



**ENVISION
ALACHUA**



Envision Alachua Sector Plan Long Term Master Plan (Transportation Data and Analysis)

prepared for

Plum Creek

prepared by

Kittelson & Associates, Inc.

Revised March 2014

in support of the Envision Alachua
Sector Plan



Transportation Data and Analysis

Envision Alachua Sector Plan Long Term Master Plan Transportation Data and Analysis

Alachua County, Florida

Revised March 2014

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Section 1

Introduction

INTRODUCTION

The Envision Alachua initiative has been underway for the past two 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. This community engagement effort grew out of an earlier inquiry by Alachua County to Plum Creek regarding the company's long term future for its land holdings in the County. In response, the proposed Envision Alachua Sector Plan (EASP) is being developed to address the needs and desires of the community. 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 Alachua County Comprehensive Plan for the proposed EASP, pursuant to Chapter 163.3245 Florida Statutes (F.S.).

To complete the required transportation data and analysis to inform this upcoming application, Plum Creek has retained Kittelson & Associates, Inc. (KAI) as part of its consulting team. KAI has prepared the transportation data and analyses which address only the Long Term Master Plan, which is an amendment to the Comprehensive Plan. 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); those will follow the LTMP application 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 LTMP.

SCOPE OF THE REPORT

Per direction from the Envision Alachua Task Force, the proposed LTMP for the EASP has a 50+ year planning horizon. The current Alachua County Comprehensive Plan 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 LTMP planning horizon is beyond that of the Alachua County Comprehensive Plan and the MTPO LRTP. Chapter 163.3245(3)(a) F.S. allows for LTMPs to be based upon a planning horizon beyond that of the local comprehensive planning horizon.

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 upon buildout of the proposed land use program for the planning horizon of the amendment.

The transportation data and analysis methodology presented within this report is primarily based upon two modeled scenarios using the adopted Alachua County Model.

- The first model run is based upon annual average daily traffic (AADT) from the adopted 2035 Alachua County model for the purposes of forecasting the travel demand realized within the current comprehensive plan.
- The second model run was prepared assuming full buildout of the EASP. Because the EASP has a 50+ year horizon, the future total AADT forecast was prepared by adding the EASP land uses to the adopted 2035 Alachua County model which effectively provides for growth beyond 2035 for use within this analysis.

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.

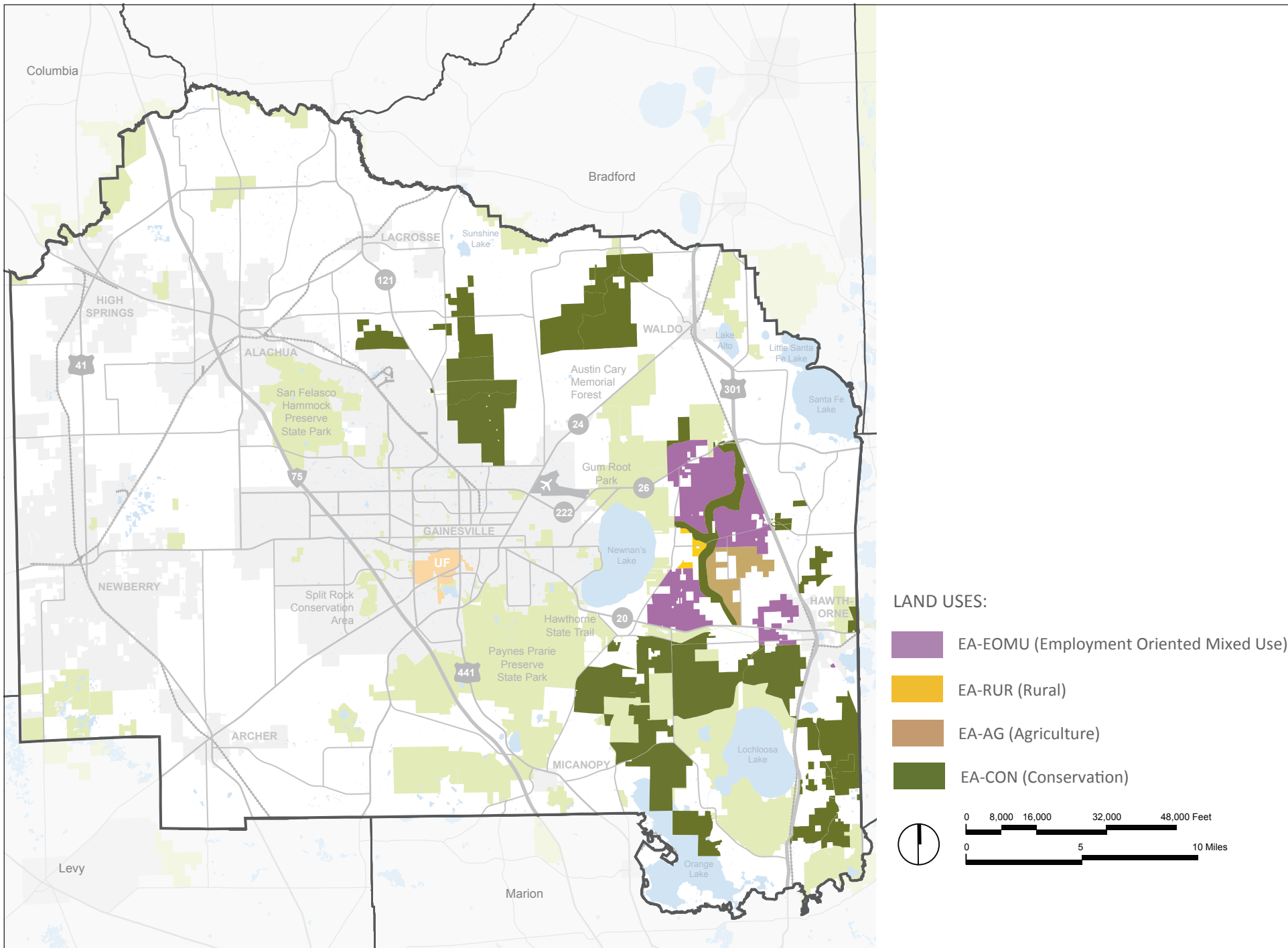
Following completion of Phase I, the Task Force determined that the Sector Plan, as defined within Chapter 163.3245 F.S., was the appropriate planning vehicle by which to incorporate the results of the Envision Alachua visioning into the Alachua County Comprehensive Plan. Sector plans are intended to “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**. The 60,000+ acres of Plum Creek lands in the Framework Map include about 46,000 acres of conservation, about 2,300 acres designated agriculture, about 340 acres designated rural, and approximately 11,400 acres designated Employment Oriented Mixed Use (urban land uses).

Table 1 identifies the amount of development proposed for approval within the Long Term Master Plan. The land use program contemplated reflects 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.



LAND USES:

- EA-EOMU (Employment Oriented Mixed Use)
- EA-RUR (Rural)
- EA-AG (Agriculture)
- EA-CON (Conservation)



Figure 1: Framework Map

TABLE 1: GENERALIZED LAND USE PLAN

Land Use Description		Intensity
Residential	Single Family	10,500 Dwelling Units
	Multi-Family	
Non-Residential	Advanced Manufacturing & Industrial	8,000,000 Square Feet
	Research & Development, Office, Institutional	6,000,000 Square Feet
	Commercial	1,500,000 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 LTMP are located in eastern Alachua County distributed across a land area of approximately 60 square miles. 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 roadways generalized service volume at its adopted level of service. A map of the five-percent significance area is provided in Section 5 of this report.

PLANNING HORIZON

The Envision Alachua community visioning process yielded a 50+ year planning horizon to implement the proposed land uses within the Framework Map. As previously noted, the current planning horizons for the Alachua County Comprehensive Plan and the MTPO LRTP are shorter than the 50+ year plan envisioned by the Envision Alachua Task Force. However, Chapter 163.3245(3)(a) allows for a planning horizon longer than that of current local plans. The transportation data and analysis methodology discussions determined that the future transportation conditions would be evaluated using the 2035 MTPO LRTP land use and transportation network with the addition of the LTMP Framework Map land uses. This method builds a scenario in which the LTMP buildout land use program is added to the 2035 land uses from the MTPO's LRTP effort while allowing for the use of approved and adopted transportation data as background data to serve as a point of comparison to evaluate the regional transportation effects of the LTMP land uses.

Section 3

Trip End Generation Evaluation

TRIP END GENERATION EVALUATION

The generalized nature of the LTMP land use plan 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 at buildout of the LTMP. 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 buildout assumption of the LTMP. Once the land use program was refined and allocated to individual TAZs, two methods of trip end generation 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 Framework Map 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 six TAZs that reasonably reflect the Framework Map. **Figure 2** illustrates the geographic areas of the TAZs utilized within this data and analysis report.

REFINEMENTS TO LAND USE PLAN

Because the LTMP 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 2**.

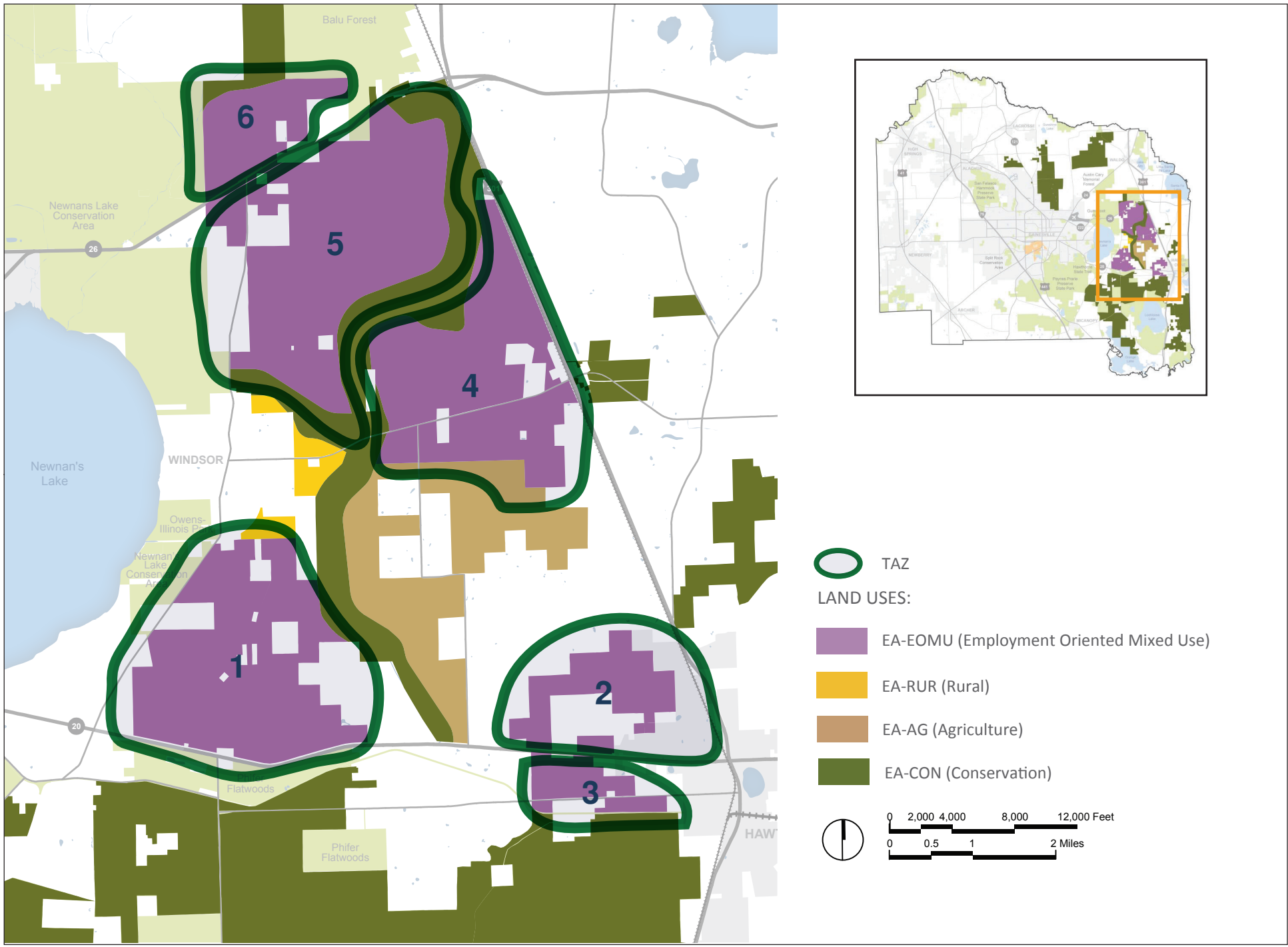


Figure 2: TAZ Structure

TABLE 2: REFINED LAND USE PROGRAM FOR TRIP END GENERATION ESTIMATION

Generalized Land Uses from LTMP	Intensity	Refined Land Uses for Analysis	Refined % Allocation	Refined Intensity
Manufacturing / Industrial	8,000,000 SF	Industrial Park	50%	4,000,000 SF
		Manufacturing	50%	4,000,000 SF
Subtotal			100%	8,000,000 SF
Research and Development, Office, & Institutional	6,000,000 SF	Office	50%	3,000,000 SF
		Research and Development Center	30%	1,800,000 SF
		Business Park	20%	1,200,000 SF
Subtotal			100%	6,000,000 SF
Commercial	1,500,000 SF	Shopping Center	100%	1,500,000 SF
Subtotal			100%	1,500,000 SF
Total Non-Residential	15,500,000 SF		100%	15,500,000 SF
Residential	10,500 DU	Single Family	65%	6,825 DU
		Apartment	25%	2,625 DU
		Condo	10%	1,050 DU
Total Residential	10,500 DU		100%	10,500 DU

For the purposes of this study, the LTMP land use program was allocated to the TAZs in the following manner:

- Southern TAZs 1, 2, and 3 include 60 percent of the total land use program
- Northern TAZs 4, 5, and 6 include 40 percent of the total land use program

The southern and northern portions of the LTMP land use program were then delineated further into each individual TAZ proportionally based upon the amount of urban acreage as obtained from the Framework Map. For example, by acreage TAZ 1 contains approximately 68.5 percent of the southern portion total land area. Therefore, 68.5 percent of 60 percent of the total LTMP land use program was assigned to TAZ 1. TAZs 2 and 3 were delineated similarly, however TAZ 2 was assigned non-residential land uses only and TAZ 3 was assigned residential uses only due to the context of the surrounding community. The land use program for the northern portion (TAZ's 4, 5, and 6) was split proportionally between all TAZs by acreage. **Table 3** summarizes the refined land use allocation by TAZ.

TABLE 3: REFINED LAND USE PROGRAM BY TAZ FOR TRIP END GENERATION ESTIMATION

Refined Land Uses for Analysis	Refined % Allocation	Refined Intensity	Proportion of LTMP	TAZ 1	TAZ 2	TAZ 3	Proportion of LTMP	TAZ 4	TAZ 5	TAZ 6
			60%				40%			
Industrial Park	50%	4,000,000 SF	2,400,000	1,643,497	756,503	0	1,600,000	586,464	827,834	185,702
Manufacturing	50%	4,000,000 SF	2,400,000	1,643,497	756,503	0	1,600,000	586,464	827,834	185,702
Subtotal	100%	8,000,000 SF	4,800,000	3,286,994	1,513,006	0	3,200,000	1,172,928	1,655,668	371,404
Office	50%	3,000,000 SF	1,800,000	1,232,623	567,377	0	1,200,000	439,848	620,875	139,277
Research and Development Center	30%	1,800,000 SF	1,080,000	739,574	340,426	0	720,000	263,909	372,525	83,566
Business Park	20%	1,200,000 SF	720,000	493,049	226,951	0	480,000	175,939	248,350	55,711
Subtotal	100%	6,000,000 SF	3,600,000	2,465,246	1,134,754	0	2,400,000	879,696	1,241,750	278,554
Shopping Center	100%	1,500,000 SF	900,000	616,312	283,688	0	600,000	219,924	310,438	69,638
Subtotal	100%	1,500,000 SF	900,000	616,312	283,688	0	600,000	219,924	310,438	69,638
Total	100%	15,500,000 SF	9,300,000	6,368,552	2,931,448	0	6,200,000	2,272,548	3,207,856	719,596
Single Family	65%	6,825 DU	4,095	2,804	0	1,291	2,730	1,001	1,412	317
Apartment	25%	2,625 DU	1,575	1,079	0	496	1,050	385	543	122
Condo/Townhouse	10%	1,050 DU	630	431	0	199	420	154	217	49
Total	100%	10,500 DU	6,300	4,314	0	1,986	4,200	1,540	2,172	488
Total "Urban" Land Area Acreage =		11,441	4,083	2,796	842	445	7,358	2,697	3,807	854
"Urban" Land Use % (Proportional)			% of 60% =	68.48%	20.62%	10.90%	% of 40% =	36.65%	51.74%	11.61%
Total "Urban" Land Area % (Total) =		100%	35.69%	24.44%	7.36%	3.89%	64.31%	23.57%	33.28%	7.46%

Example Calculation

To calculate number of apartments in TAZ 1:

- Total Apartments = 2,625; Proportion of Apartments in TAZs 1, 2, and 3 = 60% or 1,575 (2,625 x 60% = 1,575 Apartments)
- Total Acreage = 11,441; Proportion of Acreage in TAZs 1, 2, and 3 = 4,083 Acres; Acreage in TAZ 1 = 2,796; Proportion of Acreage in TAZ 1 = 68.48% (2,796/4,083 = 68.48%)
- Number of Apartments in TAZ 1 = 1,575 Apartments x 68.48% = 1,079 Apartments

GROSS TRIP END GENERATION EVALUATION: ALACHUA COUNTY MODEL

The gross trip ends generated by the proposed LTMP 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 Alachua County model 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 LTMP land use program 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 Alachua County 2035 model identified the gross vehicular trip end generation of the LTMP land uses. This revealed that the LTMP could generate 233,641 gross daily trip ends.

ITE GROSS TRIP END GENERATION SUMMARY

To check the reasonableness of the model estimation, the gross trip end generation potential of the LTMP land uses was also calculated in accordance with the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. The application of the ITE data indicates that the LTMP would generate 271,493 gross daily trip ends. Additional detailed ITE gross trip end generation calculation information is provided in Appendix B.

COMPARISON OF GROSS TRIP ENDS GENERATED

In comparing the travel demand model and ITE estimates, as summarized in **Table 4**, the base Alachua County Model daily trip end generation potential is approximately 14 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 LTMP, the trip ends generated by the LTMP TAZs were factored up to ITE levels. It is anticipated that this estimation of trip ends generated will result in the projection of future traffic volumes that will be conservatively high upon buildout of the LTMP of the EASP.* 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 4: GROSS TRIP END GENERATION COMPARISON

	ITE Trip End Generation Potential	Alachua County Model Trip End Generation	% Difference
Unadjusted	271,493	233,641	-13.9%
Adjusted with Fratar Method	271,493	271,503	0.0%

Since the Fratar adjustment resulted 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 are provided in Appendix D.

The total trip ends generated by the LTMP reflects 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 LTMP model run is provided in Appendix D.

Section 4

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 the LTMP and the other end external to the LTMP, and trips with both ends within the LTMP. Following the distribution of project trips, the route assignment is determined.

MODEL NETWORK MODIFICATIONS

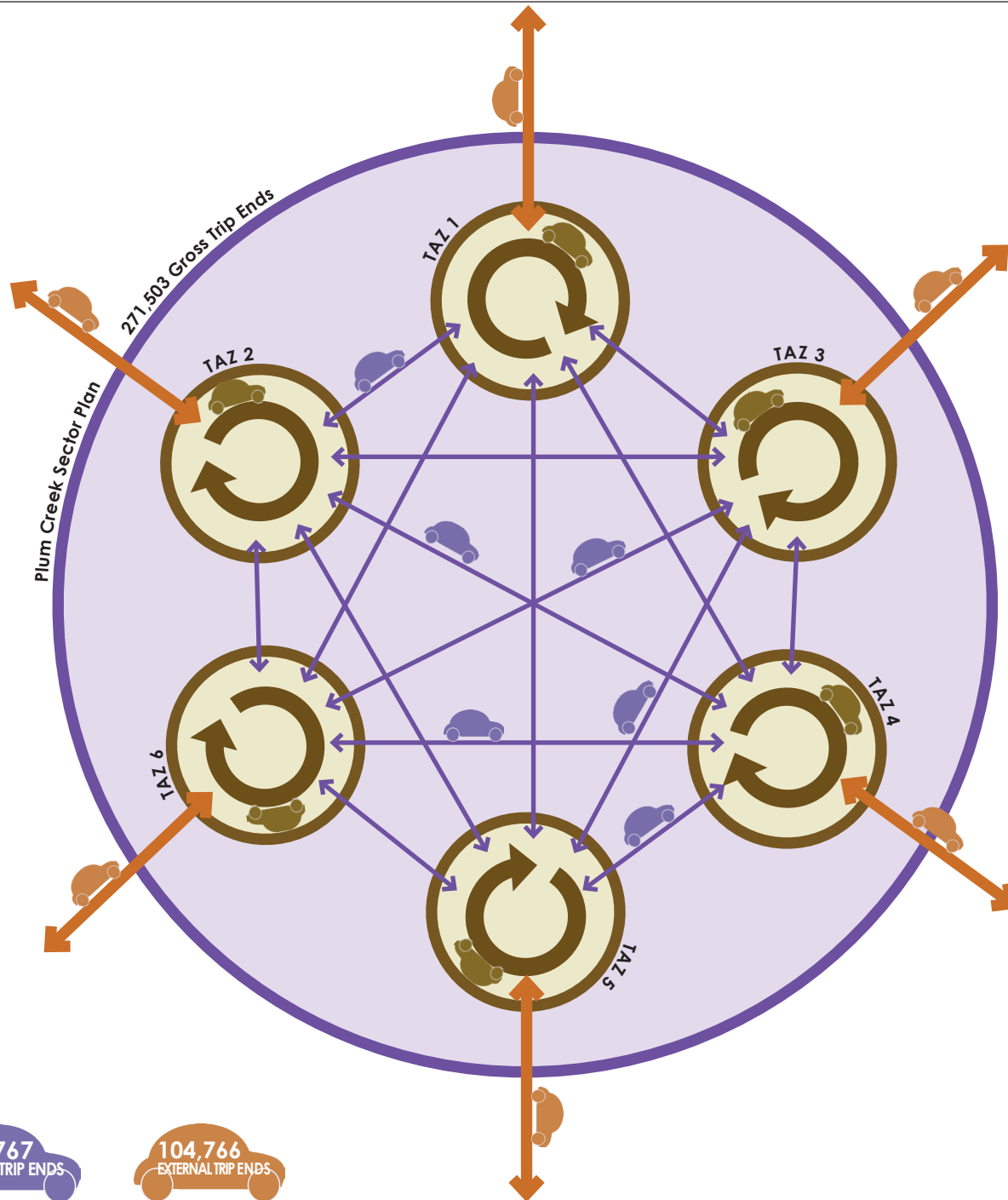
The adopted 2035 Alachua County Model transportation network was modified to estimate the demand on the local roadways that would be built as the LTMP builds out. The modeled local roadway connection represents multiple local roadways that would be constructed as the communities develop. The modeled network generally connects TAZs 1, 4, 5 and 6 along a north-south corridor. An illustration of the model network connector is provided in Appendix E.

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 LTMP. The gross trip end generation potential as evaluated by the model 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 that are external to the site being analyzed. In the case of the EASP, 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, these types of trips refer to those trips made between TAZs, and both trip ends are within the LTMP.
- **External Trips:** A trip with one end within the LTMP and the other end outside the LTMP. These trips will use the road system internal and external to the LTMP area.

Figure 3 provides a graphic illustration of the trip types evaluated within this data and analysis report.



89,970
SITE TRIP ENDS

76,767
AREA TRIP ENDS

104,766
EXTERNAL TRIP ENDS

Figure 3: Breakdown of Trip Types

SITE (TAZ) CAPTURED TRIPS

Given the mixed-use nature of the land uses within each site (TAZ), it is expected that a portion of the gross trip ends generated will be internal to each site (TAZ). Site-captured trips ends, or intrazonal trip ends, were evaluated with an Alachua County Model run. For the purposes of this analysis, the intrazonal trip end rates as a percentage were evaluated by trip purpose within each site (TAZ). A summary of the site-captured trip ends by TAZ is provided in **Table 5**.

TABLE 5: SITE-CAPTURED TRIP END GENERATION BY TAZ

TAZ	Gross Trip Ends Generated	Site-Captured Trip Ends	Site Captured Trips	Site Captured Trip Ends as % of Gross Trip Ends
1	102,624	41,701	20,850	40.6%
2	37,184	11,020	5,510	29.6%
3	15,348	1,532	766	10.0%
4	42,571	11,635	5,817	27.3%
5	56,616	21,746	10,873	38.4%
6	17,160	2,336	1,168	13.6%
Total	271,503	89,970	44,985	33.1%

AREA CAPTURED TRIPS

The area captured trips generated by the LTMP 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 an LTMP TAZ, but travel along the roadways between each TAZ including the representative 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 6** presents a matrix showing the area-captured trip ends by TAZ.

TABLE 6: AREA-CAPTURED TRIP END GENERATION MATRIX BY TAZ

From TAZ/To TAZ	1	2	3	4	5	6	Total Trip Ends
1		2,369	1,323	2,975	2,407	644	9,718
2	2,369		1,935	705	598	164	5,770
3	1,323	1,935		347	281	71	3,957
4	2,976	705	347		3,190	865	8,082
5	2,407	598	281	3,190		1,318	7,794
6	644	164	71	865	1,318		3,063
Total Trip Ends	9,719	5,770	3,957	8,081	7,794	3,063	
Total Area-Captured Trip Ends =							76,767
Total Area-Captured Trip Ends as % of Gross Trip Ends =							28.3%

The matrix in **Table 6** summarizes all trip ends from and to each TAZ. The total number of area captured trip ends to and from each zone is summarized in **Table 7**.

TABLE 7: AREA-CAPTURED TRIP ENDS BY TAZ

TAZ	Area Captured Trip Ends From	Area Captured Trip Ends To	Total Area-Captured Trip Ends
1	9,719	9,718	19,437
2	5,770	5,770	11,540
3	3,957	3,957	7,913
4	8,081	8,082	16,163
5	7,794	7,794	15,588
6	3,063	3,063	6,126
Total	38,383	38,383	76,767

EXTERNAL TRIPS

External trip ends generated by the LTMP were evaluated by subtracting site and area-captured trip ends from the gross trip end generation. **Table 8** summarizes the external trip end generation of the LTMP.

TABLE 8: SUMMARY OF TRIP ENDS BY TAZ

TAZ	Gross Trip Ends Generated	Site-Captured Trip Ends	Area-Captured Trip Ends	External Trip Ends
1	102,624	41,701	19,437	41,485
2	37,184	11,020	11,540	14,623
3	15,348	1,532	7,913	5,903
4	42,571	11,635	16,163	14,774
5	56,616	21,746	15,588	19,282
6	17,160	2,336	6,126	8,698
Total	271,503	89,970	76,767	104,766
%	100.0%	33.1%	28.3%	38.6%

The model output tables illustrating the trip end generation outputs are provided in Appendix D.

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. This summary is based on person trip ends generated by the LTMP 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 LTMP. The number of external trip ends generated by the LTMP is equivalent to the number of external trips generated by the site. This is because one end of each external trip is located within the LTMP, and the other end is located external to the LTMP. **Table 8** summarized trip ends generated. An equivalent way to show the data in **Table 8** is to summarize the total trips generated for each trip type. This alternative way of presenting the data is provided in **Table 9**. As illustrated in **Table 9**, the number of external trips as a percentage of gross trips generated is 55.7 percent (44.3 percent not external).

TABLE 9: SUMMARY OF TRIPS BY TAZ

TAZ	Site-Captured Trips ¹	Area-Captured Trips ¹	External Trips ²	Gross Trips Generated ³
1	20,850	9,719	41,485	72,054
2	5,510	5,770	14,623	25,903
3	766	3,957	5,903	10,626
4	5,817	8,081	14,774	28,673
5	10,873	7,794	19,282	37,949
6	1,168	3,063	8,698	12,929
Total	44,985	38,383	104,766	188,134
%	23.9%	20.4%	55.7%	100.0%

Notes:

¹Site Captured Trips and Area Captured Trips are equivalent to half of the respective Trip Ends from Table 8.

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

³Site 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 Envision Alachua LTMP’s external trip rate is 55.7 percent, which is within seven percent of the case study data. The difference between the two is likely reflective of the fact that the Envision Alachua LTMP community is much larger and 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 from the Alachua County travel demand model indicates that approximately 14.11 percent of the LTMP external trip end generation would be paired with trip ends outside of the model boundaries to the north (1.02%), east (12.10%), and south (0.99%) of Alachua County. The select zone analysis was performed with the following adjustments to the model network.

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 model horizon year (2035). In this study, the LTMP has 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 Alachua County model 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 LTMP as they would not interact with the LTMP. However, the introduction of the LTMP to eastern Alachua County introduces the potential for interaction with the LTMP.

As previously stated, the introduction of the LTMP to the model network yielded an eight percent increase of productions and attractions within the model network. However, the EI trip interaction at the four gateway zones in eastern Alachua County did not increase by eight percent despite the eight percent increase in productions and attractions. To account for this, the EI portion of the external gateway trip ends were grown by eight percent 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 LTMP.

The modeled select zone analysis plots are provided in Appendix F.

TRIP ASSIGNMENT

The regional trip assignment was evaluated on a link-by-link basis for regionally significant roadways in Alachua County. The resulting external EASP trips within the total trip assignment and percent assignment are illustrated in **Figure 4** and **Figure 5**, respectively. A summary plot with the external roadway trip assignment on each roadway is provided in Appendix G. **Figure 6** illustrates the external trip assignment in the immediate vicinity of the urban lands. **Figure 7** illustrates the area-capture trip assignment in the immediate vicinity of the urban lands. **Figure 8** illustrates the total project trips (external project trips plus area captured project trips) assigned to the roadways within the immediate vicinity of the urban lands.

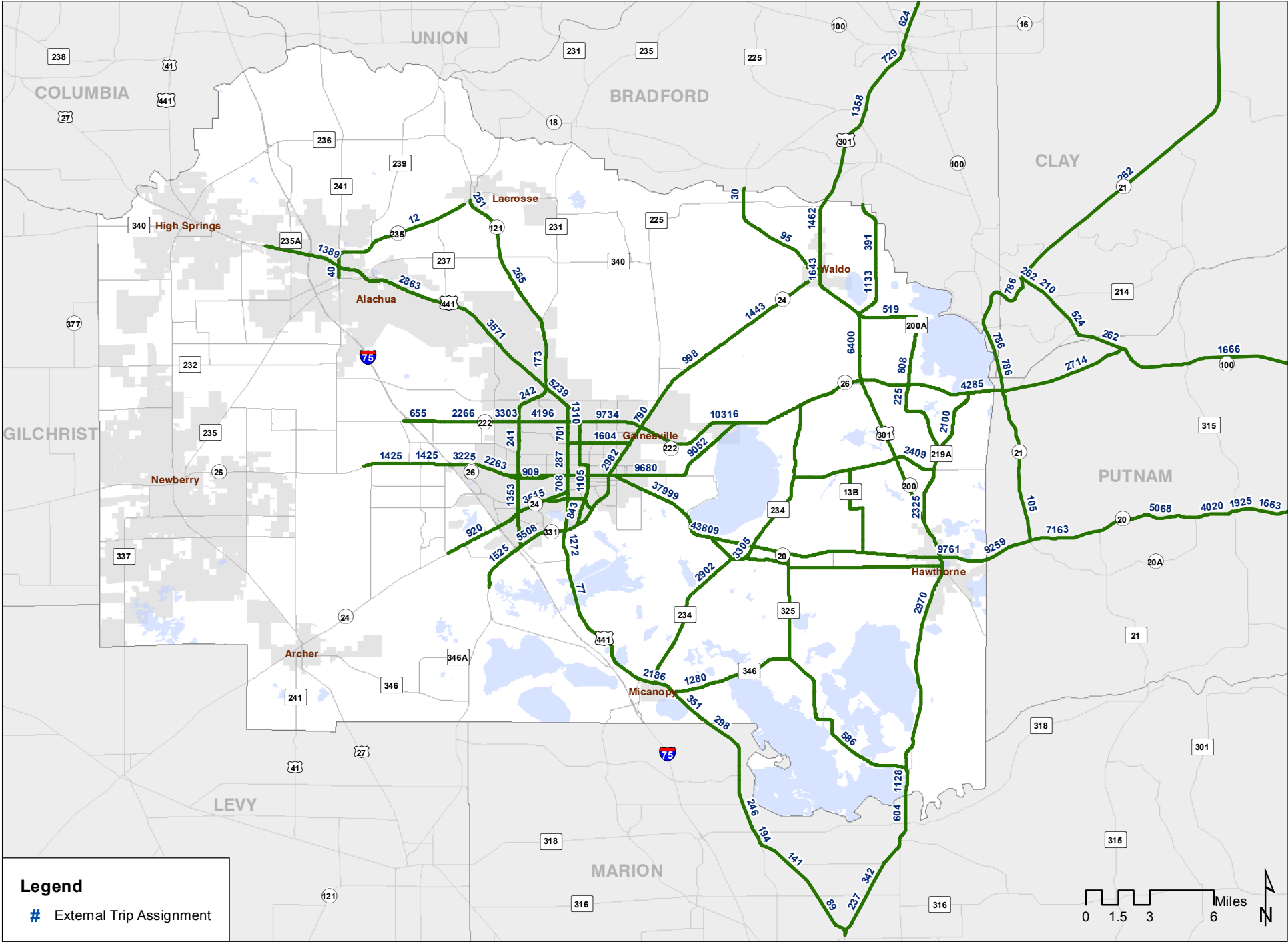
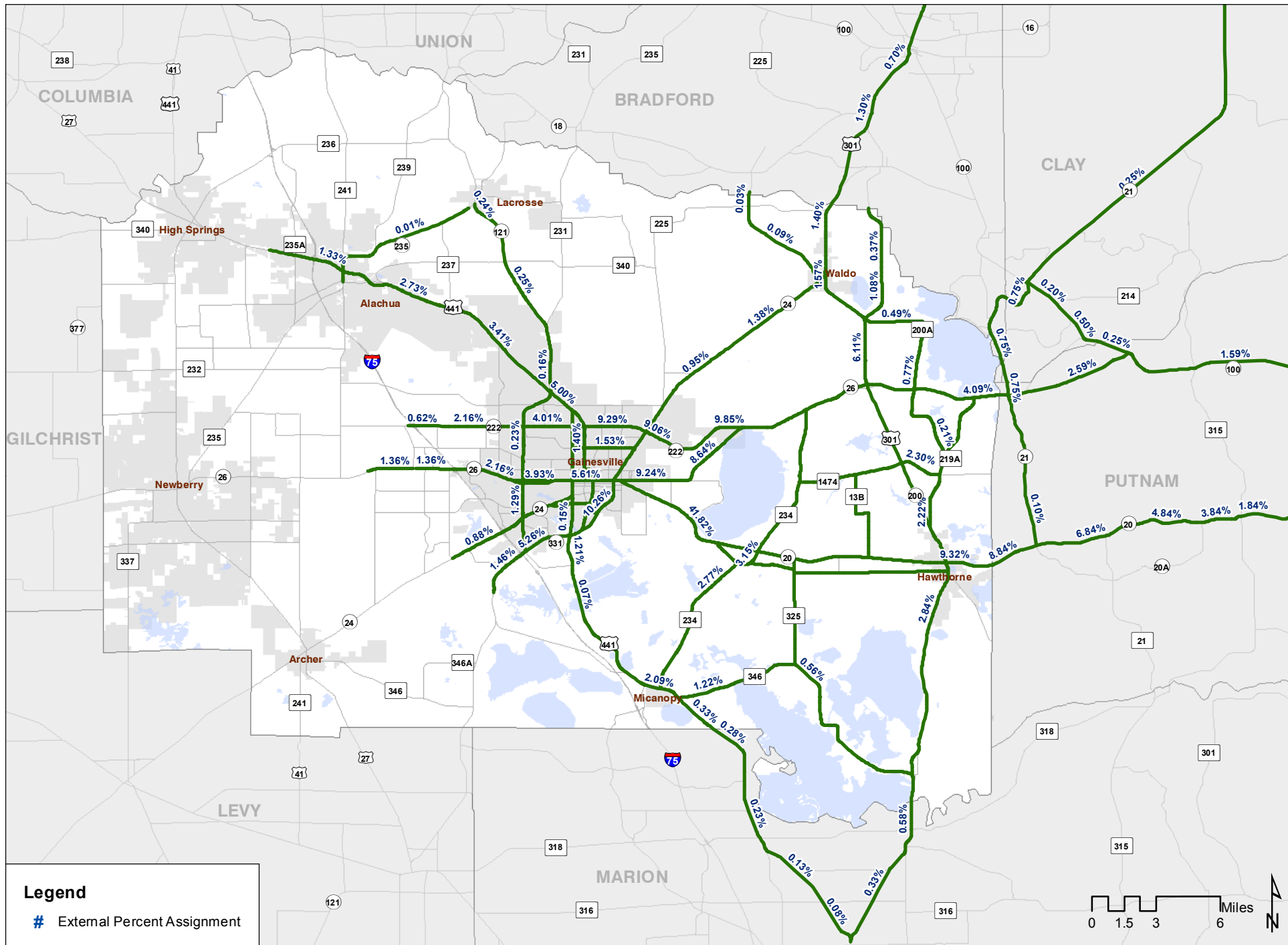


Figure 4: External Roadway Trip Assignment





Legend
 # External Percent Assignment

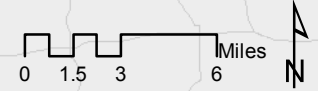


Figure 5: External Roadway Percent Assignment



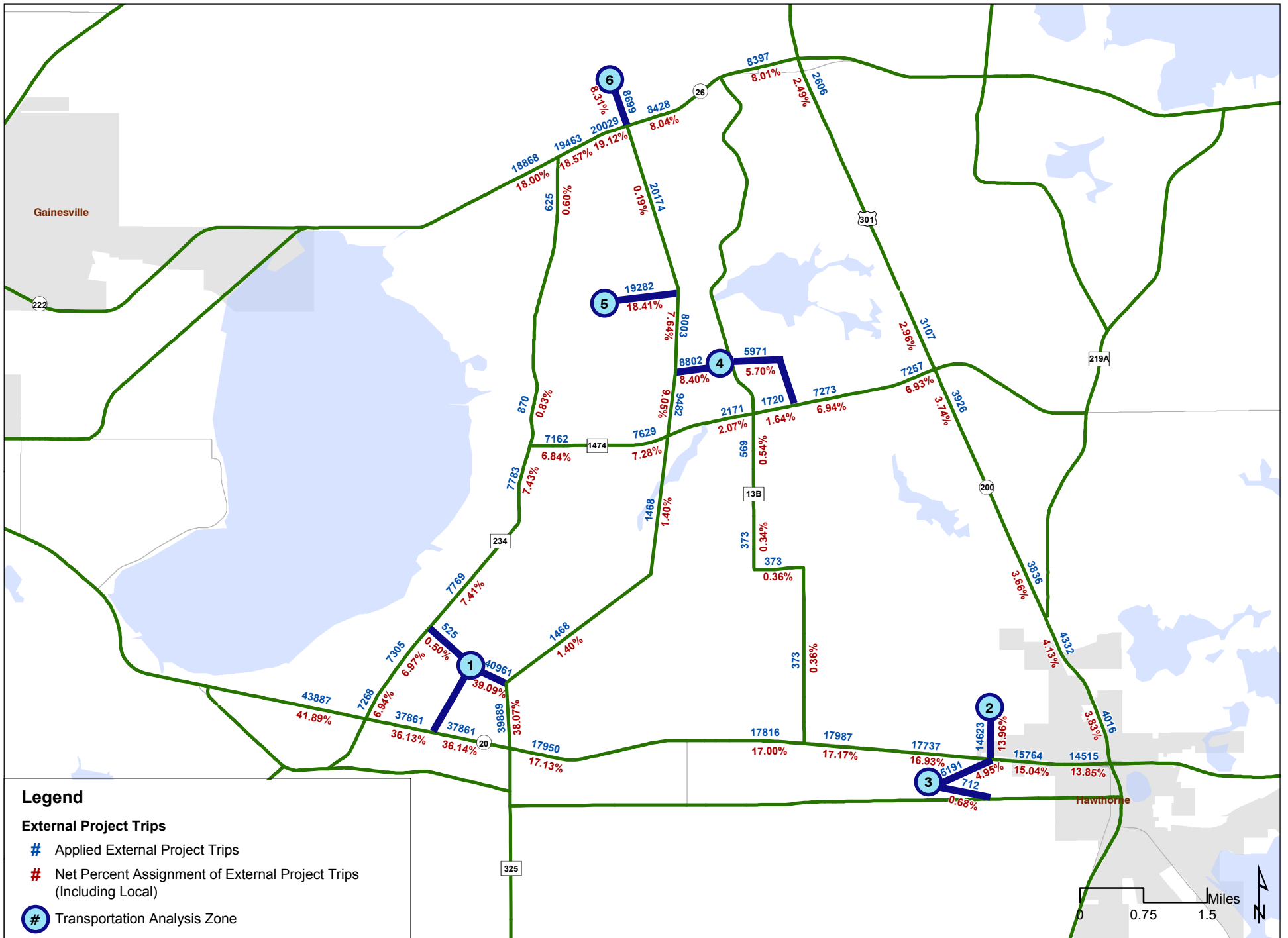


Figure 6: External Trip Assignment In Vicinity of LTMP



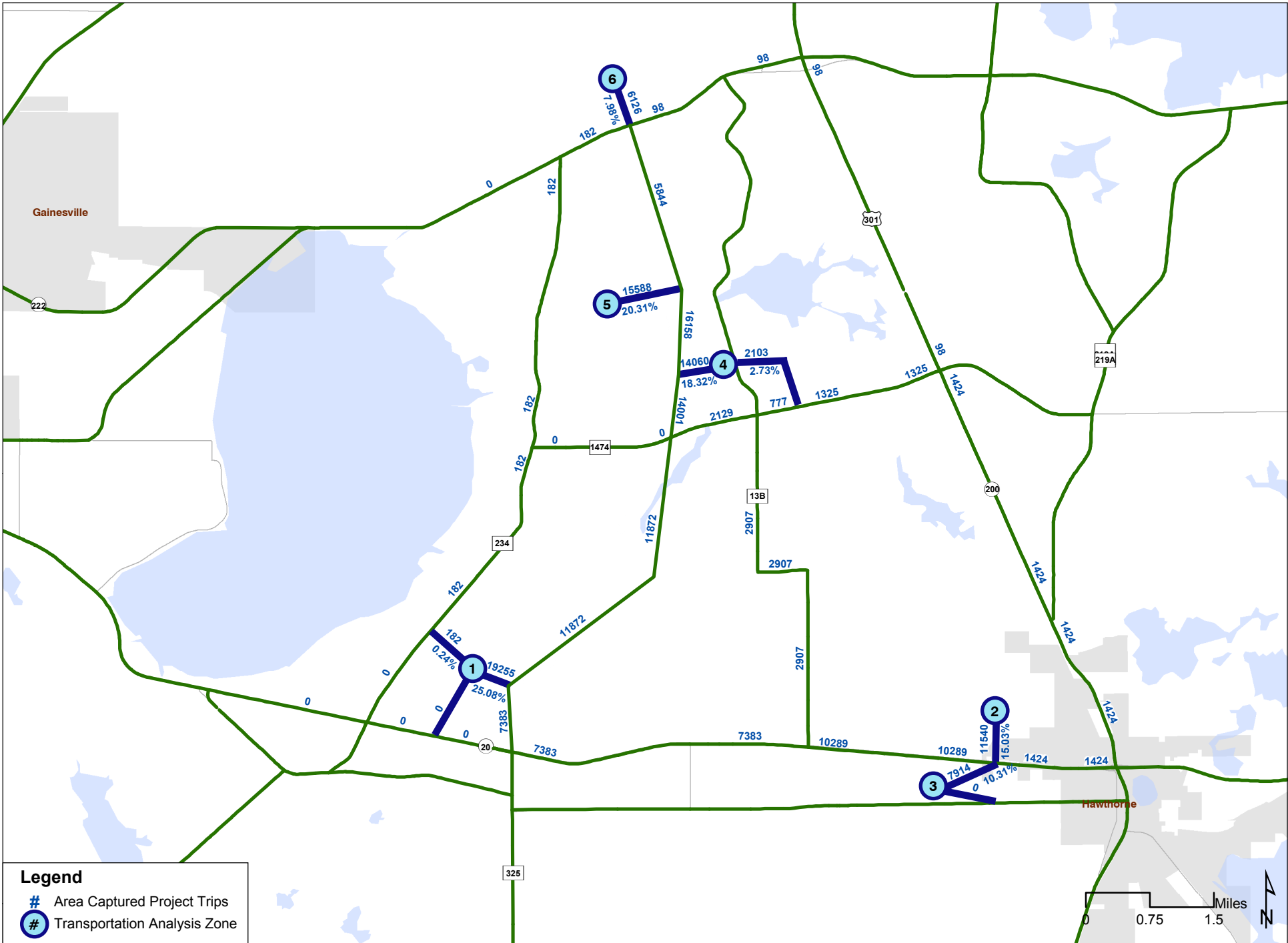
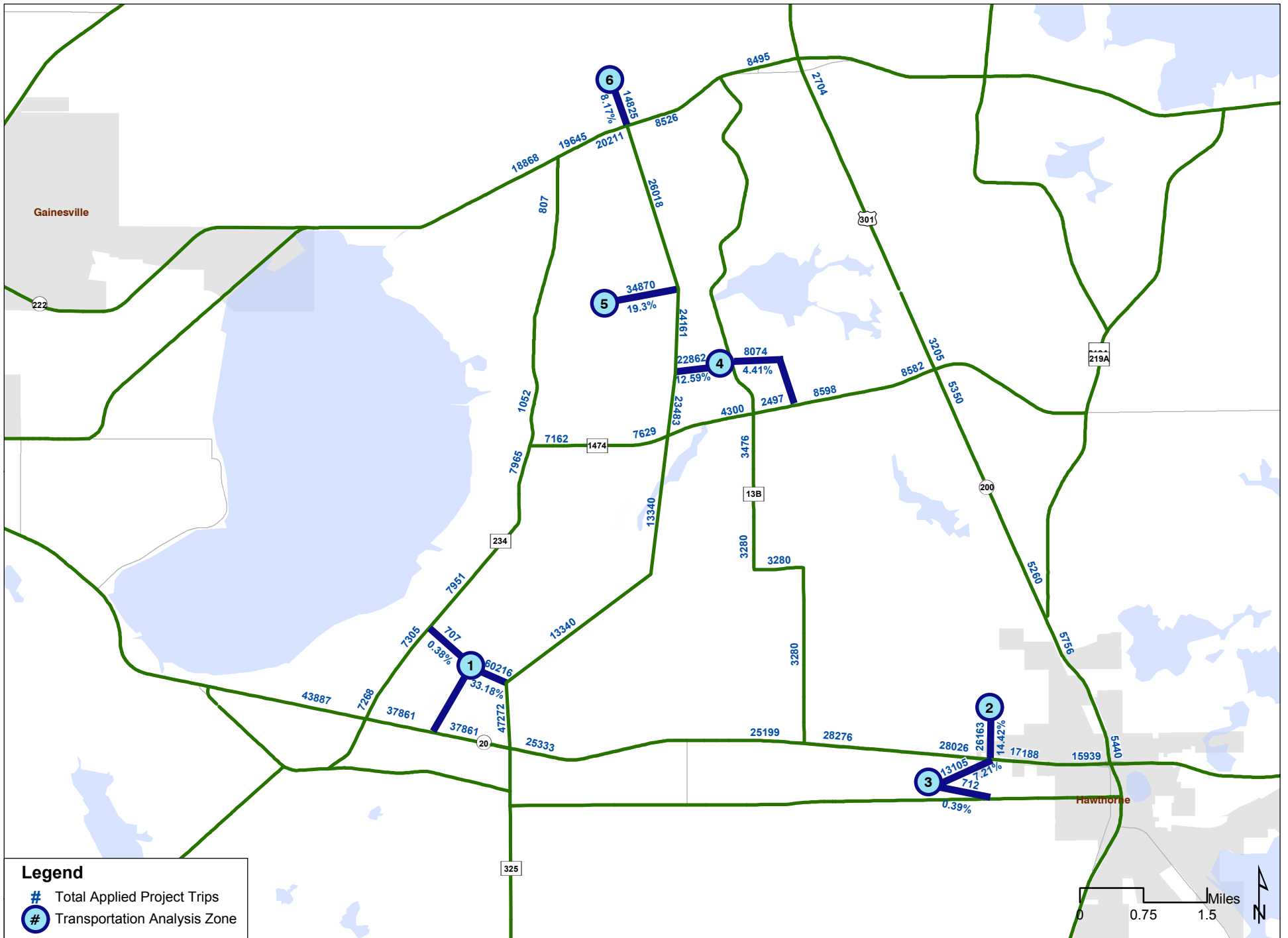


Figure 7: Area Captured Project Trip Assignment in Vicinity of LTMP





Section 5
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 LTMP lands where the project influence is significant, or greater than five percent. 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)

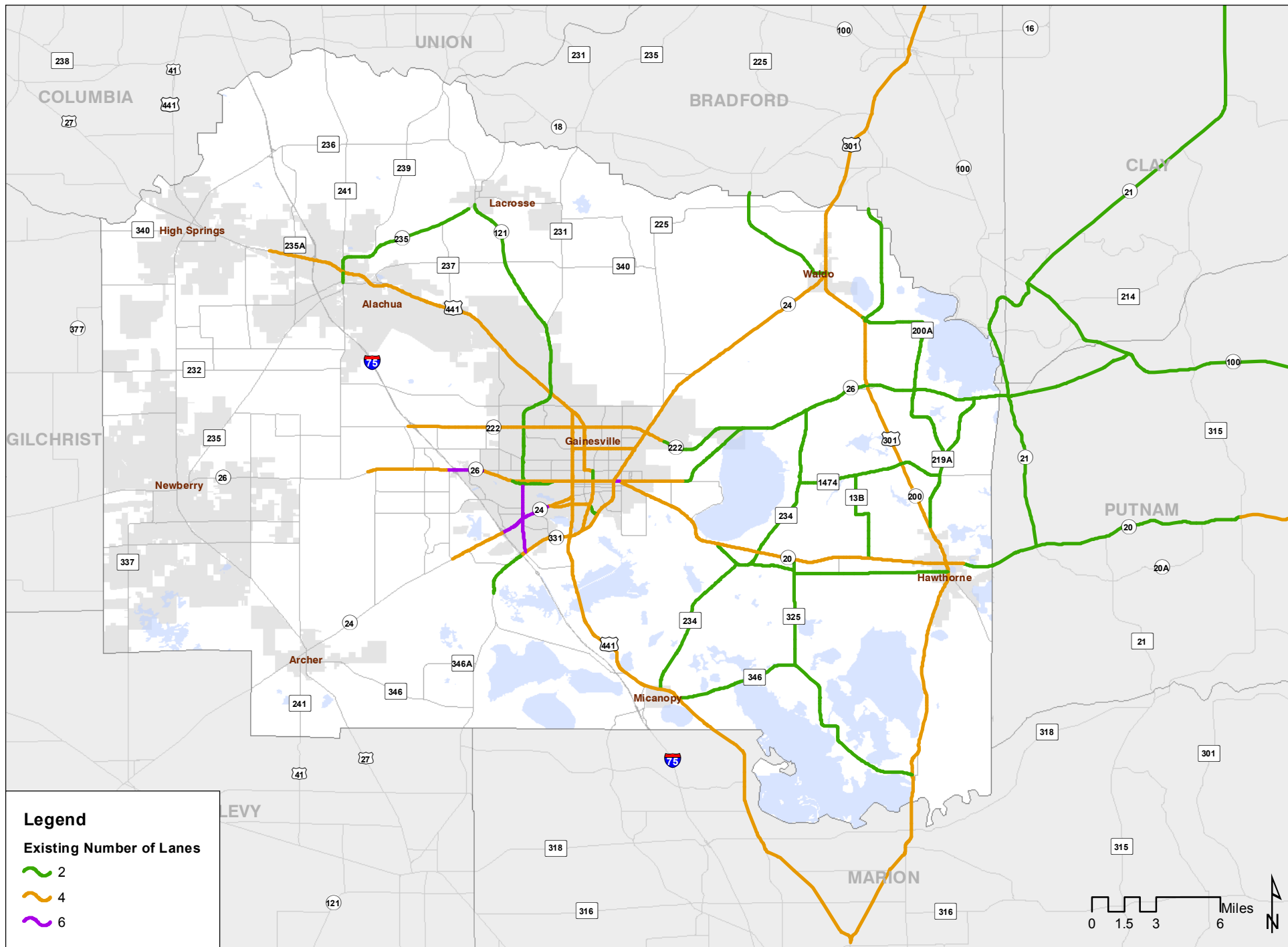
The existing number of lanes is shown for regionally significant roadways in eastern Alachua County and neighboring counties in **Figure 9**. A generalized level of service analysis for the existing roadway network is provided in Appendix H with the supporting existing AADT data.

PLANNED NETWORK IMPROVEMENTS AND FUTURE (2035) 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 10. The notable exceptions to this approach are the planned improvement of SR 121 between SW 85th Avenue and I-75 in Alachua County, SR 20 between the City of Hawthorne and the City of Interlachen in Putnam County, and SR 100 east of CR 315 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 H.

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 is summarized in Appendix I.



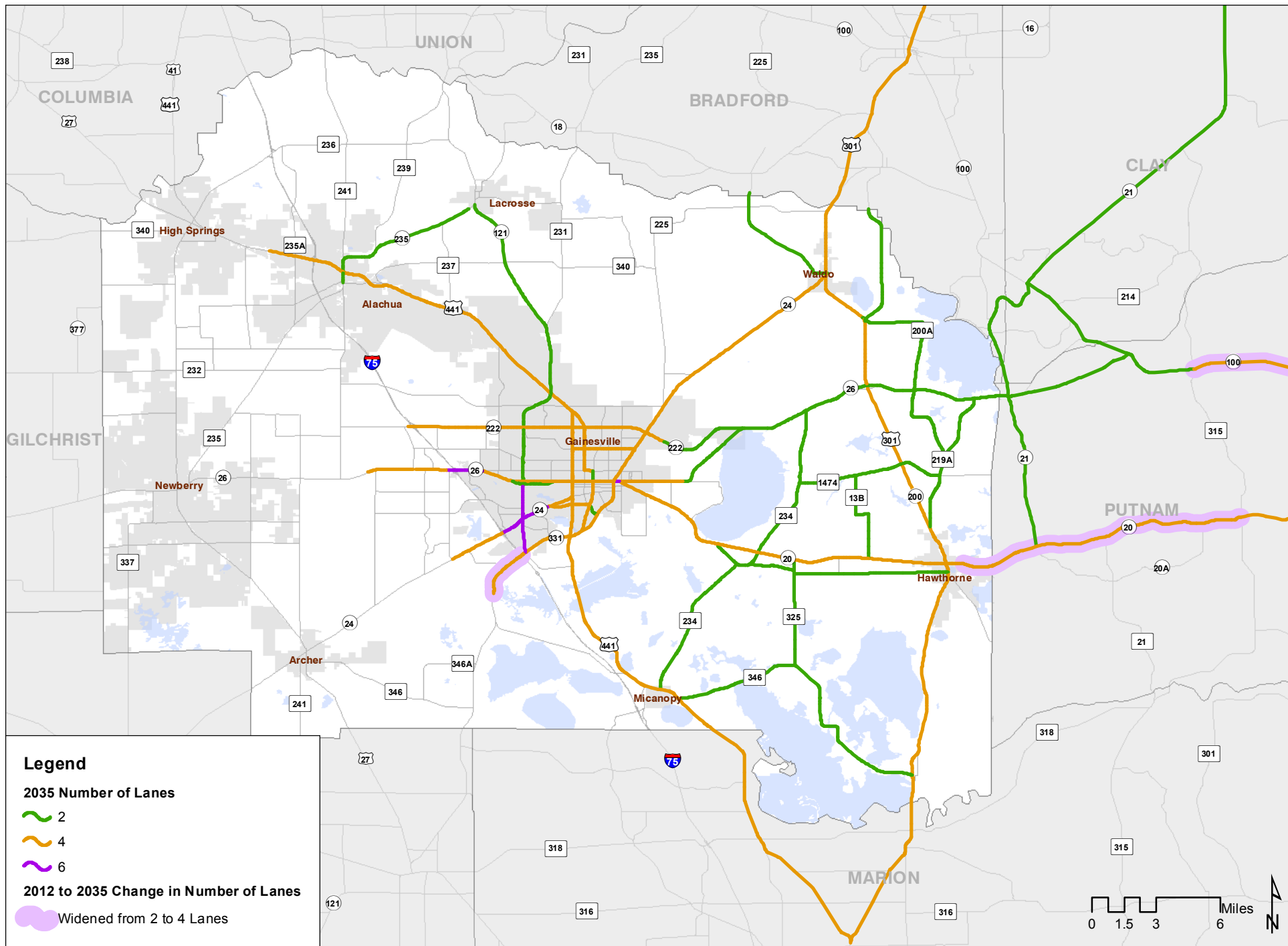
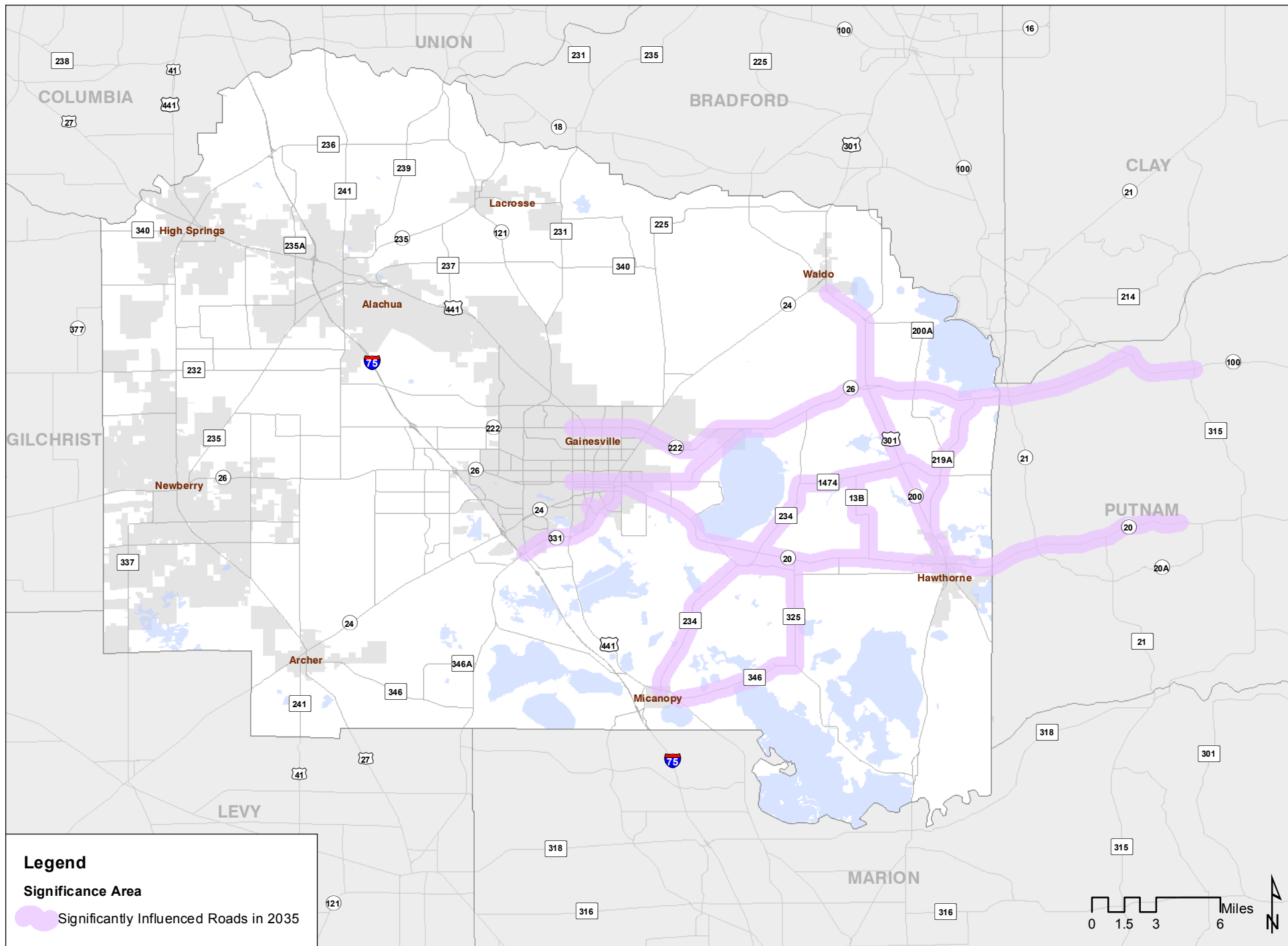
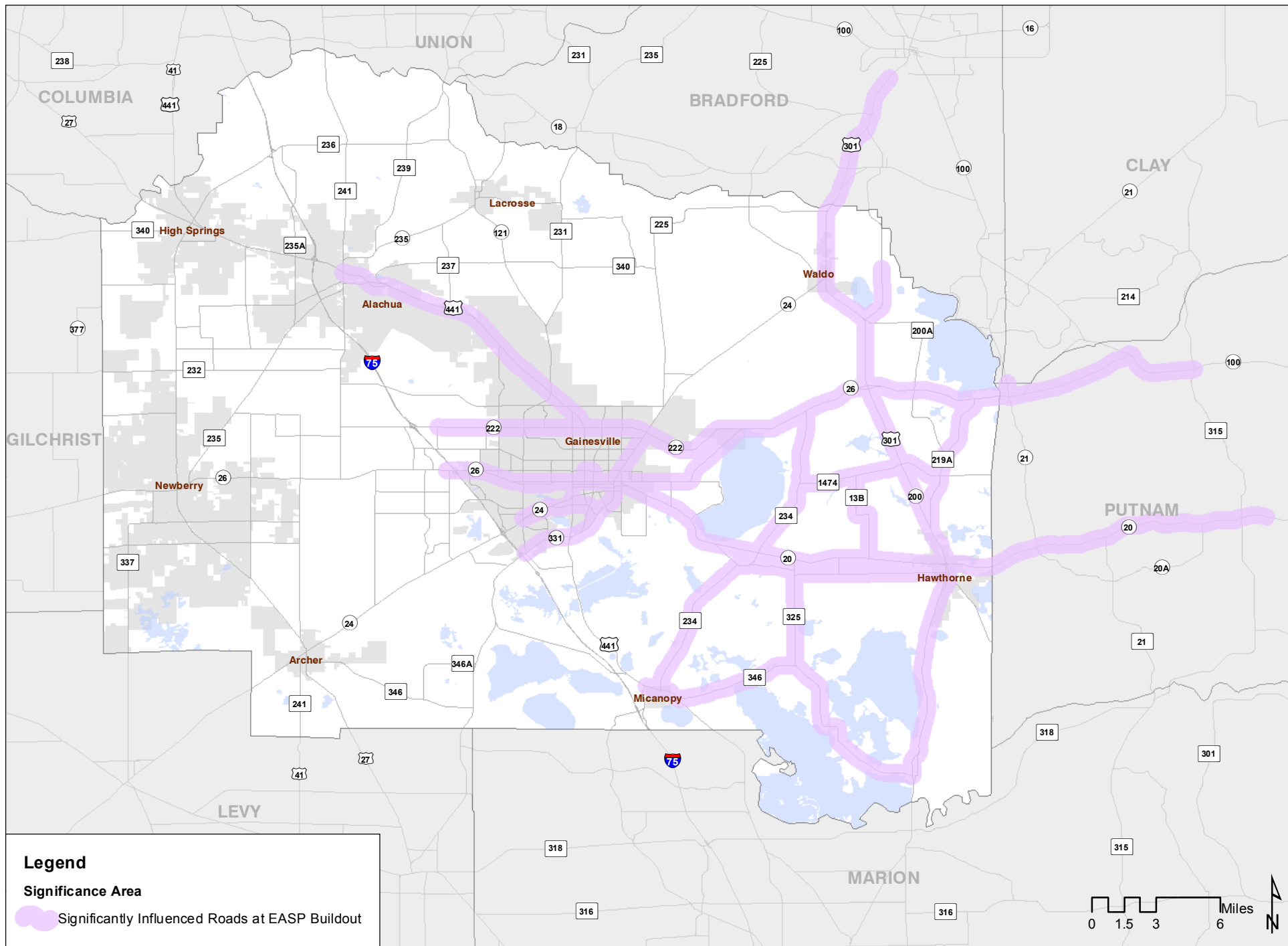


Figure 10: 2035 Future Number of Roadway Lanes

SIGNIFICANCE DETERMINATION

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 I. The roadways with significant EASP trips in 2035 and at full buildout of the EASP are mapped in **Figure 11** and **Figure 12**, respectively.





Legend

Significance Area

 Significantly Influenced Roads at EASP Buildout

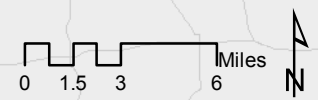


Figure 12: 5% Area of Influence at EASP Buildout



Section 6 Analysis

ANALYSIS

Table 10 presents estimated total traffic volumes (AADT) in 2035 without the EASP and in 2035 with the EASP. The estimated volumes in 2035 assume that the EASP will begin building for 50 years beginning in 2015, completing in 2065. This calculation was conducted by taking 40 percent (20 years divided by 50 years = 40%) of the volume difference between the buildout EASP volumes and the 2035 without EASP model volumes and adding it to the 2035 without EASP model volumes.

An additional evaluation of future volumes with full buildout of the EASP was also performed and summarized in **Table 10**. **Table 10** summarizes 2035 volumes and the future buildout volumes. Within Alachua County, the volumes are based on forecasted AADTs extracted from the adopted Alachua County model. Future roadway volumes outside of Alachua County were estimated using growth data from each county where available. Future volumes on roadway segments within Clay and Bradford County (excluding US 301) were forecasted using historical growth rates. Appendix J details the future AADT calculations utilized in these evaluations. A comparison of these volumes indicates that the largest increases in forecasted travel demands occur between the EASP and the Gainesville area via SR 20 and SR 26, and on CR 234 and CR 1474 adjacent to the EASP. These facilities are highlighted in **Figure 13** and described in further detail in the subsections below.

Highlighting in **Table 10** indicates roadway segments with future volumes forecasted to exceed the generalized service volumes of the roadways. At a meeting with Alachua County staff on February 21, 2014, staff requested that an identification of potential capital improvements, in the form of added roadway lanes, be provided for all roadway segments projected to exceed the generalized service volume at the adopted levels of service. This request was made in an effort to inform policies within the comprehensive plan. **Table 11** summarizes the additional number of lanes to add to each roadway if roadway capacity were to be increased through roadway widening only. It is noted that Policy 1.1.6.3 of the Alachua County Comprehensive Plan states that roadways shall be limited to no more than a total of four through motor vehicle lanes; however, for the purposes of informing policy, the analysis allowed roadway cross-sections to exceed four lanes. The roadway segments shown in **Table 11** were limited to a maximum cross section of eight lanes on interrupted-flow facilities and six lanes on uninterrupted flow facilities due to limitations within the FDOT Quality/Level of Service (LOS) Handbook. This evaluation is limited in scope and did not consider Policy 1.1.4(c) of the Alachua County Comprehensive Plan which states that level of service evaluations for all functionally classified County and Non-Strategic Intermodal System (SIS) State Roadways shall be based on an areawide LOS within existing (or proposed) mobility districts. Proposed Objective 1.10 and the associated policy series describe the creation of a new EASP Mobility District to address mobility.

Policy 1.1.3(b) of the Alachua County Comprehensive Plan states that within mobility districts, 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. Since several of the roadway level of service deficiencies identified within **Table 10** fall within existing mobility districts, they should also be assessed in greater detail by exploring increased transit service, parallel

roadway capacity improvements to improve areawide level of service, and other non-roadway widening methods consistent with the policy direction for mobility districts in Alachua County.

2035 ANALYSIS

Four roadway segments that were not shown to exceed the service volume in the 2035 *without* EASP scenario were shown to exceed the service volumes in the 2035 *with* EASP scenario. These, illustrated in **Figure 14**, roadways are:

- SR 20 from CR 2082 W to CR 235 (within proposed EASP Mobility District)
- SR 26 from SR 222 to US 301 (within proposed EASP Mobility District)
- SR 222 from SR 20 to SR 24 (within City of Gainesville)
- SR 331 from US 441 to SR 329/Main Street (within City of Gainesville)

SR 20 FROM CR 2082 W TO CR 235

The forecast 2035 volumes with EASP are projected to be 29,426 compared to a generalized service volume of 25,700. It may be appropriate to consider widening of this 3.3-mile segment to six lanes by 2035 and/or expand bus service from East Gainesville to Hawthorne to address this forecast deficiency.

SR 26 FROM SR 222 TO US 301

The forecast 2035 volumes with EASP are projected to be 14,644 compared to the generalized service volume of 14,300. It may be appropriate to consider operational improvements to maximize the capacity of this roadway, without adding lanes, in 2035.

SR 222 FROM SR 20 TO SR 24

The forecast 2035 volumes with EASP are projected to be 40,126 compared to the generalized service volume of 39,800. It may be appropriate to consider operational improvements to maximize the capacity of this roadway, without adding lanes, in 2035.

SR 331 FROM US 441 TO SR 329/MAIN STREET

The forecast 2035 volumes with EASP are projected to be 40,337 compared to the generalized service volume of 39,800. It may be appropriate to consider operational improvements to maximize the capacity of this roadway, without adding lanes, in 2035.

CR 234 AND CR 1474

The projected 2035 model volumes of 4,514 and 3,974, respectively, on these two two-lane roadways, while lower than the generalized service volume of 8,400, are higher than desired within the rural community of Windsor. Based upon select-zone analysis, it is evident that the travel demand model is assigning the majority of external project trips between Gainesville and TAZs north and east of TAZ 1 on these facilities through Windsor (see Figure 6). Therefore, to address this issue, proposed Policy 10.2.6.15c requires development within this area of the EOMU to be connected by an internal street network such that the use of existing roads (i.e. CR 234 and CR 1474 through Windsor) is not required or convenient. The policy goes on further to state that travel on CR 234 through Windsor by employees and

residents of the EA-EOMU shall be discouraged. Therefore, the proposed policy language is structured in a manner that accommodates traffic demand within the EOMU lands and requires that care be taken to discourage EOMU traffic from traveling on CR 234 within the rural cluster and CR 1474 west of Lochloosa Creek in the development of each DSAP. Actions for consideration include the provision of an internal street network (within each DSAP) that is more convenient than these two external roadways, community design that locates land uses in a manner that reduces travel demand along these roadways, and roadway design treatments along EOMU streets and these County roadways that reduces speeds and discourages inappropriate driver behavior. It is anticipated that implementation of these actions, or similar actions called for in achieving proposed Policy 10.2.6.15c, will result in EASP traffic volumes through Windsor that are compatible with the community character.

FUTURE ANALYSIS WITH BUILDOUT OF EASP

Figure 15 shows the roadway segments with forecasted future volumes, assuming full buildout of EASP, in excess of the generalized service volumes. With the exception of the roadways discussed in detail in the following subsections, several of the roadways with volumes in excess of the service volumes exhibited net volume increases of less than five percent when comparing the full buildout EASP AADT versus the 2035 without EASP AADT.

SR 20: BETWEEN DOWNTOWN GAINESVILLE AND US 301

The most significant forecast increases in roadway volumes after 2035 with buildout of the EASP are on SR 20 between Downtown Gainesville and US 301. The adopted generalized service volumes and adopted levels of service along this facility east of CR 2082 W are based on a Rural Area Type on the FDOT's SIS. As the Employment Oriented Mixed Use (EOMU) portion of the EASP develops, and further development and infill within East Gainesville and Hawthorne occurs, the SR 20 corridor will transition from its current rural character to an urban character in response to the land use evolution within the corridor. As the SR 20 corridor transforms from rural to urban, the SR 20 roadway within the corridor should transition to an urban facility similar to the character of the SIS within the existing urban area of Alachua County. As corridor context and area type evolves, less emphasis is placed on single-occupant-vehicle (SOV) throughput and higher levels of congestion are tolerated to a level consistent with the corridor and community character. Proposed Policy 1.10.7 notes that SR 20 will make this transition and outlines necessary coordination with FDOT as urban development unfolds.

Additionally, the projected traffic volumes in this area suggest that it may be appropriate to extend the planned premium transit service on SR 20 to Hawthorne and/or increase the roadway capacity of the SR 20 corridor. The extension of the planned premium transit service would provide a continuous connection of Gainesville, East Gainesville, the jobs center of the EASP, and Hawthorne.

The magnitude and timing of future travel demands will be evaluated in further detail as part of DSAP applications. The DSAP analyses will identify the locations and timing of development within the EOMU land use which will influence the off-site travel demands.

SR 26: BETWEEN SR 222 AND US 301

The forecast future total volume after 2035 with buildout of the EASP is 21,961 compared to a generalized service volume of 14,300. However, SR 26 is a high speed (60 mph posted speed) facility with approximately 40 percent passing zones and very few driveways or intersecting roadways. Based upon FDOT's 2012 HIGHPLAN software, facilities with these characteristics are capable of having a daily generalized service volume of 27,000, or higher. Additionally, the land uses abutting the portion of SR 26 between SR 222 and CR 234 are permanently placed in preservation on one or both sides of the roadway, suggesting that the service volume may even be higher for these segments due to reduced driveway densities.

The magnitude and timing of future travel demands will be evaluated in further detail as part of DSAP applications. The DSAP analyses will identify the locations and timing of development within the EOMU land use which will influence the off-site travel demands.

CR 234 AND CR 1474

The projected 2035 model volumes on these two two-lane roadways are higher than desired within the rural community of Windsor. The section on 2035 Analysis, above, outlines the approach to addressing this issue.

TABLE 10: COMPARISON BETWEEN 2035 ALACHUA COUNTY MODEL AND EASP MODEL SCENARIOS

Roadway Segment		Area Type	Adopted LOS Standard	Generalized Svc. Vol. at Adopted LOS	2035 AADT without EASP	Estimated 2035 AADT with EASP	Significant in 2035?	Future AADT with EASP	Significant in Buildout?
From	To								
SR 20									
SR 235	CR 25A (South)	Rural	C	40,700	40,959	41,692	N	42,792	Y
CR 25A (South)	SR 121	Urbanized	D	68,880	51,286	52,118	N	53,366	Y
SR 121	US 441/SR 20	Urbanized	E	39,800	53,483	54,269	Y	55,448	Y
US 441/SR 20	SR 222/N 39th Ave	Urbanized	E	32,110	22,280	22,533	Y	22,912	Y
NW 6th St	Main St/CR 329	Urbanized	E	33,800	12,479	13,114	N	14,068	Y
Main St/CR 329	SR 24	Urbanized	E	33,800	29,963	32,213	Y	35,587	Y
SR 24	SR 26	Urbanized	E	53,445	26,907	32,843	Y	41,748	Y
SR 26	SE 51st	Urbanized	D	39,800	25,300	34,740	Y	48,900	Y
SE 51st	CR 2082W	Transitioning	C	49,600	18,220	30,487	Y	48,888	Y
CR 2082W	CR 325	Rural	B	25,700	17,368	29,426	Y	47,514	Y
CR 325	205th St	Rural	B	25,700	15,373	22,319	Y	32,738	Y
205th St	US 301	Rural	B	25,900	14,526	17,400	Y	21,711	Y
US 301	Cherokee Dr	Rural	B	25,900	15,730	16,308	Y	17,176	Y
Cherokee Dr	Putnam Co. Line	Rural	B	25,700	15,452	15,998	Y	16,816	Y
Putnam Co. Line	SR 21	Rural	B	25,700	11,100	11,492	Y	12,079	Y
SR 21	Royal Way	Transitioning	B	35,300	10,400	10,767	Y	11,318	Y
Royal Way	Florida Trail	Transitioning	B	35,300	10,400	10,767	Y	11,318	Y
Florida Trail	CR 315	Transitioning	B	35,300	10,400	10,767	N	11,318	Y
CR 315	West St	Transitioning	B	37,065	17,400	18,014	N	18,935	Y

TABLE 10: COMPARISON BETWEEN 2035 ALACHUA COUNTY MODEL AND EASP MODEL SCENARIOS (CONT'D)

Roadway Segment		Area Type	Adopted LOS Standard	Generalized Svc. Vol. at Adopted LOS	2035 AADT without EASP	Estimated 2035 AADT with EASP	Significant in 2035?	Future AADT with EASP	Significant in Buildout?
From	To								
SR 26									
NW 76th Blvd	I-75	Urbanized	C	23,300	64,873	64,370	N	63,615	Y
I-75	NW 8th Ave	Urbanized	E	59,900	71,282	71,256	N	71,218	Y
NW 8th Ave	SR 26A	Urbanized	E	33,800	54,225	53,542	N	52,518	Y
SR 26A	SR 121/NW 34th St	Urbanized	E	33,800	34,741	33,284	N	31,100	Y
SR 121/NW 34th St	Gale Lemerand Dr	Urbanized	E	32,110	40,808	40,828	Y	40,857	Y
Gale Lemerand Dr	US 441/W 13th St	Urbanized	E	33,800	37,504	37,278	N	36,938	Y
US 441/W 13th St	Main St/CR 329	Urbanized	E	33,800	27,379	28,811	Y	30,960	Y
SR 20	SE 51st Street	Urbanized	D	65,600	16,251	19,396	Y	24,114	Y
SE 51st Street	SR 222	Transitioning	D	24,400	6,514	8,239	Y	10,826	Y
SR 222	US 301	Rural	D	14,300	9,767	14,644	Y	21,961	Y
US 301	Putnam Co. Line	Rural	D	14,300	10,599	10,891	Y	11,329	Y
Putnam Co. Line	SR 21	Rural	D	14,300	11,600	11,920	Y	12,399	Y
SR 21	SR 100	Rural	D	14,300	6,400	6,576	Y	6,841	Y
US 301/SR 200									
CR 325	S. Johnson Street	Rural	B	25,700	17,453	18,151	N	19,198	Y
S. Johnson Street	75th St	Rural	B	25,900	17,232	17,953	N	19,034	Y
75th St	SR 20	Rural	B	25,900	16,993	17,737	N	18,853	Y
SR 20	SE 223rd St	Rural	B	25,900	17,887	19,666	Y	22,335	Y
SE 223rd St	SE 41st Ln	Rural	B	25,900	18,220	20,074	Y	22,855	Y
SE 41st Ln	SR 26	Rural	B	25,700	15,372	17,197	Y	19,934	Y
SR 26	NE 136th Ave	Rural	B	25,700	19,669	22,072	Y	25,675	Y
NE 136th Ave	NE 160th Ave	Rural	B	25,900	34,744	35,069	N	35,556	Y
NE 160th Ave	N City Limit	Rural	B	25,900	34,328	34,631	N	35,084	Y
N City Limit	Bradford Co. Line	Rural	B	25,900	33,502	34,013	N	34,781	Y
Bradford Co. Line	2000' S of 146th St.	Rural	B	25,700	45,650	46,347	N	47,393	Y

TABLE 10: COMPARISON BETWEEN 2035 ALACHUA COUNTY MODEL AND EASP MODEL SCENARIOS (CONT'D)

Roadway Segment		Area Type	Adopted LOS Standard	Generalized Svc. Vol. at Adopted LOS	2035 AADT without EASP	Estimated 2035 AADT with EASP	Significant in 2035?	Future AADT with EASP	Significant in Buildout?
From	To								
SR 222									
NW 83rd St	NW 43rd St	Urbanized	D	39,800	47,506	48,051	N	48,869	Y
NW 43rd St	SR 121/NW 34th St	Urbanized	E	39,800	42,319	42,605	N	43,035	Y
SR 121/NW 34th St	US 441/NW 13th St	Urbanized	E	39,800	31,456	31,827	N	32,385	Y
US 441/NW 13th St	SR 20	Urbanized	E	39,800	29,125	30,467	Y	32,480	Y
SR 20	SR 24	Urbanized	E	39,800	38,054	40,126	Y	43,235	Y
SR 24	Gainesville Regional Airport	Urbanized	E	39,800	15,508	17,729	Y	21,060	Y
Gainesville Regional Airport	SR 26	Urbanized	D	24,200	7,162	9,774	Y	13,693	Y
SR 24									
SR 121/NW 34th St	SR 226/SW 16th Ave	Urbanized	E	50,900	80,415	81,041	N	81,980	Y
SR 20	SR 120/NW 23rd Ave	Urbanized	E	41,790	33,182	33,511	N	34,006	Y
SR 120/NW 23rd Ave	SR 222	Urbanized	E	41,790	27,448	27,627	N	27,897	Y
SR 100									
SR 26	CR 315	Rural	C	16,400	9,600	9,864	Y	10,261	Y
SR 226/SR 24A									
SR 24	US 441/W 13th St	Urbanized	E	33,800	37,056	37,139	N	37,263	Y
US 441/W 13th St	SR 329/Main St	Urbanized	E	33,800	29,885	30,903	N	32,430	Y
SR 329/Main St	SR 331/Williston Rd	Urbanized	E	15,600	10,491	11,395	Y	12,750	Y
US 441/SR 25									
SR 226	SR 24	Urbanized	E	32,110	32,629	32,304	N	31,817	Y


TABLE 10: COMPARISON BETWEEN 2035 ALACHUA COUNTY MODEL AND EASP MODEL SCENARIOS (CONT'D)

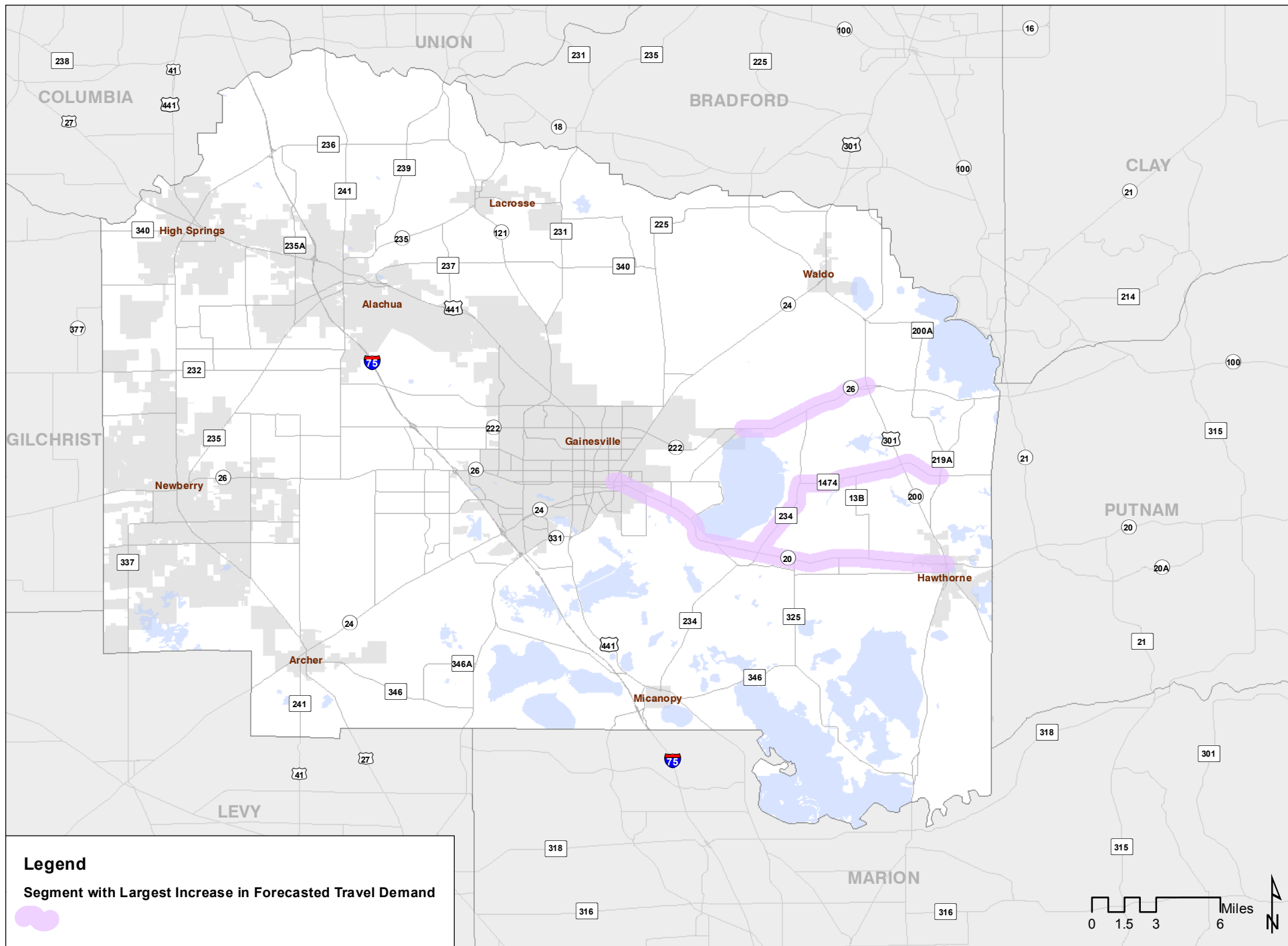
Roadway Segment		Area Type	Adopted LOS Standard	Generalized Svc. Vol. at Adopted LOS	2035 AADT without EASP	Estimated 2035 AADT with EASP	Significant in 2035?	Future AADT with EASP	Significant in Buildout?
From	To								
SR 26A									
SR 121	SR 26	Urbanized	E	15,600	20,678	20,874	N	21,168	Y
SR 331									
SR 121	US 441	Urbanized	E	39,800	31,716	32,527	Y	33,743	Y
US 441	SR 329/Main St	Urbanized	E	39,800	39,541	40,337	Y	41,531	Y
SR 329/Main St	SR 226	Urbanized	E	39,800	21,420	23,626	Y	26,934	Y
SR 226	SR 26	Urbanized	E	33,800	29,123	32,325	Y	37,129	Y
SR 21									
SR 26	Clay County Line	Rural	D	14,300	11,200	11,508	N	11,971	Y
CR 234									
US 441	CR 2082	Rural	C	8,400	2,548	3,645	Y	5,289	Y
CR 2082	SR 20	Rural	C	8,400	2,377	3,903	Y	6,192	Y
SR 20	CR 1474	Rural	C	8,400	1,383	4,514	Y	9,211	Y
CR 1474	SR 26	Rural	C	8,400	1,266	1,368	Y	1,521	Y
CR 2082									
CR 234	CR 325	Rural	C	8,400	123	1,835	Y	4,402	Y
CR 325	SE 152 ST	Rural	C	8,400	75	524	N	1,198	Y
SE 152 ST	US 301	Rural	C	8,400	830	891	N	983	Y
CR 325									
US 301	CR 346	Rural	C	8,400	2,293	1,971	N	1,489	Y
CR 346	SR 20	Rural	C	8,400	2,129	3,693	Y	6,039	Y
CR 346									
US 441	CR 325	Rural	C	8,400	1,002	1,368	Y	1,918	Y
CR 219A									
US 301	CR 1469	Rural	C	8,400	2,559	3,435	Y	4,749	Y
CR 1469	SR 26	Rural	C	8,400	2,435	3,260	Y	4,499	Y

TABLE 10: COMPARISON BETWEEN 2035 ALACHUA COUNTY MODEL AND EASP MODEL SCENARIOS (CONT'D)

Roadway Segment		Area Type	Adopted LOS Standard	Generalized Svc. Vol. at Adopted LOS	2035 AADT without EASP	Estimated 2035 AADT with EASP	Significant in 2035?	Future AADT with EASP	Significant in Buildout?
From	To								
CR 1471									
US 301/SR 200	SE 40 th St	Rural	C	8,400	2,609	2,829	N	3,158	Y
CR 1474									
CR 234	US 301/SR 200	Rural	C	8,400	688	3,974	Y	8,903	Y
US 301/SR 200	CR 219A	Rural	C	8,400	464	1,341	Y	2,658	Y
SE 171 St									
SR 20	SE 24th Ave	Rural	C	8,400	257	1,431	Y	3,191	Y
SE 163rd St/NE 70th PI									
SE 24th Ave	CR 1474	Rural	C	8,400	342	1,500	Y	3,238	Y

Legend

 = Volume Exceeds Service Volume



Legend
 Segment with Largest Increase in Forecasted Travel Demand

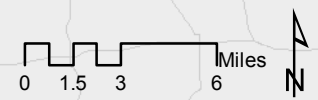
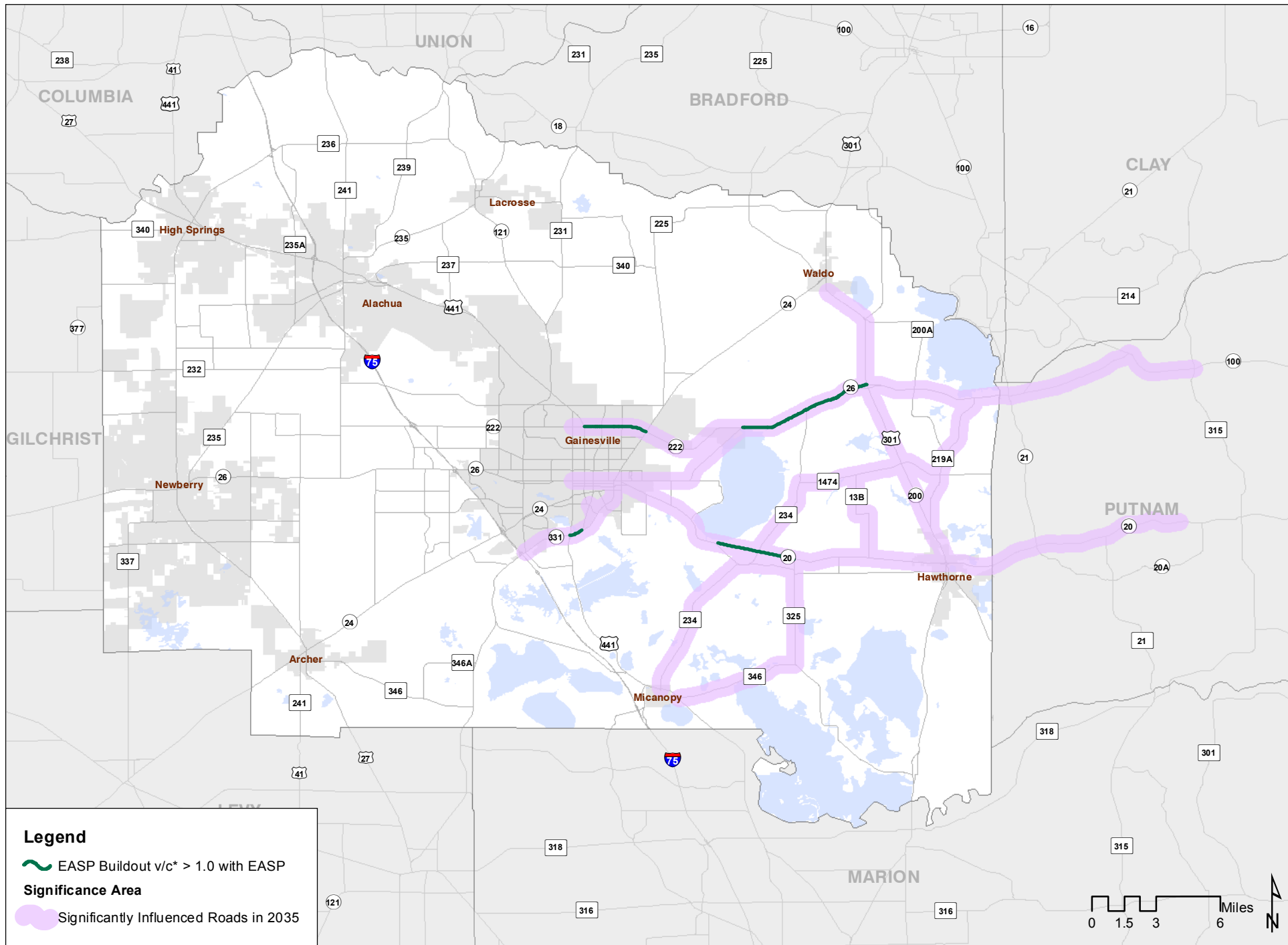




Figure 13: Facilities with the Largest Increases in Forecasted Travel Demand





Legend

 EASP Buildout $v/c^* > 1.0$ with EASP

Significance Area


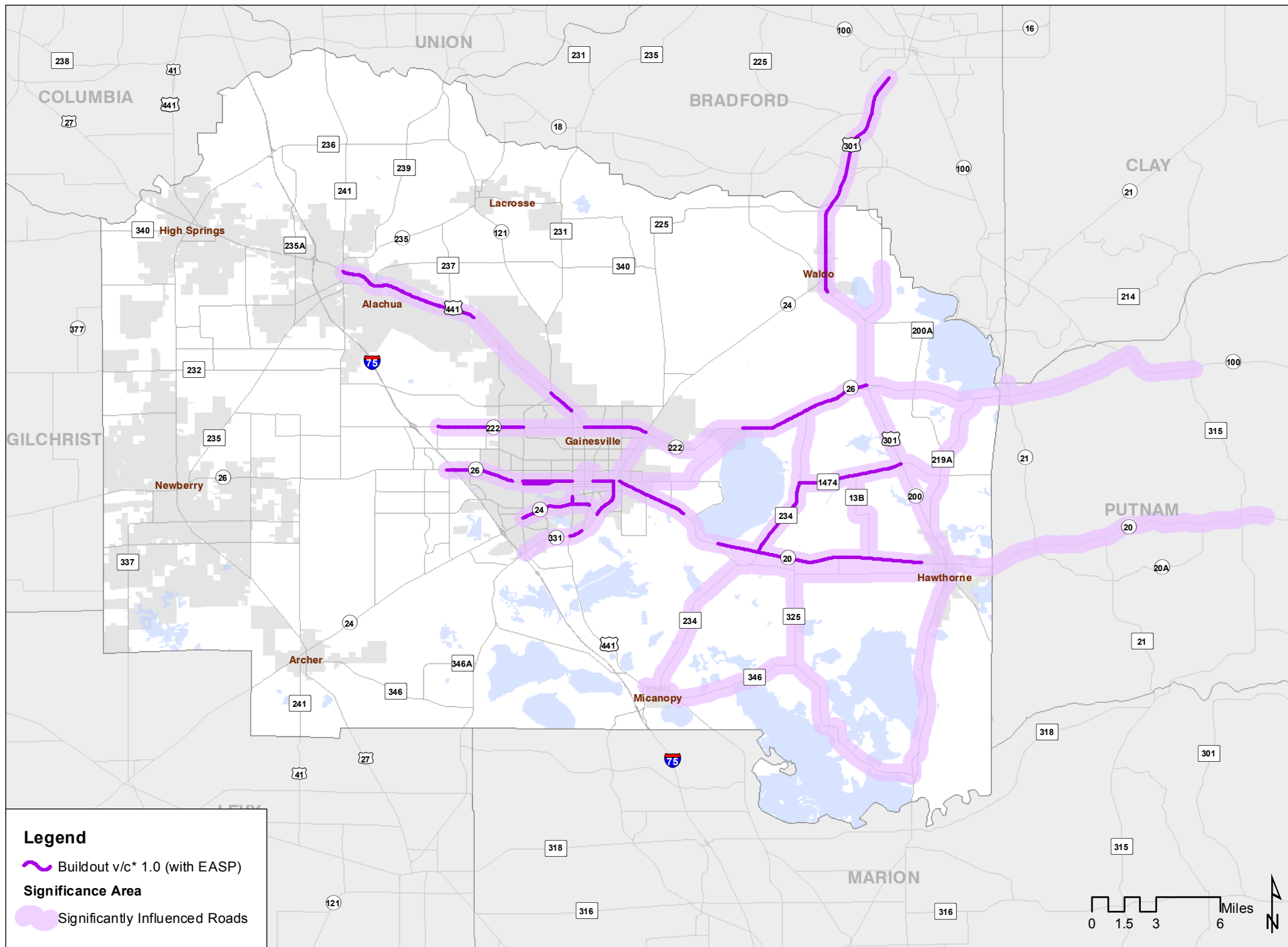
 Significantly Influenced Roads in 2035

Figure 14: Roadways Forecasted with V/C > 1.0 in 2035





Legend

- Buildout v/c* 1.0 (with EASP)
- Significance Area
- Significantly Influenced Roads



Figure 15: Roadways Forecasted with V/C > 1.0 at Buildout of EASP



TABLE 11: POTENTIAL ROADWAY WIDENING IMPROVEMENTS TO ADDRESS FUTURE ROADWAY V/C RATIOS

Roadway Segment		2035 Adopted Number of Lanes	Generalized Svc. Vol. at Adopted LOS	2035 without EASP		2035 with EASP		Buildout with EASP	
From	To			AADT	# Add'l Lanes to Meet Std.	AADT	# Add'l Lanes to Meet Std.	AADT	# Add'l Lanes to Meet Std.
SR 20									
SR 235	CR 25A (South)	4	40,700	40,959	2	41,692	2	42,792	2
SR 121	US 441/SR 20	4	39,800	53,483	2	54,269	2	55,448	2
Main St/CR 329	SR 24	4	33,800	29,963	--	32,213	--	35,587	2
SR 26	SE 51st	4	39,800	25,300	--	34,740	--	48,900	2
CR 2082W	CR 325	4	25,700	17,368	--	29,426	2	47,514	2
CR 325	205th St	4	25,700	15,373	--	22,319	--	32,738	2
SR 26									
NW 76th Blvd	I-75	6	23,300	64,873	2	64,370	2	63,615	2
I-75	NW 8th Ave	6	59,900	71,282	2	71,256	2	71,218	2
NW 8th Ave	SR 26A	4	33,800	54,225	4	53,542	4	52,518	4
SR 26A	SR 121/NW 34th St	4	33,800	34,741	2	33,284	--	31,100	--
SR 121/NW 34th St	Gale Lemerand Dr	4	32,110	40,808	2	40,828	2	40,857	2
Gale Lemerand Dr	US 441/W 13th St	4	33,800	37,504	2	37,278	2	36,938	2
SR 222	US 301	2	14,300	9,767	--	14,644	2	21,961	2
US 301/SR 200									
NE 136th Ave	NE 160th Ave	4	25,900	34,744	2	35,069	2	35,556	2
NE 160th Ave	N City Limit (800' N of NE 177th Pl)	4	25,900	34,328	2	34,631	2	35,084	2
N City Limit (800' N of NE 177th Pl)	Bradford Co. Line	4	25,900	33,502	2	34,013	2	34,781	2
Bradford Co. Line	2000' S of 146th St.	4	25,700	45,650	2	46,347	2	47,393	2

TABLE 11: POTENTIAL ROADWAY WIDENING IMPROVEMENTS TO ADDRESS FUTURE ROADWAY V/C RATIOS

Roadway Segment		2035 Adopted Number of Lanes	Generalized Svc. Vol. at Adopted LOS	2035 without EASP		2035 with EASP		Buildout with EASP	
From	To			AADT	# Add'l Lanes to Meet Std.	AADT	# Add'l Lanes to Meet Std.	AADT	# Add'l Lanes to Meet Std.
SR 222									
NW 83rd St	NW 43rd St	4	39,800	47,506	2	48,051	2	48,869	2
NW 43rd St	SR 121/NW 34th St	4	39,800	42,319	2	42,605	2	43,035	2
SR 20	SR 24	4	39,800	38,054	--	40,126	2	43,235	2
SR 24									
SR 121/NW 34th St	SR 226/SW 16th Ave	6	50,900	80,415	2	81,041	2	81,980	2
SR 226/SR 24A									
SR 24	US 441/W 13th St	4	33,800	37,056	2	37,139	2	37,263	2
US 441/SR 25									
SR 226	SR 24	4	32,110	32,629	2	32,304	2	31,817	--
SR 26A									
SR 121	SR 26	2	15,600	20,678	2	20,874	2	21,168	2
SR 331									
US 441	SR 329/Main St	4	39,800	39,541	--	40,337	2	41,531	2
SR 226	SR 26	4	33,800	29,123	--	32,325	--	37,129	2
CR 234									
SR 20	CR 1474	2	8,400	1,383	--	4,514	--	9,211	2
CR 1474									
CR 234	US 301/SR 200	2	8,400	688	--	3,974	--	8,903	2

Section 7 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 Alachua County Comprehensive Plan for the proposed EASP, pursuant to Chapter 163.3245 F.S. The proposed LTMP will be a 50+ year plan for over 60,000 acres in eastern Alachua County. This report presents a conservative evaluation of transportation facility needs, for the 2035 horizon year of the Alachua County Comprehensive Plan and for full buildout of the EASP beyond 2035, on a daily basis; the facility improvements identified within this report are limited in scope and 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

TAZ	Residential		OIEMP	MFGEMP	OIEMP	SERVEMP	SERVEMP	SERVEMP/COMEMP
	SF	MF	Industrial Park	Manufacturing	R&D	Office	Business Park	Shopping Center
			sqft	sqft	sqft	sqft	sqft	sqft
581	2804	1510	1,643,497	1,643,497	739,574	1,232,623	493,049	616,312
582	0	0	756,503	756,503	340,426	567,377	226,951	283,688
583	1291	695	0	0	0	0	0	0
584	1001	539	586,464	586,464	263,909	439,848	175,939	219,924
585	1412	760	827,834	827,834	372,525	620,875	248,350	310,438
586	317	171	185,702	185,702	83,566	139,277	55,711	69,638
Total	6825	3675	4,000,000	4,000,000	1,800,000	3,000,000	1,200,000	1,500,000
EMP			8,000	8,000	5,294	10,000	4,000	3,000

Pop/DU	3	2.5						
sqft/EMP			500	500	340	300	300	500
Emp/1000 sqft			2.0	2.0	2.9	3.3	3.3	2.0

Table A-2 Envision Alachua Vehicle Trips

TAZ	TAZ						Internal (Plum Creek)			All Trips			Others (External to Plum Creek)		
	581	582	583	584	585	586	From	To	Total	From	To	Total	From	To	Total
581	19,265	1,982	1,171	2,485	2,133	421	27,457	27,457	54,915	47,622	47,622	95,244	20,165	20,165	40,329
582	1,982	4,176	1,552	533	480	97	8,819	8,819	17,639	15,302	15,302	30,604	6,483	6,483	12,965
583	1,171	1,552	650	278	239	45	3,934	3,934	7,869	6,702	6,702	13,404	2,768	2,768	5,535
584	2,485	533	278	4,392	2,555	510	10,753	10,753	21,506	17,288	17,288	34,576	6,535	6,535	13,070
585	2,133	480	239	2,555	9,240	826	15,472	15,472	30,943	24,479	24,479	48,958	9,008	9,008	18,015
586	421	97	45	510	826	539	2,438	2,438	4,876	5,427	5,427	10,854	2,989	2,989	5,978
Total	27,457	8,819	3,934	10,753	15,472	2,438	68,874	68,874	137,747	116,820	116,820	233,641	47,947	47,947	95,893



Appendix B ITE Trip End Generation Data

Table B-1 Summary of ITE Gross Trip End Generation

TAZ	ITE Land Use	ITE Code	Intensity	Units	Weekday Daily Trip Ends	TAZ	ITE Land Use	ITE Code	Intensity	Units	Weekday Daily Trip Ends
1	Industrial Park	130	1,643,497	SF	8,879	4	Industrial Park	130	586,464	SF	3,605
	Manufacturing	140	1,643,497	SF	6,356		Manufacturing	140	586,464	SF	2,255
	R & D Center	760	739,574	SF	5,287		R & D Center	760	263,909	SF	2,248
	Office	710	1,232,623	SF	8,856		Office	710	439,848	SF	4,047
	Business Park	770	493,049	SF	18,170		Business Park	770	175,939	SF	6,944
	Shopping Center	820	616,312	SF	22,147		Shopping Center	820	219,924	SF	11,335
	Residential Condo / Townhouse	230	431	DU	2,293		Residential Condo / Townhouse	230	154	DU	936
	Single Family	210	1,402	DU	11,920		Single Family	210	1,001	DU	8,743
	Single Family	210	1,402	DU	11,920		Single Family	210	1,001	DU	8,743
	Apartments	220	540	DU	3,396		Apartments	220	385	DU	2,457
TAZ 1 Total					102,620	TAZ 4 Total					42,570
2	Industrial Park	130	756,503	SF	4,453	5	Industrial Park	130	827,834	SF	4,809
	Manufacturing	140	756,503	SF	2,915		Manufacturing	140	827,834	SF	3,191
	R & D Center	760	340,426	SF	2,777		R & D Center	760	372,525	SF	2,992
	Office	710	567,377	SF	4,911		Office	710	620,875	SF	5,259
	Business Park	770	226,951	SF	8,750		Business Park	770	248,350	SF	9,507
	Shopping Center	820	283,688	SF	13,375		Shopping Center	820	310,438	SF	14,181
	Residential Condo / Townhouse	230	0	DU	0		Residential Condo / Townhouse	230	217	DU	1,262
	Single Family	210	0	DU	0		Single Family	210	1,412	DU	11,999
	Apartments	220	0	DU	0		Apartments	220	543	DU	3,414
TAZ 2 Total					37,181	TAZ 5 Total					56,614
3	Industrial Park	130	0	SF	0	6	Industrial Park	130	185,702	SF	1,605
	Manufacturing	140	0	SF	0		Manufacturing	140	185,702	SF	700
	R & D Center	760	0	SF	0		R & D Center	760	83,566	SF	865
	Office	710	0	SF	0		Office	710	139,277	SF	1,689
	Business Park	770	0	SF	0		Business Park	770	55,711	SF	2,688
	Shopping Center	820	0	SF	0		Shopping Center	820	69,638	SF	5,368
	Residential Condo / Townhouse	230	199	DU	1,170		Residential Condo / Townhouse	230	49	DU	346
	Single Family	210	1,291	DU	11,049		Single Family	210	317	DU	3,036
Apartments	220	496	DU	3,129	Apartments	220	122	DU	863		
TAZ 3 Total					15,348	TAZ 6 Total					17,160
										Total Generated Trip Ends	271,493

Table B-2 Summary of Applied Daily Trip End Generation Rates/Equations

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

Source: ITE Trip Generation Manual, 9th Edition

Appendix C Fratar Adjustment Procedure

FRATAR ADJUSTMENT PROCEDURE

As mentioned in Section 4, the daily trips generated by the proposed LTMP using the method described in the ITE Trip Generation Manual is approximately 12 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 LTMP, the vehicle trip table is “fratar” to match the trip ends generated using the ITE trip generation method for each of the six LTMP 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 METHODOLOGY AND BY MODEL

TAZ	ITE Trip End Generation Potential	Alachua County Model Trip End Generation Potential	% Difference
1	102,620	95,244	-7%
2	37,181	30,604	-18%
3	15,348	13,404	-13%
4	42,570	34,576	-19%
5	56,614	48,958	-14%
6	17,160	10,854	-37%
Total	271,493	233,641	-14%

THE FRATAR ADJUSTMENT PROCEDURE

In order to provide a conservatively-high estimation of trip ends generated by the LTMP, a “fratar” adjustment procedure is performed. A “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 six Plum Creek 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 (Column)	Trips OUT (Row)
1	51,310	51,310
2	18,591	18,591
3	7,674	7,674
4	21,285	21,285
5	28,307	28,307
6	8,580	8,580
Total	135,747	135,747

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 Plum Creek 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 METHODOLOGY 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			
	In	Out	In	Out	% Diff In	% Diff Out	In	Out	% Diff In	% Diff Out
1	51,310	51,310	47,622	47,622	-7%	-7%	51,310	51,313	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 METHODOLOGY 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	102,620	98,292	102,624	0%
2	37,181	30,922	37,184	0%
3	15,348	14,038	15,348	0%
4	42,570	35,222	42,571	0%
5	56,614	49,715	56,616	0%
6	17,160	10,961	17,160	0%
Total	271,493	239,149	271,503	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 Adjusted Model Trip End Generation Data

Table D-1 Envision Alachua Vehicle Trips

							Internal (Plum Creek)			All Trips			Others (External to Plum Creek)			External to its own TAZ		
	581	582	583	584	585	586	From	To	Total	From	To	Total	From	To	Total	From	To	Total
581	20,850	2,369	1,323	2,975	2,407	644	30,569	30,569	61,138	51,313	51,310	102,624	20,745	20,741	41,485	30,463	30,460	60,923
582	2,369	5,510	1,935	705	598	164	11,280	11,280	22,560	18,593	18,591	37,184	7,312	7,311	14,623	13,083	13,081	26,164
583	1,323	1,935	766	347	281	71	4,723	4,723	9,445	7,674	7,674	15,348	2,952	2,951	5,903	6,909	6,908	13,816
584	2,976	705	347	5,817	3,190	865	13,899	13,899	27,798	21,287	21,285	42,571	7,388	7,386	14,774	15,469	15,467	30,937
585	2,407	598	281	3,190	10,873	1,318	18,667	18,667	37,334	28,309	28,307	56,616	9,642	9,640	19,282	17,436	17,434	34,870
586	644	164	71	865	1,318	1,168	4,231	4,231	8,461	8,580	8,580	17,160	4,350	4,349	8,698	7,412	7,412	14,824
Total	30,569	11,280	4,723	13,899	18,667	4,231	83,368	83,368	166,737	135,756	135,746	271,503	52,388	52,378	104,766			181,533

Site Captured Trip Ends 89,970
 Area Captured Trip Ends 76,767
 External Trip Ends 104,766
 Gross Trip Ends 271,503

Table 2: Alachua - Plum Creek - 2035

		Internal to Rest of Plum Creek												Total: To Rest of Plum Creek		External (non-Plum Creek)		Total		Percent		
		Internal 581 to 581	Internal (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	3,534	7,067	872	63	671	627	99	0	889	603	562	124	2,332	2,178	1,923	9,516	7,788	15,228	23,016	31%	50%
2	HBSH	2,018	4,035	229	0	166	135	32	0	304	208	151	23	562	686	3,249	721	5,828	3,425	9,253	44%	67%
3	HBSR	2,728	5,455	117	168	237	186	39	0	327	260	198	39	748	824	1,775	1,425	5,250	4,977	10,227	53%	69%
4	HBO	5,293	10,586	535	46	423	340	76	0	799	576	420	74	1,420	1,869	5,478	2,231	12,190	9,393	21,583	49%	64%
5	NHB	8,829	17,658	685	103	761	554	122	688	103	762	555	122	2,224	2,229	3,690	3,655	14,743	14,712	29,455	60%	75%
6	TK4	1,838	3,676	532	53	443	480	92	533	53	443	480	92	1,600	1,600	3,224	3,223	6,662	6,662	13,323	28%	52%
7	SGLUNIT	583	1,166	138	22	124	24	124	24	124	24	124	24	431	431	703	703	1,718	1,718	3,435	34%	59%
8	TRKTLR	111	222	43	5	35	45	9	0	41	5	35	45	9	135	135	504	504	750	1,500	15%	33%
9	SOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,471	0	4,471	4,471	0%	0%
10	HOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	509	0	509	509	0%	0%
11	LDTKIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,156	0	2,156	2,156	0%	0%
12	HBUNIV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Sum	24,933	49,865	3,150	460	2,858	2,490	493	1,400	2,502	3,008	2,336	508	9,451	9,953	20,545	29,113	54,929	63,999	118,928	42%	58%

		Internal to Rest of Plum Creek												Total: To Rest of Plum Creek		External (non-Plum Creek)		Total		Percent		
		Internal 582 to 582	Internal (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	872	1,239	222	197	45	0	2,574	0	3,939	0	6,513	0%	40%	
2	HBSH	0	0	0	0	0	0	0	229	673	64	48	8	0	1,022	0	553	0	1,575	1,575	0%	65%
3	HBSR	0	0	0	0	0	0	0	117	274	30	24	5	0	450	0	316	0	767	767	0%	59%
4	HBO	0	0	0	0	0	0	0	535	1,577	158	120	22	0	2,413	0	1,435	0	3,848	3,848	0%	63%
5	NHB	3,698	7,396	688	180	166	127	29	685	180	168	127	29	1,189	1,189	1,302	1,289	6,189	6,177	12,366	60%	79%
6	TK4	686	1,373	533	46	164	173	34	532	46	165	173	34	950	951	1,172	1,171	2,808	2,808	5,616	24%	58%
7	SGLUNIT	212	424	138	21	39	39	8	138	21	40	39	8	245	246	234	234	591	591	1,183	31%	66%
8	TRKTLR	25	53	41	3	14	18	4	41	3	14	18	4	80	80	199	199	305	305	611	9%	35%
9	SOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,768	0	1,768	1,768	0%	0%
10	HOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	0	201	201	0%	0%
11	LDTKIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	876	0	876	876	0%	0%
12	HBUNIV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Sum	4,623	9,246	1,400	251	383	357	74	3,150	4,013	862	745	155	2,464	8,925	2,907	11,982	9,994	25,530	35,524	26%	58%

		Internal to Rest of Plum Creek												Total: To Rest of Plum Creek		External (non-Plum Creek)		Total		Percent		
		Internal 583 to 583	Internal (x2)	from 584 to 581	from 583 to 582	from 583 to 584	from 584 to 585	from 584 to 586	from 581 to 583	from 582 to 583	from 583 to 584	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	111	222	889	248	223	36	63	0	16	14	3	2,635	96	839	289	3,585	496	4,081	5%	72%	
2	HBSH	0	0	304	673	64	53	13	0	0	0	0	1,106	0	1,578	0	2,683	0	2,683	0%	41%	
3	HBSR	778	1,555	327	274	72	58	13	168	0	41	32	744	248	896	499	2,417	1,524	3,942	39%	65%	
4	HBO	267	533	799	1,577	153	31	45	0	123	31	2	2,702	70	2,643	139	5,612	5,612	6,027	54%	84%	
5	NHB	55	110	103	180	24	17	4	103	180	24	17	4	328	328	213	212	596	594	1,190	9%	64%
6	TK4	5	11	53	46	16	17	3	53	46	16	17	3	136	136	117	117	258	258	516	2%	55%
7	SGLUNIT	4	8	22	21	6	6	1	22	21	6	6	1	57	57	38	38	99	99	199	4%	62%
8	TRKTLR	0	1	5	3	2	2	0	5	3	2	2	0	13	13	26	26	40	40	79	1%	34%
9	SOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289	0	289	289	0%	0%
10	HOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	33	33	0%	0%
11	LDTKIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	0	116	116	0%	0%
12	HBUNIV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Sum	1,220	2,439	2,502	4,013	594	510	102	460	251	119	98	21	7,721	949	6,349	1,758	15,290	3,926	19,216	13%	58%

		Internal to Rest of Plum Creek												Total: To Rest of Plum Creek		External (non-Plum Creek)		Total		Percent		
		Internal 584 to 584	Internal (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	749	1,497	603	222	16	592	92	671	0	248	591	130	1,524	1,641	507	3,044	2,780	5,434	8,214	18%	57%
2	HBSH	456	913	208	64	0	227	53	166	0	64	203	31	552	464	1,072	300	2,081	1,221	3,301	28%	58%
3	HBSR	603	1,206	260	30	41	290	60	237	0	72	281	55	681	645	590	528	1,874	1,776	3,651	33%	69%
4	HBO	1,229	2,458	576	158	13	604	133	423	0	162	549	95	1,484	1,229	1,639	894	4,352	3,351	7,703	32%	67%
5	NHB	2,057	4,115	762	168	24	897	164	761	166	24	897	193	2,044	2,040	1,158	1,151	5,260	5,249	10,508	39%	78%
6	TK4	355	710	443	165	16	346	66	483	164	16	347	66	1,037	1,036	985	986	2,377	3,377	4,754	15%	59%
7	SGLUNIT	115	230	122	40	6	103	20	122	40	6	103	20	291	290	207	207	613	613	1,226	19%	65%
8	TRKTLR	17	35	35	14	2	21	4	35	14	2	21	4	77	77	173	173	268	268	535	7%	35%
9	SOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,595	0	1,595	1,595	0%	0%
10	HOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	0	181	181	0%	0%
11	LDTKIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	769	0	769	769	0%	0%
12	HBUNIV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Sum	5,582	11,164	3,008	862	119	3,079	622	2,858	383	594	2,992	594	7,690	7,421	6,332	9,831	19,604	22,834	42,438	26%	62%

		Internal to Rest of Plum Creek												Total: To Rest of Plum Creek		External (non-Plum Creek)		Total		Percent	
		Internal 585 to 585	Internal (x2)	from 585 to 581	from 585 to 582	from 585 to 583	from 585 to 584	from 585 to 586													

Table 2: Alachua - Plum Creek - 2035

TAZ 586		Internal	Internal	Internal to Rest of Plum Creek										Total to Rest of Plum Creek		External (non-Plum Creek)		Total		Total	Percent	Percent
		586 to 586	(x2)	from 586 to 581	from 586 to 582	from 586 to 583	from 586 to 584	from 586 to 585	from 581 to 586	from 582 to 586	from 583 to 586	from 584 to 586	from 585 to 586	from 586 to PC	from PC to 586	from 586 to ext	from ext to 586	outbound	inbound	all to all	Internal (TAZ 586)	Internal (All Plum Creek)
1	HBW	72	145	124	45	3	130	210	99	0	36	92	150	513	377	296	1,271	881	1,720	2,601	6%	40%
2	HBSH	50	101	23	8	0	31	54	32	0	13	53	82	116	180	492	157	659	387	1,047	10%	38%
3	HBSR	76	152	39	5	7	55	92	39	0	13	60	98	198	209	320	278	594	563	1,157	13%	48%
4	HBO	145	290	74	22	2	95	164	76	0	31	133	209	357	449	877	467	1,379	1,061	2,440	12%	45%
5	NMB	291	582	122	29	4	193	314	122	29	4	194	315	662	663	713	709	1,666	1,662	3,328	17%	57%
6	TK4	32	64	92	34	3	66	102	92	34	3	66	102	297	297	423	423	753	753	1,505	4%	44%
7	SGLUNIT	11	23	24	8	1	20	31	24	8	1	20	31	84	84	99	99	194	194	388	6%	49%
8	TRKTLR	2	3	9	4	0	4	6	9	4	0	4	6	24	24	59	59	85	85	170	2%	30%
9	SOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	505	505	505	505	505	0%	0%
10	HOVIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	57	57	57	57	0%	0%
11	LDTKIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244	244	244	244	244	0%	0%
12	HBUNIV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Sum		680	1,360	508	155	21	594	973	493	74	102	622	992	2,251	2,282	3,280	4,269	6,210	7,231	13,442	10%	44%

TAZ 581-586		Internal	Internal	Internal										External (non-Plum Creek)		Total		Total	Percent
		581-586 to 581-586	(x2)	from Plum Creek to Plum Creek	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	6,152	12,304	14,670	14,670	4,286	22,392	18,956	37,061	56,017	52%								
2	HBSH	3,458	6,915	6,279	6,279	7,907	2,055	14,186	8,333	22,519	56%								
3	HBSR	5,430	10,859	8,432	8,432	4,347	3,681	12,779	12,113	24,892	68%								
4	HBO	9,419	18,837	16,688	16,688	12,982	6,171	29,671	22,859	52,529	64%								
5	NMB	18,949	37,897	27,306	27,306	8,572	8,497	35,878	35,803	71,682	76%								
6	TK4	3,687	7,373	8,826	8,826	7,387	7,387	16,213	16,213	32,426	54%								
7	SGLUNIT	1,181	2,363	2,593	2,593	1,587	1,587	4,180	4,181	8,361	62%								
8	TRKTLR	192	385	613	613	1,212	1,212	1,825	1,825	3,650	34%								
9	SOVIE	0	0	0	0	0	0	10,880	10,880	10,880	0%								
10	HOVIE	0	0	0	0	0	0	1,238	0	1,238	0%								
11	LDTKIE	0	0	0	0	0	0	5,248	0	5,248	0%								
12	HBUNIV	0	0	0	0	0	0	0	0	0	0%								
Sum		48,467	96,933	85,407	85,407	48,281	70,347	133,687	155,754	289,441	59%								

Table D-3 Comparison of Balanced Productions and Attractions

TAZ	HBWP	HBWA	HBSHP	HBSHA	HBSRP	HBSRA	HBOP	HBOA	NHBP	NHBA	TK4P	TK4A	SGLUNITP	SGLUNITA	TRKTRLRP	TRKTRLRA
581	7,788	15,226	5,828	3,423	5,250	4,975	12,190	9,393	14,743	14,743	6,662	6,662	1,718	1,718	750	750
582	0	6,512	0	1,574	0	766	0	3,848	6,189	6,189	2,808	2,808	691	691	305	305
583	3,585	496	2,683	0	2,417	1,524	5,612	475	596	596	258	258	99	99	40	40
584	2,780	5,433	2,081	1,220	1,874	1,775	4,352	3,351	5,260	5,260	2,377	2,377	613	613	268	268
585	3,921	7,669	2,934	1,724	2,643	2,505	6,137	4,730	7,425	7,425	3,355	3,355	865	865	378	378
586	881	1,720	659	387	594	562	1,379	1,061	1,666	1,666	752	752	194	194	85	85
Total	18,955	37,055	14,185	8,329	12,779	12,107	29,670	22,859	35,878	35,878	16,212	16,212	4,180	4,180	1,825	1,825
Sum Trip Ends	56,011		22,514		24,886		52,529		71,757		32,425		8,360		3,649	
External %	48%		44%		32%		36%		24%		46%		38%		66%	
Total External	26,675		9,960		8,026		19,153		17,087		14,774		3,174		2,423	
Total External - Balanced	4,287	22,387	7,908	2,051	4,349	3,677	12,982	6,171	8,544	8,544	7,387	7,387	1,587	1,587	1,211	1,211
%	23%	60%	56%	25%	34%	30%	44%	27%	24%	24%	46%	46%	38%	38%	66%	66%
Internal %	52%		56%		68%		64%		76%		54%		62%		34%	
Total Internal	29,336		12,554		16,860		33,376		54,669		17,651		5,186		1,226	
Total Internal - Balanced	14,668	14,668	6,277	6,277	8,430	8,430	16,688	16,688	27,335	27,335	8,826	8,826	2,593	2,593	613	613
%	77%	40%	44%	75%	66%	70%	56%	73%	76%	76%	54%	54%	62%	62%	34%	34%

Key Observations from Review of Balanced Productions and Attractions by Purpose

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

- 48% of all home-based work (HBW) trip ends generated by the LTMP are external to the LTMP
 - 23% of the HBW productions are external to the LTMP, 77% of the LTMP residents who work are forecast to do so within the LTMP
 - 60% of the HBW attractions are external to the LTMP; 40% of the LTMP employment is filled by residents of the LTMP
- 44% of all home-based shopping (HBSH) trip ends generated by the LTMP are external to the LTMP
 - 56% of the HBSH productions are external to the LTMP, or 44% of the LTMP residents shop within the LTMP.
 - 25% of the HBSH attractions are external to the LTMP, or 75% of the LTMP shopping trips originate from a production within the LTMP
- 32% of all home-based social/recreation (HBSR) trip ends generated by the LTMP are external to the LTMP.
 - 34% of the HBSR productions are external to the LTMP, or 66% of the LTMP residents seek social/recreational uses within the LTMP
 - 70% of the HBSR attractions are internal to the LTMP, or 30% of the LTMP social/recreation trips originate from a production elsewhere within Alachua County
- 24% of all non-home based (NHB) trip ends are external to the LTMP
 - 24% of all NHB productions and attraction trip ends are external to the LTMP, or 76% of all NHB productions and attraction trip ends are within the LTMP

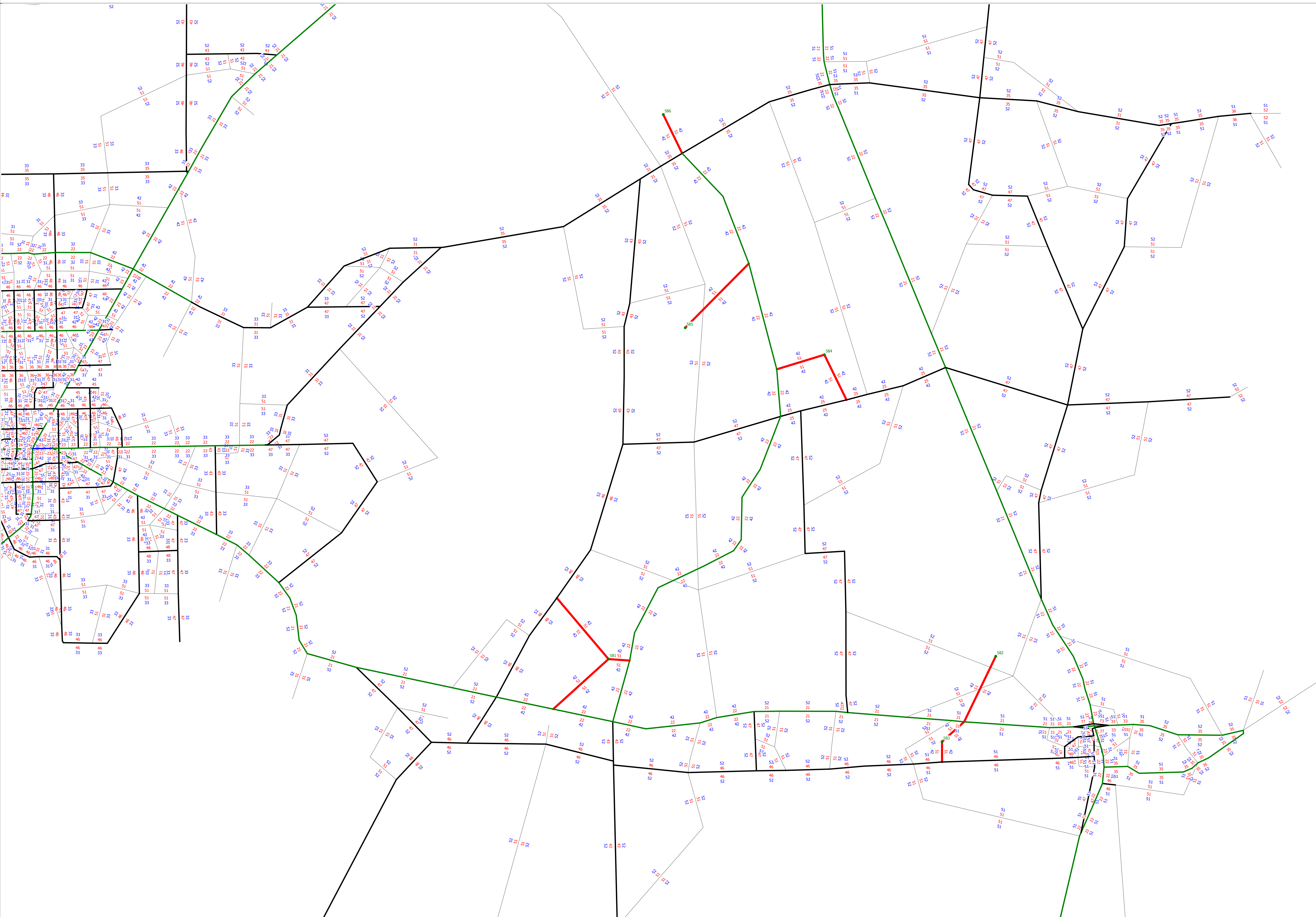
Table D-4 Envision Alachua Trip Generation Balancing

Unbalanced P's and A's					Base Model with Envision Alachua LTMP				
Base Model without Envision Alachua LTMP					Base Model with Envision Alachua LTMP				
TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE					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%				
Balanced P's and A's					Base Model with Envision Alachua LTMP				
Base Model without Envision Alachua LTMP					Base Model with Envision Alachua LTMP				
TRIP PRODUCTION AND ATTRACTION REPORT BY PURPOSE					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		Total Productions	1,606,470		Total Attractions	1,607,469			
					Attractions Outweigh Productions by 999 0.1%				
Total Balanced P's and A's without Envision Alachua LTMP					Total Balanced P's and A's with Envision Alachua LTMP				
					3,213,939				
					3,486,753				

Appendix E Model Network Adjustments

Alachua County Year 2035 Plum Creek - Run 23 - Lane Assumptions
 Posting: Facility Type (in Red), Area Type (in Blue)
 Link Color: Number of Lanes

Area Type and Facility Type Codes
AREA TYPES
 AT 11-14 - CBD Areas
 AT 21 - CBD Fringe Areas
 AT 31-35 - Residential Areas
 AT 41-45 - Outlying Business District
 AT 51-52 - Rural Areas
FACILITY TYPES
 FT 11-17 - Freeways & Expressways
 FT 21-26 - Divided Arterials
 FT 31-38 - Undivided Arterials
 FT 41-48 - Collectors
 FT 51-53 - Centroid Connectors

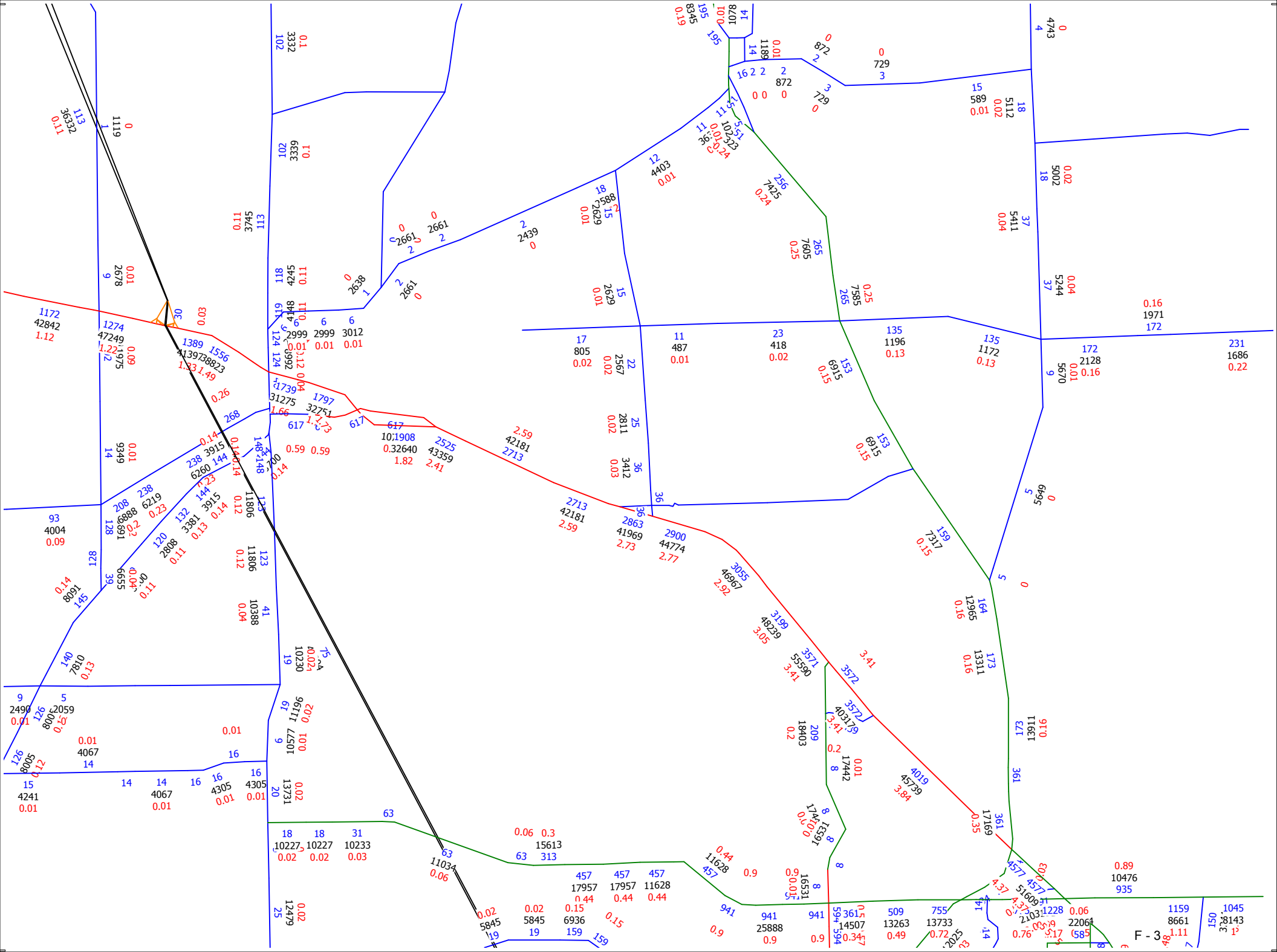


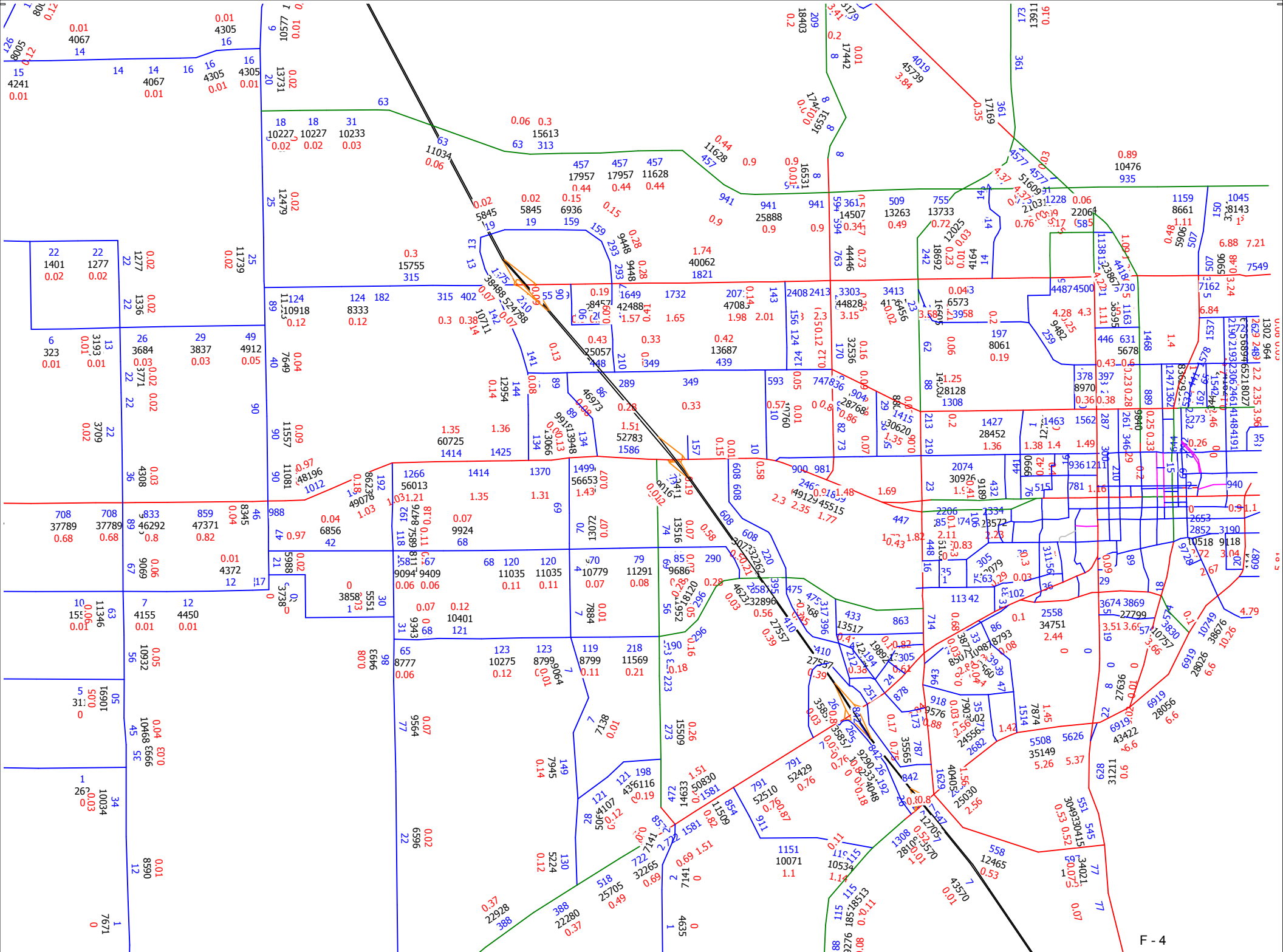
Link Color = Number of Lanes
 LINES=1
 LINES=2
 LINES=3
 LINES=4
 Centroid Connectors
 Plum Creek Centroid Connectors

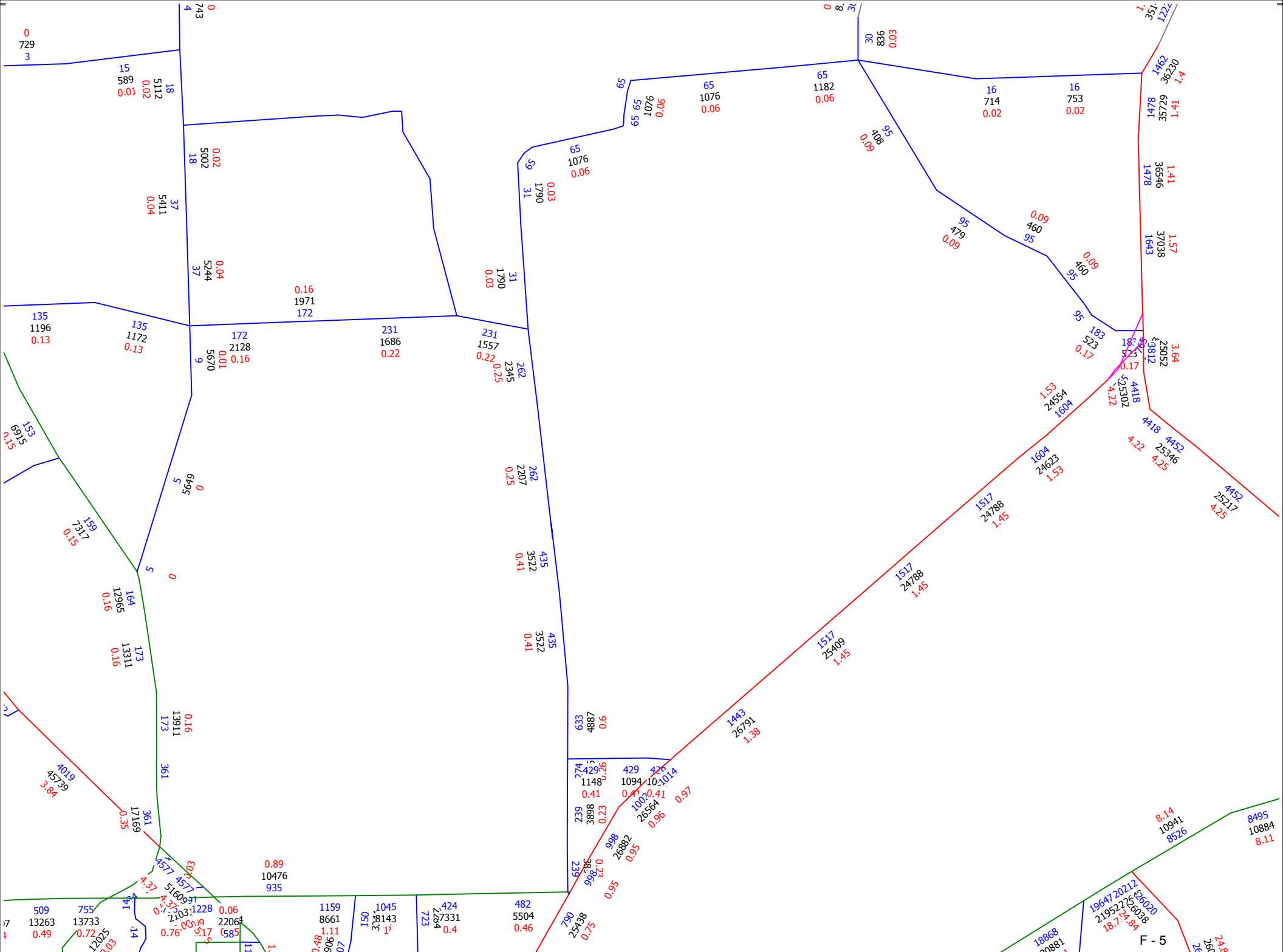
Appendix F Applied Trip Distribution

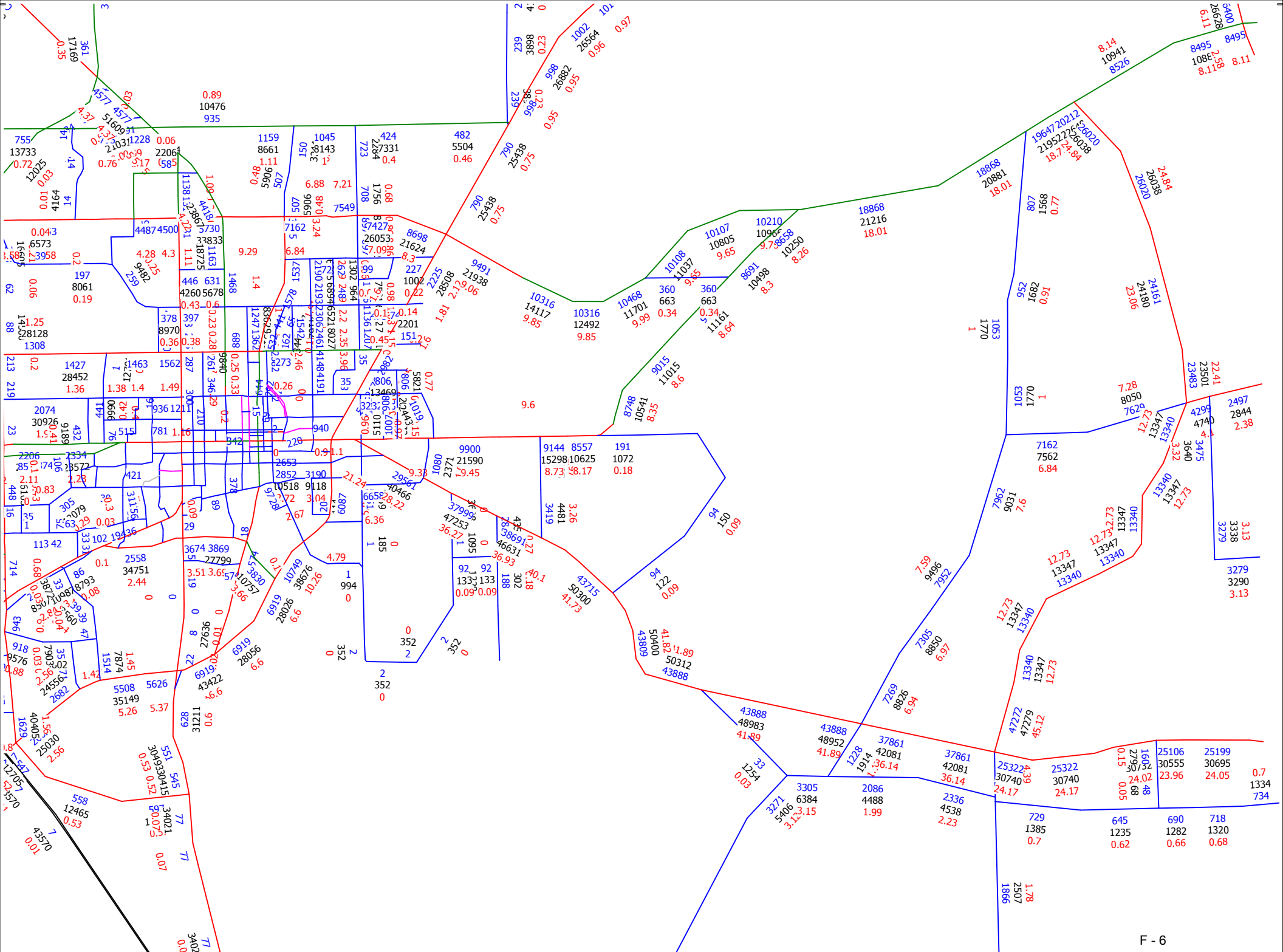
Alachua County Year 2035 Plum Creek - Select Zone: TAZs 581-586 (All of Plum Creek/Run 23 Fratar)
Text in Blue - Select Zone Volume / Text in Black - Total Volume on Link / Text in Red - Percentage of Plum Creek Project Trips in % (Total Trips - Internal Trips)
All Volumes are Bi-Directional

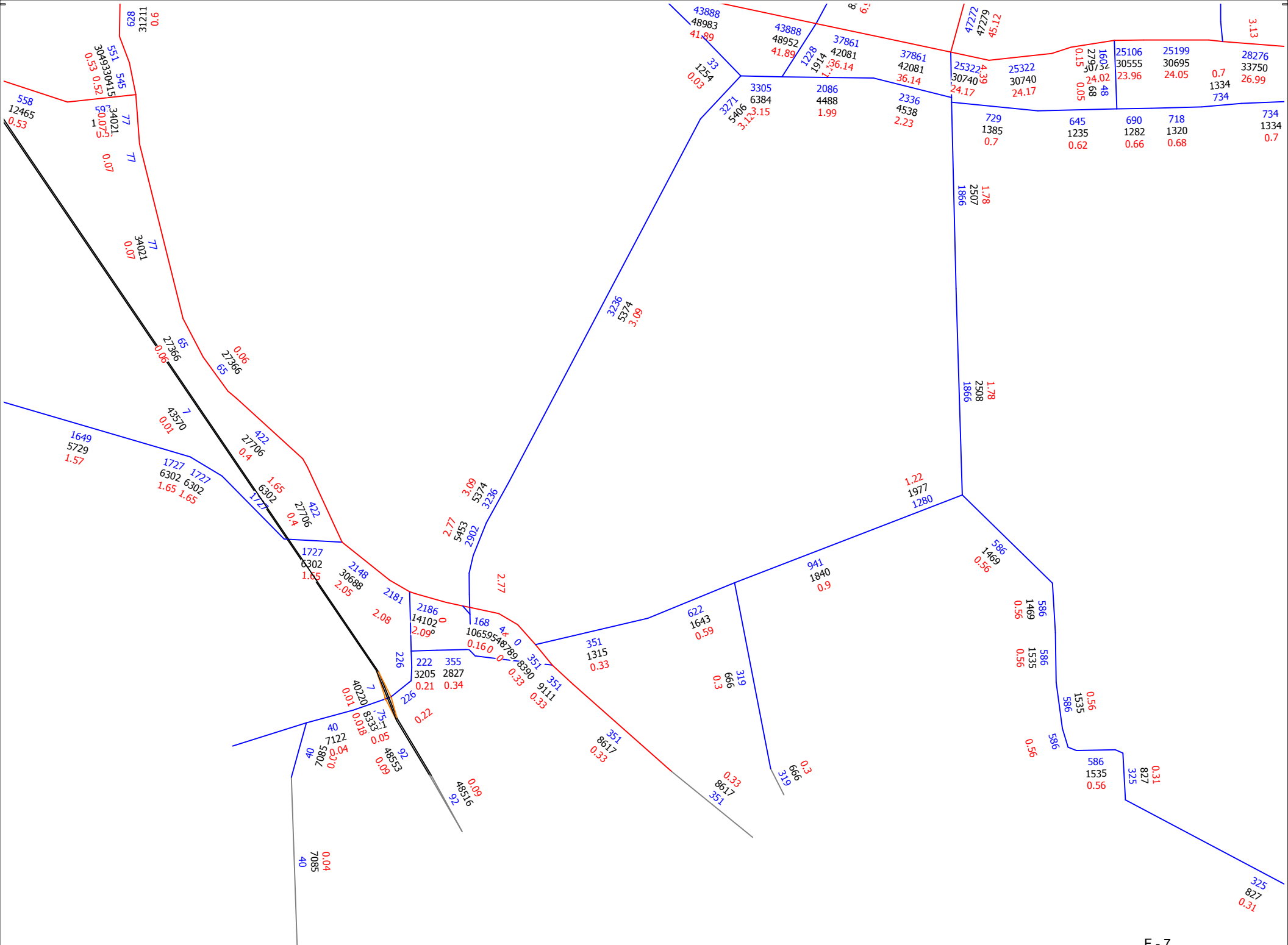


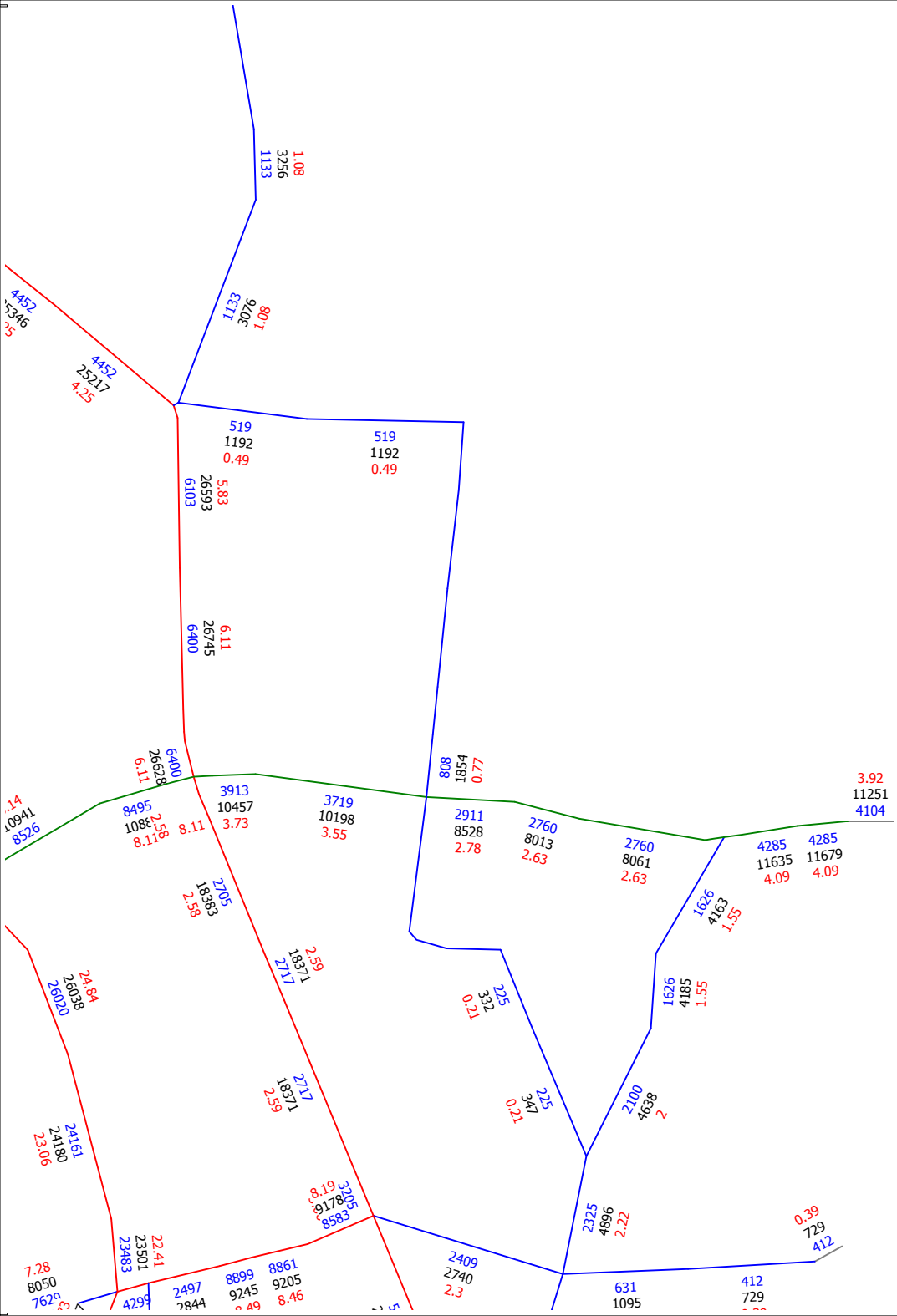


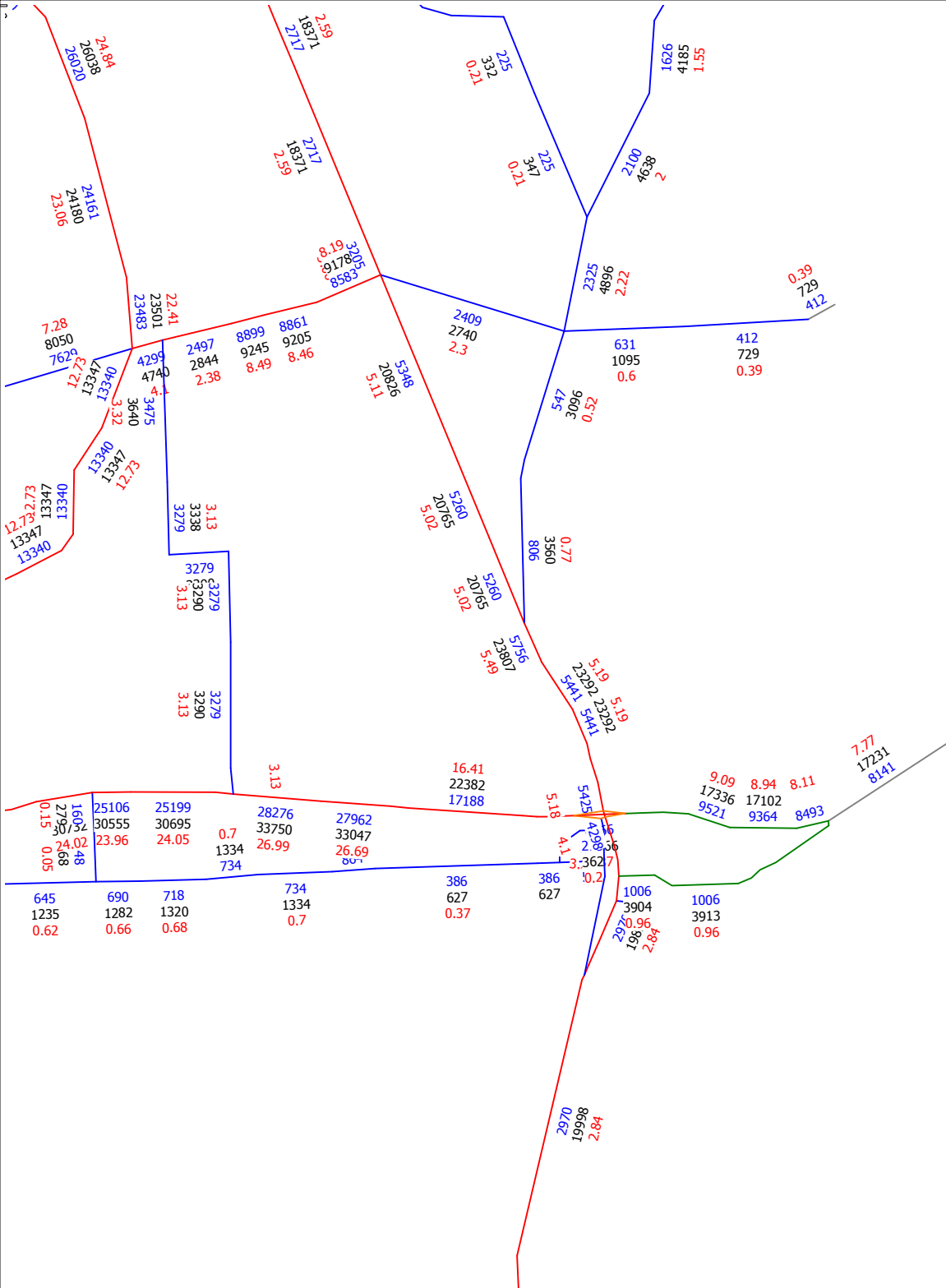












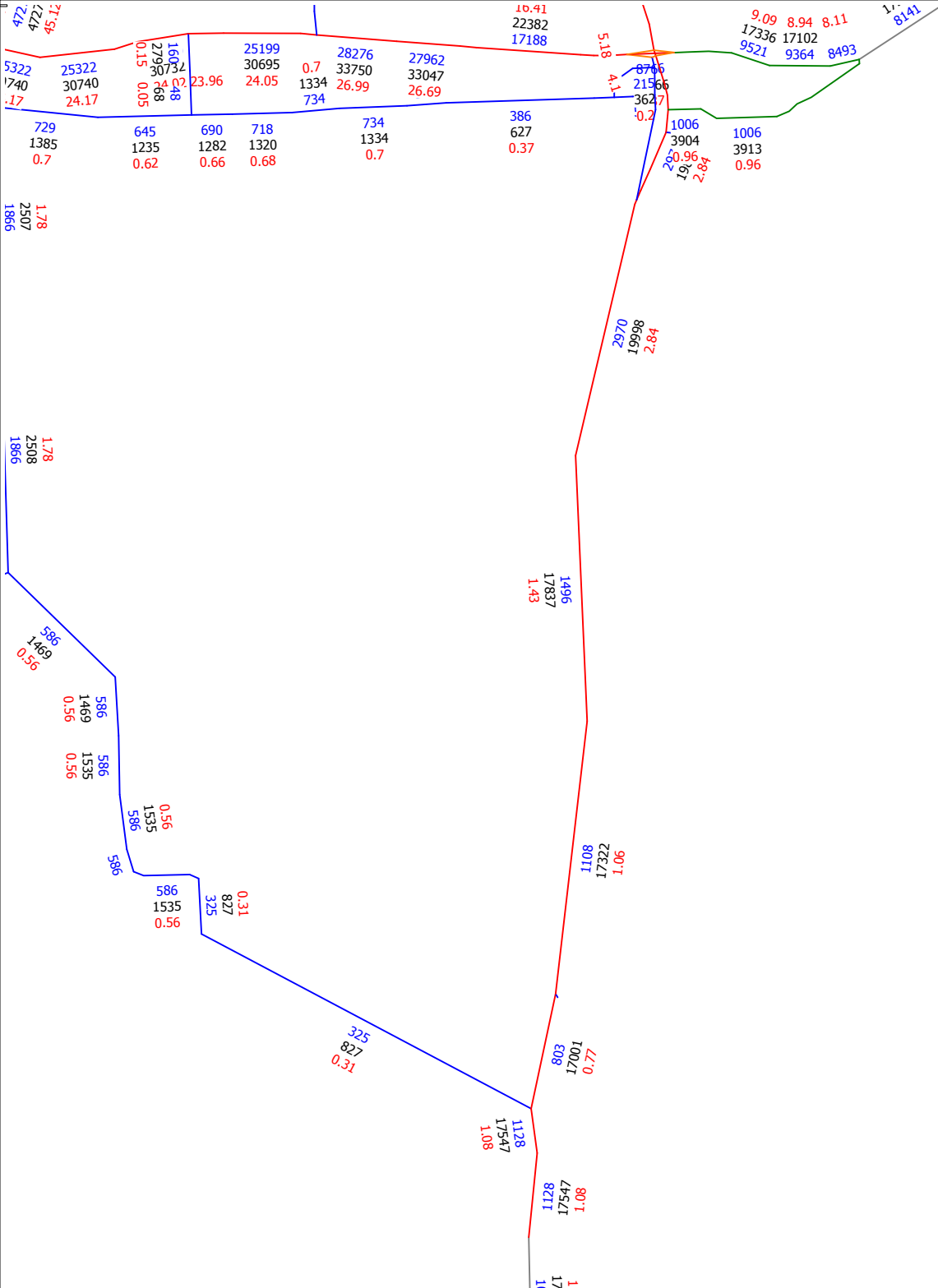
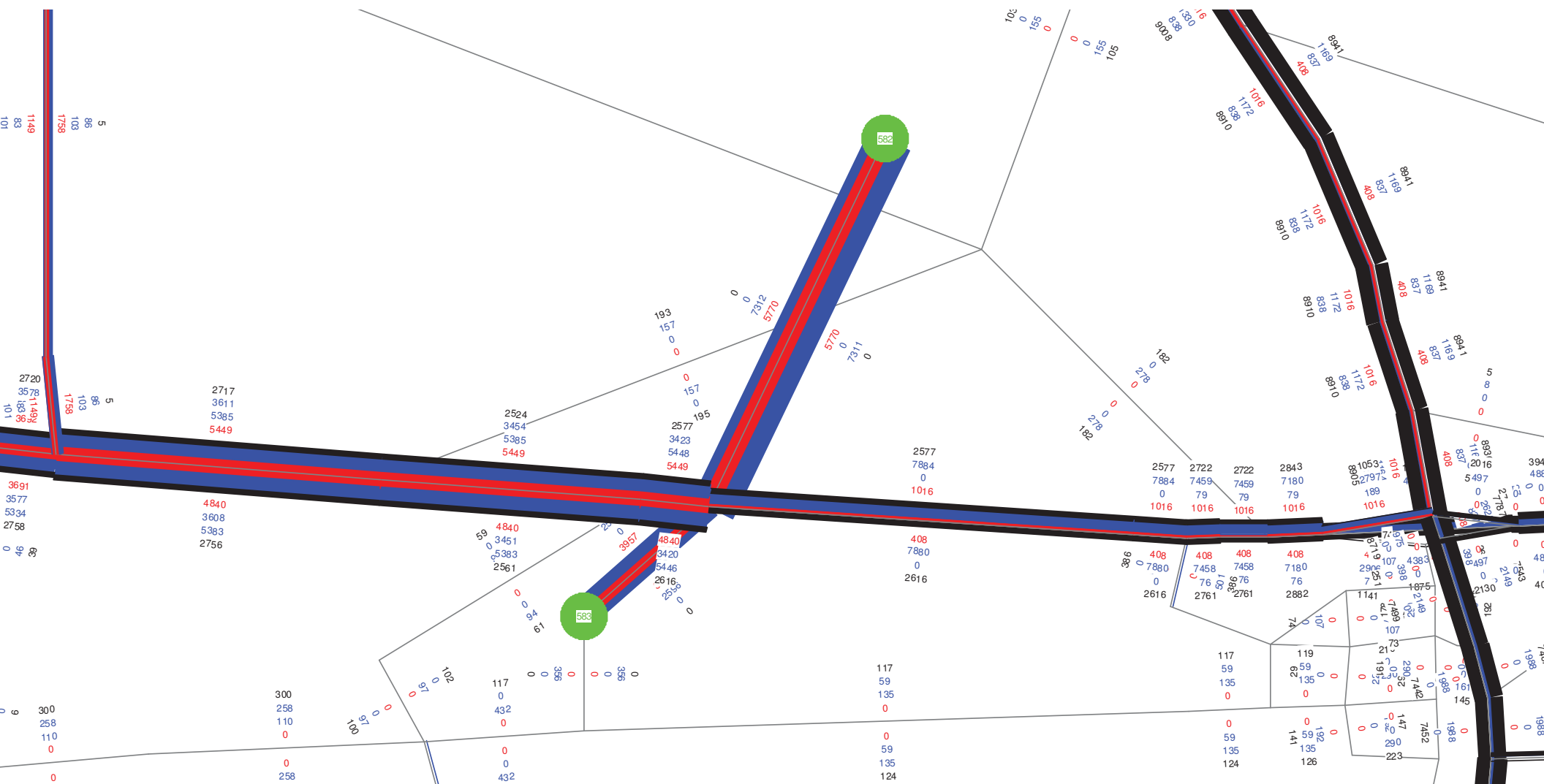


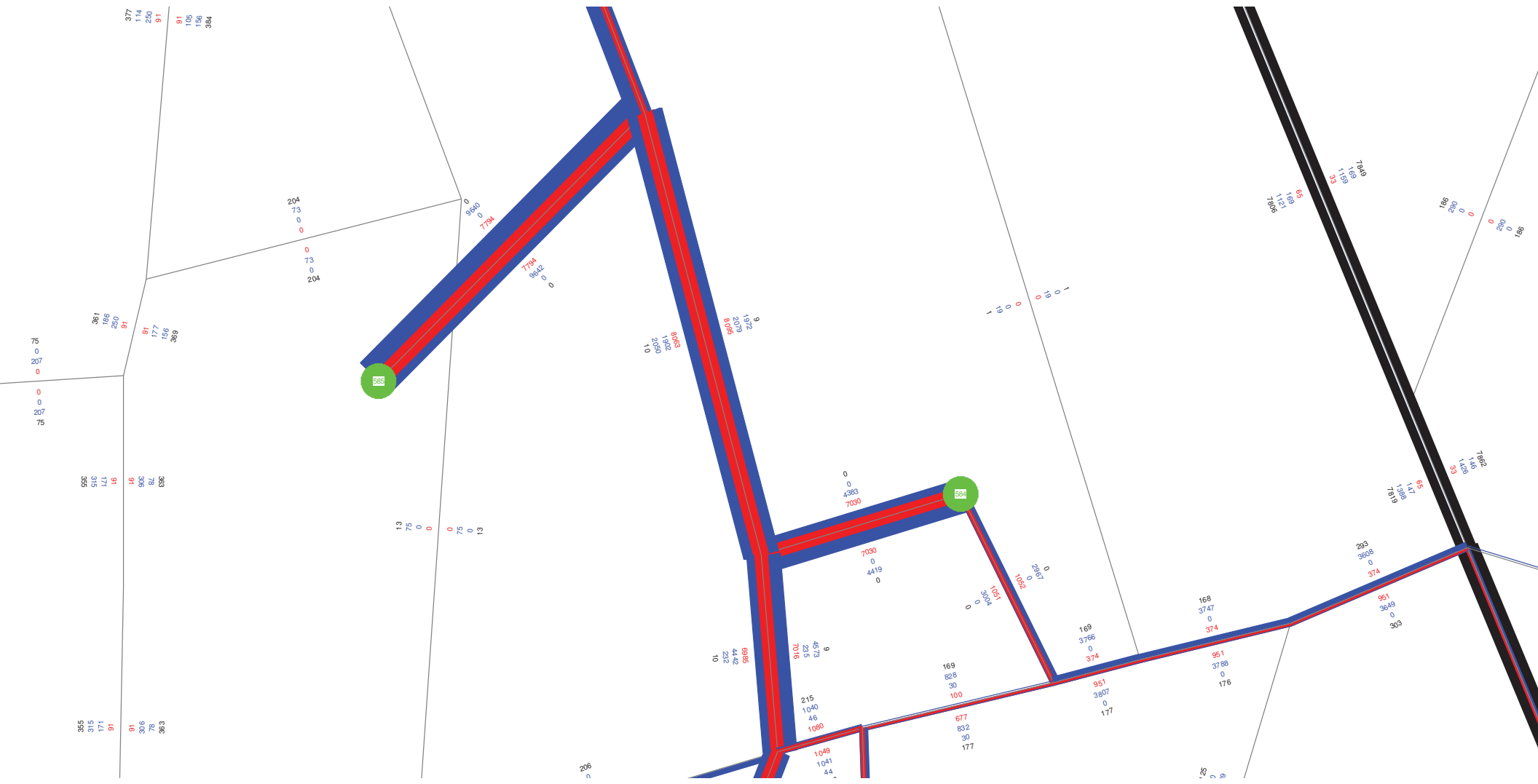
Table F-1 Summary of External Gateway Zone Adjustments

TAZ	Location	EI Trips	8% of EI Trips	SF HH	Assumed SF Daily trips/Unit	Daily Trips from Model
606	US 301 (North) @ Bradford County Line	13,732	1,099	198	5.5	1,102
608	SR 26 (East) @ Putnam County Line	5,433	435	79	5.5	440
610	SR 20 (East) @ Putnam County Line	8,288	663	112	6.0	677
611	US 301 (North) @ Marion County Line	1,938	155	30	5.2	158

Appendix G Localized Trip Assignment







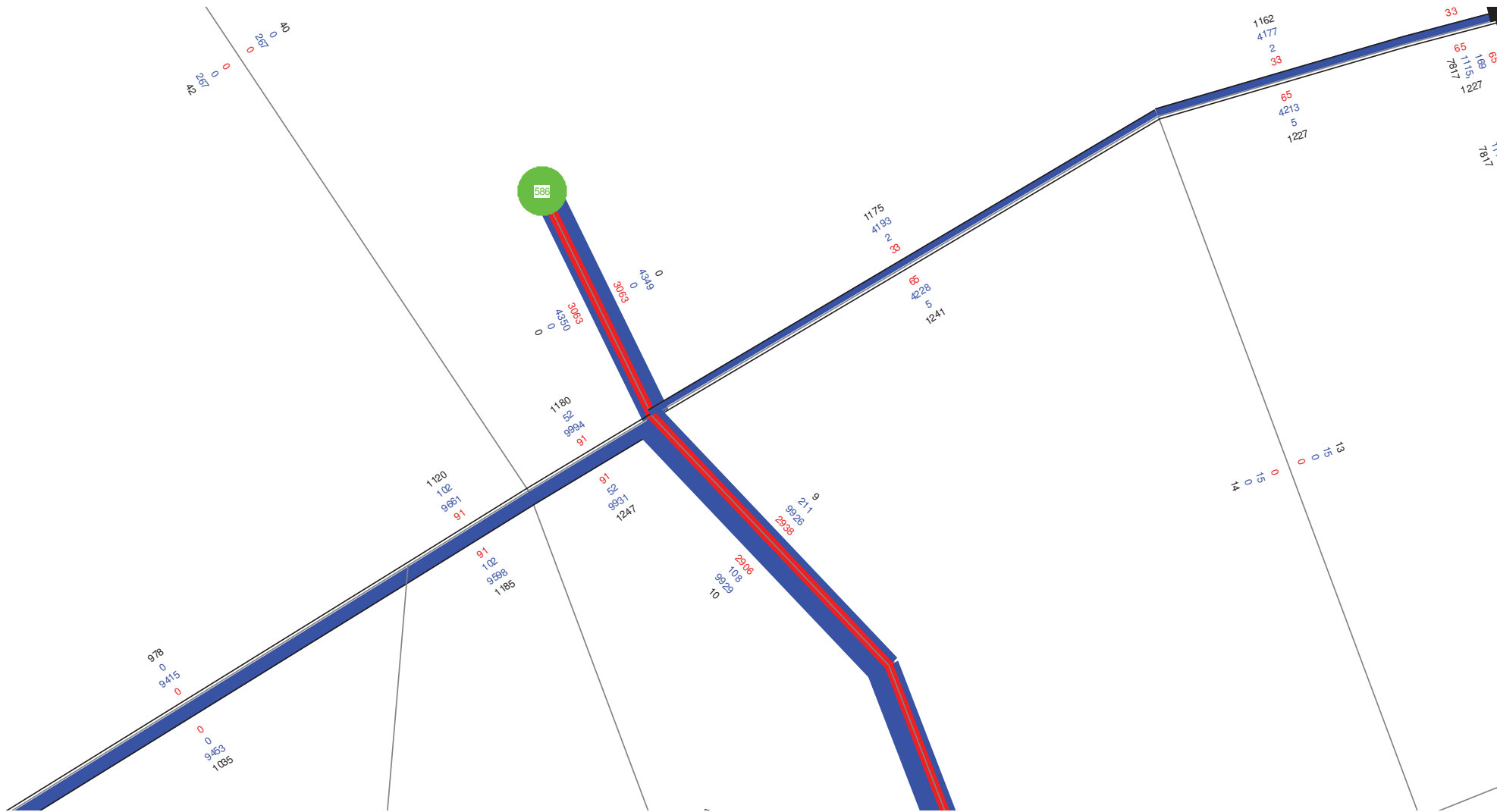


Table G-1 - Five Percent Area of Significance Determination 2035 AADT with EASP

Roadway Segment		Adopted LOS Std.	Adopted LOS Volume	Applied Percent Assignment	Project Trips	Percent Influence	Exceeds 5 Percent Significance?
From	To						
SR 20							
NW 8th Ave	SR 26	E	15,600	0.06%	66	0.42%	No
Main St/CR 329	SR 24	E	33,800	6.38%	6,686	19.78%	Yes
SR 24	SR 26	E	53,445	8.88%	9,308	17.42%	Yes
SR 26	SE 51st	D	39,800	14.51%	15,200	38.19%	Yes
SE 51st	CR 2082W	C	49,600	16.73%	17,524	35.33%	Yes
CR 2082W	CR 325	B	25,700	16.76%	17,555	68.31%	Yes
CR 325	205th St	B	25,700	10.80%	11,310	44.01%	Yes
205th St	US 301	B	25,900	6.56%	6,875	26.55%	Yes
US 301	Cherokee Dr	B	25,900	3.73%	3,904	15.07%	Yes
Cherokee Dr	Putnam Co. Line	B	25,700	3.64%	3,808	14.82%	Yes
Putnam Co. Line	SR 21	B	25,700	3.54%	3,704	14.41%	Yes
SR 21	Royal Way	B	35,300	2.73%	2,865	8.12%	Yes
Royal Way	Florida Trail	B	35,300	1.93%	2,027	5.74%	Yes
Florida Trail	CR 315	B	35,300	1.53%	1,608	4.56%	No
SR 26							
Gale Lemerand Dr	US 441/W 13th St	E	33,800	1.59%	1,664	4.92%	No
US 441/W 13th St	Main St/CR 329	E	33,800	2.24%	2,350	6.95%	Yes
SR 20	SE 51st Street	D	65,600	3.70%	3,872	5.90%	Yes
SE 51st Street	SR 222	D	24,400	3.46%	3,621	14.84%	Yes
SR 222	US 301	D	14,300	7.72%	8,085	56.54%	Yes
US 301	Putnam Co. Line	D	14,300	1.64%	1,714	11.99%	Yes
Putnam Co. Line	SR 21	D	14,300	1.44%	1,504	10.52%	Yes
SR 21	SR 100	D	14,300	1.04%	1,086	7.59%	Yes
US 301/SR 200							
75th St	SR 20	B	25,900	1.13%	1,188	4.59%	No
SR 20	SE 223rd St	B	25,900	2.07%	2,170	8.38%	Yes
SE 223rd St	SE 41st Ln	B	25,900	2.20%	2,302	8.89%	Yes
SE 41st Ln	SR 26	B	25,700	2.01%	2,104	8.19%	Yes
SR 26	NE 136th Ave	B	25,700	2.44%	2,560	9.96%	Yes
NE 136th Ave	NE 160th Ave	B	25,900	0.63%	657	2.54%	No
SR 222							
SR 121/NW 34th St	US 441/NW 13th St	E	39,800	1.60%	1,678	4.22%	No
US 441/NW 13th St	SR 20	E	39,800	2.19%	2,292	5.76%	Yes
SR 20	SR 24	E	39,800	3.72%	3,894	9.78%	Yes
SR 24	Gainesville Regional Airport	E	39,800	3.62%	3,796	9.54%	Yes
Gainesville Regional Airport	SR 26	D	24,200	3.94%	4,126	17.05%	Yes
SR 100							
Putnam Co. Line	SR 26	C	16,400	0.10%	105	0.64%	No
SR 26	CR 315	C	16,400	1.04%	1,086	6.62%	Yes
CR 315	CR 309C	C	40,700	0.64%	666	1.64%	No
SR 226/SR 24A							
US 441/W 13th St	SR 329/Main St	E	33,800	1.40%	1,470	4.35%	No
SR 329/Main St	SR 331/Williston Rd	E	15,600	1.38%	1,450	9.29%	Yes
SR 331							
SR 121 (Says I-75 S in LOS All)	US 441	E	39,800	2.10%	2,203	5.54%	Yes
US 441	SR 329/Main St	E	39,800	2.16%	2,259	5.68%	Yes
SR 329/Main St	SR 226	E	39,800	2.64%	2,768	6.95%	Yes
SR 226	SR 26	E	33,800	4.10%	4,300	12.72%	Yes
CR 234							
US 441	CR 2082	C	8,400	1.11%	1,161	13.82%	Yes
CR 2082	SR 20	C	8,400	1.26%	1,322	15.74%	Yes
SR 20	CR 1474	C	8,400	3.04%	3,181	37.87%	Yes
CR 1474	SR 26	C	8,400	0.31%	323	3.84%	No
CR 2082							
SR 20	CR 234	C	8,400	0.00%	0	0.00%	No
CR 234	CR 325	C	8,400	0.89%	934	11.12%	Yes
CR 325	SE 152 ST	C	8,400	0.25%	258	3.07%	No
CR 325							
US 301	CR 346	C	8,400	0.22%	234	2.79%	No
CR 346	SR 20	C	8,400	1.76%	1,840	21.91%	Yes
CR 346							
US 441	CR 325	C	8,400	0.49%	512	6.10%	Yes

Table G-1 - Five Percent Area of Significance Determination 2035 AADT with EASP

Roadway Segment		Adopted LOS Std.	Adopted LOS Volume	Applied Percent Assignment	Project Trips	Percent Influence	Exceeds 5 Percent Significance?
From	To						
CR 219A							
US 301	CR 1469	C	8,400	0.89%	930	11.07%	Yes
CR 1469	SR 26	C	8,400	0.80%	840	10.00%	Yes
CR 1474							
CR 234	US 301/SR 200	C	8,400	3.28%	3,433	40.87%	Yes
US 301/SR 200	CR 219A	C	8,400	0.92%	964	11.47%	Yes
SE 171 St							
SR 20	SE 24th Ave	C	8,400	1.25%	1,312	15.61%	Yes
SE 163rd St/NE 70th Pl							
SE 24th Ave	CR 1474	C	8,400	1.25%	1,312	15.61%	Yes
CR 1474	SR 26	C	8,400	0.00%	0	0.00%	No

Table G-2 - Five Percent Area of Significance Determination Future AADT with EASP

Roadway Segment		Adopted LOS Std.	Adopted LOS Volume	Applied Percent Assignment	Project Trips	Percent Influence	Exceeds 5 Percent Significance?
From	To						
SR 20							
I-75	SR 235	C	29,300	1.33%	1,389	4.74%	No
SR 235	CR 25A (South)	C	40,700	2.73%	2,863	7.03%	Yes
CR 25A (South)	SR 121	D	68,880	3.41%	3,571	5.18%	Yes
SR 121	US 441/SR 20	E	39,800	5.00%	5,239	13.16%	Yes
US 441/SR 20	SR 222/N 39th Ave	E	32,110	4.22%	4,418	13.76%	Yes
SR 222/N 39th Ave	SR 120/NW 23rd Ave	E	32,110	1.40%	1,468	4.57%	No
SR 120/NW 23rd Ave	NW 8th Ave	E	32,110	0.97%	1,017	3.17%	No
NW 8th Ave	Main St/CR 329	E	33,800	1.97%	2,065	6.11%	Yes
Main St/CR 329	SR 26	E	15,600	0.16%	165	1.06%	No
SR 26	SR 24	E	33,800	15.96%	16,716	49.46%	Yes
SR 24	SR 26	E	53,445	22.21%	23,270	43.54%	Yes
SR 26	SE 51st	D	39,800	36.27%	37,999	95.47%	Yes
SE 51st	CR 2082W	C	49,600	41.82%	43,809	88.32%	Yes
CR 2082W	CR 325	B	25,700	41.89%	43,888	170.77%	Yes
CR 325	205th St	B	25,700	26.99%	28,276	110.02%	Yes
205th St	US 301	B	25,900	16.41%	17,188	66.36%	Yes
US 301	Cherokee Dr	B	25,900	9.32%	9,761	37.69%	Yes
Cherokee Dr	Putnam Co. Line	B	25,700	9.09%	9,521	37.05%	Yes
Putnam Co. Line	SR 21	B	25,700	8.84%	9,259	36.03%	Yes
SR 21	Royal Way	B	35,300	6.84%	7,163	20.29%	Yes
Royal Way	Florida Trail	B	35,300	4.84%	5,068	14.36%	Yes
Florida Trail	CR 315	B	35,300	3.84%	4,020	11.39%	Yes
CR 315	West St	B	37,065	1.84%	1,925	5.19%	Yes
West St	Screen Rd	B	35,300	1.59%	1,663	4.71%	No
SR 26							
NW 127th St	NW 76th Blvd	C	37,900	1.36%	1,425	3.76%	No
NW 76th Blvd	I-75	C	23,300	1.77%	1,858	7.97%	Yes
I-75	NW 8th Ave	E	59,900	3.08%	3,225	5.38%	Yes
NW 8th Ave	SR 26A	E	33,800	2.16%	2,263	6.70%	Yes
SR 26A	SR 121/NW 34th St	E	33,800	1.82%	1,911	5.65%	Yes
SR 121/NW 34th St	Gale Lemerand Dr	E	32,110	3.93%	4,122	12.84%	Yes
Gale Lemerand Dr	US 441/W 13th St	E	33,800	3.97%	4,161	12.31%	Yes
US 441/W 13th St	Main St/CR 329	E	33,800	5.61%	5,874	17.38%	Yes
SR 20	SE 51st Street	D	65,600	9.24%	9,680	14.76%	Yes
SE 51st Street	SR 222	D	24,400	8.64%	9,052	37.10%	Yes
SR 222	US 301	D	14,300	19.29%	20,212	141.34%	Yes
US 301	Putnam Co. Line	D	14,300	4.09%	4,285	29.97%	Yes
Putnam Co. Line	SR 21	D	14,300	3.59%	3,761	26.30%	Yes
SR 21	SR 100	D	14,300	2.59%	2,714	18.98%	Yes
US 301/SR 200							
Marion Co. Line	CR 325	B	25,700	1.08%	1,128	4.39%	No
CR 325	S. Johnson Street	B	25,700	2.84%	2,970	11.56%	Yes
S. Johnson Street	75th St	B	25,900	2.84%	2,970	11.47%	Yes
75th St	SR 20	B	25,900	2.84%	2,970	11.47%	Yes
SR 20	SE 223rd St	B	25,900	5.18%	5,425	20.95%	Yes
SE 223rd St	SE 41st Ln	B	25,900	5.49%	5,756	22.22%	Yes
SE 41st Ln	SR 26	B	25,700	5.02%	5,260	20.47%	Yes
SR 26	NE 136th Ave	B	25,700	6.11%	6,400	24.90%	Yes
NE 136th Ave	NE 160th Ave	B	25,900	1.57%	1,643	6.34%	Yes
NE 160th Ave	N City Limit (800' N of NE 177th Pl)	B	25,900	1.41%	1,478	5.71%	Yes
N City Limit (800' N of NE 177th Pl)	Bradford Co. Line	B	25,900	1.40%	1,462	5.64%	Yes
Bradford Co. Line	2000' S of 146th St.	B	25,700	1.30%	1,358	5.28%	Yes
2000' S of 146th St.	SE 146th St.	B	37,065	1.20%	1,253	3.38%	No
SR 222							
W of I-75 Ramps	NW 83rd St	D	39,800	0.62%	655	1.65%	No
NW 83rd St	NW 43rd St	D	39,800	2.16%	2,266	5.69%	Yes
NW 43rd St	SR 121/NW 34th St	E	39,800	3.15%	3,303	8.30%	Yes
SR 121/NW 34th St	US 441/NW 13th St	E	39,800	4.01%	4,196	10.54%	Yes
US 441/NW 13th St	SR 20	E	39,800	5.47%	5,730	14.40%	Yes
SR 20	SR 24	E	39,800	9.29%	9,734	24.46%	Yes
SR 24	Gainesville Regional Airport	E	39,800	9.06%	9,491	23.85%	Yes
Gainesville Regional Airport	SR 26	D	24,200	9.85%	10,316	42.63%	Yes

Table G-2 - Five Percent Area of Significance Determination Future AADT with EASP

Roadway Segment		Adopted LOS Std.	Adopted LOS Volume	Applied Percent Assignment	Project Trips	Percent Influence	Exceeds 5 Percent Significance?
From	To						
SR 24							
I-75	SR 121/NW 34th St	E	59,900	0.88%	920	1.54%	No
SR 121/NW 34th St	SR 226/SW 16th Ave	E	50,900	3.35%	3,515	6.91%	Yes
SR 226/SW 16th Ave	US 441/W 13th St	E	33,800	1.34%	1,404	4.15%	No
SR 20	SR 120/NW 23rd Ave	E	41,790	2.85%	2,982	7.14%	Yes
SR 120/NW 23rd Ave	SR 222	E	41,790	2.28%	2,386	5.71%	Yes
SR 222	NE 47th Ave	E	41,790	0.75%	790	1.89%	No
SR 100							
Putnam Co. Line	SR 26	C	16,400	0.25%	262	1.60%	No
SR 26	CR 315	C	16,400	2.59%	2,714	16.55%	Yes
CR 315	CR 309C	C	40,700	1.59%	1,666	4.09%	No
SR 226/SR 24A							
SR 24	US 441/W 13th St	E	33,800	3.03%	3,180	9.41%	Yes
US 441/W 13th St	SR 329/Main St	E	33,800	3.51%	3,674	10.87%	Yes
SR 329/Main St	SR 331/Williston Rd	E	15,600	3.46%	3,625	23.24%	Yes
US 441/SR 25							
SR 331/Williston Rd	SR 226	E	39,800	0.15%	161	0.40%	No
SR 226	SR 24	E	32,110	1.93%	2,019	6.29%	Yes
SR 24	SR 26	E	33,800	0.68%	708	2.09%	No
SR 26A							
SR 26	SR 121	E	17,160	0.56%	590	3.44%	No
SR 121	SR 26	E	15,600	0.87%	909	5.83%	Yes
SR 331							
SR 121 (Says I-75 S in LOS All)	US 441	E	39,800	5.26%	5,508	13.84%	Yes
US 441	SR 329/Main St	E	39,800	5.39%	5,647	14.19%	Yes
SR 329/Main St	SR 226	E	39,800	6.60%	6,919	17.38%	Yes
SR 226	SR 26	E	33,800	10.26%	10,749	31.80%	Yes
SR 21							
SR 20	SR 26	D	14,300	0.10%	105	0.73%	No
SR 26	Clay County Line	D	14,300	0.75%	786	5.50%	Yes
Clay County Line	Bradford Co. Line	C	17,300	0.75%	786	4.54%	No
CR 234							
US 441	CR 2082	C	8,400	2.77%	2,902	34.55%	Yes
CR 2082	SR 20	C	8,400	3.15%	3,305	39.35%	Yes
SR 20	CR 1474	C	8,400	7.59%	7,952	94.67%	Yes
CR 1474	SR 26	C	8,400	0.77%	807	9.61%	Yes
CR 2082							
SR 20	CR 234	C	8,400	0.00%	0	0.00%	No
CR 234	CR 325	C	8,400	2.23%	2,336	27.81%	Yes
CR 325	SE 152 ST	C	8,400	0.62%	645	7.68%	Yes
SE 152 ST	US 301	C	8,400	0.55%	581	6.92%	Yes
CR 325							
US 301	CR 346	C	8,400	0.56%	586	6.98%	Yes
CR 346	SR 20	C	8,400	4.39%	4,601	54.77%	Yes
CR 346							
US 441	CR 325	C	8,400	1.22%	1,280	15.24%	Yes
CR 219A							
US 301	CR 1469	C	8,400	2.22%	2,325	27.68%	Yes
CR 1469	SR 26	C	8,400	2.00%	2,100	25.00%	Yes
CR 1471							
US 301/SR 200	SE 40th St.	C	16,400	1.08%	1,133	6.91%	Yes
CR 1474							
CR 234	US 301/SR 200	C	8,400	8.19%	8,583	102.18%	Yes
US 301/SR 200	CR 219A	C	8,400	2.30%	2,409	28.68%	Yes
SE 171 St							
SR 20	SE 24th Ave	C	8,400	3.13%	3,279	39.04%	Yes
SE 163rd St/NE 70th PI							
SE 24th Ave	CR 1474	C	8,400	3.13%	3,279	39.04%	Yes
CR 1474	SR 26	C	8,400	0.00%	0	0.00%	No

Appendix H Future Roadway Network and Applied LOS Standards

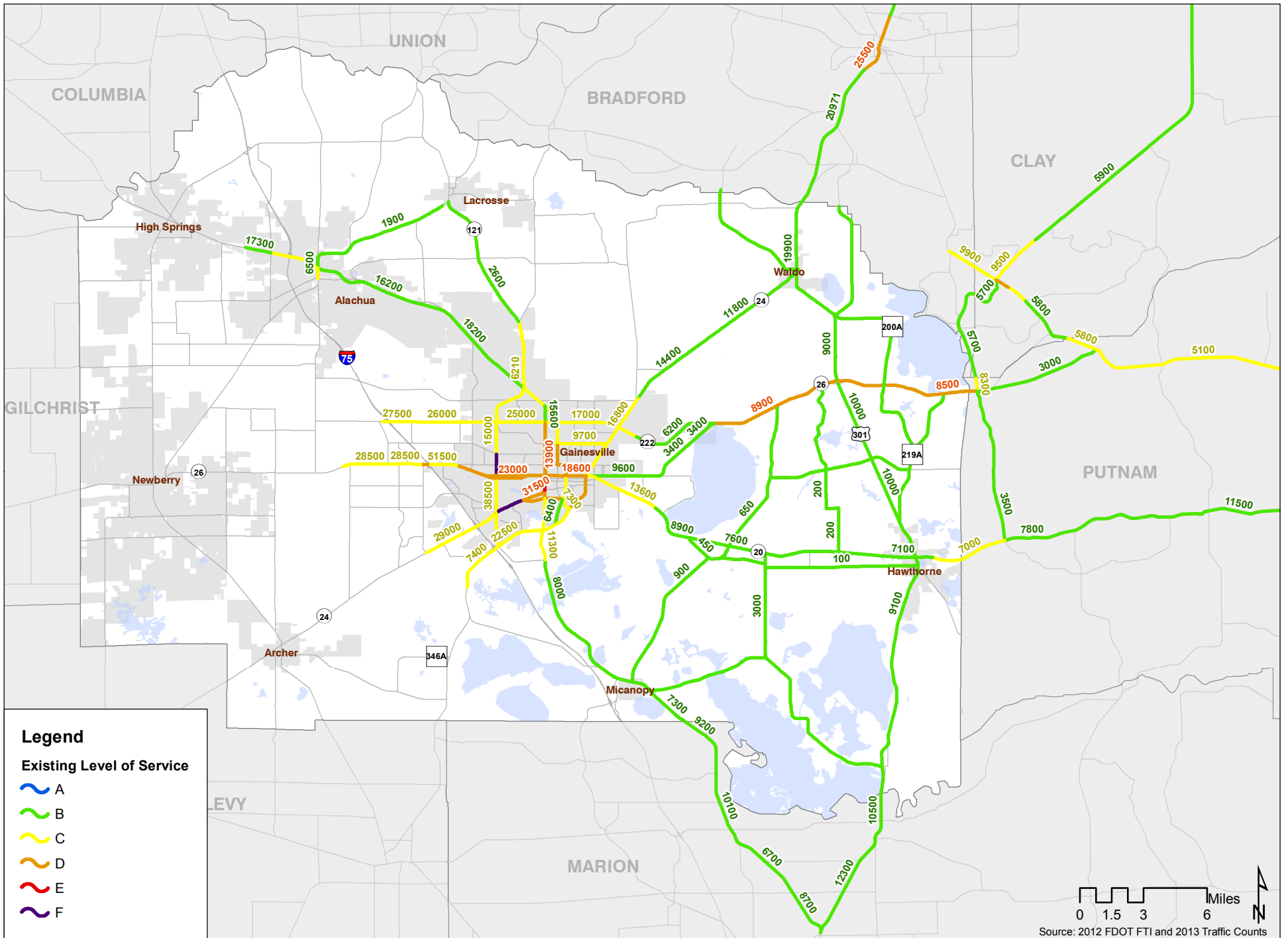


Figure H-1: Existing AADT and LOS



Table H-1 Existing AADT and LOS

Roadway Segment		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					Existing AADT	Existing LOS	
From	To												A	B	C	D	E	A	B	C	D	E			
SR 20																									
188th St	NW 173rd St		4	Rural	Uninterrupted	Developed	55		Divided	Yes	Yes	105%	**	25,900	40,700	52,400	59,600	**	**	27,195	42,735	55,020	62,580	17,300	B
NW 173rd St	I-75		4	Rural	Interrupted		45		Divided	Yes	No	100%	**	**	29,300	30,400	**	**	**	29,300	30,400	**	**	21,000	C
I-75	SR 235		4	Rural	Interrupted		45		Divided	Yes	No	100%	**	**	29,300	30,400	**	**	**	29,300	30,400	**	**	18,900	C
SR 235	CR 25A (South)		4	Rural	Uninterrupted	Developed	65		Divided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	**	25,900	40,700	52,400	59,600	16,200	B
CR 25A (South)	SR 121		4	Urbanized	Uninterrupted		55		Divided	Yes	Yes	105%	**	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		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	**	21,500	C
US 441/SR 20	SR 222/N 39th Ave		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	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		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	**	13,775	30,780	32,110	10,000	C
SR 120/NW 23rd Ave	NW 8th Ave		4	Urbanized	Interrupted		30	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	**	13,775	30,780	32,110	13,900	D
NW 6th St	Main St/CR 329		4	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	**	14,500	32,400	33,800	14,700	D
NW 8th Ave	SR 26		2	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	7,300	14,800	15,600	**	**	**	7,300	14,800	15,600	13,100	D
Main St/CR 329	SR 24		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	**	14,500	32,400	33,800	18,600	D
SR 24	SR 26	SIS	6	Urbanized	Interrupted		35	Class II	Divided	Yes	Yes	105%	**	**	23,300	50,000	50,900	**	**	**	24,465	52,500	53,445	23,000	C
SR 26	SE 51st	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	**	13,600	C
SE 51st	CR 2082W	SIS	4	Transitioning	Uninterrupted		45		Divided	Yes	No	100%	**	35,300	49,600	62,900	69,600	**	**	35,300	49,600	62,900	69,600	8,900	B
CR 2082W	CR 325	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	**	25,700	40,300	51,000	57,900	7,600	B
CR 325	205th St	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	**	25,700	40,300	51,000	57,900	7,600	B
205th St	US 301	SIS	4	Rural	Uninterrupted	Developed	35		Divided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	**	25,900	40,700	52,400	59,600	7,100	B
US 301	Cherokee Dr	SIS	4	Rural	Uninterrupted	Developed	45		Undivided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	**	25,900	40,700	52,400	59,600	7,000	B
Cherokee Dr	Putnam Co. Line	SIS	2	Rural	Uninterrupted	Undeveloped	55		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	**	4,700	8,400	14,300	28,600	7,000	C
Putnam Co. Line	SR 21	SIS	2	Rural	Uninterrupted	Undeveloped	55		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	**	4,700	8,400	14,300	28,600	7,000	C
SR 21	Royal Way	SIS	2	Transitioning	Uninterrupted		55		Undivided	Yes	Yes	100%	**	9,200	17,300	24,400	33,300	**	**	9,200	17,300	24,400	33,300	7,800	B
Royal Way	Florida Trail	SIS	2	Transitioning	Uninterrupted		55		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	**	9,200	17,300	24,400	33,300	7,800	B
Florida Trail	CR 315	SIS	2	Transitioning	Uninterrupted		35		Undivided	Yes	No	100%	**	9,200	17,300	24,400	33,300	**	**	9,200	17,300	24,400	33,300	7,800	B
CR 315	West St	SIS	4	Transitioning	Uninterrupted		45		Divided	Yes	Yes	105%	**	35,300	49,600	62,900	69,600	**	**	37,065	52,080	66,045	73,080	11,500	B
West St	Screen Rd	SIS	4	Transitioning	Uninterrupted		45		Divided	No	No	100%	**	35,300	49,600	62,900	69,600	**	**	35,300	49,600	62,900	69,600	11,500	B
Screen Rd	Motes Island Rd	SIS	4	Rural	Uninterrupted	Developed	55		Divided	No	No	100%	**	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	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	**	28,500	C
NW 76th Blvd	I-75	SIS	6	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	23,300	50,000	50,900	**	**	**	23,300	50,000	50,900	49,000	D
I-75	NW 8th Ave		6	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	58,400	59,900	**	**	**	58,400	59,900	**	**	51,500	C
NW 8th Ave	SR 26A		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	**	14,500	32,400	33,800	28,500	D
SR 26A	SR 121/NW 34th St		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	**	14,500	32,400	33,800	21,200	D
SR 121/NW 34th St	Gale Lemerand Dr		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	**	13,775	30,780	32,110	23,000	D
Gale Lemerand Dr	US 441/W 13th St		4	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	**	14,500	32,400	33,800	28,500	D
US 441/W 13th St	Main St/CR 329		4	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	**	14,500	32,400	33,800	22,000	D
SR 20	SE 51st Street		4	Urbanized	Uninterrupted		45		Divided	No	No	100%	**	36,700	51,800	65,600	72,600	**	**	36,700	51,800	65,600	72,600	9,600	B
SE 51st Street	SR 222		2	Transitioning	Uninterrupted		55		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	**	9,200	17,300	24,400	33,300	3,400	B
SR 222	US 301		2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	**	4,700	8,400	14,300	28,600	8,900	D
US 301	Putnam Co. Line		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	**	4,700	8,400	14,300	28,600	8,500	D
Putnam Co. Line	SR 21		2	Rural	Uninterrupted	Undeveloped	35		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	**	4,700	8,400	14,300	28,600	8,500	D
SR 21	SR 100		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	**	4,700	8,400	14,300	28,600	3,000	B

Table H-1 Existing AADT and LOS

Roadway Segment		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					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	SIS	4	Rural	Uninterrupted	Undeveloped	60		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	13,000	B
CR 316	CR 318	SIS	4	Rural	Uninterrupted	Undeveloped	60		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	12,300	B
CR 318	Marion Co. Line	SIS	4	Rural	Uninterrupted	Undeveloped	55		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	10,500	B
Marion Co. Line	CR 325	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	10,500	B
CR 325	S. Johnson Street	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	9,100	B
S. Johnson Street	75th St	SIS	4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	9,100	B
75th St	SR 20	SIS	4	Rural	Uninterrupted	Developed	45		Divided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	12,300	B
SR 20	SE 223rd St	SIS	4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	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	SIS	4	Rural	Uninterrupted	Developed	55		Divided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	10,000	B
SE 41st Ln	SR 26	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	10,000	B
SR 26	NE 136th Ave	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	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	SIS	4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	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)	SIS	4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	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	SIS	4	Rural	Uninterrupted	Developed	65		Divided	No	No	100%	**	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.	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	Yes	100%	**	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.	SIS	4	Transitioning	Uninterrupted		45		Divided	Yes	Yes	105%	**	35,300	49,600	62,900	69,600	**	37,065	52,080	66,045	73,080	26,500	B
SE 146th St.	SR 100	SIS	4	Transitioning	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	9,900	28,800	31,600	**	**	9,900	28,800	31,600	25,500	D
SR 100	SR 16	SIS	4	Transitioning	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	9,900	28,800	31,600	**	**	9,900	28,800	31,600	25,000	D
SR 16	Market Rd	SIS	4	Transitioning	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	9,900	28,800	31,600	**	**	9,900	28,800	31,600	15,700	D
Market Rd	NW 178th Lp	SIS	4	Transitioning	Uninterrupted		55		Divided	No	No	100%	**	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	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	27,500	C
NW 83rd St	NW 43rd St	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	26,000	C
NW 43rd St	SR 121/NW 34th St	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	31,000	C
SR 121/NW 34th St	US 441/NW 13th St	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	25,000	C
US 441/NW 13th St	SR 20	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	20,000	C
SR 20	SR 24	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	17,000	C
SR 24	Gainesville Regional Airport		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	13,500	C
Gainesville Regional Airport	SR 26		2	Urbanized	Uninterrupted		55		Undivided	No	No	100%	**	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		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	29,000	C
I-75	SR 121/NW 34th St		6	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	58,400	59,900	**	**	**	58,400	59,900	**	44,000	C
SR 121/NW 34th St	SR 226/SW 16th Ave		6	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	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		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	31,500	D
SR 20	SR 120/NW 23rd Ave	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	24,600	C
SR 120/NW 23rd Ave	SR 222		4	Urbanized	Interrupted		45	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	20,500	C
SR 222	NE 47th Ave	ES (Planned Ad)	4	Urbanized	Interrupted		45	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	16,800	C
NE 47th Ave	Gainesville City Limit (55th Pl)		4	Urbanized	Interrupted		45	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	14,400	C
Gainesville City Limit (55th Pl)	NE 77th St		4	Transitioning	Uninterrupted		65		Divided	No	No	100%	**	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)		4	Rural	Uninterrupted	Undeveloped	45		Divided	No	No	100%	**	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		4	Rural	Uninterrupted	Developed	35		Divided	No	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	11,800	B

Table H-1 Existing AADT and LOS

Roadway Segment		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					Existing AADT	Existing LOS
From	To												A	B	C	D	E	A	B	C	D	E		
SR 100																								
CR 21B	Clay County Line	ES	2	Transitioning	Uninterrupted		60		Undivided	No	No	100%	**	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	ES	2	Transitioning	Uninterrupted		45		Divided	No	No	100%	**	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	ES	2	Transitioning	Uninterrupted		35		Divided	Yes	No	105%	**	9,200	17,300	24,400	33,300	**	9,660	18,165	25,620	34,965	9,900	C
SR 21	Lakeview Dr	ES	2	Transitioning	Interrupted		35	Class II	Undivided	Yes	No	100%	**	**	6,500	13,300	14,200	**	**	6,500	13,300	14,200	10,600	D
Lakeview Dr	CR 214	ES	2	Transitioning	Uninterrupted		50		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	10,600	C
CR 214	Twin Lakes Rd	ES	2	Transitioning	Uninterrupted		60		Undivided	No	No	100%	**	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	ES	2	Transitioning	Uninterrupted		60		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	5,800	B
Putnam Co. Line	SR 26	ES	2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	5,800	C
SR 26	CR 315	ES	2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	5,800	C
CR 315	CR 309C	ES	2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	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		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	18,500	D
US 441/W 13th St	SR 329/Main St		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	17,100	D
SR 329/Main St	SR 331/Williston Rd		2	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	100%	**	**	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		4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	8,700	B
CR 316	CR 25A (North)		4	Rural	Uninterrupted	Undeveloped	60		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	6,700	B
CR 25A (North)	CR 318		4	Rural	Uninterrupted	Undeveloped	60		Divided	Yes	No	100%	**	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		4	Rural	Uninterrupted	Undeveloped	50		Divided	Yes	No	100%	**	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		4	Rural	Uninterrupted	Undeveloped	55		Divided	Yes	No	100%	**	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		4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	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		4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	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		4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	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		4	Urbanized	Interrupted		55	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	11,300	C
SR 331/Williston Rd	SR 226		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	15,000	C
SR 226	SR 24		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	13,775	30,780	32,110	17,200	D
SR 24	SR 26		4	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	33,000	E
SR 26	SR 120		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	28,000	D
SR 120	SR 222		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	29,500	D
SR 222	SR 20		4	Urbanized	Uninterrupted		45		Divided	Yes	No	100%	**	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		2	Urbanized	Interrupted		35	Class II	Divided	Yes	Yes	110%	**	**	7,300	14,800	15,600	**	**	8,030	16,280	17,160	14,100	D
SR 121	SR 26		2	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	100%	**	**	7,300	14,800	15,600	**	**	7,300	14,800	15,600	10,200	D
SR 120																								
US 441/W 13th St	SR 20		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	13,775	30,780	32,110	13,500	C
SR 20	SR 24	ES	4	Urbanized	Interrupted		40	Class I	Undivided	Yes	No	95%	**	**	37,900	39,800	**	**	**	36,005	37,810	**	9,700	C

Table H-1 Existing AADT and LOS

Roadway Segment		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					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		2	Transitioning	Interrupted		50	Class I	Undivided	Yes	No	100%	**	**	14,400	16,200	**	**	**	14,400	16,200	**	7,400	C
I-75 South Ramps	SR 331/Williston Rd		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	24,000	C
SR 331/Williston Rd	SR 24		6	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	58,400	59,900	**	**	**	58,400	59,900	**	31,300	C
SR 24	SR 26A		6	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	58,400	59,900	**	**	**	58,400	59,900	**	38,500	C
SR 26A	SR 26		6	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	23,300	50,000	50,900	**	**	23,300	50,000	50,900	24,000	D
SR 26	NW 16th Ave		2	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	7,300	14,800	15,600	**	**	7,300	14,800	15,600	19,100	F
NW 16th Ave	SR 222		2	Urbanized	Interrupted		40	Class I	Undivided	Yes	No	100%	**	**	16,800	17,700	**	**	**	16,800	17,700	**	15,000	C
SR 222	US 441		2	Urbanized	Interrupted		40	Class I	Undivided	Yes	Yes	105%	**	**	16,800	17,700	**	**	**	17,640	18,585	**	15,000	C
US 441	NW 73rd Pl		2	Urbanized	Interrupted		45	Class I	Divided	Yes	No	105%	**	**	16,800	17,700	**	**	**	17,640	18,585	**	6,200	C
NW 73rd Pl	CR 231		2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	60		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	30		Undivided	Yes	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	9,500	C
US 441	NW 159th Pl		2	Rural	Uninterrupted	Developed	30		Undivided	Yes	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	6,500	B
NW 159th Pl	134th Dr		2	Rural	Uninterrupted	Developed	30		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		4	Urbanized	Uninterrupted		45		Divided	Yes	No	100%	**	36,700	51,800	65,600	72,600	**	36,700	51,800	65,600	72,600	6,400	B
SR 226	SR 26		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	10,900	C
SR 331																								
SR 121 (Says I-75 S in LOS All)	US 441	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	22,500	C
US 441	SR 329/Main St	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	19,300	C
SR 329/Main St	SR 226	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	14,100	C
SR 226	SR 26	SIS	4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	19,100	D
SR 21																								
SR 20	SR 26		2	Rural	Uninterrupted	Undeveloped	55		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	3,500	B
SR 26	Clay County Line		2	Rural	Uninterrupted	Undeveloped	45		Undivided	Yes	No	100%	**	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		2	Transitioning	Uninterrupted		55		Undivided	No	No	100%	**	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		2	Transitioning	Uninterrupted		45		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	5,700	B
Clay County Line	Pointview Rd		2	Transitioning	Uninterrupted		45		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	5,700	B
Pointview Rd	SR 100		2	Transitioning	Uninterrupted		35		Undivided	Yes	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	5,700	B
SR 100	Immokalee Rd.		2	Transitioning	Uninterrupted		35		Undivided	Yes	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	9,500	C
Immokalee Rd.	Deer Springs Rd		2	Transitioning	Uninterrupted		45		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	9,500	C
Deer Springs Rd	SR 16		2	Transitioning	Uninterrupted		60		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	900	B
CR 2082	SR 20		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	650	B
SR 20	CR 1474		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	650	B
CR 1474	SR 26		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	650	B
CR 2082																								
SR 20	CR 234		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	450	B
CR 234	CR 325		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	100	B
CR 325	SE 152 ST		2	Rural	Uninterrupted	Undeveloped	30		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	100	B
SE 152 ST	US 301		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	100	B

Table H-1 Existing AADT and LOS

Roadway Segment		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					Existing AADT	Existing LOS
From	To												A	B	C	D	E	A	B	C	D	E		
CR 325																								
US 301	CR 346		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	700	B
CR 346	SR 20		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	800	B
CR 219A																								
US 301	CR 1469		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	1,200	B
CR 1469	SR 26		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	45		Undivided	No	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	350	B
SR 26	NE 77th Ln		2	Rural	Uninterrupted	Developed	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	45		Undivided	No	No	100%	**	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.		2	Rural	Uninterrupted	Developed	55		Undivided	No	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	1,000	B
CR 1474																								
CR 234	US 301/SR 200		2	Rural	Uninterrupted	Undeveloped	35		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	450	B
US 301/SR 200	CR 219A		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	400	B
CR 1475																								
US 301	SR 24		2	Rural	Uninterrupted	Developed	35		Undivided	No	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	350	B
SR 24	NE 150th Ave		2	Rural	Uninterrupted	Developed	30		Undivided	No	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	350	B
NE 150th Ave	CR 225		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	350	B
CR 225	Bradford Co. Line		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	35		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	35		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	200	B
CR 1474	SR 26		2	Rural	Uninterrupted	Undeveloped	35		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600		

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

Week	Dates	SF	MOCF: 0.96 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

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

Week	Dates	SF	MOCF: 0.95 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

Week	Dates	SF	MOCF: 0.95 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

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

Week	Dates	SF	MOCF: 0.96 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

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

Week	Dates	SF	MOCF: 0.96 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

Week	Dates	SF	MOCF: 0.95 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

Week	Dates	SF	MOCF: 0.94 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

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

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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
====	====	=====	=====	=====	=====	=====	=====	=====
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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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
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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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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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" FCCTR	"D" FCCTR	"T" FCCTR
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. OF 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

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning 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

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
====	====	=====	=====	=====	=====	=====	=====	=====
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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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
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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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. OF SR 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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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
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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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
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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FLORIDA DEPARTMENT OF TRANSPORTATION
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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 20TH 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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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

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning 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

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
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 beginning with count year 2011

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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
====	====	=====	=====	=====	=====	=====	=====	=====
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

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

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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
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

Site Type : Blank= Portable; T= Telemetered

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

County: 76 PUTNAM

Site	Site Type	Description	Direction 1	Direction 2	AAADT	"K"	"D"	"T"
====	====	=====	=====	=====	=====	=====	=====	=====
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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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

Site Type : Blank= Portable; T= Telemetered

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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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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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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	
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	AAADT	"K"	"D"	"T"
====	====	=====	=====	=====	=====	=====	=====	=====
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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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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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
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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning 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

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

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

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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	AAADT	"K"	"D"	"T"
====	====	=====	=====	=====	=====	=====	=====	=====
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

Site Type : Blank= Portable; T= Telemetered

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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
====	====	=====	=====	=====	=====	=====	=====	=====
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 (RVL)	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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FLORIDA DEPARTMENT OF TRANSPORTATION
 2012 Annual Average Daily Traffic Report - Report Type: ALL

County: 36 MARION

Site	Site Type	Description	Direction 1	Direction 2	AAADT 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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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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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" FCCTR	"D" FCCTR	"T" FCCTR
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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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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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
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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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
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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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
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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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
====	====	=====	=====	=====	=====	=====	=====	=====
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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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
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

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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
====	====	=====	=====	=====	=====	=====	=====	=====
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 beginning 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

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
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 beginning 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

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
====	====	=====	=====	=====	=====	=====	=====	=====
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 beginning 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		
<i>Comments:</i>															

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 Volume		7:00 AM 42	6:00 AM 15		4:00 AM 2			6:00 AM 1						6:00 AM 3	7:00 AM 62
PM Peak Volume		5:00 PM 27	5:00 PM 12	4:00 PM 3	12:00 PM 2			12:00 PM 1						5:00 PM 1	5:00 PM 41
<i>Comments:</i>															

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															
<i>Comments:</i>															

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

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



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 Volume	7:00 AM		11:00 AM		6:00 AM		9:00 AM		11:00 AM							11:00 AM
	12		8		1		3		2							20
PM Peak Volume	5:00 PM		4:00 PM		3:00 PM		5:00 PM		5:00 PM		2:00 PM		5:00 PM			
	27		20		2		7		2		2		53			
<i>Comments:</i>																

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		
<i>Comments:</i>															

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															
<i>Comments:</i>															

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

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



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

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%	



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 Volume	7:00 AM	7:00 AM	6:00 AM	4:00 AM	11:00 AM	6:00 AM	7:00 AM								
	52	20	2	2	3	3	78								
PM Peak Volume	5:00 PM	5:00 PM	4:00 PM	5:00 PM	12:00 PM	4:00 PM	5:00 PM								
	55	33	3	11	1	1	101								
<i>Comments:</i>															

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															
<i>Comments:</i>															

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

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



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 Volume	11:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM			5:00 AM						6:00 AM	7:00 AM
	1	33	11	1	4			2						1	45
PM Peak Volume		2:00 PM	8:00 PM		5:00 PM			1:00 PM						12:00 PM	2:00 PM
		11	8		3			2						2	19

Comments:

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 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 Volume	7:00 AM	7:00 AM	11:00 AM	6:00 AM	6:00 AM	8:00 AM	7:00 AM									
PM Peak Volume	4:00 PM	3:00 PM	12:00 PM	3:00 PM	12:00 PM	3:00 PM	18									

Comments:

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															
<i>Comments:</i>															

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

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



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 Volume	11:00 AM		11:00 AM		9:00 AM		5:00 AM						7:00 AM		11:00 AM
	5		7		3		2						1		14
PM Peak Volume	4:00 PM		5:00 PM		3:00 PM		3:00 PM		3:00 PM				4:00 PM		5:00 PM
	20		16		1		3		2				1		35

Comments:

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 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 Volume	7:00 AM	9:00 AM	9:00 AM	10:00 AM	11:00 AM	5:00 AM	7:00 AM	7:00 AM							
	8	5	2	3	1	2	1	13							
PM Peak Volume	4:00 PM	5:00 PM	3:00 PM	6:00 PM	12:00 PM	3:00 PM	5:00 PM								
	19	11	1	4	1	3	33								

Comments:

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															
<i>Comments:</i>															

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

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



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 Volume	11:00 AM	7:00 AM	7:00 AM	6:00 AM	6:00 AM			5:00 AM						11:00 AM	7:00 AM
	1	37	14	1	6			4						2	56
PM Peak Volume		6:00 PM	5:00 PM	3:00 PM	3:00 PM			1:00 PM						12:00 PM	5:00 PM
		28	18	1	5			3						2	48
<i>Comments:</i>															

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 Volume	7:00 AM	7:00 AM	9:00 AM	6:00 AM	11:00 AM	5:00 AM	7:00 AM	7:00 AM							
	35	15	2	7	1	2	3	56							
PM Peak Volume	4:00 PM	5:00 PM	12:00 PM	6:00 PM	12:00 PM	3:00 PM	5:00 PM								
	30	18	1	7	2	3	51								
<i>Comments:</i>															

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															
<i>Comments:</i>															

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

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



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 Volume	7:00 AM 17		7:00 AM 9		8:00 AM 3		4:00 AM 2						7:00 AM 1		7:00 AM 28
PM Peak Volume	6:00 PM 15		2:00 PM 9		1:00 PM 2		3:00 PM 1						12:00 PM 1		6:00 PM 22

Comments:

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 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 Volume	7:00 AM	7:00 AM	8:00 AM		10:00 AM			5:00 AM						6:00 AM	7:00 AM
	1	19	9		2			2						1	28
PM Peak Volume	6:00 PM	4:00 PM	4:00 PM		3:00 PM									6:00 PM	4:00 PM
	1	13	5		3									2	21

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 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															
<i>Comments:</i>															

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

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



LOCATION: CR 2082 approx. 500 feet south of SR 20 SPECIFIC LOCATION: 500 ft from CITY/STATE: Hawthorne, FL														QC JOB #: 10927603 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	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	2	0	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 Volume	11:00 AM		11:00 AM	8:00 AM			11:00 AM			11:00 AM			11:00 AM	11:00 AM	
	13		4	4			1			8			26		
PM Peak Volume	4:00 PM		4:00 PM	2:00 PM	2:00 PM	3:00 PM	3:00 PM			12:00 PM			4:00 PM		
	21		7	1	2	1	2			1			29		
<i>Comments:</i>															

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

QC JOB #: 10927603
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	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 Volume	9:00 AM		7:00 AM		7:00 AM										7:00 AM		7:00 AM
	13		4		1										1		18
PM Peak Volume	6:00 PM		3:00 PM		3:00 PM		5:00 PM		2:00 PM						6:00 PM		5:00 PM
	23		6		1		3		2						1		33

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 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															
<i>Comments:</i>															

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

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



LOCATION: CR 2082 approx. 500 feet south of SR 20 SPECIFIC LOCATION: 500 ft from CITY/STATE: Hawthorne, FL														QC JOB #: 10927603 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	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 Volume		7:00 AM 28	7:00 AM 12		8:00 AM 7			4:00 AM 2						11:00 AM 9	7:00 AM 43
PM Peak Volume		5:00 PM 29	2:00 PM 11	2:00 PM 1	2:00 PM 4	3:00 PM 2		3:00 PM 2						12:00 PM 2	3:00 PM 40
<i>Comments:</i>															

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

QC JOB #: 10927603
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	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 Volume	7:00 AM	7:00 AM	7:00 AM		10:00 AM			5:00 AM						11:00 AM	7:00 AM
	1	31	12		3			2						2	46
PM Peak Volume	6:00 PM	6:00 PM	4:00 PM	3:00 PM	3:00 PM			2:00 PM						6:00 PM	6:00 PM
	1	32	9	1	4			2						3	47

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 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															
<i>Comments:</i>															

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

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



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 Volume	7:00 AM	8:00 AM	7:00 AM	8:00 AM	8:00 AM	8:00 AM	11:00 AM	7:00 AM							
	17	9	1	4	3	2	30								
PM Peak Volume	6:00 PM	6:00 PM	2:00 PM	12:00 PM	9:00 PM	2:00 PM	6:00 PM								
	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 Volume	8:00 AM	8:00 AM	11:00 AM	5:00 AM	7:00 AM	8:00 AM										
	15	11	3	2	6	33										
PM Peak Volume	4:00 PM	5:00 PM	4:00 PM	4:00 PM	4:00 PM	1:00 PM	4:00 PM									
	14	12	2	10	1	10	42									
<i>Comments:</i>																

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															
<i>Comments:</i>															

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

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



LOCATION: CR 2034 500 feet southwest of CR 2082 SPECIFIC LOCATION: 500 ft from CITY/STATE: Hawthorne, FL														QC JOB #: 10927604 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	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 Volume		7:00 AM 24	7:00 AM 8		8:00 AM 4			9:00 AM 2						11:00 AM 4	7:00 AM 34
PM Peak Volume	12:00 PM 1	4:00 PM 23	5:00 PM 10	2:00 PM 1	12:00 PM 2			2:00 PM 3						3:00 PM 10	3:00 PM 38
<i>Comments:</i>															

LOCATION: CR 2034 500 feet southwest of CR 2082 SPECIFIC LOCATION: 500 ft from CITY/STATE: Hawthorne, FL														QC JOB #: 10927604 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	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 Volume	7:00 AM		7:00 AM		7:00 AM			8:00 AM			6:00 AM			7:00 AM	
PM Peak Volume	5:00 PM		6:00 PM		3:00 PM		5:00 PM			12:00 PM			5:00 PM		

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 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															
<i>Comments:</i>															

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

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



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 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 Volume		7:00 AM 41	7:00 AM 16	7:00 AM 1	8:00 AM 8			8:00 AM 3						11:00 AM 6	7:00 AM 64
PM Peak Volume	12:00 PM 1	6:00 PM 39	6:00 PM 21	2:00 PM 2	12:00 PM 6			2:00 PM 3						3:00 PM 16	5:00 PM 70
<i>Comments:</i>															

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 Volume	7:00 AM		7:00 AM		8:00 AM		5:00 AM						7:00 AM		7:00 AM
	39		18		4		2						8		68
PM Peak Volume	5:00 PM		6:00 PM		3:00 PM		4:00 PM		5:00 PM				1:00 PM		5:00 PM
	40		24		2		12		2				16		78
<i>Comments:</i>															

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															
<i>Comments:</i>															

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

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



LOCATION: SE 171st Street 500 feet north of SR 20 SPECIFIC LOCATION: 500 ft from CITY/STATE: Hawthorne, FL														QC JOB #: 10927608 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	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 Volume	7:00 AM		7:00 AM	9:00 AM	3:00 AM											7:00 AM
	17		7	1	1											24
PM Peak Volume	5:00 PM		6:00 PM	12:00 PM												6:00 PM
	14		5	2												18
<i>Comments:</i>																

LOCATION: SE 171st Street 500 feet north of SR 20
SPECIFIC LOCATION: 500 ft from
CITY/STATE: Hawthorne, FL

QC JOB #: 10927608
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	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 Volume	7:00 AM	7:00 AM	9:00 AM	2:00 AM	8:00 AM	9:00 AM	7:00 AM								
	18	6	1	1	1	1	1								
PM Peak Volume	3:00 PM	12:00 PM	3:00 PM	2:00 PM	10:00 PM	3:00 PM									
	14	4	2	1	1	19									

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 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															
<i>Comments:</i>															

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

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



LOCATION: SE 171st Street 500 feet north of SR 20 SPECIFIC LOCATION: 500 ft from CITY/STATE: Hawthorne, FL														QC JOB #: 10927608 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	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 Volume	7:00 AM		7:00 AM	7:00 AM	11:00 AM											9:00 AM	7:00 AM
	12		9	2	3											2	23
PM Peak Volume	4:00 PM		4:00 PM	1:00 PM		5:00 PM					12:00 PM			4:00 PM			
	18		7	2		1					2			27			
<i>Comments:</i>																	

LOCATION: SE 171st Street 500 feet north of SR 20
SPECIFIC LOCATION: 500 ft from
CITY/STATE: Hawthorne, FL

QC JOB #: 10927608
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	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	1	0	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 Volume	7:00 AM		7:00 AM	9:00 AM	3:00 AM		9:00 AM								7:00 AM	7:00 AM	
	13		10	2	1		1								4	29	
PM Peak Volume	4:00 PM		4:00 PM	3:00 PM	12:00 PM	1:00 PM		3:00 PM								12:00 PM	4:00 PM
	18		12	1	4	1		1								1	33

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 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															
<i>Comments:</i>															

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

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



LOCATION: SE 171st Street 500 feet north of SR 20
SPECIFIC LOCATION: 500 ft from
CITY/STATE: Hawthorne, FL

QC JOB #: 10927608
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	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 Volume	7:00 AM		7:00 AM	7:00 AM	11:00 AM											9:00 AM	7:00 AM
	29		16	2	4											2	47
PM Peak Volume	4:00 PM		4:00 PM	1:00 PM		5:00 PM					12:00 PM			4:00 PM			
	27		11	4		1					2			40			

Comments:

LOCATION: SE 171st Street 500 feet north of SR 20
SPECIFIC LOCATION: 500 ft from
CITY/STATE: Hawthorne, FL

QC JOB #: 10927608
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	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 Volume	7:00 AM		7:00 AM	9:00 AM	2:00 AM		8:00 AM					7:00 AM		7:00 AM	
PM Peak Volume	4:00 PM		4:00 PM	3:00 PM	12:00 PM	1:00 PM	2:00 PM					12:00 PM		4:00 PM	

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 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															
<i>Comments:</i>															

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

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



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 Volume	7:00 AM		7:00 AM		7:00 AM			6:00 AM			12:00 AM			7:00 AM	
	9		7		2			1			1			19	
PM Peak Volume	5:00 PM		8:00 PM		12:00 PM		12:00 PM		3:00 PM			5:00 PM			
	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 Volume	7:00 AM		7:00 AM	7:00 AM											6:00 AM	7:00 AM
	11		4	1											3	16
PM Peak Volume	4:00 PM	3:00 PM	6:00 PM	2:00 PM											3:00 PM	3:00 PM
	1	16	7	3											2	24
<i>Comments:</i>																

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															
<i>Comments:</i>															

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

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



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

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 Volume	7:00 AM		7:00 AM	7:00 AM	6:00 AM										6:00 AM	7:00 AM
	22		12	1	2										2	36
PM Peak Volume	1:00 PM	2:00 PM		5:00 PM		12:00 PM		2:00 PM					3:00 PM		12:00 PM	
	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 Volume	7:00 AM	7:00 AM	6:00 AM	11:00 AM	9:00 AM	6:00 AM	7:00 AM								
	21	12	1	2	1	2	33								
PM Peak Volume	2:00 PM	6:00 PM	1:00 PM	5:00 PM	5:00 PM	2:00 PM									
	14	9	2	1	2	21									

Comments:

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															
<i>Comments:</i>															

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

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



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 Volume		7:00 AM	7:00 AM	7:00 AM	7:00 AM			6:00 AM						6:00 AM	7:00 AM
		31	19	1	3			1						2	55
PM Peak Volume	1:00 PM	4:00 PM	6:00 PM	12:00 PM	12:00 PM			2:00 PM						3:00 PM	5:00 PM
	1	20	12	1	3			1						3	33

Comments:

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 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 Volume		7:00 AM	7:00 AM	6:00 AM	11:00 AM			9:00 AM						6:00 AM	7:00 AM
		32	16	1	3			1						5	49
PM Peak Volume	4:00 PM	3:00 PM	6:00 PM		2:00 PM			5:00 PM						3:00 PM	6:00 PM
	1	21	16		5			1						2	39
<i>Comments:</i>															

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															
<i>Comments:</i>															

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

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



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

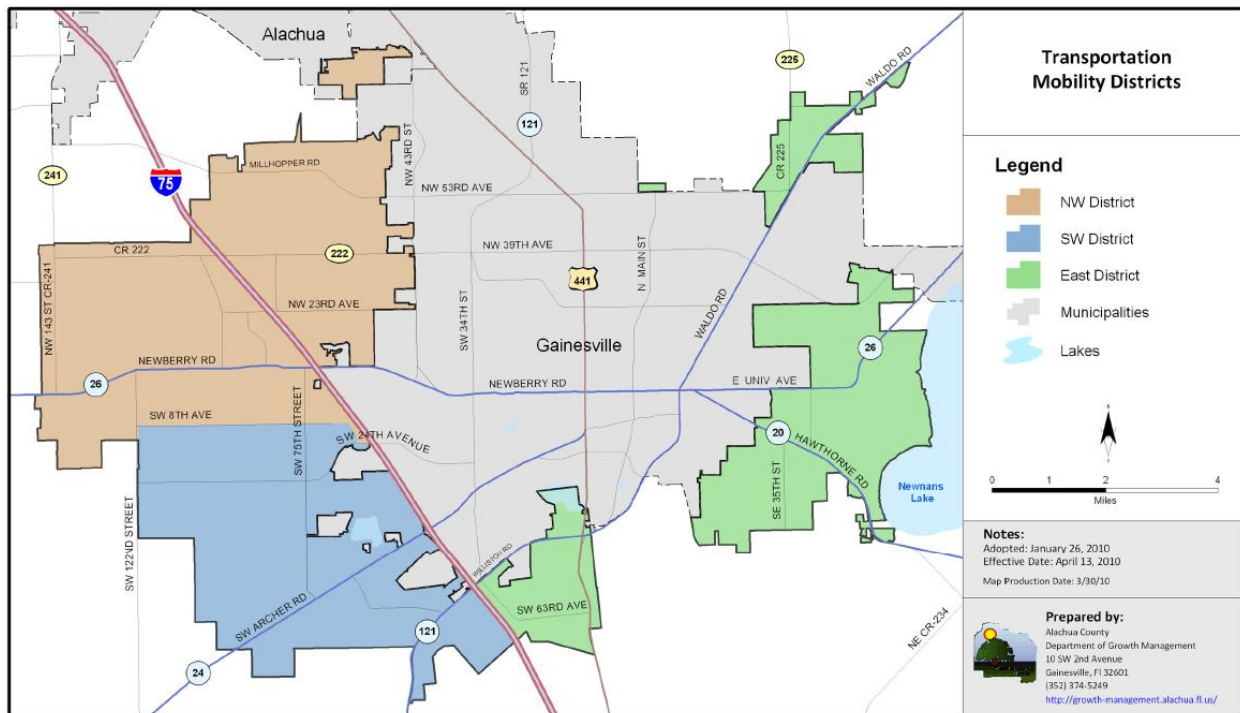
PROVIDE AN ALTERNATIVE TO CONVENTIONAL TRANSPORTATION CONCURRENCY WITHIN THE URBAN CLUSTER THAT RECOGNIZES THAT CONGESTION IS ACCEPTED IN GROWING URBAN AREAS, SO LONG AS VIABLE ALTERNATIVE MODES OF TRANSPORTATION ARE PROVIDED THAT SERVE TRAVEL DEMAND ALONG CONGESTED CORRIDORS. CONGESTION ALONG SOME ROADWAYS 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:**



- 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:

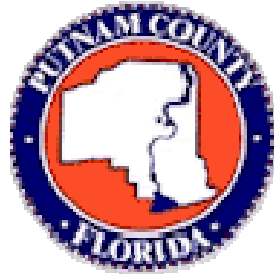
- a. The City shall strive to provide fixed-route transit service within $\frac{1}{4}$ mile of 80% of all medium and high density residential areas identified on the Future Land Use Map, and within the RTS service area.
- b. The City shall strive to provide peak hour frequencies of 20 minutes or less within $\frac{1}{4}$ 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 COUNTY COMPREHENSIVE 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.

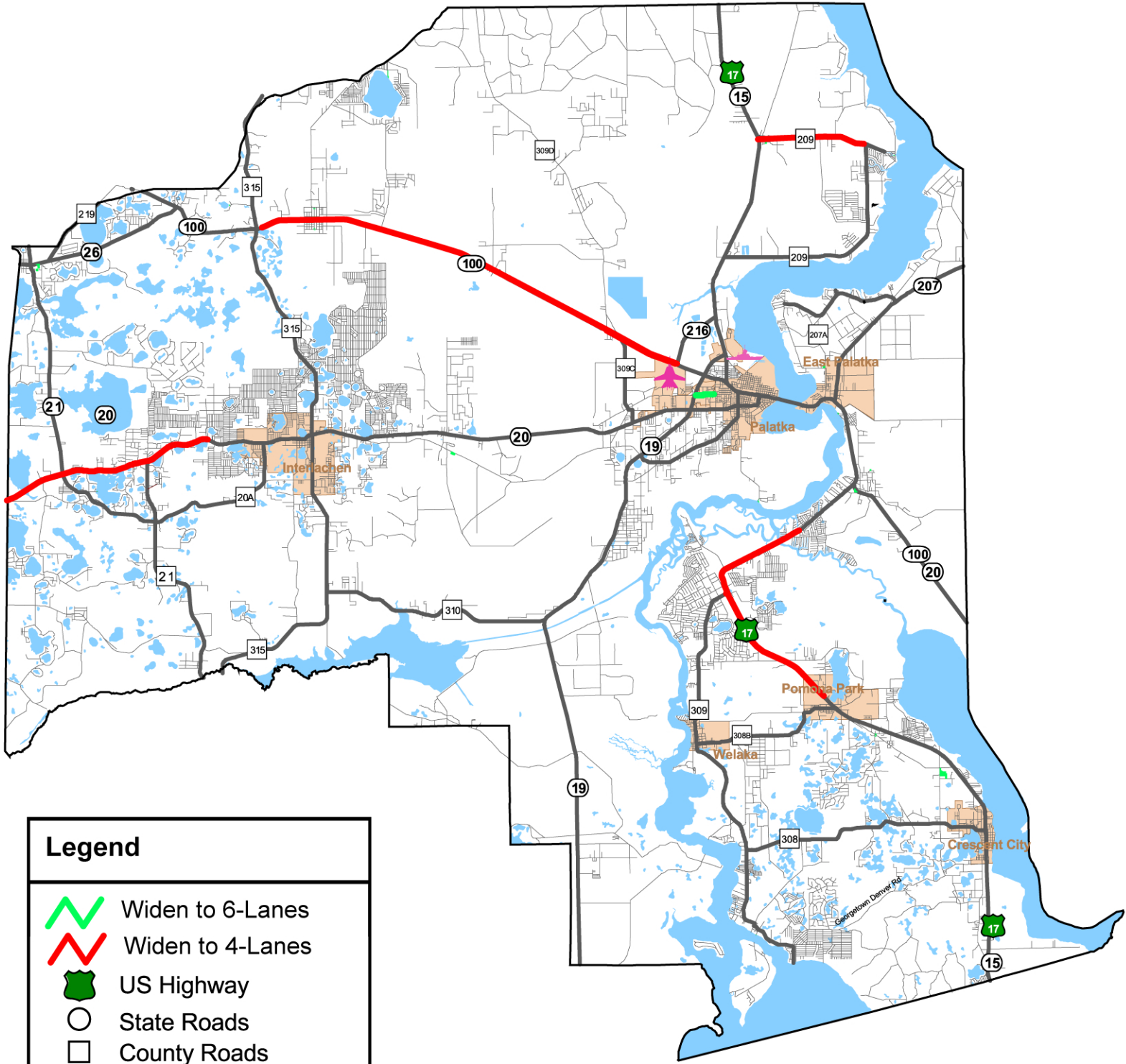
Objective B.1.1 [9J-5.019(4)(b)1]: The County shall provide for a safe, convenient and efficient motorized and non-motorized transportation system by correcting all existing roadway deficiencies identified in this plan and maintain the adopted level of service standards in the future on a priority basis.

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

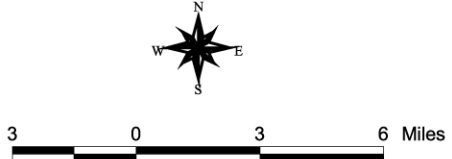
Any modification to the level of service standards provided above shall be submitted as a comprehensive plan amendment and if approved, will be considered temporary. The level of service standard for a roadway in the Florida Intrastate Highway System, or Strategic Intermodal System, shall not be different 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

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.

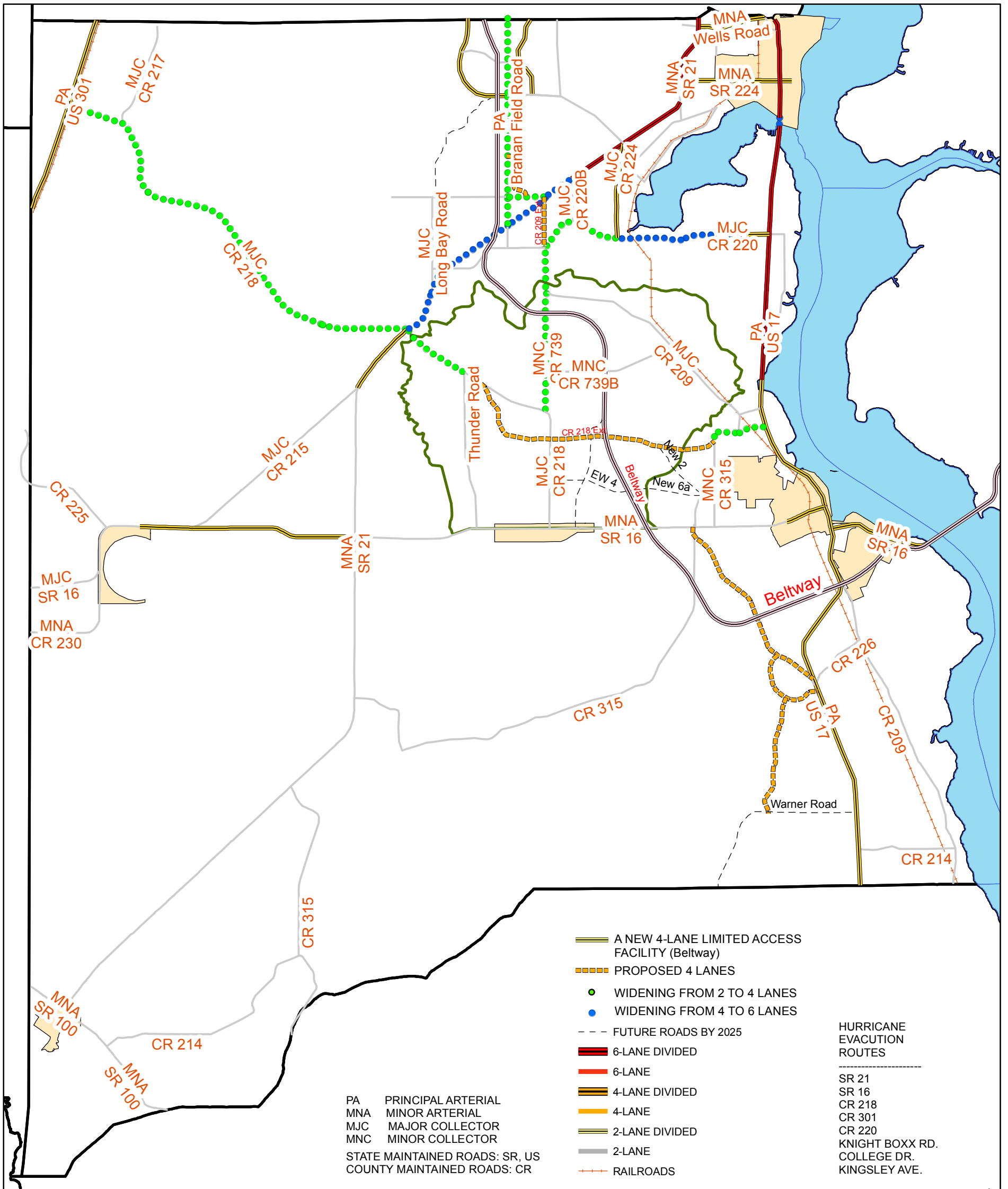
	Limited Access SIS and FIHS	Controlled Access SIS and FIHS	Trip Funded Other Multi- laned State Roads	TRIP funded Two Lane State Roads	Other State Roads, County Arterials, Minor Arterials, Collectors and Local Roads
Rural Areas	B	B ¹	B	C	D
Transitioning Urbanized Areas, Urban Areas or Communities	C	C	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.

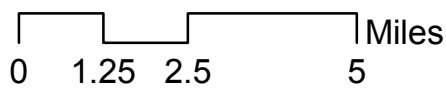
Notes: There are no exclusive through lanes and no HOV Lanes; there are no existing Limited Access Facilities. TPO area is an urbanized area over 500,000; areas of Clay County not within TPO area are rural or transitioning.

1. for rural two lane controlled access facilities the standard is C.

CLAY COUNTY FUTURE TRAFFIC CIRCULATION



Clay County Comprehensive Plan 2009-2025



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>U.S. 301/S.R. 200</u> from Bradford County east boundary to Lawtey north limits	4-D	Principal Arterial <u>Florida Intrastate Highway System</u>	Rural	€ <u>B</u>
2	<u>U.S. 301/S.R. 200</u> from Lawtey south limits to Starke north limits	4-D	Principal Arterial <u>Florida Intrastate Highway System</u>	Rural	€ <u>B</u>
3	<u>U.S. 301/S.R. 200</u> from Starke south limits to Bradford County south boundary	4-D	Principal Arterial <u>Florida Intrastate Highway System</u>	Rural	€ <u>B</u>
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 <u>Principal</u> Arterial	Rural	D
6	S.R. 100 from Bradford County west boundary to Starke west <u>urban</u> limits	2-U	Minor Arterial	Rural	D
7 <u>8</u>	S.R. 100 <u>from Starke west urban limits to Starke west city limits</u>	2-U <u>2-U</u>	Minor Arterial <u>Minor Arterial</u>	Rural <u>Urban</u>	D
7 <u>8</u>	S.R. 100 from Starke southe <u>ast</u> 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 <u>9</u>	S.R. 21 from Bradford County east boundary to Bradford County southeast boundary	2-U	Minor Arterial	Rural	D
9 <u>10</u>	S.R. 18 from Bradford County west boundary to Brooker west limits	2-U	Major Collector	Rural	D
10 <u>11</u>	C.R. 18 from Brooker east limits to S.R. 200	2-U	Major Collector	Rural	D
11 <u>12</u>	C.R. 18 from S.R. 200 to Hampton west limits	2-U	Major Collector	Rural	D
12 <u>13</u>	C.R. 18 from Hampton west limits to S.R. 100	2-U	Major Collector	Rural	D
13 <u>14</u>	C.R. 225 from Bradford County east boundary to Lawtey east limits	2-U	Major Collector	Rural	D
14 <u>15</u>	C.R. 225 from Lawtey west limits to S.R. 100	2-U	Major Collector	Rural	D
15 <u>16</u>	S.R. 230 from Bradford County east boundary to Starke east limits	2-U	Major Collector	Rural	D
16 <u>17</u>	C.R. 231 from Bradford County west boundary to Brooker north limits	2-U	Major Collector	Rural	D
17 <u>18</u>	S.R. 231 from Brooker south limits to Bradford County south boundary	2-U	Major Collector	Rural	D
18 <u>19</u>	C.R. 125 from Bradford County west boundary to S.R. 200	2-U	Minor Collector	Rural	D
19 <u>20</u>	C.R. 125 from S.R. 200 to Bradford County east boundary	2-U	Minor Collector	Rural	D
20 <u>21</u>	C.R. 225A from C.R. 125 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 <u>22</u>	C.R. 229 from Bradford County west boundary to Starke west limits	2-U	Minor Collector	Rural	D
22 <u>23</u>	C.R. 229A from C.R. 229 to S.R. 16	2-U	Minor Collector	Rural	D
23 <u>24</u>	C.R. 233 from C.R. 229A to S.R. 200	2-U	Minor Collector	Rural	D
24 <u>25</u>	C.R. 235 from C.R. 229 to C.R. 231	2-U	Minor Collector	Rural	D
25 <u>26</u>	C.R. 230A from C.R. 230 to C.R. 100A	2-U	Minor Collector	Rural	D
26 <u>27</u>	C.R. 100A from S.R. 100 to S.R. 100	2-U	Minor Collector	Rural	D
27 <u>28</u>	C.R. 100A from S.R. 100 to Starke west limits	2-U	Minor Collector	Rural	D
28 <u>29</u>	C.R. 225 from Sampson City Road to C.R. 227	2-U	Minor Collector	Rural	D
29 <u>30</u>	C.R. 227 from C.R. 18 to S.R. 200	2-U	Minor Collector	Rural	D
30 <u>31</u>	C.R. 221 from S.R. 200 to Hampton north limits	2-U	Minor Collector	Rural	D
31 <u>32</u>	C.R. 221 from Hampton west limits to S.R. 200	2-U	Minor Collector	Rural	D
32 <u>33</u>	C.R. 325 from Hampton south limits to Bradford County south boundary	2-U	Minor Collector	Rural	D
33 <u>34</u>	C.R. 225 from C.R. 18 to Bradford County south boundary	2-U	Minor Collector	Rural	D

Words **bolded and underlined** have been added
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ROADWAY SEGMENT NUMBER	ROADWAY SEGMENT	NUMBER OF LANES	FUNCTIONAL CLASSIFICATION	AREA TYPE	LEVEL OF SERVICE
34 <u>35</u>	C.R. 237 from C.R. 18 to Bradford County south boundary	2-U	Minor Collector	Rural	D
35 <u>36</u>	C.R. 21A from S.R. 100 to C.R. 21B	2-U	Minor Collector	Rural	D
36 <u>37</u>	C.R. 21B from C.R. 21A to S.R. 21	2-U	Minor Collector	Rural	D
37 <u>38</u>	Laura Church Road from Starke northeast limits to S.R. 16	2-U	Minor Collector	Rural	D
38 <u>39</u>	Crawford Settlement Road from S.R. 16 to S.R. 200	2-U	Minor Collector	Rural	D
39 <u>40</u>	Sampson City Road from S.R. 100 to C.R. 225	2-U	Minor Collector	Rural	D
40 <u>41</u>	C.R. 231 from C.R. 18 to C.R. 18	2-U	Minor Collector	Rural	D
41 <u>42</u>	C.R. 214 from S.R. 21 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 Access 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 TCEAs ² and MMTDs ²	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 44 th 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

	<u>Urban</u>	<u>Rural</u>
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.

Appendix I Generalized LOS and Volumes

Table I-1 2035 Generalized LOS at Adopted LOS

Roadway Segment		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 Std.	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		4	Rural	Uninterrupted	Developed	55		Divided	Yes	Yes	105%	**	25,900	40,700	52,400	59,600	**	27,195	42,735	55,020	62,580	C	42,735
NW 173rd St	I-75		4	Rural	Interrupted		45		Divided	Yes	No	100%	**	**	29,300	30,400	**	**	**	29,300	30,400	**	C	29,300
I-75	SR 235		4	Rural	Interrupted		45		Divided	Yes	No	100%	**	**	29,300	30,400	**	**	**	29,300	30,400	**	C	29,300
SR 235	CR 25A (South)		4	Rural	Uninterrupted	Developed	65		Divided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	C	40,700
CR 25A (South)	SR 121		4	Urbanized	Uninterrupted		55		Divided	Yes	Yes	105%	**	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		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
US 441/SR 20	SR 222/N 39th Ave		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	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		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	13,775	30,780	32,110	E	32,110
SR 120/NW 23rd Ave	NW 8th Ave		4	Urbanized	Interrupted		30	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	13,775	30,780	32,110	E	32,110
NW 8th St	Main St/CR 329		4	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
NW 8th Ave	SR 26		2	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	7,300	14,800	15,600	**	**	7,300	14,800	15,600	E	15,600
Main St/CR 329	SR 24		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 24	SR 26	SIS	6	Urbanized	Interrupted		35	Class II	Divided	Yes	Yes	105%	**	**	23,300	50,000	50,900	**	**	24,465	52,500	53,445	E	53,445
SR 26	SE 51st	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	D	39,800
SE 51st	CR 2082W	SIS	4	Transitioning	Uninterrupted		45		Divided	Yes	No	100%	**	35,300	49,600	62,900	69,600	**	35,300	49,600	62,900	69,600	C	49,600
CR 2082W	CR 325	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
CR 325	205th St	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
205th St	US 301	SIS	4	Rural	Uninterrupted	Developed	35		Divided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	B	25,900
US 301	Cherokee Dr	SIS	4	Rural	Uninterrupted	Developed	45		Undivided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	B	25,900
Cherokee Dr	Putnam Co. Line	SIS	2	Rural	Uninterrupted	Undeveloped	55		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	B	25,700
Putnam Co. Line	SR 21	SIS	2	Rural	Uninterrupted	Undeveloped	55		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	B	25,700
SR 21	Royal Way	SIS	2	Transitioning	Uninterrupted		55		Undivided	Yes	Yes	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	B	35,300
Royal Way	Florida Trail	SIS	2	Transitioning	Uninterrupted		55		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	B	35,300
Florida Trail	CR 315	SIS	2	Transitioning	Uninterrupted		35		Undivided	Yes	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	B	35,300
CR 315	West St	SIS	4	Transitioning	Uninterrupted		45		Divided	Yes	Yes	105%	**	35,300	49,600	62,900	69,600	**	37,065	52,080	66,045	73,080	B	37,065
West St	Screen Rd	SIS	4	Transitioning	Uninterrupted		45		Divided	No	No	100%	**	35,300	49,600	62,900	69,600	**	35,300	49,600	62,900	69,600	B	35,300
Screen Rd	Motes Island Rd	SIS	4	Rural	Uninterrupted	Developed	55		Divided	No	No	100%	**	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	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	C	37,900
NW 76th Blvd	I-75	SIS	6	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	23,300	50,000	50,900	**	**	23,300	50,000	50,900	C	23,300
I-75	NW 8th Ave		6	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	58,400	59,900	**	**	**	58,400	59,900	**	E	59,900
NW 8th Ave	SR 26A		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 26A	SR 121/NW 34th St		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 121/NW 34th St	Gale Lemerand Dr		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	13,775	30,780	32,110	E	32,110
Gale Lemerand Dr	US 441/W 13th St		4	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
US 441/W 13th St	Main St/CR 329		4	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 20	SE 51st Street		4	Urbanized	Uninterrupted		45		Divided	No	No	100%	**	36,700	51,800	65,600	72,600	**	36,700	51,800	65,600	72,600	D	65,600
SE 51st Street	SR 222		2	Transitioning	Uninterrupted		55		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	D	24,400
SR 222	US 301		2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	D	14,300
US 301	Putnam Co. Line		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	D	14,300
Putnam Co. Line	SR 21		2	Rural	Uninterrupted	Undeveloped	35		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	D	14,300
SR 21	SR 100		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	D	14,300

Table I-1 2035 Generalized LOS at Adopted LOS

Roadway Segment		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 Std.	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	SIS	4	Rural	Uninterrupted	Undeveloped	60		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
CR 316	CR 318	SIS	4	Rural	Uninterrupted	Undeveloped	60		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
CR 318	Marion Co. Line	SIS	4	Rural	Uninterrupted	Undeveloped	55		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
Marion Co. Line	CR 325	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
CR 325	S. Johnson Street	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
S. Johnson Street	75th St	SIS	4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	B	25,900
75th St	SR 20	SIS	4	Rural	Uninterrupted	Developed	45		Divided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	B	25,900
SR 20	SE 223rd St	SIS	4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	B	25,900
SE 223rd St	SE 41st Ln	SIS	4	Rural	Uninterrupted	Developed	55		Divided	Yes	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	B	25,900
SE 41st Ln	SR 26	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
SR 26	NE 136th Ave	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	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	SIS	4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	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)	SIS	4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	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	SIS	4	Rural	Uninterrupted	Developed	65		Divided	No	No	100%	**	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.	SIS	4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	Yes	100%	**	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.	SIS	4	Transitioning	Uninterrupted		45		Divided	Yes	Yes	105%	**	35,300	49,600	62,900	69,600	**	37,065	52,080	66,045	73,080	B	37,065
SE 146th St.	SR 100	SIS	4	Transitioning	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	9,900	28,800	31,600	**	**	9,900	28,800	31,600	C	9,900
SR 100	SR 16	SIS	4	Transitioning	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	9,900	28,800	31,600	**	**	9,900	28,800	31,600	C	9,900
SR 16	Market Rd	SIS	4	Transitioning	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	9,900	28,800	31,600	**	**	9,900	28,800	31,600	C	9,900
Market Rd	NW 178th Lp	SIS	4	Transitioning	Uninterrupted		55		Divided	No	No	100%	**	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	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	D	39,800
NW 83rd St	NW 43rd St	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	D	39,800
NW 43rd St	SR 121/NW 34th St	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
SR 121/NW 34th St	US 441/NW 13th St	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
US 441/NW 13th St	SR 20	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
SR 20	SR 24	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
SR 24	Gainesville Regional Airport		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
Gainesville Regional Airport	SR 26		2	Urbanized	Uninterrupted		55		Undivided	No	No	100%	**	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		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	D	39,800
I-75	SR 121/NW 34th St		6	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	58,400	59,900	**	**	**	58,400	59,900	**	E	59,900
SR 121/NW 34th St	SR 226/SW 16th Ave		6	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	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		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 20	SR 120/NW 23rd Ave	ES	4	Urbanized	Interrupted		45	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	E	41,790
SR 120/NW 23rd Ave	SR 222		4	Urbanized	Interrupted		45	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	E	41,790
SR 222	NE 47th Ave	ES (Planned Ad)	4	Urbanized	Interrupted		45	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	E	41,790
NE 47th Ave	Gainesville City Limit (55th Pl)		4	Urbanized	Interrupted		45	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	D	41,790
Gainesville City Limit (55th Pl)	NE 77th St		4	Transitioning	Uninterrupted		65		Divided	No	No	100%	**	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)		4	Rural	Uninterrupted	Undeveloped	45		Divided	No	No	100%	**	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		4	Rural	Uninterrupted	Developed	35		Divided	No	No	100%	**	25,900	40,700	52,400	59,600	**	25,900	40,700	52,400	59,600	C	40,700

Table I-1 2035 Generalized LOS at Adopted LOS

Roadway Segment		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 Std.	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	ES	2	Transitioning	Uninterrupted		60		Undivided	No	No	100%	**	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	ES	2	Transitioning	Uninterrupted		45		Divided	No	No	100%	**	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	ES	2	Transitioning	Uninterrupted		35		Divided	Yes	No	105%	**	9,200	17,300	24,400	33,300	**	9,660	18,165	25,620	34,965	C	18,165
SR 21	Lakeview Dr	ES	2	Transitioning	Interrupted		35	Class II	Undivided	Yes	No	100%	**	**	6,500	13,300	14,200	**	**	6,500	13,300	14,200	C	6,500
Lakeview Dr	CR 214	ES	2	Transitioning	Uninterrupted		50		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	C	17,300
CR 214	Twin Lakes Rd	ES	2	Transitioning	Uninterrupted		60		Undivided	No	No	100%	**	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	ES	2	Transitioning	Uninterrupted		60		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	C	17,300
Putnam Co. Line	SR 26	ES	2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	16,400
SR 26	CR 315	ES	2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	16,400
CR 315	CR 309C	ES	2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	40,700
SR 226/SR 24A																								
SR 24	US 441/W 13th St		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
US 441/W 13th St	SR 329/Main St		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 329/Main St	SR 331/Williston Rd		2	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	100%	**	**	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		4	Rural	Uninterrupted	Undeveloped	65		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
CR 316	CR 25A (North)		4	Rural	Uninterrupted	Undeveloped	60		Divided	Yes	No	100%	**	25,700	40,300	51,000	57,900	**	25,700	40,300	51,000	57,900	B	25,700
CR 25A (North)	CR 318		4	Rural	Uninterrupted	Undeveloped	60		Divided	Yes	No	100%	**	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		4	Rural	Uninterrupted	Undeveloped	50		Divided	Yes	No	100%	**	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		4	Rural	Uninterrupted	Undeveloped	55		Divided	Yes	No	100%	**	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		4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	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		4	Rural	Uninterrupted	Developed	45		Divided	No	No	100%	**	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		4	Rural	Uninterrupted	Undeveloped	65		Divided	No	No	100%	**	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		4	Urbanized	Interrupted		55	Class I	Divided	Yes	Yes	105%	**	**	37,900	39,800	**	**	**	39,795	41,790	**	D	41,790
SR 331/Williston Rd	SR 226		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
SR 226	SR 24		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	13,775	30,780	32,110	E	32,110
SR 24	SR 26		4	Urbanized	Interrupted		30	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 26	SR 120		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 120	SR 222		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 222	SR 20		4	Urbanized	Uninterrupted		45		Divided	Yes	No	100%	**	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		2	Urbanized	Interrupted		35	Class II	Divided	Yes	Yes	110%	**	**	7,300	14,800	15,600	**	**	8,030	16,280	17,160	E	17,160
SR 121	SR 26		2	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	100%	**	**	7,300	14,800	15,600	**	**	7,300	14,800	15,600	E	15,600
SR 120																								
US 441/W 13th St	SR 20		4	Urbanized	Interrupted		35	Class II	Undivided	Yes	No	95%	**	**	14,500	32,400	33,800	**	**	13,775	30,780	32,110	E	32,110
SR 20	SR 24	ES	4	Urbanized	Interrupted		40	Class I	Undivided	Yes	No	95%	**	**	37,900	39,800	**	**	**	36,005	37,810	**	E	37,810

Table I-1 2035 Generalized LOS at Adopted LOS

Roadway Segment		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 Std.	Generalized Service Volume at Adopted LOS
													A	B	C	D	E	A	B	C	D	E		
From	To																							
SR 121																								
SW 85th Ave	I-75 South Ramps		2	Transitioning	Interrupted		50	Class I	Undivided	Yes	No	100%	**	**	14,400	16,200	**	**	**	14,400	16,200	**	D	35,500
I-75 South Ramps	SR 331/Williston Rd		4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
SR 331/Williston Rd	SR 24		6	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	58,400	59,900	**	**	**	58,400	59,900	**	E	59,900
SR 24	SR 26A		6	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	58,400	59,900	**	**	**	58,400	59,900	**	E	59,900
SR 26A	SR 26		6	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	23,300	50,000	50,900	**	**	23,300	50,000	50,900	E	50,900
SR 26	NW 16th Ave		2	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	7,300	14,800	15,600	**	**	7,300	14,800	15,600	E	15,600
NW 16th Ave	SR 222		2	Urbanized	Interrupted		40	Class I	Undivided	Yes	No	100%	**	**	16,800	17,700	**	**	**	16,800	17,700	**	E	17,700
SR 222	US 441		2	Urbanized	Interrupted		40	Class I	Undivided	Yes	Yes	105%	**	**	16,800	17,700	**	**	**	17,640	18,585	**	E	18,585
US 441	NW 73rd Pl		2	Urbanized	Interrupted		45	Class I	Divided	Yes	No	105%	**	**	16,800	17,700	**	**	**	17,640	18,585	**	E	18,585
NW 73rd Pl	CR 231		2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	60		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	60		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	30		Undivided	Yes	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	C	16,400
US 441	NW 159th Pl		2	Rural	Uninterrupted	Developed	30		Undivided	Yes	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	C	16,400
NW 159th Pl	134th Dr		2	Rural	Uninterrupted	Developed	30		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		4	Urbanized	Uninterrupted		45		Divided	Yes	No	100%	**	36,700	51,800	65,600	72,600	**	36,700	51,800	65,600	72,600	E	72,600
SR 226	SR 26		4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 331																								
SR 121 (Says I-75 S in LOS All)	US 441	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
US 441	SR 329/Main St	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
SR 329/Main St	SR 226	SIS	4	Urbanized	Interrupted		45	Class I	Divided	Yes	No	100%	**	**	37,900	39,800	**	**	**	37,900	39,800	**	E	39,800
SR 226	SR 26	SIS	4	Urbanized	Interrupted		35	Class II	Divided	Yes	No	100%	**	**	14,500	32,400	33,800	**	**	14,500	32,400	33,800	E	33,800
SR 21																								
SR 20	SR 26		2	Rural	Uninterrupted	Undeveloped	55		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	D	14,300
SR 26	Clay County Line		2	Rural	Uninterrupted	Undeveloped	45		Undivided	Yes	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	D	14,300
Clay County Line	Bradford Co. Line		2	Transitioning	Uninterrupted		55		Undivided	No	No	100%	**	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		2	Transitioning	Uninterrupted		45		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	D	24,400
Clay County Line	Pointview Rd		2	Transitioning	Uninterrupted		45		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	C	17,300
Pointview Rd	SR 100		2	Transitioning	Uninterrupted		35		Undivided	Yes	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	C	17,300
SR 100	Immokalee Rd.		2	Transitioning	Uninterrupted		35		Undivided	Yes	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	C	17,300
Immokalee Rd.	Deer Springs Rd		2	Transitioning	Uninterrupted		45		Undivided	No	No	100%	**	9,200	17,300	24,400	33,300	**	9,200	17,300	24,400	33,300	C	17,300
Deer Springs Rd	SR 16		2	Transitioning	Uninterrupted		60		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
CR 2082	SR 20		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
SR 20	CR 1474		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
CR 1474	SR 26		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
CR 234	CR 325		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
CR 325	SE 152 ST		2	Rural	Uninterrupted	Undeveloped	30		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
SE 152 ST	US 301		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400

Table I-1 2035 Generalized LOS at Adopted LOS

Roadway Segment		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 Std.	Generalized Service Volume at Adopted LOS
													A	B	C	D	E	A	B	C	D	E		
From	To																							
CR 325																								
US 301	CR 346		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
CR 346	SR 20		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
CR 1469	SR 26		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	45		Undivided	No	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	C	16,400
SR 26	NE 77th Ln		2	Rural	Uninterrupted	Developed	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	45		Undivided	No	No	100%	**	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.		2	Rural	Uninterrupted	Developed	55		Undivided	No	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	C	16,400
CR 1474																								
CR 234	US 301/SR 200		2	Rural	Uninterrupted	Undeveloped	35		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Developed	35		Undivided	No	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	C	16,400
SR 24	NE 150th Ave		2	Rural	Uninterrupted	Developed	30		Undivided	No	No	100%	**	8,700	16,400	23,100	31,500	**	8,700	16,400	23,100	31,500	C	16,400
NE 150th Ave	CR 225		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
CR 225	Bradford Co. Line		2	Rural	Uninterrupted	Undeveloped	55		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	35		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	35		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400
CR 1474	SR 26		2	Rural	Uninterrupted	Undeveloped	35		Undivided	No	No	100%	**	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		2	Rural	Uninterrupted	Undeveloped	45		Undivided	No	No	100%	**	4,700	8,400	14,300	28,600	**	4,700	8,400	14,300	28,600	C	8,400

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

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000 Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						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.					
Paved Shoulder/Bicycle Lane Coverage						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.					
	B	C	D	E		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	2,900	7,600	19,700		* Cannot be achieved using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		** 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.					
85-100%	9,300	19,700	>19,700	**		Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
PEDESTRIAN MODE² (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							

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					
	Freeways	Core Freeways	Highways		State Arterials				Class I	
					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	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

Generalized **Annual Average Daily** Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 2

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	44,100	57,600	68,900	71,700		
2	Undivided	*	14,400	16,200	**	6	65,100	85,600	102,200	111,000		
4	Divided	*	34,000	35,500	**	8	85,100	113,700	135,200	150,000		
6	Divided	*	52,100	53,500	**	10	106,200	141,700	168,800	189,000		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 20,000			Ramp Metering + 5%			
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%						UNINTERRUPTED FLOW HIGHWAYS						
Median & Turn Lane Adjustments						Lanes	Median	B	C	D	E	
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		2	Undivided	9,200	17,300	24,400	33,300	
2	Divided	Yes	No	+5%		4	Divided	35,300	49,600	62,900	69,600	
2	Undivided	No	No	-20%		6	Divided	52,800	74,500	94,300	104,500	
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						Uninterrupted Flow Highway Adjustments						
						Lanes	Median	Exclusive left lanes		Adjustment factors		
						2	Divided	Yes		+5%		
						Multi	Undivided	Yes		-5%		
						Multi	Undivided	No		-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						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.						
Paved Shoulder/Bicycle Lane Coverage						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.						
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
0-49%		*	2,600	6,100	19,500	* Cannot be achieved using table input value defaults.						
50-84%		1,900	5,500	18,400	>19,500	** 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.						
85-100%		7,500	19,500	>19,500	**							
PEDESTRIAN MODE² (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							
<i>Source:</i> 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					
	Freeways	Highways		State Arterials				Class I	
				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

Generalized **Annual Average Daily** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 3

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	12,900	14,200	**	4	28,800	43,000	52,300	60,000	
4	Divided	*	29,300	30,400	**	6	43,000	64,000	78,300	92,500	
6	Divided	*	45,200	45,800	**	8	57,500	85,400	104,400	123,500	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 20,000					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	4,700	8,400	14,300	28,600
Multi	Undivided	Yes	No	-5%		4	Divided	25,700	40,300	51,000	57,900
Multi	Undivided	No	No	-25%		6	Divided	38,800	60,400	76,700	86,800
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						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
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle Lane Coverage						Lanes	Median	Exclusive left lanes		Adjustment factors	
0-49%						2	Divided	Yes		+5%	
50-84%						Multi	Undivided	Yes		-5%	
85-100%						Multi	Undivided	No		-25%	
Developed Areas						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.					
Paved Shoulder/Bicycle Lane Coverage						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.					
0-49%						* Cannot be achieved using table input value defaults.					
50-84%						** 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.					
85-100%											
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
Sidewalk Coverage											
0-49%											
50-84%											
85-100%											

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

Appendix J Future AADT Development

Alachua County Year 2035 No Project Daily Volumes
All Volumes are Bi-Directional



Table J-1 Future AADT Development without Envision Alachua LTMP

Roadway Segment		Future PSWADT	MOCF	Future AADT ¹
From	To			
SR 20				
SR 235	CR 25A (South)	42,226	0.97	40,959
CR 25A (South)	SR 121	53,423	0.96	51,286
SR 121	US 441/SR 20	55,711	0.96	53,483
US 441/SR 20	SR 222/N 39th Ave	23,208	0.96	22,280
NW 6th St	Main St/CR 329	12,999	0.96	12,479
Main St/CR 329	SR 24	31,212	0.96	29,963
SR 24	SR 26	28,028	0.96	26,907
SR 26	SE 51st	26,354	0.96	25,300
SE 51st	CR 2082W	18,783	0.97	18,220
CR 2082W	CR 325	17,905	0.97	17,368
CR 325	205th St	15,848	0.97	15,373
205th St	US 301	14,975	0.97	14,526
US 301	Cherokee Dr	16,217	0.97	15,730
Cherokee Dr	Putnam Co. Line	15,930	0.97	15,452
Putnam Co. Line	SR 21	0	0.00	11,100
SR 21	Royal Way	0	0.00	10,400
Royal Way	Florida Trail	0	0.00	10,400
Florida Trail	CR 315	0	0.00	10,400
CR 315	West St	0	0.00	17,400
SR 26				
NW 76th Blvd	I-75	67,576	0.96	64,873
I-75	NW 8th Ave	74,252	0.96	71,282
NW 8th Ave	SR 26A	56,484	0.96	54,225
SR 26A	SR 121/NW 34th St	36,188	0.96	34,741
SR 121/NW 34th St	Gale Lemerand Dr	42,509	0.96	40,808
Gale Lemerand Dr	US 441/W 13th St	39,067	0.96	37,504
US 441/W 13th St	Main St/CR 329	28,520	0.96	27,379
SR 20	SE 51st Street	16,928	0.96	16,251
SE 51st Street	SR 222	6,715	0.97	6,514
SR 222	US 301	10,069	0.97	9,767
US 301	Putnam Co. Line	10,927	0.97	10,599
Putnam Co. Line	SR 21	0	0.00	11,600
SR 21	SR 100	0	0.00	6,400

Table J-1 Future AADT Development without Envision Alachua LTMP

Roadway Segment		Future PSWADT	MOCF	Future AADT ¹
From	To			
US 301/SR 200				
CR 325	S. Johnson Street	18,180	0.96	17,453
S. Johnson Street	75th St	17,950	0.96	17,232
75th St	SR 20	17,701	0.96	16,993
SR 20	SE 223rd St	18,632	0.96	17,887
SE 223rd St	SE 41st Ln	18,979	0.96	18,220
SE 41st Ln	SR 26	16,013	0.96	15,372
SR 26	NE 136th Ave	20,489	0.96	19,669
NE 136th Ave	NE 160th Ave	36,191	0.96	34,744
NE 160th Ave	N City Limit (800' N of NE 177th PI)	35,758	0.96	34,328
N City Limit (800' N of NE 177th PI)	Bradford Co. Line	34,898	0.96	33,502
Bradford Co. Line	2000' S of 146th St.	0	0.00	45,650
SR 222				
NW 83rd St	NW 43rd St	49,486	0.96	47,506
NW 43rd St	SR 121/NW 34th St	44,082	0.96	42,319
SR 121/NW 34th St	US 441/NW 13th St	32,767	0.96	31,456
US 441/NW 13th St	SR 20	30,339	0.96	29,125
SR 20	SR 24	39,639	0.96	38,054
SR 24	Gainesville Regional Airport	16,155	0.96	15,508
Gainesville Regional Airport	SR 26	7,383	0.97	7,162
SR 24				
SR 121/NW 34th St	SR 226/SW 16th Ave	83,766	0.96	80,415
SR 20	SR 120/NW 23rd Ave	34,564	0.96	33,182
SR 120/NW 23rd Ave	SR 222	28,591	0.96	27,448
SR 100				
SR 26	CR 315	0	0.00	9,600
SR 226/SR 24A				
SR 24	US 441/W 13th St	38,600	0.96	37,056
US 441/W 13th St	SR 329/Main St	31,130	0.96	29,885
SR 329/Main St	SR 331/Williston Rd	10,928	0.96	10,491
US 441/SR 25				
SR 226	SR 24	33,988	0.96	32,629
SR 26A				
SR 121	SR 26	21,540	0.96	20,678
SR 331				
SR 121 (Says I-75 S in LOS All)	US 441	33,037	0.96	31,716
US 441	SR 329/Main St	41,189	0.96	39,541
SR 329/Main St	SR 226	22,313	0.96	21,420
SR 226	SR 26	30,336	0.96	29,123
SR 21				
SR 26	Clay County Line	0	0.00	11,200

Table J-1 Future AADT Development without Envision Alachua LTMP

Roadway Segment		Future PSWADT	MOCF	Future AADT ¹
From	To			
CR 234				
US 441	CR 2082	2,627	0.97	2,548
CR 2082	SR 20	2,450	0.97	2,377
SR 20	CR 1474	1,425	0.97	1,383
CR 1474	SR 26	1,305	0.97	1,266
CR 2082				
CR 234	CR 325	127	0.97	123
CR 325	SE 152 ST	77	0.97	75
SE 152 ST	US 301	855	0.97	830
CR 325				
US 301	CR 346	2,364	0.97	2,293
CR 346	SR 20	2,195	0.97	2,129
CR 346				
US 441	CR 325	1,033	0.97	1,002
CR 219A				
US 301	CR 1469	2,638	0.97	2,559
CR 1469	SR 26	2,510	0.97	2,435
CR 1471				
US 301/SR 200	SE 40th St.	2,689	0.97	2,609
CR 1474				
CR 234	US 301/SR 200	710	0.97	688
US 301/SR 200	CR 219A	478	0.97	464
SE 171 St				
SR 20	SE 24th Ave	265	0.97	257
SE 163rd St/NE 70th PI				
SE 24th Ave	CR 1474	353	0.97	342

Notes:

1 Future AADT = Future PSWADT x MOCF

Table J-2 Future AADT Development with Envision Alachua LTMP

Roadway Segment		Total Future PSWADT	MOCF	Future Total Volume ¹
From	To			
SR 20				
SR 235	CR 25A (South)	44,115	0.97	42,792
CR 25A (South)	SR 121	55,590	0.96	53,366
SR 121	US 441/SR 20	57,758	0.96	55,448
US 441/SR 20	SR 222/N 39th Ave	23,867	0.96	22,912
NW 6th St	Main St/CR 329	14,654	0.96	14,068
Main St/CR 329	SR 24	37,070	0.96	35,587
SR 24	SR 26	43,487	0.96	41,748
SR 26	SE 51st	50,938	0.96	48,900
SE 51st	CR 2082W	50,400	0.97	48,888
CR 2082W	CR 325	48,983	0.97	47,514
CR 325	205th St	33,750	0.97	32,738
205th St	US 301	22,382	0.97	21,711
US 301	Cherokee Dr	17,707	0.97	17,176
Cherokee Dr	Putnam Co. Line	17,336	0.97	16,816
Putnam Co. Line	SR 21	0	0.00	12,079
SR 21	Royal Way	0	0.00	11,318
Royal Way	Florida Trail	0	0.00	11,318
Florida Trail	CR 315	0	0.00	11,318
CR 315	West St	0	0.00	18,935
SR 26				
NW 76th Blvd	I-75	66,266	0.96	63,615
I-75	NW 8th Ave	74,185	0.96	71,218
NW 8th Ave	SR 26A	54,706	0.96	52,518
SR 26A	SR 121/NW 34th St	32,396	0.96	31,100
SR 121/NW 34th St	Gale Lemerand Dr	42,559	0.96	40,857
Gale Lemerand Dr	US 441/W 13th St	38,477	0.96	36,938
US 441/W 13th St	Main St/CR 329	32,250	0.96	30,960
SR 20	SE 51st Street	25,119	0.96	24,114
SE 51st Street	SR 222	11,161	0.97	10,826
SR 222	US 301	22,640	0.97	21,961
US 301	Putnam Co. Line	11,679	0.97	11,329
Putnam Co. Line	SR 21	0	0.00	12,399
SR 21	SR 100	0	0.00	6,841

Table J-2 Future AADT Development with Envision Alachua LTMP

Roadway Segment		Total Future PSWADT	MOCF	Future Total Volume ¹
From	To			
US 301/SR 200				
CR 325	S. Johnson Street	19,998	0.96	19,198
S. Johnson Street	75th St	19,827	0.96	19,034
75th St	SR 20	19,639	0.96	18,853
SR 20	SE 223rd St	23,266	0.96	22,335
SE 223rd St	SE 41st Ln	23,807	0.96	22,855
SE 41st Ln	SR 26	20,765	0.96	19,934
SR 26	NE 136th Ave	26,745	0.96	25,675
NE 136th Ave	NE 160th Ave	37,038	0.96	35,556
NE 160th Ave	N City Limit (800' N of NE 177th Pl)	36,546	0.96	35,084
N City Limit (800' N of NE 177th Pl)	Bradford Co. Line	36,230	0.96	34,781
Bradford Co. Line	2000' S of 146th St.	0	0.00	47,393
SR 222				
NW 83rd St	NW 43rd St	50,905	0.96	48,869
NW 43rd St	SR 121/NW 34th St	44,828	0.96	43,035
SR 121/NW 34th St	US 441/NW 13th St	33,734	0.96	32,385
US 441/NW 13th St	SR 20	33,833	0.96	32,480
SR 20	SR 24	45,036	0.96	43,235
SR 24	Gainesville Regional Airport	21,938	0.96	21,060
Gainesville Regional Airport	SR 26	14,117	0.97	13,693
SR 24				
SR 121/NW 34th St	SR 226/SW 16th Ave	85,396	0.96	81,980
SR 20	SR 120/NW 23rd Ave	35,423	0.96	34,006
SR 120/NW 23rd Ave	SR 222	29,059	0.96	27,897
SR 100				
SR 26	CR 315	0	0.00	10,261
SR 226/SR 24A				
SR 24	US 441/W 13th St	38,816	0.96	37,263
US 441/W 13th St	SR 329/Main St	33,781	0.96	32,430
SR 329/Main St	SR 331/Williston Rd	13,281	0.96	12,750
US 441/SR 25				
400' E of Memorial Ln	900' W of Okehumkee St	14,102	0.97	13,679
SR 26A				
SR 121	SR 26	22,050	0.96	21,168
SR 331				
SR 121 (Says I-75 S in LOS All)	US 441	35,149	0.96	33,743
US 441	SR 329/Main St	43,261	0.96	41,531
SR 329/Main St	SR 226	28,056	0.96	26,934
SR 226	SR 26	38,676	0.96	37,129
SR 21				
SR 26	Clay County Line	0	0.00	11,971

Table J-2 Future AADT Development with Envision Alachua LTMP

Roadway Segment		Total Future PSWADT	MOCF	Future Total Volume ¹
From	To			
CR 234				
US 441	CR 2082	5,453	0.97	5,289
CR 2082	SR 20	6,384	0.97	6,192
SR 20	CR 1474	9,496	0.97	9,211
CR 1474	SR 26	1,568	0.97	1,521
CR 2082				
CR 234	CR 325	4,538	0.97	4,402
CR 325	SE 152 ST	1,235	0.97	1,198
SE 152 ST	US 301	1,013	0.97	983
CR 325				
US 301	CR 346	1,535	0.97	1,489
CR 346	SR 20	6,226	0.97	6,039
CR 346				
US 441	CR 325	1,977	0.97	1,918
CR 219A				
US 301	CR 1469	4,896	0.97	4,749
CR 1469	SR 26	4,638	0.97	4,499
CR 1471				
US 301/SR 200	SE 40th St.	3,256	0.97	3,158
CR 1474				
CR 234	US 301/SR 200	9,178	0.97	8,903
US 301/SR 200	CR 219A	2,740	0.97	2,658
SE 171 St				
SR 20	SE 24th Ave	3,290	0.97	3,191
SE 163rd St/NE 70th PI				
SE 24th Ave	CR 1474	3,338	0.97	3,238

Notes:

1 Future Total Volume = Total Future PSWADT x MOCF

Putnam County AADT Estimation

The Putnam County Comprehensive Plan includes 2015 and 2025 future traffic volume projections. From these volume projections, an annual growth rate was calculated and 2035 traffic volumes were estimated. These volume estimates formed the basis of the 2035 without EASP volumes within Putnam County. The future AADT based upon buildout of the EASP was estimated by multiplying the ratio between the Future AADT with EASP and the 2035 AADT without EASP, obtained from the nearest gateway node within the Alachua County Model, by the 2035 AADT without the EASP.

Roadway	From	To	2008	2015	2025	Annual AADT Growth 2015 to 2025	2035 AADT w/o EASP	Project vs. Non- Project Ratio	Future Total AADT with EASP
SR 20	Putnam Line	SR 21	8,600	9,300	10,200	90	11,100	1.09	12,079
SR 20	SR 21	Royal Way	7,600	8,800	9,600	80	10,400	1.09	11,318
SR 20	Royal Way	Florida Trail	7,600	8,800	9,600	80	10,400	1.09	11,318
SR 20	Florida Trail	CR 315	7,600	8,800	9,600	80	10,400	1.09	11,318
SR 20	CR 315	West St	13,500	14,800	16,100	130	17,400	1.09	18,935
SR 20	West St	Screen Rd	13,500	14,800	16,100	130	17,400	1.09	18,935
SR 20	Screen Rd	Motes Island Rd	11,098	12,300	13,400	110	14,500	1.09	15,780
SR 26	Putnam Co. Line	SR 21	9,000	9,800	10,700	90	11,600	1.07	12,399
SR 26	SR 21	SR 100	4,850	5,400	5,900	50	6,400	1.07	6,841
SR 100	Putnam Co. Line	SR 26	4,850	6,100	6,900	80	7,700	1.07	8,230
SR 100	SR 26	CR 315	6,100	7,600	8,600	100	9,600	1.07	10,261
SR 21	SR 26	Clay County Line	7,900	9,400	10,300	90	11,200	1.07	11,971



Putnam County

**COMPREHENSIVE PLAN
TRAFFIC CIRCULATION ELEMENT**

EAR-Based Amendment

Putnam County
2509 Crill Avenue
Palatka, FL. 32177

Table B-5 (1 of 2)
Capacity Analysis of Existing Roadway System (YR 2015 Traffic Volumes)

SIS Facilities		Segment Limits		No. of Lanes	Adopted LOS	Pk Hr MSV	Existing		Growth		YR 2015		
Map ID (New)	Roadway						AAADT	K ₉₀₀	Peak Hr.	Rate	AAADT	Peak Hr.	v/c
9	SR 15 / US Highway 17	SR 207	N 1st Street	4LD	C	4,400	33,500	0.0914	3,062	1.0%	36,500	3,336	0.76
17	SR 19	SR 20	SR 100	6LD	C	4,710	19,700	0.0914	1,801	1.3%	23,700	2,166	0.46
19	SR 20	Alachua Co. Line	SR 21	2L	C	790	8,600	0.0969	833	1.0%	9,300	901	1.14
20	SR 20	Royal Way	SR 21	2L	C	790	7,600	0.0914	695	1.0%	8,800	804	1.02
21	SR 20	Royal Way	SR 315	2L	C	1,370	7,600	0.0914	695	1.0%	8,800	804	0.59
22	SR 20	CR 315	Screen Rd	4LD	C	3,110	13,500	0.0914	1,234	1.0%	14,800	1,353	0.43
23	SR 20	Screen Rd	Motes Rd	4LD	B	2,570	11,098	0.0920	1,021	1.0%	12,300	1,132	0.44
24	SR 20	Motes Rd	SR 19	4LD	C	3,110	13,499	0.0917	1,238	1.0%	15,700	1,440	0.46
43	SR 100	SR 19	US 17 / SR 15	4LD	C	2,200	16,100	0.0914	1,472	1.0%	19,400	1,773	0.81
50	SR 207	SR 100	Louis Broer Rd	4LD	C	4,400	14,500	0.0914	1,325	3.1%	19,000	1,737	0.39
51	SR 207	Louis Broer Rd	St Johns County Line	4LD	B	2,570	12,600	0.0914	1,152	3.1%	16,900	1,545	0.60

Emerging SIS Facilities		Segment Limits		No. of Lanes	Adopted LOS	Pk Hr MSV	Existing		Growth		YR 2015		
Map ID (New)	Roadway						AAADT	K ₉₀₀	Peak Hr.	Rate	AAADT	Peak Hr.	v/c
1	SR 15 / US Highway 17	Volusia Co. Line	Orange Ave	2L	C	790	5,700	0.0914	521	1.0%	6,700	612	0.78
3	SR 15 / US Highway 17	Vernon Ave/CR 308	Driveaway N of Wilm Di	2L	C	950	5,900	0.0914	539	1.0%	7,000	640	0.67
6	SR 15 / US Highway 17	Lake St	San Mateo Rd	2L	C	790	8,200	0.0914	749	1.0%	9,400	859	1.09
7	SR 15 / US Highway 17	San Mateo Rd	SR 100	2L	C	1,460	12,550	0.0914	1,147	1.0%	14,100	1,289	0.88
8	SR 15 / US Highway 17	SR 100	SR 207	4LD	C	3,110	18,168	0.0908	1,650	1.0%	20,800	1,889	0.61
12	SR 15 / US Highway 17	SR 100	SR 19	4LD	C	3,110	8,800	0.0914	804	1.0%	10,500	960	0.31
13	SR 15 / US Highway 17	SR 19	Clay Co. Line	4LD	B	2,570	10,625	0.0914	971	1.0%	12,800	1,170	0.46
32	SR 20	SR 15	East End Rd	2L	C	1,460	4,300	0.0914	393	1.1%	4,700	430	0.29
33	SR 20	East End Rd	Flagler Co. Line	2L	C	790	4,300	0.0914	393	1.1%	4,700	430	0.54
38	SR 100	Clay Co. Line	SR 26	2L	C	790	4,850	0.0914	443	1.4%	6,100	538	0.71
39	SR 100	SR 26	CR 315	2L	C	790	6,100	0.0914	558	1.4%	7,600	695	0.88
40	SR 100	CR 315	CR 309C	2L	C	790	6,567	0.0914	600	1.0%	7,900	722	0.91
41	SR 100	CR 309C	CR 216	2L	C	790	7,800	0.0914	713	1.0%	9,200	841	1.06
42	SR 100	CR 216	SR 19	4LD	C	2,200	9,600	0.0914	877	1.0%	11,000	1,005	0.46

Sources: District 2 FDOT State Highway System 2008 LOS Report
Putnam County Annual Traffic County Program
FDOT 2009 Generalized Level of Service Tables
Prepared by: GMB Engineers & Planners, Inc.
Date: April 2010 (revised August 2010)

Table B-5 (2 of 2)
Capacity Analysis of Existing Roadway System (YR 2015 Traffic Volumes)

SHS, County Facilities Map ID (New)	Roadway	Segment Limits	No. of Lanes	Adopted LOS	PK Hr MSV	Existing		Growth		YR 2015 Peak Hr.	v/c
						AAADT	K ₁₀₀	Rate	Peak Hr.		
14	SR 19	Manion County Line	2L	D	1,350	2,900	0.0914	265	1.0%	3,300	0.22
15	SR 19	E Peniel Store Rd	2LD	D	1,480	8,000	0.0914	786	1.0%	9,900	0.61
16	SR 19	Moody Rd	4LD	C	3,110	8,600	0.0914	786	1.0%	9,900	0.29
--	CR 309	Georgetown Denver Rd	2L	D	1,350	2,681	0.0914	245	12.5%	4,691	0.32
--	CR 309	CR 308B	2L	D	1,350	2,320	0.0914	212	5.6%	3,099	0.21
--	CR 309	US 17	2L	D	1,350	3,836	0.0914	351	10.5%	6,253	0.42
--	CR 308B	US 17	2L	D	1,350	1,047	0.0914	96	1.0%	1,110	0.08
--	CR 308	Huntington Shortcut Rd	2L	D	1,350	1,472	0.0914	135	1.0%	1,560	0.11
--	Georgetown Denver Road	CR 309	2L	D	1,350	1,652	0.0914	151	33.3%	4,952	0.34
--	CR 310	CR 315	2L	D	1,350	1,921	0.0914	176	1.0%	2,037	0.14
--	CR 315	Manion County Line	2L	D	1,350	2,043	0.0914	187	1.0%	2,165	0.15
--	CR 315	CR 310	2L	D	1,350	2,661	0.0914	243	2.2%	3,012	0.20
--	CR 21	Lake Susan Rd	2L	D	1,350	665	0.0914	61	1.0%	705	0.05
--	CR 21	CR 20A	2L	D	1,350	1,095	0.0914	100	28.6%	2,974	0.20
--	CR 20A	SR 20	2L	D	1,350	1,358	0.0914	124	10.3%	2,196	0.15
--	CR 20A	SR 20	2L	D	1,350	1,281	0.0914	117	1.0%	1,358	0.09
34	SR 21	SR 26	2L	D	1,350	2,550	0.0914	233	1.0%	3,300	0.22
35	SR 21	Clay County Line	2L	D	1,350	7,900	0.0914	722	1.0%	9,400	0.64
36	SR 26	Alachua County Line	2L	D	1,350	9,000	0.0969	872	1.0%	9,800	0.70
37	SR 26	SR 21	2L	D	1,350	4,850	0.0914	443	1.0%	5,400	0.37
--	CR 315	CR 20	2L	D	1,350	2,053	0.0914	188	16.7%	4,110	0.28
--	CR 315	CR 100	2L	D	1,350	1,707	0.0914	156	3.5%	2,065	0.14
--	Craker Swamp Road	CR 100	2L	D	1,350	899	0.0914	82	16.7%	1,800	0.12
--	CR 209 S	SR 207	2L	D	1,350	3,131	0.0914	286	6.1%	4,277	0.29
--	Palmetto Bluff Road	US 17	2L	D	1,350	2,299	0.0914	210	39.4%	7,735	0.52
--	SR 20/100	CR 209/W River Rd	2L	D	1,350	4,244	0.0914	388	1.0%	4,499	0.52
--	CR 309D	US 17	2L	C	790	2,345	0.0914	214	1.0%	2,485	0.17
--	CR 309D	SR 100	2L	D	1,350	2,345	0.0914	214	1.0%	2,485	0.17
--	CR 309 / Springside Road	SR 20	2L	D	1,350	1,285	0.0914	117	1.0%	1,362	0.09
--	CR 207A	SR 207	2L	D	1,350	917	0.0914	84	1.0%	972	0.07
--	CR 216	SR 100	2L	D	2,000	5,668	0.0914	518	2.2%	6,416	0.29
--	Yelvington Road	US 17	2L	D	1,350	751	0.0914	69	14.3%	1,395	0.09
--	Lake Susan Road	Alachua County Line	2L	D	819	212	0.0914	19	1.0%	225	0.03
--	Browns Landing Road	Edgemoor St	2L	D	1,350	1,139	0.0914	104	1.0%	1,207	0.08
--	N Moody Road	SR 100/Reid St	2L	D	1,480	3,926	0.0914	359	1.0%	4,162	0.26
--	S Moody Road	SR 20/Chil Ave	2L	D	1,330	4,021	0.0914	368	1.0%	4,263	0.29
--	St Johns Avenue	SR 19	4LD	D	2,952	11,971	0.0914	1,094	9.4%	18,723	1.711
--	W Tocci Road	CR 209/Palmetto Bluff Rd	2L	D	1,350	309	0.0914	28	33.3%	926	0.06
--	Coral Farms Road	SR 100	2L	D	1,350	1,020	0.0914	93	3.0%	1,204	0.08

Sources: District 2 FDOT State Highway System 2008 LOS Report
Putnam County Annual Traffic County Program
FDOT 2009 Generalized Level of Service Tables
Prepared by: GMB Engineers & Planners, Inc.
Date: April 2010 (revised August 2010)

Table B-6 (1 of 2)
Capacity Analysis of Existing Roadway System (YR 2025 Traffic Volumes)

SIS Facilities		Segment Limits		No. of Lanes	Adopted LOS	PK Hr MSV	Existing		Growth		YR 2025		
Map ID (New)	Roadway	Segment Limits	AAADT				K ₁₀₀	Peak Hr.	Rate	AAADT	Peak Hr.	Rate	AAADT
9	SR 15 / US Highway 17	SR 207	33,500	0.0914	C	4,400	3,062	39,900	3,647	1.0%	39,900	3,647	0.83
17	SR 19	SR 100	19,700	0.0914	C	4,710	1,801	26,500	2,422	1.3%	26,500	2,422	0.51
19	SR 20	Alachua Co Line	8,600	0.0969	C	790	833	10,200	988	1.0%	10,200	988	1.25
20	SR 20	Royal Way	7,600	0.0914	C	790	695	9,600	877	1.0%	9,600	877	1.11
21	SR 20	Royal Way	1,370	0.0914	C	1,370	695	9,600	877	1.0%	9,600	877	0.64
22	SR 20	Screen Rd	13,500	0.0914	C	3,110	1,234	16,100	1,472	1.0%	16,100	1,472	0.47
23	SR 20	Motes Rd	2,570	0.0920	B	2,570	1,021	13,400	1,233	1.0%	13,400	1,233	0.48
24	SR 20	Motes Rd	13,499	0.0917	C	3,110	1,238	17,100	1,568	1.0%	17,100	1,568	0.50
43	SR 100	US 17/ SR 15	16,100	0.0914	C	2,200	1,472	21,300	1,947	1.0%	21,300	1,947	0.88
50	SR 207	Louis Broer Rd	14,500	0.0914	C	4,400	1,325	23,900	2,184	3.1%	23,900	2,184	0.50
51	SR 207	Louis Broer Rd	12,600	0.0914	B	2,570	1,152	21,200	1,938	3.1%	21,200	1,938	0.75

Emerging SIS Facilities

Emerging SIS Facilities		Segment Limits		No. of Lanes	Adopted LOS	PK Hr MSV	Existing		Growth		YR 2025		
Map ID (New)	Roadway	Segment Limits	AAADT				K ₁₀₀	Peak Hr.	Rate	AAADT	Peak Hr.	Rate	AAADT
1	SR 15 / US Highway 17	Orange Ave	5,700	0.0914	C	790	521	7,300	667	1.0%	7,300	667	0.84
3	SR 15 / US Highway 17	Vernon Ave/CR 308	5,900	0.0914	C	950	539	7,700	704	1.0%	7,700	704	0.74
6	SR 15 / US Highway 17	Lake St	8,200	0.0914	C	790	749	10,200	932	1.0%	10,200	932	1.18
7	SR 15 / US Highway 17	San Mateo Rd	12,550	0.0914	C	1,460	1,147	15,400	1,408	1.0%	15,400	1,408	0.96
8	SR 15 / US Highway 17	SR 100	18,168	0.0908	C	3,110	1,650	22,800	2,070	1.0%	22,800	2,070	0.67
12	SR 15 / US Highway 17	SR 19	8,800	0.0914	C	3,110	804	11,500	1,051	1.0%	11,500	1,051	0.34
13	SR 15 / US Highway 17	Clay Co. Line	10,625	0.0914	B	2,570	971	14,000	1,280	1.0%	14,000	1,280	0.50
32	SR 20	East End Rd	4,300	0.0914	C	1,460	393	5,100	466	1.1%	5,100	466	0.32
33	SR 20	East End Rd	4,300	0.0914	C	790	393	5,100	466	1.1%	5,100	466	0.59
38	SR 100	Clay Co. Line	4,850	0.0914	C	790	443	6,900	631	1.4%	6,900	631	0.80
39	SR 100	SR 26	6,100	0.0914	C	790	558	8,600	786	1.4%	8,600	786	0.99
40	SR 100	CR 315	6,567	0.0914	C	790	600	8,700	795	1.0%	8,700	795	1.01
41	SR 100	CR 309C	7,800	0.0914	C	790	713	10,100	923	1.0%	10,100	923	1.17
42	SR 100	SR 19	9,600	0.0914	C	2,200	877	12,000	1,097	1.0%	12,000	1,097	0.50

Sources: District 2 FDOT State Highway System 2008 LOS Report
Putnam County Annual Traffic Count Program
FDOT 2009 Generalized Level of Service Tables
Prepared by: GMB Engineers & Planners, Inc.
Date: April 2010 (revised August 2010)

Table B-6 (2 of 2)
Capacity Analysis of Existing Roadway System (YR 2025 Traffic Volumes)

Map ID	Roadway	Segment Limits	No. of Lanes	Adopted LOS	Pk Hr MSV	Existing		Growth		YR 2025 Peak Hr.	v/c	
						AADT	K ₁₀₀	Rate	Peak Hr.			
14	SR 19	Marion County Line	2L	D	1,350	2,900	0.0914	265	1.0%	3,700	338	0.25
15	SR 19	E Peniel Store Rd	2LD	D	1,480	8,600	0.0914	786	1.0%	10,800	987	0.67
16	SR 19	Moody Rd	4LD	C	1,110	8,600	0.0914	786	1.0%	10,800	987	0.32
--	CR 309	Georgetown Denver Rd	2L	D	1,350	2,681	0.0914	245	12.5%	9,718	888	0.66
--	CR 309	CR 308B	2L	D	1,350	2,320	0.0914	212	5.6%	5,048	461	0.34
--	CR 309	US 17	2L	D	1,350	3,836	0.0914	351	10.5%	12,296	1,124	0.83
--	CR 308B	US 17	2L	D	1,350	1,047	0.0914	96	1.0%	1,267	116	0.09
--	CR 308	CR 309	2L	D	1,350	1,472	0.0914	135	1.0%	1,781	163	0.12
--	Georgetown Denver Road	Union Ave	2L	D	1,350	1,632	0.0914	151	33.3%	13,203	1,207	0.89
--	CR 310	SR 19	2L	D	1,350	1,921	0.0914	176	1.0%	2,325	212	0.16
--	CR 315	Marion County Line	2L	D	1,350	2,043	0.0914	187	1.0%	2,472	226	0.17
--	CR 310	CR 310	2L	D	1,350	2,661	0.0914	243	2.2%	3,891	356	0.26
--	CR 315	Shrickland Rd	2L	D	1,350	665	0.0914	61	1.0%	804	74	0.05
--	CR 21	Lake Susan Rd	2L	D	1,350	1,095	0.0914	100	28.6%	7,671	701	0.52
--	CR 20A	CR 20A	2L	D	1,350	1,358	0.0914	124	10.3%	4,294	392	0.29
--	CR 20A	CR 20	2L	D	1,350	1,281	0.0914	117	1.0%	1,550	142	0.10
34	SR 21	SR 20	2L	D	1,350	2,530	0.0914	233	1.0%	3,700	338	0.25
35	SR 21	SR 26	2L	D	1,350	7,900	0.0914	722	1.0%	10,300	941	0.70
36	SR 26	Clay County Line	2L	D	1,350	9,000	0.0969	872	1.0%	10,700	1,037	0.77
37	SR 26	Alachua County Line	2L	D	1,350	4,850	0.0914	443	1.0%	5,900	539	0.40
--	CR 315	SR 20	2L	D	1,350	2,053	0.0914	188	16.7%	9,253	846	0.63
--	Cracker Swamp Road	CR 100	2L	D	1,350	1,707	0.0914	156	3.5%	2,961	271	0.20
--	CR 209 S	CR 207	2L	D	1,350	899	0.0914	82	16.7%	4,052	370	0.27
--	Palmetto Bluff Road	US 17	2L	D	1,350	3,131	0.0914	286	6.1%	7,141	653	0.48
--	SR 20/100	CR 209/W River Rd	2L	D	1,350	2,299	0.0914	210	39.4%	21,324	1,949	1.44
--	CR 309D	US 17	2L	C	790	4,244	0.0914	388	1.0%	5,136	469	0.59
--	CR 309 / Springside Road	East End Road	2L	D	1,350	2,345	0.0914	214	1.0%	2,837	259	0.19
--	CR 207A	Sun Garden Rd/Clay County Line	2L	D	1,350	1,285	0.0914	117	1.0%	1,555	142	0.11
--	Yelvington Road	SR 100	2L	D	1,350	917	0.0914	84	1.0%	1,110	101	0.08
--	Lake Susan Road	Putnam County Blvd	2L	D	2,000	5,668	0.0914	518	2.2%	8,286	757	0.38
--	Browns Landing Road	US 17	2L	D	1,350	751	0.0914	69	14.3%	3,006	275	0.20
--	N Moody Road	St Johns County Line	2L	D	819	212	0.0914	19	1.0%	257	23	0.03
--	S Moody Road	Alachua County Line	2L	D	1,350	1,139	0.0914	104	1.0%	1,378	126	0.09
--	St Johns Avenue	Edgemoor St	2L	D	1,480	3,926	0.0914	359	1.0%	4,751	434	0.29
--	W Tocci Road	St Johns Ave	2L	D	1,350	4,021	0.0914	368	1.0%	4,866	445	0.33
--	Coral Farms Road	SR 20/Crill Ave	2L	D	1,350	11,971	0.0914	1,094	9.4%	35,603	3,254	1.10
--		SR 19	4LD	D	2,952	309	0.0914	28	33.3%	2,468	226	0.17
--		Clay County Line	2L	D	1,350	1,020	0.0914	93	3.0%	1,663	152	0.11
--		Bellamy Rd	2L	D	1,350	1,020	0.0914	93	3.0%	1,663	152	0.11

Sources: District 2 FDOT State Highway System 2008 LOS Report
Putnam County Annual Traffic County Program
FDOT 2009 Generalized Level of Service Tables
Prepared by: GMB Engineers & Planners, Inc.
Date: April 2010 (revised August 2010)

Bradford and Clay County AADT Estimations

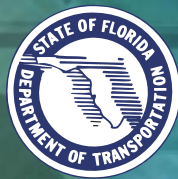
Bradford County and Clay County were contacted in an attempt to obtain the transportation data and analyses from their comprehensive planning efforts. However, staff was unable to provide the requested data. Therefore, future traffic volume projections (without EASP) were developed using information from the Starke US 301 PD&E study Preliminary Engineering Report for US 301. The future AADT based upon buildout of the EASP was estimated by multiplying the ratio between the Future AADT with EASP and the 2035 AADT without EASP, obtained from the nearest gateway node within the Alachua County Model, by the 2035 AADT without the EASP.

Roadway	From	To	2008	2020	2030	2040	Annual AADT Growth 2030 to 2040	2035 AADT w/o EASP	Project vs. Non-Project Ratio	Future Total AADT with EASP
US 301	Bradford Co. Line	2000' S of 146th St.	30,900	37,500	42,900	48,400	550	45,650	1.09	12,079
US 301	2000' S of 146th St.	SE 146th St.	36,800	44,500	50,900	57,200	630	54,050	1.09	11,318

STARKE U.S. 301 CORRIDOR

Project Development &
Environmental Study

PRELIMINARY ENGINEERING REPORT



FLORIDA DEPARTMENT
of
TRANSPORTATION
District Two



STARKE U.S. 301 CORRIDOR

Project Development & Environmental Study

PRELIMINARY ENGINEERING REPORT

**Financial Project No. 208001-1-22-01
Federal Aid Project No. 3114 018 P
Bradford County, Florida
ETDM No. 7640**

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT TWO

**Nick J. Tsengas, P.E., Interim District Secretary
Dennis Lord, Project Manager**

This Preliminary Engineering Report contains detailed engineering information that fulfills the purpose and need for the U.S. 301 (State Road 200), C. R. 227 to C.R. 233, Bradford County, Florida.

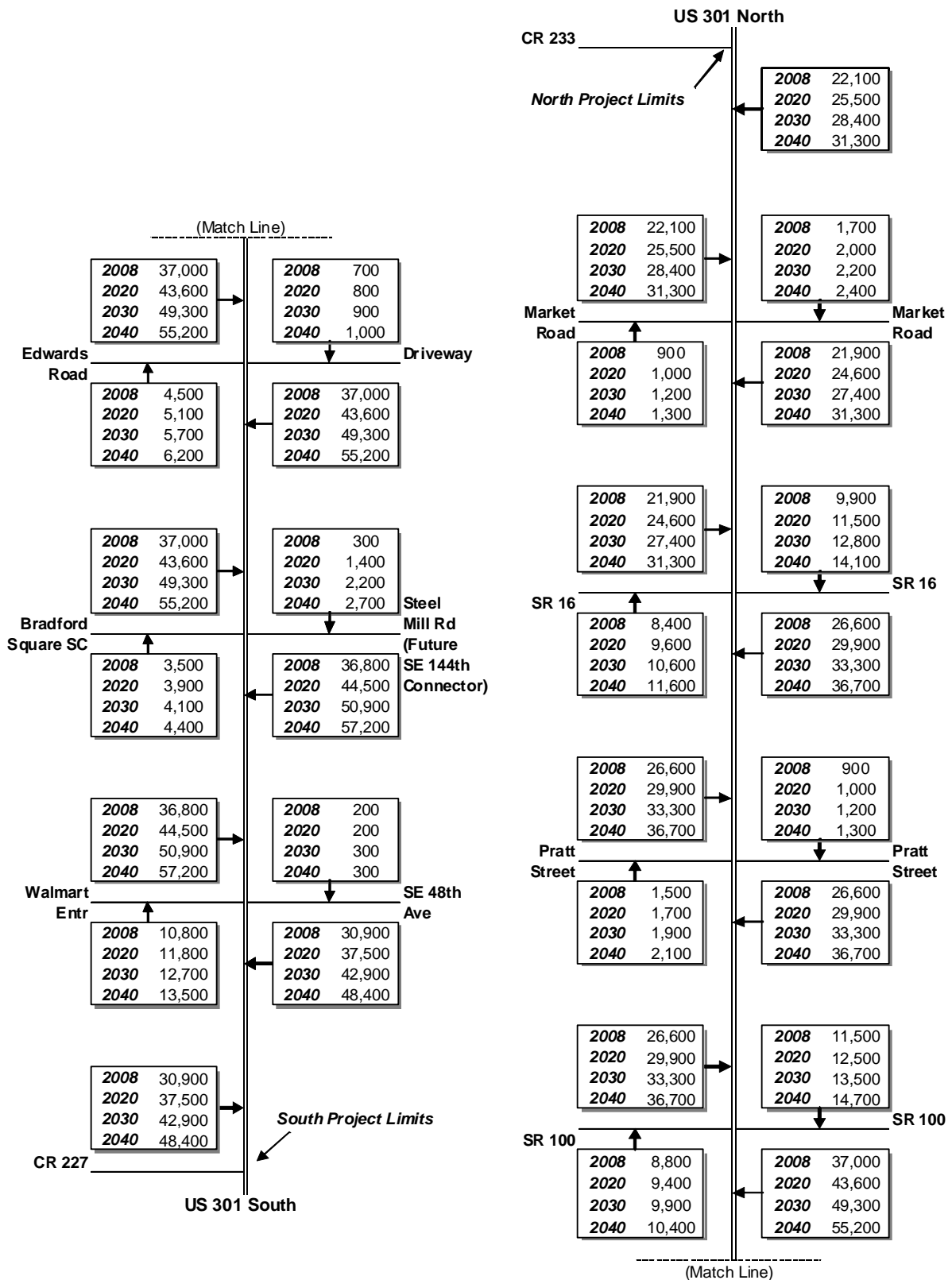
**October 1995
Revised January 1996
Revised September 2002
Revised May 2004
Revised September 2005
Revised November 2007
Revised June 2008
Revised December 2011**

Submitted by:

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Figure 6.3 Existing and Forecasted AADT Volumes 2008-2040



Marion County AADT Estimation

Marion County AADTs were evaluated from the PSWADT values from the adopted version of the Central Florida Regional Planning Model. The future AADT based upon buildout of the EASP was estimated by multiplying the ratio between the Future AADT with EASP and the 2035 AADT without EASP, obtained from the nearest gateway node within the Alachua County Model, by the 2035 AADT without the EASP.

Roadway	From	To	2035 PSWADT	MOCF	2035 AADT w/o EASP	Project vs. Non- Project Ratio	Future Total AADT with EASP
US 301	US 441/SR 25	CR 316	27,780	0.98	27,224	1.01	27,628
US 302	CR 316	CR 318	27,050	0.98	26,509	1.01	26,902
US 303	CR 318	Marion Co. Line	17,160	0.98	16,817	1.01	17,066

CFRPM V5.01 2035 DIRECTIONAL PSWADT

