 | ** | ** | 32600 | 73200 | 77000 |
| * | ** | ** | 15200 | 35400 | 38000 |

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
**# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.**
**## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.**
**### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.**

# Transportation Capital Improvements: Summary of Assumptions

# Envision Alachua Sector Plan

**2030 Transit Capital Improvement**

Used LYNX 2014 Transit Development Plan to identify the cost for a flex-bus/paratransit-type vehicle of $73,175 then applied a 30% contingency factor to account for economies of scale. Final cost = $98,000 per vehicle. Assumed four (4) vehicles to provide 15-minute headways between east Gainesville, the SR 20 Jobs Center, and EA Hawthorne.

**Buildout Transportation Capital Improvements**

Improvement

1. Construct two additional lanes on SR 20 from SE27th Street to CR 325 to extend Eastside Activity Center Express Transit Corridor
    a. Facility costs estimated using FDOT cost-per-mile model for widening from four to six lanes. Assumed cost-per-mile = $4,121,486. Design = 15%. CEI = 12%. Project length ~7.5 miles.
    b. Used LYNX 2014 Transit Development Plan to identify the cost for a flex-bus/paratransit-type vehicle of $613,666 then applied a 10% contingency factor to account for economies of scale. Final cost = $675,000 per vehicle. Assumed six (6) 60-passenger vehicles to provide 15-minute headways between east Gainesville, the SR 20 Jobs Center, and EA Hawthorne.
2. Traffic signal retiming on SR 222 from SR 20 to SR 24.
    a. Costs estimated based upon engineering judgement for the typical cost to retime one traffic signal. Assumed cost-per-signal = $5,000. Total number of signals along corridor = 5.
3. Traffic signal retiming on SR 331 from SR 226 to SR 26.
    a. Costs estimated based upon engineering judgement for the typical cost to retime one traffic signal. Assumed cost-per-signal = $5,000. Total number of signals along corridor = 6.
4. Widen CR 1474 from SR 20 Jobs Center connector to US 301
    a. Costs estimated using FDOT cost-per-mile model for the new construction of a four-lane urban arterial. Assumed cost-per-mile = $6,402,061. Design = 15%. CEI = 12%. Project length ~2.5 miles.

# Summary of Transportation Capital Improvements

Envision Alachua Sector Plan

| Forecast Deficiency | Improvement | Qty | | Construction Cost/Unit[1] | Construction Cost Subtotal | Design (15%) | CEI (12%) | Total Cost |
|---|---|---|---|---|---|---|---|---|
| **EASP 2030** | | | | | | | | |
| n/a | Provide Paratransit-type Vehicles (15-18 Passenger)[2] | 4 | buses | -- | -- | -- | -- | $392,000 |
| | | | | | | | **Summary of Capital Costs through 2030** | **$392,000** |
| **EASP Buildout** | | | | | | | | |
| SR 20 from SR 26 to SE 51st Street | Add two lanes from SE 27th Street to CR 325 | 7.5 | miles | $4,121,487 | $30,911,150 | $4,636,673 | $3,709,338 | $39,257,161 |
| SR 20 from CR 2082W to CR 325 | | | | | | | | |
| SR 222 from SR 20 to SR 24 | Traffic signal retiming | 5 | signals | $5,000 | $25,000 | -- | -- | $25,000 |
| SR 331 from SR 226 to SR 26 | Traffic signal retiming | 6 | signals | $5,000 | $30,000 | -- | -- | $30,000 |
| CR 1474 from SR 20 Jobs Center connector to US 301 | Widen to four lanes | 2.5 | miles | $6,402,061 | $16,005,152 | $2,400,773 | $1,920,618 | $20,326,543 |
| n/a | Provide six buses (60 passengers per bus)[3] | 6 | buses | -- | -- | -- | -- | $4,050,000 |
| | | | | | | | **Summary of Capital Costs at Buildout** | **$63,688,704** |

**Note:**

[1]Construction Cost/Unit based upon FDOT Cost Per Mile Models and engineering judgement. Signal retiming "construction cost" includes engineering.

[2]Source: 2014 LYNX Transit Development Plan for paratransit-type vehicle plus 30% contingency.

[3]Source: 2014 LYNX Transit Development Plan for 40-60 foot bus plus 10% contingency.

million. The City of Orlando pledged a local match of $2.5 million. The East-West project was funded through a Federal earmark in 2009 for $7.92 million in 5309 New Starts funds, plus a local match from the City in the amount of $2.5 million.

As of February 2013, LYNX is in the process of conducting two Design-Build projects for the Parramore and the East-West BRT expansions. Design plans have been substantially completed for both Projects, with construction initiated on November 14, 2012 for the East-West project. Construction on the Parramore Project is anticipated to begin in the Spring of 2013. Both projects are expected to be in operation by 2014.

## 3. Infrastructure

During the first quarter of FY 2013 (October 1 through December 31, 2012) 14 shelters were installed (12 within the City of Orlando and 2 in unincorporated Orange County). Throughout 2012, the following shelters were constructed:

- City of Orlando - 21
- Orange County - 45
- Osceola County - 19
- Seminole County - 9

In October 2012, LYNX received final permitting for the Kissimmee Transfer Center. The Center will consist of eight bus bays and 16 passenger waiting shelters. Other enhancements include sidewalks, information kiosks, landscaping, lighting, passenger seating, CCTV security, bike racks, and other passenger amenities. The transfer facility will be the permanent home for LYNX services operating in Osceola County. Construction is anticipated to be completed by summer 2013.

The Poinciana transfer station located at a Wal-Mart on Pleasant Hill Road requires enhanced capacity to support additional fixed route and flex routes services that have been added over the past three years. The project includes expansion to accommodate two fixed route buses and three flex route vehicles, expanding the existing bus bay by approximately 150 feet. . Design plans have been prepared and are under review as of March 2013.

Reconstruction of the West Oaks Transit Center on Clark Road was completed in December 2011. The ARRA-funded project included new shelters, two solar-powered trash compactors and infrastructure for future ticket vending machines and CCTV. Reconstruction of the Seminole Center Transit Center located at the Sanford Wal-Mart on U.S. 17/92 was completed in December 2011. The facility now has 6 shelters, 3 solar-powered trash compactors, and infrastructure for CCTA and ticket vending machines.

## 4. Vehicle Purchases

a. Purchased ten 40-foot and two 60-foot buses for the SunRail feeder expansion program pursuant to the January 31, 2013 Board meeting at a not-to-exceed cost of $7,363,987.
b. Purchase twenty-two vanpool vehicles for replacement and expansion pursuant to the November 8, 2012 Board meeting at a cost of $617,268.

c. Purchase fifteen paratransit vehicles for replacement and expansion pursuant to the May 24, 2012 Board meeting at a cost of $1,097,625 (fully funded by ARRA funding).
d. Purchase three 35-foot hybrid electric buses for the LYMMO Parramore expansion project pursuant to the March 22, 2012 Board meeting, at a not-to-exceed cost of $1,978,152.
e. Purchase four hybrid electric buses for the LYMMO East-West expansion pursuant to the January 26, 2012 Board meeting, at a not-to-exceed coast of $2,673,940.

## 5. Buildings & Facilities Improvements

As of August 2012, design work is commencing on improvements to the LYNX Central Station handicapped parking lot and to the reconfiguration of the bus bays to accommodate several articulated buses.

## 6. Regional Premium Transit Projects

a. Initiate the **US 192 AA/Project Development** - On March 1, 2012, the US 192 Alternatives Analysis Project was officially initiated with a kickoff meeting. The study is focused on exploring and recommending the role that premium transit should play in the along the corridor from east of Kissimmee to US 27 in south Lake County. This study will include extensive coordination between LYNX, Osceola County, the City of Kissimmee, and FDOT. The Alternatives Analysis will develop and analyze alternative solutions as well as system performance statistics upon which the most appropriate alternative will be recommended and advanced for future work program listing and implementation. The study is expected to last 18 months.

b. Initiate the **SR 50/UCF Connector AA/Project Development** - In fall 2012, a consultant was selected to conduct the Project Development study for the SR50/UCF Connector project. The study will examine the 21.5-mile east-west segment along State Road 50 between the University of Central Florida and West Oaks Mall in Orange County, passing through downtown Orlando and connecting with two SunRail stations south of SR 50. The study is in response to population and employment growth and changes in travel demand and traffic patterns. Transit improvements will support economic redevelopment, improve mobility of residents and workers, and provide a connection to regional transportation systems. SR 50 is a key transportation corridor and is served by 20 LYNX routes which comprise over half of the total system-wide ridership. LYNX received a bus livability grant from FTA for this project.

## 7. FlexBus

Transystems is working with LYNX to update FlexBus design documents with assistance leading up to the beginning of revenue service. By the end of FY 2013 all design documents will be completed with the exception of the Operations Requirements Memorandum, the Operational Performance measures, the FlexBus "Go-Live" Start-up

# FDOT Long Range Estimation System - Production
# Project Details Composite Report
# By Version

**Project:** WDUA46-U-22-BB **Letting Date:** 01/2055
**Description:** Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes
**District:** 09 **County:** 99 DISTRICT/STATE WIDE
**Project Manager: Cost Model**

**Version 1-P Project Grand Total:** **$4,121,486.69**
**Description:**

| Pay Items | Description | Total Quantity | Unit | Weighted Avg. Unit Price | Total Amount |
|---|---|---|---|---|---|
| 0101 1 | MOBILIZATION | 10.00 | | -$99,989.98 | $370,135.15 |
| 0102 1 | MAINTENANCE OF TRAFFIC | 10.00 | | -$99,989.98 | $336,486.50 |
| 0104 10 3 | SEDIMENT BARRIER | 10,560.00 | LF | $1.01 | $10,665.60 |
| 0104 11 | FLOATING TURBIDITY BARRIER | 100.00 | LF | $8.22 | $822.00 |
| 0104 12 | STAKED TURBIDITY BARRIER- NYLON REINFORCED PVC | 100.00 | LF | $5.03 | $503.00 |
| 0104 15 | SOIL TRACKING PREVENTION DEVICE | 1.00 | EA | $1,879.93 | $1,879.93 |
| 0104 18 | INLET PROTECTION SYSTEM | 26.00 | EA | $80.47 | $2,092.22 |
| 0107 1 | LITTER REMOVAL | 1.90 | AC | $24.50 | $46.55 |
| 0107 2 | MOWING | 1.90 | AC | $38.09 | $72.37 |
| 0110 1 1 | CLEARING & GRUBBING | 7.06 | AC | $11,687.51 | $82,513.82 |
| 0120 1 | REGULAR EXCAVATION | 9,680.00 | CY | $5.49 | $53,143.20 |
| 0120 2 2 | BORROW EXCAVATION, TRUCK MEASURE | 27,158.76 | CY | $11.42 | $310,153.04 |
| 0160 4 | TYPE B STABILIZATION | 17,107.20 | SY | $3.57 | $61,072.70 |
| 0285709 | OPTIONAL BASE, BASE GROUP 09 | 14,467.20 | SY | $15.50 | $224,241.60 |
| 0327 70 5 | MILLING EXIST ASPH PAVT, 2" AVG DEPTH | 32,853.33 | SY | $2.16 | $70,963.19 |
| 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | 4,646.40 | TN | $90.60 | $420,963.84 |
| 0337 7 33 | ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-12.5, RUBBER | 3,754.67 | TN | $117.64 | $441,699.38 |
| 0400 2 2 | CONCRETE CLASS II, ENDWALLS | 18.00 | CY | $1,322.03 | $23,796.54 |
| 0425 1351 | INLETS, CURB, TYPE P-5, <10' | 36.00 | EA | $3,723.68 | $134,052.48 |
| 0425 1451 | INLETS, CURB, TYPE J-5, <10' | 10.00 | EA | $5,732.63 | $57,326.30 |
| 0425 1521 | INLETS, DT BOT, TYPE C,<10' | 5.00 | EA | $2,393.30 | $11,966.50 |
| 0425 1541 | INLETS, DT BOT, TYPE D, <10' | 1.00 | EA | $2,729.68 | $2,729.68 |
| 0425 2 41 | MANHOLES, P-7, <10' | 5.00 | EA | $3,248.41 | $16,242.05 |
| 0425 2 71 | MANHOLES, J-7, <10' | 1.00 | EA | $5,576.14 | $5,576.14 |
| 0430 94 1 | DESILTING PIPE, 0 - 24" | 350.00 | LF | $3.87 | $1,354.50 |
| 0430 94 2 | DESILTING PIPE, 25 - 36" | 456.00 | LF | $5.47 | $2,494.32 |
| 0430173124 | PIPE CULVERT OPTIONAL MATERIAL, ROUND, 24", GUTTER DRAIN | 5,000.00 | LF | $78.69 | $393,450.00 |
| 0430174130 | PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 30"SD | 200.00 | LF | $67.23 | $13,446.00 |
| 0430175112 | PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 12"S/CD | 1,936.00 | LF | $94.56 | $183,068.16 |
| 0430175142 | PIPE CULVERT, OPT MATERIAL, ROUND, 42"S/CD | 56.00 | LF | $118.30 | $6,624.80 |
| 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | 10,560.00 | LF | $16.19 | $170,966.40 |
| 0522 1 | CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK | 5,866.67 | SY | $29.39 | $172,421.43 |
| 0550 10220 | FENCING, TYPE B, 5.1-6.0', STANDARD | 840.00 | LF | $11.35 | $9,534.00 |
| 0550 60234 | FENCE GATE, TYPE B, SLIDING/CANTILEVER, 18.1-20.0' OPENING | 1.00 | EA | $2,671.64 | $2,671.64 |

# FDOT Long Range Estimation System - Production
# Project Details Composite Report
# By Version

**Project:** WDUA46-U-22-BB **Letting Date:** 01/2055
**Description:** Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes
**District:** 09 **County:** 99 DISTRICT/STATE WIDE
**Project Manager: Cost Model**

**Version 1-P Project Grand Total:** **$4,121,486.69**
**Description:**

| Pay Items | Description | Total Quantity | Unit | Weighted Avg. Unit Price | Total Amount |
|---|---|---|---|---|---|
| 0570 1 2 | PERFORMANCE TURF, SOD | 13,839.47 | SY | $2.29 | $31,692.38 |
| 0630 2 11 | CONDUIT, FURNISH & INSTALL, OPEN TRENCH | 5,280.00 | LF | $5.41 | $28,564.80 |
| 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | 1,048.00 | LF | $14.77 | $15,478.96 |
| 0635 2 11 | PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE | 35.00 | EA | $494.73 | $17,315.55 |
| 0700 1 11 | SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF | 22.00 | AS | $264.54 | $5,819.88 |
| 0700 1 12 | SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF | 2.00 | AS | $264.54 | $529.08 |
| 0700 1 50 | SINGLE POST SIGN, RELOCATE | 2.00 | AS | $18.38 | $36.76 |
| 0700 1 60 | SINGLE POST SIGN, REMOVE | 22.00 | AS | $18.38 | $404.36 |
| 0700 2 14 | MULTI- POST SIGN, F&I GROUND MOUNT, 31-50 SF | 2.00 | AS | $3,230.31 | $6,460.62 |
| 0700 2 60 | MULTI- POST SIGN, F&I GROUND MOUNT, REMOVE | 2.00 | AS | $3,230.31 | $6,460.62 |
| 0706 3 | RETRO-REFLECTIVE PAVEMENT MARKERS | 675.00 | EA | $3.13 | $2,112.75 |
| 0710 11111 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6" | 8.00 | NM | $849.86 | $6,798.88 |
| 0710 11131 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 6", 10-30 OR 3-9 SKIP | 8.00 | GM | $347.12 | $2,776.96 |
| 0711 15111 | THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6" | 4.00 | NM | $3,713.11 | $14,852.44 |
| 0711 15131 | THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6",10-30 SKIP OR 3-9 LANE DROP | 4.00 | GM | $1,016.46 | $4,065.84 |
| 0715 1 13 | LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2 | 19,284.00 | LF | $2.02 | $38,953.68 |
| 0715500 1 | POLE CABLE DISTRIBUTION SYSTEM, CONVENTIONAL | 35.00 | EA | $477.23 | $16,703.05 |
| 0715511140 | LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 40' | 35.00 | EA | $7,922.43 | $277,285.05 |
| 0999 25 | INITIAL CONTINGENCY AMOUNT (DO NOT BID) | 1.00 | LS | $50,000.00 | $50,000.00 |
| | Project Unknowns | .00 | % | -$99,989.98 | $.00 |

**Version 1-P Grand Total** **$4,121,486.69**

# FDOT Long Range Estimation System - Production
# Project Details Composite Report
# By Version

**Project:** NDUA4L-U-05-BB **Letting Date:** 01/2055
**Description:** New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes
**District:** 09 **County:** 99 DISTRICT/STATE WIDE
**Project Manager: Cost Model**

**Version 1-P Project Grand Total:** **$6,402,060.84**
**Description:**

| Pay Items | Description | Total Quantity | Unit | Weighted Avg. Unit Price | Total Amount |
|---|---|---|---|---|---|
| 0101 1 | MOBILIZATION | 10.00 | | -$99,989.98 | $576,243.10 |
| 0102 1 | MAINTENANCE OF TRAFFIC | 7.00 | | -$99,989.98 | $376,981.47 |
| 0104 10 3 | SEDIMENT BARRIER | 10,560.00 | LF | $1.01 | $10,665.60 |
| 0104 11 | FLOATING TURBIDITY BARRIER | 250.00 | LF | $8.22 | $2,055.00 |
| 0104 12 | STAKED TURBIDITY BARRIER- NYLON REINFORCED PVC | 250.00 | LF | $5.03 | $1,257.50 |
| 0104 15 | SOIL TRACKING PREVENTION DEVICE | 1.00 | EA | $1,879.93 | $1,879.93 |
| 0104 18 | INLET PROTECTION SYSTEM | 53.00 | EA | $80.47 | $4,264.91 |
| 0107 1 | LITTER REMOVAL | 1.90 | AC | $24.50 | $46.55 |
| 0107 2 | MOWING | 1.90 | AC | $38.09 | $72.37 |
| 0110 1 1 | CLEARING & GRUBBING | 28.24 | AC | $11,687.51 | $330,055.28 |
| 0120 1 | REGULAR EXCAVATION | 38,720.00 | CY | $5.49 | $212,572.80 |
| 0120 6 | EMBANKMENT | 121,604.27 | CY | $8.47 | $1,029,988.17 |
| 0160 4 | TYPE B STABILIZATION | 38,907.73 | SY | $3.57 | $138,900.60 |
| 0285709 | OPTIONAL BASE, BASE GROUP 09 | 32,853.33 | SY | $15.50 | $509,226.62 |
| 0334 1 24 | SUPERPAVE ASPH CONC, TRAFFIC D, PG76-22, PMA | 5,420.80 | TN | $99.68 | $540,345.34 |
| 0337 7 41 | ASPHALT CONCRETE FRICTION COURSE,TRAFFIC B, FC-12.5, PG 76-22, PMA | 2,628.27 | TN | $93.70 | $246,268.90 |
| 0400 2 2 | CONCRETE CLASS II, ENDWALLS | 54.00 | CY | $1,322.03 | $71,389.62 |
| 0425 1351 | INLETS, CURB, TYPE P-5, <10' | 36.00 | EA | $3,723.68 | $134,052.48 |
| 0425 1451 | INLETS, CURB, TYPE J-5, <10' | 10.00 | EA | $5,732.63 | $57,326.30 |
| 0425 1521 | INLETS, DT BOT, TYPE C,<10' | 5.00 | EA | $2,393.30 | $11,966.50 |
| 0425 1541 | INLETS, DT BOT, TYPE D, <10' | 2.00 | EA | $2,729.68 | $5,459.36 |
| 0425 2 41 | MANHOLES, P-7, <10' | 5.00 | EA | $3,248.41 | $16,242.05 |
| 0425 2 71 | MANHOLES, J-7, <10' | 2.00 | EA | $5,576.14 | $11,152.28 |
| 0430175124 | PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 24"S/CD | 2,646.00 | LF | $66.41 | $175,720.86 |
| 0430175136 | PIPE CULVERT, OPT MATERIAL, ROUND, 36"S/CD | 236.00 | LF | $113.22 | $26,719.92 |
| 0430175142 | PIPE CULVERT, OPT MATERIAL, ROUND, 42"S/CD | 112.00 | LF | $118.30 | $13,249.60 |
| 0430175148 | PIPE CULVERT, OPT MATERIAL, ROUND, 48"S/CD | 5,000.00 | LF | $138.28 | $691,400.00 |
| 0430175154 | PIPE CULVERT, OPT MATERIAL, ROUND, 54"S/CD | 400.00 | LF | $166.58 | $66,632.00 |
| 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | 10,560.00 | LF | $13.57 | $143,299.20 |
| 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | 10,560.00 | LF | $16.19 | $170,966.40 |
| 0522 1 | CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK | 5,866.67 | SY | $29.39 | $172,421.43 |
| 0550 10220 | FENCING, TYPE B, 5.1-6.0', STANDARD | 2,360.00 | LF | $11.35 | $26,786.00 |
| 0550 60234 | FENCE GATE, TYPE B, SLIDING/CANTILEVER, 18.1-20.0' OPENING | 2.00 | EA | $2,671.64 | $5,343.28 |
| 0570 1 1 | PERFORMANCE TURF | 55,451.00 | SY | $.70 | $38,815.70 |
| 0570 1 2 | PERFORMANCE TURF, SOD | 37,840.00 | SY | $2.29 | $86,653.60 |

# FDOT Long Range Estimation System - Production
# Project Details Composite Report
# By Version

**Project:** NDUA4L-U-05-BB **Letting Date:** 01/2055
**Description:** New Construction 4 Lane Urban Road with 22' Median and 4' Bike Lanes
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**Project Manager: Cost Model**

**Version 1-P Project Grand Total:** **$6,402,060.84**
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| 0700 1 12 | SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF | 2.00 | AS | $264.54 | $529.08 |
| 0700 2 15 | MULTI- POST SIGN, F&I GROUND MOUNT, 51-100 SF | 2.00 | AS | $3,230.31 | $6,460.62 |
| 0700 2 16 | MULTI- POST SIGN, F&I GROUND MOUNT, 101-200 SF | 2.00 | AS | $3,230.31 | $6,460.62 |
| 0706 3 | RETRO-REFLECTIVE PAVEMENT MARKERS | 405.00 | EA | $3.13 | $1,267.65 |
| 0711 15111 | THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6" | 4.00 | NM | $3,713.11 | $14,852.44 |
| 0711 15131 | THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES, WHITE, SKIP, 6",10-30 SKIP OR 3-9 LANE DROP | 2.00 | GM | $1,016.46 | $2,032.92 |
| 0715 1 13 | LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2 | 19,284.00 | LF | $2.02 | $38,953.68 |
| 0715500 1 | POLE CABLE DISTRIBUTION SYSTEM, CONVENTIONAL | 35.00 | EA | $477.23 | $16,703.05 |
| 0715511140 | LIGHT POLE COMPLETE- SPECIAL DESIGN, F&I, SINGLE ARM SHOULDER MOUNT, ALUMINUM, 40' | 35.00 | EA | $7,922.43 | $277,285.05 |
| 0999 25 | INITIAL CONTINGENCY AMOUNT (DO NOT BID) | 1.00 | LS | $63,386.74 | $63,386.74 |
| | Project Unknowns | .00 | % | -$99,989.98 | $.00 |

**Version 1-P Grand Total** **$6,402,060.84**