Congestion Management Process Report

for the

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Final

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Document Content

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CONGESTION MANAGEMENT REQUIREMENTS

The Capital Region Transportation Planning Agency (CRTPA) is the region's metropolitan planning organization (MPO). As such, the CRTPA is responsible for coordinating transportation planning within Florida's Capital Region. The CRTPA includes all of Leon, Wakulla, Gadsden, and Jefferson Counties. The general population of the planning area is between 370,000 and 371,000 people.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) designates areas with populations of 200,000 or greater as Transportation Management Areas (TMA's) and furthermore, requires that these areas have a Congestion Management System (CMS) as part of the transportation planning process. A CMS is defined as, "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet state and local needs" (23CFR 500.109). As a designated TMA, the CRTPA must have a CMS in place.

On August 10, 2005, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law (Public Law 109-59). It authorized $286 billion in spending for the six-year period from 2004-2009 for a number of surface transportation programs, including highways, transit, bridge, freight, safety, and research. The act first expired September 30, 2009. Since that time, the program has been temporarily extended nine times; Resolution was reached with the enactment of MAP-21, which now replaces the SAFETEA-LU.

MAP-21 was signed into law P.L. 112-141 by the President on July 6, 2012 and extends current law through September 30, 2012. MAP-21 went into effect on October 1, 2012 and authorizes programs for two years, through September 30, 2014. Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

CONGESTION MANAGEMENT PROCESS REPORT

The Congestion Management Process (CMP) Report for the CRTPA, as required under MAP-21, is presented in the subsequent sections of this document. In summary, the report outlines the process and provides the basic information needed that will enable the CRTPA to implement metropolitan-wide strategies on addressing traffic congestion in the CRTPA.

The CMP Report begins by identifying the existing performance of transportation facilities (roadways, bike lanes, sidewalks, and transit services) in the planning area, which serves as the ground-work for selecting strategies for improving the system. Following this identification, a

process is identified to incorporate the values of the CRTPA community into the planning and programming of congestion management projects so that they are identified in an objective, manageable fashion that can lead to greater cost effectiveness and utility of the entire multi-modal system. This is achieved through the application of existing established evaluation criteria utilized in other CRTPA planning efforts. By following this process, the resulting information is intended to be used by several groups of people including elected officials, engineers, planners, developers, and consultants, as future planning documents such as Long Range Transportation Plans, Master Plans, local government development orders, Florida Department of Transportation (FDOT) Work Programs, and the CRTPA's Transportation Improvement Programs (TIP's) are developed. The resulting plans will then be grounded in values representative of the planning area and representative of the visions of individual transportation plans (such as the Regional Mobility Plan, Transit Development Plan, etc.) for the planning area.

To effectuate a streamlined approach to addressing congestion and improving the transportation network, a team of transportation professionals in the region review the traffic system throughout the year and make recommendations to the CRTPA and affected local governments on instituting congestion management strategies for identified facilities. The status of the system, as reflected in the CMP Report, and the findings of the review team will together form the foundation from which all future transportation planning documents and plans will stem. Reviewers are involved throughout the year in the development of local priority project lists for various transportation plans and documents, the FDOT's Five-Year Work Program, the local government TIP, Long Range Transportation Plans, and through association with their respective local governments, the local capital improvement project lists.

The CMP is updated in accordance with the requirements of MAP-21, which reauthorizes the Congestion Mitigation and Air Quality Improvement Program (CMAQ). This program provides funding to states and localities for transportation projects that help meet the goals of the Clean Air Act. The CMAQ program has new performance-based features, in which the Secretary will establish measures for States to use to assess traffic congestion and on-road mobile source emissions. Each Metropolitan Planning Organization (MPO) with a transportation management area of more than one million in population representing a nonattainment or maintenance area is required to develop and update biennially a performance plan to achieve air quality and congestion reduction targets. A CMAQ outcomes assessment study for the program is also required.

Because this is a continuous planning and monitoring process, the benefits of the individual congestion mitigation strategies employed in the previous year will not necessarily be immediately apparent. However, the proposals identified and employed will be monitored and tracked for qualitative and quantitative improvements on the target area and system as a whole.

1.1 PURPOSE

The Congestion Management Process (CMP) Report exists to provide the necessary information for the identification of areas with congestion or safety issues, to develop and assess potential mitigation strategies, and to support prioritization decisions on investments in short-term congestion and safety improvements. The creation and maintenance of the CMP Report is a requirement for all MPO's under Florida Law and for all TMA's under federal law. However, before an analysis of congestion can begin, the terms and identification of why congestion is a serious issue must first be defined.

Congestion can be defined qualitatively as a function of actual facility volume to accepted facility capacity (how many of a particular modal choice are utilizing a facility designed to accommodate "x" number of users), or qualitatively as how well you feel the facility is meeting your needs (taking too long, degree of maintenance satisfaction, etc.). Because planning for and providing safe and efficient mobility for people and goods is one of the most essential functions of transportation, identifying congestion management strategies that allow cost-effective ways to maintain and improve mobility is a high priority.

The CMP Report has an important role in the transportation planning process, but it is important to remember that the role of the CMP Report is to ***support***, not supersede ongoing transportation planning processes. The report is designed to provide the framework within which decisions regarding cost-and-time effective investments in the transportation system can be readily made. The CMP Report accomplishes this by identifying congestion (through utilization of established methods of performance evaluation and monitoring), identifying alternative actions, and framing a process whereby recommended actions can be easily and cost-effectively incorporated into the pertinent planning and programming documents of the CRTPA and local governments where appropriate.

1.2 ORGANIZATION OF REPORT

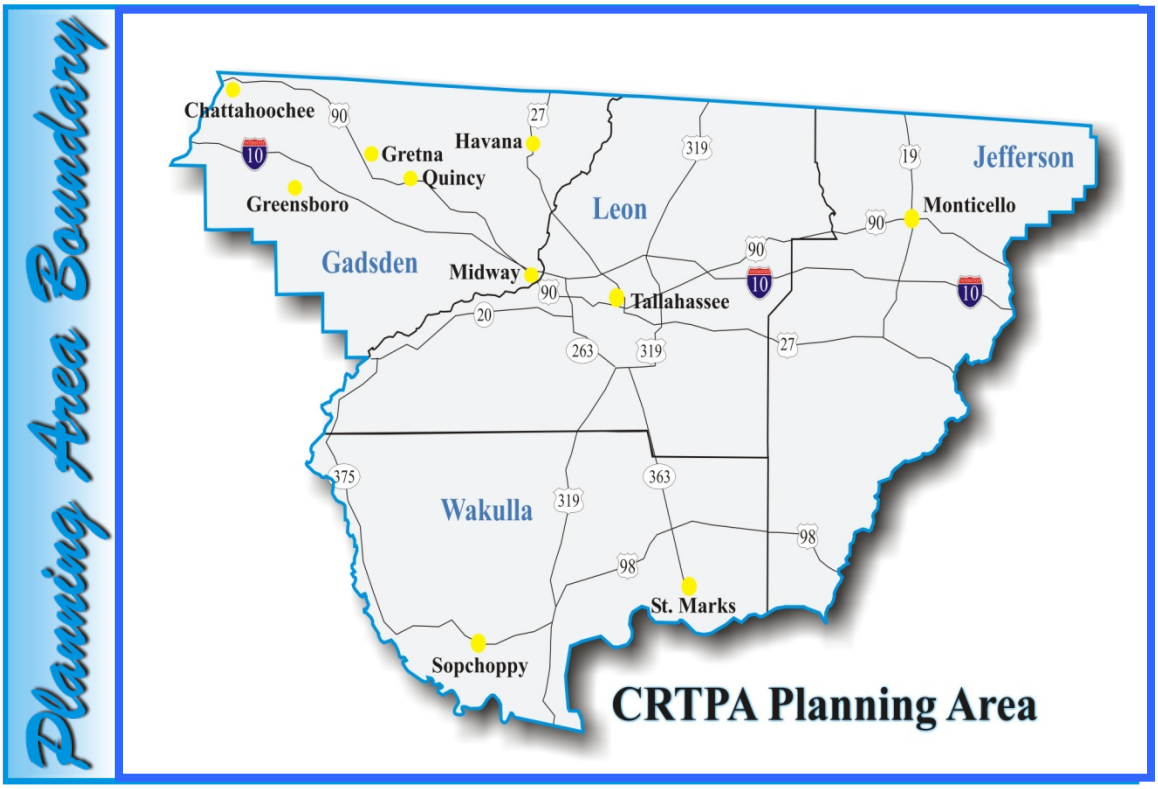
This report is divided into seven sections. Section One summarizes state and federal requirements with respect to the CMP Report and identifies the CMP modes of transportation within the reporting area (planning area). Section Two focuses on the establishment and subsequent results from the application of performance measures per travel mode. Section Three outlines CRTPA project evaluation criteria. Section Four identifies congestion management strategies/projects that could be undertaken or are being utilized currently in the planning area. Section Five outlines a CMS implementation plan, Section Six outlines the implementation plan, and Section Seven summarizes the conclusions of the report.

2.1 CONGESTION MANAGEMENT PROCESS STUDY AREA

The Capital Region Transportation Planning Agency (CRTPA) is the region's metropolitan planning organization (MPO). As such, the CRTPA is responsible for coordinating transportation planning within Florida's Capital Region. The CRTPA includes all of Leon, Wakulla, Gadsden, and Jefferson Counties. The general population of the planning area is between 370,000 and 371,00 people and is the home to the State Capitol, three large institutions of higher learning (Florida A&M University, Florida State University, and Tallahassee Community College), and several state parks and environmentally significant lands.

Figure 1, shown below, shows the planning area boundary of the CRTPA. Within this boundary, the CRTPA has the responsibility of coordinating safe and efficient mobility for cyclists, pedestrians, transit providers and passengers, air traffic, and automotive/truck transportation. With limited dollars, an ever growing population, and high community values on protecting and preserving the environment and "neighborhood feel" of the planning area, the CRTPA shoulders a daunting responsibility that is scrutinized by both state and federal governments.

Figure 1: CRTPA Planning Area Boundary



2.2 STATE AND FEDERAL REQUIREMENTS OF THE CONGESTION MANAGEMENT PROCESS

The legislation under which the state and federal governments direct the CRTPA to institute and manage a Congestion Management System (CMS) and concurrent Implementation Process ***for*** that system are identified below.

2.2.1 Federal Requirements

Federal regulations define a CMS as a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

Federal regulations provide insight into the rationale behind the requirement of MPOs and TMA's to develop a CMS. The federal regulations for the development and implementation of CMS's were provided in 23 Code of Federal Regulations (CFR) Part 599 and 626, Management and Monitoring Systems, Subpart E – Traffic Congestion Management System, published December1, 1993. A summary of relevant information from these regulations is provided below.

- Each state shall develop, establish, and implement, on a continuing basis, a CMS that result in the identification and implementation of strategies that provide the most efficient use of existing and future transportation facilities in all areas of the state, including metropolitan and non-metropolitan areas, where congestion is occurring or is expected to occur.
- In both metropolitan and non-metropolitan areas, consideration shall be given to strategies that reduce single occupant vehicle (SOV) travel and improve existing transportation system efficiency. Where the addition of general purpose lanes is determined to be an appropriate strategy, explicit consideration shall be given incorporating appropriate features into the SOV project to facilitate further demand management and operational improvement strategies to maintain the functional integrity of those lanes.
- Transportation corridors or facilities with existing or potential recurring congestion shall be identified and an assessment of the level of the current or potential congestion shall be made on a continuing basis.

The federal regulations define the CMS components as follows:

- ***Performance Measures*** – Parameters shall be defined that will provide a measure of the extent of congestion and permit the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods.
- ***Data collection and systems monitoring*** – A continuous program of data collection and system monitoring shall be established to determine and monitor the duration and magnitude of congestion and to evaluate the effectiveness of implemented actions.
- ***Identification and evaluation of proposed strategies*** – The anticipated performance and expected benefits of traditional and nontraditional strategies that will contribute to the more efficient use of existing and future transportation systems shall be identified and evaluated based upon the established performance measures. Strategies, or combinations of strategies, to be appropriately considered include, but are not limited to:

- Transportation demand management measures, such as carpooling, vanpooling, alternative work hours, telecommuting, and parking management;
- Traffic operational improvements, such as intersection and roadway widening, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
- Measures to encourage high occupancy vehicle (HOV) use, such as HOV lanes, guaranteed ride home programs, and employer trip reduction ordinances;
- Public transit capital improvements, such as exclusive rights-of-way (rail, bus ways, bus lanes) bus bypass ramps, park and ride and mode changes facilities, and paratransit services;
- Public transit operational improvements, such as service enhancements or expansions, traffic signal preemption, fare reductions, and transit information systems;
- Measures to encourage the use of non-traditional modes such as bicycle facilities, pedestrian facilities, and ferry service;
- Congestion pricing;
- Growth Management and activity center strategies;
- Access management techniques;
- Incident Management;
- Intelligent vehicle highway system and advanced public transportation system technology, and
- The addition of general purpose lanes.

- **Implementation of strategies** – For each strategy (or combination of strategies) proposed for implementation, an implementation schedule, implementation responsibilities, and possible funding sources shall be identified.
- **Evaluation of the effectiveness of implemented strategies** – A process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures, shall be implemented. The results of this evaluation shall be provided to decisions makers to provide guidance on selection of effective strategies for future implementation.

2.2.2 MAP-21

MAP-21 retains much of the existing law regarding metropolitan planning organizations (MPOs), including the 50,000 population threshold for creating an MPO. The law also encourages a performance-based approach to decision making and the development of transportation plans, coordinated with the states to ensure consistency. MAP-21 keeps most current Highway Trust Fund taxes intact, including the 18.4 cents-per-gallon tax on gasoline and the 24.4 cents-per-gallon surcharge on diesel purchases, and fills the funding gap with a financing package that includes private-sector pension changes. The Act continues to provide a majority of Federal highway funds to states through core programs of the Act. Listed below are highlights of MAP-21:

- *Strengthens America's highways*

MAP-21 expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investment targets the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the most important highways -- the National Highway Performance Program.

- *Establishes a performance-based program.*

Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs. MPOs are to establish performance targets.

- *Creates jobs and supports economic growth*

MAP-21 authorizes $82 billion in Federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21enhances innovative financing and encourages private sector investment through a substantial increase in funding for the TIFIA program. It also includes a number of provisions designed to improve freight movement in support of national goals.

- *Supports the Department of Transportation's (DOT) safety agenda*

MAP-21 continues the successful Highway Safety Improvement Program, doubling funding for infrastructure safety, strengthening the linkage among modal safety programs, and creating a positive agenda to make significant progress in reducing highway fatalities. It also continues to build on other safety efforts, such as reducing distracted driving, improve transit and motor carrier safety.

- *Streamlines Federal highway transportation programs.*

The Act substantially consolidates the program structure into a smaller number of core programs. The new law authorizes appropriations of $37.5 billion in fiscal 2013 and $37.8 billion in fiscal 2014 for the federal highway aid program, which includes a new national highway performance program, the surface transportation program, the highway safety improvement program, and the congestion mitigation and air quality improvement program. The measure consolidates federal surface transportation programs by two-thirds and speeds up the environmental review of new transportation projects, helping to significantly shorten approval periods and allow construction to be started and be completed more quickly. It also provides $1.75 billion for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides low-interest federal loans, loan guarantees, and standby lines of credit to finance nationally or regionally significant surface transportation projects. In addition, TIFIA can now finance up to 49 percent of a project's costs, up from 33 percent.

- *Accelerates project delivery and promotes innovation.*

MAP-21 incorporates several changes aimed at ensuring the timely delivery of transportation projects. Changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery

MAP-21 modifications include Sections 5303 and 5304 related to Metropolitan and Statewide Planning. Modifications require MPOs that serve TMAs to include transit agency officials in their governing structures, and to establish performance targets. The performance based planning process:

- Requires MPOs to establish performance targets that address both the surface transportation performance measures set forth in 23 U.S.C 150(c), in coordination with the state, and public transportation performance measures in coordination with providers of public transportation, to ensure consistency with performance targets related to transit asset management and transit safety, as set forth in 49 U.S.C. 5326(c) and 5329(d).
- MPO plans must include performance targets that address performance measures and standards and a System Performance Report.
- Transportation Improvement Programs (TIP) must include a description of the anticipated progress brought about by implementing the TIP toward achieving the performance targets and the TIP should be updated at least every four years.

Other Provisions of MAP-21

- Retains the Transportation Enhancement Program but provides states with greater flexibility to use the enhancement funding for other purposes. Under the new law, half of a state's transportation enhancement funding will be allocated directly to local governments for enhancements such as pedestrian and bicycle infrastructure, safety programs, and scenic and historic highway programs. States will have the flexibility to use the other half of the funding for enhancements or road construction or related projects.
- Authorizes $10.6 billion in fiscal year 2013 and $10.7 billion in fiscal year 2014 for programs administered by the Federal Transit Administration. This includes $17.1 billion from the Mass Transit Account of the Highway Trust Fund for several formula grant programs, including urbanized area formula grants, bus formula grants, rural area formula grants, and mobility program formula grants. As for other urbanized area grants, the new law retains the existing criteria for using the funds for capital projects in urban areas with populations of more than 200,000.
- Retains the off-system bridge program, a local government-supported program that has provided significant funding--$650 million a year--to repair mostly locally owned bridges that are not included as part of the federal aid system. The National Association of Counties estimates that continued funding will help repair 80,000 deficient off-system bridges
- Expands states' ability to use federal funds for toll roads, so long as the federal share of toll road projects does not exceed 80 percent. The law encourages public-private partnerships by requiring the Department of Transportation compile best practices on

how the government can work with the private sector on developing, financing, constructing, and operating transportation infrastructure.

2.2.3 State Requirements

Relevant portions of the applicable Florida Statutes are provided below. These requirements guide the development and application of the CRTPA Congestion Management Process.

- **Chapter Title XXVI, Chapter 339.175 (2002), Metropolitan Planning Organization** "In order to provide recommendations to the department and local government entities regarding transportation plans and programs, each MPO shall prepare a congestion management system for the metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law."
- **Chapter Title XXVI, Chapter 339.177 (2002), Transportation Management Programs** "Each MPO within the state must develop and implement a congestion management system." It continues that the CMS "should be developed and implemented so as to provide the information needed to make informed decisions regarding the proper allocation of transportation resources." The CMS "must use appropriate data gathered at the state or local level to define problems, identify needs, analyze alternatives, and measure effectiveness."

This section presents a performance review of the CRTPA's multi-modal system.

3.1 MEASUREMENT OF CONGESTION AND TRANSPORTATION SYSTEM PERFORMANCE

There are numerous ways to measure congestion and system performance. Examples include roadway and transit level of service (LOS), crash rates, transit headways, vehicle miles traveled, volume to capacity ratios, and travel delay. Some of these performance measures require intricate data collection efforts or model simulations to produce detailed measurements of system performance. In updating the current Congestion Management Process (CMP) for the expanded CRTPA planning area, the availability of system wide comparable data was an important factor when selecting the performance measures per transportation mode.

3.2 REVIEW OF BEST PRACTICES

A review of existing practices both in Florida and nationally was performed to help evaluate the existing congestion management performance measures and to identify possible alternative approaches.

3.2.1 Roadway Congestion Management Performance Measures

By far, the most widely used measure for roadway analysis appeared to be a two-tiered approach, whereby FDOT's generalized LOS tables are used as a first step of analysis (to determine congestion) followed by a second level of more detailed analysis on select congested roadway facilities. Generally, this second level of analysis involves intersection analyses, model runs, the initiation of corridor management plans, or intricate software applications.

3.2.2 Pedestrian, Bicycle, and Transit Performance Measures

For pedestrian, bicycle, and transit performance measures there appears to be little, if any consensus on a preferred approach. On one end of the spectrum, some Congestion Management Process Reports have treated these modes as strategies to manage congestion, and therefore, did not include any performance measures for them. Other reports have conducted extensive analyses on these modes, all with varying degrees and sophistication of available data.

3.3 EXISTING PERFORMANCE MEASURES

The existing CRTPA Congestion Management Process Plan was reviewed and evaluated against current state and federal CMS requirements to determine the applicability of current performance measures for roadway, transit, and bicycle and pedestrian features. Guidelines for developing and selecting performance measures are as follows:

- Performance measures should provide a tool to evaluate transportation system performance and identify system deficiencies, based on an accepted standard of operation;
- Performance measures should provide the means to identify roadway system congestion at a level that facilitates the development of congestion management strategies;

- Performance measures should provide the means to evaluate the use of transit and non-traditional modes of transportation to alleviate roadway congestion and enhance mobility of persons and goods; and
- Performance measures should use, to the greatest extent practical, existing or easily obtainable data and resources to efficiently identify transportation system deficiencies.

Upon reviewing the current performance measures against the guidelines outlined above, it was determined that they were consistent with the current regulations and suitable for continued use. The performance measures chosen and resulting operational status of the transportation system are discussed on the following pages.

3.4 ROADWAY PERFORMANCE MEASURES

The approach the CRTPA CMP takes regarding performance measures for roadway evaluations is a modified two-level approach. During the first level, the roadway system is evaluated utilizing the 2010 Level of Service Analysis Tables for state roadways for Leon, Wakulla, Jefferson, and Gadsden Counties (and their municipalities). Note at the time of this analysis, the 2010 counts from FDOT were the latest data available. These LOS tables provide a quantitative stratification of quality of service that is easy to understand. Beginning in 1965, the Highway Capacity Manual (HCM) divided highway quality of service into six letter grades that indicate operational conditions on roadways. The level of service ranges from LOS A (highest achievable) to LOS F (lowest achievable), and can be considered a qualitative measure of driver satisfaction. Additionally, a quantitative measure of maximum automotive volume is associated with the letter grades, A through F. Depending on several roadway characteristics such as number of lanes, population densities, and signal spacing, an acceptable maximum number of vehicles for each LOS category is determined. The 2010 Level of Service Analysis Tables take all of the FDOT roadway factors into consideration, and summarizes the current operating LOS of the roadway calculated from current traffic counts, as well as projections of LOS from projected growth trends. The LOS Analysis Tables are provided in ***Appendix B***

For purposes of this first level of analysis, if the level of service on the roadway exceeds the adopted FDOT LOS for the roadway, it is considered congested. At times, the local government may have adopted a higher or lower level of service standard for these roadways, where this is the case, a note will be made. Upon identifying congested roadways, they can then be further analyzed using highway planning software and more specific roadway data conducted in level 2 of the analysis.

The second level of analysis will be conducted on an on-going basis by a combination or "team" of transportation professionals throughout the year. This team of professionals will be coordinating reviews of transportation projects and safety concerns throughout the year as they build toward the programming of transportation dollars throughout this region. This second tier analysis is explained in further detail in ***Sections 4 and 5***. The results of this level of analysis are not reported in this Process Report, but are included in subsequent work products (such as the Regional Mobility Plan for this region) and implemented as part of ongoing transportation plans and funding programs.

3.5 ROADWAY PERFORMANCE EVALUATIONS

Upon reviewing the 2010 Level of Service Analysis Tables and projections for state roadways within the CRTPA boundary, summary tables were generated to identify those roadways identified as experiencing congestion in 2010, or projected to be experiencing congestion by 2015, or 2020. These Tables are provided as ***Table A*** for Leon County, ***Table B*** for Gadsden County, ***Table C*** for Chattahoochee in Gadsden County, ***Table D*** for Jefferson County, and ***Table E*** for Wakulla County. All five tables are included in ***Appendix A*** of this report.

Based on the AADT criteria from the FDOT Level of Service Analysis Tables, 31 roadway segments were identified to be congested in the year 2010 in Leon County by both FDOT and Leon County standards (23 operating at LOS F, 6 operating at LOS E, and 1 operating at LOS D). One roadway segment which met FDOT's adopted LOS of D was shown to be deficient by Leon County standards (operating at LOS D, with a Leon County adopted LOS of C). By the year 2015, 48 roadway segments (38 at LOS F, and 7 at LOS E and 2 at LOS D) are projected to be congested, and 60 in year 2020 (52 at LOS F, 4 at LOS E, and 2 at LOS D.) (Table A).

For Gadsden County, no state roadways are projected to be operating below the adopted LOS. (Table B)

For the Town of Chattahoochee, no state roadways are projected to be operating below the adopted LOS. (Table C)

For Jefferson County, no state roadways are projected to be operating below the adopted LOS. (Table D)

Wakulla County has 3 roadway segments that are identified as congested per FDOT standards either by existing counts or projections for the years 2015 and 2020. The FDOT LOS in Wakulla County is C while the County LOS is E. Only 2 of the 3 roadway segments are identified as failing in 2010 and in 2015 (1 at LOS F, and 1 at LOS D). Two roadway segments are projected to be LOS F in 2020. (Table E)

Below is a list of the state roadways shown to be operating at LOS F after analyzing the 2010 FDOT traffic counts. These roadways offer a first glimpse of those that show an immediate need for congestion relief if possible. Those roadways shown in **bold** have been identified in whole or in part for improvement in the Regional Mobility Plan. Roadways #3 and #19, shown in **bold**, have improvements funded for the roadway segment by Blueprint 2000. Roadways shown with an asterisk* represent roadways which may no longer be operating at LOS F due to roadway improvements now on the ground.

3.6 ROADWAY SEGMENTS CURRENTLY (2010) OPERATING AT LOS F IN THE CRTPA AREA:

Leon County

1. S.R. 10/U.S. 90/Tennessee Street/Mahan Drive (S.R. 61/U.S. 27/North Monroe Street to North Meridian Road)
2. S.R. 10/U.S. 90/Tennessee Street/Mahan Drive (S.R. 261/U.S. 319/Capital Circle to C.R. 1568/Buck Lake Road)

3. **S.R. 10/U.S. 90/Tennessee Street/Mahan Drive (C.R. 1568/Buck Lake Road to S.R. 8/I-10)** (Roadway widening currently under construction from Dempsey Mayo Road to Interstate 10)
4. SR10/ US 90/ Tennessee Street/Mahan Drive (Appleyard Drive to Ocala Road)
5. S.R. 20/U.S. 27/Apalachee Parkway (Blair Stone Road to S.R. 261/U.S. 319/Capital Circle)
6. S.R. 61/South Monroe Street (SR 20/US 27/Apalachee Parkway to East Pensacola Street)
7. S.R. 61/South Monroe Street (East Pensacola Street to SR 10/US 90/Tennessee Street)
8. S.R. 61//South Monroe Street (SR 10/US 90/Tennessee Street to Brevard Street)
9. S.R. 61/U.S. 27/South Monroe Street (Brevard Street to SR 63/US 27/North Monroe Street)
10. S.R. 61/U.S. 319/Thomasville Road (SR 63/US 27/North Monroe Street to SR 155/Meridian Road/7th Avenue)
11. S.R. 63/U.S. 27/North Monroe Street (7th Avenue to C.R. 158/Tharpe Street)
12. S.R. 63/U.S. 27/North Monroe Street (CR 158/Tharpe Street to John Knox Road/Monticello Drive)
13. S.R. 63/U.S. 27/North Monroe Street (Allen Road to SR 8/I-10)
14. S.R. 261/U.S. 319/Capital Circle (SR 363/Woodville Highway to Tram Road)
15. S.R. 261/U.S. 319/Capital Circle (Park Avenue to SR 10/US 90/Mahan Drive)
16. S.R. 261/U.S. 319/Capital Circle (SR 10/US 90/Mahan Drive to CR 146/Miccosukee Road)
17. S.R. 261/U.S. 319/Capital Circle (CR 146/Miccosukee Road to CR 151/Centerville Road)
18. S.R. 261/U.S. 319/Capital Circle (CR 151/Centerville Road to Eastgate Way)
19. **S.R. 263/Capital Circle (SR 371/Orange Avenue to SR 20/Blountstown Highway)**

(Blueprint 2000 is anticipating construction on this roadway from approximately 1,650 feet north of Blountstown Highway to south of U.S. 90 in 2012. Additionally, TIGER grant funds have been requested to construct the project to approximately 1,850 feet south of the Blountstown Highway intersection and east and west along Blountstown Highway for about 1,000 feet.)

20. S.R. 263/Capital Circle (SR 20/Blountstown Highway to SR 10/US 90/Tennessee Street)
21. S.R. 363/Adams Street (Putnam Drive to Magnolia Drive)
22. S.R. 363/Adams Street (Magnolia Drive to Bronough Street)
23. S.R. 366/Pensacola Street (South Ocala Road to Stadium Drive West)
24. S.R. 371/Lake Bradford Road (Colman Street/Springhill Road/End Exception to SR 371/Gaines Street)
25. S.R. 373/Orange Avenue (C.R. 2203/Springhill Road to Holton Street)

Wakulla County

26. U.S. 319 (Lower Bridge Road to S.R. 267/Bloxham Cutoff Road)

This list of roadways, combined with those identified in the Regional Mobility Plan provides a narrowed list of areas experiencing ***recurring*** congestion. That is, areas that are experiencing

congestion as a factor of too many vehicles trying to use the roadway at the same time. Roadways listed above that are not currently under construction should be studied further to identify congestion management strategies that could be effective in those locations.

3.6.1 Non-Recurring Congestion

Another type of congestion that affects roadways is ***non-recurring***. Non-recurring congestion occurs when the roadway's carrying capacity is temporarily disrupted. FHWA identifies four causes of non-recurring congestion: roadway construction, weather-related conditions, special events, and incidents, such as crashes and disabled vehicles. The FHWA estimates that about 25 percent of all congestion is incident related.

One way that incident-related congestion can be managed is through the review of safety data/crash data. Departments within the various CRTPA local governments frequently collect crash data on their own and conduct analyses for their respective local governments on how to address safety concerns. From a regional perspective, the CRTPA coordinates with the local governments of the region to collaboratively address safety issues and share information. This information is utilized in updates to the Regional Mobility Plan as well as on-going corridor studies, design, and construction projects within the CRTPA area. Additionally, the CRTPA participates in safety focus groups in the region including formalized groups such as the Community Traffic Safety Team and informal groups such as the Leon County Bicycle Safety Work Group. Attending and participating in meetings such as these helps the CRTPA filter the safety and congestion information into ongoing plans and public participation efforts.

For other types-of non-recurring congestion, the local police and sheriff's departments have done an effective job of responding to incidents and redirecting traffic away from the affected areas. Temporary road closures and change of travel direction on roadways has also been implemented to handle the efficient flow of heavy traffic to, from, and around special events, such as the Downtown Get Down, University Football games, and local events such as the Winter Festival of Lights, Springtime Tallahassee, and Holiday Parades.

3.6.2 Local Roadways

Note that there are other roadways within the CRTPA boundary with identified congestion problems. These roadways are under the jurisdiction of the City or Town within which they operate.

The City of Tallahassee and Leon County both implement a concurrency management system (CMS), in which the transportation impacts, trip by trip, are loaded into a spreadsheet that tracks the amount of capacity remaining on a given segment of roadway. This CMS allows local governments to protect the capacity of the roadway segment through the requirement to mitigate, when appropriate. Applicants may decide to limit development, including building a project by phase, based on the cost of concurrency mitigation. The funds collected are programmed to provide transportation improvements that enhance the capacity of the CMS. The City has also created a Multi-Modal Transportation District (MMTD) to create a pedestrian-friendly and transit-supportive downtown district. This district treats several areas experiencing congestion differently to improve the urban environment through an increased emphasis on urban design.

The MMTD district and related codes and regulations focus on different types of improvements within the district to promote Multi-Modal transportation choices. Projects undertaken in the MMTD district to address congestion need to be consistent with the vision and policies within the MMTD. More information and maps can be located at this website: http://www.talgov.com/planning/planning-trans-mmtd-code.aspx

Wakulla County has adopted a concurrency management system whereby they annually update traffic counts and predict future year "development trips" to the roadway system based on historical growth trends. The County has adopted its CMS as an Element in the County's Comprehensive Plan. Policy 1.5.6 provides guidance for completing traffic impact analyses for minimal, small and large developments and the County per Policy 1.5.7 also allows applicants to satisfy transportation concurrency through a Proportionate Fair Share Ordinance.

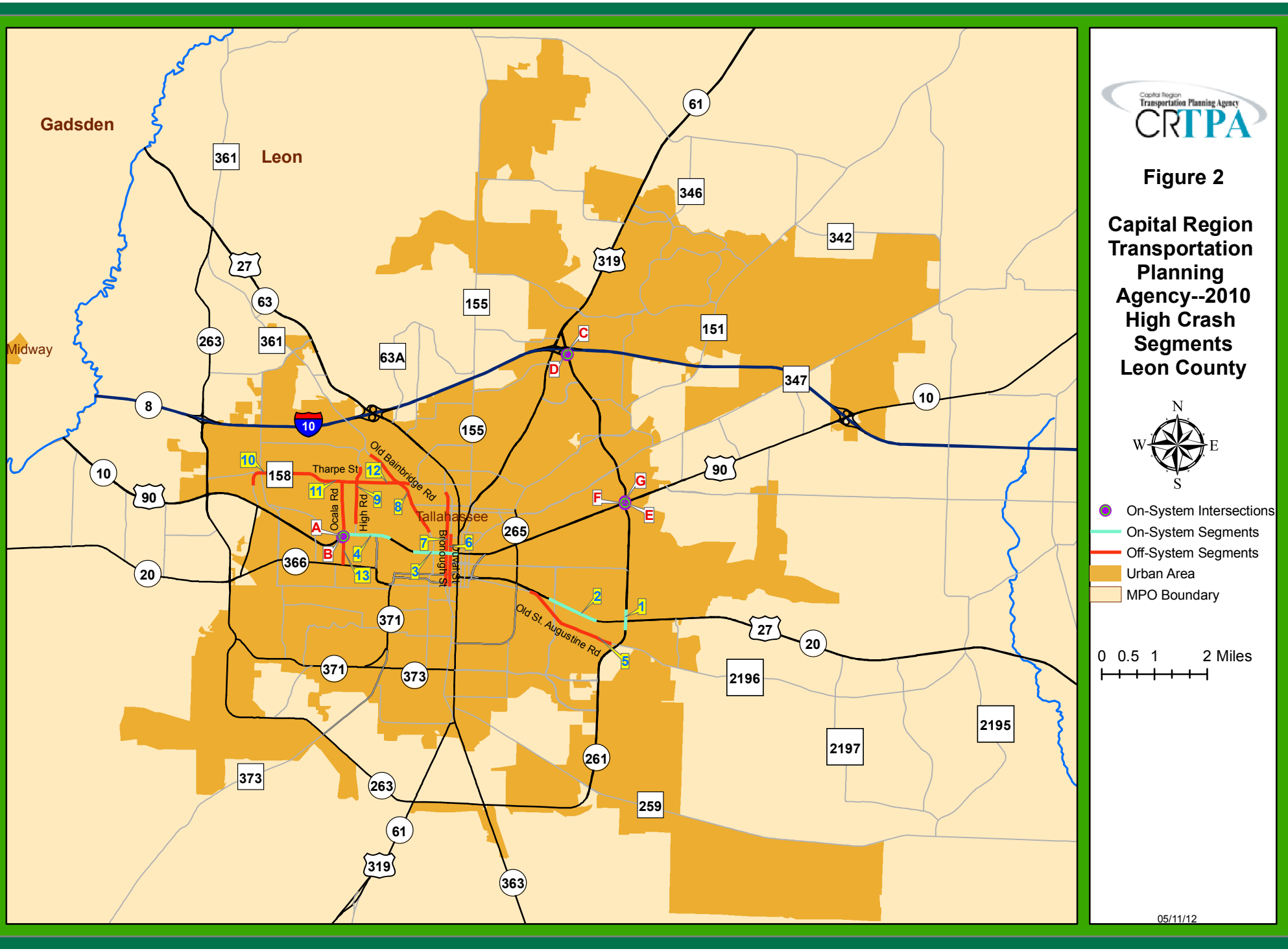
CRTPA staff will coordinate with the CRTPA local governments, including those in Jefferson and Gadsden Counties to identify a regional mechanism for sustaining growth in a fiscally responsible manner.

Jefferson County adopted a new concurrency management system in September 2011 and the adopted amendment currently is being reviewed by the DEO. The CMS has been adopted into the County's Comprehensive Plan. This CMS tracks only impacts from transportation and parks and recreation projects. For traffic analysis, the County uses the Institute of Transportation Engineers Trip Generation, trip generation rates. If a development concurrency analysis reveals that the proposed development would cause any roadway segment to drop below the adopted LOS, the development order would be denied, unless the developer mitigates the capacity deficiency.

Gadsden County has adopted its CMS in to the County's Land Development Code. No land development order (DO) will be issued until the County's Department of Planning and Zoning (the Department) has evaluated the DO and determined that the proposal is consistent with the Comprehensive Plan, zoning and building regulations or other applicable regulations. In order to determine whether the proposal is in compliance with the Comprehensive Plan and land development regulations, a concurrency evaluation must be conducted to determine that the proposal does not exceed the level of service (LOS) standards established in the adopted Comprehensive Plan. The Department will conduct concurrency evaluations through a comparison of the demand requirements of proposed developments with the capacity of existing facilities. No DO shall be issued by Department of Planning and Zoning or any other Department unless LOS for all public facilities and services meet or exceed LOS standards adopted by the County.

3.6.3 Identified High Crash Roadway Segments

Roadway performance can also be assessed by examining the number of accidents that occur along a roadway segment and comparing the accident rate derived to accident rates on similar roadways. Federal Highway Administration (FHWA) uses a formula to determine the average crash rates for roadways of similar characteristics. Those roadways identified as having a higher crash rate than the expected average are reported by FHWA. **Figures 2** through **5** along with their accompanying tables, detail the 2010 High Crash Segments for Leon, Gadsden, Jefferson, and Wakulla Counties. **Figures 6** through **9** along with their accompanying tables, detail the 2010 High Risk Rural Segments for Leon, Gadsden, Jefferson, and Wakulla Counties.

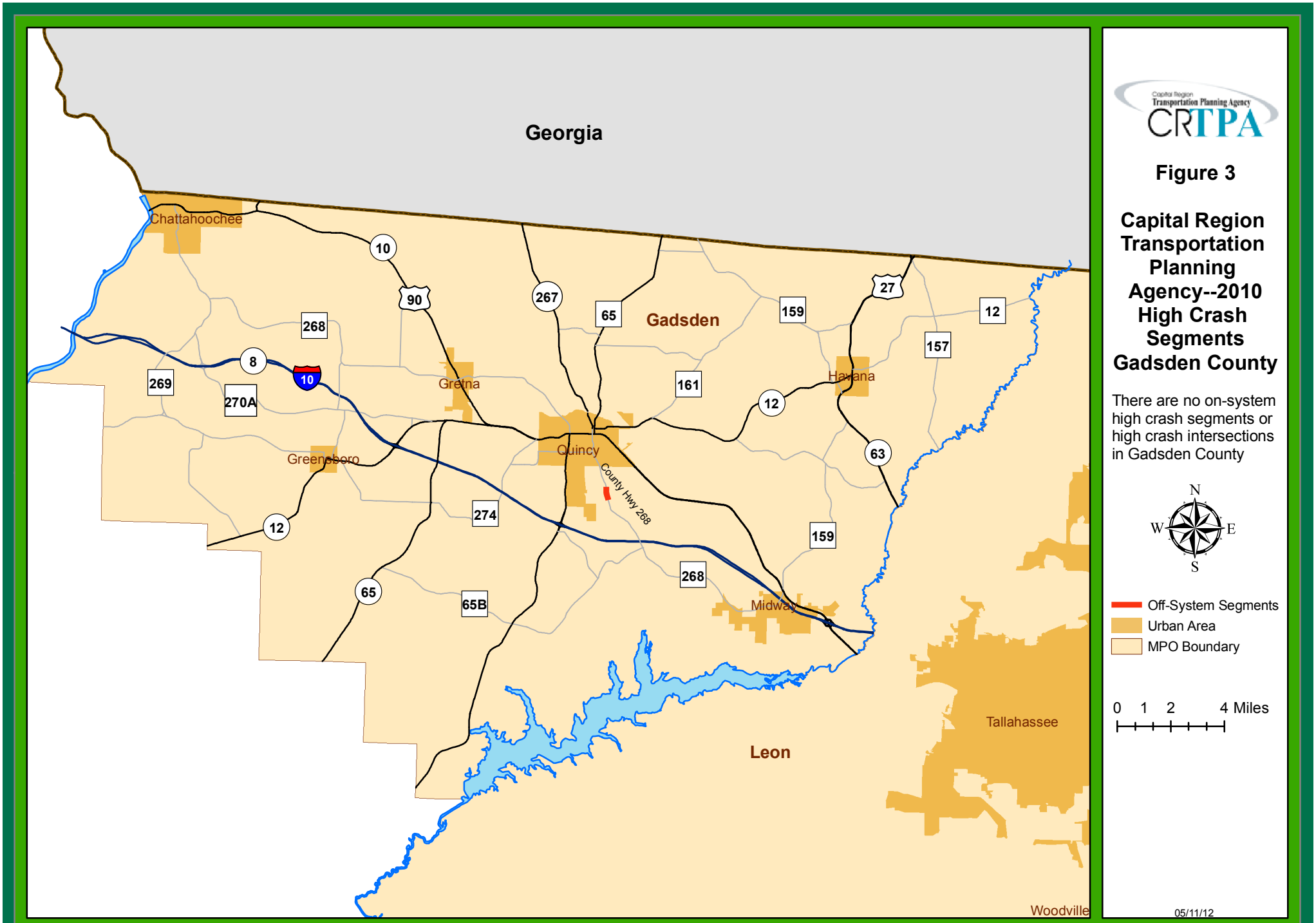

Gadsden
Leon
Midway
Tallahassee
Tharpe St
Old Bainbridge Rd
Ocala Rd
High Rd
Bloxham St
Monroe St
Old St. Augustine Rd
61
346
342
319
155
151
27
63
361
263
63A
347
10
8
158
90
265
366
20
371
373
2196
2195
2197
261
259
363
Figure 2
Capital Region Transportation Planning Agency--2010 High Crash Segments Leon County
N
W
E
S
On-System Intersections
On-System Segments
Off-System Segments
Urban Area
MPO Boundary
0 0.5 1 2 Miles
05/11/12

Capital Region Transportation Planning Agency—2010 High Crash Segments Leon County

Map ID	Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
1	State Road 261/Capital Circle	5.429	5.829	128
2	State Road 20/US 27/Apalachee Parkway	1.821	2.821	169
3	State Road 10/US 90/Tennessee Street	7.606	8.455	330
4	State Road 10/US 90/Tennessee Street	6.202	7.102	407
5	County Road 2146/Old St. Augustine Road	0.0	1.9	87
6	Duval Street	0.0	1.0	90
7	Bronough Street	0.000	1.793	112
8	County Road 361/Old Bainbridge Road	0.1	2.0	126
9	High Road	0.2	1.3	84
10	County Road 158/Tharpe Street	0.4	1.7	123
11	County Road 158/Tharpe Street	1.7	2.4	75
12	County Road 158/Tharpe Street	2.4	3.6	129
13	Ocala Road	0.000	1.585	82

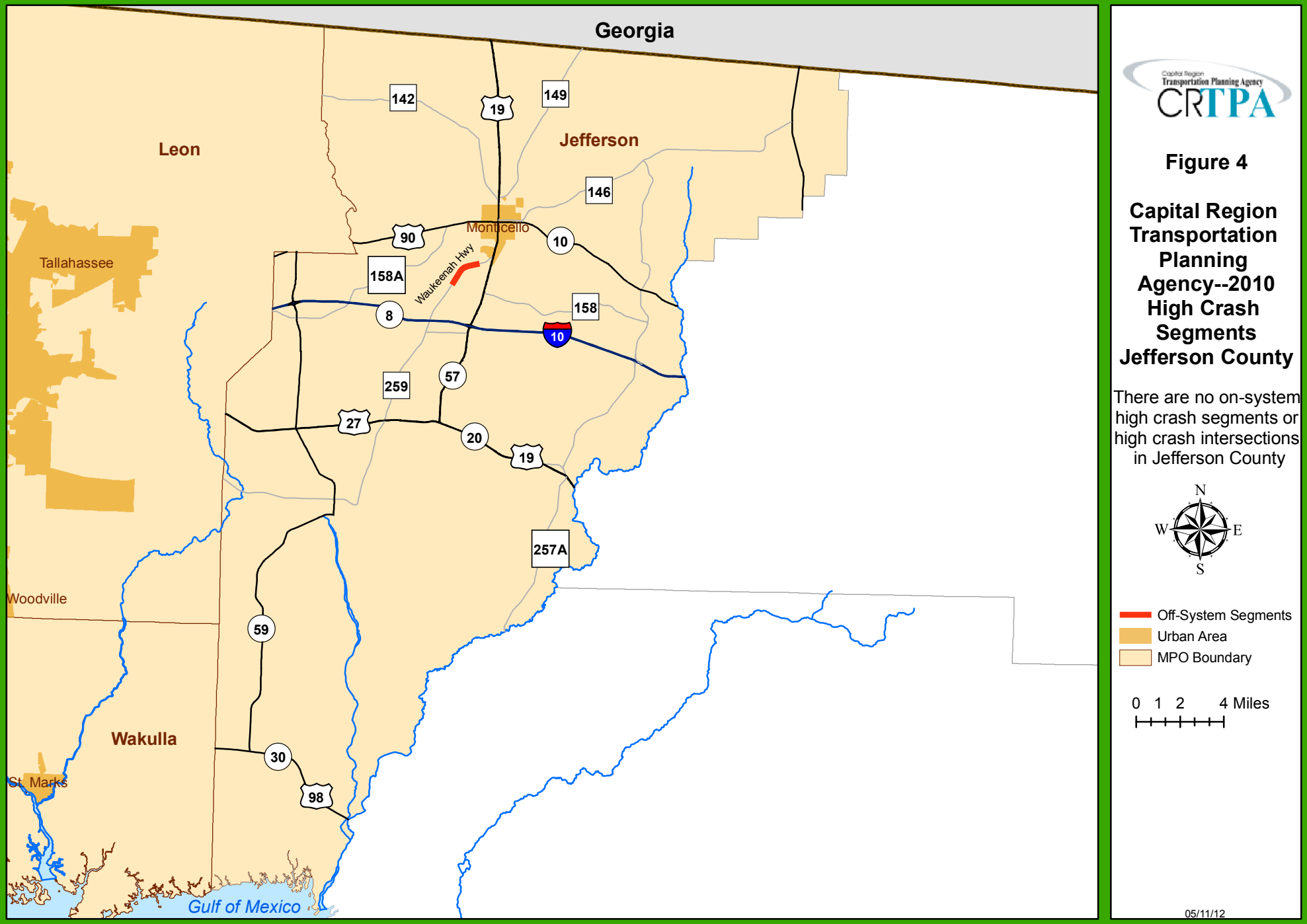
Capital Region Transportation Planning Agency—2010 High Crash Intersections Leon County

Map ID	Roadway 1	Roadway 2	Milepost	Number of Crashes
A	State Road 10/US 90/Tennessee Street	Ramp to Ocala Road	6.177	110
B	State Road 10/US 90/Tennessee Street	Ocala Road	6.196	103
C	State Road 261/Capital Circle, north of Raymond Diehl Road	Raymond Diehl Road	10.998	69
D	Raymond Diehl Road, west of SR 261/ US 90/Capital Circle	SR 261/US 319/Capital Circle	0.278	71
E	State Road 261/Capital Circle, south of State Road 10/US 90/Mahan Drive	State Road 10/US 90/Mahan Drive	7.852	77
F	State Road 261/Capital Circle	State Road 10/US 90/Mahan Drive	7.872	75
G	State Road 261/Capital Circle, north of State Road 10/US 90/Mahan Drive	State Road 10/US 90/Mahan Drive	7.894	76


Georgia
Chattahoochee
Gadsden
Gretna
Quincy
Greensboro
Havana
Midway
Tallahassee
Leon
Woodville
County Hwy 268
10
90
267
65
159
27
12
157
268
8
269
270A
161
63
274
65B
Capital Region Transportation Planning Agency
CRTPA
Figure 3
Capital Region Transportation Planning Agency--2010 High Crash Segments Gadsden County
There are no on-system high crash segments or high crash intersections in Gadsden County
N
W
E
S
Off-System Segments
Urban Area
MPO Boundary
0 1 2 4 Miles
05/11/12

Capital Region Transportation Planning Agency—2010 High Crash Segments Gadsden County

Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
County Highway 268	2.1	2.6	9


Georgia
Leon
Jefferson
Tallahassee
Monticello
Waukeenah Hwy
Woodville
Wakulla
St. Marks
Gulf of Mexico
142
19
149
146
90
10
158A
158
8
10
259
57
27
20
19
257A
59
30
98
Capital Region Transportation Planning Agency
CRTPA
Figure 4
Capital Region Transportation Planning Agency--2010 High Crash Segments Jefferson County
There are no on-system high crash segments or high crash intersections in Jefferson County
N
W
E
S
Off-System Segments
Urban Area
MPO Boundary
0 1 2 4 Miles
05/11/12

Capital Region Transportation Planning Agency—2010 High Crash Segments Jefferson County

Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
State Road 259/Waukeenah Highway	12.2	13.9	4

Capital Region Transportation Planning Agency
CRTPA

Figure 5

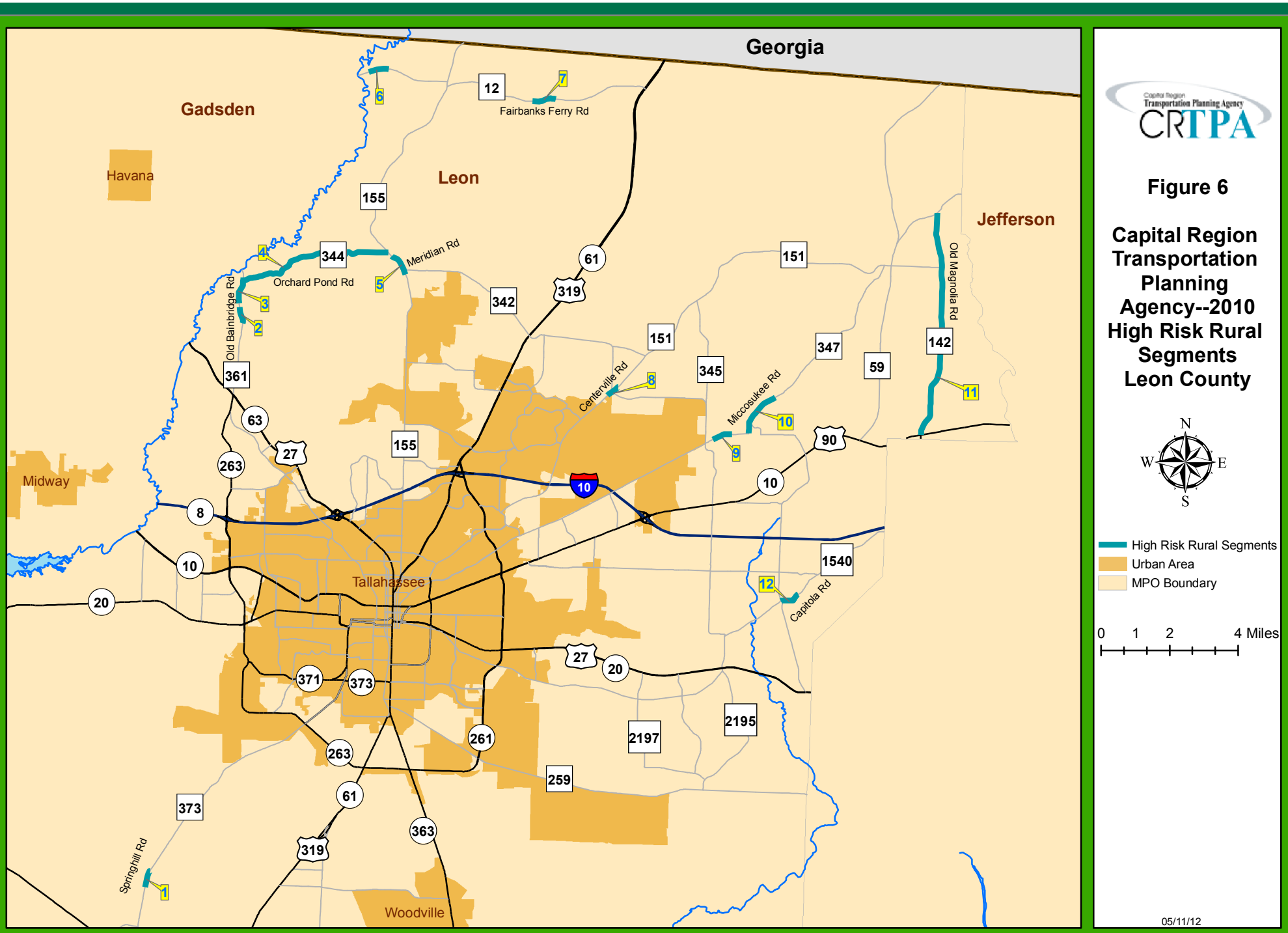
Capital Region Transportation Planning Agency--2010 High Crash Segments Wakulla County

There are no on-system high crash segments or high crash intersections in Wakulla County

05/11/12

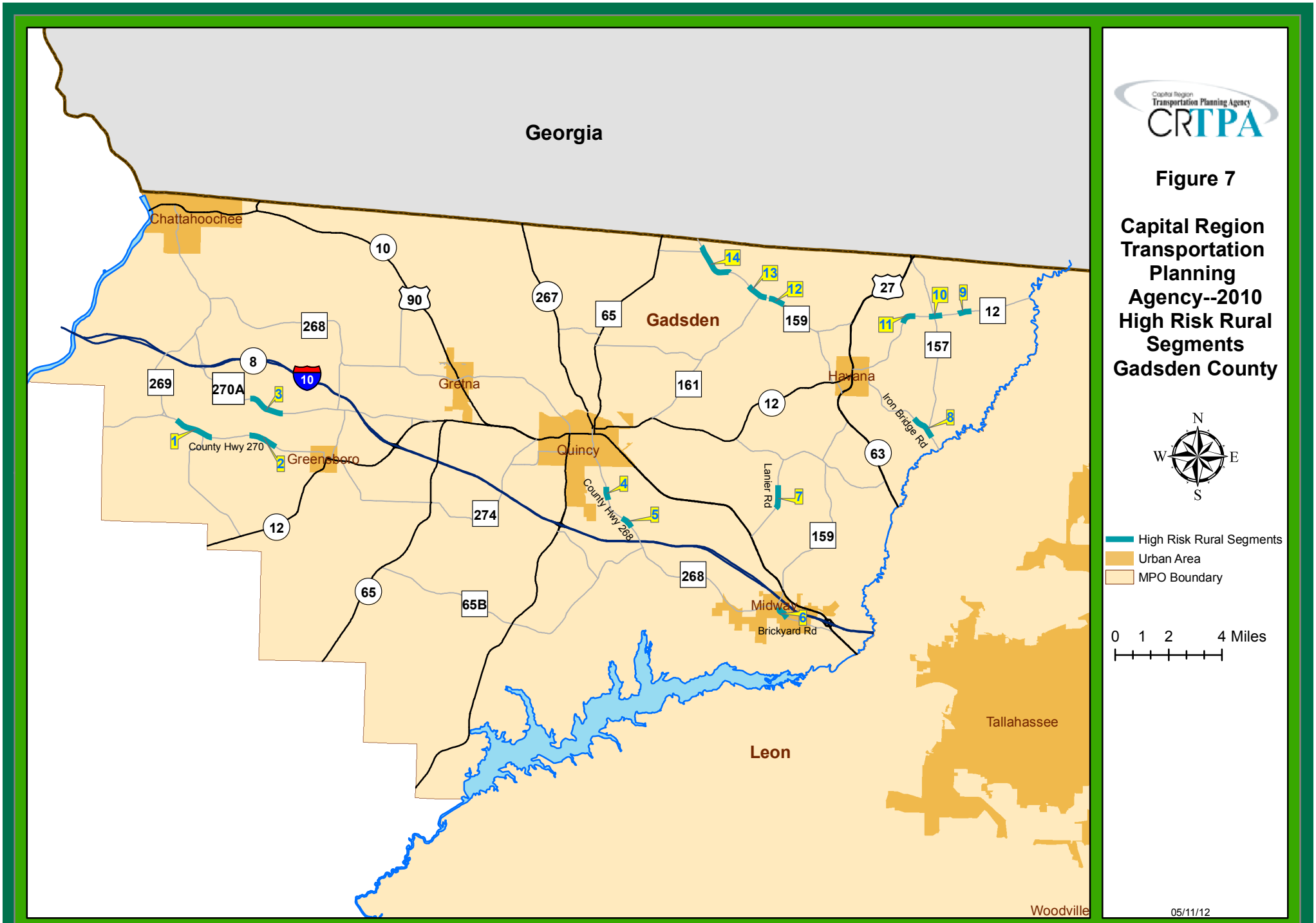
Capital Region Transportation Planning Agency—2010 High Crash Segments Wakulla County

Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
Cajer Posey Road	1.9	2.6	8


Georgia
Gadsden
Havana
Leon
Jefferson
Midway
Tallahassee
Woodville
Fairbanks Ferry Rd
Meridian Rd
Orchard Pond Rd
Old Bainbridge Rd
Centerville Rd
Miccosukee Rd
Old Magnolia Rd
Capitola Rd
Springhill Rd
12
155
344
342
319
61
151
347
345
59
142
361
63
27
263
90
10
8
20
1540
371
373
261
2197
2195
259
363
Figure 6
Capital Region Transportation Planning Agency--2010 High Risk Rural Segments Leon County
N
W
E
S
High Risk Rural Segments
Urban Area
MPO Boundary
0 1 2 4 Miles
05/11/12

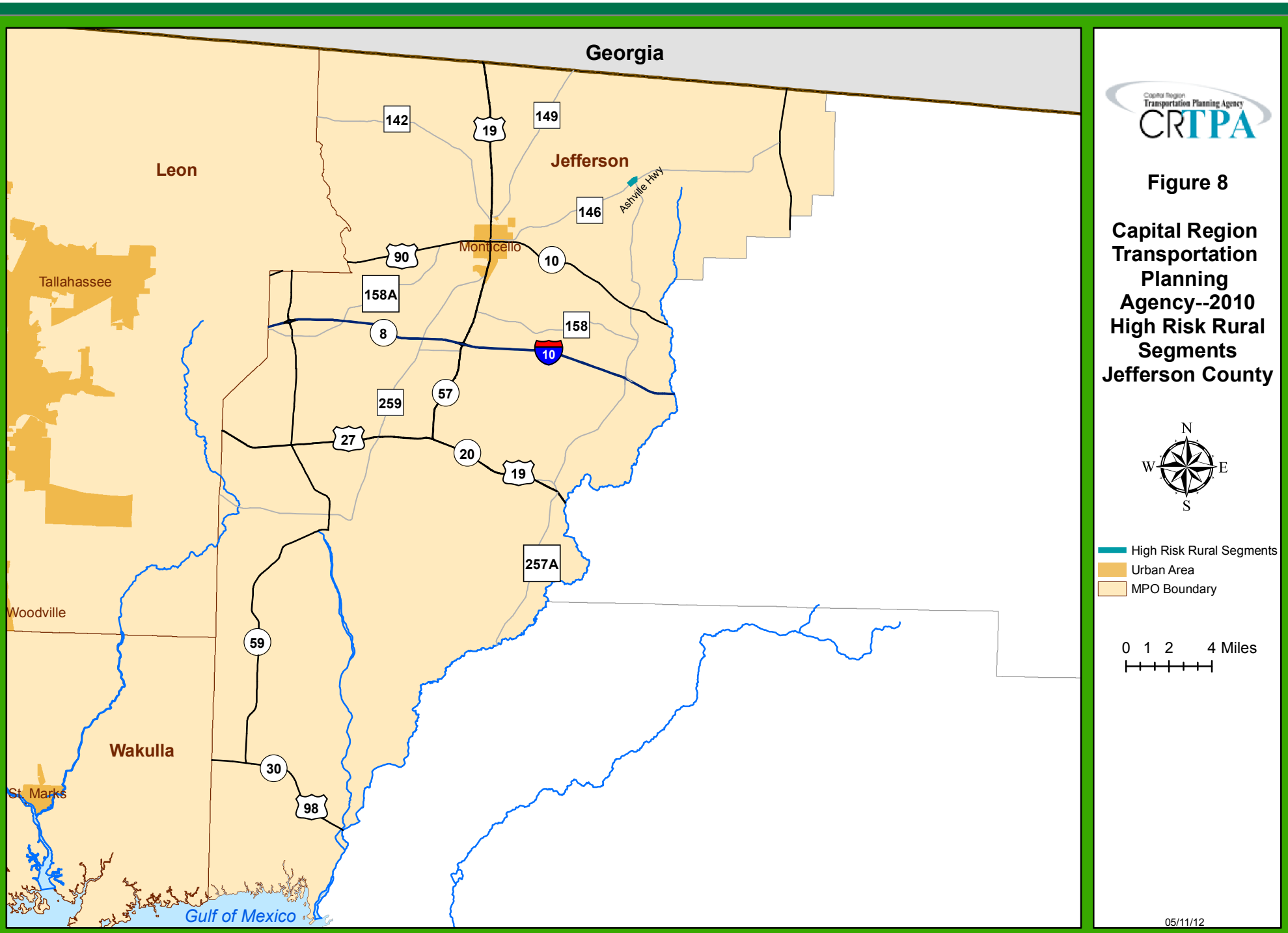
Capital Region Transportation Planning Agency—2010 High Risk Rural Segments Leon County

Map ID	Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
1	County Highway 373/Springhill Road	1.4	1.9	4
2	County Highway 361/Old Bainbridge Road	9.7	10.2	6
3	County Highway 157/Old Bainbridge Road	10.3	11.1	9
4	County Highway 344/Orchard Pond Road	0.000	4.612	8
5	County Highway 155/Meridian Road	6.3	7.0	6
6	County Highway 12/Fairbanks Ferry Road	0.2	0.8	4
7	County Highway 12/Fairbanks Ferry Road	5.4	6.1	4
8	County Highway 151/Centerville Road	7.8	8.2	7
9	County Highway 347/Miccosukee Road	9.3	9.9	4
10	County Highway 347/Miccosukee Road	0.0	1.4	7
11	County Highway 142/Old Magnolia Road	0.000	6.674	4
12	County Highway 1540/Capitola Road	2.9	3.5	6


Georgia
Chattahoochee
Gadsden
Leon
Tallahassee
Woodville
Gretna
Quincy
Greensboro
Havana
Midway
Brickyard Rd
County Hwy 270
County Hwy 268
Lanier Rd
Iron Bridge Rd
10
90
267
65
268
8
269
270A
3
1
2
12
274
65B
14
13
12
159
27
10
9
12
11
157
161
12
63
4
5
7
159
268
6
Figure 7
Capital Region Transportation Planning Agency--2010 High Risk Rural Segments Gadsden County
N
W
E
S
High Risk Rural Segments
Urban Area
MPO Boundary
0 1 2 4 Miles
05/11/12

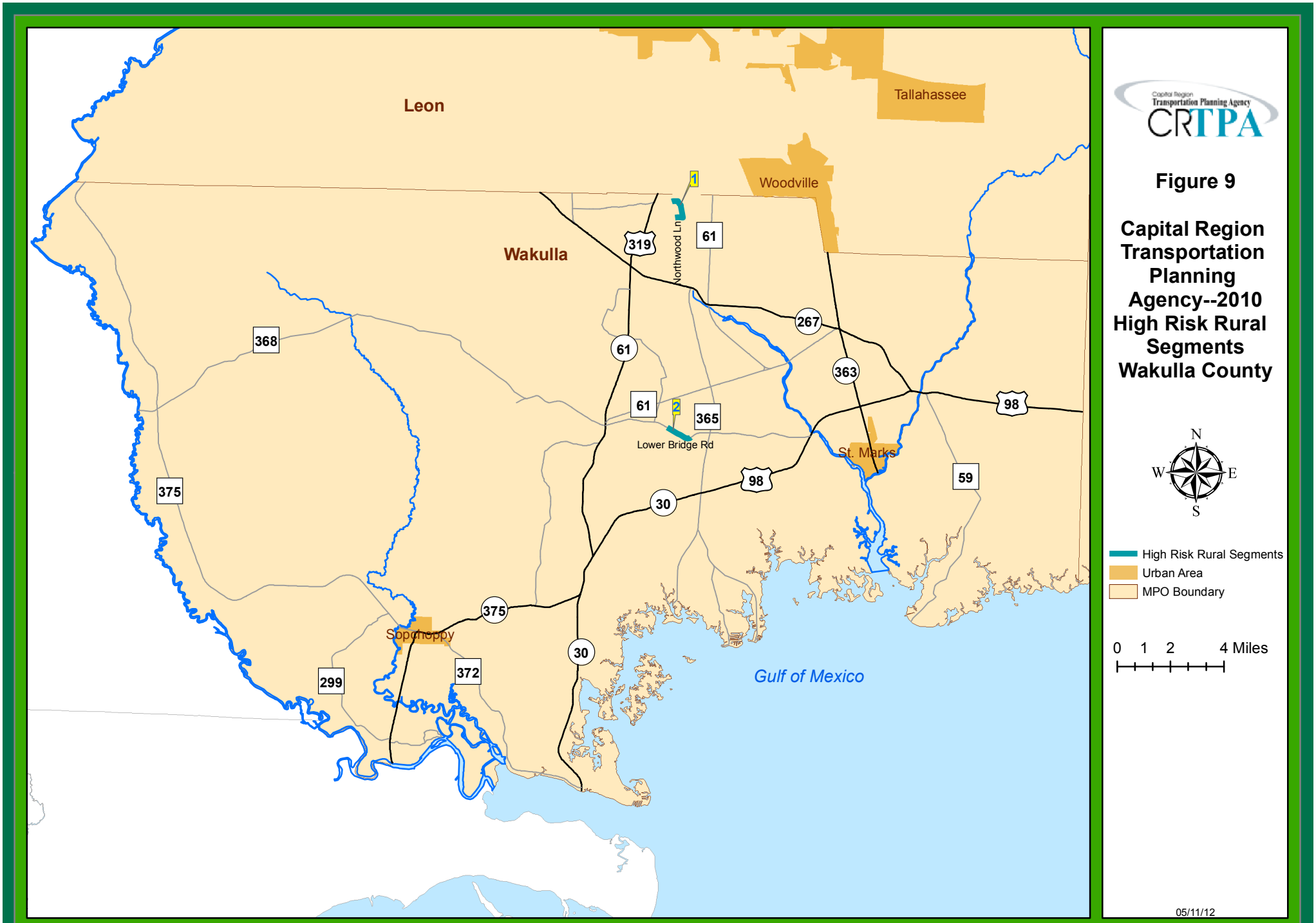
Capital Region Transportation Planning Agency—2010 High Risk Rural Segments Gadsden County

Map ID	Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
1	County Highway 270/Little Sycamore Road	2.3	3.8	4
2	County Highway 270/Little Sycamore Road	5.2	6.3	5
3	County Highway 270A/Flat Creek Road	3.8	5.2	7
4	County Highway 268/High Bridge Road	2.1	2.6	6
5	County Highway 268/High Bridge Road	3.5	4.0	4
6	Brickyard Road	0.1	0.6	4
7	Lanier Road	1.4	2.3	4
8	County Highway 153/Iron Bridge Road	0.5	1.5	6
9	County Highway 12/Fairbanks Ferry Road	5.1	5.6	4
10	County Highway 12/Fairbanks Ferry Road	4.0	4.5	6
11	County Highway 12/Fairbanks Ferry Road	2.9	3.5	6
12	County Highway 159/Salem Road	3.7	4.3	4
13	County Highway 159/Salem Road	4.4	5.2	5
14	County Highway 159/Salem Road	6.1	7.7	6


Georgia
Leon
Jefferson
Tallahassee
Monticello
Ashville Hwy
Woodville
Wakulla
St. Marks
Gulf of Mexico
142
19
149
146
90
10
158A
158
8
10
259
57
27
20
19
257A
59
30
98
Figure 8
Capital Region Transportation Planning Agency--2010 High Risk Rural Segments Jefferson County
N
W
E
S
High Risk Rural Segments
Urban Area
MPO Boundary
0 1 2 4 Miles
05/11/12

Capital Region Transportation Planning Agency—2010 High Risk Rural Segments Jefferson County

Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
Asheville Highway	6.5	7.0	3


Leon
Tallahassee
Woodville
Wakulla
Northwood Ln
1
319
61
267
368
61
363
61
2
365
Lower Bridge Rd
98
St. Marks
375
98
59
30
375
Sopchoppy
30
299
372
Gulf of Mexico
Figure 9
Capital Region Transportation Planning Agency--2010 High Risk Rural Segments Wakulla County
N
W
E
S
High Risk Rural Segments
Urban Area
MPO Boundary
0 1 2 4 Miles
05/11/12

Capital Region Transportation Planning Agency—2010 High Risk Rural Segments Wakulla County

Map ID	Roadway	Beginning Milepost	Ending Milepost	Number of Crashes
1	Northwood Lane	0.7	1.9	4
2	Lower Bridge Road	2.4	3.4	7

3.7 TRANSIT PERFORMANCE MEASURES AND EVALUATION

The CRTPA recognizes the importance of having a quality transit system for the area. The presence of a safe, affordable, and efficiently operating transit system is viewed as essential by the CRTPA and the communities it serves, as is an extended service area that eventually would cover the entire CRTPA region. An effective and accessible transit system would assist those outside the current service area hit hardest by rising fuel costs to travel more cost effectively, would help reduce automobile vehicle miles traveled, and would contribute greatly toward achieving the multi-modal transportation network that this CRTPA desires.

The continual monitoring and updating of system performance indicators are key to building a successful transit system. A major update to StarMetro's Transit Development Plan (TDP) was completed in 2011 in association with the development of the Regional Mobility Plan (RMP).

Additionally, after more than a half century of running a downtown-oriented transit system, StarMetro undertook a complete route restructuring in July of 2011 and is based on several high frequency, unscheduled, independent routes that traverse the city without necessarily going downtown. Several other less frequent routes complete the system for a total of 12 routes.

Furthermore, efforts to address regional transit issues were initiated in 2009 with the Regional Transit Study (RTS). The study's purpose was to develop a long-term vision for transit within the capital region (Gadsden, Jefferson, Leon and Wakulla counties).

The CRTPA in 2010 adopted the above referenced Regional Transit Study which identifies two types of transit improvements for the region. The Study identifies service improvements and capital projects. Service improvements include fixed route services and capital projects include fixed guideway, bus rapid transit and streetcar. The two types of transit improvements are listed as near term, mid-term and long term projects and are listed below:

Near Term (2010-2014)

- Gadsden Express (already started)

Mid Term (2015-2024)

- North Leon County StarMetro Local Bus Service Expansion
- Capital Circle Office Complex/Southwood StarMetro Local Bus Service Expansion
- Tram Road StarMetro Local Bus Service Expansion
- Crawfordville Express Bus Service
- East Leon County StarMetro Local Bus Service Expansion
- Quincy Fixed Route Expansion
- Havana Fixed Route
- Monticello Fixed Route
- Woodville Highway Express Bus Service

- Capital Circle East Express Bus Service
- Havana Express Bus Service
- Monticello Express Bus Service
- Airport Express Bus Service
- West Tennessee Street Bus Rapid Transit
- Thomasville Road Bus Rapid Transit
- Apalachee Parkway Bus Rapid Transit
- Gaines Street Streetcar Line
- Campus Streetcar Line

Long Term (2024-2050)

- Crawfordville Fixed Route
- Quincy Fixed Route Expansion
- Havana Fixed Route Expansion
- Havana/Quincy Express Bus Service
- Capital Circle East Bus Rapid Transit
- Monroe Street Bus Rapid Transit
- East Tennessee Street (Mahan Drive) Phase 1 & 2 Bus Rapid Transit

More information about the RTS study can be found in **Appendix C**.

StarMetro is committed to the continued performance monitoring of the system so that ever-changing needs of the community are met as the CRTPA develops and expands. Additionally, CRTPA staff is committed to working with StarMetro to promote transit opportunities in the area. The cooperative working relationship is a winning combination and can be seen as transit representatives are becoming more visible and vocal at the CRTPA's subcommittee meetings (technical advisory committee and citizen's multi-modal advisory committee meetings.

It should be noted that StarMetro is also the Community Transportation Coordinator (CTC) for Leon County. The CTC is responsible for overseeing the operations of the local transportation disadvantaged coordinating board for their county. These local coordinating boards are responsible for reviewing and discussing issues related to the provision (or lack thereof) of transportation services to those members in the community who are unable to provide their own transportation to vital services, such as medical appointments and employment due to physical or mental disability, economic status, or age. The CTC for Gadsden and Jefferson County is Big Bend Transit. The CTC for Wakulla County is the Senior Citizens Council. Information on the service needs in the respective counties inside the CRTPA boundary is shared with CRTPA and StarMetro staff. Coordination of this type helps in future planning of routes that can provide needed service to the transportation disadvantaged. Multi-county routes are understudy for feasibility and cost-sharing.

3.8 BICYCLE AND PEDESTRIAN PERFORMANCE MEASURES AND EVALUATION

The CRTPA is committed to expanding and improving the bicycle and pedestrian network in the CRTPA boundary. The commitment to planning for these modes of transportation was clear in the vision of the adopted Year 2025 Bicycle and Pedestrian Master Plan:

> *"Ensure that Tallahassee-Leon County becomes a premier community known for its safe, accessible and interconnected pedestrian and bicycle system that provides mobility for all ages and abilities supports economic opportunity, and enhances public health."*

The initiation of a Bicycle and Pedestrian Master Plan for Tallahassee-Leon County was a turning point in transportation planning for this community. The Plan is strategic -- planning for facilities and programs to improve safety, connectivity and comfort for the users on a 20-year horizon. The Plan development was built upon a combination of analytical methods, extensive research, and public participation. As with the Transit Renaissance Plan, discussed in the previous section, the Bicycle and Pedestrian Master Plan was initiated with the goal of reforming the transportation network into one that would not only improve upon the existing conditions for current users, but also expand facilities to entice new users and provide new options for travel.

Since the adoption of the Bicycle and Pedestrian Master Plan for Tallahassee-Leon County, the Long Range Transportation Plan (LRTP) for the CRTPA has been updated. The updated LRTP included the revolutionary Regional Mobility Plan (RMP), which incorporates the Bicycle and Pedestrian Master Plan. The RMP is inclusive of all mobility options and acknowledges them all as integral to overall mobility for the area. Bicycle, Pedestrian, Transit, and vehicular mobility are all planned for under the one RMP document.

The resolve to improve the attractiveness and efficiency of the bicycle and pedestrian system in the CRTPA area is high. The Bicycle and Pedestrian Master, currently a stand-alone document, is currently in the process of being updated for the entire CRTPA area as part of the Regional Mobility Plan. The intent is to maximize the non-automotive mobility options available to people throughout the region for daily living. In the current economy, the region needs to be forward-thinking and provide for more affordable methods of transportation. Recognizing the importance of cost-effective choices for mobility, the local governments of Gadsden County and Wakulla County have submitted applications for the development of Bicycle and Pedestrian Master Plans for their jurisdictions through the SAFETEA-LU Transportation Enhancement Funding Program. Additionally, active neighborhood groups are submitting applications for SAFETEA-LU funding for neighborhood sidewalk projects connecting their homes to area businesses, schools, and parks in the City of Tallahassee. Clearly the region is exhibiting signs of multimodal acceptance, and a desire turn ideas into reality via funding projects.

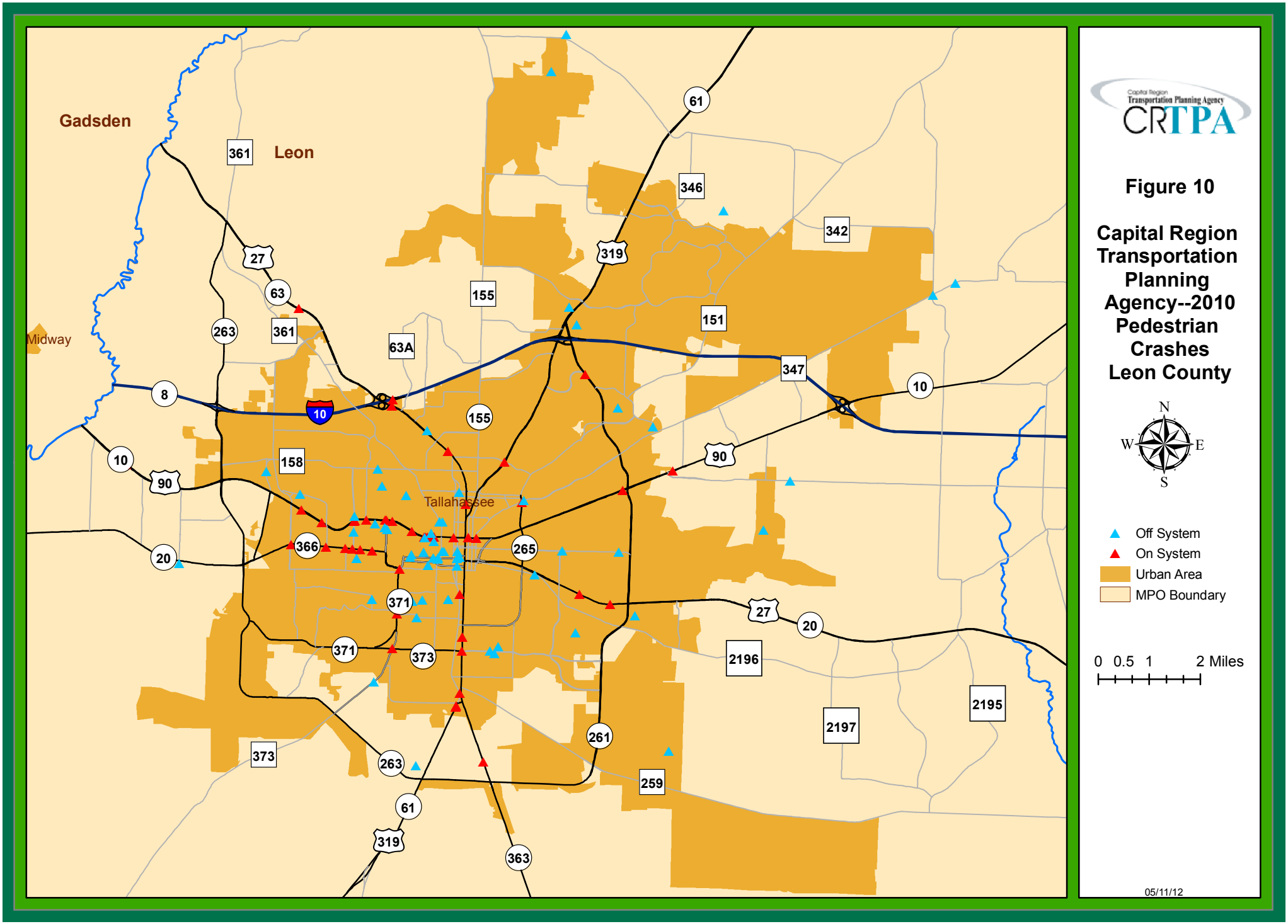
In 2009, the City of Tallahassee received a Bronze Status designation as a "Bicycle Friendly Community" through the League of American Bicyclists. Through the application process, much data had to be gathered on the bicycle programs and infrastructure available within the City of Tallahassee. The designation recognizes communities for their efforts to increase the safety for cyclists and for providing infrastructure and planning that enables and encourages safe cycling in the community. The Bronze Status designation was a step forward for the CRTPA local government as it constitutes an outward statement that the local government is bicycle friendly, and sees value in this transportation mode as not only an environmentally wise transportation choice, but an economical alternative to congestion.

The "Bicycle Friendly Community" Bronze Status designation will be reviewed by the League of American Bicyclists in October of 2013. The City of Tallahassee is working diligently to increase its status designation in the next cycle. Leon County will also be applying for a designation from the League of American Bicyclists in 2013.

3.8.1 Identified High Crash Roadway Segments

Pedestrian and bicycle safety is an important performance measure in the evaluation of the effectiveness of implementing new pedestrian and bicycle facilities. Pedestrian and bicycle crash are monitored to identify problem areas.

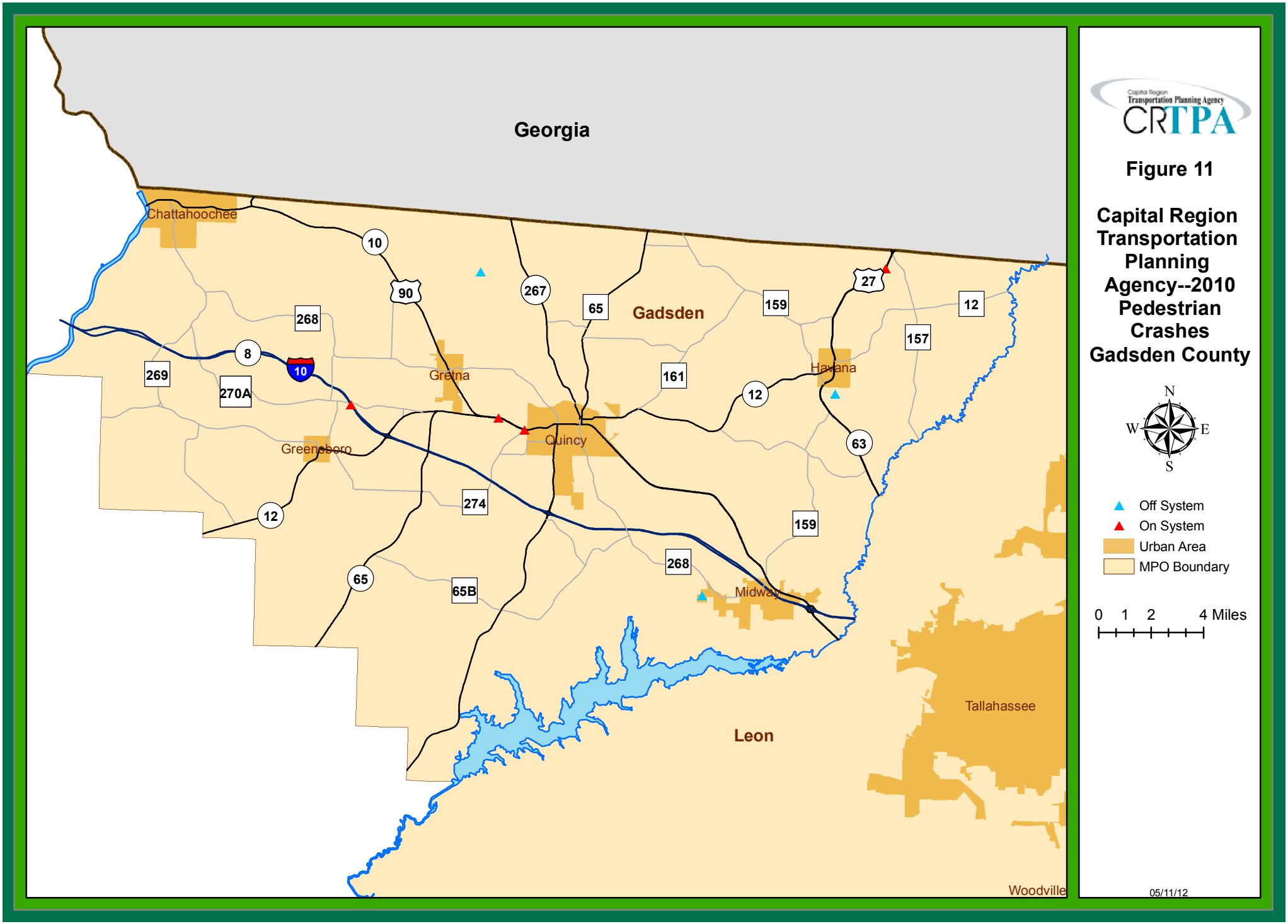
Figures 10 through **13** details the available pedestrian crashes for the last 5 years, 2008 through 2010 for Leon, Gadsden, Jefferson, and Wakulla Counties. **Figures 14** through **17** details the available bicycle crashes for the last 5 years, 2008 through 2010 for Leon, Gadsden, Jefferson, and Wakulla Counties.


Gadsden
Leon
Midway
Tallahassee
61
346
342
319
27
63
155
151
263
361
63A
347
10
8
10
155
158
90
90
20
366
265
371
27
20
371
373
2196
2195
2197
373
261
263
259
61
319
363
Figure 10
Capital Region Transportation Planning Agency--2010 Pedestrian Crashes Leon County
N
W
E
S
Off System
On System
Urban Area
MPO Boundary
0 0.5 1 2 Miles
05/11/12

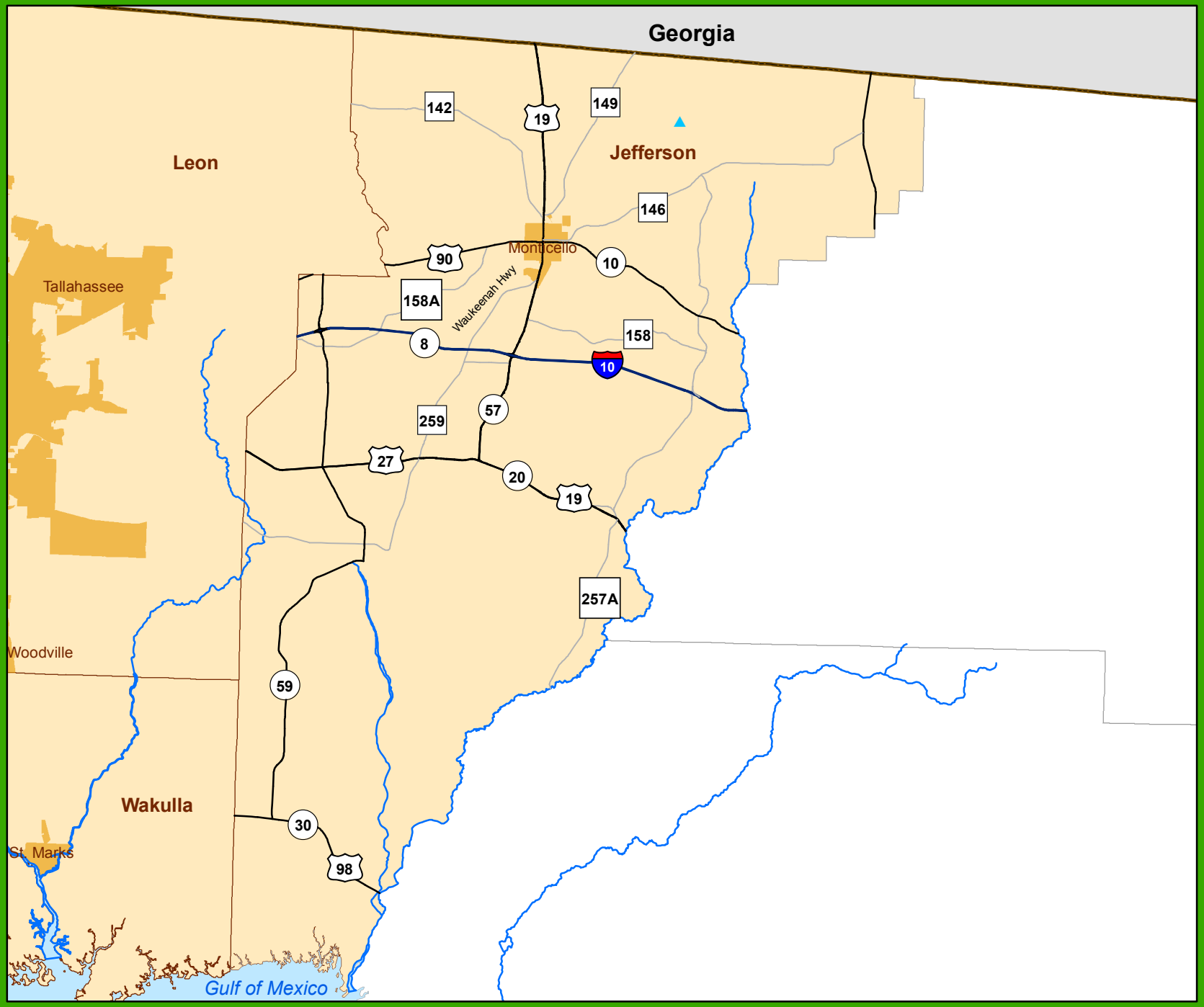
Capital Region Transportation Planning Agency--2010 Pedestrian Crashes--Leon County							
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	ROAD NAME ON WHICH CRASH OCCURRED	ROAD NAME TO THE NEAREST INTERSECTION CRASH OCCURRED
1	OFF	108777310	2/1/2010	1700	1	CALL ST	COPELAND AVE
2	OFF	718887300	1/6/2010	0809	3	LAFAYSTTE ST	INDIANHEAD DR
3	OFF	718888130	1/8/2010	2018	5	EDDIE RD	TUDOR RD
4	OFF	718890110	1/16/2010	0129	6	THARPE ST W	TRIMBLE LN
5	OFF	718893930	1/29/2010	1932	5	COLLEGE AVE W	MACOMB ST S
6	OFF	718895870	2/5/2010	1928	5	OCALA RD	HERITAGE GROVE CIR
7	OFF	718898350	2/14/2010	2139	7	MACOMB ST S	PENSACOLA ST
8	OFF	718899630	2/18/2010	1045	4	OLD BAINBRIDGE RD	BREVARD ST W
9	OFF	718900110	2/20/2010	0230	6	1505 W THARPE ST	1505 W THARPE ST
10	OFF	718905020	3/12/2010	1954	5	SAXON ST	POPPY ST
11	OFF	718905180	3/13/2010	1752	6	805 COBLE ST	UNKNOWN
12	OFF	718915300	4/17/2010	1637	6	BREVARD ST	MALCOMB ST
13	OFF	718917250	4/25/2010	0357	7	ALABAMA ST	ABRAHAM ST
14	OFF	718922460	5/16/2010	0016	7	ALLEN RD	MONROE ST N
15	OFF	718923210	5/15/2010	1107	6	PENSACOLA ST	DUVAL ST S
16	OFF	718923650	5/21/2010	0200	5	459 W COLLEGE ST	UNKNOWN
17	OFF	718924820	5/27/2010	0806	4	MADISON ST	DUVAL ST
18	OFF	718928100	6/9/2010	0546	3	1400 BLK VILLAGE SQ BLV	FINANCIAL PLZ
19	OFF	718930060	6/17/2010	2113	4	1444 MICCOSUKEE RD	UNKNOWN
20	OFF	718930120	6/17/2010	1324	4	KILLEARN CENTER BLVD	VILLAGE SQUARE BLVD
21	OFF	718934140	7/2/2010	1652	5	DEWEY ST	ACADEMIC WAY
22	OFF	718934430	7/3/2010	1552	6	ORANGE AVE	BRIGHTON ST
23	OFF	718935140	7/7/2010	1727	3	900 OCALA RD	900 OCALA RD
24	OFF	718935790	7/10/2010	0145	6	VIRGINIA ST	COPELAND ST
25	OFF	718942520	8/7/2010	1516	6	MISSION RD	VISTA RISE DR
26	OFF	718943110	8/10/2010	0942	2	JEFFERSON ST W	WOODWARD AVE S
27	OFF	718948190	8/27/2010	2048	5	1702 KEITH ST	UNKNOWN
28	OFF	718956280	9/25/2010	1514	6	MADISON ST	GAY ST
29	OFF	718956400	9/25/2010	2059	6	COLORADO ST	INDIANA ST
30	OFF	718957230	9/27/2010	0745	1	MACOMB ST	PENSACOLA ST
31	OFF	718957570	9/28/2010	1740	2	COUNTRY CLUB DR	CANTON CIR
32	OFF	718957640	9/28/2010	1755	2	PENSACOLA ST	WOODWARD AVE S
33	OFF	718958480	10/2/2010	0230	6	DUVAL ST	7TH AVE W
34	OFF	718958860	10/3/2010	1507	7	CONNIE DR	VOGUE DR
35	OFF	718958930	10/3/2010	1922	7	OLD BAINBRIDGE	BREVARD ST W
36	OFF	718960430	10/7/2010	2000	4	CALL ST	CHAPEL DRIVE
37	OFF	718961140	10/11/2010	1835	1	3360 THOMAS BUTLER RD	UNKNOWN
38	OFF	718961630	10/13/2010	1108	3	CALL ST W	STADIUM DR
39	OFF	718967000	10/30/2010	2038	6	PALMER AVE	M L KING BLVD
40	OFF	718967030	10/30/2010	2139	6	PASCO ST	LIBERTY ST
41	OFF	718967250	10/31/2010	1208	7	BELLE VUE WAY	CARDINAL CT
42	OFF	718972400	11/17/2010	2028	3	STADIUM DR	CALL ST
43	OFF	718972850	11/19/2010	0827	5	PARK AVE E	BLAIR STONE RD S
44	OFF	718974680	11/28/2010	0313	7	1698 STUCKEY AVE	UNKNOWN
45	OFF	718975690	12/2/2010	1631	4	PEDRICK RD	SIOUX TRACE
46	OFF	718977930	12/9/2010	2345	4	PAUL RUSSELL RD	LARETTE DR
47	OFF	718981790	12/29/2010	1330	3	PENSACOLA ST	ADAMS ST
48	OFF	719747310	8/31/2010	0624	2	SPRINGHILL RD	SPRINIL RD
49	OFF	731696790	2/10/2010	1213	3	UNIVERSITY WAY	GRAY ST
50	OFF	770003390	5/25/2010	1900	2	17TH AVE E	COYNERS ST
51	OFF	770139790	6/4/2010	2225	5	CR 149A DILLS RD	BROCK RD
52	OFF	770144400	7/2/2010	2218	5	BUCKLAKE ROAD	REDFIELD ROAD
53	OFF	770144440	7/22/2010	0630	4	MICCOSUKEE ROAD	CRUMP ROAD
54	OFF	770156150	5/29/2010	2130	6	TENNEL ROAD	PETERS ROAD
55	OFF	770156260	8/4/2010	1516	3	HUTCHINSON FERRY RD	GLORY ROAD
56	OFF	770161170	7/3/2010	2125	6	AENON CHURCH RD	SR 20
57	OFF	813118500	8/18/2010	2035	3	OTTER LAKE RD	PIGOTT ROAD
58	OFF	813118910	8/11/2010	2106	3	SHADEVILLE RD	SR 61

Capital Region Transportation Planning Agency--2010 Pedestrian Crashes--Leon County							
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	ROAD NAME ON WHICH CRASH OCCURRED	ROAD NAME TO THE NEAREST INTERSECTION CRASH OCCURRED
59	OFF	905754170	2/5/2010	1705	5	SALINGER WAY	BECKETT RD
60	OFF	905771180	9/11/2010	1919	6	BILL HEADLEY RD	BANNESMAN RD
61	OFF	908361120	11/12/2010	1730	5	COLLEGE AVE	DUVAL ST
62	OFF	908362860	9/21/2010	1750	2	PARK AVE	CAPITAL CIR
63	OFF	908364250	9/17/2010	0239	5	MICCOSUKEE RD	CRUMP RD
64	OFF	908364420	6/9/2010	2300	3	WESTWAY ROAD	POINSETTIA AVE
65	OFF	908373690	10/6/2010	1038	3	SUMMERBROOKE DR	LOCHKNOLL LN
66	OFF	908375990	9/24/2010	0700	5	WHIPPOORWILL	HEADWATER CREEK DR
67	OFF	908376030	11/6/2010	1636	6	BLOUNTSTOWN ST	NEKOMA LN
68	OFF	908382560	10/26/2010	1546	2	PENSACOLA ST	COPELAND ST S
69	OFF	908398690	11/9/2010	1235	2	BOLD VENTURE TRL	APOLLO TRL
70	ON	110788860	8/2/2010	1144	1	TENNESSEE ST	WOODWARD AVE N
71	ON	110227120	6/3/2010	2102	4	WOODVILLE HWY	ROSS RD
72	ON	718950800	9/6/2010	1409	1	TENNESSEE ST	DEWEY ST N
73	ON	718963590	10/20/2010	0710	3	CRAWFORDVILLE RD	GAILE AVE
74	ON	718914910	4/16/2010	1149	5	RICHVIEW RD	APALACHEE PKWY
75	ON	718910760	4/2/2010	2011	5	THOMASVILLE RD	BETTON RD
76	ON	718981610	12/29/2010	1512	3	ADAMS ST	JENNINGS ST
77	ON	718940530	7/30/2010	2020	5	MAHAN DR	CAPITAL CIR
78	ON	718933870	7/1/2010	2246	4	TENNESSEE ST	BASIN ST
79	ON	718902580	3/2/2010	1153	2	TENNESSEE ST W	COPELAND ST N
80	ON	718951870	9/9/2010	1528	4	REMINGTON GREEN N	CAPITAL CIR
81	ON	718958800	10/2/2010	2323	6	MONROE ST	PUTNAM DR
82	ON	718956070	9/24/2010	1809	5	TENNESSEE ST	CALHOUN ST N
83	ON	718901790	2/27/2010	0135	6	TENNESSEE ST	DEWEY ST N
84	ON	718907820	3/23/2010	0751	2	PENSACOLA ST	WHITE DR L
85	ON	718939930	7/28/2010	1511	3	LAKE BRADFORD R	GAINES ST
86	ON	718934570	7/4/2010	2229	7	TENNESSEE ST	WEST 10
87	ON	718917090	4/24/2010	1420	6	PENSACOLA ST	LIPONA RD S
88	ON	718962110	10/15/2010	0110	5	BRONOUGH ST N	TENNESSEE ST
89	ON	718951710	9/9/2010	1554	4	MONROE ST N	4TH AVE
90	ON	718962980	10/17/2010	1946	7	DIXIE DR	TENNESSEE ST W
91	ON	718930870	6/21/2010	0727	1	I 10	MONROE ST N
92	ON	718891660	1/21/2010	1424	4	CALL ST	TENNESSEE ST
93	ON	718970100	11/9/2010	1703	2	MICCOSUKEE RD	MAGNOLIA DR N
94	ON	718929050	6/13/2010	1752	7	CALHOUN ST N	TENNESSEE ST
95	ON	718958430	10/1/2010	1804	5	KISSIMMEE ST	LAKE BRADFORD RD
96	ON	718923030	5/18/2010	1736	2	PENSACOLA ST	AUSLEY RD S
97	ON	718964080	10/22/2010	0220	5	TENNESSEE ST W	RAVEN ST
98	ON	718961340	10/12/2010	0753	2	PENSACOLA ST	CHAPEL DR
99	ON	718888170	1/9/2010	0102	6	TENNESSEE ST	COPELAND ST N
100	ON	718887600	1/6/2010	1115	3	SR 63	CALLAWAY RD
101	ON	718906970	3/20/2010	0231	6	TENNESSEE ST	BREVARD ST
102	ON	718912720	4/9/2010	1221	5	APALACHEE PKWY	ALBRITTON DR
103	ON	718981470	12/27/2010	2124	1	US 27	MARIANNA DR
104	ON	718923640	5/20/2010	1611	4	OCALA RD	TENNESSEE ST W
105	ON	718970950	11/12/2010	1814	5	BASIN ST	TENNESSEE ST W
106	ON	718976030	12/3/2010	1532	5	PUTNAM DR	MONROE ST
107	ON	731816840	4/21/2010	0809	3	SPRINGHILL RD	ORANGE AVE
108	ON	770130360	5/17/2010	1750	1	US 90	IDA RD
109	ON	770163280	10/29/2010	1500	5	BEN BOSTICK RD	US 90
110	ON	770156460	9/29/2010	2106	3	US 319	NEW LIGHT CHURCH RD
111	ON	820107920	12/11/2010	1846	6	US 27	MCNAIR RD
112	ON	819960560	12/11/2010	2335	6	US 90	WOODBERRY RD
113	ON	820454530	12/17/2010	1150	5	I 10	CR 270A
114	ON	905751360	3/14/2010	2300	7	I 10	WB ENT FROM NB SR 63 L
115	ON	905750500	3/17/2010	1415	3	MERIDIAN ST N	TENNESSEE ST
116	ON	905774960	11/11/2010	1630	4	SR 10	BUCK LAKE RD

Capital Region Transportation Planning Agency--2010 Pedestrian Crashes--Leon County							
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	ROAD NAME ON WHICH CRASH OCCURRED	ROAD NAME TO THE NEAREST INTERSECTION CRASH OCCURRED
117	ON	905786770	11/26/2010	1815	5	CRAWFORDVILLE RD	RIDGE RD
118	ON	908355860	2/3/2010	2240	3	TENNESSEE ST	OCALA RD
119	ON	908377170	10/20/2010	1655	3	I 10	MONROE ST
120	ON	908356130	2/23/2010	2004	2	ORANGE AVE E	SR 61
121	ON	908368190	10/29/2010	1546	5	OCALA RD S	PENSACOLA ST
122	ON	908390480	1/1/2010	0618	5	SR 63	HARRIETT DR
123	ON	908376160	9/28/2010	1745	2	PENSACOLA ST	APPLEYARD DR
124	ON	908359260	10/10/2010	1349	7	FOUR POINTS WAY	CRAWFORDVILLE RD
125	ON	908383210	11/22/2010	1930	1	BLOUNTSTOWN HWY	CRICKET RD


Georgia
Chattahoochee
Gadsden
Leon
Gretna
Quincy
Greensboro
Havana
Midway
Tallahassee
Woodville
10
90
267
65
27
159
12
157
268
8
269
270A
161
63
274
65B
Figure 11
Capital Region Transportation Planning Agency--2010 Pedestrian Crashes Gadsden County
N
W
E
S
Off System
On System
Urban Area
MPO Boundary
0 1 2 4 Miles
05/11/12

Capital Region Transportation Planning Agency--2010 Pedestrian Crashes--Gadsden County							
	SYSTEM	**CRASHNUM**	**CRASHDATE**	**CRASHTIME**	**DAYOFWEEK**	**ROAD NAME ON WHICH CRASH OCCURRED**	**ROAD NAME TO THE NEAREST INTERSECTION CRASH OCCURRED**
1	OFF	770003390	5/25/2010	1900	2	17TH AVE E	COYNERS ST
2	OFF	770156150	5/29/2010	2130	6	TENNEL ROAD	PETERS ROAD
3	OFF	770156260	8/4/2010	1516	3	HUTCHINSON FERRY RD	GLORY ROAD
4	ON	770163280	10/29/2010	1500	5	BEN BOSTICK RD	US 90
5	ON	820107920	12/11/2010	1846	6	US 27	MCNAIR RD
6	ON	819960560	12/11/2010	2335	6	US 90	WOODBERRY RD
7	ON	820454530	12/17/2010	1150	5	I 10	CR 270A



CRTPA

Capital Region Transportation Planning Agency

Figure 12

Capital Region Transportation Planning Agency--2010 Pedestrian Crashes Jefferson County

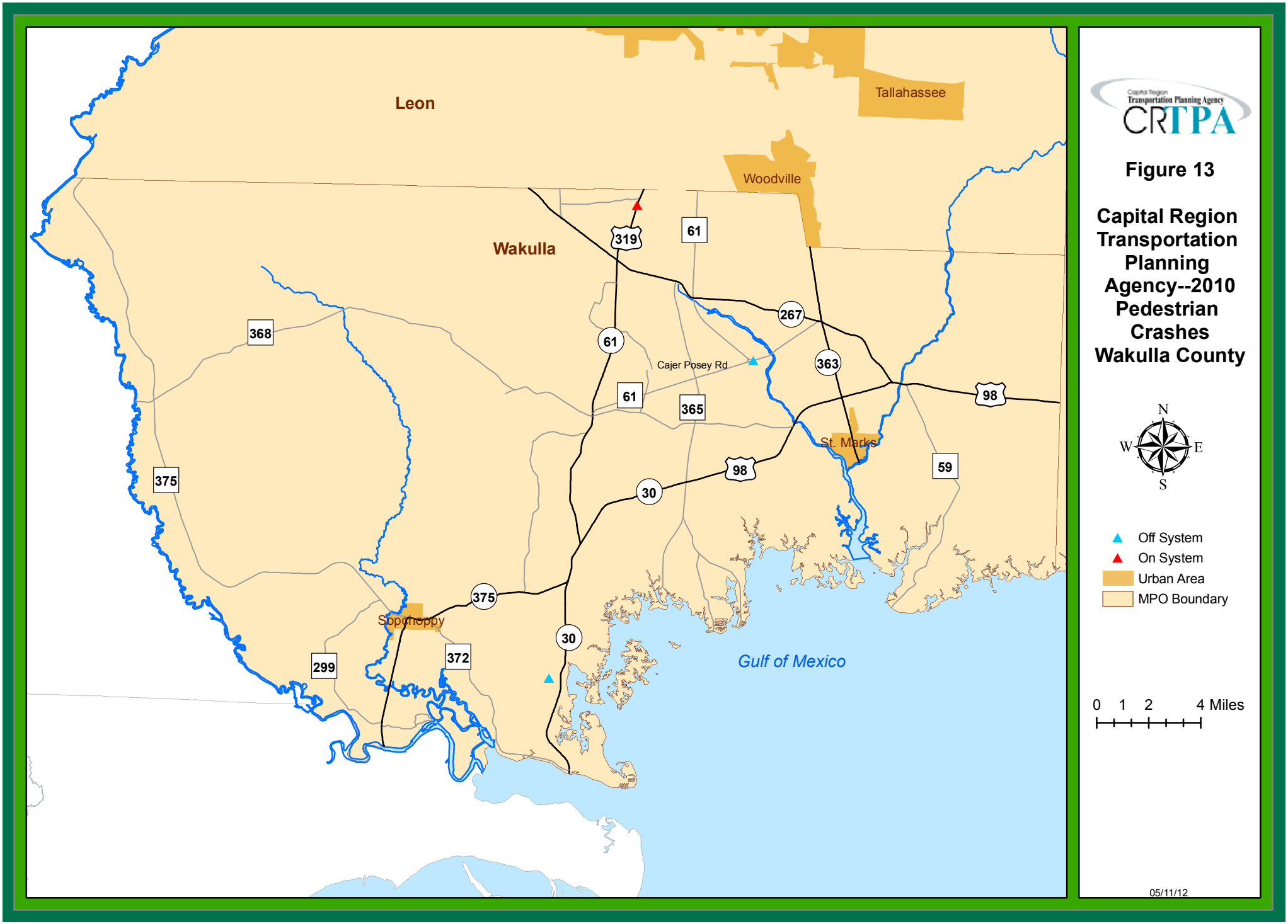
N
W E
S

There are no on-system 2010 pedestrian crashes in Jefferson County

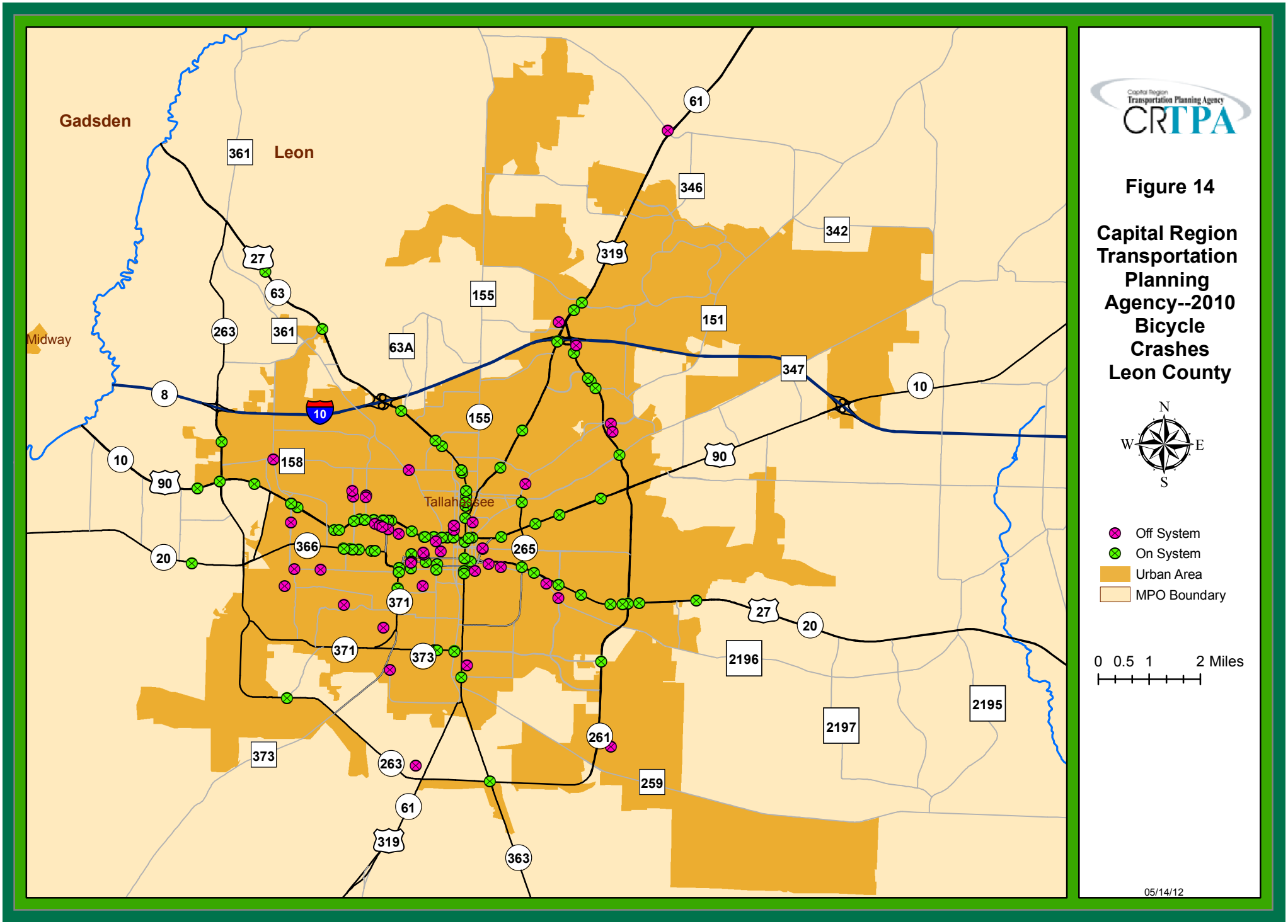
Off System
Urban Area
MPO Boundary

0 1 2 4 Miles

05/11/12

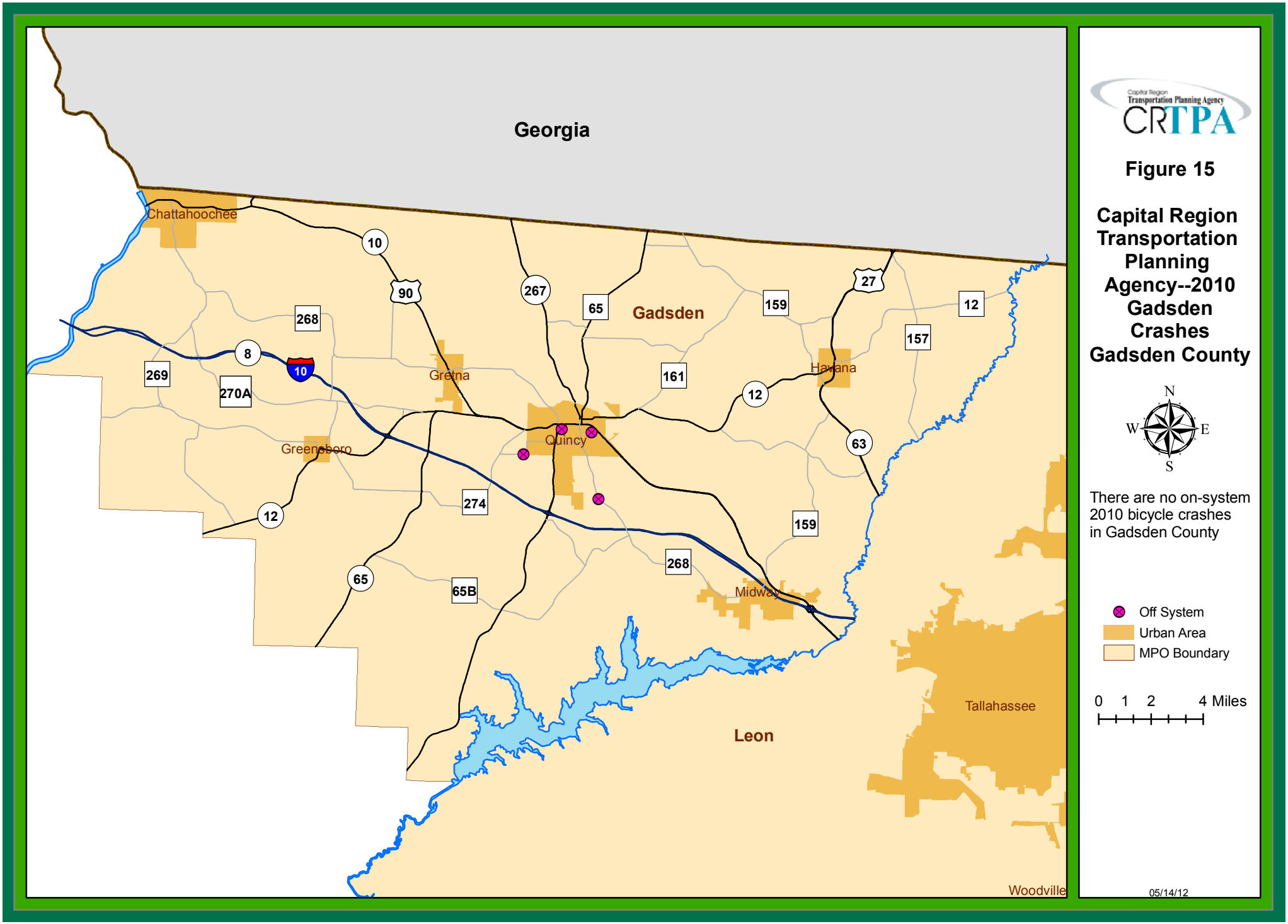

Leon
Tallahassee
Woodville
Wakulla
319
61
267
368
61
Cajer Posey Rd
363
61
365
98
St. Marks
375
98
59
30
375
Sopchoppy
30
299
372
Gulf of Mexico
Figure 13
Capital Region Transportation Planning Agency--2010 Pedestrian Crashes Wakulla County
N
W
E
S
Off System
On System
Urban Area
MPO Boundary
0 1 2 4 Miles
05/11/12

Capital Region Transportation Planning Agency--2010 Pedestrian Crashes--Wakulla County							
	SYSTEM	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	ROAD NAME ON WHICH CRASH OCCURRED	ROAD NAME TO THE NEAREST INTERSECTION CRASH OCCURRED
1	OFF	813118500	8/18/2010	2035	3	OTTER LAKE RD	PIGOTT ROAD
2	OFF	813118910	8/11/2010	2106	3	SHADEVILLE RD	SR 61
3	ON	770156460	9/29/2010	2106	3	US 319	NEW LIGHT CHURCH RD

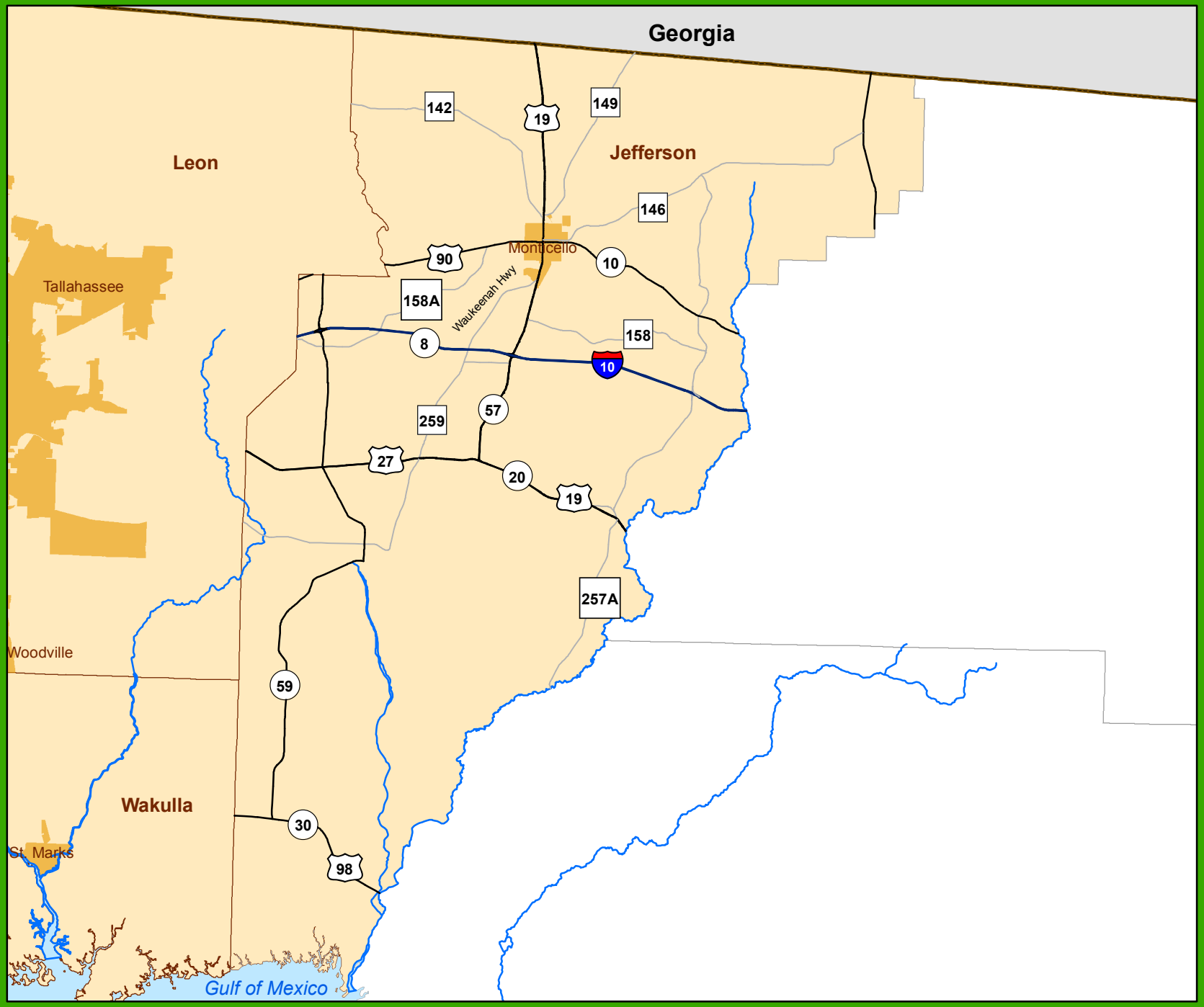

Gadsden
Leon
Midway
Tallahassee
61
346
342
319
27
63
155
361
263
361
63A
151
347
10
8
10
155
158
90
90
20
366
265
371
27
20
371
373
2196
2195
2197
261
373
263
259
61
319
363
Figure 14
Capital Region Transportation Planning Agency--2010 Bicycle Crashes Leon County
N
W
E
S
Off System
On System
Urban Area
MPO Boundary
0 0.5 1 2 Miles
05/14/12

Capital Region Transportation Planning Agency--2010 Bicycle Crashes--Leon County							
	SYSTEM?	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	ROAD NAME ON WHICH CRASH OCCURRED	ROAD NAME TO THE NEAREST INTERSECTION CRASH OCCURRED
1	OFF	108776810	10/15/2010	1330	5	CHIEFTAN WAY	CALL ST
2	OFF	111124190	8/23/2010	1726	1	JACKSON BLUFF RD	MABRY ST
3	OFF	718894110	1/30/2010	1133	6	FRANKLIN BLVD N	PARK AVE
4	OFF	718898970	2/16/2010	0700	2	CENTERVILLE DR	MEDICAL DR
5	OFF	718900450	2/21/2010	1929	7	LAFAYETTE ST	MARVIN ST
6	OFF	718902380	3/1/2010	1451	1	GADSDEN ST N	BREVARD ST E
7	OFF	718903140	3/3/2010	1428	3	UNKNOWN	UNKNOWN
8	OFF	718904500	3/10/2010	1202	3	MISSION RD	THARPE ST
9	OFF	718908410	3/25/2010	0900	4	CALL ST	CHAPEL DR
10	OFF	718910400	4/1/2010	1840	4	CONTINENTAL AVE	OCALA RD
11	OFF	718913210	4/10/2010	1938	6	RIDGE RD N	SPRINGSAX RD
12	OFF	718914320	4/14/2010	1155	3	EUGENIA ST	PINELLAS ST
13	OFF	718920130	5/4/2010	2205	2	BRONOUGH ST S	GEORGIA ST W
14	OFF	718927000	6/3/2010	1557	4	BUFORD BLVD	CENTERVILLE RD
15	OFF	718927410	6/6/2010	1907	7	LAURA LEE AVE	KEVIN ST
16	OFF	718931640	6/23/2010	2044	3	VICTORIA ST	BETHUNE ST
17	OFF	718932450	6/27/2010	1132	7	HIGH RD	CONTINENTAL AVE
18	OFF	718932760	6/28/2010	1740	1	LEVY AVE	PAUL DIRAC DR E
19	OFF	718940120	7/29/2010	1606	4	DESOTO PARK DR	LAFAYETTE ST
20	OFF	718942320	8/6/2010	1646	5	BRONOUGH ST N	GEORGIA ST
21	OFF	718943190	8/10/2010	1446	2	BRONOUGH ST N	CAROLINA ST W
22	OFF	718944780	8/16/2010	1728	1	RAYMOND DIEHL RD	RAYMOND DIEHL BUSINESS LN
23	OFF	718944810	8/16/2010	1029	1	WOODWARD ST	ST AUGUSTINE ST
24	OFF	718946940	8/24/2010	1242	2	3000 JACKSON BLUFF RD	JACKSONBLUFF RD
25	OFF	718947450	8/25/2010	1411	3	OCALA RD	RUMBA LN
26	OFF	718949090	8/31/2010	1318	2	MARKET ST	MACLAY BLVD
27	OFF	718949170	8/31/2010	1755	2	OLD BAINBRIDGE RD	THARPE ST
28	OFF	718951690	9/9/2010	1415	4	HIGH RD	CONTINENTAL AVE
29	OFF	718953070	9/13/2010	1717	1	475 APPLEYARD DR	UNKNOWN
30	OFF	718956330	9/25/2010	1845	6	GAINES ST E	MERIDIAN RD S
31	OFF	718957650	9/29/2010	0820	3	OLD ST AUGUSTINE RD	APAKIN NENE
32	OFF	718959240	10/4/2010	1811	1	COLLEGE AVE	MACOMB ST
33	OFF	718959550	10/5/2010	1817	2	WOODWARD AVE	ST AUGUSTINE ST W
34	OFF	718962800	10/16/2010	1828	6	CALL ST W	COPELAND ST
35	OFF	718966430	10/29/2010	1712	5	SHUMARD OAK DR	CEP WAY
36	OFF	718970400	11/10/2010	1629	3	3535 ROBERTS AVE	UNKNOWN
37	OFF	718972350	11/17/2010	1535	3	BRONOUGH ST N	GEORGIA ST W
38	OFF	718973120	11/19/2010	2123	5	OLD ST AUGUSTINE RD	BLAIR STONE RD S
39	OFF	718973240	11/20/2010	1820	6	CALL ST W	WHITEHALL ST
40	OFF	718975290	11/30/2010	2234	2	PARK AVE E	FRANKLIN BLVD N
41	OFF	731696790	2/10/2010	1213	3	UNIVERSITY WAY	GRAY ST
42	OFF	731697800	4/20/2010	2010	2	CALL ST	MURPHREE ST
43	OFF	765656720	9/30/2010	1842	4	CALL ST	CONRADI ST
44	OFF	770134870	7/12/2010	1757	1	CR 268	JOE ADAMS RD
45	OFF	770156230	7/22/2010	1815	4	CR 274	IMPERIAL NURSERY RD
46	OFF	770163590	7/9/2010	0908	5	BANNERMAN RD	SR 61
47	OFF	801588580	1/8/2010	1654	5	LAURA ST	11TH ST S
48	OFF	801589070	6/15/2010	1615	2	B W ROBERTS ST	SHADOW ST S
49	OFF	908364420	6/9/2010	2300	3	WESTWAY ROAD	POINSETTIA AVE
50	OFF	908369690	11/30/2010	0930	2	CARE DR	BUFORD BLVD
51	OFF	914996100	4/30/2010	0640	5	SPRING CREEK HWY	MAIDO ST
52	ON	106996830	40381	1248	4	TENNESSEE ST	DEWEY ST N
53	ON	718943310	40400	2116	2	7TH AVE E	MONROE ST N
54	ON	718938410	40379	0540	2	ADAMS ST	ORANGE AVE
55	ON	718971490	40496	0013	7	OCALA RD S	PENSACOLA ST
56	ON	718953040	40434	2016	1	OCALA RD	TENNESSEE ST W
57	ON	718910710	40270	1750	5	CONRADI ST	TENNESSEE ST
58	ON	718958400	40452	1724	5	PENSACOLA ST	AUSLEY RD S

Capital Region Transportation Planning Agency--2010 Bicycle Crashes--Leon County							
	SYSTEM?	CRASHNUM	CRASHDATE	CRASHTIME	DAYOFWEEK	ROAD NAME ON WHICH CRASH OCCURRED	ROAD NAME TO THE NEAREST INTERSECTION CRASH OCCURRED
59	ON	718920470	40304	1325	4	MONROE ST	GAINES ST
60	ON	718947650	40416	0803	4	ORANGE AVE	WAHNISH WAY
61	ON	718903220	40240	1830	3	MONROE ST	PAUL RUSSELL RD
62	ON	718932090	40354	1559	5	MONROE ST N	7TH AVE E
63	ON	718959170	40455	1525	1	EDWARDS ST	PENSACOLA ST
64	ON	718959630	40455	1414	1	LAKE BRADFORD RD	JACKSON BLUFF RD
65	ON	718891960	40200	0950	5	5TH AVE E	MONROE ST N
66	ON	718893370	40206	1140	4	EPPES DR	LAKE BRADFORD RD
67	ON	718913760	40280	1643	1	CAPITAL CIR	REMINGTON GREEN
68	ON	718924380	40323	1053	2	HIGH RD	TENNESSEE ST W
69	ON	718935340	40367	1315	4	PENSACOLA ST	AUSLEY RD S
70	ON	718975130	40512	1000	2	TENNESSEE ST	CALHOUN ST N
71	ON	731816580	40186	1542	5	JACKSON BLUFF RD	BLOUNTSTOWN HWY
72	ON	765658880	40366	1425	3	THOMASVILLE RD	PROCTOR RD
73	ON	908375890	40495	1130	6	TENNESSEE ST	BICYCLE RD


Georgia
Chattahoochee
Gadsden
Leon
Gretna
Quincy
Greensboro
Havana
Midway
Tallahassee
Woodville
10
90
267
65
268
8
269
270A
161
159
27
12
157
63
274
65B
Figure 15
Capital Region Transportation Planning Agency--2010 Gadsden Crashes Gadsden County
N
W
E
S
There are no on-system 2010 bicycle crashes in Gadsden County
Off System
Urban Area
MPO Boundary
0 1 2 4 Miles
05/14/12

Capital Region Transportation Planning Agency--2010 Bicycle Crashes--Gadsden County							
	SYSTEM	**CRASHNUM**	**CRASHDATE**	**CRASHTIME**	**DAYOFWEEK**	**ROAD NAME ON WHICH CRASH OCCURRED**	**ROAD NAME TO THE NEAREST INTERSECTION CRASH OCCURRED**
1	OFF	770134870	7/12/2010	1757	1	CR 268	JOE ADAMS RD
2	OFF	770156230	7/22/2010	1815	4	CR 274	IMPERIAL NURSERY RD
3	OFF	801588580	1/8/2010	1654	5	LAURA ST	11TH ST S
4	OFF	801589070	6/15/2010	1615	2	B W ROBERTS ST	SHADOW ST S



CRTPA

Capital Region Transportation Planning Agency

Figure 16

Capital Region Transportation Planning Agency--2010 Bicycle Crashes Jefferson County

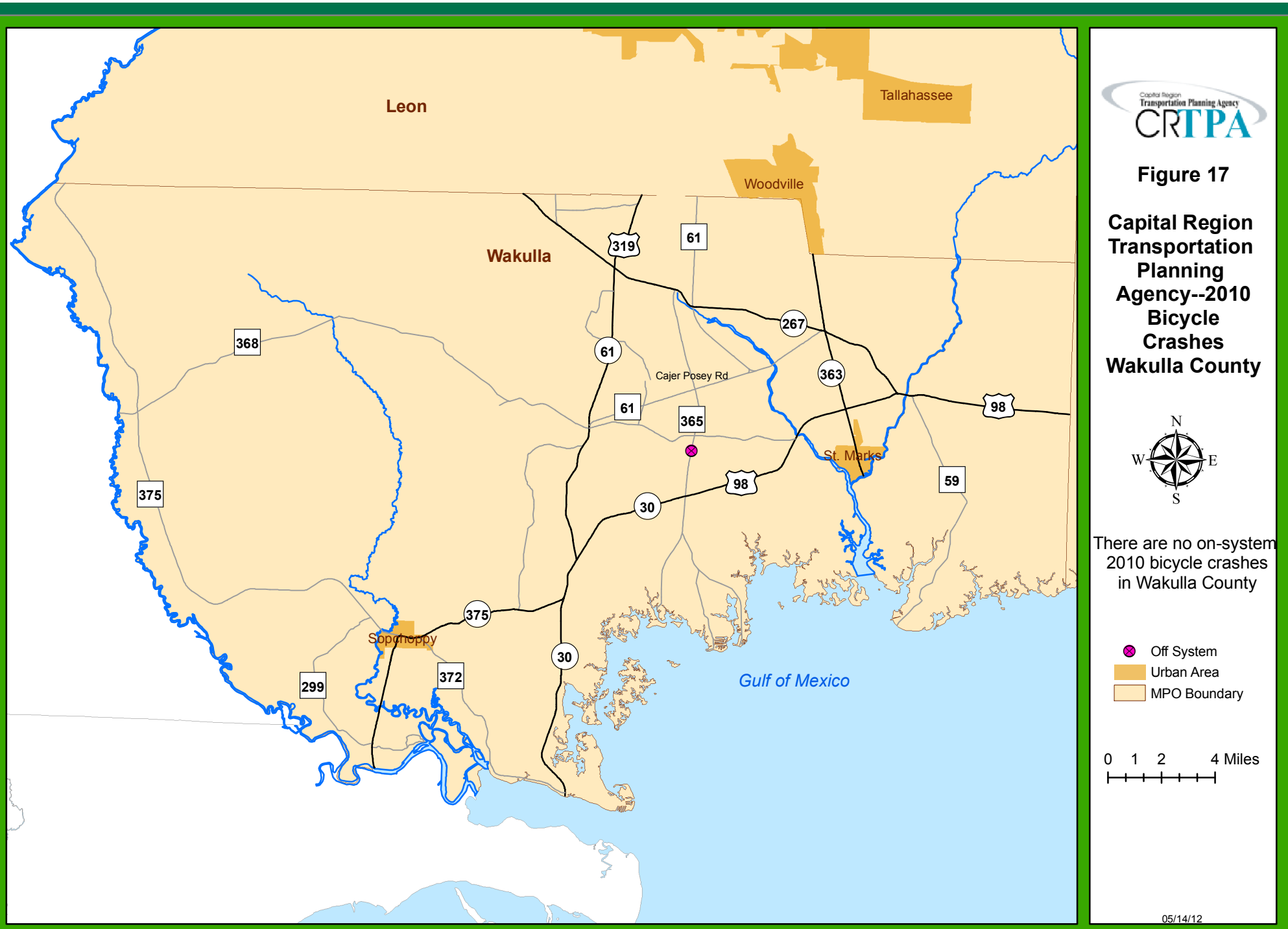
N
W E
S

There are no on-system or off-system 2010 bicycle crashes in Jefferson County

Urban Area
MPO Boundary

0 1 2 4 Miles

05/14/12


Leon
Tallahassee
Woodville
Wakulla
319
61
267
368
61
Cajer Posey Rd
363
61
365
98
St. Marks
375
98
59
30
375
Sopchoppy
30
299
372
Gulf of Mexico
Figure 17
Capital Region Transportation Planning Agency--2010 Bicycle Crashes Wakulla County
N
W
E
S
There are no on-system 2010 bicycle crashes in Wakulla County
Off System
Urban Area
MPO Boundary
0 1 2 4 Miles
05/14/12

In the past, efforts to manage traffic congestion were aimed primarily at expanding roadway infrastructure, typically adding additional through lanes for vehicular use. Today, it is understood that other measures can be employed to improve the operating efficiency of the existing transportation infrastructure. These measures are referred to as congestion management strategies.

4.1 EXISTING STRATEGIES TO REDUCE CONGESTION

There are numerous technologies and administrative policies that have been used nationally and locally to manage congestion. These strategies improve the efficiency of the existing transportation infrastructure, without necessarily demanding a large cash-outlay to accomplish it. These strategies can be grouped into three general categories of application: Policy, Alternative Mode, and Technological.

4.1.1 Policy Applications

Employment

Policy applications can alter trip patterns on the roadways, and thereby, reduce congestion. For example, employers can allow flexible work hours, telecommuting, and incentives for carpooling to have a positive impact on alleviating congestion. The City of Tallahassee and Leon County governments, for example, both allow for flexible work hours and telecommuting within established parameters. Additionally, the City of Tallahassee provides incentives to employees for carpooling (in terms of parking fee waivers or reductions) and for choosing transit as a means to travel to and from work. Wakulla County through its Transportation Demand Management program promotes compressed work weeks, staggered and flexible work hours, ride sharing, telecommuting and transit fare discounts as applicable.

Transportation and Land Use

Land Use policies are in effect in the CRTPA boundary that encourage mixed use developments, provide for sector planning, require provisions for bicycles, pedestrians, and transit stops in large scale developments, and which require good access management standards to be upheld. Together, these requirements shape the CRTPA into a livable space that is multi-modal friendly.

Access Management includes everything from curb cut restrictions on local roads to minimum interchange spacing on freeways. Restricting turning movements on local roads can reduce accidents and prevent turning vehicles from impeding traffic flow. Other strategies include requiring shared access driveways, alleyways, and frontage roads when planning large scale developments or reviewing applicable site plans.

Transportation Concurrency

Concurrency Management is another tool that is used in the CRTPA boundary to manage congestion. This tool allows the local government to protect the capacity of the roadway system by disallowing or limiting further development in an area that is projected to experience transportation failure as a result of the project. In regard to roads, a developer could be required

to construct additional travel lanes or make improvements to intersections, incorporate bicycle and pedestrian amenities into the development plan, provide money or infrastructure for transit, or reduce the size of the project as a condition of approval.

Although no longer required to conduct concurrency analyses on new developments, the City of Tallahassee, Leon County, Wakulla County, Jefferson County and Gadsden County will continue to utilize concurrency as a tool for managing roadway capacity.

CRTPA staff will coordinate with the CRTPA local governments, including those in Jefferson and Gadsden Counties to identify a regional mechanism for sustaining growth in a fiscally responsible manner. The creation of a mobility fee structure is currently being explored.

4.1.2 Transportation Systems Management Strategies for Congested Links

Transportation Systems Management (TSM) is an integrated program for optimizing the performance of existing infrastructure through the implementation of systems, services, and projects designed to preserve capacity and improve security, safety, and reliability. Below is a list of areas and specific strategies where TSM can be implemented to create a more efficient, safe, and mobile transportation facility.

A. Transportation System Management Strategies

1. Traffic Signalization and Control
    - New Signal Installation
    - Modifying Signal Phase Sequences
    - Signal Re-timing/Updating Timing Plans
    - Signal Hardware Updates/Updating Equipment
    - Signal Interconnection
    - Demand-responsive Signal Systems
    - Eliminate Unnecessary Traffic Control Signs
2. Intersection and Street Improvements
    - Intersection/Street Widening
    - Lane Assignment Changes/Re-striping
    - Install Turn Lanes
    - Turning Movement and Lane Use Restrictions
    - Bus Loading Bays
3. Bottleneck Removal
    - Re-striping
    - Install Signage
    - Add Lanes

- Reduce Merging and Weaving

4. Special Events
   - Traffic Management Plans
   - Signal Re-timing Plans
   - Dynamic Lane Assignments
5. Access Management
   - Turn Lanes
   - Close Driveways/Driveway Spacing
   - Access Spacing
   - Median Treatments

B. Travel Demand Strategies

1. Improve Transportation Options
   - Alternative Work Schedules/Flex Time
   - Commute Trip Reduction Programs
   - Carpooling
   - Telework/Telecommute
   - Vanpooling
   - HOV Priority/Managed Lanes
   - Park and Ride
   - Shuttle Services
   - Bicycle and Pedestrian Improvements
   - Transit Improvements
   - Car Sharing/Ride Leasing/Station Car
   - Taxi Service Improvements
   - On-Site Employee Services
   - Live Near Your Work
   - Worksite Locations and Design
   - Real-Time Commuter Services
   - Advanced Route Planning
2. Incentives to Use Alternative Modes
   - Commuter Financial Incentives

- Parking Management/Share Parking
- Congestion Pricing/Road Pricing
- Distance-Based Pricing/Pay-As-You-Drive Insurance
- Guaranteed Ride Home
- Parking—Time of Day Pricing

3. Sustainable Development
   - Transit Oriented Development (TOD)
   - Land Use Density and Clustering
   - Location Efficient Development
   - Bike/Transit System Integration
   - Pedestrianized Streets
   - Bicycle Parking Facilities
4. Policy and Institution Reform
   - Asset Management
   - Car-Free Parking
   - Context Sensitive Design
   - Road Space Reallocation
   - Speed Reduction
   - Street Reclaiming
5. TDM Marketing and Education
   - TDM Marketing to Schools (K-12)
   - Walking and Cycling Encouragement
   - Transit and Alternative Mode Encouragement
   - TDM Marketing/Ride Matching Services
   - Transportation Management Associations (TMA)
6. TDM Planning and Evaluation
   - Auto Dependency
   - Land Use Evaluation
   - Parking Evaluation
   - Evaluating Pricing Strategies
   - Evaluating Effectiveness of TDM Programs

C. Intelligent Transportation System Strategies

1. Archived Data Management
   - ITS Data Mart
   - ITS Data Warehouse
   - ITS Virtual Data Warehouse
2. Public Transportation
   - Transit Vehicle Tracking
   - Transit Fixed-Route Operations
   - Demand Response Transit Operations
   - Transit Passenger and Fare Management
   - Transit Security
   - Transit Maintenance
   - Multimodal Coordination
   - Transit Traveler Information
3. Traveler Information
   - Broadcast Traveler Information
   - Interactive Traveler Information
   - Autonomous Route Guidance
   - Dynamic Route Guidance
   - Information Service Provider Based Trip Planning and Route Guidance
   - Integrated Transportation Management/Route Guidance
   - Yellow Pages and Reservations
   - Dynamic Ridesharing
   - In-Vehicle Signing
4. Traffic Management
   - Network Surveillance
   - Probe Surveillance
   - Surface Street Control
   - Freeway Control
   - HOV/Managed Lane Management
   - Traffic Information Dissemination

- Regional Traffic Control
- Traffic Incident Management System
- Traffic Forecast and Demand Management
- Electronic Toll Collection
- Emissions Monitoring and Management
- Virtual TMC and Smart Probe Data
- Standard Railroad Grade Crossing
- Advanced Railroad Grade Crossing
- Parking Facility Management
- Regional Parking Management
- Reversible Lane Management
- Speed Monitoring
- Roadway Closure Management
- Vehicle Safety Monitoring
- Driver Safety Monitoring
- Longitudinal Safety Warning
- Lateral Safety Warning
- Intersection Safety Warning
- Pre-Crash Restraint Development
- Driver Visibility Improvement
- Advanced Vehicle Longitudinal Control
- Advanced Vehicle Lateral Control
- Intersection Collision Avoidance
- Automated Highway System

5. Commercial Vehicle Operations
    - Fleet Administration
    - Freight Administration
    - Electronic Clearance
    - Commercial Vehicle Administrative Process
    - Weigh-In Motion
    - Roadside Commercial Vehicle Operation Safety

- On-Board Commercial Vehicle Operation and Freight Safety and Security
- Commercial Vehicle Operation Maintenance
- Hazardous Materials Management
- Roadside Hazardous Materials Security Detection and Mitigation
- Commercial Vehicle Driver Security Administration
- Freight Assignment Tracking

6. Emergency Management
   - Emergency Call-Taking and Dispatch
   - Emergency Routing
   - Mayday and Alarms Support
   - Roadside Service Patrols
   - Transportation Infrastructure Protection
   - Wide-Area Alert
   - Early Warning System
   - Disaster Response and Recovery
   - Evacuation and Reentry Management
   - Disaster Traveler Information
7. Maintenance and Construction Management
   - Maintenance and Construction Vehicle and Equipment Tracking
   - Maintenance and Construction Vehicle Maintenance
   - Road Weather Data Collection
   - Weather Information Processing and Distribution
   - Roadway Automated Treatment
   - Roadway Maintenance and Construction
   - Work Zone Management
   - Work Zone Safety
   - Maintenance and Construction Activity Coordination

4.1.3 Parking Management

Parking Management strategies can also be used with great success in the CRTPA boundary. Parking management reduces automotive trips to work, school, and shopping by reducing the number of parking opportunities in the area, and/or charging a large amount of money to park in the few spaces that exist. A successful parking management strategy depends on the presence of

good bicycle, pedestrian, and transit services to and from large activity centers and neighborhoods to ensure that the lack of parking does not result in the inability to frequent the workplace, school, or shopping and entertainment centers.

4.1.4 Congestion Pricing

Charging user fees for roadway travel is another strategy to not only reduce congestion and encourage alternative mode travel (non-charged), it also generates revenue. Congestion pricing can include charging prices to utilize higher level of service travel lanes, charging for use of an entire road or "zone" and even charging fees for use of the entire roadway system.

Introducing "user fees" for the roadway system can alter traveler mode choice, route choice, and even residence, school, and employment choices. However, congestion pricing carries with it an environmental justice issue that is not yet well-understood throughout the nation. Additionally, there are revenue collection and investment issues as well as administrative and technological costs to be considered when entertaining this type of pricing system.

The CRTPA area has examined the possibility of congestion pricing and the use of toll facilities in updates to the long range transportation plan. However, because of the environmental justice issues and political questions of how to successfully and responsibly administer such a system in a planning area that is neither economically vibrant nor critically congested, congestion pricing strategies have not been embraced.

4.1.5 Alternative Modes

Congestion can be reduced through the introduction and promotion of alternative modes of transportation to the personal automobile. Improving and expanding the facilities that service pedestrians, bicyclists, and transit providers/users can have a positive impact on changing the way people travel. Additionally, investments in these modes is often less expensive than adding travel lanes to roadway segments.

Strategies that can be employed in the alternative mode category include increasing the amount of resources allocated to these modes in financial program documents (Long Range Transportation Plan, Transportation Improvement Plans, etc.), building additional sidewalks and bicycle lanes, multi-use trails, park and ride lots for car pools and transit, funding activity center shuttles, and adding safety features to the amenities such as proper lighting, shelter, and emergency phones (call stations). Strategies to improve alternative modes of travel must include the evaluation of the existing facility for deficiencies related to the Americans with Disability Act (ADA).

The Regional Mobility Plan and the Trails and Greenways Master Plan provide a wealth of guidance on where additional bicycle and pedestrian improvements are needed in the CRTPA area. Likewise, the Tallahassee Transit Renaissance Plan provides guidance on the types of improvements that could really have a positive impact on transit ridership, and subsequently, congestion. Some of these suggestions include increasing transit coverage area, providing new shuttle services between employers and activity/shopping centers, providing more bus shelters, and constructing sidewalks to existing bus shelters.

4.2 TECHNOLOGY

4.2.1 Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) have been shown to be very effective tools in the CMS process. ITS can be defined as the application of management strategies and technologies to better increase the efficiency and safety of the surface transportation system.

The benefits of an ITS system are many. Everything from increased traffic signal synchronization to hurricane evacuation to early warning systems for congested highways can be achieved through deployment of ITS strategies. The ITS aspect is important to the CMS process.

The City of Tallahassee has been continually updating and expanding its ITS architecture to provide more efficiency and safety to the transportation system. Each year dollars are spent on ITS architecture that can sophisticate our methods of detecting and responding to inefficiencies of the transportation network. In place are traffic monitoring cameras on a majority of the downtown traffic signals which allow engineers in the command station to observe traffic congestion problems over a wide area. Detection of problems at select intersections can alert engineers of a need to repair a signal, or adjust signal timing at that intersection. There are also advance traveler information signs on I-10 that can alert drivers of travel conditions within other areas of the boundary so that they can avoid certain areas, and reduce congestion.

4.2.2 Technology: Red Light Safety Cameras in the City of Tallahassee

Many Florida cities are utilizing red light camera safety programs to deter red light running violations. This technology improves public safety by providing an additional deterrent to traffic signal violations and reducing accidents and injuries associated with such violations. The automated Red Light Camera Safety Program provides consistent enforcement on a continual basis and significantly deters violations.

The City of Tallahassee officially began a red light camera safety program on July 1, 2010. Currently, there are nineteen (19) red light cameras installed at seven (7) intersections in the City of Tallahassee. The City of Tallahassee Red Light Camera Safety Program's goals are to provide additional enhancement for motorist safety at signalized intersections and to potentially free up law enforcement personnel to perform other duties.

Public Works staff has worked closely with the vendor to design, permit and construct these red light cameras. All equipment and installation costs are incurred by the vendor. The Red Light Camera Safety Program operates at no cost to the City.

Current Red Light Safety Camera Locations

From July 2010 through March 2012, the City of Tallahassee has activated 19 red light cameras at intersections that have the highest numbers of traffic violations and collisions, including the following:

- Monroe Street/Tennessee Street (eastbound, southbound, and northbound approaches)
- Capital Circle Northeast/Killearn Center Boulevard (westbound and northbound approaches)
- Ocala Road/Tennessee Street (northbound, westbound, and eastbound approaches)

- Capital Circle Northwest/Tennessee Street (northbound, eastbound, and westbound approaches)
- Apalachee Parkway/Magnolia Drive (southbound, westbound, and eastbound approaches)
- Apalachee Parkway/Capital Circle southeast (northbound, eastbound, and westbound approaches)
- Capital Circle Northeast/Mahan Drive (northbound, southbound)

A violation occurs only when a motorist enters the intersection and crosses the stop line after the light has turned red. When a yield sign controls a dedicated right turn lane at a signalized intersection with a red light safety camera, the right turn lane is not monitored by the camera. However, red light safety cameras do monitor right turn lanes when the lane is controlled by a traffic signal and not a yield sign.

Every potential violation that is recorded by the camera is reviewed by a Tallahassee Police officer to determine if a violation did in fact occur. If it is determined that a violation did occur, a Notice of Violation is mailed to the vehicle owner's registered address within 30 days of the incident. This program has been approved by the State of Florida and specifies that motorists receiving a violation issued through the Red Light Camera Safety program will be issued a $158 civil penalty. Funds collected from violations will be allocated to research brain and spinal cord injuries, the State of Florida and the City of Tallahassee. The City receives 47 percent of the fines collected, but has to pay the vendor for the installation, operation, and maintenance of the cameras from its share of the revenue. A recent Audit Report on the City's Red Light Camera Safety Program revealed that the City of Tallahassee ultimately retains approximately 15 percent of the monies collected through the red light camera program. While the City's primary goal is safety, revenue will also be used to pay for City services.

On June 8, 2011, the City Commission approved the installation of seven (7) additional camera locations. The intersections being monitored have some of the highest numbers of red light violations and traffic collisions in the City. The current agreement with the City's vendor allows for the installation of a total of 24 cameras. However, at this time the City of Tallahassee does not anticipate installing any additional cameras in addition to the 19 existing cameras. In the future, City staff will assess whether the continued use of red light cameras at each location is justified. Existing cameras may be relocated as needed for continued red light running enforcement.

4.2.3 Analysis, Design, and Construction

Software exists today that can be of great benefit to planners and engineers when determining if physical changes to the roadway network should be done to increase the efficiency or safety of the system. One strategy to reduce congestion is intersection redesign to increase capacity or allow pedestrian refuge. As an example: Existing roadways can also be redesigned or restriped to designate existing lanes as High Occupancy Vehicle Lanes (HOV lanes), or to create a new travel lane from the existing median or bicycle and pedestrian facilities in the existing right-of-way. Software and analysis techniques can help planners and engineers determine with more accuracy the viability of a particular proposed strategy on a given intersection or roadway link.

4.2.4 Coordination between Agencies

Leon County and the City of Tallahassee are jointly constructing a $47.5 million, 90,000 square foot, multi-purpose facility to house the Tallahassee Regional Transportation Management Center, the Leon County Emergency Operations Center, a joint Emergency Dispatch Center for the County and City, the Leon County Emergency medical and Emergency Operations Center.

The Tallahassee Regional Management Center is a partnership between the City and FDOT that employs advanced technologies to improve traffic flow throughout the area. The center will monitor traffic flow along the 18-mile I-10 corridor with traffic monitoring cameras every mile along with congestion and incident detectors every half-mile.

Coordination of incident management, emergency management, and ITS infrastructure reduces congestion by minimizing the secondary impacts caused by accidents. The coordination of emergency assets provides timely help at accidents, reducing the delay to those involved and to clear the incident from the roadway.

4.3 ACCIDENT REDUCTION COUNTER MEASURES

High crash areas threaten any community's health, safety, and welfare goals. Countermeasures have been formulated that can help with determining the causes behind high crash roadway segments and intersections. The table provided details recommended countermeasures by the Federal Highway Administration (FHWA) and the National Cooperative Highway Research Program (NCHRP) to alleviate high crashes areas.

Table 1 lists general countermeasures that can possibly be implemented to mitigate a particular crash type. Before implementing any countermeasure, accident data should be collected for the high crash area and analyzed for safety problems. The crash study should include but not be limited to the following: accident type, severity, contributing circumstances, environmental conditions, time of day, and location. Data should also be collected for at least three years for reliability and identification of crash patterns.

The countermeasures apply to crash patterns at unsignalized intersections, signalized intersections, and both types of intersections. For example, rear-end collisions at unsignalized and signalized intersections have specific countermeasures. Left-turn-head-on-collision countermeasures can be applied to both types of intersections. Most of the countermeasures affect the physical environment, but there are a few that relate to driver compliance and public education. The physical improvements address geometric design and traffic signals. Things to consider when deciding on a countermeasure in addition to its safety effectiveness are cost and time.

Table 1
General Crash Pattern and Countermeasures*
* Implementing countermeasures should be based on appropriate studies

Crash Pattern	Probable Cause	General Countermeasure
Left-turn head-on collisions	Large volume of left-turns	✓ Create one-way street ✓ Widen road ✓ Provide left-turn signal phases ✓ Prohibit left-turns ✓ Reroute left-turn traffic ✓ Channelize intersection ✓ Install stop signs (see MUTCD) ✓ Revise signal sequence ✓ Provide turning arrows or guide markings (if there is a dual left-turn lane) ✓ Provide multiphase traffic signal if warranted by MUTCD ✓ Retime signals ✓ Provide center two-way left-turn lanes for four- and two-lane roads
	Restricted sight distance	✓ Remove obstacles ✓ Provide adequate channelization ✓ Provide special phase for left-turning traffic ✓ Provide left-turn slots ✓ Install warning signs ✓ Reduce speed limit on approaches ✓ Clear sight triangles ✓ Redesign intersection approaches
	Too-short yellow phase	✓ Increase yellow phase ✓ Provide all-red phase
	Absence of special left-turn phase	✓ Provide special phase for left turning traffic
	Excessive speed on approaches	✓ Reduce speed on all approaches

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Rear-end collisions at unsignalized intersections	Driver unaware of intersection	✓ Install/improve warning signs ✓ Consider flashing signal ✓ Provide pavement markings with supplementary messages, such as "STOP AHEAD" ✓ Improve visibility of intersection through lighting or enhanced signing
	Slippery surface	✓ Overlay pavement ✓ Provide adequate drainage ✓ Reduce speed limit on approaches ✓ Groove pavement ✓ Provide "slippery when wet" signs
	Large number of turning vehicles	✓ Create or lengthen left or right-turn lanes ✓ Prohibit turns ✓ Increase curb radii
	Inadequate roadway lighting	✓ Improve roadway lighting
	Lack of adequate gaps	✓ Provide traffic signal if warranted by MUTCD ✓ Provide stop signs
	Crossing pedestrians	✓ Install/improve signing or marking of pedestrian crosswalks
	Excessive speed on approach	✓ Reduce speed limit on approaches
Rear-end collisions at signalized intersections	Slippery surface	✓ Overlay pavement ✓ Provide adequate drainage ✓ Groove pavement ✓ Reduce speed limit on approaches ✓ Provide "slippery when wet" signs
	Large number of turning vehicles	✓ Create left-turn lanes for left turning vehicles hit from behind ✓ Create right-turn lanes for right turning vehicles hit from behind ✓ Prohibit turns ✓ Increase curb radii ✓ Provide special phase for left-turning traffic ✓ Provide roundabouts at appropriate locations

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Rear-end collisions at signalized intersections	Poor visibility of signals	✓ Install/improve advance warning devices ✓ Install overhead signals ✓ Install 12-inch signal lenses (see MUTCD) ✓ Install visors ✓ Install back plates ✓ Relocate signals ✓ Add additional signal heads ✓ Remove obstacles ✓ Reduce speed limit on approaches
	Inadequate signal timing	✓ Adjust yellow phase ✓ Provide progression through a set of signalized intersections ✓ Add all-red clearance
	Unwarranted signals	✓ Remove signals (see MUTCD)
	Inadequate roadway lighting	✓ Improve roadway lighting
	Crossing pedestrians	✓ Install/improve signing or marking of pedestrian crosswalks ✓ Provide pedestrian "WALK" phase
Right-angle collisions at signalized intersections	Restricted sight distance	✓ Remove sight obstructions or relocate signal hardware out of clear zone ✓ Restrict or eliminate parking near corners ✓ Install warning signs (see MUTCD) ✓ Reduce speed limit on approaches ✓ Channelize intersections ✓ Clear sight triangles ✓ Redesign intersection approaches ✓ Install advance markings to supplement signs
	Excessive speeding on approaches	✓ Increase yellow phase ✓ Install rumble strips

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Right-angle collisions at signalized intersections	Poor visibility of signal	✓ Install advance warning devices ✓ Install 12-inch signal lenses (see MUTCD) ✓ Install overhead signal ✓ Install visors ✓ Install back plates ✓ Improve location of signal heads ✓ Add additional signal heads ✓ Add illuminated name signs
	Inadequate signal timing	✓ Adjust yellow phase ✓ Provide all-red clearance phase ✓ Add multiphase controller ✓ Install signal actuation ✓ Retime signals—optimize change intervals ✓ Provide progression through a set of signalized intersections
	Inadequate roadway lighting	✓ Improve roadway lighting
	Inadequate advance intersection warning signs	✓ Install advance intersection warning signs ✓ Improve visibility of intersections on approach(es) ✓ Improve visibility of signals and signs at intersections
	Large total intersection volume	✓ Retime signals ✓ Add traffic lane
	Traffic control and operational improvements	✓ Employ multiphase signal operation ✓ Optimize clearance intervals ✓ Restrict or eliminate turning maneuvers (including right turns on red) ✓ Employ signal coordination along a corridor or route ✓ Employ emergency vehicle preemption ✓ Improve operation of pedestrian and bicycle facilities at signalized intersections ✓ Remove unwarranted signal

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Right-angle collisions at signalized intersections	Geometric improvements	✓ Provide/improve left-turn channelization ✓ Provide/improve right-turn channelization ✓ Improve geometry of pedestrian and bicycle facilities ✓ Revise geometry of complex intersections ✓ Construct special solutions
	Disobedience of traffic signal	✓ Provide Public Information and Education (PI&E) ✓ Provide targeted conventional enforcement of traffic laws ✓ Implement automated enforcement of red-light running (cameras) ✓ Implement automated enforcement of approach speeds (cameras) ✓ Control speed on approaches
	Nearby driveways	✓ Restrict access to properties using driveway closures or turn restrictions ✓ Restrict cross-median access near intersections
	Infrastructure treatments	✓ Improve drainage in intersection and on approaches ✓ Provide skid resistance in intersection and on approaches ✓ Coordinate closely spaced signals near at-grade railroad crossings ✓ Relocate signal hardware out of clear zone ✓ Restrict or eliminate parking on intersection approaches
Right-angle collisions at unsignalized intersections	Restricted sight distance	✓ Remove sight obstructions ✓ Restrict parking near corners ✓ Install stop signs (see MUTCD) ✓ Install warning signs (see MUTCD) ✓ Install signal (see MUTCD) ✓ Install yield signs (see MUTCD) ✓ Channelize intersection
	Restricted sight distance	✓ Install advance markings to supplement signs ✓ Install guide markings
	Large total intersection volume	✓ Install signal (see MUTCD) ✓ Reroute through traffic

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Right-angle collisions at unsignalized intersections	Excessive speed on approaches	✓ Install rumble strips ✓ Provide targeted speed enforcement ✓ Provide traffic calming on intersection approaches through a combination of geometrics and traffic control devices ✓ Post appropriate speed limit on intersection approaches
	Inadequate roadway lighting	✓ Improve roadway lighting
	Inadequate advance intersection warning signs	✓ Install advance intersection warning signs
	Inadequate traffic control devices	✓ Upgrade traffic control devices ✓ Increase enforcement
	Poor visibility of signal	✓ Clear sight triangles on stop- or yield-controlled approaches to intersections ✓ Clear sight triangles in the medians of divided highways near intersections ✓ Change horizontal and/or vertical alignment of approaches to provide more sight distance ✓ Eliminate parking that restricts sight distance
	Nearby driveways	✓ Implement driveway closures/relocations ✓ Implement driveway turn restrictions
	Intersection conflicts through geometric design improvements	✓ Provide left-turn lanes at intersections ✓ Provide longer left-turn lanes at intersections ✓ Provide offset left-turn lanes at intersections ✓ Provide bypass lanes on shoulders at T-intersections ✓ Provide left-turn acceleration lanes at divided highway intersections ✓ Provide right-turn lanes at intersections ✓ Provide longer right-turn lanes at intersections ✓ Provide offset right-turn lanes at intersections ✓ Provide right-turn acceleration lanes at intersections ✓ Provide full-width paved shoulders in intersection areas ✓ Restrict or eliminate turning maneuvers by signing ✓ Close or relocate “high-risk” intersections

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Right-angle collisions at unsignalized intersections	Intersection conflicts through geometric design improvements	✓ Restrict or eliminate turning maneuvers by providing channelization or closing median openings ✓ Convert four-legged intersections to two T-intersections ✓ Convert offset T-intersections to four-legged intersections ✓ Realign intersection approaches to reduce or eliminate intersection skew ✓ Use indirect left-turn treatments to minimize conflicts at divided highway intersections ✓ Improve pedestrian and bicycle facilities to reduce conflicts between motorists and non-motorists
	Inadequate availability of gaps	✓ Provide an automated real-time system to inform drivers of the suitability of available gaps for making turning and crossing maneuvers ✓ Provide roadside markers or pavement markings to assist drivers in judging the suitability of available gaps for making turning and crossing maneuvers ✓ Retime adjacent signals to create gaps at stop-controlled intersections
	Drivers unaware of intersections	✓ Improve visibility of intersections by providing enhanced signing and delineation ✓ Improve visibility of the intersection by providing lighting ✓ Install splitter islands on the minor-road approach to an intersection ✓ Provide a stop bar (or provide a wider stop bar) on minor-road approaches ✓ Install larger regulatory and warning signs at intersections ✓ Call attention to the intersection by installing rumble strips on intersection approaches ✓ Provide dashed markings (extended left edgelines) for major road continuity across the median opening at divided highway intersections ✓ Provide supplementary stop signs mounted over the roadway ✓ Provide pavement markings with supplementary messages, such as STOP AHEAD ✓ Provide improved maintenance of stop signs ✓ Install flashing beacons at stop-controlled intersections
	Intersection traffic control	✓ Avoid signalizing through roads ✓ Provide all-way stop control at appropriate intersections ✓ Provide roundabouts at appropriate locations

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Right-angle collisions at unsignalized intersections	Violation of traffic laws	✓ Provide targeted enforcement to reduce stop sign violations ✓ Provide targeted public information and education on safety problems at specific intersections
	Complex intersections (use to guide motorists more effectively)	✓ Provide turn path markings ✓ Provide a double yellow centerline on the median opening of a divided highway at intersections ✓ Provide lane assignment signing or marking at complex intersections
Pedestrian-vehicle collisions	Restricted sight distance (use to improve sight distance and/or visibility between motor vehicles and pedestrians)	✓ Remove sight obstructions ✓ Install pedestrians crossings ✓ Install/improve pedestrian crossing signs ✓ Reroute pedestrian paths ✓ Prohibit curb parking near crosswalks ✓ Provide crosswalk enhancements ✓ Implement lighting/crosswalk illumination measures ✓ Eliminate screening by physical objects ✓ Add signals to alert motorists that pedestrians are crossing ✓ Improve reflectorization/conspicuity of pedestrians
	Inadequate protection for pedestrians (use to reduce pedestrian exposure to vehicular traffic)	✓ Add pedestrian refuge islands ✓ Install pedestrian barriers ✓ Provide sidewalks/walkways and curb ramps ✓ Provide vehicle restriction/diversion measures ✓ Install overpasses/underpasses
	School crossing area	✓ Use crossing guard at school crossing areas ✓ Provide school route improvements
	Inadequate signals	✓ Install pedestrian signals (see MUTCD)
	Inadequate phasing signal	✓ Change timing of pedestrian phase

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Pedestrian-vehicle collisions	Driver had inadequate warning of frequent midblock crossings	✓ Prohibit parking ✓ Install warning signs ✓ Lower speed limit ✓ Install pedestrian barriers
	Inadequate pavement markings	✓ Install thermoplastic markings ✓ Supplement markings with appropriate signing (see MUTCD) ✓ Upgrade pavement markings (see MUTCD)
	Inadequate gaps at unsignalized intersections	✓ Install traffic signal if warranted by MUTCD ✓ Install pedestrian crosswalk and signs ✓ Install pedestrian "WALK-DON'T WALK" signals
	Inadequate roadway lighting	✓ Install roadway lighting
	Excessive vehicle speed	✓ Install proper warning signs ✓ Install pedestrian barriers ✓ Enforcement ✓ Implement road narrowing measures ✓ Install traffic calming
	Pedestrian and motorist safety awareness and behavior	✓ Provide education, outreach, and training ✓ Implement enforcement campaigns
Run-off-roadway collisions	Slippery pavement	✓ Overlay existing pavement ✓ Provide adequate drainage ✓ Groove existing pavement ✓ Reduce speed limit ✓ Provide "slippery when wet" signs
	Roadway design inadequate for traffic conditions	✓ Widen lanes ✓ Relocate islands ✓ Close curb lanes ✓ Install guardrails

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Run-off-roadway collisions	Poor delineation	✓ Install/improve pavement markings ✓ Install roadside delineators ✓ Install advance warning signs ✓ Improve design of roadside hardware (e.g., light poles, signs, bridge rails) ✓ Improve design and application of barrier and attenuation systems
	Inadequate roadway lighting	✓ Improve roadway lighting
	Inadequate shoulder	✓ Provide full-width paved shoulders in intersection areas
	Improper channelization	✓ Improve channelization
	Inadequate pavement maintenance	✓ Perform road surface repair
	Poor visibility	✓ Increase size of signs
	Vehicles encroaching on the roadside	✓ Install shoulder rumble strips ✓ Install edgeline "profile marking," edgeline rumble strips or modified shoulder rumble strips on section with narrow or no paved shoulders ✓ Install mid-lane rumble strips ✓ Provide enhanced shoulder or in-lane delineation and marking for sharp curves ✓ Provide improved highway geometry for horizontal curves ✓ Provide enhanced pavement markings ✓ Provide skid-resistant pavement surfaces ✓ Apply shoulder treatments—eliminate shoulder drop-offs, widen and/or pave shoulders
	Crashing into an object or overturning if the vehicle travels off the shoulder	✓ Design safer slopes and ditches to prevent rollovers ✓ Remove/relocate objects in hazardous locations ✓ Delineate trees or utility poles with retroreflective tape
Fixed-object collisions	Obstructions in or too close to roadway	✓ Remove obstacles ✓ Install barrier curbing ✓ Install breakaway features to light poles, signposts, etc. ✓ Install guardrail ✓ Install crash cushioning devices
	Inadequate roadway lighting	✓ Install roadway lighting

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Fixed-object collisions	Inadequate pavement markings	✓ Install reflector pavement markings
	Inadequate signs, delineators, and guardrails	✓ Install reflector paint and/or reflectors on the obstruction
	Inadequate roadway design	✓ Provide proper superelevation ✓ Improve superelevation at curves ✓ Install appropriate warning signs and delineators
	Slippery pavement	✓ Improve skid resistance ✓ Provide adequate drainage ✓ Provide “slippery when wet” signs ✓ Provide wider lanes
Collisions with trees	Trees growing in hazardous locations	✓ Develop, revise, and implement planting guidelines to prevent placing trees in hazardous locations ✓ Mowing and vegetation control guidelines ✓ Remove trees in hazardous locations ✓ Shield motorists from striking trees ✓ Modify roadside clear zone in the vicinity of trees ✓ Delineate trees in hazardous locations
Collisions with utility poles	Specific utility poles in high-crash and high-risk spot locations.	✓ Remove poles in high-crash locations ✓ Relocate poles in high-crash locations farther from the roadway and/or to less vulnerable locations ✓ Shield drivers from poles in high-crash locations ✓ Improve the drivers' ability to see poles in high-crash locations ✓ Apply traffic calming measures to reduce speeds on high-risk sections ✓ Develop, revise, and implement policies to prevent placing or replacing poles within the recovery area.
	Several utility poles along a corridor (to minimize the likelihood of crashing into a utility pole if a vehicle runs off the road)	✓ Place utilities underground ✓ Relocate poles along the corridor farther from the roadway and/or to less vulnerable locations ✓ Decrease the number of poles along the corridor

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Collisions with parked vehicles	Improper pavement markings	✓ Paint parking stall limits 7 feet from curb face
	Improper parking clearance	✓ Post parking restrictions near driveways
	Angle parking	✓ Convert angle parking to parallel parking
	Excessive vehicle speed	✓ Reduce speed limit if justified by spot speed studies ✓ Widen lanes
	Illegal parking	✓ Enforcement
	Improper parking	✓ Prohibit parking ✓ Create off-street parking
	Large parking turnover	✓ Create one-way streets ✓ Reroute through traffic
Sideswipe of head-on collisions	Inadequate roadway design	✓ Create one-way streets to provide wider lanes
	Improper roadway maintenance	✓ Perform necessary road surface repairs
	Inadequate shoulders	✓ Provide full-width paved shoulders in intersection areas
	Excessive vehicle speed	✓ Install median devices ✓ Remove constriction such as parked vehicles
	Inadequate pavement markings	✓ Install or refurbish centerlines, lane lines, and pavement edge lines ✓ Install reflectorized lines, edges
	Inadequate channelization	✓ Install acceleration and deceleration lanes ✓ Channelize intersection ✓ Provide turning bays
	Inadequate signing	✓ Place direction and lane change signs to give proper advance warning ✓ Add illuminated name signs
	Vehicles encroaching into opposite lane	✓ Install centerline rumble strips for two-lane roads ✓ Install profiled thermoplastic strips for centerlines ✓ Provide wider cross sections on two-lane roads

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Sideswipe of head-on collisions	Minimize the likelihood of crashing into an oncoming vehicle	✓ Use alternating passing lanes or four-lane sections at key intersections ✓ Install median barriers for narrow-width medians on multilane roads
Driveway-related collisions	Improperly located driveways	✓ If possible, regulate minimum spacing of driveways ✓ Regulate minimum corner clearance ✓ If possible, move driveway to side street ✓ Install curbing to define driveway locations ✓ If possible, consolidate adjacent driveways
	Right-turning vehicles	✓ Provide right-turn lanes ✓ Restrict parking near driveways ✓ Increase the width of driveways ✓ Widen through lanes ✓ Increase curb radii
	Large volume of through traffic	✓ If possible, move driveway to side street ✓ Construct a local service road ✓ Reroute through traffic ✓ Signalize driveway ✓ Provide acceleration and deceleration lanes ✓ Channelize driveway
	Restricted sight distance	✓ Remove sight obstructions ✓ Restrict parking near driveway ✓ Install/improve street lighting ✓ Reduce speed limit
	Inadequate roadway lighting	✓ Improve street lighting
	Inadequate access management	✓ Restrict access to properties using driveway closures or turn restrictions ✓ Restrict cross-median access near intersections ✓ Close or relocate of driveways adjacent to unsignalized intersections.

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Train-vehicle accidents	Restricted sight distance	✓ Remove sight obstructions ✓ Reduce grade ✓ Install train actuated signals (see MUTCD) ✓ Install advance warning signs (see MUTCD) ✓ Install automatic flashers and gates
	Poor visibility	✓ Improve roadway lighting ✓ Increase size of signs
	Improper traffic signals preemption timing	✓ Coordinate closely spaced signals near at-grade railroad crossings
	Inadequate pavement markings	✓ Install advance markings to supplement signs ✓ Install limit lines ✓ Install/improve pavement markings
	Slippery surface	✓ Skid-proof roadway
	Improper preemption of railroad signals and gates	✓ Retime railroad signals and gates
	Rough crossing surfaces	✓ Improve crossing surface
	Sharp crossing angle	✓ Rebuild crossing with proper angle
Wet-pavement accidents	Inadequate pavement markings	✓ Upgrade pavement markings
	Slippery pavement	✓ Overlay existing pavement ✓ Groove existing pavement ✓ Reduce speed limit ✓ Provide “slippery when wet” signs ✓ Skid-proof roadway
	Inadequate drainage	✓ Provide adequate drainage

Table 1 General Crash Pattern and Countermeasures (continued)

Crash Pattern	Probable Cause	General Countermeasure
Night accidents	Poor visibility or lighting	✓ Install/improve street lighting ✓ Install/improve delineation markings ✓ Install/improve warning signs
	Poor sign quality	✓ Upgrade signing ✓ Provide illuminated signs
	Inadequate channelization or delineation	✓ Install pavement markings ✓ Improve delineation markings ✓ Provide raised markers or islands ✓ Upgrade advance warning signing

Additional research into these factors for a specific countermeasure should be researched. For additional information on any countermeasure, please refer to the *Highway Safety Engineering Studies Procedural Guide, US Department of Transportation, Federal Highway Administration, January 1981*; *National Cooperative Highway Research Program Volume 500: Guidance for Implementation for the AASHTO Strategic Highway Safety Plan*. There are several volumes of the NCHRP 500 that cover a range of topics. The ones used in creating the table are listed below.

- A Guide for Addressing Collisions with Trees in Hazardous Locations
- A Guide for Addressing Head-On Collisions
- A Guide for Addressing Unsignalized Intersection Collisions
- A Guide for Addressing Run-Off-Road Collisions
- A Guide for Reducing Collisions Involving Utility Poles
- A Guide for Reducing Collisions Involving Pedestrians
- A Guide for Reducing Collisions Involving at Signalized Intersections

4.4 IDENTIFYING APPROPRIATE STRATEGIES

Congestion management strategies are not one size fits all. Instead, the congested roadways or intersections must be examined carefully to determine which management strategy will best address the particular problems. Screening questions need to be asked to better evaluate the benefits and appropriateness of a particular strategy for solving the congestion and/or safety issues of a particular project. A sample of some screening questions that should be asked when exploring congestion management strategy options are as follows:

- Is the congested roadway in an area that could benefit from transit service or additional bicycle and pedestrian improvements?
- Does available right-of-way or median width exist for the improvement?
- If an intersection project is being considered, does the intersection geometry allow the proposed fix while maintaining design standards?
- Does the modification improve safety? Does the modification correct any existing ADA issues?
- Does the roadway segment present many opportunities for improvement? If so, should a Corridor Management Plan be recommended to further evaluate the most cost-effective plan of action?

5.1 CONGESTION MANAGEMENT REVIEW TEAM

In the CRTPA area, one hundred and thirteen (113) of the regional roadway segments have been identified as operating at LOS F in 2010. These hundred and thirteen (113) areas of the transportation network require a second level of evaluation to determine which congestion management strategy (or strategies) identified earlier would be the most appropriate to address the specific problem. This second tier of evaluation relies upon the use of screening questions to quickly identify impediments and benefits associated with the strategy in question, and technically qualified personnel who are able to analyze the possibilities and answer the questions. Thus, the evaluation of congested network areas requires the coordinated review efforts of many individuals throughout the CRTPA area – they will be referred to as, "the review team".

The review team will include technically qualified staff members from each CRTPA local government representing working knowledge in the areas of traffic engineering and ITS, intersection analysis, access management, roadway design standards, transit planning, land use planning, concurrency, transportation planning, bicycle and pedestrian planning, and roadway construction costs. The review team will evaluate congested roadways and intersections as requested by the CRTPA, and its advisory committees, and at its own discretion, the team may evaluate local roads and intersections of interest for congestion management improvements.

A recent downturn of the local economy has forced local governments to do more with fewer staff resources. These budgetary and staff reductions have severely limited the amount of time that all review team members have to devote to any one initiative, requiring the CRTPA to initiate and coordinate congestion management discussions within other on-going transportation-related meetings. Meetings will be coordinated throughout the year with other transportation projects and initiatives within the planning area. Because congestion management strategies are often implemented through capital improvement budgets, the Transportation Improvement Plan, and adopted changes in local government policy (such as in comprehensive plan amendments, etc.), tying congestion management project/strategy discussions with other MPO coordination projects is both a logical and an efficient coordination effort. The entire review team is present in the transportation technical subcommittee to the CRTPA, but staff also meets no less than quarterly with focus groups/special project groups to coordinate congestion management strategy discussions and initiatives. For example, the CRTPA meets regularly with groups such as Commuter Services of North Florida, the Community Traffic Safety Team, Bicycle Safety Work Group, Tallahassee-Leon County Planning Department, and several other project groups that are working toward reducing congestion within the region through non-motorized improvements to the system, increased transit services, and inventive changes to the existing network such as adding bus rapid transit lanes to congested inner-city locations.

Recommendations from the review team will be forwarded to the CRTPA subcommittees for review, and subsequently to the CRTPA for further consideration and approval. These recommendations may take place within other agenda items, such as the Long Range Transportation Plan Update, Priority Project List, Transportation Enhancement Projects, etc., or they may be presented as stand-alone items under discussion.

5.2 PRIORITIZATION OF PROJECTS TO BE IMPLEMENTED

Since congestion mitigation strategies cannot be implemented for all of the congested facilities simultaneously, a systematic method for determining which congested facilities and strategies should be given the highest consideration must be in place. Additionally, because staff time is limited, the process must also lend efficiency. Outlined below is the process by which congested facilities under evaluation could be paired with appropriate congestion management strategies, and then prioritized for implementation.

1. The facility is identified in the CMP Report as experiencing congestion, or there is a special request by the CRTPA or its subcommittees to evaluate the facility.
2. The facility is evaluated by Congestion Management Review Team Members for appropriate congestion management strategies to resolve or lessen the congestion (or safety issue).
3. The facility and proposed strategy are compared against the established evaluation criteria to determine initial prioritized ranking for further consideration.
4. The recommended projects or strategies are assembled in an action item for the CRTPA subcommittees and CRTPA to respond to.
5. The proposed projects are included on the next Priority Project Lists for inclusion and funding programming in the appropriate documents (Transit Development Plan, Bicycle and Pedestrian Master Plan, Long Range Transportation Plan, FDOT Work Program, etc.).
6. If the proposed project is a policy directive, or action to be taken by a governmental entity other than the CRTPA, appropriate documents will be generated and presented to the governing bodies for action. (Includes comprehensive plan amendments, land development regulation amendments, capital improvement plan amendments, etc. associated with local government action outside of the CRTPA purview.)

5.2.1 Evaluation Criteria

The evaluation criteria and associated point values were drawn in part from the evaluation criteria and weighting schedules presently in place in currently approved CRTPA planning documents. Initial guidance was taken from the former adopted Bicycle and Pedestrian Master Plan, (an integrated component of the Regional Mobility Plan) and the current Regional Mobility Plan, both of which reflect considerable public participation in the establishment of their goals, objectives, and evaluation criteria. The proposed list of evaluation criteria and scoring was then reviewed and tweaked by the CRTPA subcommittees and CRTPA to result in a final list to be used by the review team. The resulting list is shown in **Table 2**.

Table 2
Congestion Management Strategy Evaluation Criteria

Regional Mobility Plan Goals & Objectives (as applicable)	Planning Factors	Score
Access	Existing Capacity Deficiency	
Objectives: 1, 3 and 4	The project has high benefits to directly reducing current traffic congestion.	3
Connectivity		
Objectives: 1, 2 and 3	The project has moderate benefits for directly reducing congestion.	2
Economic Development		
Objectives: 2, 4, 5, 6 and 8	The project has low benefits for directly reducing congestion.	1
Land Use		
Objectives: 1, 2, 3, 4, 6 and 7		
Multimodalism		
Objectives: 1 - 7		
Natural Resource Protection and Conservation		
Objectives: 3 and 6		
Safety & Public Health		
Objectives: 1, 7 and 10		
Security		
Objectives: 1 and 4		
Access	System Improvements	
Objectives: 1, 2, 3 and 4	The project enhances current roadway service, and also enhances bicycle/pedestrian AND/OR transit services in the area.	2
Connectivity		
Objectives: 1, and 4		
Economic Development	The project enhances current roadway services, OR extends bicycle/pedestrian and/or transit services to new areas.	1
Objectives: 1, 2, 3, 5, 6 and 7		
Land Use		
Objectives: 1, 2, 3, 4 and 6		
Multimodalism		
Objectives: 1, 2, 3, 4 and 5		
Natural Resource Protection and Conservation		
Objectives: 3 and 6		
Safety & Public Health		
Objectives: 1, 4, 5, 6, 7, 9 and 10		
Security		
Objectives: 1, 2 and 4		
Access	Connectivity to Schools and Regional Economic Hubs	
Objectives: 1, 2, 3 and 4	The project is located on or affects direct access to schools/colleges/airports/AND tourist routes or high employment areas.	2
Connectivity		
Objectives: 1 - 4		
Coordination	The project is located off or affects direct access to schools/colleges/airports/OR tourist routes or high employment areas.	1
Objectives: 1 and 3		

Table 2 (continued)
Congestion Management Strategy Evaluation Criteria

Regional Mobility Plan Goals & Objectives (as applicable)	Planning Factors	Score
Economic Development	Connectivity to Schools and Regional Economic Hubs	
Objectives: 2, 4, 6 and 7		
Financial Feasibility		
Objective: 4		
Land Use		
Objectives:1, 2, 4 and 6		
Multimodalism		
Objectives:1, 2, 3, 4, 5 and 8		
Safety & Public Health		
Objective: 5		
Access	Multi-Modal Interconnectivity	
Objectives: 1, 3 and 4	The project promotes linkages between modes of transportation.	2
Connectivity		
Objectives: 1, 2, 3 and 4	The project fills in facility gaps for at least one mode of transportation.	1
Economic Development		
Objectives: 1, 2, 3, 5, 6 and 7		
Land Use		
Objectives:1, 2, 3, 4, 6 and 7		
Multimodalism		
Objectives: 1 - 8		
Natural Resource Protection and Conservation		
Objectives: 3 and 6		
Safety & Public Health		
Objectives: 1, 4, 5, 6 and 7		
Security		
Objective: 2		
Access	Safety	
Objective: 4	The project addresses a documented safety problem.	2
Connectivity	The project increases pedestrian safety at high traffic locations.	1
Objectives: 1, 3 and 4		
Economic Development		
Objective: 5		
Land Use		
Objectives: 3 and 4		
Multimodalism		
Objectives: 2, 3 and 7		
Safety & Public Health		
Objectives: 3, 4, 5, 6, 7, 8, 9 and 10		
Security		
Objectives: 1 - 4		

Table 2 (continued)
Congestion Management Strategy Evaluation Criteria

Regional Mobility Plan Goals & Objectives (as applicable)	Planning Factors	Score
Connectivity	Project Implementation Barriers	
Objective: 4	The project has no identifiable implementation barriers.	3
Coordination		
Objective: 4		
Economic Development		
Objectives: 3 and 9	The project has right-of-way/drainage, signal/utility, or landscaping barriers.	2
Financial Feasibility		
Objectives: 1, 2 and 4	The project has public acceptance barriers.	1
Land Use		
Objective: 5		
Natural Resource Protection and Conservation		
Objectives: 1, 2, 4, 5 and 7		
Public Participation		
Objectives: 1 - 7		
Safety & Public Health		
Objectives: 9 and 10		
Security		
Objectives: 1 and 4		

NOTE: Public input provides an additional measure. A value between zero and three points can be assigned to a project strategy based on the number of comments related to the same issue, apparent validity of the issue, and public input on the severity of the problem. The public input measure comes from the review team's personal experience and reports from the public, and also as reported from the CRTPA Advisory Committees.

Results of Priority Ranking

The points that each project earned under each planning consideration are added together, and the higher the scores, the more beneficial the strategy is considered to be. The more beneficial the project is revealed to be, the more attention that project should attract when competing for implementation funding.

Note that although this process results in a numerically listed group of projects, it does not dictate or supersede any priority project list approved by the CRTPA. The priority ranking process is merely a tool to assist decision-makers in quickly identifying options so that quick progress can be made on implementing congestion management strategies.

Upon generating and reviewing a priority-ranking list of recommended projects, the Review Team and CRTPA can apply recommendations and value points outside of the established criteria to specific projects where deemed logical changing the priority-ranking list. One example of this would be if the number one project was expensive, and the number two, three,

and four projects could be constructed with the same amount of funding and in the same time span as priority project #1, the Review Team and CRTPA may recommend that the benefits of immediately implementing three high ranking projects outweighs, in their professional opinion, implementing only the top project at that time. Other factors of consideration could include if the project segment was currently under study in a corridor management plan, or on a funding list in the TIP, or FDOT Work Program.

Congestion Management Strategies selected for implementation will be forwarded to the appropriate decision-making entities for approval and programming. For state and federal roadways, the projects will be forwarded to the CRTPA for discussion and consideration. Upon approval, they will then follow the same funding sequence as other regional projects. In most cases, the projects will be entered in Priority Project Lists for the Transportation Improvement Program, and then included in the 5th Year of the FDOT Five Year Work Program. In some cases, congestion management strategies could qualify for funding under enhancement projects, which are also reviewed and prioritized by the CRTPA subcommittees, CRTPA, and then evaluated by FDOT upon receipt. CRTPA staff will be the responsible entity for requesting approval of congestion management strategies on regional roadways. Note that the FDOT allocates a funding source annually to be used for congestion management and safety projects in the CRTPA boundary. The Congestion Management Review Team should strive to identify projects each year that can be implemented using these funds.

For congestion management strategies requiring local funding, the projects will be forwarded for review to the appropriate local governing board for consideration.

6.1 MONITORING STRATEGIC EFFECTIVENESS

The monitoring of the levels of congestion in the CRTPA area is an ongoing process through concurrency, traffic engineering, corridor studies, and updates to the Long Range Transportation Plan, Transit development Plan, and Bicycle and Pedestrian Master Plans. However, more detailed data is needed on the facilities in Wakulla, Gadsden, and Jefferson Counties to be comparable with the information that is available for Leon County and the City of Tallahassee regarding traffic counts, concurrency tables, and safety data.

Because this is a continuous planning and monitoring process, the effectiveness and benefits of the individual congestion mitigation strategies employed in the previous year will not necessarily be immediately apparent. However, the proposals identified and employed will be monitored and tracked for qualitative and quantitative improvements on the target area and system as a whole. Note that the CRTPA considers the expansion of bicycle, pedestrian, and transit services and facilities as a success in congestion management by the merits of introducing viable alternatives to the personal automobile.

6.2 UPDATES

The CMP is updated in accordance with current legislation. It is intended that each update of the CMP will bring about better and more efficient strategies for identifying congestion and targeting cost-effective solutions. Provided there is available funding, future updates should incorporate additional data sets, such as travel time and am/pm peak hour LOS counts for the entire planning region of the CRTPA. These additional data sets would enable the update to assess congestion and the effectiveness of congestion management strategies on a more refined level. Additionally, it would be preferred if travel time data could be gathered with the use of global positioning system (GPS) receivers so that the data is readily compatible with Geographic Information Software (GIS) which would be helpful in the creation of travel time maps and reports, for this and other transportation projects in the region.

The CRTPA updated its Congestion Management Process (CMP) in agreement with current legislation to identify a process that could be used to identify low-cost congestion management strategies on a narrow list of projects and could be implemented within a short time frame. The CMP was developed using the best practices and data available for the CRTPA area. Within the CMP, performance measures, strategies, and prioritization criteria were outlined, and a list of roadway segments and projects were identified for monitoring and further evaluation.

A methodology for bringing together a group of professionals (review team) to identify and evaluate the merits of applying various congestion management strategies to improve the operations of the transportation network has been established. The members of the Review Team will both collectively and independently uses their expertise and knowledge of ongoing and proposed roadway/traffic operational improvements within the CRTPA area to ensure that the proposed CMS projects do not duplicate other ongoing planned projects. This ensures that projects are planned and programmed cost effectively.

This CMP has identified the overall level of congestion in the CRTPA area and has highlighted the most problematic areas. The plan also defines a process for moving identified congested roadways and problematic intersections from a "problem list" to "on the ground improvements", through avenues of incorporation into the Transportation Improvement Program, Long Range Transportation Plan, Bicycle and Pedestrian Master Plan, Transit Development Plan, and other Transportation Master Plans.

7.1 LOOKING TOWARD THE FUTURE

The CMP Update is a continually evolving process dynamic in nature and requiring change as the CRTPA area changes and grows. It is desirable that future updates incorporate additional data sets, such as travel time and am/pm. peak hour LOS counts for the entire planning area, however, due to recent trends with the local economy, it is unlikely that this will be a possibility in the near future.

CRTPA staff would like to hire a consultant in the future to prepare a comprehensive CMP Update, including data gathering in the scope of services. A consultant that has the capability to gather travel time data with global positioning system (GPS) receivers would be preferred in this endeavor. The GPS receivers can automatically record vehicle position, speed, and time along the entire length of the route at short time intervals, even as often as one second, and within an accuracy of one meter. The GPS data is readily compatible with Geographic Information Software (GIS), which would be helpful in the creation of travel time maps and reports for this and other transportation projects in the region.

Appendix A

Table A: Level of Service on State Roads in Leon County

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 8/I-10	SR 63/US 27/North Monroe Street to SR 61/US 319/Thomasville Road	Principal Arterial/Interstate	State	C	C	C	**D**	**D**	**D**	**D**
			Local	C	C	C	**D**	**D**	**D**	**D**
SR 10/US 90/ Tennessee Street/ Mahan Drive	SR 61/US 27/North Monroe Street to North Meridian Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	North Meridian Road to CR 1555/Franklin Boulevard	Principal Arterial	State	D	D	D	D	**E**	**F**	**F**
			Local	D	D	D	D	**E**	**F**	**F**
	Franklin Boulevard to SR 265/North Magnolia Drive	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**
	SR 265/North Magnolia Drive to SR 261/ US 319/Capital Circle	Principal Arterial	State	D	B	C	C	C	C	**F**
			Local	D	B	C	C	C	C	**F**
	SR 261/US 319/Capital Circle to CR 1568/ Buck Lake Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	CR 1568/Buck Lake Road to SR 8/I-10	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 8/I-10 to Baum Road	Principal Arterial	State	D	C	C	C	C	D	**F**
			Local	D	C	C	C	C	D	**F**
	SR 263/Capital Circle to Appleyard Drive	Principal Arterial	State	D	B	C	C	C	D	**F**
			Local	D	B	C	C	C	D	**F**
	Appleyard Drive to Ocala Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Ocala Road to SR 157/Woodward Avenue	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**
	SR 157/Woodward Avenue to Macomb Street	Principal Arterial	State	D	D	D	**E**	**E**	**F**	**E**
			Local	D	D	D	**E**	**E**	**F**	**E**
	Macomb Street to SR 61/US 27/Monroe Street	Principal Arterial	State	D	D	D	D	**E**	**E**	**F**
			Local	D	D	D	D	**E**	**E**	**F**
SR 20/Blountstown Highway	Barineau Road to SR 263/Capital Circle	Principal Arterial	State	D	D	D	**F**	**F**	**F**	**F**
			Local	D	D	D	**F**	**F**	**F**	**F**
SR 20/US 27/ Apalachee Parkway	SR 61/Monroe Street to SR 265/Magnolia Drive	Principal Arterial	State	D	C	C	C	**F**	**F**	**F**
			Local	D	C	C	C	**F**	**F**	**F**

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 20/US 27/ Apalachee Parkway	SR 265/Magnolia Drive to Blairstone Road	Principal Arterial	State	D	**E**	**F**	**F**	**F**	**F**	**F**
			Local	D	**E**	**F**	**F**	**F**	**F**	**F**
	Blairstone Road to SR 261/US 319/Capital Circle	Principal Arterial	State	D	**NC**	**NC**	**NC**	**NC**	**NC**	**NC**
			Local	D	**NC**	**NC**	**NC**	**NC**	**NC**	**NC**
	SR 261/US 319/Capital Circle to Southwood Plantation Road	Principal Arterial	State	D	D	D	D	**E**	**F**	**F**
			Local	D	D	D	D	**E**	**F**	**F**
SR 61/ South Monroe Street	SR 371/Gaines Street to SR 20/US 27/Apalachee Parkway	Principal Arterial	State	D	**E**	**F**	**F**	**F**	**F**	**F**
			Local	D	**E**	**F**	**F**	**F**	**F**	**F**
	SR 20/US 27/Apalachee Parkway to East Pensacola Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	East Pensacola Street to SR 10/US 90/ Tennessee Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 10/US 90/Tennessee Street to Brevard Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Brevard Street to SR 63/US 27/North Monroe Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
SR 61/US 319/ Thomasville Road	SR 63/US 27/North Monroe St to SR 155/ Meridian Road/7th Avenue	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	East Betton Road to Live Oak Plantation Road	Principal Arterial	State	D	C	C	**F**	**F**	**F**	**F**
			Local	D	C	C	**F**	**F**	**F**	**F**
	SR 8/I-10 to SR 261/Market Street/Capital Circle	Principal Arterial	State	D	D	D	D	**E**	**E**	**F**
			Local	C	**D**	**D**	**D**	**E**	**E**	**F**
	SR 261/Market Street/Capital Circle to Killarney Way	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**
	Killarney Way to Woodbine Drive	Principal Arterial	State	D	**E**	**F**	**F**	**F**	**F**	**F**
			Local	C	**E**	**F**	**F**	**F**	**F**	**F**
	Woodbine Drive to Velda Dairy Road	Principal Arterial	State	D	C	**F**	**F**	**F**	**F**	**F**
			Local	C	C	**F**	**F**	**F**	**F**	**F**
	Velda Dairy Road to Kinhega Drive	Principal Arterial	State	D	B	B	C	C	C	**F**
			Local	C	B	B	C	C	C	**F**
SR 61/SR 363/ Adams Street	SR 61/Crawfordville Highway to SR 373/ Orange Avenue	Principal Arterial	State	D	C	C	D	D	D	**E**
			Local	D	C	C	D	D	D	**E**

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 63/US 27/ North Monroe Street	SR 61/Thomasville Road to 7th Avenue	Principal Arterial	State	D	**E**	**E**	**F**	**F**	**F**	**F**
			Local	D	**E**	**E**	**F**	**F**	**F**	**F**
	7th Avenue to CR 158/Tharpe Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	CR 158/Tharpe Street to John Knox Road/ Monticello Drive	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	John Knox Road/Monticello Drive to Allen Road	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**
	Allen Road to SR 8/I-10	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 8/I-10 to CR 356/Fred George Road/ Crowder Road	Principal Arterial	State	D	C	D	**F**	**F**	**F**	**F**
			Local	D	C	D	**F**	**F**	**F**	**F**
SR 155/ Meridian Road	John Knox Road to Lake Shore Drive	Major Arterial	State	D	C	C	D	D	**F**	**F**
			Local	D	C	C	D	D	**F**	**F**
SR 261/US 319/ Capital Circle	SR 363/Woodville Highway to Tram Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Park Avenue to SR 10/US 90/Mahan Drive	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 10/US 90/Mahan Drive to CR 146/ Miccosukee Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	CR 146/Miccosukee Road to CR 151/ Centerville Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	CR 151/Centerville Road to Eastgate Way	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Eastgate Way to SR 61/US 319/ Thomasville Road	Principal Arterial	State	D	D	D	D	D	D	**E**
			Local	D	D	D	D	D	D	**E**
SR 261/US 319/ Capital Circle Southbound Flyover	SR 61/US 319/Thomasville Road to North Footer Bridge	Principal Arterial	State	D	C	**E**	D	**F**	D	**F**
			Local	D	C	**E**	D	**F**	D	**F**
SR 261/ Capital Circle	SR 363/Woodville Highway to SR 61/ US 319/Crawfordville Road	Principal Arterial	State	D	D	D	**F**	**F**	**F**	**F**
			Local	D	D	D	**F**	**F**	**F**	**F**

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 261/ Capital Circle	SR 61/US 319/Crawfordville Road to CR 2203/Springhill Road	Principal Arterial	State	D	C	C	C	C	D	**F**
			Local	D	C	C	C	C	D	**F**
SR 263/ Capital Circle	CR 2203/Springhill Road to Airport Entrance	Principal Arterial	State	D	C	C	**F**	**F**	**F**	**F**
			Local	D	C	C	**F**	**F**	**F**	**F**
	Airport Entrance to SR 371/Orange Avenue	Principal Arterial	State	D	C	C	D	D	**F**	**F**
			Local	D	C	C	D	D	**F**	**F**
	SR 371/Orange Avenue to SR 20/ Blountstown Highway	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 20/Blountstown Highway to SR 10/ US 90/Tennessee Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 8/I-10 to Gearhart Road	Principal Arterial	State	D	D	**E**	**F**	**F**	**F**	**F**
			Local	D	D	**E**	**F**	**F**	**F**	**F**
	Gearhart Road to CR 356/Fred George Road	Principal Arterial	State	D	D	**F**	**F**	**F**	**F**	**F**
			Local	D	D	**F**	**F**	**F**	**F**	**F**
	CR 356/Fred George Road to SR 63/US 27/ North Monroe Street	Principal Arterial	State	D	C	C	C	D	D	**F**
			Local	D	C	C	C	D	D	**F**
SR 265/Magnolia Drive	Park Avenue to SR 10/US 90/Tennessee Street/Mahan Drive	Minor Arterial	State	D	D	D	D	D	D	**E**
			Local	D	D	D	D	D	D	**E**
	CR 146/Miccosukee Road to East 7th Avenue	Minor Arterial	State	D	**E**	**F**	**F**	**F**	**F**	**F**
			Local	D	**E**	**F**	**F**	**F**	**F**	**F**
SR 363/Woodville Highway	0.3 miles south of Rhodes Cemetery Road to 0.9 miles south of SR 261/Capital Circle	Minor Arterial	State	D	C	C	C	C	C	D
			Local	C	C	C	C	C	C	**D**
	0.9 miles south of SR 261/Capital Circle to SR 261/SR 263/US 319/Capital Circle	Principal Arterial	State	D	C	C	D	**F**	**F**	**F**
			Local	D	C	C	D	**F**	**F**	**F**
SR 363/Adams Street	Putnam Drive to Magnolia Drive	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Magnolia Drive to Bronough Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
SR 366/Pensacola Street	SR 20/Blountstown Highway to Appleyard Drive	Principal Arterial	State	D	D	**E**	**F**	**F**	**F**	**F**
			Local	D	D	**E**	**F**	**F**	**F**	**F**
	Appleyard Drive to South Ocala Road	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 366/Pensacola Street	South Ocala Road to Stadium Drive West	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	MLK Boulevard to Macomb Street/ Railroad Avenue	Principal Arterial	State	D	D	C	D	C	**E**	D
			Local	D	D	C	D	C	**E**	D
SR 369/US 319/ Crawfordville Road	Wakulla County Line to SR 61/Wakulla Springs Road	Principal Arterial	State	D	C	C	C	D	D	D
			Local	C	C	C	C	**D**	**D**	**D**
SR 371/Gaines Street	Railroad Avenue to MLK Boulevard	Minor Arterial	State	D	B	B	C	C	**F**	**F**
			Local	D	B	B	C	C	**F**	**F**
SR 371/Lake Bradford Road	CR 2205/Lake Bradford Road to Coleman Street/Springhill Road/End Exception	Minor Arterial	State	D	C	C	C	D	D	**F**
			Local	D	C	C	C	D	D	**F**
	Coleman Street/Springhill Road/End Exception to SR 371/ Gaines Street	Minor Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
SR 373/Orange Avenue	SR 371/Lake Bradford Road to CR 2203/ Springhill Road	Minor Arterial	State	D	D	D	D	D	**E**	**E**
			Local	D	D	D	D	D	**E**	**E**
	CR 2203/Springhill Road to Holton Street	Minor Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 363/South Adams Street to SR 61/South Monroe Street	Minor Arterial	State	D	D	**E**	**E**	**E**	**F**	**F**
			Local	D	D	**E**	**E**	**E**	**F**	**F**

Table B: Level of Service on State Roads in Gadsden County

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table C: Level of Service on State Roads in Town of Chattahoochee

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table D: Level of Service on State Roads in Jefferson County

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table E: Level of Service on State Roads in Wakulla County

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
US 319	US 98 to Lower Bridge Road	Principal Arterial/ Interstate	State	C	C	C	C	C	**F**	**F**
			Local	E	C	C	C	C	**F**	**F**
	Lower Bridge Road SR 267/Bloxham Cutoff Road	Principal Arterial/ Interstate	State	C	**F**	**F**	**F**	**F**	**F**	**F**
			Local	E	**F**	**F**	**F**	**F**	**F**	**F**
	Bloxham Cutoff Road to Leon County Line	Principal Arterial/ Interstate	State	C	**D**	**D**	**D**	**D**	**D**	**D**
			Local	E	D	D	D	D	D	D

Appendix B

LEVEL OF SERVICE ANALYSIS FOR STATE ROADWAYS LEON COUNTY, FLORIDA

Prepared for:

District Three

Prepared by:

ATKINS

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Introduction

Level of service standards and easy to use measurement techniques are essential for transportation planning. Presented in this report are the levels of service standards for Leon County (both the State standards and the locally-adopted standards) as well as level of service analyses on state roadways using widely accepted techniques. This analysis is based on the standards and measurement techniques presented in the Florida Department of Transportation 2009 Quality/Level of Service Handbook, which is used throughout Florida. Traffic counts collected by the Florida Department of Transportation (FDOT), statewide level of service standards, local government comprehensive plan level of service standards, and the state's generalized level of service tables, commonly referred to as the "generalized tables" have been utilized in this analysis.

This report is organized into four (4) primary sections:

1. **Introduction**

2. **FDOT Level of Service Standards**
   This section contains the FDOT Level of Service Standards for Florida, and describes the level of service concept.

3. **FDOT Generalized Level of Service Tables**
   The FDOT Generalized Tables are contained in this section and a description of their use.

4. **Level of Service Analysis Tables**
   The Level of Service (LOS) table for Leon County are contained in this section. The tables present the results of the LOS analysis on all state roadway segments using the generalized tables.

FDOT Level of Service Standards

FDOT's minimum acceptable operating level of service standards for the State Highway System were adopted by Administrative Rule in 1992 and were modified in 2006. The FDOT 2009 Quality/Level of Service Handbook, which replaced the FDOT's 2002 Level of Service Handbook, contains the tables that demarcate the maximum service volumes for level of service standards, which are known as the Generalized Level of Service Tables. The Statewide Minimum Level of Service Standards contained in Florida Administrative Code Rule Chapter 14-94 appear in Appendix A. Appendix B contains the Generalized Level of Service Tables found in the 2009 Quality/Level of Service Handbook that are used in this analysis.

The level of service standards include the following major concepts:

- the different level of importance of the Florida Intrastate Highway System and other state roads;
- the different roles (i.e., mobility versus access) provided by state facilities (i.e., Florida Intrastate Highway System versus other state roads);
- the direct correlation between urban size and acceptance of some highway congestion as a tradeoff for other urban amenities;
- urban infill as a desirable objective;
- the presence of infrastructure concurrent with the impact of development;
- local flexibility in setting standards in and around Transportation Concurrency Management Areas and Transportation Concurrency Exception Areas;
- recognition of the interaction between highways and exclusive transit systems serving commuters;
- recognition that many state facilities are constrained because they cannot be expanded because of physical or policy barriers; and
- recognition that the operation of many state facilities do not meet the standards (e.g., are backlogged) and are not programmed for improvement in FDOT's 5-Year Work Program.

The area and roadway types in the level of service standards match well with FDOT's Generalized Level of Service Tables appearing in Section 3 of this report; however, subtleties exist on delineation of areas, roadway characteristics, signalization characteristics, and maintaining conditions on constrained and backlogged facilities.

Please refer to Section 3.5 of the 2009 Quality/Level of Service Handbook, which deals with area types in the Generalized Level of Service Tables.

The indicated levels of service designate the lowest quality operating conditions acceptable for the 100th highest volume hour of the year from the present through the planning horizon, generally up to 20 years. The 100th highest hour approximates the typical weekday peak hour during the peak season in developed areas. Thus, it can be thought of as the typical drive during "rush" hour in an area's peak season.

Figure 1
Definitions

1. The indicated **levels of service** designate lowest quality operating conditions for the 100th highest volume hour of the year in the predominant traffic flow direction from the present through a 20-year planning horizon. The 100th highest hour approximates the typical peak hour during the peak season. Definitions and measurement criteria used for minimum level of service standards are based on the most recent updates of the Transportation Research Board Highway Capacity Manual "Special Report 209." All level of service evaluations are to be based on "Special Report 209," or a methodology which has been accepted by FDOT as having comparable reliability.

2. **Rural areas** are areas not included in a transportation concurrency management area, an urbanized area, a transitioning-urbanized area, an urban area or a community.

3. **Transitioning urbanized areas** are the areas outside urbanized areas that are planned to be included within the urbanized areas within the next 20 years based primarily on the U.S. Bureau of Census urbanized criteria of a population density of at least 1,000 people per square mile.

4. **Urban Areas** are places with a population of at least 5,000 and are not included in urbanized areas. The applicable boundary encompasses the 2000 urban area as well as the surrounding geographical area as agreed upon by FDOT, local government, and Federal Highway Administration (FHWA). The boundaries are commonly called FHWA Urban Area Boundaries and include areas expected to have medium density development before the next decennial census.

5. **Communities** are incorporated places outside urban or urbanized areas, or unincorporated developed areas having 500 population or more identified by local governments in their local government comprehensive plans and located outside of urban or urbanized areas.

6. **Urbanized areas** are the 2000 urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas as agreed upon by the FDOT, Metropolitan Planning Organization (MPO), and Federal Highway Administration (FHWA), commonly called FHWA Urbanized Area Boundaries. The over or under 500,000 classifications distinguish urbanized areas with a population over or under 500,000 based on the 2000 U.S. Census.

7. **Roadways parallel to exclusive transit facilities** are roads generally parallel to and within one-half mile of a physically separated rail or roadway lane reserved for multi-passenger use by rail cars or buses serving large volumes of home/work trips during peak travel hours. Exclusive transit facilities do not include downtown people movers or high occupancy vehicle lanes unless physically separated from other travel lanes.

8. **Transportation Concurrency Management Areas** are geographically compact areas designated in local government comprehensive plans where intensive development exists or is planned in a manner that will ensure an adequate level of mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of existing downtowns and designated redevelopment areas, protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, bicycling, walking and other alternatives to the single occupant automobile.

9. **Constrained roadways** are roads on the State Highway System that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations.

10. **Backlogged roadways** are roads on the State Highway System operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of FDOT's adopted work program or the five year schedule of improvements contained in a local government's capital improvements element, and not constrained.

11. **Intrastate** means the Florida Intrastate Highway System (FIHS) which comprises a statewide network of limited and controlled access highways. The primary function of the system is for high speed and high volume traffic movements within the state. Access to abutting land is subordinate to this function and such access must be prohibited or highly regulated. Highways included as part of this system are designated in

the Florida Transportation Plan. **General use lanes** are intrastate roadway lanes not exclusively designated for long distance high-speed travel. In urbanized areas general use lanes include high occupancy vehicle lanes not physically separated from other travel lanes. **Exclusive through lanes** are roadway lanes exclusively designated for intrastate travel, which are physically separated from general use lanes and to which access is highly regulated. These lanes may be used for high occupancy vehicles and express buses during peak hours if the level of service standards can be maintained.

12. **Limited access highways (freeways)** are multilane divided highways having a minimum of two lanes for exclusive use of traffic in each direction and full control of ingress and egress; this includes freeways and all fully controlled access roadways.

13. **Controlled access highways** are non-limited access arterial facilities where access connections, median openings and traffic signals are highly regulated. The standards shown are the ultimate standards to be achieved for controlled access facilities on the Florida Intrastate Highway System (FIHS) within a 20-year period. For rural two-lane FIHS facilities, the standard is "C" until such time as the facility is improved to four or more lanes when the "B" standard would apply. Signalized intersections are to be minimized on these facilities within 20 years making an uninterrupted flow standard generally applicable. Controlled access facilities on the FIHS currently not meeting the ultimate standards shall be allowed to remain on the FIHS with a "maintain" status.

14. **Other state roads** are roads on the State Highway System, which are not part of the Florida Intrastate Highway System.

15. **Maintain** means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an increase in average annual daily traffic volume of 5 percent above the maximum service volume, or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities, or for intrastate roadways in transportation concurrency management areas, significant degradation means (1) an increase in average annual daily traffic volume of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 10 percent below the speed, of the adopted LOS standard. For other state roads in transportation concurrency management areas, significant degradation means that amount defined in the

transportation mobility element. For constrained roadways meeting or exceeding the level of service standards, "maintain" does not apply until the roadway is operating below the applicable minimum level of service standard.

Levels of service are qualitative measures describing operational conditions on roadways, ranging from "A" (the best) to "F" (the worst). Thus, levels of service indicate a measure, or scale, of driver satisfaction.

Listed below are the nationally accepted descriptions of level of service used in transportation planning:

1. **LOS A:** Highest LOS, which describes primary free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.

2. **LOS B:** Represents reasonable unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

3. **LOS C:** Represents stable traffic flow operations. However, ability to maneuver and changing lanes may be more restricted than LOS B and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience noticeable tension while driving.

4. **LOS D:** Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these.

5. **LOS E:** This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

6. **LOS F:** This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.

FDOT Generalized Level of Service Tables

The basic level of service analysis presented in this report was done using the 2009 Quality/Level of Service Handbook. FDOT's Generalized Level of Service Tables were developed based on the definitions and methodology of the 2000 Highway Capacity Manual (HCM) Update. They are believed to be the most thoroughly researched and state-of-the-art generalized level of service tables in the United States. They are the product of a significant effort by FDOT, its consultants and the professional community within the State of Florida.

Development of the Generalized Tables

Statewide default values were measured and applied to the basic planning analysis models to produce the Generalized Tables. The models have been periodically reviewed and updated when necessary. FDOT personnel have conducted numerous traffic and signalization studies and have modified the initial values to reflect average conditions in Florida. Daily and directional data were derived from FDOT's continuous traffic count stations throughout Florida. Signal timing data were obtained from analyses of traffic signal timings in Miami, Tampa, Tallahassee, Gainesville, DeLand and Lake City, as well as several rural developed areas. FDOT's intent has been to develop the most realistic numbers based on actual traffic, roadway and signalization data.

It is important to recognize that generalized level of service tables are recommended for general planning applications in estimating highway level of service and assisting in implementing the level of service standards. The tables and planning computer models from which they were derived should not be used for corridor or intersection design where more refined techniques exist. The generalized tables represent a first cut at measuring level of service and are not standards which must be used.

Appendix B contains the FDOT generalized tables used for this analysis.

How to use the Generalized Tables

Listed below are the basic steps to follow to determine the level of service on a typical roadway segment using the FDOT generalized LOS tables.

Step 1 - Determine the geographic area type the roadway segment is located in (Urbanized Area, Transitioning Area, or Rural Area) and retrieve the appropriate table.

Step 2 - Determine the type of roadway to be analyzed: State two-way arterial, freeway, or non-state roadway and go to the corresponding portion of the table. For the purpose of this report no roadways were analyzed as a non-state roadway. In other words, county roadways were analyzed as if they were state roadways.

Step 3 - Determine the number of traffic signals per mile on the segment of roadway and appropriate class designation (Class I, II, etc.) on the table.

Step 4 – Determine the number of through lanes on the segment and whether it is divided or undivided and find the appropriate row in the table under the proper class designation.

Step 5 – Look up the Average Annual Daily Traffic (AADT) count two-way traffic volume for the roadway segment.

Note: *If more than one count station exists on a roadway segment, the average of the count stations should be used to represent conditions.*

Step 6 – Using the proper table, the appropriate Class designation, and the correct row, determines which LOS Classification the AADT count falls within.

Example:

State roadway segment A is a four lane divided facility with .20 signals per mile, located within an urbanized area with an AADT of 33,500.

This roadway would be evaluated using the Urbanized Area table, under State Two-Way Arterial, Class I (> 0.00 to 1.99 signalized intersections per mile) for a 4 lane divided roadway.

The level of service for State Roadway segment A would be "B" (between 29,300 and 35,500).

Level of Service Analysis Tables

This section presents the Level of Service (LOS) analysis tables for state roadways and selected county roadways located in Leon County. The analysis is based on the 2009 Quality/Level of Service Handbook and the generalized LOS tables contained within.

For state roadway segments, the tables provide historical counts for each segment beginning with 2000 (in most cases), the latest available counts and forecasts of traffic to the years 2015 and 2020. Other information contained in the tables includes: the functional classification of the roadway, the facility type, the total number of signals on the segment, the number of signals per mile, the segment length, the LOS area, the LOS standard and corresponding maximum allowable volume for the segment (both the state standard and the locally-adopted standard from the comprehensive plan are listed), the FDOT count stations for the segment, the current Annual Average Daily Traffic (AADT) count for each station, the historical counts and corresponding LOS. All of the analysis information contained in these tables is based on the 2009 Quality/Level of Service Handbook.

The tables provide year 2015 and 2020 traffic projections. These projections are based on one of three methodologies: historical growth, a simple two percent annual increase, or a simple six percent annual increase. In the cases where historical growth was used, data was entered into a spreadsheet developed by the FDOT Central Office. This spreadsheet is known as "Trends" and contains a series of built-in linear regression formulas that estimate the overall trend of the growth patterns. Based on this methodology, the 2015 and 2020 projections were determined. If the trend growth rate to 2015 and 2020 was less than two percent, a simple two percent annual increase was applied instead. Two percent was used as the annual growth factor as it was determined to reflect the average annual increase of traffic volumes in Leon County. If the trend growth rate to 2015 and 2020 was greater than six percent, a six percent annual increase was used in order to forecast growth at a more reasonable rate.

Figure 2
Deficient Roadway Segments

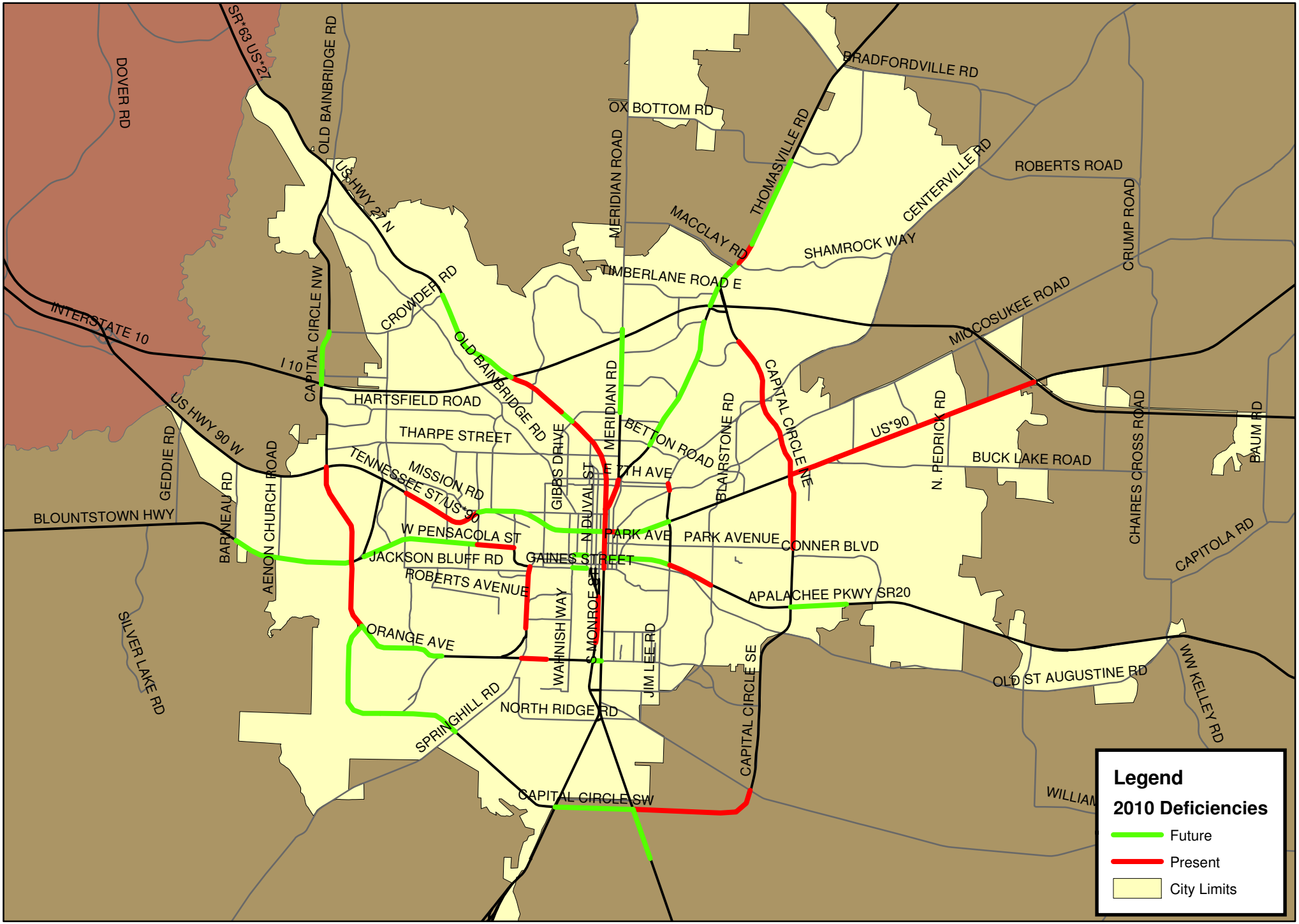

Figure 2. Future and Present Road Deficiencies in Leon County, Florida

N

0 1.25 2.5 5 Miles

ATKINS

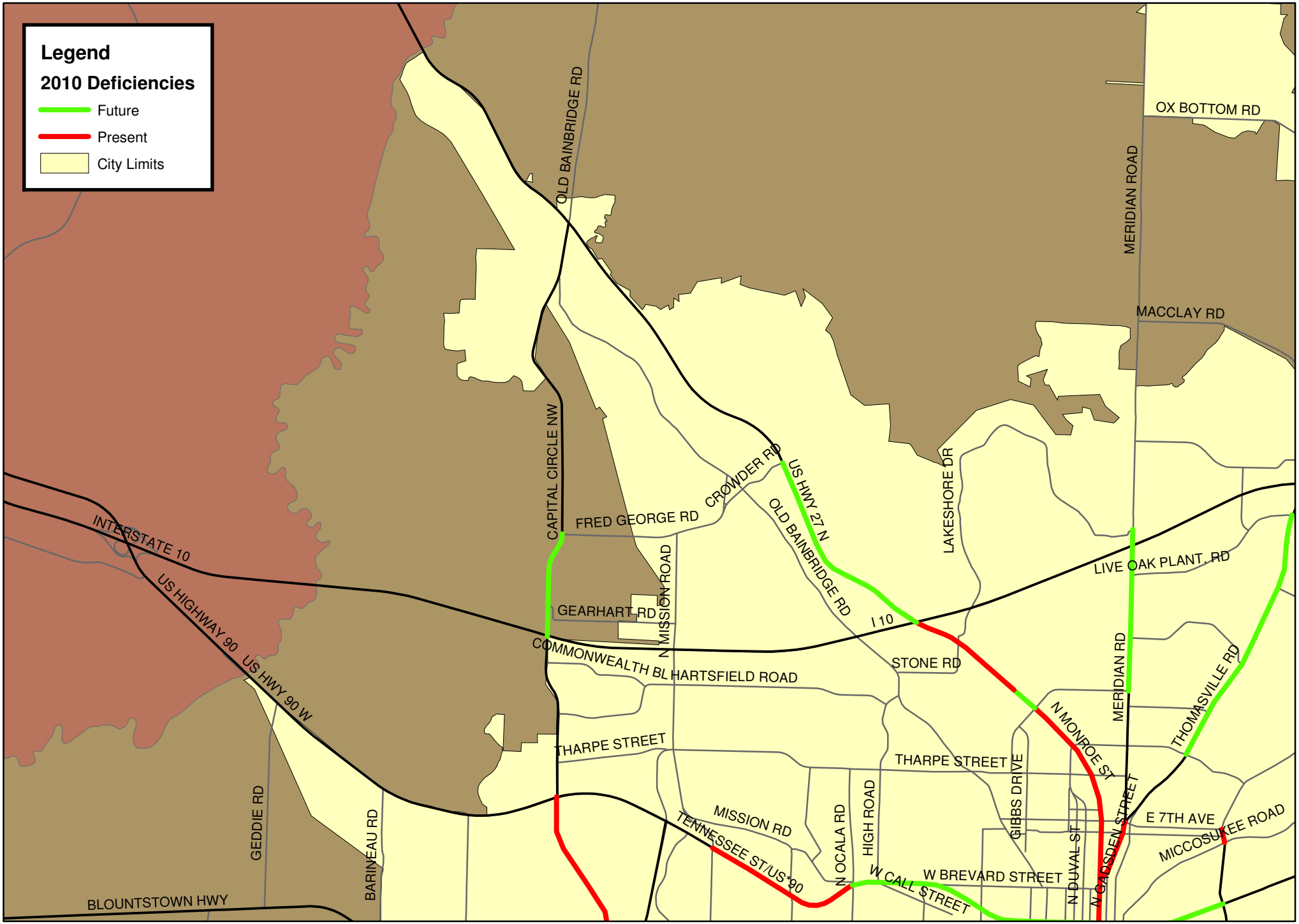

Figure 2a. Future and Present Road Deficiencies in Leon County, Florida

ATKINS

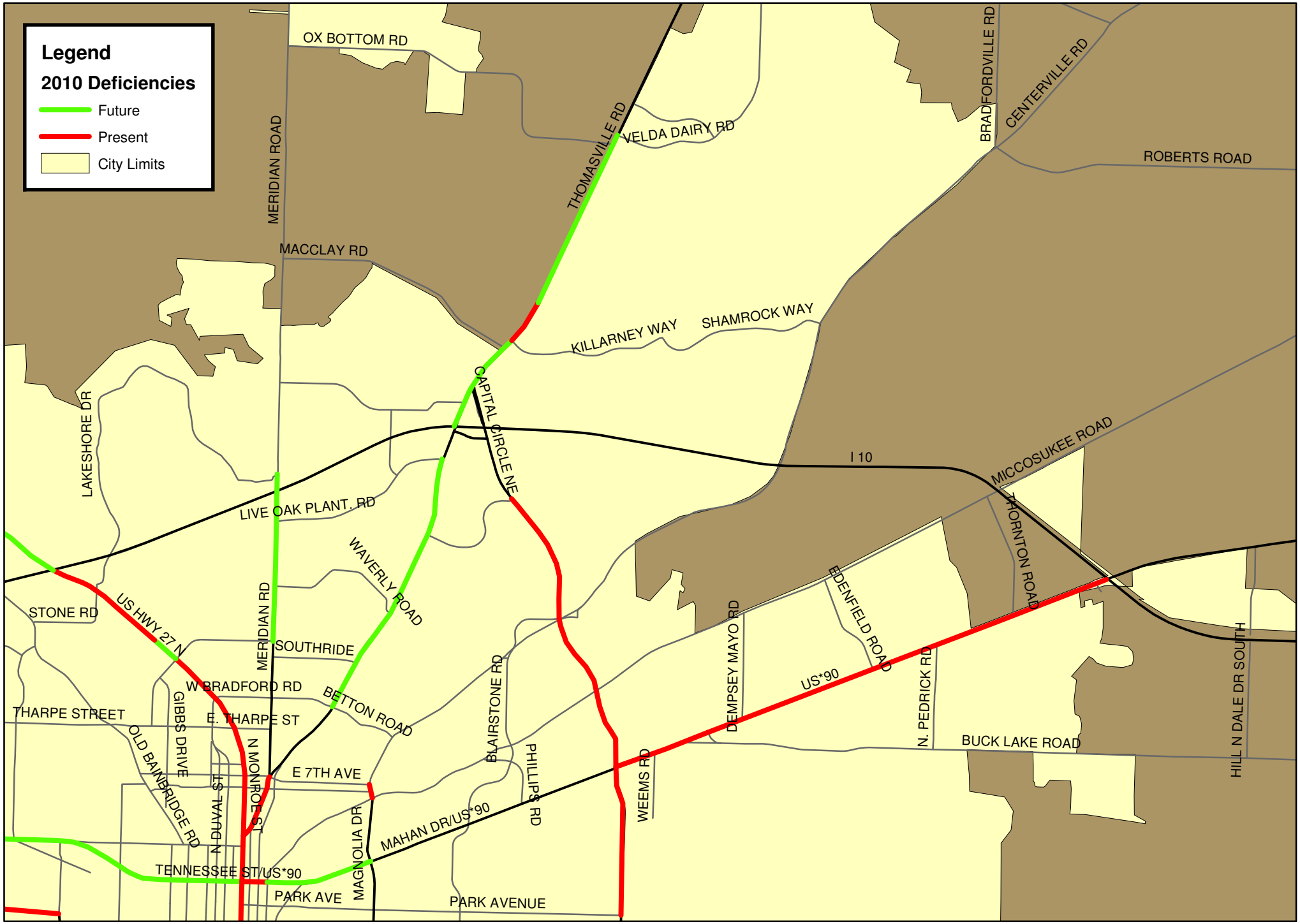

Figure 2b. Future and Present Road Deficiencies in Leon County, Florida

ATKINS

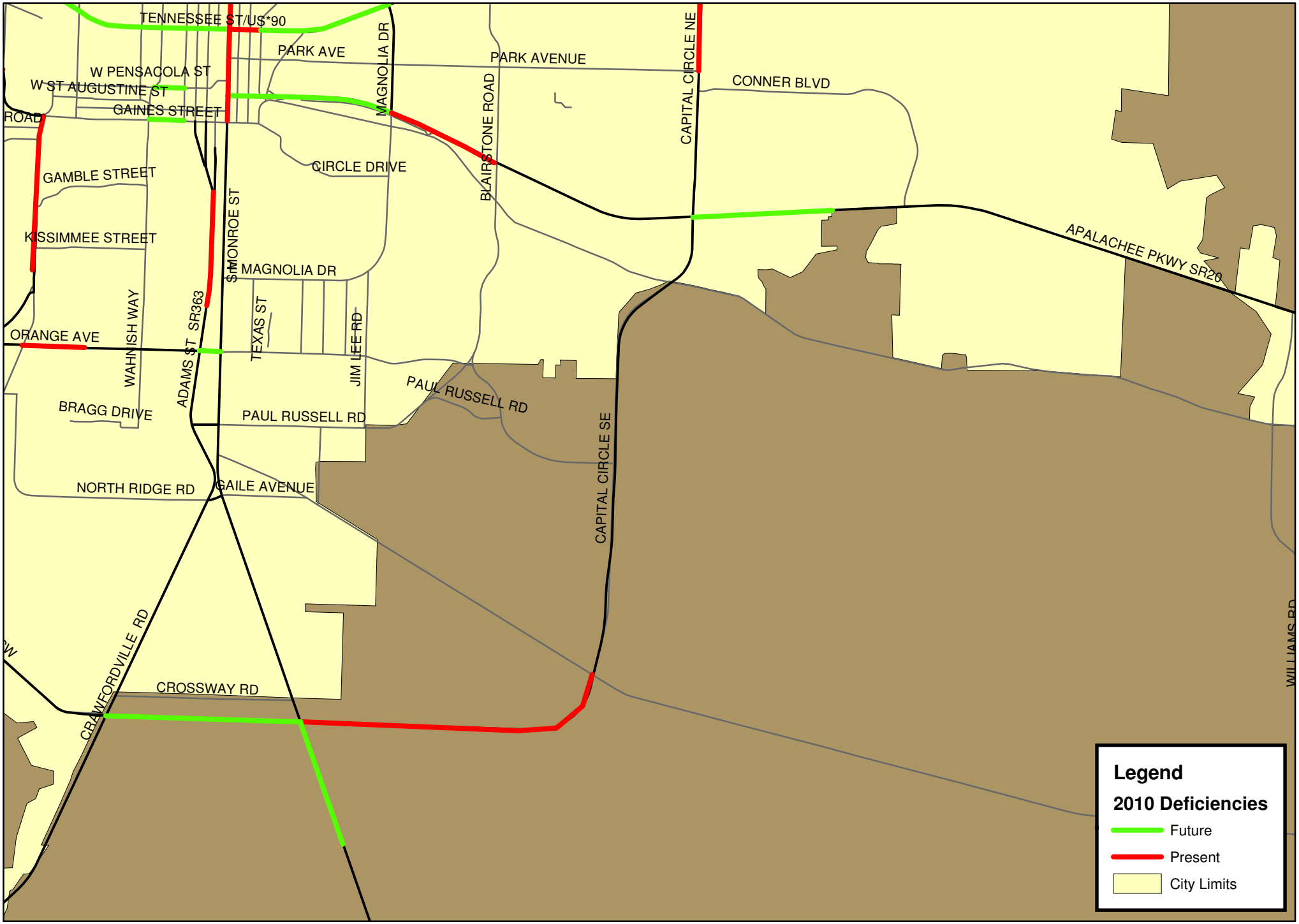

Figure 2c. Future and Present Road Deficiencies in Leon County, Florida

ATKINS

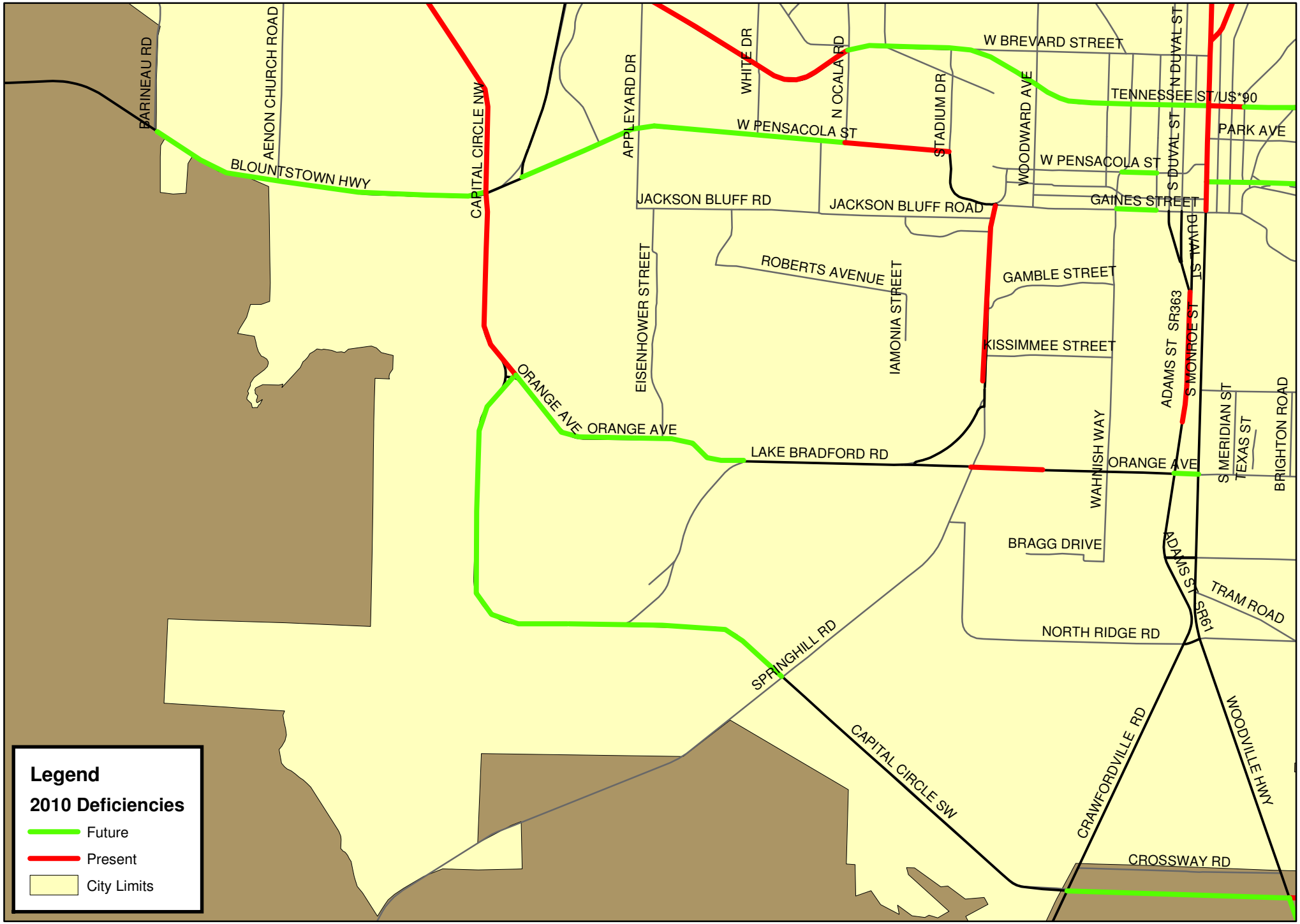

Figure 2d. Future and Present Road Deficiencies in Leon County, Florida

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Table 1
2010 Level of Service
State Roads
Leon County

2010 LEVEL OF SERVICE ANALYSIS
ON STATE ROADS
LEON COUNTY

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	AADT LOS (STD) / MAX VOL	FDOT COUNT STA #	2010 AADT	AADT ANALYSIS YEAR	AADT VOL	AADT LOS	PK HR/ PK DIR. LOS (STD)/ MAX VOL	PK HR/ PK DIR. VOL	PK HR/ PK DIR. LOS
SR 8/ I-10																
Gadsden County Line	Principal	4	Divided	0	0.00	2.168	Trans	State	2001	31,000	2000	32,500	B	State	1,656	B
to SR 263/ Capital Circle / Tallahassee	Arterial							57,600			2001	29,500	B	2,980	1,503	B
Urbanized Area Boundary	Interstate							(C)			2002	30,000	B	(C)	1,529	B
											2003	30,000	B		1,529	B
											2004	32,000	B		1,631	B
											2005	36,000	B		1,835	B
Roadway ID 55320000											2006	37,500	B		1,911	B
Strategic Intermodal System Facility								Local			2007	37,500	B	Local	1,911	B
Urban Services Area Boundary approximately 3/4 miles west								42600 /			2008	32,500	B	2,200 /	1,656	B
of Capital Circle.								57,600			2009	31,500	B	2,980	1,605	B
								(B / C)			2010	31,000	B	(B/C)	1,580	B
											2015	34,250	B		1,745	B
											2020	37,800	B		1,926	B
SR 263/ Capital Circle / Tallahassee	Principal	4	Divided	0	0.00	3.280	Urban	State	2003	47,000	2000	44,500	C	State	2,268	B
Urbanized Area Boundary to	Arterial							59,800			2001	44,000	C	3,020	2,242	B
SR 63/ US 27/ North Monroe Street	Interstate							(C)			2002	37,500	B	(C)	1,911	B
											2003	40,000	B		2,038	B
											2004	44,500	C		2,268	B
											2005	51,500	C		2,624	C
Roadway ID 55320000											2006	50,500	C		2,573	C
Strategic Intermodal System Facility								Local			2007	50,500	C	Local	2,573	C
								59,800			2008	48,500	C	3,020	2,472	C
								(C)			2009	49,000	C	(C)	2,497	C
											2010	47,000	C		2,395	C
											2015	51,900	C		2,645	C
											2020	57,300	C		2,920	C

Updated July 2011, using 2009 FDOT Generalized Q / LOS Tables. State LOS Standards and Max Allowable Volumes are based on those established for State Roadways.

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SR 8/ I-10 Cont.																
SR 63/ US 27/ North Monroe Street	Principal	4	Divided	0	0.00	3.668	Urban	State	304	58,239	2000	53,661	C	State	2,687	C
to SR 61/ US 319/ Thomasville Road	Arterial							59,800			2001	55,655	C	3,020	2,787	C
	Interstate							(C)			2002	56,900	C	(C)	2,849	C
											2003	58,053	C		2,907	C
											2004	59,390	C		2,974	C
											2005	60,055	D		3,007	C
Roadway ID 55320000											2006	60,661	D		3,038	D
Strategic Intermodal System Facility								Local			2007	62,000	D	Local	3,105	D
								59,800			2008	60,000	D	2,940	3,005	C
								(C)			2009	55,283	C	(C)	2,768	C
											2010	58,239	C		2,916	C
											2015	64,300	D		3,220	D
											2020	71,000	D		3,555	D
SR 61/ US 319/ Thomasville Road	Principal	4	Divided	0	0.00	5.590	Urban	State	2007	28,500	2000	26,250	B	State	1,338	B
to SR 10/ US 90/ Mahan Drive	Arterial							59,800	2006	NC	2001	25,200	B	3,020	1,284	B
	Interstate							(C)			2002	25,750	B	(C)	1,312	B
											2003	25,650	B		1,307	B
											2004	30,500	B		1,554	B
											2005	30,500	B		1,554	B
Roadway ID 55320000											2006	28,000	B		1,427	B
Strategic Intermodal System Facility								Local			2007	32,500	B	Local	1,656	B
								59,800			2008	31,500	B	3,020	1,605	B
								(C)			2009	30,500	B	(C)	1,554	B
											2010	28,500	B		1,452	B
											2015	31,450	B		1,603	B
											2020	34,750	B		1,771	B

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SR 8/ I-10 Cont.																
SR 10/ US 90/ Mahan Drive	Principal	4	Divided	0	0.00	4.080	Urban	State	2007	28,500	2000	29,000	B	State	1,478	B
to Tallahassee Urbanized Area Boundary	Arterial							59,800			2001	29,500	B	3,020	1,503	B
(East of Chaires Cross Road)	Interstate							(C)			2002	30,500	B	(C)	1,554	B
											2003	34,000	B		1,733	B
											2004	30,500	B		1,554	B
											2005	30,500	B		1,554	B
Roadway ID 55320000											2006	28,000	B		1,427	B
Strategic Intermodal System Facility								Local			2007	32,500	B	Local	1,656	B
Segment is outside of the Tallahassee- Leon County Urban Area								43,500 /			2008	31,500	B	2,200 /	1,605	B
Urban Services Area ends approximately 1.5 miles east of US 90.								59,800			2009	30,500	B	3,020	1,554	B
								(B / C)			2010	28,500	B		1,452	B
											2015	31,450	B		1,603	B
											2020	34,750	B		1,771	B
Tallahassee Urbanized Area Boundary	Principal	4	Divided	0	0.00	3.062	Trans	State	2007	28,500	2000	27,750	B	State	1,414	B
(East of Chaires Cross Road) to	Arterial							57,600	542001	26,500	2001	26,500	B	2,980	1,350	B
Jefferson County Line	Interstate							(C)			2002	26,500	B	(C)	1,350	B
											2003	29,250	B		1,491	B
									Count		2004	26,750	B		1,363	B
									Station		2005	28,750	B		1,465	B
Roadway ID 55320000									542001		2006	28,500	B		1,452	B
Strategic Intermodal System Facility								Local	in		2007	32,000	B	Local	1,631	B
Segment is outside of the Tallahassee- Leon County Urban Area								42,600	Jefferson		2008	28,500	B	2,200	1,452	B
								(B)	County		2009	27,500	B	(B)	1,401	B
											2010	27,500	B		1,401	B
											2015	30,350	B		1,547	B
											2020	33,500	B		1,707	B

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SR 10/ US 90/ East Tennessee																
SR 61/ US 27/ North Monroe Street	Principal	4	Divided/	3	13.89	0.216	Urban	State	3024	34,000	2000	30,000	E	State	1,677	E
to North Meridian Street	Arterial		Bays					28,200			2001	30,500	E	1,500	1,705	E
								(D)			2002	32,000	E	(D)	1,789	F
											2003	30,000	E		1,677	E
											2004	31,500	E		1,761	F
											2005	35,500	F		1,984	F
Roadway ID 55020000											2006	34,000	F		1,901	F
Strategic Intermodal System Connector								Local			2007	36,000	F	Local	2,012	F
								28,200			2008	38,000	F	1,500	2,124	F
								(D)			2009	36,000	F	(D)	2,012	F
											2010	34,000	F		1,901	F
											2015	37,550	F		2,099	F
											2020	41,450	F		2,317	F
North Meridian Street	Principal	4	Divided/	1	3.40	0.294	Urban	State	5027	30,000	2000	27,500	D	State	1,537	D
to CR 1555/ Franklin Boulevard	Arterial		Bays					33,200			2001	30,500	D	1,770	1,705	D
								(D)			2002	31,000	D	(D)	1,733	D
											2003	30,000	D		1,677	D
											2004	30,000	D		1,677	D
											2005	32,000	D		1,789	E
Roadway ID 55020000											2006	30,000	D		1,677	D
Strategic Intermodal System Connector								Local			2007	32,500	D	Local	1,817	E
								33,200			2008	29,000	D	1,770	1,621	D
								(D)			2009	26,000	D	(D)	1,453	D
											2010	30,000	D		1,677	D
											2015	33,100	D		1,850	E
											2020	36,550	F		2,043	F

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SR 10/ US 90/ East Tennessee Cont.																
CR 1555/ Franklin Boulevard	Principal	4	Divided/	2	3.24	0.618	Urban	State	5026	31,500	2000	28,500	D	State	1,593	D
to SR 265/ North Magnolia Drive	Arterial		Bays					33,200			2001	32,000	D	1,770	1,789	E
								(D)			2002	33,000	D	(D)	1,845	E
											2003	35,000	E		1,957	F
											2004	33,000	D		1,845	E
											2005	32,500	D		1,817	E
Roadway ID 55020000											2006	33,000	D		1,845	E
Strategic Intermodal System Connector								Local			2007	33,000	D	Local	1,845	E
								33,200			2008	32,500	D	1,770	1,817	E
								(D)			2009	26,000	D	(D)	1,453	D
											2010	31,500	D		1,761	D
											2015	34,800	E		1,945	F
											2020	38,400	F		2,147	F
SR 265/ North Magnolia Drive	Principal	4	Divided/	4	1.80	2.228	Urban	State	5025	29,500	2000	29,333	C	State	1,640	C
to SR 261/ US 319/ Capital Circle	Arterial		Bays					36,700	3006	31,500	2001	30,500	C	1,960	1,705	C
								(D)	3040	26,000	2002	37,833	F	(D)	2,115	F
											2003	35,167	C		1,966	F
											2004	31,167	C		1,742	C
											2005	33,333	C		1,863	C
Roadway ID 55020000											2006	30,167	C		1,686	C
Strategic Intermodal System Connector								Local			2007	29,667	C	Local	1,658	C
								36,700			2008	28,333	B	1,960	1,584	C
								(D)			2009	30,000	C	(D)	1,677	C
											2010	29,000	B		1,621	C
											2015	32,000	C		1,789	C
											2020	35,350	C		1,976	F

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SR 10/ US 90/ East Tennessee Cont.																
SR 261/ US 319/ Capital Circle	Principal	2	Divided/	1	1.18	0.850	Urban	State	5146	36,000	2000	26,500	F	State	1,481	F
to CR 1568/ Buck Lake Road	Arterial		Bays					17,325			2001	26,500	F	924	1,481	F
								(D)			2002	31,000	F	(D)	1,733	F
											2003	30,000	F		1,677	F
											2004	29,500	F		1,649	F
											2005	32,500	F		1,817	F
Roadway ID 55020000											2006	32,000	F		1,789	F
Strategic Intermodal System Connector								Local			2007	35,500	F	Local	1,984	F
								17,325			2008	35,000	F	924	1,957	F
								(D)			2009	36,000	F	(D)	2,012	F
											2010	36,000	F		2,012	F
											2015	42,000	F		2,348	F
											2020	47,000	F		2,627	F
CR 1568/ Buck Lake Road	Principal	2	Undivided/	4	1.10	3.638	Urban	State	3060	19,200	2000	12,600	C	State	704	C
to SR 8/ I-10	Arterial		Bays					16,500	391	19,300	2001	11,500	C	880	643	C
								(D)			2002	12,000	C	(D)	671	C
											2003	14,950	C		836	C
											2004	15,250	C		852	D
											2005	17,950	F		1,003	F
Roadway ID 55020000											2006	18,900	F		1,057	F
Strategic Intermodal System Connector								Local			2007	18,650	F	Local	1,043	F
								16,500			2008	18,350	F	880	1,026	F
								(D)			2009	18,500	F	(D)	1,034	F
											2010	19,250	F		1,076	F
											2015	24,500	F		1,370	F
											2020	28,700	F		1,604	F

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SR 10/ US 90/ East Tennessee Cont.																
SR 8/ I-10	Principal	2	Undivided/	1	0.37	2.690	Urban	State	390	11,500	2000	9,400	B	State	525	C
to Tallahassee Urbanized Area Boundary	Arterial		Bays					16,500			2001	10,000	C	880	559	C
(at Baum Road)								(D)			2002	10,500	C	(D)	587	C
											2003	11,000	C		615	C
											2004	11,000	C		615	C
											2005	13,400	C		749	C
Roadway ID 55020000											2006	13,000	C		727	C
Urban Services Area ends approximately 0.75 miles east of I-10								Local			2007	13,000	C	Local	727	C
								15,400 /			2008	12,000	C	820 /	671	C
								16,500			2009	13,000	C	880	727	C
								(C / D)			2010	11,500	C	(C / D)	643	C
											2015	14,600	C		816	C
											2020	16,100	D		900	D
Tallahassee Urbanized Area Boundary	Principal	2	Undivided/	0	0.00	8.789	Trans	State	35	4,600	2000	4,500	B	State	252	B
(at Baum Road) to Jefferson County Line	Arterial		No Bays					21,100	214	5,000	2001	4,950	B	1,120	277	B
								(D)			2002	4,650	B	(D)	260	B
											2003	4,700	B		263	B
											2004	5,050	B		282	B
											2005	4,800	B		268	B
											2006	5,050	B		282	B
								Local			2007	5,000	B	Local	280	B
								15,100			2008	4,850	B	800	271	B
								(C)			2009	4,900	B	(C)	274	B
											2010	4,800	B		268	B
											2015	5,300	B		296	B
Roadway ID 55020000											2020	5,850	B		298	B

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SR 10/ US 90																
Gadsden County Line / Tallahassee	Principal	4	Divided/	1	0.40	2.484	Urban	State	3047	22,500	2000	19,150	B	State	1,046	B
Urbanized Area Boundary to	Arterial		Bays					64,300	500038	17,000	2001	19,800	B	3,320	1,081	B
CR 1581/ Aenon Church Road								(D)			2002	20,800	B	(D)	1,136	B
											2003	21,450	B		1,171	B
									Count		2004	20,650	B		1,127	B
									Station		2005	20,700	B		1,130	B
Roadway ID 55060000									50-0038		2006	20,650	B		1,127	B
Urban Services Area ends approximately 0.2 miles west of the								Local	in		2007	21,000	B	Local	1,147	B
Gadsden county line.								49,600 /	Gadsden		2008	21,150	B	2,560 /	1,155	B
								64,300	County		2009	20,100	B	3,320	1,097	B
								(C / D)			2010	19,750	B	(C / D)	1,078	B
											2015	21,800	B		1,190	B
											2020	24,100	B		1,316	B
CR 1581/ Aenon Church Road	Principal	4	Divided/	2	2.50	0.801	Urban	State	3047	22,500	2000	22,500	C	State	1,258	C
to SR 263 / Capital Circle	Arterial		Bays					33,200			2001	22,000	C	1,770	1,230	C
								(D)			2002	24,000	C	(D)	1,342	D
											2003	23,500	C		1,314	C
											2004	23,500	C		1,314	C
											2005	22,500	C		1,258	C
											2006	22,000	C		1,230	C
								Local			2007	21,500	C	Local	1,202	C
								33,200			2008	23,500	C	1,770	1,314	C
								(D)			2009	21,500	C	(D)	1,202	C
											2010	22,500	C		1,258	C
											2015	24,850	C		1,389	D
Roadway ID 55060000											2020	27,450	D		1,534	D

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SR 10/ US 90 Cont.																
SR 263 / Capital Circle	Principal	4	Divided/	2	1.34	1.495	Urban	State	3039	27,000	2000	28,250	B	State	1,579	C
to Appleyard Drive	Arterial		Bays					36,700	3007	31,500	2001	29,500	C	1,960	1,649	C
								(D)			2002	32,000	C	(D)	1,789	C
											2003	30,500	C		1,705	C
											2004	31,250	C		1,747	C
											2005	32,250	C		1,803	C
											2006	27,000	B		1,509	B
								Local			2007	27,250	B	Local	1,523	B
								36,700			2008	28,250	B	1,960	1,579	C
								(D)			2009	28,500	B	(D)	1,593	C
											2010	29,250	B		1,635	C
											2015	32,300	C		1,806	C
Roadway ID 55060000											2020	35,650	D		1,993	F
Appleyard Drive	Principal	4	Divided/	2	1.41	1.422	Urban	State	5069	43,000	2000	35,000	C	State	1,957	D
to Ocala Road	Arterial		Bays					36,700			2001	38,500	F	1,960	2,152	F
								(D)			2002	38,000	F	(D)	2,124	F
											2003	36,500	D		2,040	F
											2004	46,500	F		2,599	F
											2005	45,000	F		2,516	F
											2006	42,500	F		2,376	F
								Local			2007	43,500	F	Local	2,432	F
								36,700			2008	43,000	F	1,960	2,404	F
								(D)			2009	42,000	F	(D)	2,348	F
											2010	43,000	F		2,404	F
											2015	47,500	F		2,655	F
Roadway ID 55060000											2020	52,400	F		2,670	F

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SR 10/ US 90 Cont.																
Ocala Road	Principal	6	Divided/	5	4.21	1.189	Urban	State	5070	51,000	2000	47,500	D	State	2,655	D
to SR 157/ Woodward Avenue	Arterial		Bays					50,300	5034	44,500	2001	51,000	E	2,680	2,851	F
								(D)			2002	56,000	F	(D)	3,130	F
											2003	58,250	F		3,256	F
											2004	59,250	F		3,312	F
											2005	58,500	F		3,270	F
											2006	58,750	F		3,284	F
								Local			2007	57,250	F	Local	3,200	F
								50,300			2008	48,750	D	2,680	2,725	E
								(D)			2009	47,750	D	(D)	2,669	D
											2010	47,750	D		2,669	D
											2015	52,700	E		2,946	F
Roadway ID 55060000											2020	58,200	F		2,966	F
SR 157/ Woodward Avenue	Principal	6	Divided/	3	5.03	0.597	Urban	State	5032	41,500	2000	41,000	D	State	2,292	D
to Macomb Street	Arterial		Bays					43,700	5031	38,000	2001	40,750	D	2,330	2,278	D
								(D)			2002	43,750	E	(D)	2,446	E
											2003	41,500	D		2,320	D
											2004	41,750	D		2,334	E
											2005	46,250	E		2,585	F
											2006	45,750	E		2,557	E
								Local			2007	46,250	E	Local	2,585	F
								43,700			2008	42,000	D	2,330	2,348	E
								(D)			2009	39,250	D	(D)	2,194	D
											2010	39,750	D		2,222	D
											2015	43,900	E		2,454	E
Roadway ID 55060000											2020	48,450	F		2,469	E

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SR 10/ US 90 Cont.																
Macomb Street	Principal	6	Divided/	3	6.42	0.467	Urban	State	5031	38,000	2000	39,000	D	State	2,180	D
to SR 61/ US 27/ Monroe Street	Arterial		Bays					43,700			2001	39,000	D	2,330	2,180	D
								(D)			2002	41,000	D	(D)	2,292	D
											2003	37,000	D		2,068	D
											2004	39,000	D		2,180	D
											2005	43,000	D		2,404	E
Roadway ID 55060000											2006	42,000	D		2,348	E
Emerging Strategic Intermodal System Connector from Duval Street								Local			2007	46,500	E	Local	2,599	F
to Monroe Street.								43,700			2008	40,500	D	2,330	2,264	D
								(D)			2009	36,500	D	(D)	2,040	D
											2010	38,000	D		2,124	D
											2015	42,000	D		2,348	E
											2020	46,300	E		2,588	F
SR 20/ Blountstown Highway																
Liberty County Line	Principal	2	Undivided/	0	0.00	8.840	Trans.	State	62	3,400	2000	3,500	B	State	196	B
to Ft. Braden School	Arterial		No Bays					21,100	560209	3,400	2001	3,850	B	1,120	215	B
								(D)			2002	3,850	B	(D)	215	B
											2003	3,800	B		212	B
											2004	3,900	B		218	B
									Count		2005	3,950	B		221	B
									Station		2006	3,650	B		204	B
								Local	560209		2007	3,850	B	Local	215	B
								21,000	in		2008	3,850	B	1,120	215	B
								(C)	Liberty		2009	3,900	B	(C)	218	B
									County		2010	3,400	B		190	B
											2015	3,750	B		210	B
Roadway ID 55070000											2020	4,150	B		232	B

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SR 20/ Blountstown Highway Cont.																
Ft. Braden School	Principal	2	Undivided/	0	0.00	6.625	Trans.	State	211	6,315	2000	8,251	C	State	614	C
to CR 1585/ Geddie Road	Arterial		Bays					21,100	2	9,400	2001	8,855	C	1,120	659	C
								(D)			2002	8,717	C	(D)	648	C
											2003	8,439	C		628	C
											2004	8,763	C		652	C
											2005	8,434	C		627	C
											2006	8,618	C		641	C
								Local			2007	8,580	C	Local	638	C
								15,100			2008	7,796	B	800	580	C
								(C)			2009	8,179	C	(C)	608	C
											2010	7,858	B		584	C
											2015	8,700	C		647	C
Roadway ID 55070000											2020	9,600	C		714	C
CR 1585/ Geddie Road	Principal	2	Undivided/	0	0.00	1.097	Trans	State	2	9,400	2000	10,000	C	State	559	C
to Tallahassee Urbanized Area Boundary	Arterial		No Bays					15,200			2001	11,000	C	800	615	C
(at Barineau Road)								(D)			2002	10,500	C	(D)	587	C
											2003	10,000	C		559	C
											2004	10,500	C		587	C
											2005	10,000	C		559	C
											2006	10,500	C		587	C
								Local			2007	10,500	C	Local	587	C
								15,200			2008	9,200	C	800	514	C
								(D)			2009	9,900	C	(D)	553	C
											2010	9,400	C		525	C
											2015	10,400	C		581	C
Roadway ID 55070000											2020	11,450	C		640	C

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											ANALYSIS YEAR	VOL	LOS	LOS (STD)/ MAX VOL	VOL	LOS
SR 20/ Blountstown Highway Cont.																
Tallahassee Urbanized Area Boundary	Principal	2	Undivided/	1	0.48	2.070	Urban	State	4	17,800	2000	11,400	C	State	637	C
(at Barineau Road) to SR 263/ Capital Circle	Arterial		Bays					16,500	3037	13,600	2001	12,300	C	880	688	C
								(D)			2002	13,000	C	(D)	727	C
											2003	14,000	C		783	C
											2004	12,300	C		688	C
											2005	14,100	C		788	C
											2006	16,100	D		900	F
								Local			2007	16,800	F	Local	939	F
								16,500			2008	14,700	C	880	822	D
								(D)			2009	14,300	C	(D)	799	C
											2010	15,700	D		878	D
											2015	18,100	F		1,012	F
Roadway ID 55070000											2020	20,100	F		1,124	F
SR 263/ Capital Circle	Principal	2	Undivided/	1	0.64	1.574	Urban	State	3038	7,300	2000	8,100	B	State	453	B
to SR 10/ US 90/ West Tennessee Street	Arterial		Bays					16,500			2001	7,400	B	880	414	B
								(D)			2002	7,600	B	(D)	425	B
											2003	7,300	B		408	B
											2004	7,200	B		402	B
											2005	8,400	B		470	B
											2006	9,100	B		509	B
								Local			2007	9,600	B	Local	537	C
								16,500			2008	7,900	B	880	442	B
								(D)			2009	6,400	B	(D)	358	B
											2010	7,300	B		408	B
											2015	8,050	B		450	B
Roadway ID 55070000											2020	8,900	B		498	B

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SR 20/ US 27/ Apalachee Parkway																
SR 61/ Monroe Street	Principal	4	Divided/	1	0.88	1.138	Urban	State	5057	31,500	2000	36,118	D	State	2,085	F
to SR 265/ Magnolia Drive	Arterial		Bays					36,700	5056	30,000	2001	38,250	F	1,960	2,208	F
								(D)	151	30,339	2002	37,995	F	(D)	2,193	F
									5055	36,500	2003	36,274	D		2,094	F
											2004	34,073	C		1,967	F
											2005	34,498	C		1,991	F
											2006	35,900	D		2,072	F
								Local			2007	33,800	C	Local	1,951	D
								36,700			2008	31,544	C	1,960	1,821	C
								(D)			2009	32,390	C	(D)	1,870	C
											2010	32,085	C		1,852	C
											2015	35,400	C		2,043	F
Roadway ID 55080000											2020	39,100	F		2,257	F
SR 265/ Magnolia Drive	Principal	4	Divided/	2	2.27	0.880	Urban	State	5053	32,500	2000	39,750	F	State	2,222	F
to Blairstone Road	Arterial		Bays					33,200	3012	35,000	2001	42,750	F	1,770	2,390	F
								(D)			2002	44,750	F	(D)	2,502	F
											2003	42,750	F		2,390	F
											2004	40,250	F		2,250	F
											2005	39,250	F		2,194	F
											2006	42,250	F		2,362	F
								Local			2007	38,500	F	Local	2,152	F
								33,200			2008	38,750	F	1,770	2,166	F
								(D)			2009	36,250	F	(D)	2,026	F
											2010	33,750	E		1,887	F
											2015	37,250	F		2,082	F
Roadway ID 55080000											2020	41,150	F		2,300	F

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SR 20/ US 27/ Apalachee Parkway Cont.																
Blairstone Road	Principal	4	Divided/	5	3.49	1.433	Urban	State	3041	NC	2000	39,000	F	State	2,127	F
to SR 261/ US 319/ Capital Circle	Arterial		Bays					33,200			2001	37,549	F	1,770	2,048	F
								(D)			2002	41,190	F	(D)	2,247	F
											2003	37,534	F		2,047	F
											2004	36,659	F		2,000	F
											2005	38,800	F		2,116	F
Roadway ID 55080000											2006	40,000	F		2,182	F
New count station needs to be added.								Local			2007	41,000	F	Local	2,236	F
								33,200			2008	NC	NC	1,770	NC	NC
								(D)			2009	NC	NC	(D)	NC	NC
											2010	NC	NC		NC	NC
											2015	NC	NC		NC	NC
											2020	NC	NC		NC	NC
SR 261/ US 319/ Capital Circle	Principal	4	Divided/	2	2.09	0.957	Urban	State	3056	30,000	2000	29,500	D	State	1,649	D
to Southwood Plantation	Arterial		Bays					33,200			2001	32,000	D	1,770	1,789	E
								(D)			2002	34,000	E	(D)	1,901	F
											2003	31,000	D		1,733	D
											2004	28,000	D		1,565	D
											2005	32,500	D		1,817	E
											2006	32,000	D		1,789	E
								Local			2007	31,500	D	Local	1,761	D
								33,200			2008	28,500	D	1,770	1,593	D
								(D)			2009	30,000	D	(D)	1,677	D
											2010	30,000	D		1,677	D
											2015	33,100	D		1,850	E
Roadway ID 55080000											2020	36,500	F		2,040	F

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SR 20/ US 27/ Apalachee Parkway Cont.																
Southwood Plantation	Principal	4	Divided/	0	0.00	3.279	Urban	State	43	18,600	2000	18,900	B	State	1,057	B
to CR 2197/ Williams Road	Arterial		Bays					36,700			2001	18,800	B	1,960	1,051	B
								(D)			2002	17,600	B	(D)	984	B
											2003	16,700	B		934	B
											2004	16,400	B		917	B
											2005	18,900	B		1,057	B
											2006	18,300	B		1,023	B
								Local			2007	17,600	B	Local	984	B
								36,700			2008	19,400	B	1,960	1,084	B
								(D)			2009	19,000	B	(D)	1,062	B
											2010	18,600	B		1,040	B
											2015	20,550	B		1,149	B
Roadway ID 55080000											2020	22,650	B		1,266	B
CR 2197/ Williams Road	Principal	4	Divided/	1	0.30	3.327	Urban	State	44	11,000	2000	11,600	B	State	648	B
to Tallahasse Urbanized Area Boundary	Arterial		Bays					36,700			2001	12,600	B	1,960	704	B
(0.9 miles E of Chaires Cross / W.W.								(D)			2002	12,300	B	(D)	688	B
Kelly)											2003	12,000	B		671	B
											2004	12,800	B		716	B
											2005	12,000	B		671	B
Roadway ID 55080000											2006	12,800	B		716	B
Urban Services Area ends at approximately Chaires Cross.								Local			2007	12,000	B	Local	671	B
								35,500 /			2008	10,500	B	1,890 /	587	B
								36,700			2009	11,000	B	1,960	615	B
								(C / D)			2010	11,000	B		615	B
											2015	12,150	B		679	B
											2020	13,400	B		749	B

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SR 20/ US 27/ Apalachee Parkway Cont.																
Tallahasse Urbanized Area Boundary	Principal	4	Divided/	0	0.00	1.798	Trans	State	44	11,000	2000	8,600	B	State	470	B
(0.9 miles East of Chaires Cross / W.W.	Arterial		Bays					58,800	540051	6,100	2001	9,350	B	3,130	511	B
Kelly) to Jefferson County Line								(D)			2002	9,250	B	(D)	505	B
											2003	9,000	B		491	B
											2004	9,550	B		521	B
									Count		2005	8,850	B		483	B
									Station		2006	9,450	B		516	B
								Local	540051		2007	9,050	B	Local	494	B
								58,800	in		2008	8,200	B	3,130	448	B
								(D)	Jefferson		2009	8,400	B	(D)	459	B
									County		2010	8,550	B		467	B
											2015	9,450	B		516	B
Roadway ID 55080000											2020	10,400	B		568	B
SR 59 / Magnolia Road																
Jefferson County Line to SR 10 / US 90	Principal	2	Undivided	0	0.00	0.111	Trans	State	540009	1,600	2000	1,200	B	State	64	B
	Arterial							21,100			2001	1,100	B	1,120	59	B
								(D)			2002	1,300	B	(D)	70	B
									Count		2003	1,200	B		64	B
									station		2004	1,200	B		64	B
									in		2005	1,500	B		80	B
									Jefferson		2006	1,600	B		86	B
								Local	County		2007	1,400	B	Local	75	B
								15,100			2008	1,600	B	800	86	B
								(C)			2009	1,600	B	(C)	86	B
											2010	1,600	B		86	B
											2015	1,900	B		102	B
Roadway ID 55150000											2020	2,200	B		118	B

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SR 61/ South Monroe Street																
Gaile Avenue	Principal	4	Divided/	2	2.02	0.990	Urban	State	3034	15,200	2000	14,800	C	State	827	C
to Orange Avenue / SR 373	Arterial		Bays					33,200	3001	17,000	2001	14,900	C	1,770	833	C
								(D)			2002	15,550	C	(D)	869	C
											2003	15,950	C		892	C
											2004	17,500	C		978	C
											2005	16,700	C		934	C
											2006	16,550	C		925	C
								Local			2007	17,050	C	Local	953	C
								33,200			2008	16,900	C	1,770	945	C
								(D)			2009	17,150	C	(D)	959	C
											2010	16,100	C		900	C
											2015	17,800	C		995	C
Roadway ID 55040000											2020	19,650	C		1,098	C
Orange Avenue / SR 373	Principal	4	Divided/	1	2.50	0.400	Urban	State	5060	21,500	2000	17,200	C	State	961	C
to Wallis Street	Arterial		Bays					33,200			2001	20,500	C	1,770	1,146	C
								(D)			2002	23,500	C	(D)	1,314	C
											2003	20,400	C		1,140	C
											2004	22,000	C		1,230	C
											2005	21,500	C		1,202	C
											2006	23,500	C		1,314	C
								Local			2007	22,000	C	Local	1,230	C
								33,200			2008	21,500	C	1,770	1,202	C
								(D)			2009	24,000	C	(D)	1,342	D
											2010	21,500	C		1,202	C
											2015	23,750	C		1,328	C
Roadway ID 55040000											2020	26,200	D		1,465	D

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SR 61/ South Monroe Street Cont.																
Wallis Street	Principal	4	Undivided	1	2.56	0.390	Urban	State	5060	21,500	2000	17,200	C	State	961	C
to Perkins Street	Arterial		Left turn					31,540			2001	20,500	C	1,682	1,146	C
			lanes					(D)			2002	23,500	C	(D)	1,314	D
											2003	20,400	C		1,140	C
											2004	22,000	C		1,230	C
											2005	21,500	C		1,202	C
											2006	23,500	C		1,314	D
								Local			2007	22,000	C	Local	1,230	C
								31,540			2008	21,500	C	1,682	1,202	C
								(D)			2009	24,000	D	(D)	1,342	D
											2010	21,500	C		1,202	C
											2015	23,750	C		1,328	D
Roadway ID 55040000											2020	26,200	D		1,465	D
Perkins Street	Principal	4	Divided/	2	2.74	0.730	Urban	State	5002	20,000	2000	19,600	C	State	1,096	C
to CSX Overpass	Arterial		Bays					33,200			2001	21,500	C	1,770	1,202	C
								(D)			2002	22,000	C	(D)	1,230	C
											2003	20,500	C		1,146	C
											2004	22,000	C		1,230	C
											2005	20,300	C		1,135	C
											2006	23,500	C		1,314	C
								Local			2007	22,000	C	Local	1,230	C
								33,200			2008	21,000	C	1,770	1,174	C
								(D)			2009	21,500	C	(D)	1,202	C
											2010	20,000	C		1,118	C
											2015	22,100	C		1,235	C
Roadway ID 55040000											2020	24,400	C		1,364	D

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SR 61/ South Monroe Street Cont.																
CSX Overpass	Principal	4	Divided/	1	5.46	0.183	Urban	State	5002	20,000	2000	19,600	D	State	1,096	D
to SR 371/ Gaines Street	Arterial		Bays					28,200			2001	21,500	D	1,500	1,202	D
								(D)			2002	22,000	D	(D)	1,230	D
											2003	20,500	D		1,146	D
											2004	22,000	D		1,230	D
											2005	20,300	D		1,135	D
											2006	23,500	D		1,314	D
								Local			2007	22,000	D	Local	1,230	D
								28,200			2008	21,000	D	1,500	1,174	D
								(D)			2009	21,500	D	(D)	1,202	D
											2010	20,000	D		1,118	D
											2015	22,100	D		1,235	D
Roadway ID 55040000											2020	24,400	D		1,364	D
SR 371/ Gaines Street	Principal	4	Divided/	2	10.99	0.182	Urban	State	5003	31,000	2000	28,000	D	State	1,565	E
to SR 20/ US 27/ Apalachee Parkway	Arterial		Bays					28,200			2001	33,500	F	1,500	1,873	F
								(D)			2002	28,000	D	(D)	1,565	E
											2003	32,000	F		1,789	F
											2004	30,500	E		1,705	F
											2005	30,000	E		1,677	E
											2006	33,500	F		1,873	F
								Local			2007	32,000	F	Local	1,789	F
								28,200			2008	28,000	D	1,500	1,565	E
								(D)			2009	27,000	D	(D)	1,509	E
											2010	31,000	E		1,733	F
											2015	34,250	F		1,915	F
Roadway ID 55040000											2020	37,800	F		2,113	F

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SR 61/ South Monroe Street Cont.																
SR 20/ US 27/ Apalachee Parkway	Principal	4	Divided/	1	9.90	0.101	Urban	State	5004	37,500	2000	37,000	F	State	2,068	F
to Pensacola Street	Arterial		Bays					28,200			2001	45,500	F	1,500	2,543	F
								(D)			2002	39,000	F	(D)	2,180	F
											2003	39,500	F		2,208	F
											2004	39,000	F		2,180	F
											2005	41,000	F		2,292	F
											2006	37,500	F		2,096	F
								Local			2007	41,500	F	Local	2,320	F
								28,200			2008	40,500	F	1,500	2,264	F
								(D)			2009	40,000	F	(D)	2,236	F
											2010	37,500	F		2,096	F
											2015	41,400	F		2,314	F
Roadway ID 55040000											2020	45,700	F		2,555	F
Pensacola Street to	Principal	4	Undivided/	3	7.92	0.379	Urban	State	3002	30,500	2000	30,000	E	State	1,677	F
SR 10/ US 90/ Tennessee Street	Arterial		Bays					26,790			2001	33,000	F	1,425	1,845	F
								(D)			2002	31,500	F	(D)	1,761	F
											2003	32,500	F		1,817	F
											2004	30,000	E		1,677	F
											2005	33,000	F		1,845	F
											2006	32,000	F		1,789	F
								Local			2007	32,000	F	Local	1,789	F
								26,790			2008	32,000	F	1,425	1,789	F
								(D)			2009	30,500	F	(D)	1,705	F
											2010	30,500	F		1,705	F
											2015	33,700	F		1,884	F
Roadway ID 55040000											2020	37,200	F		2,079	F

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											ANALYSIS YEAR	VOL	LOS	LOS (STD)/ MAX VOL	VOL	LOS
SR 61/ US 27/ North Monroe Street																
SR 10/ US 90/ Tennessee Street	Principal	4	Undivided/	4	13.33	0.300	Urban	State	5006	33,500	2000	34,000	F	State	1,901	F
to Brevard Street	Arterial		Bays					26,790			2001	35,500	F	1,425	1,984	F
								(D)			2002	34,500	F	(D)	1,929	F
											2003	36,000	F		2,012	F
											2004	33,500	F		1,873	F
											2005	35,000	F		1,957	F
											2006	41,000	F		2,292	F
								Local			2007	37,500	F	Local	2,096	F
								26,790			2008	37,500	F	1,425	2,096	F
								(D)			2009	36,500	F	(D)	2,040	F
											2010	33,500	F		1,873	F
											2015	37,000	F		2,068	F
Roadway ID 55050000											2020	40,850	F		2,284	F
Brevard Street	Principal	4	Undivided/	1	15.63	0.064	Urban	State	5008	41,000	2000	41,000	F	State	2,292	F
to SR 63/ US 27/ North Monroe	Arterial		Bays					26,790			2001	44,000	F	1,425	2,460	F
								(D)			2002	42,500	F	(D)	2,376	F
											2003	44,500	F		2,488	F
											2004	40,000	F		2,236	F
											2005	44,500	F		2,488	F
											2006	45,500	F		2,543	F
								Local			2007	41,000	F	Local	2,292	F
								26,790			2008	39,500	F	1,425	2,208	F
								(D)			2009	34,000	F	(D)	1,901	F
											2010	41,000	F		2,292	F
											2015	45,300	F		2,532	F
Roadway ID 55050000											2020	50,000	F		2,795	F

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SR 61/ US 319																
SR 63/ US 27/ North Monroe	Principal	2	Undivided/	2	3.45	0.579	Urban	State	5017	21,500	2000	17,833	F	State	997	F
to SR 155/ Meridian Road/ 7th Avenue	Arterial		No Bays					15,200	5018	17,800	2001	21,333	F	810	1,193	F
								(D)	5019	12,000	2002	21,133	F	(D)	1,181	F
											2003	18,000	F		1,006	F
											2004	16,900	F		945	F
											2005	17,400	F		973	F
											2006	16,133	E		902	F
								Local			2007	18,600	F	Local	1,040	F
								15,200			2008	18,867	F	810	1,055	F
								(D)			2009	17,833	F	(D)	997	F
											2010	17,100	F		956	F
											2015	18,900	F		1,057	F
Roadway ID 55050000											2020	20,850	F		1,166	F
SR 155/ Meridian Road/ 7th Avenue	Principal	4	Divided/	0	0.00	0.125	Urban	State	5016	24,500	2000	19,500	B	State	1,090	B
to Grape Street	Arterial		Bays					36,700			2001	19,500	B	1,960	1,090	B
								(D)			2002	20,500	B	(D)	1,146	B
											2003	21,000	B		1,174	B
											2004	21,500	B		1,202	B
											2005	24,000	B		1,342	B
											2006	25,000	B		1,398	B
								Local			2007	23,500	B	Local	1,314	B
								36,700			2008	22,000	B	1,960	1,230	B
								(D)			2009	21,400	B	(D)	1,196	B
											2010	24,500	B		1,370	B
											2015	27,050	B		1,512	B
Roadway ID 55050000											2020	29,850	C		1,669	C

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SR 61/ US 319 Cont.																
Grape Street	Principal	6	Divided/	0	0.00	0.314	Urban	State	5016	24,500	2000	22,250	B	State	1,244	B
to Colonial Drive	Arterial		Bays					55,300	5082	29,500	2001	24,500	B	2,940	1,370	B
								(D)			2002	25,000	B	(D)	1,398	B
											2003	26,000	B		1,453	B
											2004	27,250	B		1,523	B
											2005	29,250	B		1,635	B
											2006	30,000	B		1,677	B
								Local			2007	28,250	B	Local	1,579	B
								55,300			2008	28,750	B	2,940	1,607	B
								(D)			2009	25,700	B	(D)	1,437	B
											2010	27,000	B		1,509	B
											2015	29,800	B		1,666	B
Roadway ID 55050000											2020	32,900	B		1,839	B
Colonial Drive	Principal	6	Divided/	3	8.20	0.366	Urban	State	5082	29,500	2000	25,000	D	State	1,398	D
to East Betton Road	Arterial		Bays					43,700			2001	29,500	D	2,330	1,649	D
								(D)			2002	29,500	D	(D)	1,649	D
											2003	31,000	D		1,733	D
											2004	33,000	D		1,845	D
											2005	34,500	D		1,929	D
											2006	35,000	D		1,957	D
								Local			2007	33,000	D	Local	1,845	D
								43,700			2008	35,500	D	2,330	1,984	D
								(D)			2009	30,000	D	(D)	1,677	D
											2010	29,500	D		1,649	D
											2015	32,550	D		1,820	D
Roadway ID 55050000											2020	35,950	D		2,010	D

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SR 61/ US 319 Cont.																
East Betton Road	Principal	4	Divided/	3	1.25	2.396	Urban	State	3042	35,000	2000	32,833	C	State	1,835	C
to Live Oak Plantation Road	Arterial		Bays					36,700	5141	33,000	2001	31,667	C	1,960	1,770	C
								(D)	3026	32,500	2002	35,333	C	(D)	1,975	F
											2003	33,000	C		1,845	C
											2004	33,333	C		1,863	C
											2005	34,833	C		1,947	D
											2006	37,167	F		2,078	F
								Local			2007	35,500	C	Local	1,984	D
								36,700			2008	34,333	C	1,960	1,919	D
								(D)			2009	31,667	C	(D)	1,770	C
											2010	33,500	C		1,873	C
											2015	37,000	F		2,068	F
Roadway ID 55050000											2020	40,850	F		2,284	F
Live Oak Plantation Road	Principal	6	Divided/	2	7.07	0.283	Urban	State	3026	32,500	2000	31,000	D	State	1,733	D
to SR 8/ I-10	Arterial		Bays					43,700			2001	30,000	D	2,330	1,677	D
								(D)			2002	32,000	D	(D)	1,789	D
											2003	30,500	D		1,705	D
											2004	32,000	D		1,789	D
											2005	35,500	D		1,984	D
											2006	36,000	D		2,012	D
								Local			2007	34,000	D	Local	1,901	D
								43,700			2008	30,500	D	2,330	1,705	D
								(D)			2009	29,500	D	(D)	1,649	D
											2010	32,500	D		1,817	D
											2015	35,850	D		2,004	D
Roadway ID 55050000											2020	39,600	D		2,214	D

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SR 61/ US 319 Cont.																
SR 8/ I-10 to	Principal	8	Divided/	2	6.39	0.313	Urban	State	3067	51,500	2000	48,000	D	State	2,683	D
SR 261/ Market Street/ Capital Circle	Arterial		Bays					59,500			2001	53,000	D	3,170	2,963	D
								(D)			2002	55,000	D	(D)	3,075	D
											2003	51,500	D		2,879	D
											2004	57,500	D		3,214	E
											2005	59,500	D		3,326	E
Roadway ID 55050000											2006	67,000	F		3,745	F
Strategic Intermodal System Facility								Local			2007	62,000	E	Local	3,466	F
								27,000			2008	61,000	E	1,440	3,410	E
								(C)			2009	60,000	E	(C)	3,354	E
											2010	51,500	D		2,879	D
											2015	56,850	D		3,178	E
											2020	62,800	E		3,511	F
SR 261/ Market Street/ Capital	Principal	8	Divided/	2	3.71	0.539	Urban	State	5130	58,500	2000	45,000	C	State	2,516	C
Circle to Killarney Way	Arterial		Bays					67,300			2001	44,500	C	3,590	2,488	C
								(D)			2002	46,000	C	(D)	2,571	C
											2003	47,500	C		2,655	C
											2004	46,500	C		2,599	C
											2005	50,000	C		2,795	C
Roadway ID 55050000											2006	56,000	D		3,130	D
Strategic Intermodal System Facility								Local			2007	60,500	D	Local	3,382	D
								67,300			2008	57,500	D	3,590	3,214	D
								(D)			2009	58,500	D	(D)	3,270	D
											2010	58,500	D		3,270	D
											2015	69,500	E		3,885	F
											2020	78,300	F		4,377	F

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SR 61/ US 319 Cont.																
Killarney Way	Principal	6	Divided/	1	2.55	0.392	Urban	State	5145	53,000	2000	35,500	C	State	1,984	C
to Woodbine Drive	Arterial		Bays					50,300			2001	44,500	D	2,680	2,488	D
								(D)			2002	47,000	D	(D)	2,627	D
											2003	48,000	D		2,683	E
											2004	49,500	D		2,767	E
											2005	58,000	F		3,242	F
Roadway ID 55050000											2006	56,500	F		3,158	F
Strategic Intermodal System Facility								Local			2007	53,000	E	Local	2,963	F
								39,000			2008	56,000	F	2,080	3,130	F
								(C)			2009	51,000	E	(C)	2,851	F
											2010	53,000	E		2,963	F
											2015	64,500	F		3,606	F
											2020	71,700	F		4,008	F
Woodbine Drive	Principal	6	Divided/	0	0.00	1.582	Urban	State	5145	53,000	2000	35,500	B	State	1,984	B
to Velda Dairy Road	Arterial		Bays					55,300			2001	44,500	B	2,940	2,488	C
								(D)			2002	47,000	C	(D)	2,627	C
											2003	48,000	C		2,683	C
											2004	49,500	C		2,767	C
											2005	58,000	F		3,242	F
Roadway ID 55050000											2006	56,500	F		3,158	F
Strategic Intermodal System Facility								Local			2007	53,000	C	Local	2,963	F
								53,700			2008	56,000	F	2,860	3,130	F
								(C)			2009	51,000	C	(C)	2,851	C
											2010	53,000	C		2,963	F
											2015	64,500	F		3,606	F
											2020	71,700	F		4,008	F

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SR 61/ US 319 Cont.																
Velda Dairy Road	Principal	6	Divided/	1	0.50	2.019	Urban	State	3063	38,000	2000	24,500	B	State	1,370	B
to Kinhega Drive / Tallahassee Urbanized	Arterial		Bays					55,300			2001	29,000	B	2,940	1,621	B
Area Boundary								(D)			2002	30,500	B	(D)	1,705	B
											2003	32,000	B		1,789	B
											2004	33,000	B		1,845	B
											2005	39,000	B		2,180	B
Roadway ID 55050000											2006	39,500	B		2,208	B
Strategic Intermodal System Facility								Local			2007	38,500	B	Local	2,152	B
								53,700			2008	37,500	B	2,860	2,096	B
								(C)			2009	36,500	B	(C)	2,040	B
											2010	38,000	B		2,124	B
											2015	46,900	C		2,622	C
											2020	53,200	C		2,974	F
Kinhega Drive / Tallahassee Urbanized	Principal	4	Divided/	1	0.50	2.000	Trans	State	349	11,112	2000	8,398	B	State	443	B
Area Boundary to 3 miles north of	Arterial		Bays					32,100			2001	8,803	B	1,710	465	B
Kinhega Drive								(C)			2002	10,162	B	(C)	536	B
											2003	10,853	B		573	B
											2004	11,099	B		586	B
											2005	11,139	B		588	B
Roadway ID 55050000											2006	11,153	B		589	B
Strategic Intermodal System Facility								Local			2007	11,373	B	Local	600	B
Kinhega Drive to 0.5 miles north contained within the Urban								26,900 /			2008	10,639	B	1,430 /	562	B
Services Area .								32,100			2009	10,954	B	1,710	578	B
								(B / C)			2010	11,112	B		587	B
											2015	12,250	B		647	B
											2020	13,550	B		715	B

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SR 61/ US 319 Cont.																
3 miles north of Kinhega Drive	Principal	4	Divided/	0	0.00	7.018	Trans	State	349	11,112	2000	8,097	B	State	501	B
to the Georgia State Line	Arterial		Bays					32,100	392	10,200	2001	8,302	B	1,710	513	B
								(C)			2002	9,281	B	(C)	574	B
											2003	10,077	B		623	B
											2004	10,750	B		665	B
											2005	10,420	B		644	B
Roadway ID 55050000											2006	10,477	B		648	B
Strategic Intermodal System Facility								Local			2007	10,500	B	Local	649	B
								26,900			2008	10,320	B	1,430	638	B
								(B)			2009	10,377	B	(B)	642	B
											2010	10,656	B		659	B
											2015	11,750	B		726	B
											2020	13,000	B		804	B
SR 61/ SR 363/ Adams Street																
SR 61 Crawfordville Highway	Principal	4	Divided/	2	2.12	0.942	Urban	State	3033	23,500	2000	17,900	C	State	1,001	C
to SR 373/ Orange Avenue	Arterial		Bays					33,200			2001	19,400	C	1,770	1,084	C
								(D)			2002	20,700	C	(D)	1,157	C
											2003	20,200	C		1,129	C
											2004	19,900	C		1,112	C
											2005	22,500	C		1,258	C
											2006	25,000	C		1,398	D
								Local			2007	25,000	C	Local	1,398	D
								33,200			2008	25,500	D	1,770	1,425	D
								(D)			2009	24,500	C	(D)	1,370	D
											2010	23,500	C		1,314	C
											2015	29,200	D		1,632	D
Roadway ID 55100000											2020	32,800	D		1,834	E

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SR 61/ Wakulla Springs Road																
Wakulla County Line	Urban	2	Undivided/	1	0.68	1.466	Urban	State	11	6,700	2000	5,800	B	State	324	B
to CR 2204/ Oak Ridge Road	Collector		No Bays					16,500			2001	6,400	B	880	358	B
								(D)			2002	6,300	B	(D)	352	B
											2003	6,500	B		363	B
											2004	4,600	B		257	B
											2005	5,000	B		280	B
											2006	5,200	B		291	B
								Local			2007	5,800	B	Local	324	B
								15,400			2008	6,500	B	820	363	B
								(C)			2009	6,700	B	(C)	375	B
											2010	6,700	B		375	B
											2015	7,400	B		414	B
Roadway ID 55120000											2020	8,150	B		456	B
CR 2204/ Oak Ridge Road	Urban	2	Undivided/	0	0.00	2.114	Urban	State	11	6,700	2000	5,800	B	State	324	B
to SR 369/ US 319/ Crawfordville Highway	Collector		No Bays					22,200			2001	6,400	B	1,140	358	B
								(D)			2002	6,300	B	(D)	352	B
											2003	6,500	B		363	B
											2004	4,600	B		257	B
											2005	5,000	B		280	B
											2006	5,200	B		291	B
								Local			2007	5,800	B	Local	324	B
								15,600			2008	6,500	B	800	363	B
								(C)			2009	6,700	B	(C)	375	B
											2010	6,700	B		375	B
											2015	7,400	B		414	C
Roadway ID 55120000											2020	8,150	C		456	C

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SR 61/ US 319/ Crawfordville Highway																
SR 369/ US 319/ Crawfordville Highway	Principal	4	Divided/	0	0.00	1.712	Urban	State	3022	19,800	2000	17,100	B	State	956	B
to SR 263/ Capital Circle	Arterial		Bays					36,700			2001	19,400	B	1,960	1,084	B
								(D)			2002	18,800	B	(D)	1,051	B
											2003	19,200	B		1,073	B
											2004	14,800	B		827	B
											2005	18,000	B		1,006	B
											2006	18,700	B		1,045	B
								Local			2007	20,000	B	Local	1,118	B
								36,700			2008	19,500	B	1,960	1,090	B
								(D)			2009	20,000	B	(D)	1,118	B
											2010	19,800	B		1,107	B
											2015	21,850	B		1,221	B
Roadway ID 55120000											2020	24,150	B		1,350	B
SR 263/ Capital Circle	Principal	4	Divided/	0	0.00	1.550	Urban	State	5103	15,800	2000	13,200	B	State	738	B
to divided section (250' south of Arden	Arterial		Bays					36,700			2001	13,500	B	1,960	755	B
Road)								(D)			2002	13,400	B	(D)	749	B
											2003	13,000	B		727	B
											2004	11,800	B		660	B
											2005	12,300	B		688	B
											2006	14,300	B		799	B
								Local			2007	15,200	B	Local	850	B
								36,700			2008	14,500	B	1,960	811	B
								(D)			2009	14,800	B	(D)	827	B
											2010	15,800	B		883	B
											2015	17,450	B		975	B
Roadway ID 55120000											2020	19,250	B		1,076	B

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SR 61/ US 319/ Crawfordville Highway Cont.																
Divided section (250' south of Arden Road)	Principal	4	Divided/	1	4.00	0.250	Urban	State	3008	17,300	2000	18,300	C	State	1,023	C
to SR 363/ Adams Street/ 4 Points	Arterial		Bays					33,200			2001	19,900	C	1,770	1,112	C
								(D)			2002	18,600	C	(D)	1,040	C
											2003	17,800	C		995	C
											2004	17,600	C		984	C
											2005	16,800	C		939	C
											2006	16,600	C		928	C
								Local			2007	18,500	C	Local	1,034	C
								33,200			2008	18,000	C	1,770	1,006	C
								(D)			2009	19,500	C	(D)	1,090	C
											2010	17,300	C		967	C
											2015	19,100	C		1,068	C
Roadway ID 55120000											2020	21,100	C		1,179	C
SR 61/ Paul Russell Road Connector																
SR 363/ Adams Road	Minor	4	Divided/	1	5.43	0.184	Urban	State	5054	7,100	2000	N/A	-	State	NA	NA
to SR 61/ Monroe Street	Arterial		Bays					28,200	5065	8,900	2001	11,000	C	1,500	615	C
								(D)			2002	9,300	C	(D)	520	C
											2003	9,050	C		506	C
											2004	9,400	C		525	C
											2005	9,850	C		551	C
											2006	11,850	C		662	C
								Local			2007	9,950	C	Local	556	C
								28,200			2008	9,150	C	1,500	511	C
								(D)			2009	8,500	C	(D)	475	C
											2010	8,000	C		447	C
											2015	8,850	C		495	C
Roadway ID 55180000											2020	9,750	C		545	C

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											ANALYSIS YEAR	VOL	LOS	LOS (STD)/ MAX VOL	VOL	LOS
SR 63/ US 27																
SR 61/ Thomasville Road to 7th Avenue	Principal Arterial	4	Divided/ Bays	4	7.53	0.531	Urban	State 28,200 (D)	5009	30,000	2000	27,000	D	State 1,500 (D)	1,509	E
											2001	30,000	E		1,677	E
											2002	30,500	E		1,705	F
											2003	31,500	E		1,761	F
											2004	32,000	F		1,789	F
											2005	29,000	E		1,621	E
											2006	32,000	F		1,789	F
								Local 28,200 (D)			2007	31,500	E	Local 1,500 (D)	1,761	F
											2008	29,000	E		1,621	E
											2009	25,500	D		1,425	D
											2010	30,000	E		1,677	E
											2015	33,100	F		1,850	F
Roadway ID 55010000											2020	36,550	F		2,043	F
7th Avenue to CR 158/ Tharpe Street	Principal Arterial	4	Divided/ Bays	1	2.40	0.416	Urban	State 33,200 (D)	5011	37,000	2000	35,500	F	State 1,770 (D)	1,984	F
											2001	35,000	E		1,957	F
											2002	36,500	F		2,040	F
											2003	33,500	E		1,873	F
											2004	35,500	F		1,984	E
											2005	38,500	F		2,152	F
											2006	45,500	F		2,543	F
								Local 33,200 (D)			2007	37,000	F	Local 1,770 (D)	2,068	F
											2008	44,500	F		2,488	F
											2009	36,500	F		2,040	F
											2010	37,000	F		2,068	F
											2015	40,850	F		2,284	F
Roadway ID 55010000											2020	45,100	F		2,521	F

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SR 63/ US 27 Cont.																
CR 158/ Tharpe Street to John Knox Road/ Monticello Drive	Principal Arterial	4	Divided/ Bays	2	2.58	0.775	Urban	State 33,200 (D)	3003 5012	41,000 32,500	2000	37,000	F	State 1,770 (D)	2,068	F
											2001	37,500	F		2,096	F
											2002	36,000	F		2,012	F
											2003	37,000	F		2,068	F
											2004	39,500	F		2,208	F
											2005	40,000	F		2,236	F
											2006	41,250	F		2,306	F
								Local 33,200 (D)			2007	39,000	F	Local 1,770 (D)	2,180	F
											2008	38,000	F		2,124	F
											2009	36,500	F		2,040	F
											2010	36,750	F		2,054	F
											2015	40,600	F		2,270	F
Roadway ID 55010000											2020	44,800	F		2,504	F
John Knox Road / Monticello Drive to Allen Road	Principal Arterial	6	Divided/ Bays	1	3.97	0.252	Urban	State 50,300 (D)	5108	46,500	2000	43,500	D	State 2,680 (D)	2,432	D
											2001	43,500	D		2,432	D
											2002	44,500	D		2,488	D
											2003	43,500	D		2,432	D
											2004	40,000	D		2,236	D
											2005	44,000	D		2,460	D
											2006	47,500	D		2,655	D
								Local 50,300 (D)			2007	45,000	D	Local 2,680 (D)	2,516	D
											2008	45,000	D		2,516	D
											2009	44,000	D		2,460	D
											2010	46,500	D		2,599	D
											2015	51,350	E		2,870	F
Roadway ID 55010000											2020	56,700	F		3,170	F

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SR 63/ US 27 Cont.																
Allen Road to SR 8/ I-10	Principal Arterial	4	Divided/ Bays	4	3.72	1.075	Urban	State 33,200 (D)	3027	45,000	2000	42,500	F	State 1,770 (D)	2,376	F
											2001	48,000	F		2,683	F
											2002	45,500	F		2,543	F
											2003	46,000	F		2,571	F
											2004	43,500	F		2,432	F
											2005	45,000	F		2,516	F
											2006	48,000	F		2,683	F
								Local 33,200 (D)			2007	46,500	F	Local 1,770 (D)	2,599	F
											2008	45,500	F		2,543	F
											2009	44,500	F		2,488	F
											2010	45,000	F		2,516	F
											2015	49,700	F		2,778	F
Roadway ID 55010000											2020	54,900	F		3,069	F
SR 8/ I-10 to CR 356/ Fred George Road/ Crowder Road	Principal Arterial	4	Divided/ Bays	2	1.06	1.880	Urban	State 36,700 (D)	3045 3069	32,000 37,500	2000	36,250	D	State 1,960 (D)	2,026	F
											2001	39,500	F		2,208	F
											2002	37,500	F		2,096	F
											2003	38,500	F		2,152	F
											2004	40,000	F		2,236	F
											2005	37,000	F		2,068	F
											2006	37,000	F		2,068	F
								Local 36,700 (D)			2007	38,750	F	Local 1,960 (D)	2,166	F
											2008	36,500	D		2,040	F
											2009	35,250	C		1,970	F
											2010	34,750	C		1,943	D
											2015	38,350	F		2,144	F
Roadway ID 55010000											2020	42,350	F		2,367	F

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SR 63/ US 27 Cont.																
CR 356/ Fred George Road/	Principal	4	Divided/	2	0.69	2.881	Urban	State	3043	20,500	2000	20,500	B	State	1,146	B
Crowder Road to SR 263/ Capital Circle/	Arterial		Bays					36,700			2001	21,500	B	1,960	1,202	B
CR 361/ Old Bainbridge Road								(D)			2002	20,500	B	(D)	1,146	B
											2003	21,500	B		1,202	B
											2004	21,500	B		1,202	B
											2005	23,500	B		1,314	B
											2006	23,500	B		1,314	B
								Local			2007	24,500	B	Local	1,370	B
								36,700			2008	20,000	B	1,960	1,118	B
								(D)			2009	20,100	B	(D)	1,124	B
											2010	20,500	B		1,146	B
											2015	22,600	B		1,263	B
Roadway ID 55010000											2020	25,000	B		1,398	B
SR 263/ Capital Circle/ CR 361/	Principal	4	Divided/	1	0.50	2.005	Urban	State	3043	20,500	2000	20,150	B	State	1,061	B
Old Bainbridge Road to Gadsden County	Arterial		Bays					36,700	500110	16,100	2001	19,600	B	1,960	1,032	B
Line								(D)			2002	20,250	B	(D)	1,067	B
											2003	19,900	B		1,048	B
											2004	18,850	B		993	B
									Count		2005	20,450	B		1,077	B
Roadway ID 55010000									Station		2006	21,550	B		1,135	B
Urban Services Area extends approximately 0.5 miles north of								Local	500110		2007	21,650	B	Local	1,140	B
SR 263 / Capital Circle.								35,500	in		2008	18,200	B	1,960	959	B
								(C)	Gadsden		2009	20,550	B	(C)	1,082	B
									County		2010	18,300	B		964	B
											2015	20,200	B		1,064	B
											2020	22,300	B		1,175	B

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SR 155/ Meridian Road																
SR 61/ Thomasville Road/ 7th Avenue	Major	2	Undivided/	4	3.45	1.160	Urban	State	5014	5,700	2000	11,685	D	State	720	D
to John Knox Road	Arterial		Bays					15,200	5077	9,500	2001	11,623	D	810	716	D
								(D)	207	14,808	2002	11,938	D	(D)	735	D
											2003	11,259	D		694	D
											2004	11,545	D		711	D
											2005	11,605	D		715	D
											2006	11,562	D		712	D
								Local			2007	11,220	D	Local	691	D
								15,200			2008	10,852	D	810	668	D
								(D)			2009	10,743	D	(D)	662	D
											2010	10,003	C		616	D
											2015	11,050	D		681	D
Roadway ID 55110000											2020	12,200	D		751	D
John Knox Road	Major	2	Undivided/	1	0.71	1.409	Urban	State	3005	14,200	2000	18,000	F	State	1,006	F
to Lake Shore Drive	Arterial		Bays					16,500			2001	17,000	F	880	950	F
								(D)			2002	17,000	F	(D)	950	F
											2003	16,700	F		934	F
											2004	16,900	F		945	F
											2005	17,000	F		950	F
											2006	17,500	F		978	F
								Local			2007	17,500	F	Local	978	F
								16,500			2008	16,000	D	880	894	F
								(D)			2009	16,000	D	(D)	894	F
											2010	14,200	C		794	C
											2015	15,700	D		878	D
Roadway ID 55110000											2020	17,300	F		967	F

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SR 157/ Woodward Street																
SR 371/ Gaines Street	Minor	2	Undivided/	3	6.77	0.443	Urban	State	5048	7,200	2000	9,100	D	State	509	D
to SR 366/ Pensacola Street	Arterial		Bays					11,900			2001	9,700	D	630	542	D
								(D)			2002	8,600	D	(D)	481	D
											2003	7,900	D		442	D
											2004	6,900	D		386	D
											2005	6,900	D		386	D
											2006	7,800	D		436	D
								Local			2007	7,000	D	Local	391	D
								11,900			2008	7,400	D	630	414	D
								(D)			2009	7,000	D	(D)	391	D
											2010	7,200	D		402	D
											2015	7,900	D		442	D
Roadway ID 55160000											2020	8,800	D		492	D
SR 366/ Pensacola Street	Minor	2	Undivided/	1	1.90	0.525	Urban	State	5052	3,400	2000	14,400	C	State	805	C
to SR 10/ US 90/ West Tennessee Street	Arterial		Bays					16,500	5050	10,400	2001	17,400	F	880	973	F
								(D)			2002	16,800	F	(D)	939	F
											2003	7,400	B		414	B
											2004	7,500	B		419	B
											2005	7,600	B		425	B
											2006	8,750	B		489	B
								Local			2007	9,350	B	Local	523	C
								16,500			2008	7,100	B	880	397	B
								(D)			2009	7,950	B	(D)	444	B
											2010	6,900	B		386	B
											2015	7,600	B		425	B
Roadway ID 55160000											2020	8,400	B		470	B

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SR 261/ US 319/ Capital Circle																
SR 363/ Woodville Highway	Principal	2	Undivided/	1	0.45	2.226	Urban	State	3030	16,100	2000	15,000	C	State	839	D
to Tram Road	Arterial		Bays					16,500	5151	23,000	2001	17,000	F	880	950	F
								(D)			2002	16,400	D	(D)	917	F
											2003	16,550	F		925	F
											2004	16,850	F		942	F
											2005	18,500	F		1,034	F
Roadway ID 55003000											2006	19,150	F		1,070	F
Woodville Highway to Tram Road is funded by the TRIP program.								Local			2007	18,350	F	Local	1,026	F
								16,500			2008	20,200	F	880	1,129	F
								(D)			2009	20,550	F	(D)	1,149	F
											2010	19,550	F		1,093	F
											2015	23,000	F		1,286	F
											2020	25,500	F		1,425	F
Tram Road to Monday Street	Principal	6	Divided/	4	1.85	2.158	Urban	State	3030	16,100	2000	15,000	B	State	839	B
	Arterial		Bays					55,300	5151	23,000	2001	17,000	B	2,940	950	B
								(D)			2002	16,400	B	(D)	917	B
											2003	16,550	B		925	B
											2004	16,850	B		942	B
											2005	18,500	B		1,034	B
											2006	19,150	B		1,070	B
								Local			2007	18,350	B	Local	1,026	B
								55,300			2008	20,200	B	2,940	1,129	B
								(D)			2009	20,550	B	(D)	1,149	B
											2010	19,550	B		1,093	B
											2015	23,000	B		1,286	B
Roadway ID 55003000											2020	25,500	B		1,425	B

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SR 261/ US 319/ Capital Circle Cont.																
Monday Street	Principal	6	Divided/	3	2.45	1.224	Urban	State	5150	30,500	2000	20,067	C	State	1,122	C
to SR 20/ US 27/ Apalachee Parkway	Arterial		Bays					50,300	3055	28,500	2001	19,967	C	2,680	1,116	C
								(D)	5149	32,500	2002	20,767	C	(D)	1,161	C
											2003	20,600	C		1,152	C
											2004	20,033	C		1,120	C
											2005	23,500	C		1,314	C
											2006	24,333	C		1,360	C
								Local			2007	24,000	C	Local	1,342	C
								50,300			2008	24,667	C	2,680	1,379	C
								(D)			2009	29,333	C	(D)	1,640	C
											2010	30,500	C		1,705	C
											2015	33,600	C		1,878	C
Roadway ID 55003000											2020	38,700	C		2,163	D
SR 20/ US 27/ Apalachee Parkway	Principal	4	Divided/	0	0.00	0.960	Urban	State	3057	35,500	2000	21,000	B	State	1,174	B
to Park Avenue	Arterial		Bays					64,300			2001	30,500	B	3,320	1,705	B
								(D)			2002	33,000	B	(D)	1,845	C
											2003	32,000	B		1,789	C
											2004	33,000	B		1,845	C
											2005	31,500	B		1,761	B
											2006	33,500	B		1,873	C
								Local			2007	32,000	B	Local	1,789	C
								64,300			2008	35,000	C	3,320	1,957	C
								(D)			2009	36,500	C	(D)	2,040	C
											2010	35,500	C		1,984	C
											2015	41,500	C		2,320	C
Roadway ID 55003000											2020	46,200	C		2,583	D

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SR 261/ US 319/ Capital Circle Cont.																
Park Avenue	Principal	4	Divided/	2	1.53	1.308	Urban	State	3058	44,000	2000	38,500	F	State	2,152	F
to SR 10/ US 90/ Mahan Drive	Arterial		Bays					36,700			2001	51,500	F	1,960	2,879	F
								(D)			2002	48,500	F	(D)	2,711	F
											2003	49,000	F		2,739	F
											2004	42,000	F		2,348	F
											2005	45,500	F		2,543	F
											2006	44,500	F		2,488	F
								Local			2007	41,000	F	Local	2,292	F
								36,700			2008	42,500	F	1,960	2,376	F
								(D)			2009	45,000	F	(D)	2,516	F
											2010	44,000	F		2,460	F
											2015	48,600	F		2,717	F
Roadway ID 55003000											2020	53,650	F		2,999	F
SR 10/ US 90/ Mahan Drive	Principal	4	Divided/	2	2.85	0.702	Urban	State	3059	48,500	2000	21,000	B	State	1,174	B
to CR 146/ Miccosukee Road	Arterial		Bays					36,700			2001	46,500	F	1,960	2,599	F
								(D)			2002	46,500	F	(D)	2,599	F
											2003	46,500	F		2,599	F
											2004	43,500	F		2,432	F
											2005	46,000	F		2,571	F
											2006	47,500	F		2,655	F
								Local			2007	47,000	F	Local	2,627	F
								36,700			2008	46,000	F	1,960	2,571	F
								(D)			2009	48,500	F	(D)	2,711	F
											2010	48,500	F		2,711	F
											2015	57,900	F		3,237	F
Roadway ID 55003000											2020	64,600	F		3,611	F

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SR 261/ US 319/ Capital Circle Cont.																
CR 146/ Miccosukee Road	Pricipal	4	Divided/	2	2.89	0.692	Urban	State	5138	49,000	2000	36,500	F	State	2,040	F
to CR 151/ Centerville Drive	Arterial		Bays					33,200			2001	48,000	F	1,770	2,683	F
								(D)			2002	46,500	F	(D)	2,599	F
											2003	45,000	F		2,516	F
											2004	50,500	F		2,823	F
											2005	54,500	F		3,047	F
											2006	65,500	F		3,661	F
								Local			2007	55,500	F	Local	3,102	F
								33,200			2008	49,500	F	1,770	2,767	F
								(D)			2009	47,500	F	(D)	2,655	F
											2010	49,000	F		2,739	F
											2015	54,100	F		3,024	F
Roadway ID 55003000											2020	59,750	F		3,340	F
CR 151/ Centerville Drive	Principal	6	Divided/	0	0.00	1.152	Urban	State	5139	59,500	2000	41,000	B	State	2,292	B
to Eastgate Way	Arterial		Bays					55,300			2001	50,000	C	2,940	2,795	C
								(D)			2002	50,500	C	(D)	2,823	C
											2003	47,500	C		2,655	C
											2004	53,500	C		2,991	F
											2005	56,000	F		3,130	F
											2006	66,000	F		3,689	F
								Local			2007	67,000	F	Local	3,745	F
								55,300			2008	56,500	F	2,940	3,158	F
								(D)			2009	60,000	F	(D)	3,354	F
											2010	59,500	F		3,326	F
											2015	73,600	F		4,114	F
Roadway ID 55003000											2020	82,800	F		4,629	F

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SR 261/ US 319/ Capital Circle Cont.																
Eastgate Way	Principal	6	Divided/	4	3.93	1.018	Urban	State	5125	14,500	2000	32,000	C	State	1,789	C
to SR 61/ US 319/ Thomasville Highway	Arterial		Bays					50,300	3061	39,500	2001	39,000	C	2,680	2,180	D
								(D)			2002	39,500	D	(D)	2,208	D
											2003	40,500	D		2,264	D
											2004	39,000	C		2,180	D
											2005	45,000	D		2,516	D
											2006	44,000	D		2,460	D
								Local			2007	44,500	D	Local	2,488	D
								50,300			2008	43,500	D	2,680	2,432	D
								(D)			2009	42,500	D	(D)	2,376	D
											2010	39,500	D		2,208	D
											2015	43,600	D		2,437	D
Roadway ID 55003000											2020	48,200	D		2,694	E
SR 261/ US 319/ Capital Circle Flyover (South bound only)																
SR 61/ US 319/ Thomasville Road	Principal	2	Undivided/	0	0.00	0.524	Urban	State	5126	12,000	2000	7,500	B	State	798	C
to North Footer Bridge	Arterial		No Bays					22,200			2001	8,200	C	1,140	873	D
								(D)			2002	8,500	C	(D)	905	D
											2003	8,400	C		894	D
											2004	9,300	C		990	D
											2005	10,500	C		1,117	D
											2006	11,500	C		1,224	E
								Local			2007	13,000	C	Local	1,384	E
								22,200			2008	12,000	C	1,140	1,277	E
								(D)			2009	12,000	C	(D)	1,277	E
											2010	12,000	C		1,277	E
											2015	15,700	D		1,671	F
Roadway ID 55003002											2020	18,400	D		1,958	F

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SR 261/ Capital Circle																
SR 363/ Woodville Highway	Principal	2	Undivided/	1	0.75	1.330	Urban	State	3030	16,100	2000	11,500	C	State	627	C
to SR 61/ US 319/ Crawfordville Road	Arterial		Bays					16,500			2001	13,500	C	880	736	C
								(D)			2002	13,300	C	(D)	725	C
											2003	14,100	C		769	C
											2004	13,200	C		720	C
											2005	14,500	C		791	C
Roadway ID 55002000											2006	15,300	C		835	D
New count station needs to be added.								Local			2007	15,200	C	Local	829	D
								16,500			2008	15,400	C	880	840	D
								(D)			2009	16,100	D	(D)	878	D
											2010	16,100	D		878	D
											2015	18,400	F		1,004	F
											2020	20,400	F		1,113	F
SR 61/ US 319/ Crawfordville Road	Principal	2	Undivided/	1	0.46	2.194	Urban	State	3054	13,000	2000	10,700	C	State	598	C
to CR 2203/ Springhill Road	Arterial		Bays					16,500			2001	12,600	C	880	704	C
								(D)			2002	12,200	C	(D)	682	C
											2003	11,700	C		654	C
											2004	11,000	C		615	C
											2005	11,400	C		637	C
											2006	12,600	C		704	C
								Local			2007	13,500	C	Local	755	C
								16,500			2008	12,800	C	880	716	C
								(D)			2009	13,100	C	(D)	732	C
											2010	13,000	C		727	C
											2015	14,350	C		802	C
Roadway ID 55002000											2020	15,850	D		886	D

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SR 263/ Capital Circle																
CR 2203/ Springhill Road	Principal	2	Undivided/	1	0.76	1.324	Urban	State	3052	14,200	2000	11,100	C	State	620	C
to Airport Entrance	Arterial		Bays					16,500			2001	13,000	C	880	727	C
								(D)			2002	12,800	C	(D)	716	C
											2003	11,900	C		665	C
											2004	13,200	C		738	C
											2005	14,000	C		783	C
											2006	14,600	C		816	C
								Local			2007	15,300	C	Local	855	D
								16,500			2008	15,300	C	880	855	D
								(D)			2009	13,900	C	(D)	777	C
											2010	14,200	C		794	C
											2015	16,700	F		934	F
Roadway ID 55002000											2020	18,300	F		1,023	F
Airport Entrance	Principal	2	Undivided/	0	0.00	2.048	Urban	State	3049	14,000	2000	12,000	C	State	671	C
to SR 371/ Orange Avenue	Arterial		Bays					16,500			2001	14,000	C	880	783	C
								(D)			2002	13,500	C	(D)	755	C
											2003	12,900	C		721	C
											2004	14,600	C		816	C
											2005	14,000	C		783	C
Roadway ID 55002000											2006	15,500	D		866	D
Emerging Strategic Intermodal System Connector.								Local			2007	14,500	C	Local	811	C
								16,500			2008	14,000	C	880	783	C
								(D)			2009	14,500	C	(D)	811	C
											2010	14,000	C		783	C
											2015	15,450	D		864	D
											2020	17,050	F		953	F

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SR 263/ Capital Circle Cont.																
SR 371/ Orange Avenue	Principal	2	Undivided/	1	0.88	1.141	Urban	State	3036	22,000	2000	18,400	F	State	1,029	F
to SR 20/ Blountstown Highway	Arterial		Bays					16,500			2001	19,200	F	880	1,073	F
								(D)			2002	19,300	F	(D)	1,079	F
											2003	17,800	F		995	F
											2004	19,000	F		1,062	F
											2005	21,000	F		1,174	F
Roadway ID 55002000											2006	23,000	F		1,286	F
Emerging Strategic Intermodal System Connector.								Local			2007	21,000	F	Local	1,174	F
								16,500			2008	23,000	F	880	1,286	F
								(D)			2009	22,500	F	(D)	1,258	F
											2010	22,000	F		1,230	F
											2015	25,400	F		1,420	F
											2020	27,800	F		1,554	F
SR 20/ Blountstown Highway	Principal	2	Undivided/	2	1.14	1.760	Urban	State	3048	19,700	2000	16,700	F	State	934	F
to SR 10/ US 90/ Tennessee Street	Arterial		Bays					16,500	5152	20,500	2001	17,700	F	880	989	F
								(D)			2002	17,150	F	(D)	959	F
											2003	16,100	D		900	F
											2004	16,100	D		900	F
											2005	17,700	F		989	F
Roadway ID 55002000											2006	18,350	F		1,026	F
Emerging Strategic Intermodal System Connector.								Local			2007	16,900	F	Local	945	F
								16,500			2008	19,950	F	880	1,115	F
								(D)			2009	20,400	F	(D)	1,140	F
											2010	20,100	F		1,124	F
											2015	22,200	F		1,241	F
											2020	24,500	F		1,370	F

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SR 263/ Capital Circle Cont.																
SR 10/ US 90/ Tennessee Street	Principal	6	Divided/	1	3.28	0.305	Urban	State	3046	29,500	2000	26,000	C	State	1,453	C
to CR 158A/ Tharpe Street	Arterial		Bays					50,300			2001	26,500	C	2,680	1,481	C
								(D)			2002	31,000	C	(D)	1,733	C
											2003	26,000	C		1,453	C
											2004	28,000	C		1,565	C
											2005	26,000	C		1,453	C
Roadway ID 55002000											2006	26,000	C		1,453	C
Emerging Strategic Intermodal System Connector.								Local			2007	26,000	C	Local	1,453	C
								50,300			2008	29,500	C	2,680	1,649	C
								(D)			2009	31,000	C	(D)	1,733	C
											2010	29,500	C		1,649	C
											2015	32,550	C		1,820	C
											2020	35,950	C		2,010	C
CR 158A/ Tharpe Street	Principal	6	Divided/	1	1.28	0.780	Urban	State	3065	33,000	2000	28,000	B	State	1,565	B
to the divided section (800' north of	Arterial		Bays					55,300	3068	29,500	2001	28,750	B	2,940	1,607	B
Brittany Boulevard)								(D)			2002	29,500	B	(D)	1,649	B
											2003	30,250	B		1,691	B
											2004	29,500	B		1,649	B
											2005	30,250	B		1,691	B
Roadway ID 55002000											2006	26,000	B		1,453	B
Emerging Strategic Intermodal System Connector.								Local			2007	26,000	B	Local	1,453	B
								55,300			2008	31,000	B	2,940	1,733	B
								(D)			2009	29,250	B	(D)	1,635	B
											2010	31,250	B		1,747	B
											2015	34,500	B		1,929	B
											2020	38,100	B		2,130	B

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SR 263/ Capital Circle Cont.																
Divided section (800' north of Brittany Boulevard) to SR 8/ I-10	Principal Arterial	6	Divided/ Bays	1	2.77	0.361	Urban	State 50,300 (D)	3065	33,000	2000	27,500	C	State 2,680 (D)	1,537	C
											2001	29,500	C		1,649	C
											2002	29,500	C		1,649	C
											2003	32,000	C		1,789	C
											2004	31,500	C		1,761	C
											2005	32,500	C		1,817	C
Roadway ID 55002000											2006	25,500	C		1,425	C
Emerging Strategic Intermodal System Connector.								Local 50,300 (D)			2007	25,500	C	Local 2,680 (D)	1,425	C
											2008	32,000	C		1,789	C
											2009	29,500	C		1,649	C
											2010	33,000	C		1,845	C
											2015	36,450	C		2,038	C
											2020	40,250	D		2,250	D
SR 8/ I-10 to Gearhart Road	Principal Arterial	2	Divided/ Bays	1	3.33	0.300	Urban	State 15,960 (D)	3066	15,800	2000	15,500	D	State 851 (D)	866	E
											2001	16,000	E		894	E
											2002	16,600	E		928	F
											2003	17,900	F		1,001	F
											2004	15,100	D		844	D
											2005	16,100	E		900	E
											2006	15,300	D		855	E
								Local 15,960 (D)			2007	13,500	D	Local 851 (D)	755	D
											2008	13,900	D		777	D
											2009	14,700	D		822	D
											2010	15,800	D		883	E
											2015	17,450	F		975	F
Roadway ID 55002000											2020	19,250	F		1,076	F

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SR 263/ Capital Circle Cont.																
Gearhart Road	Principal	2	Undivided/	1	1.49	0.670	Urban	State	3066	15,800	2000	15,500	D	State	866	D
to CR 356/ Fred George Road	Arterial		Bays					16,500			2001	16,000	D	880	894	F
								(D)			2002	16,600	F	(D)	928	F
											2003	17,900	F		1,001	F
											2004	15,100	C		844	D
											2005	16,100	D		900	F
											2006	15,300	C		855	D
								Local			2007	13,500	C	Local	755	C
								16,500			2008	13,900	C	880	777	C
								(D)			2009	14,700	C	(D)	822	D
											2010	15,800	D		883	F
											2015	17,450	F		975	F
Roadway ID 55002000											2020	19,250	F		1,076	F
CR 356/ Fred George Road	Principal	2	Undivided/	2	0.70	2.871	Urban	State	3044	13,400	2000	14,000	C	State	783	C
to SR 63/ US 27/ North Monroe Street	Arterial		Bays					16,500			2001	13,300	C	880	743	C
								(D)			2002	14,300	C	(D)	799	C
											2003	14,600	C		816	C
											2004	14,700	C		822	D
											2005	14,400	C		805	C
											2006	14,000	C		783	C
								Local			2007	14,700	C	Local	822	D
								16,500			2008	13,700	C	880	766	C
								(D)			2009	13,000	C	(D)	727	C
											2010	13,400	C		749	C
											2015	14,800	C		827	D
Roadway ID 55002000											2020	16,350	D		914	F

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SR 265/ Magnolia Drive																
SR 20/ US 27/ Apalachee Parkway	Minor	6	Divided/	2	5.93	0.337	Urban	State	5035	29,000	2000	17,500	C	State	978	C
to Park Avenue	Arterial		Bays					43,700			2001	18,000	C	2,330	1,006	C
								(D)			2002	19,000	C	(D)	1,062	D
											2003	30,500	D		1,705	D
											2004	29,500	D		1,649	D
											2005	31,000	D		1,733	D
											2006	32,000	D		1,789	D
								Local			2007	28,000	D	Local	1,565	D
								43,700			2008	30,500	D	2,330	1,705	D
								(D)			2009	24,500	D	(D)	1,370	D
											2010	29,000	D		1,621	D
											2015	32,000	D		1,789	D
Roadway ID 55005000											2020	35,350	D		1,976	D
Park Avenue to	Minor	6	Divided/	2	4.84	0.413	Urban	State	5036	37,000	2000	19,500	C	State	1,090	D
SR 10/ US 90/ Tennessee Street/ Mahan	Arterial		Bays					43,700			2001	21,000	D	2,330	1,174	D
Drive								(D)			2002	22,000	D	(D)	1,230	D
											2003	44,000	E		2,460	E
											2004	38,000	D		2,124	D
											2005	40,000	D		2,236	D
											2006	36,500	D		2,040	D
								Local			2007	37,000	D	Local	2,068	D
								43,700			2008	37,500	D	2,330	2,096	D
								(D)			2009	37,000	D	(D)	2,068	D
											2010	37,000	D		2,068	D
											2015	40,850	D		2,284	D
Roadway ID 55005000											2020	45,100	D		2,521	E

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											ANALYSIS YEAR	VOL	LOS	LOS (STD)/ MAX VOL	VOL	LOS
SR 265/ Magnolia Drive Cont.																
SR 10/ US 90/ Tennessee Street/ Mahan Drive to CR 146/ Miccosukee Road	Minor Arterial	4	Divided/ Bays	1	1.83	0.546	Urban	State 36,700 (D)	5078	28,000	2000	33,500	C	State 1,960 (D)	1,873	C
											2001	30,000	C		1,677	C
											2002	31,000	C		1,733	C
											2003	26,000	B		1,453	B
											2004	21,500	B		1,202	B
											2005	24,500	B		1,370	B
											2006	26,500	B		1,481	B
								Local 36,700 (D)			2007	27,500	B	Local 1,960 (D)	1,537	B
											2008	28,000	B		1,565	C
											2009	21,500	B		1,202	B
											2010	28,000	B		1,565	C
											2015	30,900	C		1,727	C
Roadway ID 55005000											2020	34,150	C		1,909	D
CR 146/ Miccosukee Road to East 7th Avenue	Minor Arterial	4	Divided/ Bays	1	8.40	0.119	Urban	State 28,200 (D)	5140	31,500	2000	31,500	E	State 1,500 (D)	1,761	F
											2001	34,500	F		1,929	F
											2002	30,000	E		1,677	E
											2003	31,000	E		1,733	F
											2004	25,500	D		1,425	D
											2005	29,500	E		1,649	E
											2006	32,500	F		1,817	F
								Local 28,200 (D)			2007	32,500	F	Local 1,500 (D)	1,817	F
											2008	32,500	F		1,817	F
											2009	31,500	E		1,761	F
											2010	31,500	E		1,761	F
											2015	34,800	F		1,945	F
Roadway ID 55005000											2020	38,400	F		2,147	F

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SR 267/ Bloxham Cutoff																
SR 20/ Blountstown Highway	Rural	2	Undivided/	0	0.00	14.169	Trans	State	386	1,500	2000	1,100	B	State	61	B
to Wakulla County Line	Major		No Bays					14,100			2001	1,200	B	750	67	B
								(C)			2002	1,350	B	(C)	75	B
											2003	1,400	B		78	B
											2004	1,350	B		75	B
											2005	1,450	B		81	B
											2006	1,350	B		75	B
								Local			2007	1,450	B	Local	81	B
								14,100			2008	1,250	B	750	70	B
								(C)			2009	1,200	B	(C)	67	B
											2010	1,500	B		84	B
											2015	1,650	B		92	B
Roadway ID 55300000											2020	1,800	B		101	B
SR 363/ Woodville Highway																
Wakulla County Line	Minor	2	Undivided/	0	0.00	2.739	Urban	State	300	9,115	2000	9,370	C	State	639	C
to CR 2192/ Natural Bridge Road	Arterial		Bays					22,200			2001	9,305	C	1,140	635	C
								(D)			2002	9,352	C	(D)	638	C
											2003	9,600	C		655	C
											2004	9,900	C		675	C
											2005	10,092	C		688	C
											2006	9,808	C		669	C
								Local			2007	9,768	C	Local	666	C
								15,600			2008	9,349	C	800	638	C
								(C)			2009	9,349	C	(C)	638	C
											2010	9,115	C		622	C
											2015	10,050	C		685	C
Roadway ID 55040000											2020	11,100	C		757	C

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SR 363/ Woodville Highway Cont.																
CR 2192/ Natural Bridge Road	Minor	2	Undivided/	1	1.69	0.593	Urban	State	300	9,115	2000	9,370	B	State	639	C
to CR 2204/ Oakridge Road	Arterial		Bays					16,500			2001	9,305	B	880	635	C
								(D)			2002	9,352	B	(D)	638	C
											2003	9,600	B		655	C
											2004	9,900	C		675	C
											2005	10,092	C		688	C
											2006	9,808	C		669	C
								Local			2007	9,768	C	Local	666	C
								15,400			2008	9,349	B	820	638	C
								(C)			2009	9,349	B	(C)	638	C
											2010	9,115	B		622	C
											2015	10,050	C		685	C
Roadway ID 55040000											2020	11,100	C		757	C
CR 2204/ Oakridge Road	Minor	2	Undivided/	0	0.00	0.342	Urban	State	300	9,115	2000	9,370	B	State	639	C
to Tallahassee Urbanized Area Boundary	Arterial		Bays					16,500			2001	9,305	B	880	635	C
(0.3 miles south of Rhodes Cemetary Road)								(D)			2002	9,352	B	(D)	638	C
											2003	9,600	B		655	C
											2004	9,900	C		675	C
											2005	10,092	C		688	C
											2006	9,808	C		669	C
								Local			2007	9,768	C	Local	666	C
								15,400			2008	9,349	B	820	638	C
								(C)			2009	9,349	B	(C)	638	C
											2010	9,115	B		622	C
											2015	10,050	C		685	C
Roadway ID 55040000											2020	11,100	C		757	C

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SR 363/ Woodville Highway Cont.																
Tallahassee Urbanized Area Boundary	Minor	2	Undivided/	0	0.00	2.730	Trans	State	300	9,115	2000	9,370	C	State	639	C
(0.3 miles south of Rhodes Cemetary Road)	Arterial		Bays					15,200			2001	9,305	C	800	635	C
to Tallahassee Urbanized Area Boundary								(D)			2002	9,352	C	(D)	638	C
(0.9 miles south of SR 261 / Capital Circle)											2003	9,600	C		655	C
											2004	9,900	C		675	C
											2005	10,092	C		688	C
											2006	9,808	C		669	C
	Principal							Local			2007	9,768	C	Local	666	C
	Arterial							14,100			2008	9,349	C	750	638	C
								(C)			2009	9,349	C	(C)	638	C
											2010	9,115	C		622	C
											2015	10,050	C		685	C
Roadway ID 55040000											2020	11,100	C		757	D
Tallahassee Urbanized Area Boundary	Principal	2	Undivided/	1	1.11	0.900	Urban	State	3031	14,400	2000	14,400	C	State	805	C
(0.9 miles south of SR 261 / Capital Circle)	Arterial		Bays					16,500			2001	15,200	C	880	850	D
to SR 261/ SR 263/ US 319/ Capital								(D)			2002	14,300	C	(D)	799	C
Circle											2003	15,000	C		839	D
											2004	16,200	D		906	F
											2005	15,900	D		889	F
											2006	14,800	C		827	D
								Local			2007	15,400	C	Local	861	D
								16,500			2008	14,900	C	880	833	D
								(D)			2009	14,400	C	(D)	805	C
											2010	14,400	C		805	C
											2015	15,900	D		889	F
Roadway ID 55040000											2020	17,550	F		981	F

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SR 363/ Woodville Highway Cont.																
SR 261/ SR 263/ US 319/ Capital Circle	Principal	2	Undivided/	1	0.72	1.393	Urban	State	3032	11,600	2000	13,000	C	State	727	C
to divided section (at Sunday Court)	Arterial		Bays					16,500			2001	13,000	C	880	727	C
								(D)			2002	13,400	C	(D)	749	C
											2003	13,100	C		732	C
											2004	12,600	C		704	C
											2005	13,900	C		777	C
											2006	12,400	C		693	C
								Local			2007	12,900	C	Local	721	C
								16,500			2008	12,100	C	880	676	C
								(D)			2009	12,400	C	(D)	693	C
											2010	11,600	C		648	C
											2015	12,800	C		716	C
Roadway ID 55040000											2020	14,150	C		791	C
Divided section (at Sunday Court)	Principal	4	Divided/	1	4.81	0.208	Urban	State	3032	11,600	2000	13,000	D	State	727	D
to Gaile Avenue	Arterial		Bays					28,200			2001	13,000	D	1,500	727	D
								(D)			2002	13,400	D	(D)	749	D
											2003	13,100	D		732	D
											2004	12,600	C		704	D
											2005	13,900	D		777	D
											2006	12,400	C		693	D
								Local			2007	12,900	D	Local	721	D
								28,200			2008	12,100	C	1,500	676	D
								(D)			2009	12,400	C	(D)	693	D
											2010	11,600	C		648	C
											2015	12,800	D		716	D
Roadway ID 55040000											2020	14,150	D		791	D

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SR 363/ Adams Street																
SR 373/ Orange Avenue	Principal	4	Undivided/	1	3.24	0.309	Urban	State	5058	18,300	2000	16,400	C	State	917	C
to Putnam Drive	Arterial		Bays					31,540			2001	17,300	C	1,682	967	C
								(D)			2002	18,800	C	(D)	1,051	C
											2003	17,100	C		956	C
											2004	17,600	C		984	C
											2005	18,800	C		1,051	C
											2006	18,000	C		1,006	C
								Local			2007	18,000	C	Local	1,006	C
								31,540			2008	17,400	C	1,682	973	C
								(D)			2009	18,600	C	(D)	1,040	C
											2010	18,300	C		1,023	C
											2015	20,200	C		1,129	C
Roadway ID 55100000											2020	22,300	C		1,247	C
Putnam Drive	Principal	2	Undivided/	1	4.90	0.204	Urban	State	5058	18,300	2000	16,400	F	State	917	F
to Magnolia Drive	Arterial		No Bays					11,900			2001	17,300	F	630	967	F
								(D)			2002	18,800	F	(D)	1,051	F
											2003	17,100	F		956	F
											2004	17,600	F		984	F
											2005	18,800	F		1,051	F
											2006	18,000	F		1,006	F
								Local			2007	18,000	F	Local	1,006	F
								11,900			2008	17,400	F	630	973	F
								(D)			2009	18,600	F	(D)	1,040	F
											2010	18,300	F		1,023	F
											2015	20,200	F		1,129	F
Roadway ID 55100000											2020	22,300	F		1,247	F

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SR 363/ Adams Street Cont.																
Magnolia Drive	Principal	2	Divided	0	0.00	0.598	Urban	State	5058	18,300	2000	16,400	D	State	917	D
to Bronough Street	Arterial							17,352			2001	17,300	D	924	967	F
								(D)			2002	18,800	F	(D)	1,051	F
											2003	17,100	D		956	F
											2004	17,600	F		984	F
											2005	18,800	F		1,051	F
											2006	18,000	F		1,006	F
								Local			2007	18,000	F	Local	1,006	F
								17,352			2008	17,400	F	924	973	F
								(D)			2009	18,600	F	(D)	1,040	F
											2010	18,300	F		1,023	F
											2015	20,200	F		1,129	F
Roadway ID 55100000											2020	22,300	F		1,247	F
SR 363/ Duval Street (North bound)																
SR 363/ Adams Street	Principal	3	Undivided/	0	0.00	0.506	Urban	State	5147	6,300	2000	6,900	B	State	742	B
to SR 371/ Gaines Street	Arterial		Bays					15,960			2001	7,300	B	2,205	785	B
								(D)			2002	7,900	B	(D)	849	B
											2003	8,400	B		903	B
											2004	8,300	B		892	B
											2005	7,000	B		752	B
											2006	6,900	B		742	B
								Local			2007	6,700	B	Local	720	B
								15,960			2008	6,300	B	2,205	677	B
								(D)			2009	6,000	B	(D)	645	B
											2010	6,300	B		677	B
											2015	7,000	B		752	B
Roadway ID 55100001											2020	7,700	B		828	B

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SR 363/ Bronough Street (South bound)																
SR 371/ Gaines Street	Principal	2	Undivided/	0	0.00	0.320	Urban	State	5148	6,900	2000	6,000	C	State	645	B
to SR 363 Adams Street/ Harrison Street	Arterial		Bays					9,900			2001	6,300	C	1,882	677	B
								(D)			2002	8,700	C	(D)	935	B
											2003	9,100	C		978	B
											2004	10,000	F		1,075	B
											2005	7,700	C		828	B
											2006	7,600	C		817	B
								Local			2007	6,900	C	Local	742	B
								9,900			2008	6,400	C	1,882	688	B
								(D)			2009	6,300	C	(D)	677	B
											2010	6,900	C		742	B
											2015	7,600	C		817	B
Roadway ID 55100002											2020	8,400	C		903	B
SR 366/ Bryan Street / Stadium Drive Realignment																
SR 366 / Pensacola Street to	Principal	4	Divided	1	1.47	0.679	Urban	State	5030	19,700	2000	NA	NA	State	NA	NA
SR 371 / Lake Bradford Road / Stadium	Arterial							36,700			2001	NA	NA	1,960	NA	NA
Drive								(D)			2002	16,800	B	(D)	939	B
											2003	16,700	B		934	B
											2004	18,600	B		1,040	B
											2005	20,500	B		1,146	B
											2006	22,300	B		1,247	B
								Local			2007	20,700	B	Local	1,157	B
								36,700			2008	16,900	B	1,960	945	B
								(D)			2009	19,100	B	(D)	1,068	B
											2010	19,700	B		1,101	B
											2015	21,750	B		1,216	B
Roadway ID 55090002											2020	24,000	B		1,342	B

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SR 366/ Bryan Street / Stadium Drive Realignment Cont.																
SR 371 / Lake Bradford Road / Stadium	Principal	4	Divided	0	0.00	0.167	Urban	State	5113	15,000	2000	NA	NA	State	NA	NA
Drive to St. Augustine Street	Arterial							36,700			2001	NA	NA	1,960	NA	NA
								(D)			2002	16,800	B	(D)	939	B
											2003	16,700	B		934	B
											2004	18,600	B		1,040	B
											2005	20,500	B		1,146	B
											2006	7,400	B		414	B
								Local			2007	7,400	B	Local	414	B
								36,700			2008	14,100	B	1,960	788	B
								(D)			2009	13,300	B	(D)	743	B
											2010	15,000	B		839	B
											2015	16,550	B		925	B
Roadway ID 55090002											2020	18,300	B		1,023	B
SR 366/ Pensacola Street																
SR 20/ Blountstown Highway	Principal	2	Undivided/	4	4.09	0.977	Urban	State	3010	14,800	2000	14,400	D	State	805	D
to Appleyard Drive	Arterial		Bays					15,200			2001	14,100	D	810	788	D
								(D)			2002	14,000	D	(D)	783	D
											2003	13,500	D		755	D
											2004	12,500	D		699	D
											2005	14,000	D		783	D
											2006	15,700	E		878	E
								Local			2007	15,200	D	Local	850	E
								15,200			2008	15,400	E	810	861	E
								(D)			2009	13,000	D	(D)	727	D
											2010	14,800	D		827	E
											2015	16,350	F		914	F
Roadway ID 55090000											2020	18,050	F		1,009	F

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SR 366/ Pensacola Street Cont.																
Appleyard Drive	Principal	4	Divided/	3	2.42	1.238	Urban	State	5073	21,500	2000	28,833	D	State	1,612	D
to South Ocala Road	Arterial		Bays					33,200	5067	36,500	2001	31,667	D	1,770	1,770	D
								(D)	5045	35,500	2002	30,167	D	(D)	1,686	D
											2003	29,833	D		1,668	D
											2004	30,000	D		1,677	D
											2005	32,833	D		1,835	E
											2006	37,167	F		2,078	F
								Local			2007	33,500	E	Local	1,873	E
								33,200			2008	30,333	D	1,770	1,696	D
								(D)			2009	32,000	D	(D)	1,789	D
											2010	31,167	D		1,742	D
											2015	34,400	E		1,923	F
Roadway ID 55090000											2020	38,000	F		2,124	F
South Ocala Road to Stadium Drive West	Principal	4	Divided/	3	4.83	0.621	Urban	State	3009	33,000	2000	32,500	F	State	1,817	F
	Arterial		Bays					28,200			2001	35,000	F	1,500	1,957	F
								(D)			2002	36,500	F	(D)	2,040	F
											2003	30,000	E		1,677	E
											2004	30,500	E		1,705	F
											2005	34,500	F		1,929	F
											2006	38,500	F		2,152	F
								Local			2007	36,500	F	Local	2,040	F
								28,200			2008	33,500	F	1,500	1,873	F
								(D)			2009	28,500	E	(D)	1,593	E
											2010	33,000	F		1,845	F
											2015	36,450	F		2,038	F
Roadway ID 55090000											2020	40,250	F		2,250	F

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SR 366/ St. Augustine Street (East bound)																
Stadium Drive West to	Principal	2	Undivided/	3	2.51	1.196	Urban	State	5117	7,200	2000	6,750	C	State	718	C
Macomb Street / Civic Center Entrance	Arterial		Bays					15,200	5115	7,500	2001	11,250	D	2,040	1,197	C
								(D)			2002	11,250	D	(D)	1,197	C
											2003	7,100	C		756	C
											2004	7,350	C		782	C
											2005	7,800	C		830	C
											2006	8,350	C		889	C
								Local			2007	7,500	C	Local	798	C
								15,200			2008	6,350	C	2,040	676	C
								(D)			2009	4,633	C	(D)	493	C
											2010	7,350	C		782	C
											2015	8,100	C		862	C
Roadway ID 55090000											2020	8,950	C		953	C
Macomb Street/ Civic Center Entrance	Principal	3	Undivided/	3	6.30	0.476	Urban	State	5131	6,150	2000	9,900	D	State	1,054	C
to SR 61/ US 27/ Monroe Street	Arterial		Bays					12,030			2001	11,450	D	2,796	1,219	C
								(D)			2002	10,650	D	(D)	1,133	C
											2003	9,700	D		1,032	C
											2004	6,900	D		734	C
											2005	7,400	D		788	C
											2006	8,100	D		862	C
								Local			2007	8,100	D	Local	862	C
								12,030			2008	6,800	D	2,796	724	C
	Maximum Volume Standard: Multiplied 6-lane divided volume							(D)			2009	7,600	D	(D)	809	C
	by 0.60 for 1-way facility.										2010	6,150	D		655	C
											2015	6,800	D		724	C
Roadway ID 55090000											2020	7,500	D		798	C

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SR 366/ Pensacola Street (West bound)																
SR 61/ US 27/ Monroe Street	Principal	2	Undivided/	0	0.00	0.170	Urban	State	5124	5,200	2000	9,000	B	State	958	B
to Duval Street	Arterial		Bays					16,500			2001	9,000	B	2,352	958	B
								(D)			2002	9,400	B	(D)	1,000	B
											2003	8,300	B		883	B
											2004	7,200	B		766	B
											2005	8,100	B		862	B
											2006	8,600	B		915	B
								Local			2007	8,600	B	Local	915	B
								16,500			2008	4,500	B	2,352	479	B
								(D)			2009	7,400	B	(D)	788	B
											2010	5,200	B		553	B
											2015	5,750	B		612	B
Roadway ID 55090001											2020	6,350	B		676	B
Duval Street	Principal	3	Undivided/	0	0.00	0.156	Urban	State	5040	3,900	2000	9,600	B	State	1,022	B
to Martin Luther King Jr. Boulevard	Arterial		Bays					15,960			2001	9,600	B	3,352	1,022	B
								(D)			2002	10,000	B	(D)	1,064	B
											2003	6,900	B		734	B
											2004	5,600	B		596	B
											2005	6,200	B		660	B
											2006	6,300	B		670	B
								Local			2007	6,700	B	Local	713	B
								15,960			2008	5,800	B	3,352	617	B
	Maximum Volume Standard: Average of even # of through lanes							(D)			2009	4,900	B	(D)	521	B
	multiplied by one-way adjustment factor.										2010	3,900	B		415	B
											2015	4,300	B		458	B
Roadway ID 55090001											2020	4,750	B		506	B

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SR 366/ Pensacola Street (West bound) Cont.																
Martin Luther King Jr. Boulevard	Principal	2	Undivided/	1	4.88	0.205	Urban	State	5042	6,400	2000	12,000	F	State	1,277	D
to Macomb Street / Railroad Avenue	Arterial		No Bays					7,140			2001	13,500	F	1,800	1,437	D
								(D)			2002	13,500	F	(D)	1,437	D
											2003	7,800	E		830	D
											2004	7,700	E		819	D
											2005	8,900	E		947	D
											2006	8,100	E		862	D
								Local			2007	6,800	D	Local	724	C
								7,140			2008	4,000	D	1,800	426	C
								(D)			2009	5,100	D	(D)	543	C
											2010	6,400	D		681	C
											2015	7,050	D		750	C
Roadway ID 55090001											2020	7,800	E		830	D
Macomb Street / Railroad Avenue	Principal	2	Undivided/	1	2.47	0.405	Urban	State	5042	6,400	2000	12,000	D	State	1,277	C
to Lorene Street	Arterial		No Bays					15,200			2001	13,500	D	2,124	1,437	C
								(D)			2002	13,500	D	(D)	1,437	C
											2003	7,800	C		830	C
											2004	7,700	C		819	C
											2005	8,900	C		947	C
											2006	8,100	C		862	C
								Local			2007	6,800	C	Local	724	C
								15,200			2008	4,000	C	2,124	426	C
								(D)			2009	5,100	C	(D)	543	C
											2010	6,400	C		681	C
											2015	7,050	C		750	C
Roadway ID 55090001											2020	7,800	C		830	C

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SR 366/ Pensacola Street (West bound) Cont.																
Lorene Street to Jefferson / Stadium Drive	Principal Arterial	3	Undivided/ No Bays	2	7.41	0.270	Urban	State 12,030 (D)	5042 5044	6,400 7,600	2000	12,500	E	State 2,097 (D)	1,330	D
											2001	13,250	E		1,410	D
											2002	13,500	E		1,437	D
											2003	8,150	D		867	C
											2004	7,600	D		809	C
											2005	8,050	D		857	C
											2006	9,800	D		1,043	D
								Local 12,030 (D)			2007	7,300	D	Local 2,097 (D)	777	C
											2008	6,200	D		660	C
	Maximum Volume Standard: Average of even # of through lanes multiplied by one-way adjustment factor										2009	6,450	D		686	C
											2010	7,000	D		745	C
											2015	7,750	D		825	C
Roadway ID 55090001											2020	8,550	D		910	C
SR 369/ US 319/ Crawfordville Road																
Wakulla County Line / Tallahasseee Urbanized Area Boundary to SR 61 / Wakulla Springs Road	Principal Arterial	2	Undivided/ No Bays	0	0.00	4.300	Urban	State 22,200 (D)	139	13,400	2000	10,500	C	State 1,140 (D)	587	C
											2001	12,100	C		676	C
											2002	11,900	C		665	C
											2003	11,900	C		665	C
											2004	10,400	C		581	C
											2005	10,000	C		559	C
											2006	11,800	C		660	C
								Local 15,600 (C)			2007	13,300	C	Local 800 (C)	743	C
											2008	13,500	C		755	C
											2009	13,500	C		755	C
											2010	13,400	C		749	C
											2015	14,800	C		827	D
Roadway ID 55170000											2020	16,350	D		914	D

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SR 371/ Realignment																
SR 263 / Capital Circle to Rankin Avenue	Minor Arterial	2	Undivided	0	0.00	0.501	Urban	State 16,500 (D)	3050	12,300	2000	10,500	C	State 880 (D)	587	C
											2001	11,100	C		620	C
											2002	11,300	C		632	C
											2003	10,300	C		576	C
											2004	10,100	C		565	C
											2005	10,500	C		587	C
											2006	10,200	C		570	C
								Local 16,500 (D)			2007	10,800	C	Local 880 (D)	604	C
											2008	11,700	C		654	C
											2009	11,700	C		654	C
											2010	12,300	C		688	C
											2015	13,600	C		760	C
Roadway ID 55160100											2020	15,000	C		839	D
SR 371/ Gaines Street																
SR 371/ Lake Bradford/ SR 157/ South Woodward Avenue to Railroad Avenue	Minor Arterial	4	Undivided/ Bays	1	1.99	0.502	Urban	State 34,865 (D)	5047 5144	27,000 22,500	2000	20,250	B	State 1,862 (D)	1,132	B
											2001	21,650	B		1,210	B
											2002	23,750	B		1,328	B
											2003	24,500	B		1,370	B
											2004	29,000	C		1,621	C
											2005	29,750	C		1,663	C
											2006	32,250	C		1,803	C
								Local 34,865 (D)			2007	30,500	C	Local 1,862 (D)	1,705	C
											2008	28,750	C		1,607	C
											2009	30,250	C		1,691	C
											2010	24,750	B		1,384	B
											2015	27,350	B		1,529	C
Roadway ID 55006000											2020	30,150	C		1,685	C

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SR 371/ Gaines Street Cont.																
Railroad Avenue	Minor	4	Undivided/	0	0.00	0.245	Urban	State	5143	22,500	2000	17,700	B	State	989	B
to Martin Luther King Boulevard	Arterial		Bays					34,865			2001	18,500	B	1,862	1,034	B
								(D)			2002	20,700	B	(D)	1,157	B
											2003	21,400	B		1,196	B
											2004	22,500	B		1,258	B
											2005	25,500	B		1,425	B
											2006	26,000	B		1,453	B
								Local			2007	26,500	B	Local	1,481	B
								34,865			2008	27,500	B	1,862	1,537	C
								(D)			2009	27,500	B	(D)	1,537	C
											2010	22,500	B		1,258	B
											2015	31,900	C		1,783	C
Roadway ID 55006000											2020	36,100	F		2,018	F
Martin Luther King Boulevard	Minor	4	Undivided/	1	12.50	0.080	Urban	State	5142	18,000	2000	19,300	D	State	1,079	D
to Bronough Street	Arterial		Bays					26,790			2001	21,400	D	1,425	1,196	D
								(D)			2002	20,300	D	(D)	1,135	D
											2003	19,600	D		1,096	D
											2004	20,700	D		1,157	D
											2005	23,000	D		1,286	D
											2006	26,000	D		1,453	E
								Local			2007	27,000	E	Local	1,509	E
								26,790			2008	21,000	D	1,425	1,174	D
								(D)			2009	23,500	D	(D)	1,314	D
											2010	18,000	D		1,006	D
											2015	19,900	D		1,112	D
Roadway ID 55006000											2020	21,950	D		1,227	D

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SR 371/ Gaines Street Cont.																
Bronough Street	Minor	4	Divided/	2	8.70	0.230	Urban	State	5142	18,000	2000	19,300	D	State	1,079	D
to SR 61/ South Monroe Street	Arterial		Bays					28,200			2001	21,400	D	1,500	1,196	D
								(D)			2002	20,300	D	(D)	1,135	D
											2003	19,600	D		1,096	D
											2004	20,700	D		1,157	D
											2005	23,000	D		1,286	D
											2006	26,000	D		1,453	D
								Local			2007	27,000	D	Local	1,509	E
								28,200			2008	21,000	D	1,500	1,174	D
								(D)			2009	23,500	D	(D)	1,314	D
											2010	18,000	D		1,006	D
											2015	19,900	D		1,112	D
Roadway ID 55006000											2020	21,950	D		1,227	D
SR 371/ Lake Bradford Road																
Cypress Lake Road / Orange Avenue	Minor	2	Undivided	1	1.34	0.747	Urban	State	3020	4,200	2000	3,900	B	State	218	B
to Coleman Street	Arterial							16,500			2001	3,300	B	880	184	B
								(D)			2002	3,400	B	(D)	190	B
											2003	3,300	B		184	B
											2004	3,300	B		184	B
											2005	3,800	B		212	B
											2006	4,100	B		229	B
								Local			2007	4,000	B	Local	224	B
								16,500			2008	3,700	B	880	207	B
								(D)			2009	4,100	B	(D)	229	B
											2010	4,200	B		235	B
											2015	4,650	B		260	B
Roadway ID 55160101											2020	5,100	B		285	B

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SR 371/ Lake Bradford Road Cont.																
CR 2205/ Lake Bradford Road	Minor	2	Undivided/	1	0.57	1.741	Urban	State	5098	13,500	2000	12,500	C	State	699	C
to Coleman Street/Springhill Road/	Arterial		Bays					16,500			2001	11,500	C	880	643	C
End Exception								(D)			2002	14,000	C	(D)	783	C
											2003	12,000	C		671	C
											2004	12,500	C		699	C
											2005	14,000	C		783	C
											2006	12,500	C		699	C
								Local			2007	13,500	C	Local	755	C
								16,500			2008	14,500	C	880	811	C
								(D)			2009	13,500	C	(D)	755	C
											2010	13,500	C		755	C
											2015	14,900	C		833	D
Roadway ID 55160000											2020	16,450	D		920	F
Coleman Street/Springhill Road/	Minor	2	Divided/	5	4.60	1.088	Urban	State	5059	18,200	2000	21,100	F	State	1,179	F
End Exception	Arterial		Bays					12,495	3011	NC	2001	19,867	F	662	1,111	F
to SR 371 / Gaines Street								(D)	5101	27,500	2002	20,230	F	(D)	1,131	F
											2003	21,996	F		1,230	F
											2004	24,999	F		1,397	F
											2005	28,433	F		1,589	F
											2006	26,133	F		1,461	F
								Local			2007	26,800	F	Local	1,498	F
								12,495			2008	25,300	F	662	1,414	F
								(D)			2009	25,050	F	(D)	1,400	F
											2010	22,850	F		1,277	F
											2015	25,250	F		1,411	F
Roadway ID 55160000											2020	27,850	F		1,557	F

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SR 373/ Orange Avenue																
SR 263/ Capital Circle	Minor	2	Undivided/	0	0.00	1.533	Urban	State	3050	12,300	2000	10,500	C	State	587	C
to CR 2205/ Lake Bradford Road	Arterial		Bays					16,500			2001	11,100	C	880	620	C
								(D)			2002	11,300	C	(D)	632	C
											2003	10,300	C		576	C
											2004	10,100	C		565	C
											2005	10,500	C		587	C
											2006	10,200	C		570	C
								Local			2007	10,800	C	Local	604	C
								16,500			2008	11,700	C	880	654	C
								(D)			2009	11,700	C	(D)	654	C
											2010	12,300	C		688	C
											2015	13,600	C		760	C
Roadway ID 55160000											2020	15,000	C		839	D
SR 371/ Lake Bradford Road	Minor	2	Undivided/	1	2.38	0.420	Urban	State	5099	12,500	2000	11,500	D	State	643	D
to CR 2203/ Springhill Road	Arterial		Bays					15,200			2001	15,500	E	810	866	F
								(D)			2002	12,500	D	(D)	699	D
											2003	11,500	D		643	D
											2004	11,000	D		615	D
											2005	12,000	D		671	D
											2006	10,500	C		587	D
								Local			2007	12,000	D	Local	671	D
								15,200			2008	12,000	D	810	671	D
								(D)			2009	12,000	D	(D)	671	D
											2010	12,500	D		699	D
											2015	13,800	D		771	D
Roadway ID 55190000											2020	15,250	E		852	E

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											ANALYSIS YEAR	VOL	LOS	LOS (STD)/ MAX VOL	VOL	LOS
SR 373/ Orange Avenue Cont.																
CR 2203/ Springhill Road	Minor	2	Undivided/	1	2.25	0.444	Urban	State	3015	18,700	2000	16,900	F	State	945	F
to Holton Street	Arterial		Bays					15,200			2001	15,500	E	810	866	F
								(D)			2002	17,500	F	(D)	978	F
											2003	17,000	F		950	F
											2004	17,400	F		973	F
											2005	18,100	F		1,012	F
											2006	16,000	E		894	F
								Local			2007	18,200	F	Local	1,017	F
								15,200			2008	18,700	F	810	1,045	F
								(D)			2009	18,000	F	(D)	1,006	F
											2010	18,700	F		1,045	F
											2015	20,650	F		1,154	F
Roadway ID 55190000											2020	22,800	F		1,275	F
Holton Street	Minor	4	Divided/	3	3.73	0.805	Urban	State	209	18,895	2000	18,556	C	State	999	C
to SR 363 / South Adams Street	Arterial		Bays					33,200	5072	27,000	2001	18,596	C	1,770	1,001	C
								(D)			2002	21,157	C	(D)	1,139	C
											2003	21,554	C		1,160	C
											2004	23,033	C		1,240	C
											2005	22,909	C		1,233	C
											2006	22,464	C		1,209	C
								Local			2007	22,568	C	Local	1,215	C
								33,200			2008	21,726	C	1,770	1,170	C
								(D)			2009	22,235	C	(D)	1,197	C
											2010	22,948	C		1,235	C
											2015	25,350	D		1,365	D
Roadway ID 55190000											2020	28,000	D		1,507	D

Updated July 2011, using 2009 FDOT Generalized Q / LOS Tables. State LOS Standards and Max Allowable Volumes are based on those established for State Roadways.

"E" following the count indicates an 'estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only.

Not To Be Used For Concurrency Management Purposes.

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	AADT LOS (STD) / MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR/ PK DIR.		
											ANALYSIS YEAR	VOL	LOS	LOS (STD)/ MAX VOL	VOL	LOS
SR 373/ Orange Avenue Cont.																
SR 363/ South Adams Street	Minor	4	Divided/	1	7.58	0.132	Urban	State	5072	27,000	2000	21,000	D	State	1,174	D
to SR 61/ South Monroe Street	Arterial		Bays					28,200			2001	21,000	D	1,500	1,174	D
								(D)			2002	24,500	D	(D)	1,370	D
											2003	25,000	D		1,398	D
											2004	27,000	D		1,509	D
											2005	28,000	D		1,565	E
											2006	27,000	D		1,509	E
								Local			2007	26,000	D	Local	1,453	D
								28,200			2008	25,000	D	1,500	1,398	D
								(D)			2009	26,000	D	(D)	1,453	D
											2010	27,000	D		1,509	E
											2015	29,800	E		1,666	E
Roadway ID 55190000											2020	32,900	F		1,839	F

Updated July 2011, using 2009 FDOT Generalized Q / LOS Tables. State LOS Standards and Max Allowable Volumes are based on those established for State Roadways.

"E" following the count indicates an 'estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only.

Not To Be Used For Concurrency Management Purposes.

APPENDIX A
Florida Administrative Code Chapter 14-94
Statewide Minimum Level of Service Standards

CHAPTER 14-94
STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS

14-94.001 Purpose
14-94.002 Definitions
14-94.003 Statewide Minimum Level of Service Standards

14-94.001 Purpose.

(1) The purpose of this rule chapter is to establish statewide minimum level of service standards to be used in the planning and operation of the State Highway System (SHS), roadway facilities on the Strategic Intermodal System (SIS), the Florida Intrastate Highway System (FIHS), and roadway facilities funded in accordance with Section 339.2819, F.S. which creates the Transportation Regional Incentive Program (TRIP). This rule chapter is intended to promote public safety and general welfare, ensure the mobility of people and goods, and preserve the facilities on the SHS, SIS, and facilities funded by the TRIP. The minimum level of service standards for the SIS, FIHS, and facilities funded by the TRIP will be used by the Department in the review of local government comprehensive plans, assessing impacts related to developments of regional impact, and assessing other developments affecting the SIS, FIHS, and roadways funded by the TRIP. The minimum level of service standards for the SIS, FIHS, and roadways funded by the TRIP will be used by local governments for complying with applicable provisions of Section 163.3180, F.S.

(2) This rule chapter does not supersede or negate the provisions of Chapter 9J-5, F.A.C., pertaining to the preparation and adoption of local comprehensive plans or plan amendments by local governments.

Specific Authority 163.3180(10), 344.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History–New 4-14-92, Amended 5-8-06.

14-94.002 Definitions.

As used in this rule chapter, the following definitions apply:

(1) "Communities" means incorporated places outside urban or urbanized areas, or unincorporated developed areas having a population of 500 or more identified by local governments in their local government comprehensive plans and located outside of urban or urbanized areas.

(2) "Controlled Access Facilities" means non-limited access arterial facilities where access connections, median openings, and traffic signals are highly regulated.

(3) "Exclusive Through Lanes" means roadway lanes exclusively designated for intrastate travel, which are physically separated from general use lanes, and to which access is highly regulated. These lanes may be used for high occupancy vehicles and express buses during peak hours if the level of service standards can be maintained.

(4) "Florida Intrastate Highway System (FIHS)" means the highway system established pursuant to Section 338.001, F.S., which comprises a statewide network of limited and controlled access facilities. The primary function of the system is for high speed and high volume traffic movements within the state.

(5) "General Use Lanes" means roadway lanes not exclusively designated for long distance high speed travel. In urbanized areas general use lanes include high occupancy vehicle lanes not physically separated from other travel lanes.

(6) "Level of Service (LOS)" for highways means a quantitative stratification of the quality of service to a typical traveler on a facility into six letter grade levels with "A" describing the highest quality and "F" describing the lowest quality. The indicated LOS standards designate lowest acceptable operating conditions for the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest volume hour represents the typical peak hour during the peak season. Definitions and measurement criteria used for minimum LOS standards are based on the Transportation Research Board *Highway Capacity* Manual 2000. All LOS evaluations are to be based on the Transportation Research Board *Highway Capacity* Manual 2000, the Department's 2002 *Quality/Level of Service* Handbook, or a methodology determined by the Department to be of comparable reliability. The Transportation Research Board *Highway Capacity Manual* 2000 and the Department's 2002 *Quality/Level of Service* Handbook are hereby incorporated by reference and made a part of these rules. The National Transportation Research Board's *Highway Capacity* Manual 2000, is available from the Transportation Research Board, National Research Council, Washington, D.C. The Department's 2002 *Quality/Level of Service* Handbook may be found at: http://www.dot.state.fl.us/planning/ systems/sm/los/los_sw2.htm.

(7) “Limited Access Facilities” means multilane divided highways having a minimum of two lanes for exclusive use of traffic in each direction and full control of ingress and egress; this includes freeways and all fully controlled access roadways.

(8) “Other State Roads” means roads on the SHS which are not part of the FIHS.

(9) “Peak Hour” means the 100th highest volume hour of the year in the predominant traffic flow direction from the present through a 20-year planning horizon.

(10) “Multimodal Transportation Districts (MMTDs)” means areas in which secondary priority is given to vehicle mobility and primary priority is given to assuring a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit. Local government comprehensive plans may establish multimodal LOS standards within MMTDs pursuant to Section 163.3180(15), F.S.

(11) “Regionally Significant Roadways” means as established pursuant to Section 339.2819, F.S.

(12) “Roadways Parallel to Exclusive Transit Facilities” means roads that generally run parallel to and within one-half mile of exclusive transit facilities, which are physically separated rail or roadway lanes reserved for multipassenger use by rail cars or buses serving large volumes of home/work trips during peak travel hours. Exclusive transit facilities do not include downtown people-movers, or high occupancy vehicle lanes unless physically separated from other travel lanes.

(13) “Rural Areas” means areas not included in an urbanized area, a transitioning urbanized area, an urban area, or a community.

(14) “Strategic Intermodal System (SIS)” means as established pursuant to Sections 339.61-.64, F.S.

(15) “SIS Connectors” means designated roadways that connect SIS hubs to SIS highways. These may be either on or off the SHS.

(16) “SIS Hubs” means ports and terminals that move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world. These include commercial service airports, deepwater seaports, space ports, interregional rail and bus terminals, and freight rail terminals.

(17) “Transitioning Urbanized Areas” means the areas outside urbanized areas, but within the MPO Metropolitan Planning Area Boundaries, that are expected to be included within the urbanized areas within the next 20 years based primarily on the U.S. Bureau of Census urbanized criteria.

(18) “Transportation Concurrency Exception Area (TCEA)” means an area which is so designated by a local government pursuant to Section 163.3180, F.S.

(19) “Transportation Concurrency Management Area (TCMA)” means a geographically compact area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. A TCMA may be designated in local government comprehensive plans in accordance with Section 163.3180, F.S.

(20) “Transportation Regional Incentive Program (TRIP)” means as established pursuant to Section 339.2819, F.S.

(21) “Urban Areas” means places with a population of at least 5,000 which are not included in urbanized areas based on the most recent U.S. Census. The applicable boundary encompasses the urban area as well as the surrounding geographical area as determined by the Federal Highway Administration (FHWA), the Department, and local government. The boundaries are commonly called FHWA Urban Area Boundaries and include areas expected to have medium density development before the next decennial census.

(22) “Urbanized Areas” means the urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas, as determined by the FHWA, the Department, and the Metropolitan Planning Organization, and are commonly called FHWA Urbanized Area Boundaries. The over or under 500,000 classifications distinguish urbanized area populations based on the most recent U.S. Census.

Specific Authority 163.3180(10), 334.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History–New 4-14-92, Amended 5-8-06.

14-94.003 Statewide Minimum Level of Service Standards.

(1) The Statewide Minimum LOS Standards are as follows:

STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE STRATEGIC INTERMODAL SYSTEM (SIS), ROADWAYS ON THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) AND ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)				
	SIS AND FIHS FACILITIES		**TRIP FUNDED FACILITIES AND OTHER STATE ROADS3**	
	Limited Access Highway4 (Freeway)	**Controlled Access Highway4**	**Other Multilane4**	**Two-Lane4**
Rural Areas	**B**	**B1**	**B**	**C**
Transitioning Urbanized Areas, Urban Areas, or Communities	**C**	**C**	**C**	**C**
Urbanized Areas Under 500,000	**C(D)**	**C**	**D**	**D**
Urbanized Areas Over 500,000	**D(E)**	**D**	**D**	**D**
Roadways Parallel to Exclusive Transit Facilities	**E**	**E**	**E**	**E**
Inside TCMAs	**D(E)2**	**E2**	**--2**	**--2**
Inside TCEAs2 and MMTDs2	**--2**	**--2**	**--2**	**--2**

Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

1. For rural two-lane facilities, the standard is C.

2. Means the Department 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.

3. Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.

4. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

NOTE: Level of service letter designations are defined in the Department's 2002 *Quality/Level of Service Handbook*.

(2) Specific assumptions and restrictions that apply to these minimum LOS standards are:

(a) The minimum LOS standards represent the lowest acceptable operating conditions in the peak hour.

(b) Definitions and measurement criteria used for the minimum LOS standards can be found in the Transportation Research Board's *Highway Capacity* Manual Special Report 2000.

(c) When calculating or evaluating level of service pursuant to this rule, all calculations and evaluations shall be based on the methodology contained in Transportation Research Board's *Highway Capacity* Manual Special Report 2000, the Department's 2002 *Quality/Level of Service Handbook*, or a methodology determined by the Department to be of comparable reliability. Any methodology superseded by the *Highway Capacity* Manual 2000, such as a methodology based on the *1997 Highway Capacity Manual or Circular 212*, shall not be used.

(3) Minimum LOS Standards for SIS Connectors and TRIP Funded Facilities are:

(a) Minimum LOS Standards for SIS Highways.

1. Limited access SIS highways shall adhere to the limited access FIHS LOS standards.

2. Controlled access SIS highways shall adhere to the controlled access FIHS LOS standards.

3. These standards shall apply regardless whether the facility is FIHS, SHS, or under other jurisdiction.

(b) Minimum LOS Standards for SIS Connectors. The minimum LOS standard for SIS connectors shall be LOS D.

(c) Minimum LOS Standards for Regionally Significant Roadways Funded by the TRIP.

1. Regionally significant roadways utilizing TRIP funding shall adhere to the Other State Roads Standards in Chapter 14-94, F.A.C.

2. These LOS standards apply to the TRIP funded portions of the roadway facilities extending to their logical termini for LOS analysis.

Specific Authority 163.3180(10), 334.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History–New 4-14-92, Amended 5-8-06.

APPENDIX B

2009 Quality/Level of Service Handbook

Generalized Annual Average Daily Volume Tables

"Generalized Tables"

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**[1]

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	9,600	15,400	16,500	***
4	Divided	29,300	35,500	36,700	***
6	Divided	45,000	53,700	55,300	***
8	Divided	60,800	71,800	73,800	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	10,500	15,200	16,200
4	Divided	**	25,000	33,200	35,100
6	Divided	**	39,000	50,300	53,100
8	Divided	**	53,100	67,300	70,900

Class III/IV (more than 4.5 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	5,100	11,900	14,900
4	Divided	**	12,600	28,200	31,900
6	Divided	**	19,700	43,700	48,200
8	Divided	**	27,000	59,500	64,700

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

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

FREEWAYS

Lanes	B	C	D	E
4	43,500	59,800	73,600	79,400
6	65,300	90,500	110,300	122,700
8	87,000	120,100	146,500	166,000
10	108,700	151,700	184,000	209,200
12	149,300	202,100	238,600	252,500

Freeway Adjustments

Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*
+ 20,000	+ 5%	-10% of E

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	7,800	15,600	22,200	27,900
4	Divided	34,300	49,600	64,300	72,800
6	Divided	51,500	74,400	96,400	109,400

Uninterrupted Flow Highway Adjustments

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

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane

Coverage	B	C	D	E
0-49%	**	3,200	12,100	>12,100
50-84%	2,400	3,700	>3,700	***
85-100%	6,300	>6,300	***	***

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	5,000	14,400
50-84%	**	**	11,300	18,800
85-100%	**	11,400	18,800	>18,800

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

[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. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

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

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

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 1
(continued)

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

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities								
				State Arterials						Class II		
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian	Bus
ROADWAY CHARACTERISTICS												
Area type (l,o)	l	l	l	l	l	l	l	l	l	l	l	l
Number of through lanes	4-12	2	4-6	2	4-8	2	4-8	2	4-8	4	4	
Posted speed (mph)	65	50	50	45	50	45	45	35	35	45	45	
Free flow speed (mph)	70	55	55	50	55	50	50	40	40	50	50	
Aux, meter, or accel/decel ≥1500 (n,y)	n											
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r	
Terrain (l,r)	l	l	l									
% no passing zone		80										
Exclusive left turn lanes /[impact](n, y)		[n]	y	y	y	y	y	y	y	y	y	
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n	
Paved shoulder/bicycle lane (n, y)										n, 50%,y	n	
Outside lane width										t	t	
Pavement condition										t		
Sidewalk (n, y)											n, 50%,y	n,y
Sidewalk/roadway separation (a, t, w)											t	
Sidewalk protective barrier (n, y)											n	
Obstacle to bus stop (n, y)												n
Facility length (mi)	4	5	5	2	2	2	2	2	2	2	2	2
Number of segments	4											
TRAFFIC CHARACTERISTICS												
Planning analysis hour factor (K)	0.092	0.094	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
Peak hour factor (PHF)	0.95	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	
Base saturation flow rate (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950	
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.5	2.0	2.0	
Local adjustment factor	.98	1.0	.98									
% left turns				12	12	12	12	12	12	12	12	
% right turns				12	12	12	12	12	12	12	12	
Bus span of service												15
CONTROL CHARACTERISTICS												
Number of signals				2	2	6	6	10	10	6	6	
Arrival type (1-6)				3	3	4	4	4	4	4	4	
Signal type (a, s, p)				a	a	s	s	s	s	s	s	
Cycle length (C)				120	120	120	120	120	120	120	120	
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Signalized Arterials			Bicycle	Pedestrian	Bus
		Two-Lane	Multilane	Class I	Class II	Class III			
	Density	%ffs	Density	ats	ats	ats	Score	Score	Buses per hr.
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5	≥4
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5	≥3
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5	≥2
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5	≥1

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

TABLE 2

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

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	8,900	14,100	15,200	***
4	Divided	26,900	32,100	33,800	***
6	Divided	41,500	48,600	51,000	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	9,400	13,700	14,700
4	Divided	**	22,700	30,000	31,700
6	Divided	**	35,700	45,400	47,800

Class III (more than 4.5 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	4,700	10,700	13,400
4	Divided	**	11,500	25,500	28,900
6	Divided	**	18,000	39,800	43,900

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

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

FREEWAYS

Lanes	B	C	D	E
4	42,600	57,600	68,700	73,600
6	63,900	86,600	103,300	113,700
8	85,200	115,600	137,600	153,700
10	106,400	145,600	172,400	192,800

Freeway Adjustments

Auxiliary Lanes	Ramp Metering
+ 20,000	+5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,000	15,100	21,100	26,800
4	Divided	31,400	45,400	58,800	66,600
6	Divided	47,200	68,100	88,200	100,000

Uninterrupted Flow Highway Adjustments

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

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	2,800	7,300	>7,300
50-84%	2,200	3,400	13,100	>13,100
85-100%	4,100	>4,100	***	***

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	5,000	14,400
50-84%	**	**	11,300	18,800
85-100%	**	11,400	18,800	>18,800

[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. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

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

** Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Areas Transitioning Into Urbanized Areas OR Areas over 5,000 Not in Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities							
				State Arterials						Class II	
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian
ROADWAY CHARACATERISTICS											
Number of through lanes	4-10	2	4-6	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	45	45	35	35	45	45
Free flow speed (mph)	75	55	55	50	55	50	50	40	40	50	50
Aux, meter, or accel/decel ≥1500 (n,y)	n	n	n								
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r
Terrain (l, r)	l	l	l								
% no passing zone		60									
Exclusive left turn lanes/[impact] (n, y)		[n]	y	y	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n
Paved shoulder/bicycle lane (n, y)										n,50%,y	n
Outside lane width										t	t
Pavement condition										t	
Sidewalk (n, y)											n,50%,y
Sidewalk/roadway separation (a, t, w)											t
Sidewalk protective barrier (n, y)											n
Facility length (m)	8	5	5	2	2	2	2	2	2	2	2
Number of segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.950	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910
Base capacity (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950
Heavy vehicle percent	9.0	4.0	4.0	3.0	3.0	3.0	3.0	2.0	2.0	3.0	3.0
Local adjustment factor	0.950	1.00	.950								
% left turns				12	12	12	12	12	12	12	12
% right turns				12	12	12	12	12	12	12	12
CONTROL CHARACTERISTICS											
Number of Signals				2	2	6	6	10	10	6	6
Arrival type (1-6)				3	3	4	4	4	4	4	4
Signal type (a, s, p)				a	a	s	s	s	s	s	s
Cycle length (C)				120	120	120	120	120	120	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Two-Way Arterials			Bicycle	Pedestrian
		Two-Lane	Multilane	Class I	Class II	Class III		
	Density	%ffs	Density	ats	ats	ats	Score	Score
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5

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

TABLE 3

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

9/4/09

Rural Undeveloped Areas

FREEWAYS

Lanes	B	C	D	E
4	37,100	50,800	59,900	63,700
6	56,500	76,400	89,900	98,300
8	75,100	101,100	119,900	132,900

Freeway Adjustments

Auxiliary Lanes
+18,000

UNINTERRUPTED FLOW TWO-LANE HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	4,500	8,100	13,800	27,600

Passing Lane Adjustment

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

UNINTERRUPTED FLOW MULTILANE HIGHWAYS

Lanes	Median	B	C	D	E
4	Divided	26,300	41,100	52,100	59,100
6	Divided	39,400	61,700	78,000	88,600

ISOLATED STATE SIGNALIZED INTERSECTIONS

Lanes	B	C	D	E
2	**	4,700	10,400	12,300
4	**	10,300	23,200	25,500
6	**	15,800	36,000	38,500

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	**	**	7,800
50-84%	**	**	**	14,000
85-100%	**	4,200	>4,200	***

[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. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. 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, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle, and pedestrian modes.

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

** Cannot be achieved using table input value defaults.

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

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

Cities or Rural Developed Areas Less Than 5000

FREEWAYS

Lanes	B	C	D	E
4	37,100	49,900	59,400	63,700
6	54,800	74,600	89,000	98,300
8	73,300	100,200	118,700	132,700

Freeway Adjustments

Auxiliary Lanes
+18,000

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	7,800	14,200	20,000	25,600
4	Divided	23,800	37,200	48,000	54,600
6	Divided	35,600	55,800	72,000	82,000

Uninterrupted Flow Highway Adjustments

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

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	**	9,800	13,000	13,900
4	Divided	**	23,300	28,000	29,900
6	Divided	**	36,400	42,400	45,000

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways - 10%
Other Signalized Roadways - 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Turn Lanes	Exclusive Right Turn Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	2,800	7,300	>7,300
50-84%	2,200	3,400	13,100	>13,100
85-100%	4,100	>4,100	***	***

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	5,000	14,400
50-84%	**	**	11,300	18,800
85-100%	**	11,400	18,800	>18,800

TABLE 3
(continued)

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

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities					
	Freeways	Highways				Isolated Signalized Intersections	Arterials Class I		Bicycle Class I		Pedestrian Class I
ROADWAY CHARACTERISTICS											
Area type (ru, rd)	ru/rd	ru	ru	rd	rd	ru	rd	rd	ru	rd	rd
Number of through lanes	4-8	2	4-6	2	4-6	2-6	2	4-6	2	2	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
Aux, meter, or accel/decel ≥1500 (n,y)	n										
Median (n, nr, r)		n	r	n	r	n	n	r	n	n	n
Terrain (l,r)	l	l	l	l	l						
% no passing zone		20		60							
Exclusive left turn lanes/[impact] (n, y)		[n]	y	[n]	y	y	y	y	[n]	y	y
Exclusive right turn lanes (n, y)											
Paved shoulder/bicycle lane (n, y)									n,50%,y	n,50%,y	n,50%,y
Outside lane width											
Pavement condition											
Sidewalk (n, y)											
Sidewalk/roadway separation (a, t, w)											
Sidewalk protective barrier (n, y)											
Obstacle to bus stop (n, y)											
Facility length (mi)	14	10	10	5	5		2	2	4	2	2
Number of segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	.103	.098	.098	.100	.100	.098	.097	.097	.098	.097	.097
Directional distribution factor (D)	.55	.55	.55	.55	.55	.55	.55	.55	.55	.55	.55
Peak hour factor (PHF)	.950	.880	.880	.895	.895	.88	.895	.895	.88	.895	.895
Base saturation flow rate (pcphpl)		1700	2300	1700	2200	1950	1950	1950	1950	1950	1950
Heavy vehicle percent	9.0	5.0	9.0	4.0	4.0	5.0	3.0	3.0	6.0	3.0	3.0
Local adjustment factor	.90	1.00	.86	1.00	.93						
% left turns						12	12	12		12	12
% right turns						12	12	12	12	12	12
CONTROL CHARACTERISTICS											
Number of signals							4	4	2	4	4
Arrival type (1-6)						3	3	3	3	3	3
Signal type (a, s, p)						a	s	s	a	s	s
Cycle length (C)						60	90	90	60	90	90
Effective green ratio (g/C)						.44	.44	.44	.44	.44	.44

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments				Isolated Intersections	Arterials	Bicycle	Pedestrian
		Two-Lane ru	Two-Lane rd	Multilane ru	Multilane rd	Other (Control delay)	Major City/Co.		
	Density	%tsf	%ffs	ats	ats	ats	ats	Score	Score
B	≤17	≤50	≥0.833	≤14	≤14	≤10 sec	> 34 mph	≤2.5	≤2.5
C	≤24	≤65	>0.750	≤22	≤22	≤15 sec	> 27 mph	≤3.5	≤3.5
D	≤31	≤80	>0.667	≤29	≤29	≤20 sec	> 21 mph	≤4.5	≤4.5
E	≤39	>80	>0.583	≤34	≤34	≤40 sec	> 16 mph	≤5.5	≤5.5

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

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	930	1,500	1,600	***
4	Divided	2,840	3,440	3,560	***
6	Divided	4,370	5,200	5,360	***
8	Divided	5,900	6,970	7,160	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	1,020	1,480	1,570
4	Divided	**	2,420	3,220	3,400
6	Divided	**	3,790	4,880	5,150
8	Divided	**	5,150	6,530	6,880

Class III/IV (more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	500	1,150	1,440
4	Divided	**	1,220	2,730	3,100
6	Divided	**	1,910	4,240	4,680
8	Divided	**	2,620	5,770	6,280

FREEWAYS

Lanes	B	C	D	E
4	4,000	5,500	6,770	7,300
6	6,000	8,320	10,150	11,290
8	8,000	11,050	13,480	15,270
10	10,000	13,960	16,930	19,250
12	13,730	18,600	21,950	23,230

Freeway Adjustments

Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*
+ 1,800	+ 5%	-10% of E

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	730	1,460	2,080	2,620
4	Divided	3,220	4,660	6,040	6,840
6	Divided	4,840	6,990	9,060	10,280

Uninterrupted Flow Highway Adjustments

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

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

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

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	310	1,180	>1,180
50-84%	240	360	>360	***
85-100%	620	>620	***	***

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	480	1,390
50-84%	**	**	1,100	1,820
85-100%	**	1,100	1,820	>1,820

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

[1] Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

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

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

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's

Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities								
				State Arterials						Class II		
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian	Bus
ROADWAY CHARACTERISTICS												
Area type (l,o)	l	l	l	l	l	l	l	l	l	l	l	l
Number of through lanes	4-12	2	4-6	2	4-8	2	4-8	2	4-8	4	4	
Posted speed (mph)	65	50	50	45	50	45	45	35	35	45	45	
Free flow speed (mph)	70	55	55	50	55	50	50	40	40	50	50	
Aux, meter, or accel/decel ≥1500 (n,y)	n											
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r	
Terrain (l,r)	l	l	l									
% no passing zone		80										
Exclusive left turn lanes /[impact](n, y)		[n]	y	y	y	y	y	y	y	y	y	
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n	
Paved shoulder/bicycle lane (n, y)										n, 50%,y	n	
Outside lane width										t	t	
Pavement condition										t		
Sidewalk (n, y)											n, 50%,y	n,y
Sidewalk/roadway separation (a, t, w)											t	
Sidewalk protective barrier (n, y)											n	
Obstacle to bus stop (n, y)												n
Facility length (mi)	4	5	5	2	2	2	2	2	2	2	2	2
Number of segments	4											
TRAFFIC CHARACTERISTICS												
Planning analysis hour factor (K)	0.092	0.094	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
Peak hour factor (PHF)	0.95	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	
Base saturation flow rate (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950	
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.5	2.0	2.0	
Local adjustment factor	.98	1.0	.98									
% left turns				12	12	12	12	12	12	12	12	
% right turns				12	12	12	12	12	12	12	12	
Bus span of service												15
CONTROL CHARACTERISTICS												
Number of signals				2	2	6	6	10	10	6	6	
Arrival type (1-6)				3	3	4	4	4	4	4	4	
Signal type (a, s, p)				a	a	s	s	s	s	s	s	
Cycle length (C)				120	120	120	120	120	120	120	120	
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Signalized Arterials			Bicycle	Pedestrian	Bus
		Two-Lane	Multilane	Class I	Class II	Class III			
	Density	%ffs	Density	ats	ats	ats	Score	Score	Buses per hr.
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5	≥4
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5	≥3
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5	≥2
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5	≥1

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

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	860	1,370	1,480	***
4	Divided	2,600	3,110	3,280	***
6	Divided	4,020	4,710	4,950	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	910	1,330	1,420
4	Divided	**	2,200	2,910	3,080
6	Divided	**	3,460	4,400	4,640

Class III/IV(more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	460	1,040	1,300
4	Divided	**	1,110	2,480	2,800
6	Divided	**	1,750	3,860	4,260

FREEWAYS

Lanes	B	C	D	E
4	4,000	5,410	6,460	6,920
6	6,000	8,140	9,710	10,690
8	8,000	10,870	12,930	14,450
10	10,000	13,690	16,200	18,120

Freeway Adjustments

Auxiliary Lanes	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,460	2,040	2,590
4	Divided	3,040	4,400	5,700	6,460
6	Divided	4,570	6,600	8,550	9,700

Uninterrupted Flow Highway Adjustments

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

Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

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

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	270	710	>710
50-84%	220	330	1,270	>1,270
85-100%	400	>400	***	***

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	480	1,390
50-84%	**	**	1,100	1,820
85-100%	**	1,100	1,820	>1,820

[1] Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour direction conditions with an applicable D factor applied. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

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

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

** Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Areas Transitioning Into Urbanized Areas OR Areas over 5,000 Not in Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities							
				State Arterials						Class II	
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian
ROADWAY CHARACATERISTICS											
Number of through lanes	4-10	2	4-6	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	45	45	35	35	45	45
Free flow speed (mph)	75	55	55	50	55	50	50	40	40	50	50
Aux, meter, or accel/decel ≥1500 (n,y)	n	n	n								
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r
Terrain (l, r)	l	l	l								
% no passing zone		60									
Exclusive left turn lanes/[impact] (n, y)		[n]	y	y	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n
Paved shoulder/bicycle lane (n, y)										n,50%,y	n
Outside lane width										t	t
Pavement condition										t	
Sidewalk (n, y)											n,50%,y
Sidewalk/roadway separation (a, t, w)											t
Sidewalk protective barrier (n, y)											n
Facility length (m)	8	5	5	2	2	2	2	2	2	2	2
Number of segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.950	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910
Base capacity (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950
Heavy vehicle percent	9.0	4.0	4.0	3.0	3.0	3.0	3.0	2.0	2.0	3.0	3.0
Local adjustment factor	0.950	1.00	.950								
% left turns				12	12	12	12	12	12	12	12
% right turns				12	12	12	12	12	12	12	12
CONTROL CHARACTERISTICS											
Number of Signals				2	2	6	6	10	10	6	6
Arrival type (1-6)				3	3	4	4	4	4	4	4
Signal type (a, s, p)				a	a	s	s	s	s	s	s
Cycle length (C)				120	120	120	120	120	120	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Two-Way Arterials			Bicycle	Pedestrian
		Two-Lane	Multilane	Class I	Class II	Class III		
	Density	%ffs	Density	ats	ats	ats	Score	Score
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	<2.5	<2.5
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5

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

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and Cities OR
Developed Areas Less Than 5,000 Population[1]

9/4/09

Rural Undeveloped Areas

FREEWAYS

Lanes	B	C	D	E
4	3,820	5,230	6,170	6,560
6	5,820	7,870	9,260	10,120
8	7,730	10,410	12,350	13,690

Freeway Adjustments
Auxiliary Lanes +1,800

UNINTERRUPTED FLOW TWO-LANE HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	440	790	1,350	2,700

Passing Lane Adjustment
Alter LOS B-D volumes in proportion to passing lane length to the highway segment length.

UNINTERRUPTED FLOW MULTILANE HIGHWAYS

Lanes	Median	B	C	D	E
4	Divided	2,570	4,020	5,100	5,790
6	Divided	3,860	6,040	7,640	8,680

ISOLATED STATE SIGNALIZED INTERSECTIONS

Lanes	B	C	D	E
2	**	460	1,020	1,200
4	**	1,000	2,280	2,500
6	**	1,550	3,530	3,770

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	**	**	770
50-84%	**	**	**	1,370
85-100%	**	410	>410	***

[1] Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volume, they actually represent peak hour direction conditions with an applicable D factor applied. 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, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle, and pedestrian modes.

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

** Cannot be achieved using table input value defaults.

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

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

Cities or Rural Developed Areas Less Than 5000

FREEWAYS

Lanes	B	C	D	E
4	3,820	5,140	6,110	6,560
6	5,640	7,690	9,170	10,120
8	7,550	10,320	12,220	13,670

Freeway Adjustments
Auxiliary lanes +1,800

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,420	2,000	2,550
4	Divided	2,370	3,710	4,790	5,460
6	Divided	3,550	5,570	7,190	8,190

Uninterrupted Flow Highway Adjustments

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

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	**	950	1,260	1,350
4	Divided	**	2,260	2,710	2,900
6	Divided	**	3,530	4,110	4,370

Non-State Signalized Roadway Adjustments
(Alter corresponding volume by the indicated percent.)
Major City/County Roadways - 10%
Other Signalized Roadways - 35%

State & Non-State Signalized Roadway Adjustments
(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Turn Lanes	Exclusive Right Turn Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	270	710	>710
50-84%	220	330	1,270	>1,270
85-100%	400	>400	***	***

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	480	1,390
50-84%	**	**	1,100	1,820
85-100%	**	1,100	1,820	>1,820

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and Cities OR Developed Areas Less than 5,000 Population

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities					
	Freeways	Highways				Isolated Signalized Intersections	Arterials Class I		Bicycle Class I		Pedestrian Class I
ROADWAY CHARACTERISTICS											
Area type (ru, rd)	ru/rd	ru	ru	rd	rd	ru	rd	rd	ru	rd	rd
Number of through lanes	4-8	2	4-6	2	4-6	2-6	2	4-6	2	2	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
Aux, meter, or accel/decel ≥1500 (n,y)	n										
Median (n, nr, r)		n	r	n	r	n	n	r	n	n	n
Terrain (l,r)	l	l	l	l	l						
% no passing zone		20		60							
Exclusive left turn lanes/[impact] (n, y)		[n]	y	[n]	y	y	y	y	[n]	y	y
Exclusive right turn lanes (n, y)											
Paved shoulder/bicycle lane (n, y)									n,50%,y	n,50%,y	n,50%,y
Outside lane width											
Pavement condition											
Sidewalk (n, y)											
Sidewalk/roadway separation (a, t, w)											
Sidewalk protective barrier (n, y)											
Obstacle to bus stop (n, y)											
Facility length (mi)	14	10	10	5	5		2	2	4	2	2
Number of segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	.103	.098	.098	.100	.100	.098	.097	.097	.098	.097	.097
Directional distribution factor (D)	.55	.55	.55	.55	.55	.55	.55	.55	.55	.55	.55
Peak hour factor (PHF)	.950	.880	.880	.895	.895	.88	.895	.895	.88	.895	.895
Base saturation flow rate (pcphpl)		1700	2300	1700	2200	1950	1950	1950	1950	1950	1950
Heavy vehicle percent	9.0	5.0	9.0	4.0	4.0	5.0	3.0	3.0	6.0	3.0	3.0
Local adjustment factor	.90	1.00	.86	1.00	.93						
% left turns						12	12	12		12	12
% right turns						12	12	12	12	12	12
CONTROL CHARACTERISTICS											
Number of signals							4	4	2	4	4
Arrival type (1-6)						3	3	3	3	3	3
Signal type (a, s, p)						a	s	s	a	s	s
Cycle length (C)						60	90	90	60	90	90
Effective green ratio (g/C)						.44	.44	.44	.44	.44	.44

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments				Isolated Intersections	Arterials	Bicycle	Pedestrian
		Two-Lane ru	Two-Lane rd	Multilane ru	Multilane rd	Other (Control delay)	Major City/Co.		
	Density	%tsf	%ffs	ats	ats	ats	ats	Score	Score
B	≤17	≤50	≥0.833	≤14	≤14	≤10 sec	> 34 mph	≤2.5	≤2.5
C	≤24	≤65	>0.750	≤22	≤22	≤15 sec	> 27 mph	≤3.5	≤3.5
D	≤31	≤80	>0.667	≤29	≤29	≤20 sec	> 21 mph	≤4.5	≤4.5
E	≤39	>80	>0.583	≤34	≤34	≤40 sec	> 16 mph	≤5.5	≤5.5

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

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	510	820	880	***
2	Divided	1,560	1,890	1,960	***
3	Divided	2,400	2,860	2,940	***
4	Divided	3,240	3,830	3,940	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	560	810	860
2	Divided	**	1,330	1,770	1,870
3	Divided	**	2,080	2,680	2,830
4	Divided	**	2,830	3,590	3,780

Class III/IV (more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	270	630	790
2	Divided	**	670	1,500	1,700
3	Divided	**	1,050	2,330	2,570
4	Divided	**	1,440	3,170	3,450

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

Multiply the corresponding volumes in this table by 1.20.

FREEWAYS

Lanes	B	C	D	E
2	2,200	3,020	3,720	4,020
3	3,300	4,580	5,580	6,200
4	4,400	6,080	7,420	8,400
5	5,500	7,680	9,320	10,580
6	7,560	10,220	12,080	12,780

Freeway Adjustments

Auxiliary Lanes	Ramp Metering	Oversaturated Conditions*
+ 1,000	+ 5%	-10% of E

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	400	800	1,140	1,440
2	Divided	1,770	2,560	3,320	3,760
3	Divided	2,660	3,840	4,980	5,650

Uninterrupted Flow Highway Adjustments

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

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane

Coverage	B	C	D	E
0-49%	**	170	650	>650
50-84%	130	200	>200	***
85-100%	340	>340	***	***

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	270	770
50-84%	**	100	600	1000
85-100%	**	610	1000	>1000

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

[1] Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

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

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

* For oversaturated conditions during peak hour, subtract 10% from the LOS E (capacity volumes). This number becomes the new maximum service volume for LOS D, and LOS E cannot be achieved.

** Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's

Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities								
				State Arterials						Class II		
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian	Bus
ROADWAY CHARACTERISTICS												
Area type (l,o)	l	l	l	l	l	l	l	l	l	l	l	l
Number of through lanes	2-6	1	2-3	1	2-4	1	2-4	1	2-4	2	2	
Posted speed (mph)	65	50	50	45	50	45	45	35	35	45	45	
Free flow speed (mph)	70	55	55	50	55	50	50	40	40	50	50	
Aux, meter, or accel/decel ≥1500 (n,y)	n											
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r	
Terrain (l,r)	l	l	l									
% no passing zone		80										
Exclusive left turn lanes /[impact](n, y)		[n]	y	y	y	y	y	y	y	y	y	
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n	
Paved shoulder/bicycle lane (n, y)										n, 50%,y	n	
Outside lane width										t	t	
Pavement condition										t		
Sidewalk (n, y)											n, 50%,y	n,y
Sidewalk/roadway separation (a, t, w)											t	
Sidewalk protective barrier (n, y)											n	
Obstacle to bus stop (n, y)												n
Facility length (mi)	4	5	5	2	2	2	2	2	2	2	2	2
Number of segments	4											
TRAFFIC CHARACTERISTICS												
Planning analysis hour factor (K)	0.092	0.094	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
Peak hour factor (PHF)	0.95	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	
Base saturation flow rate (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950	
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.5	2.0	2.0	
Local adjustment factor	.98	1.0	.98									
% left turns				12	12	12	12	12	12	12	12	
% right turns				12	12	12	12	12	12	12	12	
Bus span of service												15
CONTROL CHARACTERISTICS												
Number of signals				2	2	6	6	10	10	6	6	
Arrival type (1-6)				3	3	4	4	4	4	4	4	
Signal type (a, s, p)				a	a	s	s	s	s	s	s	
Cycle length (C)				120	120	120	120	120	120	120	120	
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Signalized Arterials			Bicycle	Pedestrian	Bus
		Two-Lane	Multilane	Class I	Class II	Class III			
	Density	%ffs	Density	ats	ats	ats	Score	Score	Buses per hr.
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5	≥4
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5	≥3
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5	≥2
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5	≥1

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

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

9/4/09

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	470	750	800	***
2	Divided	1,430	1,710	1,800	***
3	Divided	2,210	2,590	2,720	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	500	730	780
2	Divided	**	1,210	1,600	1,690
3	Divided	**	1,900	2,420	2,550

Class III (more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	250	570	710
2	Divided	**	610	1,360	1,540
3	Divided	**	960	2,120	2,340

FREEWAYS

Lanes	B	C	D	E
2	2,200	2,980	3,560	3,800
3	3,300	4,480	5,340	5,880
4	4,400	5,980	7,120	7,940
5	5,500	7,520	8,920	9,960

Freeway Adjustments

Auxiliary Lanes	Ramp Metering
+ 1,000	+5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	800	1,120	1,420
2	Divided	1,670	2,420	3,130	3,550
3	Divided	2,510	3,630	4,700	5,330

Uninterrupted Flow Highway Adjustments

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

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

One-Way Facility Adjustment

Multiply the corresponding volumes in this table by 1.20.

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	150	390	>390
50-84%	120	180	700	>700
85-100%	220	>220	**	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	270	770
50-84%	**	**	600	1,000
85-100%	**	610	1,000	>1,000

[1] Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. 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, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

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

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

** Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's

Areas Transitioning Into Urbanized Areas OR Areas over 5,000 Not in Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities							
				State Arterials						Class II	
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian
ROADWAY CHARACATERISTICS											
Number of through lanes	2-5	1	2-3	1	2-3	1	2-3	1	2-3	2	2
Posted speed (mph)	70	50	50	45	50	45	45	35	35	45	45
Free flow speed (mph)	75	55	55	50	55	50	50	40	40	50	50
Aux, meter, or accel/decel ≥1500 (n,y)	n	n	n								
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r
Terrain (l, r)	l	l	l								
% no passing zone		60									
Exclusive left turn lanes/[impact] (n, y)		[n]	y	y	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n
Paved shoulder/bicycle lane (n, y)										n,50%,y	n
Outside lane width										t	t
Pavement condition										t	
Sidewalk (n, y)											n,50%,y
Sidewalk/roadway separation (a, t, w)											t
Sidewalk protective barrier (n, y)											n
Facility length (m)	8	5	5	2	2	2	2	2	2	2	2
Number of segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.950	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910
Base capacity (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950
Heavy vehicle percent	9.0	4.0	4.0	3.0	3.0	3.0	3.0	2.0	2.0	3.0	3.0
Local adjustment factor	0.950	1.00	.950								
% left turns				12	12	12	12	12	12	12	12
% right turns				12	12	12	12	12	12	12	12
CONTROL CHARACTERISTICS											
Number of Signals				2	2	6	6	10	10	6	6
Arrival type (1-6)				3	3	4	4	4	4	4	4
Signal type (a, s, p)				a	a	s	s	s	s	s	s
Cycle length (C)				120	120	120	120	120	120	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Two-Way Arterials			Bicycle	Pedestrian
		Two-Lane	Multilane	Class I	Class II	Class III		
	Density	%ffs	Density	ats	ats	ats	Score	Score
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5

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

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas and Cities** OR **Developed Areas Less Than 5,000 Population**[1]

9/4/09

Rural Undeveloped Areas

FREEWAYS

Lanes	B	C	D	E
2	2,100	2,880	3,400	3,600
3	3,200	4,320	5,100	5,560
4	4,260	5,720	6,800	7,520

Freeway Adjustments

Auxiliary Lanes +1,000

UNINTERRUPTED FLOW TWO-LANE HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,480

Passing Lane Adjustment

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

UNINTERRUPTED FLOW MULTILANE HIGHWAYS

Lanes	Median	B	C	D	E
2	Divided	1,410	2,210	2,800	3,180
3	Divided	2,120	3,320	4,200	4,770

ISOLATED STATE SIGNALIZED INTERSECTIONS

Lanes	B	C	D	E
1	**	260	560	660
2	**	560	1,260	1,380
3	**	860	1,940	2,080

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	**	**	420
50-84%	**	**	**	760
85-100%	**	230	>230	***

[1] Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. 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, Bicycle LOS Model and Pedestrian LOS Model, respectively for the automobile/truck, bicycle, and pedestrian modes.

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

** Cannot be achieved using table input value defaults.

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

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

Cities or Rural Developed Areas Less Than 5000

FREEWAYS

Lanes	B	C	D	E
2	2,100	2,820	3,360	3,600
3	3,100	4,220	5,040	5,560
4	4,160	5,680	6,720	7,520

Freeway Adjustments

Auxiliary Lanes +1,000

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	780	1,100	1,400
2	Divided	1,300	2,040	2,630	3,000
3	Divided	1,950	3,060	3,950	4,500

Uninterrupted Flow Highway Adjustments

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

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	**	520	690	740
2	Divided	**	1,240	1,490	1,590
3	Divided	**	1,940	2,260	2,400

Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Major City/County Roadways - 10%
Other Signalized Roadways - 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Turn Lanes	Exclusive Right Turn Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 15%

BICYCLE MODE[2]

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

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	150	390	>390
50-84%	120	180	700	>700
85-100%	210	>210	***	***

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	**	**	270	770
50-84%	**	**	600	1000
85-100%	**	610	1000	>1000

TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas and Cities OR Developed Areas Less than 5,000 Population

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities					
	Freeways	Highways				Isolated Signalized Intersections	Arterials Class I		Bicycle Class I		Pedestrian Class I
ROADWAY CHARACTERISTICS											
Area type (ru, rd)	ru/rd	ru	ru	rd	rd	ru	rd	rd	ru	rd	rd
Number of through lanes	2-4	1	2-3	1	2-3	1-3	1	2-3	1	1	1
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
Aux, meter, or accel/decel ≥1500 (n,y)	n										
Median (n, nr, r)		n	r	n	r	n	n	r	n	n	n
Terrain (l,r)	l	l	l	l	l						
% no passing zone		20		60							
Exclusive left turn lanes/[impact] (n, y)		[n]	y	[n]	y	y	y	y	[n]	y	y
Exclusive right turn lanes (n, y)											
Paved shoulder/bicycle lane (n, y)									n,50%,y	n,50%,y	n,50%,y
Outside lane width											
Pavement condition											
Sidewalk (n, y)											
Sidewalk/roadway separation (a, t, w)											
Sidewalk protective barrier (n, y)											
Obstacle to bus stop (n, y)											
Facility length (mi)	14	10	10	5	5		2	2	4	2	2
Number of segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	.103	.098	.098	.100	.100	.098	.097	.097	.098	.097	.097
Directional distribution factor (D)	.55	.55	.55	.55	.55	.55	.55	.55	.55	.55	.55
Peak hour factor (PHF)	.950	.880	.880	.895	.895	.88	.895	.895	.88	.895	.895
Base saturation flow rate (pcphpl)		1700	2300	1700	2200	1950	1950	1950	1950	1950	1950
Heavy vehicle percent	9.0	5.0	9.0	4.0	4.0	5.0	3.0	3.0	6.0	3.0	3.0
Local adjustment factor	.90	1.00	.86	1.00	.93						
% left turns						12	12	12		12	12
% right turns						12	12	12	12	12	12
CONTROL CHARACTERISTICS											
Number of signals							4	4	2	4	4
Arrival type (1-6)						3	3	3	3	3	3
Signal type (a, s, p)						a	s	s	a	s	s
Cycle length (C)						60	90	90	60	90	90
Effective green ratio (g/C)						.44	.44	.44	.44	.44	.44

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments				Isolated Intersections	Arterials	Bicycle	Pedestrian
	Density	Two-Lane ru %tsf	Two-Lane rd %ffs	Multilane ru ats	Multilane rd ats	Other (Control delay) ats	Major City/Co. ats	Score	Score
B	≤17	≤50	≥0.833	≤14	≤14	≤10 sec	> 34 mph	≤2.5	≤2.5
C	≤24	≤65	>0.750	≤22	≤22	≤15 sec	> 27 mph	≤3.5	≤3.5
D	≤31	≤80	>0.667	≤29	≤29	≤20 sec	> 21 mph	≤4.5	≤4.5
E	≤39	>80	>0.583	≤34	≤34	≤40 sec	> 16 mph	≤5.5	≤5.5

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

APPENDIX C
2010 FDOT Leon County
Traffic Counts

FLORIDA DEPARTMENT OF TRANSPORTATION
2010 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0001		CR 142,(T.S.GREEN RD.)300' EAST OF CR59(MICCOSUK	E	0	W	0	300	C	12.72F	11.77	75.96F	52.00	8.37F
0002		SR 20 300' WEST OF CR 260 (SILVER LAKE ROAD)	E	0	W	0	9400	C	11.49F	10.75	66.79F	52.00	7.27F
0003		RAYMOND DIEL RD., 300' EAST OF THOMASVILLE HWY	E	10000	W	2000	12000	C	12.72F	11.77	75.96F	52.00	6.94F
0004		SR 20 / BLOUNTSTOWN HWY, 500'EAST OF SR263	E	9500	W	8300	17800	C	11.49F	10.75	66.79F	52.00	7.27F
0010		CR 2192(NAT. BR. RD. EAST OF SR 363(WOODVILL. HW	E	0	W	0	2500	C	11.49F	10.75	66.79F	52.00	8.37F
0011		SR 61 1000' SOUTH OF SR 369 (US319)	N	3500	S	3200	6700	C	11.49F	10.75	66.79F	52.00	3.29A
0017		BRONOUGH ST.,300' NORTH OF WEST GAINES ST.	S	8400		0	8400	C	11.49F	10.75	99.99W	99.99	8.37F
0018		VETERANS MEMORIAL HWY.300'NORTH OF MOCCASIN GAP	N	0	S	0	1400	C	11.49F	10.75	66.79F	52.00	8.37F
0025		CR 59(VETERANS MEM. DR.)300' NORTH OF SR 10 (US9	N	800	S	800	1600	C	11.49F	10.75	66.79F	52.00	15.93A
0035		SR 10 (US90) 300' EAST OF SR 59 (NORTH)	E	0	W	0	4600	C	11.49F	10.75	66.79F	52.00	7.15F
0043		SR 20 (US27) 2.00 MILES EAST OF SR 261(CAPITAL C	E	9200	W	9400	18600	C	11.49F	10.75	66.79F	52.00	2.43F
0044		SR 20(US27)300' W. OF CR 1543 (CHAIRES CROSS ROA	E	5400	W	5600	11000	C	11.49F	10.75	66.79F	52.00	2.43F
0062		SR 20 300' EAST OF SR 267(BLOXHAM CUT-OFF)	E	1700	W	1700	3400	C	11.49F	10.75	66.79F	52.00	9.26A
0129		C375 300'SOUTH OF SR 20	N	300	S	300	600	C	12.72F	11.77	75.96F	52.00	10.23A
0139		SR 369 0.75 M. NORTH OF GLOVER RD	N	6500	S	6900	13400	C	11.49F	10.75	66.79F	52.00	3.85A
0140		SR 369(US319,CRAWF.HWY.,N.B.)300' N. OF SR61(W.S	N	6400		0	6400	C	11.49F	10.75	99.99W	99.99	3.56F

SITE TYPE : P= PORTABLE; T= TELEMETERED
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"K/D" FLAGS : A= ACTUAL; F= VOLUME FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; W= ONE-WAY ROAD
"T" FLAGS : A= ACTUAL; F= AXLE FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; X= CROSS-REFERENCE

FLORIDA DEPARTMENT OF TRANSPORTATION
2010 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0141		SR 61(WAK.SPR.RD.)SB 300' E. OF SR 369(US319)SB	S	3200		0	3200	C	11.49F	10.75	99.99W	99.99	3.56F
0151	T	SR-20/US-27 0.7 MI W OF MAGNOLIA DR AT RR OVERPA	E	16261	W	14078	30339	C	10.80A	10.26	61.37A	61.40	1.47A
0202		CHAIRS CROSSROADS,300' NORTH OF CAPITAL RD.	N	0	S	0	3000	C	12.72F	11.77	75.96F	52.00	8.37F
0203		MICCOSUKEE RD.,300' NORTH OF MICCOSUKEE RD.	N	0	S	0	700	C	12.72F	11.77	75.96F	52.00	8.37F
0204		BAUM ROAD 300' SOUTH OF SR 10 (US 90)	N	0	S	0	700	C	12.72F	11.77	75.96F	52.00	8.37F
0207	T	SR-155/MERIDIAN RD AT I-10 TALLAHASEE LEON CO	N	8078	S	6730	14808	C	12.86A	11.38	72.27A	64.68	2.62F
0208	T	MISSION RD,NORTH OF I-10,TALLAHASSEE,LEON CO.		0E		0E	10900	F	9.51D	9.14	53.05D	57.34	5.19D
0209	T	SR-373/ORANGE AVE W OF WAHNISH WAY TLH LEON CO	E	9400	W	9495	18895	C	9.92P	9.57	52.54P	77.78	4.32D
0211	T	SR-20 BTWN COES AND WILLIAMS LANDING RDS LEON CO	E	3173	W	3142	6315	C	12.57A	12.16	79.65A	77.78	5.87A
0214		SR 10 (US90) 300' WEST OF SR 59 (NORTH)	E	2500	W	2500	5000	C	11.49F	10.75	66.79F	52.00	6.37A
0215		CR 155(MERIDIAN RD)300' N. OF CR 0346(OXBOTTOM R	N	4100	S	4300	8400	C	11.49F	10.75	66.79F	52.00	2.40A
0282		CR 146 6.8 MILES NORTHEAST OF SR 261 (US319,CAP.	E	1000	W	1100	2100	C	11.49F	10.75	66.79F	52.00	4.27A
0300	T	SR-363/WOODVILLE HWY 728 FT N OF FILMORE LEON CO	N	4471	S	4644	9115	C	10.83A	10.32	67.17A	66.08	5.98A
0304	T	SR-8/I-10 1 MI W OF THOMASVILLE RD UNDERPASS LEO	E	29201	W	29038	58239	C	10.14A	9.63	51.79A	52.00	11.45A
0324		CR1568(BUCK LAKE RD.)1/2 MILE EAST OF SR 10 (US9	E	0	W	0	13000	C	12.72F	11.77	75.96F	52.00	8.37F
0349	T	SR-61/US-319 4.1 MI S OF GEORGIA STATE LN LEON C	N	5525	S	5587	11112	C	10.41A	9.63	53.49A	54.81	8.91A

SITE TYPE : P= PORTABLE; T= TELEMETERED
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"K/D" FLAGS : A= ACTUAL; F= VOLUME FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; W= ONE-WAY ROAD
"T" FLAGS : A= ACTUAL; F= AXLE FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; X= CROSS-REFERENCE

FLORIDA DEPARTMENT OF TRANSPORTATION
2010 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0362		CR 12 WEST OF SR 61	E	400	W	400	800	C	12.72F	11.77	75.96F	52.00	12.18A
0363		CR 0345 (CRUMP ROAD) 300' NORTH OF SR 10 (US 90)	N	0	S	0	4300	C	12.72F	11.77	75.96F	52.00	8.37F
0364		CHAIRES CROSS ROAD 300' NORTH OF SR 20 (US27)	N	2700	S	2800	5500	C	12.72F	11.77	75.96F	52.00	5.15A
0365		C260 300'NORTH OF SR 20	E	2500	W	2300	4800	C	12.72F	11.77	75.96F	52.00	8.46A
0366		CR 154 300' SOUTH OF SR 20	N	0	S	0	2300	C	11.49F	10.75	66.79F	52.00	8.37F
0367		CR 2197 (WILLIAMS ROAD) 300' SOUTH OF SR 20 (US	N	0	S	0	1600	C	12.72F	11.77	75.96F	52.00	8.37F
0368		CR 2204 (OAKRIDGE ROAD) EAST OF SR 369 (US 319)	E	0	W	0	1200	C	12.72F	11.77	75.96F	52.00	8.37F
0369		CR 2204 100' WEST OF BIKE PATH AT WOODVILLE	E	0	W	0	3500	C	12.72F	11.77	75.96F	52.00	8.37F
0370		CR 2195 300' SOUTH OF CR259 (TRAM RD)	N	0	S	0	1000	C	12.72F	11.77	75.96F	52.00	8.37F
0386		SR 267(BLOXHAM CUTOFF ROAD) 300' EAST OF SR 20	N	800	S	700	1500	C	11.49F	10.75	66.79F	52.00	20.91A
0390		SR 10 (US90) 1/2 MILE N/E OF SR 8 (I10) OVERPASS	E	0	W	0	11500	C	11.49F	10.75	66.79F	52.00	7.15F
0391		SR 10 (US90) 1/2 MILE SOUTHWEST OF I10 OVERPASS	E	10500	W	8800	19300	C	11.49F	10.75	66.79F	52.00	4.05F
0392		SR 61 (US319) 100' SOUTH OF THE GEORGIA STATE LI	N	5100	S	5100	10200	C	11.49F	10.75	66.79F	52.00	11.33A
0393		CR 0349 (THORNTON ROAD) NORTH OF SR 10 (US 90)	N	0	S	0	1400	C	11.49F	10.75	66.79F	52.00	8.37F
2001		SR 8(I10).500 MILE WEST OF SR 263(CAPITAL CIRCLE	E	15500	W	15500	31000	C	10.81F	9.80	51.97F	52.00	20.02A
2003		SR 8(I10).500 MILE WEST OF SR 63(US27)OVERPASS	E	22500	W	24500	47000	C	10.81F	9.80	51.97F	52.00	18.10A

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FLORIDA DEPARTMENT OF TRANSPORTATION
2010 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
2007		SR 8(I10).750 MILE NORTHWEST OF SR 10(US90)	E	14000	W	14500	28500 C	10.81F	9.80	51.97F	52.00	25.39A
3001		SR 61(US319)S. MONROE 300'NORTH OF CR259(TRAM RD	N	8400	S	8600	17000 C	11.49F	10.75	66.79F	52.00	3.90A
3002		SR 61 (MONROE ST.) 400' SOUTH OF SR 10 (US90,TEN	N	15500	S	15000	30500 C	11.49F	10.75	66.79F	52.00	4.92F
3003		SR 63 (US27) 300' SOUTH OF SILVER SLIPPER STREET	N	20500	S	20500	41000 C	11.49F	10.75	66.79F	52.00	2.14A
3004		CR 157(OLD BAINBRIDGE RD.)50' SOUTH OF SR 8 (I 1	N	0	S	0	12500 C	12.72F	11.77	75.96F	52.00	3.17F
3005		SR 155 (MERIDIAN RD.) 300' NORTH OF BERMUDA ROAD	N	6900	S	7300	14200 C	11.49F	10.75	66.79F	52.00	2.62F
3006		SR 10 (US90) 300' WEST OF CR 158 (PHILLIPS ROAD)	E	17000	W	14500	31500 C	11.49F	10.75	66.79F	52.00	2.78F
3007		SR 10 (US90) AT R/R OVERPASS EAST OF SR 20	E	16000	W	15500	31500 C	11.49F	10.75	66.79F	52.00	3.36A
3008		SR 61 (CRAW. ROAD, US319) 100'NORTH OF RIDGE ROA	N	8900	S	8400	17300 C	11.49F	10.75	66.79F	52.00	3.56F
3009		SR 366 50' EAST OF RIVOLI ROAD, AT F.S.U. STADIU	E	17000	W	16000	33000 C	11.49F	10.75	66.79F	52.00	3.63F
3010		SR 366 (PENSACOLA ST.)EAST END OF R/R UNDERPASS	E	7500	W	7300	14800 C	11.49F	10.75	66.79F	52.00	5.96A
3012		SR 20 (US27) 850' WEST OF BLAIRSTONE ROAD	E	17500	W	17500	35000 C	11.49F	10.75	66.79F	52.00	2.43F
3013		CR 366(JACKSON BLUFF ROAD) 200' EAST OF MABRY S	E	0	W	0	11000 C	11.49F	10.75	66.79F	52.00	3.63F
3014		C146 (MICCOSUKEE RD.) 300' WEST OF PHILLIPS ROAD	E	10500	W	11000	21500 C	11.49F	10.75	66.79F	52.00	3.17F
3015		SR373(ORANGE AVE.)300'EAST OF C2203(SPRGHILL RD)	N	9100	S	9600	18700 C	11.49F	10.75	66.79F	52.00	4.21A
3016		CR 151 (CENTERVILLE ROAD) 300' NORTH OF BETTON R	N	0	S	0	15000 C	11.49F	10.75	66.79F	52.00	1.54F

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FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 55 LEON

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3017		C158 WEST CITY LIMITS OF TALLAHASSEE	E	0	W	0	18500	C	12.72F	11.77	75.96F	52.00	3.17F
3018		CR 158(BLOUNTSTOWN ST.)N. OF SR 10 (US 90,W .TEN	E	0	W	0	8200	C	12.72F	11.77	75.96F	52.00	3.17F
3019		CR 2203 AT SOUTHEND OF MUNSON SLOUGH BRIDGE	N	0	S	0	6100	C	11.49F	10.75	66.79F	52.00	4.21F
3020		SR 371 300' SOUTHWEST OF CR 373 (SPRINGHILL ROAD	N	0	S	0	4200	C	11.49F	10.75	66.79F	52.00	4.07F
3021		CR2203(LK. BRAD. RD.)300'S. OF SR371(LK. BRAD. R	N	7000	S	7400	14400	C	11.49F	10.75	66.79F	52.00	4.21F
3022		SR 61(US319)CRAW. RD. 300' N.E. OF SR 369 (US319	N	9900	S	9900	19800	C	11.49F	10.75	66.79F	52.00	3.41A
3023		SR 155(MERIDIAN RD.)300' N. OF CR63A(L. SHORE DR	N	6900	S	6200	13100	C	11.49F	10.75	66.79F	52.00	2.62A
3024		SR 10 (US90) 100' EAST OF CALHOUN STREET	E	16500	W	17500	34000	C	11.49F	10.75	66.79F	52.00	2.78F
3025		CR 146 (MICCOSUKEE RD.)300' W. OF SR 261(CAP.CIR	E	10000	W	11500	21500	C	11.49F	10.75	66.79F	52.00	3.17F
3026		SR 61(THOMASVILLE RD.) 150' S OF PIEDMONT RD, LE	N	16000	S	16500	32500	C	11.49F	10.75	66.79F	52.00	2.28A
3027		SR 63(US27)300' NW OF C63A(LAKE SHORE DR.)LEON C	N	22000	S	23000	45000	C	11.49F	10.75	66.79F	52.00	2.72A
3028		C158A(THARPE ST.)300'WEST OF SR 158(BLOUNTSTOWN	E	0	W	0	7100	C	12.72F	11.77	75.96F	52.00	3.17F
3030		SR 261 300' EAST OF SR 363(WOODVILLE HIGHWAY)	N	7900E	S	8200E	16100	E	11.49F	10.75	66.79F	52.00	6.57P
3031		SR 363 300' SOUTH OF SR 261 (CAPITAL CIRCLE)	N	7100E	S	7300E	14400	E	11.49F	10.75	66.79F	52.00	8.14P
3032		SR 363 300' SOUTH OF SHORELINE DRIVE, TALLAHASSE	N	5700	S	5900	11600	C	11.49F	10.75	66.79F	52.00	4.89A
3033		SR 363(ADAMS ST.)300' SOUTH OF SR 373(ORANGE AVE	N	13000	S	10500	23500	C	11.49F	10.75	66.79F	52.00	2.84F

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FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
3034		SR 61 (US319) 200' SOUTH OF CR 259 (TRAM ROAD)	N	7500	S	7700	15200	C	11.49F	10.75	66.79F	52.00	4.92F
3035		CR 261 (TRAM ROAD) 300' EAST OF SR 61 (S. MONROE	N	0	S	0	2800	C	12.72F	11.77	75.96F	52.00	3.17F
3036		SR 263(CAPITAL CIRCLE)300' SOUTH OF SR 20, LEON	N	11000	S	11000	22000	C	11.49F	10.75	66.79F	52.00	8.68A
3037		SR 20 300' WEST OF SR 263 (CAPITAL CIRCLE)	E	6700	W	6900	13600	C	11.49F	10.75	66.79F	52.00	6.67A
3038		SR 20 300' SOUTH OF SR 10 (US90, TENNESSEE STREE	E	3600	W	3700	7300	C	11.49F	10.75	66.79F	52.00	5.33A
3039		SR 10 (US90) 300' EAST OF SR 263(CAPITAL CIRCLE)	E	14500	W	12500	27000	C	11.49F	10.75	66.79F	52.00	3.85A
3040		SR 10 (US90) 300' WEST OF SR 261 (CAPITAL CIRCLE	E	14000	W	12000	26000	C	11.49F	10.75	66.79F	52.00	3.08A
3042		SR 61 (THOMASVILLE RD.)300' SOUTH OF ARMSTEAD RO	N	18000	S	17000	35000	C	11.49F	10.75	66.79F	52.00	1.90F
3043		SR 63 300' SOUTHEAST OF SR 263 (CAPITAL CIRCLE)	N	10500	S	10000	20500	C	11.49F	10.75	66.79F	52.00	3.24F
3044		SR 263 500' SOUTH OF SR 63 (US 27)	N	6500	S	6900	13400	C	11.49F	10.75	66.79F	52.00	7.24A
3045		SR 63(US27)1000'SOUTH OF CR 0356 (FRED GEORGE RD	N	16000	S	16000	32000	C	11.49F	10.75	66.79F	52.00	5.75A
3046		SR 263 300' NORTH OF SR 10 (US 90)	N	14000	S	15500	29500	C	11.49F	10.75	66.79F	52.00	7.29F
3047		SR 10(US90)900'WEST OF SR 263(CAPITAL CIRCLE)	E	11000	W	11500	22500	C	11.49F	10.75	66.79F	52.00	7.12A
3048		SR 263(CAPITAL CIRCLE)300' NORTH OF SR 20, LEON	N	9800	S	9900	19700	C	11.49F	10.75	66.79F	52.00	7.29A
3049		SR 263 300' SOUTH OF SR 263 (LEG) SOUTH OF SR 37	N	0	S	0	14000	C	11.49F	10.75	66.79F	52.00	9.06F
3050		SR 371 300' WEST OF CR 2205 (LAKE BRADFORD ROAD)	N	6400	S	5900	12300	C	11.49F	10.75	66.79F	52.00	6.95A

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COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
3051		CR 371A(LK. BRADFORD RD.)300' SOUTH OF SR 371	N	1300	S	1300	2600	C	12.72F	11.77	75.96F	52.00	2.99A
3052		SR 263 300' NORTHWEST OF CR 2203 (SPRINGHILL ROA	N	7100	S	7100	14200	C	11.49F	10.75	66.79F	52.00	9.26A
3053		CR 2203(SPRINGHILL RD.) 300' S/W OF SR 263(CAP.C	N	0	S	0	4900	C	11.49F	10.75	66.79F	52.00	4.21F
3054		SR 263 300' SOUTHEAST OF CR 2203(SPRINGHILL ROAD	W	6500	E	6500	13000	C	11.49F	10.75	66.79F	52.00	9.25A
3055		SR 261(CAPITAL CIR.)300'SOUTH OF ST. AUGUSTINE R	N	14000	S	14500	28500	C	11.49F	10.75	66.79F	52.00	4.71A
3056		SR 20 (US27) 500'EAST OF SR 261(US 319)	E	15000	W	15000	30000	C	11.49F	10.75	66.79F	52.00	3.48A
3057		SR 261 (CAPITAL CIR.) 300' NORTH OF SR 20 (US 27	N	17000	S	18500	35500	C	11.49F	10.75	66.79F	52.00	3.79A
3058		SR 261 (CAPITAL CIR.) 300' SOUTH OF SR 10 (US90)	N	20000	S	24000	44000	C	11.49F	10.75	66.79F	52.00	4.25A
3059		SR 261(CAPITAL CIR)300' N. OF SR 10(US90)MAHAN D	N	24000	S	24500	48500	C	11.49F	10.75	66.79F	52.00	3.78A
3060		SR 10 (US90) 300' EAST OF SR 158 (BUCK LAKE ROAD	E	10000	W	9200	19200	C	11.49F	10.75	66.79F	52.00	5.02A
3061		SR 261(CAPITAL CIR.)300' N. OF RAYMOND DIEHL ROA	N	20500	S	19000	39500	C	11.49F	10.75	66.79F	52.00	2.74A
3062		CR 148(TIMBER LN.)300' W. OF SR 61(THOMASVILLE R	E	8400	W	6900	15300	C	12.72F	11.77	75.96F	52.00	3.17F
3063		SR 61 (US 319) 500' SOUTH OF CR 342(BANNERMAN RD	N	18500	S	19500	38000	C	11.49F	10.75	66.79F	52.00	4.34A
3064		CR 259 (TRAM ROAD) 300' EAST OF SR 261 (CAPITAL	E	0	W	0	3800	C	12.72F	11.77	75.96F	52.00	3.17F
3065		SR 263 50' SOUTH OF DIVIDED HWY SOUTH OF SR 8 (I	N	17000	S	16000	33000	C	11.49F	10.75	66.79F	52.00	7.65F
3066		SR 263 200' NORTH OF DIVIDED HWY NORTH OF SR 8(I	N	7700	S	8100	15800	C	11.49F	10.75	66.79F	52.00	8.82A

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COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
3067		SR 61 100' NORTH OF RAMPS NORTH OF I10	N	24500	S	27000	51500	C	11.49F	10.75	66.79F	52.00	1.90F
3068		SR 263(CAP CIR) 500' N OF CR158/THARPE ST, LEON	N	13000	S	16500	29500	C	11.49F	10.75	66.79F	52.00	6.88A
3069		SR 63(US27)1500' NORTH OF SR 8(I10)	N	18000	S	19500	37500	C	11.49F	10.75	66.79F	52.00	3.24F
3070		BRADFORDVILLE RD. 300' E. OF SR 61(THOMASVILLE R	E	5000	W	3900	8900	C	11.49F	10.75	66.79F	52.00	3.17F
3071		BANNERMAN RD. 300' WEST OF SR 61 (THOMASVILLE RD	E	8600	W	8900	17500	C	11.49F	10.75	66.79F	52.00	3.17F
3072		CR 0353 (DEMPSEY MAYO RD.) N. OF SR 10 (US 90)	N	0	S	0	4200	C	11.49F	10.75	66.79F	52.00	3.17F
3073		CR 2203 1.000 MILE NORTH OF WAKULLA COUNTY LINE	N	1800	S	1700	3500	C	12.72F	11.77	75.96F	52.00	4.36A
3074		FRED GEORGE ROAD 300' EAST OF SR 263 (CAPITAL CI	E	0	W	0	5700	C	11.49F	10.75	66.79F	52.00	3.17F
3075		CR 157(OLD BRAINBRIDGE RD.)300' EAST OF SR 63(US	N	0	S	0	7100	C	11.49F	10.75	66.79F	52.00	3.17F
5000		MISSION RD. 500' WEST OF OCALA RD., LEON CO.		0E		0E	1800	F	11.49F	10.75	66.79F	52.00	2.43F
5001		GAINES ST.,300' EAST OF SR 61(SOUTH,MONROE ST.)	E	0	W	0	20000	C	12.72F	11.77	75.96F	52.00	8.37F
5002		SR 61 150' NORTH OF SEABOARD COASTLINE R/R	N	10000	S	10000	20000	C	11.49F	10.75	66.79F	52.00	3.27A
5003		SR 61 300' SOUTH OF SR 20 (US 27, APALACHEE PKWY	N	15500	S	15500	31000	C	11.49F	10.75	66.79F	52.00	4.92F
5004		SR 61 (US27) 100' NORTH OF SR 20 (US27, APALACHE	N	21000	S	16500	37500	C	11.49F	10.75	66.79F	52.00	4.92F
5005		JOHN KNOX ROAD 300' EAST OF SR 63 (US 27)	E	7400	W	9300	16700	C	11.49F	10.75	66.79F	52.00	8.37F
5006		SR 61 (US27) 150'NORTH OF SR 10 (US90)	N	16000	S	17500	33500	C	11.49F	10.75	66.79F	52.00	1.90F

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5007		GIBBS DR.,300' SOUTH OF CR 158(THARPE ST.)	N	0	S	0	4900 C	12.72F	11.77	75.96F	52.00	8.37F
5008		SR 61 (US27,MONROE ST.) 150' SOUTH OF SR 63 (US2	N	21000	S	20000	41000 C	11.49F	10.75	66.79F	52.00	2.21A
5009		SR 63 (US27) 200' NORTH OF SR 61 (THOMASVILLE RD	N	14000	S	16000	30000 C	11.49F	10.75	66.79F	52.00	2.33A
5010		SEVENTH AVENUE EAST OF SR 63 (US 27, MONROE STRE	W	12500		0	12500 C	11.49F	10.75	99.99W	99.99	3.17F
5011		SR 63 (US 27) 150' SOUTH OF C158 (THARPE STREET)	N	17000	S	20000	37000 C	11.49F	10.75	66.79F	52.00	3.24F
5012		SR 63 (US27) 300' NORTH OF C158 (THARPE STREET)	N	15500	S	17000	32500 C	11.49F	10.75	66.79F	52.00	3.24F
5013		CR 158 (THARPE STREET) 500'WEST OF SR 63 (US 27)	E	7000	W	6100	13100 C	12.72F	11.77	75.96F	52.00	3.17F
5014		SR 155 300'NORTH OR SR 61	N	0	S	0	5700 C	11.49F	10.75	66.79F	52.00	2.62F
5015		SIXTH AVE. 300' EAST OF SR 63 (US 27, MONROE ST.	E	7500		0	7500 C	11.49F	10.75	99.99W	99.99	3.17F
5016		SR 61 (US319) 300' NORTH OF SR 155(MERIDIAN RD.)	N	0	S	0	24500 C	11.49F	10.75	66.79F	52.00	1.90F
5017		SR 61 (US319) 150' SOUTH OF SR 155(MERIDIAN RD.)	N	0	S	0	21500 C	11.49F	10.75	66.79F	52.00	1.90F
5018		SR 61(US319,TVILLE RD.)150' N/E OF CALHOUN STREE	N	7300	S	10500	17800 C	11.49F	10.75	66.79F	52.00	1.53A
5019		SR 61(US319, THOMASVILLE RD)150'NORTHEAST OF SR	N	0	S	0	12000 C	11.49F	10.75	66.79F	52.00	1.90F
5020		CALHOUN ST. SOUTH OF SR 61(US319)THOMASVILLE RD.	S	6800		0	6800 C	11.49F	10.75	99.99W	99.99	1.65A
5021		GADSDEN ST. NORTH OF BREVARD ST.	N	8100		0	8100 C	11.49F	10.75	99.99W	99.99	1.67A
5022		M. L. KING BLVD. 300' N. OF CR 158 (THARPE STREE	N	9600	S	9300	18900 C	11.49F	10.75	66.79F	52.00	3.17F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2010 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
5023		MACOMB STREET,300' SOUTH OF CALL STREET	N	8600	S	8700	17300 C	11.49F	10.75	66.79F	52.00	1.61A
5024		COPELAND ST.300' SOUTH OF SR10(US90)W.TENN. ST.	N	0	S	0	9000 C	12.72F	11.77	75.96F	52.00	8.37F
5025		SR 10 (US90) 400' EAST OF SR 265 (MAGNOLIA DR)	E	15000	W	14500	29500 C	11.49F	10.75	66.79F	52.00	2.78F
5026		SR 10 (US90) 300' WEST OF SR 265 (MAGNOLIA DR)	E	16000	W	15500	31500 C	11.49F	10.75	66.79F	52.00	2.49A
5027		SR 10 (US90) 300' WEST OF FRANKLIN BLVD	E	15000	W	15000	30000 C	11.49F	10.75	66.79F	52.00	2.78F
5028		KISSIMMEE ST.300' EAST OF SR371(LAKE BRADFORD RD	E	0	W	0	1500 C	12.72F	11.77	75.96F	52.00	8.37F
5029		HIGH RD.,500' NORTH OF SR10(US90,TENNESSEE ST.)	N	0	S	0	15500 C	12.72F	11.77	75.96F	52.00	8.37F
5030		BRYAN STREET 300' SOUTH OF SR 10 (US90, TENN. ST	N	12000	S	7700	19700 C	11.49F	10.75	66.79F	52.00	3.17F
5031		SR 10 (US90, TENN. ST.)BETWEEN COPELAND/MACOMB S	E	18500	W	19500	38000 C	11.49F	10.75	66.79F	52.00	4.10F
5032		SR 10(US90, TENN. ST.)300' EAST OF SR 371(WOODWA	E	20500	W	21000	41500 C	11.49F	10.75	66.79F	52.00	4.10F
5033		BREVARD STREET 300' WEST OF SR 61 (US 27,N. MONR	E	0	W	0	12000 C	11.49F	10.75	66.79F	52.00	3.17F
5034		SR 10 (US 90, TENN. ST.) 100' WEST OF WADWORTH S	E	21500	W	23000	44500 C	11.49F	10.75	66.79F	52.00	2.06A
5035		SR 265 (MAGNOLIA DR) 300'NORTH OF SR 20	N	14500	S	14500	29000 C	11.49F	10.75	66.79F	52.00	1.54A
5036		SR 265 (MAGNOLIA DR) 300'SOUTH OF SR10 (US90)	N	19000	S	18000	37000 C	11.49F	10.75	66.79F	52.00	1.54F
5037		SEVENTH ST.300' EAST OF CR157(BAINBRIDGE RD.)	E	0	W	0	2000 C	12.72F	11.77	75.96F	52.00	8.37F
5038		SR 363 (ADAMS ST.) 100' SOUTH OF CSX R/R CROSSIN	N	0	S	0	5700 C	11.49F	10.75	66.79F	52.00	2.84F

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5039		GAMBLE ST. 300' EAST OF SR 371 (LAKE BRADFORD RO	E	0	W	0	10500	C	11.49F	10.75	66.79F	52.00	3.17F
5040		SR 366(PENSACOLA ST.)BETWEEN BRONOUGH AND DUVAL	W	3900		0	3900	C	11.49F	10.75	99.99W	99.99	3.63F
5041		MERIDIAN ST. 150' NORTH OF SR 20(US 27,APALACHEE	N	0	S	0	950	C	11.49F	10.75	66.79F	52.00	3.17F
5042		SR 366 (PENSACOLA ST.) 100' WEST OF COPELAND ST.	W	6400		0	6400	C	11.49F	10.75	99.99W	99.99	2.51A
5043		MICCOSUKEE RD. 300' WEST OF SR 265 (MAGNOLIA DR.	E	0	W	0	9200	C	11.49F	10.75	66.79F	52.00	3.17F
5044		SR 366(PENSA.ST.)150'WEST OF SR 157(WOODWARD ST.	W	7600		0	7600	C	11.49F	10.75	99.99W	99.99	3.63F
5045		SR 366 (PENSACOLA ST.) 300' EAST OF AUSLEY ROAD	E	18500	W	17000	35500	C	11.49F	10.75	66.79F	52.00	2.77A
5046		MONTICELLO DR.300' NORTH OF CR158(THARPE ST.)	N	0	S	0	9500	C	12.72F	11.77	75.96F	52.00	8.37F
5047		SR 371(GAINES ST.)200'WEST OF SR 157(WOODWARD ST	N	13000	S	14000	27000	C	11.49F	10.75	66.79F	52.00	4.07F
5048		SR 157(WOODWARD ST.)200'NORTH OF SR 371(GAINES S	N	0	S	0	7200	C	11.49F	10.75	66.79F	52.00	4.07F
5049		WOODWARD ST.,300' NORTH OF WEST BREVARD ST.	N	0	S	0	4600	C	12.72F	11.77	75.96F	52.00	8.37F
5050		SR 157(WOODWARD ST.)100'NORTH OF SR 366(PENSA.ST	N	1800	S	1600	3400	C	11.49F	10.75	66.79F	52.00	3.34A
5051		WOODWARD STREET 600' NORTH OF SR 10 (US 90)	N	2200	S	2700	4900	C	11.49F	10.75	66.79F	52.00	2.22A
5052		SR 157(WOODWARD ST.)300'SOUTH OF SR 10(US90)TEN.	N	5400	S	5000	10400	C	11.49F	10.75	66.79F	52.00	4.07F
5053		SR 20 (US27) 300'EAST OF SR-265(MAGNOLIA DR.)	E	15500	W	17000	32500	C	11.49F	10.75	66.79F	52.00	2.43F
5054		PAUL RUSSELL ROAD 300' WEST OF SR 61(S. MONROE S	E	3100	W	4000	7100	C	11.49F	10.75	66.79F	52.00	3.17F

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5055		SR 20(APALACHEE PKWY)1320'WEST OF SR 265(MAG.DR.	E	19500	W	17000	36500	C	11.49F	10.75	66.79F	52.00	2.35A
5056		SR 20 (US27) AT FRANKLIN BLVD.OVERPASS	E	15500	W	14500	30000	C	11.49F	10.75	66.79F	52.00	2.43F
5057		SR 20 (US27) BETWEEN MONROE AND CALHOUN STREET	E	14000	W	17500	31500	C	11.49F	10.75	66.79F	52.00	2.43F
5058		SR 363 (ADAMS ST) 300'NORTH OF SR 373(ORANGE AVE	N	9400	S	8900	18300	C	11.49F	10.75	66.79F	52.00	2.30A
5059		SR 371(LAKE BRADFORD RD.)300' N. OF HUTCHINSON S	N	9100	S	9100	18200	C	11.49F	10.75	66.79F	52.00	3.70A
5060		SR 61(MONROE ST.)300' NORTH OF SR 373(ORANGE AVE	N	10500	S	11000	21500	C	11.49F	10.75	66.79F	52.00	4.92F
5061		AUSLEY RD. 300' SOUTH OF BELLE VUE WAY	E	0	W	0	8700	C	11.49F	10.75	66.79F	52.00	3.63F
5062		CR 146(MIC. RD.)BET. BROOKWOOD DR AND HAWTHORNE	E	10500	W	11000	21500	C	12.72F	11.77	75.96F	52.00	3.17F
5064		CR 158(THARPE ST.) 300'EAST OF CR 157(OLD BAINBR	E	14000	W	15000	29000	C	11.49F	10.75	66.79F	52.00	2.31A
5065		PAUL RUSSELL ROAD 300' E. OF SR 61 (S. MONROE ST	E	0	W	0	8900	C	11.49F	10.75	66.79F	52.00	3.17F
5066		CR157(OLD BAINBRIDGE RD.) 300' N. OF CR 158(T. S	N	0	S	0	13500	C	12.72F	11.77	75.96F	52.00	3.17F
5067		SR 366 (PENSACOLA ST.) 300' WEST OF AUSLEY ROAD	E	19000	W	17500	36500	C	11.49F	10.75	66.79F	52.00	3.63F
5068		JIM LEE ROAD 300' NORTH OF PAUL RUSSELL ROAD	N	0	S	0	4000	C	11.49F	10.75	66.79F	52.00	3.17F
5069		SR 10 (US90,TENNESSEE ST) 300' WEST OF OCALA ROA	E	21500	W	21500	43000	C	11.49F	10.75	66.79F	52.00	4.10F
5070		SR 10 (US90, TENNESSEE ST.) 300' WEST OF HIGH RO	E	26000	W	25000	51000	C	11.49F	10.75	66.79F	52.00	4.10F
5071		MAGNOLIA DR. 300' EAST OF SR 61 (S. MONROE STREE	N	0	S	0	11000	C	11.49F	10.75	66.79F	52.00	3.17F

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5072		SR 373(ORANGE AVE.)300'WEST OF SR 363 S. ADAMS S	N	13500	S	13500	27000	C	11.49F	10.75	66.79F	52.00	4.21F
5073		SR 366 (PENSACOLA ST.) 200' EAST OF APPLEYARD DR	E	11000	W	10500	21500	C	11.49F	10.75	66.79F	52.00	3.63F
5074		ORANGE AVENUE 300' EAST OF SR 61 (SOUTH MONROE S	E	10000	W	10000	20000	C	11.49F	10.75	66.79F	52.00	3.17F
5075		BRADFORD RD. 300' EAST OF SR 63 (US 27) MONROE S	E	0	W	0	13000	C	11.49F	10.75	66.79F	52.00	3.17F
5076		M.L.K.BOULEVARD,300' NORTH OF 6TH AVE.	N	0	S	0	1600	C	12.72F	11.77	75.96F	52.00	8.37F
5077		SR 155 (MERIDIAN RD.) BET. GLENVIEW/BRADFORD ST.	N	0	S	0	9500	C	11.49F	10.75	66.79F	52.00	2.62F
5078		SR 265(MAGNOLIA DRIVE) 300' S. OF CR 146(MICC. R	N	14500	S	13500	28000	C	11.49F	10.75	66.79F	52.00	1.54F
5079		LIVE OAK PLANTATION RD.300' WEST OF SR61(THOMVIL	E	0	W	0	5400	C	12.72F	11.77	75.96F	52.00	8.37F
5080		GAILE AVENUE 300' EAST OF SR 363 (WOODVILLE HWY.	E	0	W	0	3800	C	11.49F	10.75	66.79F	52.00	3.17F
5081		M.L.K. BLVD.,300' NORTH OF SR 371(GAINES ST.)	N	0	S	0	1000	C	12.72F	11.77	75.96F	52.00	8.37F
5082		SR 61 (THOMASVILLE RD.) 200' N. OF GLENVIEW DRIV	N	15500	S	14000	29500	C	11.49F	10.75	66.79F	52.00	1.90F
5084		CROSSWAY RD.300' EAST OF SR61(CRAWFORDVILLE RD.)	E	0	W	0	1000	C	12.72F	11.77	75.96F	52.00	8.37F
5085		APPLEYARD DRIVE 150' SOUTH OF SR 10(US90,TENNESS	N	12000	S	11500	23500	C	11.49F	10.75	66.79F	52.00	3.17F
5086		STONE ROAD 300' EAST OF CR 157 (OLD BAINBRIDGE R	E	0	W	0	10500	C	11.49F	10.75	66.79F	52.00	3.17F
5087		OCALA ROAD 300' SOUTH OF SR 10(US90)TENNESSEE ST	N	12000	S	11500	23500	C	11.49F	10.75	66.79F	52.00	3.17F
5088		OCALA ROAD 100' NORTH OF SR 10 (US 90,TENNESSEE	N	12500	S	11000	23500	C	12.72F	11.77	75.96F	52.00	3.17F

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5089		S158 (PHILLIPS RD) 150'SOUTH OF SR-S-146	E	0	W	0	3000	C	11.49F	10.75	66.79F	52.00	8.37F
5090		CR 0365 (MISSION ROAD) NORTH OF CR 158 (THARPE S	N	0	S	0	17000	C	11.49F	10.75	66.79F	52.00	3.17F
5091		CR 157(OLD BAINBRIDGE RD)150'SOUTH OF CR 158(T.	N	0	S	0	16500	C	11.49F	10.75	66.79F	52.00	3.17F
5092		CR 157(OLD BAINBRIDGE RD.) 250' S. OF MYRICK ROA	N	0	S	0	13500	C	12.72F	11.77	75.96F	52.00	3.17F
5093		OCALA ROAD 150' SOUTH OF CR 158 (THARPE STREET)	N	10500	S	9000	19500	C	12.72F	11.77	75.96F	52.00	3.17F
5094		CR 157A (MISSION ROAD) 150' S. OF CR 158(THARPE	N	0	S	0	15500	C	12.72F	11.77	75.96F	52.00	3.17F
5095		CR 158(THARPE ST.) 200'EAST OF MISSION RD.	E	0	W	0	14500	C	12.72F	11.77	75.96F	52.00	3.17F
5096		HARTSFIELD ROAD 300' EAST OF CR 0365 (MISSION RD	E	0	W	0	7900	C	11.49F	10.75	66.79F	52.00	3.17F
5097		RIDGE ROAD 300'WEST OF SR 61	E	0	W	0	6600	C	12.72F	11.77	75.96F	52.00	3.17F
5098		SR 371 200' WEST OF KENNEDY DRIVE	N	0	S	0	13500	C	11.49F	10.75	66.79F	52.00	4.07F
5099		SR 373(ORANGE AVE.)200' WEST OF C2203(SPRGHILL R	N	0	S	0	12500	C	11.49F	10.75	66.79F	52.00	4.21F
5100		EAST THARPE ST.300' EAST OF SR63(US27,N.MONROE S	E	0	W	0	6900	C	12.72F	11.77	75.96F	52.00	8.37F
5101		SR 371 BETWEEN GAINES ST. AND JACKSON BLUFF ROAD	N	13000	S	14500	27500	C	11.49F	10.75	66.79F	52.00	4.07F
5102		LAYFAYETTE STREET 300' WEST OF MAGNOLIA STREET	E	0	W	0	14000	C	11.49F	10.75	66.79F	52.00	3.17F
5103		SR 61(US319)CRAW. ROAD 300'NORTH OF SR 263(CAP.C	N	7900	S	7900	15800	C	11.49F	10.75	66.79F	52.00	3.69A
5104		BETTON ROAD 300' EAST OF SR 61(US 319, T.VILLE R	E	0	W	0	20000	C	11.49F	10.75	66.79F	52.00	3.17F

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5105		SHAMROCK WAY 300' NORTH OF LONGFORD DRIVE	N	0	S	0	5900	C	11.49F	10.75	66.79F	52.00	3.17F
5106		ADAMS ST. 300' NORTH OF SR 10 (US 90, TENNESSEE	N	1000	S	1600	2600	C	12.72F	11.77	75.96F	52.00	7.90A
5107		N. DUVAL ST. 300' NORTH OF SR 10 (US 90, TENN.ST	N	8100		0	8100	C	11.49F	10.75	99.99W	99.99	0.82A
5108		SR 63 (US27) 150' SOUTH OF ALLEN ROAD	N	24000	S	22500	46500	C	11.49F	10.75	66.79F	52.00	3.24F
5109		WAVERLY ROAD 300' EAST OF SR 155 (MERIDIAN ROAD)	E	0	W	0	1300	C	11.49F	10.75	66.79F	52.00	8.37F
5110		S63A 150'WEST OF SR 155	N	0	S	0	3100	C	12.72F	11.77	75.96F	52.00	3.17F
5111		S63A 300' NORTH OF SR 63	N	0	S	0	3400	C	12.72F	11.77	75.96F	52.00	3.17F
5113		SR 371(STA. DR.) 200' SOUTH OF ST AUGUSTINE STRE	N	8600	S	6400	15000	C	11.49F	10.75	66.79F	52.00	4.07F
5114		SR 366(STADIUM DR.) 150'NORTH OF ST.AUGUSTINE ST	E	2900	W	8200	11100	C	11.49F	10.75	66.79F	52.00	3.63F
5115		SR 366(ST.AUG. ST.)BETWEEN WALKER AND WOODWARD S	E	7500		0	7500	C	11.49F	10.75	99.99W	99.99	3.63F
5117		SR 366 ST.AUGUSTINE BETWEEN GAY AND COPELAND STR	E	7200		0	7200	C	11.49F	10.75	99.99W	99.99	3.27A
5120		FRANKLIN BLVD. 300' SOUTH OF SR 10 (US 90)	N	4900	S	5400	10300	C	11.49F	10.75	66.79F	52.00	3.17F
5121		OLD SAINT AUGUSTINE RD. 300' EAST OF SR 261(CAP.	E	0	W	0	2900	C	11.49F	10.75	66.79F	52.00	4.21F
5122		RAILROAD AVE. 150' NORTH OF CR 373 (ORANGE AVE.)	N	0	S	0	8500	C	11.49F	10.75	66.79F	52.00	3.17F
5124		SR 366(JEFFERSON ST.)300'WEST OF SR 61(MONROE ST	W	4500	E	700	5200	C	11.49F	10.75	66.79F	52.00	3.63F
5125		SR 261 (CAP. CIR.) 200' N. OF KILLEARN CENTER BL	N	14500		0	14500	C	11.49F	10.75	99.99W	99.99	3.64F

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5126		SR 261 (FLYOVER), FROM SR 61 TO SR 261(CAP. CIR.	S	12000		0	12000	C	11.49F	10.75	99.99W	99.99	3.64F
5127		SR 261(S.B.RAMP)BET.SR 61 AND KILLEARN WAY CIR.R	S	1800		0	1800	C	11.49F	10.75	99.99W	99.99	3.64F
5128		MACLAY ROAD WEST OF SR 61 (THOMASVILLE ROAD)	E	4200	W	3000	7200	C	11.49F	10.75	66.79F	52.00	3.17F
5129		OLD ST. AUGUSTINE RD. 300' WEST OF SR 261 (CAP.C	E	0	W	0	4600	C	11.49F	10.75	66.79F	52.00	4.21F
5130		SR 61(US319)200' SOUTH OF KILLARNEY WAY	N	29500	S	29000	58500	C	11.49F	10.75	66.79F	52.00	6.94F
5131		SR 366 (MADISON ST.) 300' WEST OF SR 61(MONROE S	E	5700	W	450	6150	C	11.49F	10.75	66.79F	52.00	3.63F
5132		BLAIRSTONE RD. 300'SOUTH OF SR20(US27)	N	11500	S	10500	22000	C	11.49F	10.75	66.79F	52.00	3.17F
5133		BLAIRSTONE RD. 300'NORTH OF SR20(US27)	N	11500	S	11500	23000	C	11.49F	10.75	66.79F	52.00	3.17F
5134		PARK AVE. 300' WEST OF SR 265 (MAGNOLIA DR.)	E	0	W	0	11500	C	11.49F	10.75	66.79F	52.00	3.17F
5135		PARK AVE. 300' EAST OF SR 265 (MAGNOLIA DR.)	E	11000	W	11500	22500	C	11.49F	10.75	66.79F	52.00	3.17F
5136		PARK AVENUE 300' EAST OF BLAIRSTONE ROAD	E	10500	W	10500	21000	C	11.49F	10.75	66.79F	52.00	3.17F
5137		PARK AVE. 300' WEST OF SR 261 (US319,CAPITAL CIR	E	8600	W	8700	17300	C	11.49F	10.75	66.79F	52.00	3.17F
5138		SR261(US319CAP.CIR.)300' NORTH OF C146(MICCOUSUK	N	23500	S	25500	49000	C	11.49F	10.75	66.79F	52.00	3.64F
5139		SR 261 (US319) 300' NORTH OF C151 (CENTERVILLE D	N	28500	S	31000	59500	C	11.49F	10.75	66.79F	52.00	3.64F
5140		SR 265 (MAGNOLIA DR.) 300' NORTH OF CR 146(MICC.	N	15500	S	16000	31500	C	11.49F	10.75	66.79F	52.00	1.54F
5141		SR 61(THOMASVILLE RD.) 300' NORTH OF WAVERLY RD.	N	15500	S	17500	33000	C	11.49F	10.75	66.79F	52.00	1.90F

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"K/D" FLAGS : A= ACTUAL; F= VOLUME FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; W= ONE-WAY ROAD
"T" FLAGS : A= ACTUAL; F= AXLE FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; X= CROSS-REFERENCE

FLORIDA DEPARTMENT OF TRANSPORTATION
2010 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
5142		SR 371 (GAINES ST.) 300' WEST OF SR 61(MONROE ST	E	8600	W	9400	18000	C	11.49F	10.75	66.79F	52.00	4.07F
5143		SR 371 (GAINES ST.) 300' EAST OF RAILROAD AVE.	E	11500	W	11000	22500	C	11.49F	10.75	66.79F	52.00	4.07F
5144		SR 371 (GAINES ST.) 300' EAST OF SR 157 (WOODWAR	E	11000	W	11500	22500	C	11.49F	10.75	66.79F	52.00	2.31A
5145		SR 61(US319)300' NORTH OF KILLARNEY WAY	N	26000	S	27000	53000	C	11.49F	10.75	66.79F	52.00	3.19A
5146		SR 10(US90)500' EAST OF SR 261(US319)CAPITAL CIR	E	16500	W	19500	36000	C	11.49F	10.75	66.79F	52.00	4.05F
5147		DUVAL ST. 1125' NORTH OF SR 363 (ADAMS ST.)	N	6300		0	6300	C	11.49F	10.75	99.99W	99.99	3.01A
5148		BRONOUGH ST. 300' NORTH OF DUVAL STREET	S	6900		0	6900	C	11.49F	10.75	99.99W	99.99	3.21A
5149		SR 261 (CAPITAL CIRCLE) 500' SOUTH OF SR 20 (US2	N	16000	S	16500	32500	C	11.49F	10.75	66.79F	52.00	4.56F
5150		SR 261 (CAPITAL CIRCLE) 500' NORTH OF MONDAY ST.	N	15000	S	15500	30500	C	11.49F	10.75	66.79F	52.00	4.41A
5151		SR 261(CAPITAL CIRCLE) 500' SOUTH OF BARCELONA L	N	11000	S	12000	23000	C	11.49F	10.75	66.79F	52.00	4.56F
5152		SR 263 (CAPITAL CIRCLE) 500' SOUTH OF SR 10 (US9	N	0	S	0	20500	C	11.49F	10.75	66.79F	52.00	7.29F
5153		WAVERLY (KENILWORTH) ROAD 300' WEST OF SR 61 (T	E	0	W	0	1400	C	12.72F	11.77	75.96F	52.00	3.17F
5155		CR151(CENTERVILLE RD.) 0.1 M E. OF SR 261(CAP.CI	N	9100	S	10500	19600	C	12.72F	11.77	75.96F	52.00	3.17F
5156		CR 151(CENTERVILLE RD.)300' W. OF SR 261(CAP.CIR	N	15000		0	15000	C	11.49F	10.75	99.99W	99.99	3.17F
5157		VELDA DAIRY RD. 300' EAST OF SR 61(THOMASVILLE R	E	0	W	0	3200	C	11.49F	10.75	66.79F	52.00	3.17F
5158		CR 151 (CENTERVILLE RD.) 500' NORTH OF SR 8 (I 1	E	0	W	0	12000	C	12.72F	11.77	75.96F	52.00	3.17F

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COUNTY: 55 LEON

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
5159		SIXTH AVE. 150' EAST OF CR 361(OLD BAINBRIDGE RD	E 0	W 0	350 C	11.49F	10.75	66.79F	52.00	8.37F
5160		EIGHTH AVE. 150' EAST OF MARTIN LUTHER KING BLVD	E 0	W 0	800 C	11.49F	10.75	66.79F	52.00	8.37F
5161		CENTERVILLE RD. 150' N.E. OF POTTS RD.	S 14500	0	14500 C	11.49F	10.75	99.99W	99.99	3.17F
5162		WHITE DRIVE 300' NORTH OF SR 366 (PENSACOLA ST.)	N 0	S 0	9600 C	11.49F	10.75	66.79F	52.00	8.37F
5163		ADAMS STREET 50' NORTH OF SR 371 (GAINES STREET)	N 0	S 0	1400 C	11.49F	10.75	66.79F	52.00	8.37F
5701		SR 61 (WAK. SPR. RD.) 0.300 M SOUTH OF RIVERS RD	N 10000E	0E	10000 E	0.00	9.00	0.00	52.00	3.56F
5702		SR 369 (CRAWFORDVILLE RD.) 0.300 M SOUTH OF RIVE	S 10000E	0E	10000 E	0.00	9.00	0.00	52.00	3.56F
5703		N DUVAL ST 300 FT SOUTH OF W 10TH AVE	N 8600E	0E	8600 E	0.00	9.00	0.00	52.00	3.17F

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Leon County CMP Tables

Table A: Level of Service on State Roads in Leon County

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 8/I-10	SR 63/US 27/North Monroe Street to SR 61/US 319/Thomasville Road	Principal Arterial/Interstate	State	C	C	C	**D**	**D**	**D**	**D**
			Local	C	C	C	**D**	**D**	**D**	**D**
SR 10/US 90/ Tennessee Street/ Mahan Drive	SR 61/US 27/North Monroe Street to North Meridian Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	North Meridian Road to CR 1555/Franklin Boulevard	Principal Arterial	State	D	D	D	D	**E**	**F**	**F**
			Local	D	D	D	D	**E**	**F**	**F**
	Franklin Boulevard to SR 265/North Magnolia Drive	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**
	SR 265/North Magnolia Drive to SR 261/ US 319/Capital Circle	Principal Arterial	State	D	B	C	C	C	C	**F**
			Local	D	B	C	C	C	C	**F**
	SR 261/US 319/Capital Circle to CR 1568/ Buck Lake Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	CR 1568/Buck Lake Road to SR 8/I-10	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 8/I-10 to Baum Road	Principal Arterial	State	D	C	C	C	C	D	**F**
			Local	D	C	C	C	C	D	**F**
	SR 263/Capital Circle to Appleyard Drive	Principal Arterial	State	D	B	C	C	C	D	**F**
			Local	D	B	C	C	C	D	**F**
	Appleyard Drive to Ocala Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Ocala Road to SR 157/Woodward Avenue	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**
	SR 157/Woodward Avenue to Macomb Street	Principal Arterial	State	D	D	D	**E**	**E**	**F**	**E**
			Local	D	D	D	**E**	**E**	**F**	**E**
	Macomb Street to SR 61/US 27/Monroe Street	Principal Arterial	State	D	D	D	D	**E**	**E**	**F**
			Local	D	D	D	D	**E**	**E**	**F**
SR 20/Blountstown Highway	Barineau Road to SR 263/Capital Circle	Principal Arterial	State	D	D	D	**F**	**F**	**F**	**F**
			Local	D	D	D	**F**	**F**	**F**	**F**
SR 20/US 27/ Apalachee Parkway	SR 61/Monroe Street to SR 265/Magnolia Drive	Principal Arterial	State	D	C	C	C	**F**	**F**	**F**
			Local	D	C	C	C	**F**	**F**	**F**

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 20/US 27/ Apalachee Parkway	SR 265/Magnolia Drive to Blairstone Road	Principal Arterial	State	D	**E**	**F**	**F**	**F**	**F**	**F**
			Local	D	**E**	**F**	**F**	**F**	**F**	**F**
	Blairstone Road to SR 261/US 319/Capital Circle	Principal Arterial	State	D	**NC**	**NC**	**NC**	**NC**	**NC**	**NC**
			Local	D	**NC**	**NC**	**NC**	**NC**	**NC**	**NC**
	SR 261/US 319/Capital Circle to Southwood Plantation Road	Principal Arterial	State	D	D	D	D	**E**	**F**	**F**
			Local	D	D	D	D	**E**	**F**	**F**
SR 61/ South Monroe Street	SR 371/Gaines Street to SR 20/US 27/Apalachee Parkway	Principal Arterial	State	D	**E**	**F**	**F**	**F**	**F**	**F**
			Local	D	**E**	**F**	**F**	**F**	**F**	**F**
	SR 20/US 27/Apalachee Parkway to East Pensacola Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	East Pensacola Street to SR 10/US 90/ Tennessee Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 10/US 90/Tennessee Street to Brevard Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Brevard Street to SR 63/US 27/North Monroe Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
SR 61/US 319/ Thomasville Road	SR 63/US 27/North Monroe St to SR 155/ Meridian Road/7th Avenue	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	East Betton Road to Live Oak Plantation Road	Principal Arterial	State	D	C	C	**F**	**F**	**F**	**F**
			Local	D	C	C	**F**	**F**	**F**	**F**
	SR 8/I-10 to SR 261/Market Street/Capital Circle	Principal Arterial	State	D	D	D	D	**E**	**E**	**F**
			Local	C	**D**	**D**	**D**	**E**	**E**	**F**
	SR 261/Market Street/Capital Circle to Killarney Way	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**
	Killarney Way to Woodbine Drive	Principal Arterial	State	D	**E**	**F**	**F**	**F**	**F**	**F**
			Local	C	**E**	**F**	**F**	**F**	**F**	**F**
	Woodbine Drive to Velda Dairy Road	Principal Arterial	State	D	C	**F**	**F**	**F**	**F**	**F**
			Local	C	C	**F**	**F**	**F**	**F**	**F**
	Velda Dairy Road to Kinhega Drive	Principal Arterial	State	D	B	B	C	C	C	**F**
			Local	C	B	B	C	C	C	**F**
SR 61/SR 363/ Adams Street	SR 61/Crawfordville Highway to SR 373/ Orange Avenue	Principal Arterial	State	D	C	C	D	D	D	**E**
			Local	D	C	C	D	D	D	**E**

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 63/US 27/ North Monroe Street	SR 61/Thomasville Road to 7th Avenue	Principal Arterial	State	D	**E**	**E**	**F**	**F**	**F**	**F**
			Local	D	**E**	**E**	**F**	**F**	**F**	**F**
	7th Avenue to CR 158/Tharpe Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	CR 158/Tharpe Street to John Knox Road/ Monticello Drive	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	John Knox Road/Monticello Drive to Allen Road	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**
	Allen Road to SR 8/I-10	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 8/I-10 to CR 356/Fred George Road/ Crowder Road	Principal Arterial	State	D	C	D	**F**	**F**	**F**	**F**
			Local	D	C	D	**F**	**F**	**F**	**F**
SR 155/ Meridian Road	John Knox Road to Lake Shore Drive	Major Arterial	State	D	C	C	D	D	**F**	**F**
			Local	D	C	C	D	D	**F**	**F**
SR 261/US 319/ Capital Circle	SR 363/Woodville Highway to Tram Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Park Avenue to SR 10/US 90/Mahan Drive	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 10/US 90/Mahan Drive to CR 146/ Miccosukee Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	CR 146/Miccosukee Road to CR 151/ Centerville Road	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	CR 151/Centerville Road to Eastgate Way	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Eastgate Way to SR 61/US 319/ Thomasville Road	Principal Arterial	State	D	D	D	D	D	D	**E**
			Local	D	D	D	D	D	D	**E**
SR 261/US 319/ Capital Circle Southbound Flyover	SR 61/US 319/Thomasville Road to North Footer Bridge	Principal Arterial	State	D	C	**E**	D	**F**	D	**F**
			Local	D	C	**E**	D	**F**	D	**F**
SR 261/ Capital Circle	SR 363/Woodville Highway to SR 61/ US 319/Crawfordville Road	Principal Arterial	State	D	D	D	**F**	**F**	**F**	**F**
			Local	D	D	D	**F**	**F**	**F**	**F**

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 261/ Capital Circle	SR 61/US 319/Crawfordville Road to CR 2203/Springhill Road	Principal Arterial	State	D	C	C	C	C	D	**F**
			Local	D	C	C	C	C	D	**F**
SR 263/ Capital Circle	CR 2203/Springhill Road to Airport Entrance	Principal Arterial	State	D	C	C	**F**	**F**	**F**	**F**
			Local	D	C	C	**F**	**F**	**F**	**F**
	Airport Entrance to SR 371/Orange Avenue	Principal Arterial	State	D	C	C	D	D	**F**	**F**
			Local	D	C	C	D	D	**F**	**F**
	SR 371/Orange Avenue to SR 20/ Blountstown Highway	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 20/Blountstown Highway to SR 10/ US 90/Tennessee Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 8/I-10 to Gearhart Road	Principal Arterial	State	D	D	**E**	**F**	**F**	**F**	**F**
			Local	D	D	**E**	**F**	**F**	**F**	**F**
	Gearhart Road to CR 356/Fred George Road	Principal Arterial	State	D	D	**F**	**F**	**F**	**F**	**F**
			Local	D	D	**F**	**F**	**F**	**F**	**F**
	CR 356/Fred George Road to SR 63/US 27/ North Monroe Street	Principal Arterial	State	D	C	C	C	D	D	**F**
			Local	D	C	C	C	D	D	**F**
SR 265/Magnolia Drive	Park Avenue to SR 10/US 90/Tennessee Street/Mahan Drive	Minor Arterial	State	D	D	D	D	D	D	**E**
			Local	D	D	D	D	D	D	**E**
	CR 146/Miccosukee Road to East 7th Avenue	Minor Arterial	State	D	**E**	**F**	**F**	**F**	**F**	**F**
			Local	D	**E**	**F**	**F**	**F**	**F**	**F**
SR 363/Woodville Highway	0.3 miles south of Rhodes Cemetery Road to 0.9 miles south of SR 261/Capital Circle	Minor Arterial	State	D	C	C	C	C	C	D
			Local	C	C	C	C	C	C	**D**
	0.9 miles south of SR 261/Capital Circle to SR 261/SR 263/US 319/Capital Circle	Principal Arterial	State	D	C	C	D	**F**	**F**	**F**
			Local	D	C	C	D	**F**	**F**	**F**
SR 363/Adams Street	Putnam Drive to Magnolia Drive	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	Magnolia Drive to Bronough Street	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
SR 366/Pensacola Street	SR 20/Blountstown Highway to Appleyard Drive	Principal Arterial	State	D	D	**E**	**F**	**F**	**F**	**F**
			Local	D	D	**E**	**F**	**F**	**F**	**F**
	Appleyard Drive to South Ocala Road	Principal Arterial	State	D	D	D	**E**	**F**	**F**	**F**
			Local	D	D	D	**E**	**F**	**F**	**F**

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
SR 366/Pensacola Street	South Ocala Road to Stadium Drive West	Principal Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	MLK Boulevard to Macomb Street/ Railroad Avenue	Principal Arterial	State	D	D	C	D	C	**E**	D
			Local	D	D	C	D	C	**E**	D
SR 369/US 319/ Crawfordville Road	Wakulla County Line to SR 61/Wakulla Springs Road	Principal Arterial	State	D	C	C	C	D	D	D
			Local	C	C	C	C	**D**	**D**	**D**
SR 371/Gaines Street	Railroad Avenue to MLK Boulevard	Minor Arterial	State	D	B	B	C	C	**F**	**F**
			Local	D	B	B	C	C	**F**	**F**
SR 371/Lake Bradford Road	CR 2205/Lake Bradford Road to Coleman Street/Springhill Road/End Exception	Minor Arterial	State	D	C	C	C	D	D	**F**
			Local	D	C	C	C	D	D	**F**
	Coleman Street/Springhill Road/End Exception to SR 371/ Gaines Street	Minor Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
SR 373/Orange Avenue	SR 371/Lake Bradford Road to CR 2203/ Springhill Road	Minor Arterial	State	D	D	D	D	D	**E**	**E**
			Local	D	D	D	D	D	**E**	**E**
	CR 2203/Springhill Road to Holton Street	Minor Arterial	State	D	**F**	**F**	**F**	**F**	**F**	**F**
			Local	D	**F**	**F**	**F**	**F**	**F**	**F**
	SR 363/South Adams Street to SR 61/South Monroe Street	Minor Arterial	State	D	D	**E**	**E**	**E**	**F**	**F**
			Local	D	D	**E**	**E**	**E**	**F**	**F**

Table B: Level of Service on State Roads in Gadsden County

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table C: Level of Service on State Roads in Town of Chattahoochee

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table D: Level of Service on State Roads in Jefferson County

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
None in 2010 LOS										

Table E: Level of Service on State Roads in Wakulla County

Roadway	Segment	Functional Classification	Jurisdiction	LOS Standard	Congestion Year and Level of Service					
					2010		2015		2020	
					AADT	PHPD	AADT	PHPD	AADT	PHPD
US 319	US 98 to Lower Bridge Road	Principal Arterial/ Interstate	State	C	C	C	C	C	**F**	**F**
			Local	E	C	C	C	C	**F**	**F**
	Lower Bridge Road SR 267/Bloxham Cutoff Road	Principal Arterial/ Interstate	State	C	**F**	**F**	**F**	**F**	**F**	**F**
			Local	E	**F**	**F**	**F**	**F**	**F**	**F**
	Bloxham Cutoff Road to Leon County Line	Principal Arterial/ Interstate	State	C	**D**	**D**	**D**	**D**	**D**	**D**
			Local	E	D	D	D	D	D	D

LOS - Gadsden 2009

GADSDEN COUNTY
2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 12																	
Liberty Co. Line to S. Greensboro Line	2	0	Uninter. Undiv.	5.3	Rural Undev.	AADT (LOS C) 8100	73, 166	AADT 2500 2400	2000	2450	B	2000	132	B	AADT (LOS C) 30.25%	AADT -2.00%	AADT -0.68%
									2001	2650	B	2001	143	B			
									2002	2650	B	2002	143	B			
									2003	3150	B	2003	170	B			
									2004	2550	B	2004	137	B			
									2005	2700	B	2005	146	B			
						PH/PD (LOS C) 430	73, 166	PH/PD 135 129	2006	2700	B	2006	146	B	PH/PD (LOS C) 30.71%		
									2007	2650	B	2007	143	B			
									2008	2500	B	2008	135	B			
									2009	**2450**	**B**	**2009**	**132**	**B**			
									2014	2575	B	2014	139	B			
									2019	2706	B	2019	146	B			
E. Greensboro Line to I-10	2	0	Uninter. Undiv.	2.5	Rural Undev.	AADT (LOS C) 8100	13, 325	AADT 4600 4600	2000	4300	B	2000	232	B	AADT (LOS C) 56.79%	AADT 0.00%	AADT -0.13%
									2001	5100	C	2001	275	C			
									2002	4700	C	2002	253	C			
									2003	4800	C	2003	259	C			
									2004	4900	C	2004	264	C			
									2005	4500	B	2005	243	C			
						PH/PD (LOS C) 430	13, 325	PH/PD 248 248	2006	4800	C	2006	259	C	PH/PD (LOS C) 57.66%		
									2007	5150	C	2007	278	C			
									2008	4600	C	2008	248	C			
									2009	**4600**	**C**	**2009**	**248**	**C**			
									2014	4835	C	2014	261	C			
									2019	5081	C	2019	274	C			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

Appendix A

GADSDEN COUNTY
2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 12																	
E. Quincy Line to W. Havana Line	2	0	Uninter. Undiv.	8.8	Urban Trans.	AADT (LOS C) 15100	117 263	AADT 5500 4600	2000	5200	B	2000	275	B	AADT (LOS C) 33.44%	AADT 5.21%	AADT -0.23%
									2001	5000	B	2001	264	B			
									2002	5100	B	2002	269	B			
									2003	5500	B	2003	290	B			
									2004	5000	B	2004	264	B			
									2005	5150	B	2005	272	B			
						PH/PD (LOS C) 800	117 263	PH/PD 290 243	2006	5250	B	2006	277	B	PH/PD (LOS C) 33.33%		
									2007	5250	B	2007	277	B			
									2008	4800	B	2008	253	B			
									2009	**5050**	**B**	**2009**	**267**	**B**			
									2014	5308	B	2014	280	B			
									2019	5578	B	2019	295	B			
SR 65																	
Liberty Co. Line to SR 12	2	1	Uninter. Undiv.	10.6	Rural Undev.	AADT (LOS C) 8100	170	AADT 2200	2000	2800	B	2000	151	B	AADT (LOS C) 27.16%	AADT -8.33%	AADT -0.59%
									2001	2800	B	2001	151	B			
									2002	2800	B	2002	151	B			
									2003	2800	B	2003	151	B			
									2004	2500	B	2004	135	B			
									2005	3000	B	2005	162	B			
						PH/PD (LOS C) 430	170	PH/PD 119	2006	2800	B	2006	151	B	PH/PD (LOS C) 27.58%		
									2007	2900	B	2007	156	B			
									2008	2400	B	2008	129	B			
									2009	**2200**	**B**	**2009**	**119**	**B**			
									2014	2312	B	2014	125	B			
									2019	2430	B	2019	131	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

Appendix A

GADSDEN COUNTY
2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 267																	
Liberty Co. Line to Spooner Rd. [1]	2	0	Uninter. Undiv.	11.3	Rural Undev.	AADT (LOS C) 8100	27, 322	AADT 3700 4500	2000	4200	B	2000	226	B	AADT (LOS C) 50.62%	AADT -8.89%	AADT 2.47%
									2001	3350	B	2001	181	B			
									2002	4100	B	2002	221	B			
									2003	4750	C	2003	256	C			
									2004	4450	B	2004	240	B			
									2005	4900	C	2005	264	C			
						PH/PD (LOS C) 430	27, 322	PH/PD 199 243	2006	4950	C	2006	267	C	PH/PD (LOS C) 51.39%		
									2007	5100	C	2007	275	C			
									2008	4500	B	2008	243	C			
									2009	**4100**	**B**	**2009**	**221**	**B**			
									2014	4631	C	2014	250	C			
									2019	5231	C	2019	282	C			
Spooner Road [1] to So. Quincy Line	4	0	Uninter. Undiv. No	1.4	Urban Trans.	AADT (LOS C) 34050 (LOS B) 23550	26	AADT 8300	2000	7900	B	2000	426	B	AADT (LOS C) 24.38% (LOS B) 35.24%	AADT 1.22%	AADT 1.05%
									2001	8100	B	2001	437	B			
									2002	6900	B	2002	372	B			
									2003	7800	B	2003	420	B			
									2004	8400	B	2004	453	B			
									2005	8100	B	2005	437	B			
						PH/PD (LOS C) 1815 (LOS B) 1253	26	PH/PD 447	2006	8300	B	2006	447	B	PH/PD (LOS C) 24.65% (LOS B) 35.72%		
									2007	8300	B	2007	447	B			
									2008	8200	B	2008	442	B			
									2009	**8300**	**B**	**2009**	**447**	**B**			
									2014	8746	B	2014	471	B			
									2019	9216	B	2019	497	B			
No. Quincy Line to FL-GA Line [1]	2	0	Uninter. Undiv.	7.6	Rural Undev.	AADT (LOS C) 8100	11, 281 1502	AADT 4400 1478 4400	2000	3564	B	2000	192	B	AADT (LOS C) 42.30%	AADT -0.99%	AADT -1.22%
									2001	3940	B	2001	212	B			
									2002	3709	B	2002	200	B			
									2003	3671	B	2003	198	B			
									2004	3721	B	2004	201	B			
									2005	3602	B	2005	194	B			
						PH/PD (LOS C) 430	11, 281 1502	PH/PD 237 80 237	2006	3503	B	2006	189	B	PH/PD (LOS C) 42.94%		
									2007	3507	B	2007	189	B			
									2008	3460	B	2008	187	B			
									2009	**3426**	**B**	**2009**	**185**	**B**			
									2014	3601	B	2014	194	B			
									2019	3784	B	2019	204	B			

[1] Capital Region Transportation Planning Agency Metropolitian Planning Area Boundary, [2] Capital Region Transportation Planning Agency Urbanized Area Boundary

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

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GADSDEN COUNTY

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 27																	
Leon County Line [2] to So. Havana Line	4	0	Uninter. Bays Divided	4.9	Urban Trans.	AADT (LOS C) 45400 (LOS B) 31400	110 165 1601	AADT 21000 17200 18700	2000 2001 2002 2003 2004 2005	17167 16267 16267 15967 14167 15033	B B B B B B	2000 2001 2002 2003 2004 2005	906 859 859 843 748 794	B B B B B B	AADT (LOS C) 41.78% (LOS B) 60.40%	AADT 26.44%	AADT 0.50%
						PH/PD (LOS C) 2420 (LOS B) 1670	110 165 1601	PH/PD 1109 908 987	2006 2007 2008 **2009** 2014 2019	16167 16700 15000 **18967** 19934 20951	B B B **B** B B	2006 2007 2008 **2009** 2014 2019	854 882 792 **1001** 1053 1106	B B B **B** B B	PH/PD (LOS C) 41.38% (LOS B) 59.97%		
N. Havana Line to FL -GA Line [1]	4	0	Uninter. Bays Divided	4.8	Urban Trans.	AADT (LOS C) 45400 (LOS B) 31400	40 # 45 54 1603	AADT 5700 7856 11200	2000 2001 2002 2003 2004 2005	8323 8402 9043 8345 8382 8316	B B B B B B	2000 2001 2002 2003 2004 2005	439 444 477 441 443 439	B B B B B B	AADT (LOS B) 26.28%	AADT 2.41%	AADT -0.08%
						PH/PD (LOS C) 2420 (LOS B) 1670	40 # 45 54 1603	PH/PD 301 415 591	2006 2007 2008 **2009** 2014 2019	8933 8757 8058 **8252** 8673 9115	B B B **B** B B	2006 2007 2008 **2009** 2014 2019	472 462 425 **436** 458 481	B B B **B** B B	PH/PD (LOS B) 26.09%		

[1] Capital Region Transportation Planning Agency Metropolitian Planning Area Boundary, [2] Capital Region Transportation Planning Agency Urbanized Area Boundary

Deleted in 2000.

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

Appendix A

GADSDEN COUNTY
2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 90																	
Chattahoochee to W. Gretna	2	0	Uninter. Undiv.	10.1	Rural Undev.	AADT (LOS C) 8100	72, 1704	AADT 3500 4500	2000	4200	B	2000	226	B	AADT (LOS C) 49.38%	AADT 8.11%	AADT -0.80%
									2001	4250	B	2001	229	B			
									2002	4700	C	2002	253	C			
									2003	4350	B	2003	234	B			
									2004	4050	B	2004	218	B			
									2005	4200	B	2005	226	B			
						PH/PD (LOS C) 430	72, 1704	PH/PD 189 243	2006	4450	B	2006	240	B	PH/PD (LOS C) 50.14%		
									2007	4350	B	2007	234	B			
									2008	3700	B	2008	199	B			
									2009	**4000**	**B**	**2009**	**216**	**B**			
									2014	4204	B	2014	227	B			
									2019	4418	B	2019	238	B			
E. Gretna Line to SR 12	2	0	Uninter. Undiv.	1.4	Rural Undev.	AADT (LOS C) 8100	69	AADT 5300	2000	6300	C	2000	340	C	AADT (LOS C) 65.43%	AADT 3.92%	AADT -2.09%
									2001	6500	C	2001	350	C			
									2002	6000	C	2002	323	C			
									2003	6500	C	2003	350	C			
									2004	5600	C	2004	302	C			
									2005	5700	C	2005	307	C			
						PH/PD (LOS C) 430	69	PH/PD 286	2006	5600	C	2006	302	C	PH/PD (LOS C) 66.43%		
									2007	6100	C	2007	329	C			
									2008	5100	C	2008	275	C			
									2009	**5300**	**C**	**2009**	**286**	**C**			
									2014	5570	C	2014	300	C			
									2019	5854	C	2019	316	C			
SR 12 to Ben Boslick Rd. [1]	4	0	Uninter. Divided Bays	1.9	Rural Undev.	AADT (LOS B) 26300	210	AADT 11000	2000	14100	B	2000	760	B	AADT (LOS B) 41.83%	AADT 4.76%	AADT -2.45%
									2001	12500	B	2001	674	B			
									2002	11800	B	2002	636	B			
									2003	13000	B	2003	701	B			
									2004	12100	B	2004	652	B			
									2005	10900	B	2005	588	B			
						PH/PD (LOS B) 1410	210	PH/PD 593	2006	12400	B	2006	668	B	PH/PD (LOS B) 42.05%		
									2007	11300	B	2007	609	B			
									2008	10500	B	2008	566	B			
									2009	**11000**	**B**	**2009**	**593**	**B**			
									2014	11561	B	2014	623	B			
									2019	12151	B	2019	655	B			

[1] Capital Region Transportation Planning Agency Metropolitian Planning Area Boundary

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

Appendix A

GADSDEN COUNTY
2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 90																	
E. Quincy Line to W. Midway	4	0	Uninter. Bays Divided	7.8	Urban Trans.	AADT (LOS C) 45400 (LOS B) 31400	1503	AADT 12100	2000	12100	B	2000	639	B	AADT (LOS C) 26.65% (LOS B) 38.54%	AADT 3.42%	AADT -0.76%
									2001	12800	B	2001	676	B			
									2002	12600	B	2002	665	B			
									2003	13800	B	2003	729	B			
									2004	12600	B	2004	665	B			
									2005	12200	B	2005	644	B			
						PH/PD (LOS C) 2420 (LOS B) 1670	1503	PH/PD 639	2006	13100	B	2006	692	B	PH/PD (LOS C) 26.40% (LOS B) 38.26%		
									2007	12400	B	2007	655	B			
									2008	11700	B	2008	618	B			
									2009	**12100**	**B**	**2009**	**639**	**B**			
									2014	12717	B	2014	671	B			
									2019	13366	B	2019	706	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

Appendix A

GADSDEN COUNTY
2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
I-10																	
Jackson Co. to CR 270A	4	0	Freeway	5.2	Rural Undev.	AADT (LOS B) 37100	2001	AADT 19600	2000	17400	B	2000	938	B	AADT (LOS B) 52.83%	AADT -0.51%	AADT 4.17%
									2001	13400	B	2001	722	B			
									2002	15400	B	2002	830	B			
									2003	19100	B	2003	1029	B			
									2004	19000	B	2004	1024	B			
									2005	19600	B	2005	1056	B			
						PH/PD (LOS B) 2100	2001	PH/PD 1056	2006	22000	B	2006	1186	B	PH/PD (LOS B) 50.31%		
									2007	22500	B	2007	1213	B			
									2008	19700	B	2008	1062	B			
									2009	**19600**	**B**	**2009**	**1056**	**B**			
									2014	24041	B	2014	1296	B			
Section is on the Intrastate Highway System									2019	29488	B	2019	1589	B			
CR 270A to Ben Boslick Rd. [1]	4	0	Freeway	12.7	Rural Undev.	AADT (LOS B) 37100	2003 2005	AADT 29500 20100	2000	21500	B	2000	1159	B	AADT (LOS B) 66.85%	AADT -0.20%	AADT 2.20%
									2001	19300	B	2001	1040	B			
									2002	21750	B	2002	1172	B			
									2003	21750	B	2003	1172	B			
									2004	21200	B	2004	1143	B			
									2005	23000	B	2005	1240	B			
						PH/PD (LOS B) 2100	2003 2005	PH/PD 1590 1083	2006	22700	B	2006	1224	B	PH/PD (LOS B) 63.65%		
									2007	22250	B	2007	1199	B			
									2008	24850	B	2008	1339	B			
									2009	**24800**	**B**	**2009**	**1337**	**B**			
									2014	27644	B	2014	1490	B			
Section is on the Intrastate Highway System									2019	30815	B	2019	1661	B			
Ben Boslick Rd. [1] to Leon County Line [2]	4	0	Freeway	15.2	Urban Trans.	AADT (LOS C) 57600	220 2001 L	AADT 27468 31500	2000	29252	B	2000	1545	B	AADT (LOS B) 51.19%	AADT 0.26%	AADT 1.67%
									2001	27806	B	2001	1468	B			
									2002	28501	B	2002	1505	B			
									2003	28983	B	2003	1530	B			
									2004	30564	B	2004	1614	B			
									2005	32614	B	2005	1722	B			
						PH/PD (LOS C) 2980	220 2001 L	PH/PD 1450 1663	2006	33024	B	2006	1744	B	PH/PD (LOS B) 52.24%		
									2007	33093	B	2007	1747	B			
									2008	29409	B	2008	1553	B			
									2009	**29484**	**B**	**2009**	**1557**	**B**			
									2014	32028	B	2014	1691	B			
Section is on the Intrastate Highway System									2019	34791	B	2019	1837	B			

[1] Capital Region Transportation Planning Agency Metropolitian Planning Area Boundary, [2] Capital Region Transportation Planning Agency Urbanized Area Boundary

"L" - Leon County Station

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

Appendix A

LOS - Gadsden 2010

GADSDEN COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2010 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 12																	
Liberty Co. Line	2	0	Uninter.	5.295	Rural	AADT		AADT	2001	2650	B	2001	143	B	AADT	AADT	AADT
to S. Greensboro Line			Undiv.		Undev.	(LOS C)	73	2600	2002	2650	B	2002	143	B	(LOS C)		
						8100	166	2400	2003	3150	B	2003	170	B	30.86%	2.04%	-1.35%
									2004	2550	B	2004	137	B			
									2005	2700	B	2005	146	B			
									2006	2700	B	2006	146	B			
						PH/PD		PH/PD	2007	2650	B	2007	143	B	PH/PD		
						(LOS C)	73	140	2008	2500	B	2008	135	B	(LOS C)		
						430	166	129	2009	2450	B	2009	132	B	31.34%		
									2010	**2500**	**B**	**2010**	**135**	**B**			
0.000 - 5.295									2015	2628	B	2015	142	B			
Rdwy. ID 50050000									2020	2762	B	2020	149	B			
N. Greensboro Line	2	0	Uninter.	2.500	Rural	AADT		AADT	2001	5100	C	2001	275	C	AADT	AADT	AADT
to I-10 (Begin 4-lane)			Undiv.		Undev.	(LOS C)	13	4400	2002	4700	C	2002	253	C	(LOS C)		
						8100	325	4500	2003	4800	C	2003	259	C	54.94%	-3.26%	-0.34%
									2004	4900	C	2004	264	C			
									2005	4500	B	2005	243	C			
									2006	4800	C	2006	259	C			
						PH/PD		PH/PD	2007	5150	C	2007	278	C	PH/PD		
						(LOS C)	13	237	2008	4600	C	2008	248	C	(LOS C)		
						430	325	243	2009	4600	C	2009	248	C	55.78%		
									2010	**4450**	**B**	**2010**	**240**	**B**			
6.409 - 8.475									2015	4677	C	2015	252	C			
Rdwy. ID 50050000									2020	4916	C	2020	265	C			
I-10	2	0	Uninter.	3.134	Rural	AADT		AADT	2001	5450	B	2001	300	B	AADT	AADT	AADT
to US 90			Undiv.		Dev.	(LOS C)	145	3600	2002	5000	B	2002	275	B	(LOS C)		
						14200	18	4900	2003	5000	B	2003	275	B	29.93%	-6.59%	-1.54%
									2004	4650	B	2004	256	B			
									2005	4700	B	2005	259	B			
2 Segments:									2006	4800	B	2006	264	B			
I-10 Interchange *	4 **			0.869		PH/PD		PH/PD	2007	5000	B	2007	275	B	PH/PD		
8.475 - 9.344						(LOS C)	13	198	2008	4350	B	2008	239	B	(LOS C)		
						780	325	270	2009	4550	B	2009	250	B	29.97%		
End 4 lane to W Gretna	2								**2010**	**4250**	**B**	**2010**	**234**	**B**			
9.344 - 11.609				2.265					2015	4467	B	2015	246	B			
Rdwy. ID 50050000				3.134	Total				2020	4695	B	2020	258	B			

* Mile Post information only. No count station within 4-lane section (from MP 8.475 - 9.344) at I-10 Interchange

** Analyzed as 2-lane

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

GADSDEN COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2010 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 12																	
E. Quincy Line to	2	0	Uninter.	8.743	Urban	AADT		AADT	2001	5000	B	2001	267	B	AADT	AADT	AADT
W. Havana Line		0.000	Undiv.		Trans.	(LOS C)	117	5400	2002	5100	B	2002	272	B	(LOS C)		
						15100	263	4000	2003	5500	B	2003	293	B	31.13%	-6.93%	-0.55%
		Mile Posts							2004	5000	B	2004	267	B			
		10.337 ICB							2005	5150	B	2005	275	B			
									2006	5250	B	2006	280	B			
						PH/PD		PH/PD	2007	5250	B	2007	280	B	PH/PD		
						(LOS C)	117	288	2008	4800	B	2008	256	B	(LOS C)		
						800	263	213	2009	5050	B	2009	269	B	31.34%		
									2010	**4700**	**B**	**2010**	**251**	**B**			
1.693 - 10.436									2015	4940	B	2015	264	B			
Rdwy. ID 50020000									2020	5192	B	2020	277	B			
SR 65																	
Liberty Co. Line	2	0	Uninter.	10.587	Rural	AADT		AADT	2001	2800	B	2001	151	B	AADT	AADT	AADT
to SR 12			Undiv.		Undev.	(LOS C)	170	2000	2002	2800	B	2002	151	B	(LOS C)		
						8100			2003	2800	B	2003	151	B	24.69%	-9.09%	-2.42%
									2004	2500	B	2004	135	B			
									2005	3000	B	2005	162	B			
									2006	2800	B	2006	151	B			
						PH/PD		PH/PD	2007	2900	B	2007	156	B	PH/PD		
						(LOS C)	170	108	2008	2400	B	2008	129	B	(LOS C)		
						430			2009	2200	B	2009	119	B	25.07%		
									2010	**2000**	B	**2010**	**108**	**B**			
0.000 - 10.587									2015	2102	B	2015	113	B			
Rdwy. ID 50070000									2020	2209	B	2020	119	B			

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

GADSDEN COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2010 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 267																	
Liberty Co. Line	2	0	Uninter.	11.667	Rural	AADT		AADT	2001	3350	B	2001	181	B	AADT	AADT	AADT
to Spooner Rd. [1]			Undiv.		Undev.	(LOS C)	27	3400	2002	4100	B	2002	221	B	(LOS C)		
						8100	322	4400	2003	4750	C	2003	256	C	48.15%	-4.88%	0.91%
		Mile Post							2004	4450	B	2004	240	B			
		7.584 ICB							2005	4900	C	2005	264	C			
									2006	4950	C	2006	267	C			
						PH/PD		PH/PD	2007	5100	C	2007	275	C	PH/PD		
						(LOS C)	27	183	2008	4500	B	2008	243	C	(LOS C)		
						430	322	237	2009	4100	B	2009	221	B	48.89%		
									2010	**3900**	**B**	**2010**	**210**	**B**			
0.000 - 11.667									2015	3573	B	2015	221	B			
Rdwy. ID 50080000									2020	3756	B	2020	232	B			
Spooner Road	4	0	Uninter.	2.505	Urban	AADT		AADT	2001	8100	B	2001	432	B	AADT	AADT	AADT
to So. Quincy			Undiv.		Trans.	(LOS C)	26	8000	2002	6900	B	2002	368	B	(LOS C)		
Line [1]			No **			34050			2003	7800	B	2003	416	B	23.49%	-3.61%	0.90%
									2004	8400	B	2004	448	B			
									2005	8100	B	2005	432	B			
									2006	8300	B	2006	443	B			
						PH/PD		PH/PD	2007	8300	B	2007	443	B	PH/PD		
11.667 - 12.565	Spooner Rd			0.898		(LOS C)	26	427	2008	8200	B	2008	437	B	(LOS C)		
Rdwy. ID 50080000	to Urban Boundary [1]					1815			2009	8300	B	2009	443	B	23.52%		
									2010	**8000**	**B**	**2010**	**427**	**B**			
12.565 - 14.172	Urban Boundary [1]			1.607					2015	8408	B	2015	449	B			
Rdwy. ID 50080000	to S City Limits			2.505	Total				2020	8837	B	2020	471	B			
No. Quincy Line	2	0	Uninter.	7.607	Rural	AADT		AADT	2001	3940	B	2001	212	B	AADT	AADT	AADT
to FL-GA Line [1]			Undiv.		Undev.	(LOS C)	11	4400	2002	3709	B	2002	200	B	(LOS C)		
						8100	281 T	1463	2003	3671	B	2003	198	B	41.41%	-2.09%	-1.54%
							1502	4200	2004	3721	B	2004	201	B			
									2005	3602	B	2005	194	B			
									2006	3503	B	2006	189	B			
						PH/PD		PH/PD	2007	3507	B	2007	189	B	PH/PD		
						(LOS C)	11	237	2008	3460	B	2008	187	B	(LOS C)		
						430	281 T	79	2009	3426	B	2009	185	B	42.05%		
							1502	226	**2010**	**3354**	**B**	**2010**	**181**	**B**			
0.881 - 8.488									2015	3525	B	2015	190	B			
Rdwy. ID 50140000									2020	3705	B	2020	200	B			

[1] Capital Region Transportation Planning Agency Planning Area Boundary

T = Telemetered Station

** Max Volumes reduced by 25% due to: Undivided & no exclusive left lanes

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

GADSDEN COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2010 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 27/SR 63																	
So. Havana Line [2]	4	0	Uninter.	4.804	Urban	AADT		AADT	2001	16267	B	2001	868	B	AADT	AADT	AADT
to Leon Co Line			Bays		Trans.	(LOS C)	110	16100	2002	16267	B	2002	868	B	(LOS C)		
			Divided			45400	165	13700	2003	15967	B	2003	852	B	31.50%	-24.60%	0.87%
							1601	13100	2004	14167	B	2004	756	B			
									2005	15033	B	2005	802	B			
									2006	16167	B	2006	862	B			
						PH/PD		PH/PD	2007	16700	B	2007	891	B	PH/PD		
						(LOS C)	110	859	2008	15000	B	2008	800	B	(LOS C)		
						2420	165	731	2009	18967	B	2009	1012	B	31.53%		
							1601	699	**2010**	**14300**	**B**	**2010**	**763**	B			
11.140 - 15.944									2015	15029	B	2015	802	B			
Rdwy. ID 50020000									2020	15796	B	2020	843	B			
N. Havana Line	4	0	Uninter.	4.739	Urban	AADT		AADT	2001	8402	B	2001	448	B	AADT	AADT	AADT
to FL -GA Line [1]		0.000	Bays		Trans.	(LOS C)			2002	9043	B	2002	482	B	(LOS C)		
			Divided			45400	45	6900	2003	8345	B	2003	445	B	17.14%	-5.68%	-0.33%
		Mile Posts					54 T	7249	2004	8382	B	2004	447	B			
		6.268 ICB					1603	9200	2005	8316	B	2005	444	B			
									2006	8933	B	2006	477	B			
						PH/PD		PH/PD	2007	8757	B	2007	467	B	PH/PD		
						(LOS C)			2008	8058	B	2008	430	B	(LOS C)		
						2420	45	368	2009	8252	B	2009	440	B	17.16%		
							54 T	387	**2010**	**7783**	**B**	**2010**	**415**	**B**			
1.665 - 6.404							1603	491	2015	8180	B	2015	436	B			
Rdwy. ID 50040000									2020	8597	B	2020	459	B			

[1] Capital Region Transportation Planning Agency Planning Area Boundary

[2] Capital Region Transportation Planning Agency Urbanized Area Boundary

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

GADSDEN COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2010 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 90																	
E Chattahoochee Line	2	0	Uninter.	10.157	Rural	AADT		AADT	2001	4250	B	2001	229	B	AADT	AADT	AADT
to W. Gretna			Undiv.		Undev.	(LOS C)	72	3500	2002	4700	C	2002	253	C	(LOS C)		
						8100	1704	4100	2003	4350	B	2003	234	B	46.91%	-5.00%	-1.19%
									2004	4050	B	2004	218	B			
									2005	4200	B	2005	226	B			
									2006	4450	B	2006	240	B			
						PH/PD		PH/PD	2007	4350	B	2007	234	B	PH/PD		
						(LOS C)	72	189	2008	3700	B	2008	199	B	(LOS C)		
						430	1704	221	2009	4000	B	2009	216	B	47.63%		
									2010	**3800**	**B**	**2010**	**205**	**B**			
3.445 - 13.602									2015	3994	B	2015	215	B			
Rdwy. ID 50010000									2020	4198	B	2020	226	B			
E. Gretna Line	2	0	Uninter.	1.266	Rural	AADT		AADT	2001	6500	C	2001	350	C	AADT	AADT	AADT
to SR 12			Undiv.		Undev.	(LOS C)	69	5800	2002	6000	C	2002	323	C	(LOS C)		
						8100			2003	6500	C	2003	350	C	71.60%	9.43%	-1.64%
									2004	5600	C	2004	302	C			
									2005	5700	C	2005	307	C			
									2006	5600	C	2006	302	C			
						PH/PD		PH/PD	2007	6100	C	2007	329	C	PH/PD		
						(LOS C)	69	313	2008	5100	C	2008	275	C	(LOS C)		
						430			2009	5300	C	2009	286	C	72.70%		
									2010	**5800**	**C**	**2010**	**313**	**C**			
15.474 - 16.740									2015	6096	C	2015	329	C			
Rdwy. ID 50010000									2020	6407	C	2020	345	C			
US 90/SR 12																	
SR 12 to	4	0	Uninter.	1.900	Rural	AADT		AADT	2001	12500	B	2001	674	B	AADT	AADT	AADT
Quincy W City Limit [1]			Divided		Undev.	(LOS B)	210	10400	2002	11800	B	2002	636	B	(LOS B)		
			Bays			26300			2003	13000	B	2003	701	B	39.54%	-5.45%	-1.61%
						(LOS C)			2004	12100	B	2004	652	B	(LOS C)		
						41100			2005	10900	B	2005	588	B	25.30%		
									2006	12400	B	2006	668	B			
						PH/PD		PH/PD	2007	11300	B	2007	609	B	PH/PD		
						(LOS B)	210	561	2008	10500	B	2008	566	B	(LOS B)		
						1410			2009	11000	B	2009	593	B	39.76%		
						(LOS C)			**2010**	**10400**	**B**	**2010**	**561**	**B**	(LOS C)		
16.740 - 18.648						2210			2015	10931	B	2015	589	B	25.36%		
Rdwy. ID 50010000									2020	11488	B	2020	619	B			

[1] Capital Region Transportation Planning Agency Planning Area Boundary

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

GADSDEN COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2010 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 90																	
E. Quincy Line	4	0	Uninter.	7.715	Urban	AADT		AADT	2001	12800	B	2001	683	B	AADT	AADT	AADT
to W. Midway			Bays		Trans.	(LOS C)	1503	12100	2002	12600	B	2002	672	B	(LOS C)		
			Divided			45400			2003	13800	B	2003	736	B	26.65%	0.00%	-0.83%
									2004	12600	B	2004	672	B			
									2005	12200	B	2005	651	B			
									2006	13100	B	2006	699	B			
						PH/PD		PH/PD	2007	12400	B	2007	662	B	PH/PD		
						(LOS C)	1503	646	2008	11700	B	2008	624	B	(LOS C)		
						2420			2009	12100	B	2009	646	B	26.68%		
									2010	**12100**	**B**	**2010**	**646**	**B**			
2.058 - 9.773									2015	12717	B	2015	678	B			
Rdwy. ID 50030000									2020	13366	B	2020	713	B			

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

GADSDEN COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2010 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
I-10																	
Jackson Co.	4	0	Freeway	5.667	Rural	AADT		AADT	2001	13400	B	2001	759	B	AADT	AADT	AADT
to CR 270A					Undev.	(LOS B)	2001	19900	2002	15400	B	2002	872	B	(LOS B)		
						37100			2003	19100	B	2003	1082	B	53.64%	1.53%	3.69%
									2004	19000	B	2004	1076	B			
									2005	19600	B	2005	1110	B			
									2006	22000	B	2006	1246	B			
						PH/PD		PH/PD	2007	22500	B	2007	1275	B	PH/PD		
						(LOS B)	2001	1127	2008	19700	B	2008	1116	B	(LOS B)		
						2100			2009	19600	B	2009	1110	B	53.68%		
0.000 - 5.667									**2010**	**19900**	**B**	**2010**	**1127**	**B**			
Rdwy. ID 50001000									2015	23857	B	2015	1351	B			
Section is on the Intrastate Highway System									2020	28601	B	2020	1620	B			
CR 270A to	4	0	Freeway	7.722	Rural	AADT		AADT	2001	19300	B	2001	1093	B	AADT	AADT	AADT
CR 274 (Bostick Rd.) [1]					Undev.	(LOS B)	2003	18600	2002	21750	B	2002	1232	B	(LOS B)		
						37100	2005	22000	2003	21750	B	2003	1232	B	54.72%	-18.15%	1.43%
									2004	21200	B	2004	1201	B			
									2005	23000	B	2005	1303	B			
									2006	22700	B	2006	1286	B			
						PH/PD		PH/PD	2007	22250	B	2007	1260	B	PH/PD		
						(LOS B)	2003	1054	2008	24850	B	2008	1408	B	(LOS B)		
						2100	2005	1246	2009	24800	B	2009	1405	B	54.76%		
5.667 - 13.389									**2010**	**20300**	**B**	**2010**	**1150**	**B**			
Rdwy. ID 50001000									2015	21799	B	2015	1235	B			
Section is on the Intrastate Highway System									2020	23408	B	2020	1326	B			
CR 274 (Bostick Rd.) [1]	4	0	Freeway	20.119	Urban	AADT		AADT	2001	27806	B	2001	1438	B	AADT	AADT	AADT
to Leon County					Trans.	(LOS C)	220 T	27830	2002	28501	B	2002	1473	B	(LOS C)		
Line [2]						57600	2001 L	31000	2003	28983	B	2003	1498	B	51.07%	-0.23%	0.79%
						(LOS B)			2004	30564	B	2004	1580	B	(LOS B)		
						42600			2005	32614	B	2005	1686	B	69.05%		
									2006	33024	B	2006	1707	B			
						PH/PD		PH/PD	2007	33093	B	2007	1711	B	PH/PD		
						(LOS C)	220	1439	2008	29409	B	2008	1520	B	(LOS C)		
						2980	2001 L	1603	2009	29484	B	2009	1524	B	51.03%		
13.389 - 33.508						(LOS B)			**2010**	**29415**	**B**	**2010**	**1521**	**B**	(LOS B)		
Rdwy. ID 50001000						2200			2015	30915	B	2015	1598	B	69.13%		
Section is on the Intrastate Highway System									2020	32492	B	2020	1680	B			

[1] Capital Region Transportation Planning Agency Planning Area Boundary

[2] Capital Region Transportation Planning Agency Urbanized Area Boundary

L = Leon County Station

T = Telemetered Station

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

LOS - Jefferson 2009

CITY OF MONTICELLO

2009 STATE ROAD LEVEL OF SERVICE

JEFFERSON COUNTY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	ADDT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 59																	
US 98 to Wacissa Springs Road	2	1	Uninter. Undiv.	13.1	Rural Undev.	AADT (LOS C) 8100	81	AADT 700	2000	1000	B	2000	54	B	AADT (LOS C) 8.64%	AADT 0.00%	AADT -0.23%
									2001	900	B	2001	49	B			
									2002	650	B	2002	35	B			
									2003	850	B	2003	46	B			
									2004	900	B	2004	49	B			
									2005	900	B	2005	49	B			
						PH/PD (LOS C) 430	81	PH/PD 38	2006	800	B	2006	43	B			
									2007	1150	B	2007	62	B			
									2008	700	B	2008	38	B			
									2009	**700**	**B**	**2009**	**38**	**B**			
									2014	736	B	2014	40	B			
									2019	773	B	2019	42	B			
Wacissa Springs Road to US 27	2	2	Inter. Undiv.	4.6	Rural Undev.	AADT (LOS C) 4700	64	AADT 1350	2000	1500	C	2000	81	C	AADT (LOS C) 28.72%	AADT 0.00%	AADT -1.58%
									2001	1550	C	2001	84	C			
									2002	1700	C	2002	92	C			
									2003	1400	C	2003	75	C			
									2004	1700	C	2004	92	C			
									2005	1550	C	2005	84	C			
						PH/PD (LOS C) 260	64	PH/PD 72	2006	1500	C	2006	80	C			
									2007	1500	C	2007	80	C			
									2008	1350	C	2008	72	C			
									2009	**1350**	**C**	**2009**	**72**	**C**			
									2014	1419	C	2014	76	C			
									2019	1491	C	2019	80	C			
US 27 to I-10	2	0	Uninter. Undiv.	5.8	Rural Undev.	AADT (LOS C) 8100	235 245	AADT 3400 1381	2000	2393	B	2000	129	B	AADT (LOS C) 29.51%	AADT -2.51%	AADT 0.03%
									2001	2426	B	2001	131	B			
									2002	2495	B	2002	134	B			
									2003	2909	B	2003	157	B			
									2004	2645	B	2004	143	B			
									2005	2673	B	2005	144	B			
						PH/PD (LOS C) 430	235 245	PH/PD 183 74	2006	2691	B	2006	145	B			
									2007	2683	B	2007	145	B			
									2008	2452	B	2008	132	B			
									2009	**2391**	**B**	**2009**	**129**	**B**			
									2014	2512	B	2014	193	B			
									2019	2641	B	2019	202	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

Appendix A

CITY OF MONTICELLO

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	ADDT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 59																	
I-10 to US 90	2	1	Inter.	2.4	Rural	AADT		AADT	2000	1200	C	2000	65	C	AADT	AADT	AADT
			Undiv.		Undev.	(LOS C)	9	1600	2001	1100	C	2001	59	C	(LOS C)		
			No			3760			2002	1300	C	2002	70	C	42.55%	0.00%	5.12%
									2003	1200	C	2003	65	C			
									2004	1200	C	2004	65	C			
									2005	1500	C	2005	81	C			
						PH/PD		PH/PD	2006	1600	C	2006	85	C			
						(LOS C)	9	85	2007	1400	C	2007	75	C			
						208			2008	1600	C	2008	85	C			
									2009	**1600**	**C**	**2009**	**85**	**C**			
									2014	2053	C	2014	110	C			
									2019	2635	C	2019	141	C			
US 19																	
US 27 to I-10	4	0	Uninter.	4.8	Rural	AADT		AADT	2000	4100	B	2000	221	B	AADT	AADT	AADT
			Divid.		Undev.	(LOS B)	16	4700	2001	4100	B	2001	221	B	(LOS B)		
						26300			2002	4500	B	2002	243	B	17.87%	-9.62%	2.02%
						(LOS C)			2003	4400	B	2003	237	B	(LOS C)		
						41100			2004	4800	B	2004	259	B	11.44%		
									2005	4300	B	2005	232	B			
						PH/PD		PH/PD	2006	4600	B	2006	248	B			
						(LOS B)	16	253	2007	5400	B	2007	291	B			
						1410			2008	5200	B	2008	280	B			
						(LOS C)			**2009**	**4700**	**B**	**2009**	**253**	**B**			
						2210			2014	5194	B	2014	280	B			
Section is on the Intrastate Highway System									2019	5739	B	2019	309	B			
I-10 to South	4	0	Uninter.	3.3	Rural	AADT		AADT	2000	5100	B	2000	275	B	AADT	AADT	AADT
City Line			Divid.		Undev.	(LOS B)	102	5200	2001	5250	B	2001	283	B	(LOS B)		
						26300	1503	8700	2002	5250	B	2002	283	B	26.43%	2.21%	4.28%
						(LOS C)			2003	6050	B	2003	326	B	(LOS C)		
						41100			2004	5800	B	2004	313	B	16.91%		
									2005	6350	B	2005	342	B			
						PH/PD		PH/PD	2006	6900	B	2006	372	B			
						(LOS B)	102	510	2007	6850	B	2007	369	B			
						1410	1503	853	2008	6800	B	2008	367	B			
						(LOS C)			**2009**	**6950**	**B**	**2009**	**375**	**B**			
						2210			2014	8570	B	2014	462	B			
Section is on the Intrastate Highway System									2019	10569	B	2019	570	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

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CITY OF MONTICELLO

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 19																	
N. City Line	4	0	Uninter	0.4	Rural	AADT		AADT	2000	5000	B	2000	270	B	AADT	AADT	AADT
to Groveville Rd.			Undiv.		Undev.	(LOS B)	1504	5900	2001	6100	B	2001	329	B	(LOS B)		
			Yes			24985			2002	6100	B	2002	329	B	23.61%	5.36%	0.96%
						(LOS C)			2003	6300	B	2003	340	B	(LOS C)		
						39045			2004	7000	B	2004	377	B	15.11%		
									2005	6700	B	2005	361	B			
						PH/PD		PH/PD	2006	6900	B	2006	372	B			
						(LOS B)	1504	318	2007	6900	B	2007	372	B			
						1340			2008	5600	B	2008	302	B			
						(LOS C)			**2009**	**5900**	**B**	**2009**	**318**	**B**			
						2100			2014	6201	B	2014	334	B			
Section is on the Intrastate Highway System									2019	6517	B	2019	351	B			
Groveville Rd.	4	0	Uninter	7.2	Rural	AADT		AADT	2000	4300	B	2000	232	B	AADT	AADT	AADT
to Georgia			Divid.		Undev.	(LOS B)	2	5100	2001	3700	B	2001	199	B	(LOS B)		
						26300			2002	4000	B	2002	216	B	19.39%	15.91%	4.13%
						(LOS C)			2003	4300	B	2003	232	B	(LOS C)		
						41100			2004	4200	B	2004	226	B	12.41%		
									2005	4700	B	2005	253	B			
						PH/PD		PH/PD	2006	4900	B	2006	264	B			
						(LOS B)	2	275	2007	6000	B	2007	323	B			
						1410			2008	4400	B	2008	237	B			
						(LOS C)			**2009**	**5100**	**B**	**2009**	**275**	**B**			
						2210			2014	6244	B	2014	337	B			
Section is on the Intrastate Highway System									2019	7646	B	2019	412	B			
US 27																	
Leon County	4	0	Uninter	10.0	Rural	AADT		AADT	2000	5267	B	2000	284	B	AADT	AADT	AADT
to US 19			Divid.		Undev.	(LOS B)	49	4400	2001	5233	B	2001	282	B	(LOS B)		
						26300	50	5200	2002	5533	B	2002	298	B	19.52%	0.65%	-0.71%
						(LOS C)	51	5800	2003	5167	B	2003	278	B	(LOS C)		
						41100			2004	5600	B	2004	302	B	12.49%		
									2005	5033	B	2005	271	B			
						PH/PD		PH/PD	2006	5300	B	2006	286	B			
						(LOS B)	49	237	2007	5300	B	2007	286	B			
						1410	50	280	2008	5100	B	2008	275	B			
						(LOS C)	51	313	**2009**	**5133**	**B**	**2009**	**277**	**B**			
						2210			2014	5395	B	2014	249	B			
									2019	5670	B	2019	262	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

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CITY OF MONTICELLO

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 27																	
US 19 to Madison County	4	0	Uninter. Divid.	7.0	Rural Undev.	AADT (LOS B) 26300 (LOS C) 41100	312	AADT 5581	2000	5718	B	2000	308	B	AADT (LOS B) 21.22% (LOS C) 13.58%	AADT 2.44%	AADT -0.28%
									2001	5747	B	2001	310	B			
									2002	5850	B	2002	315	B			
									2003	5886	B	2003	317	B			
									2004	5975	B	2004	322	B			
									2005	5892	B	2005	318	B			
						PH/PD (LOS B) 1410 (LOS C) 2210	312	PH/PD 301	2006	5928	B	2006	320	B			
									2007	5919	B	2007	319	B			
									2008	5448	B	2008	294	B			
									2009	**5581**	**B**	**2009**	**301**	**B**			
									2014	5866	B	2014	316	B			
									2019	6165	B	2019	332	B			
US 90																	
Western Corner	2	0	Uninter. Undiv.	0.6	Rural Undev.	AADT (LOS C) 8100	35 Leon	AADT 4700	2000	4200	B	2000	226	B	AADT (LOS C) 58.02%	AADT 0.00%	AADT 0.61%
									2001	4800	C	2001	259	C			
									2002	4400	B	2002	237	B			
									2003	4400	B	2003	237	B			
									2004	4700	C	2004	253	C			
									2005	4400	B	2005	237	B			
						PH/PD (LOS C) 430	35 Leon	PH/PD 253	2006	4700	C	2006	253	C			
									2007	4700	C	2007	253	C			
									2008	4700	C	2008	253	C			
									2009	**4700**	**C**	**2009**	**253**	**C**			
									2014	4940	C	2014	266	C			
									2019	5192	C	2019	280	C			
Leon County to W. City Line	2	0	Uninter. Undiv.	5.8	Rural Undev.	AADT (LOS C) 8100	94 1501	AADT 3500 4600	2000	3600	B	2000	194	B	AADT (LOS C) 50.00%	AADT 8.00%	AADT 0.29%
									2001	4000	B	2001	216	B			
									2002	4000	B	2002	216	B			
									2003	4550	C	2003	245	C			
									2004	4250	B	2004	229	B			
									2005	4250	B	2005	229	B			
						PH/PD (LOS C) 430	94 1501	PH/PD 189 248	2006	4350	B	2006	234	B			
									2007	4300	B	2007	232	B			
									2008	3750	B	2008	202	B			
									2009	**4050**	**B**	**2009**	**218**	**B**			
									2014	4257	B	2014	198	B			
									2019	4474	B	2019	208	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

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2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	ADDT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 90																	
E. City Line	2	0	Uninter.	8.7	Rural	AADT		AADT	2000	2500	B	2000	135	B	AADT	AADT	AADT
to Madison Co.			Undiv.		Undev.	(LOS C)	105	2100	2001	2500	B	2001	135	B	(LOS C)		
						8100	1502	2500	2002	2350	B	2002	127	B	28.40%	17.95%	-0.92%
									2003	2400	B	2003	129	B			
									2004	2450	B	2004	132	B			
									2005	2350	B	2005	127	B			
						PH/PD		PH/PD	2006	2500	B	2006	135	B			
						(LOS C)	105	113	2007	2550	B	2007	137	B			
						430	1502	135	2008	1950	B	2008	105	B			
									2009	**2300**	**B**	**2009**	**124**	**B**			
									2014	2417	B	2014	119	B			
									2019	2541	B	2019	125	B			
US 98																	
Wakulla County	2	0	Uninter.	7.5	Rural	AADT		AADT	2000	2200	B	2000	119	B	AADT	AADT	AADT
to Taylor Co.			Undiv.		Undev.	(LOS C)	55	1500	2001	1950	B	2001	105	B	(LOS C)		
						8100			2002	2400	B	2002	129	B	18.52%	-6.25%	-1.82%
									2003	2200	B	2003	119	B			
									2004	2100	B	2004	113	B			
									2005	2200	B	2005	119	B			
						PH/PD		PH/PD	2006	2300	B	2006	124	B			
						(LOS C)	55	81	2007	2300	B	2007	124	B			
						430			2008	1600	B	2008	86	B			
									2009	**1500**	**B**	**2009**	**81**	**B**			
									2014	1577	B	2014	85	B			
									2019	1657	B	2019	89	B			
US 221																	
Madison County	2	0	Uninter.	6.0	Rural	AADT		AADT	2000	975	B	2000	53	B	AADT	AADT	AADT
to Georgia			Undiv.		Undev.	(LOS C)	218	700	2001	900	B	2001	49	B	(LOS C)		
						8100	237	1000	2002	850	B	2002	46	B	10.49%	-5.56%	1.09%
									2003	850	B	2003	46	B			
									2004	900	B	2004	49	B			
									2005	1025	B	2005	55	B			
						PH/PD		PH/PD	2006	900	B	2006	49	B			
						(LOS C)	218	38	2007	1050	B	2007	57	B			
						430	237	54	2008	900	B	2008	49	B			
									2009	**850**	**B**	**2009**	**46**	**B**			
									2014	897	B	2014	40	B			
									2019	948	B	2019	42	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

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CITY OF MONTICELLO

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	ADDT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
I-10																	
Leon County to US 19	4		Freeway	9.3	Rural Undev.	AADT (LOS B) 37100	2001 2003	AADT 24500 21000	2000 2001 2002 2003 2004 2005	23750 23250 22750 24500 25250 25750	B B B B B B	2000 2001 2002 2003 2004 2005	1280 1253 1226 1321 1361 1388	B B B B B B	AADT (LOS B) 61.32%	AADT -6.19%	AADT 1.82%
						PH/PD (LOS B) 2100	2001 2003	PH/PD 1321 1132	2006 2007 2008 **2009** 2014 2019	27000 31000 24250 **22750** 24892 27235	B B B **B** B B	2006 2007 2008 **2009** 2014 2019	1455 1671 1307 **1226** 1342 1468	B B B **B** B B			
Section is on the Intrastate Highway System																	
US 19 to Madison County	4		Freeway	10.2	Rural Undev.	AADT (LOS B) 37100	2005 9901	AADT 20400 24345	2000 2001 2002 2003 2004 2005	23250 23297 23253 24521 24437 24813	B B B B B B	2000 2001 2002 2003 2004 2005	1253 1256 1253 1322 1317 1337	B B B B B B	AADT (LOS B) 60.30%	AADT -11.93%	AADT 0.66%
						PH/PD (LOS B) 2100	2005 9901	PH/PD 1100 1312	2006 2007 2008 **2009** 2014 2019	24763 25403 25403 **22373** 23514 24713	B B B **B** B B	2006 2007 2008 **2009** 2014 2019	1335 1369 1369 **1206** 1267 1332	B B B **B** B B			
Section is on the Intrastate Highway System																	

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

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2009 STATE ROAD LEVEL OF SERVICE

CITY OF MONTICELLO

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	ADDT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 19																	
S. City Line	4	0	Uninter.	0.5	Rural	AADT		AADT	2000	5300	B	2000	286	B	AADT	AADT	AADT
to DOT Rd.			Divid.		Devel.	(LOS C)	1503	8700	2001	5100	B	2001	275	B	(LOS C)		
						37200			2002	5300	B	2002	286	B	23.39%	6.10%	6.37%
									2003	6200	B	2003	334	B			
									2004	6000	B	2004	323	B			
									2005	6800	B	2005	367	B			
						PH/PD		PH/PD	2006	7500	B	2006	404	B			
						(LOS C)	1503	469	2007	6800	B	2007	367	B			
						2040			2008	8200	B	2008	442	B			
									2009	**8700**	**B**	**2009**	**469**	**B**			
									2014	11643	B	2014	628	B			
Section is on the Intrastate Highway System									2019	15580	B	2019	840	B			
DOT Rd.	4	1	Inter.	1.1	Rural	AADT		AADT	2000	9700	C	2000	523	C	AADT	AADT	AADT
to US 90			Undiv.		Devel.	(LOS C)	5006	10300	2001	9800	C	2001	528	C	(LOS C)		
			No			17475			2002	10500	C	2002	566	C	58.94%	0.98%	0.78%
									2003	10100	C	2003	544	C			
									2004	10300	C	2004	555	C			
									2005	10500	C	2005	566	C			
						PH/PD		PH/PD	2006	10700	C	2006	571	C			
						(LOS C)	5006	550	2007	10700	C	2007	571	C			
						930			2008	10200	C	2008	544	C			
									2009	**10300**	**C**	**2009**	**550**	**C**			
									2014	10825	C	2014	578	C			
Section is on the Intrastate Highway System									2019	11378	C	2019	607	C			
US 90	2	0	Uninter.	0.3	Rural	AADT		AADT	2000	5000	B	2000	270	B	AADT	AADT	AADT
to Bishop St.			Undiv.		Devel.	(LOS C)	1504	5900	2001	6100	B	2001	329	B	(LOS C)		
						14200			2002	6100	B	2002	329	B	41.55%	5.36%	0.96%
									2003	6300	B	2003	340	B			
									2004	7000	B	2004	377	B			
									2005	6700	B	2005	361	B			
						PH/PD		PH/PD	2006	6900	B	2006	372	B			
						(LOS C)	1504	318	2007	6900	B	2007	372	B			
						780			2008	5600	B	2008	302	B			
									2009	**5900**	**B**	**2009**	**318**	**B**			
									2014	6201	B	2014	334	B			
Section is on the Intrastate Highway System									2019	6517	B	2019	351	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

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2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	ADDT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 19																	
Bishop St.	4	0	Uninter.	0.4	Rural	AADT		AADT	2000	5000	B	2000	270	B	AADT	AADT	AADT
to North			Undiv.		Devel.	(LOS C)	1504	5900	2001	6100	B	2001	329	B	(LOS C)		
City Line						37200			2002	6100	B	2002	329	B	15.86%	5.36%	0.96%
									2003	6300	B	2003	340	B			
									2004	7000	B	2004	377	B			
									2005	6700	B	2005	361	B			
						PH/PD		PH/PD	2006	6900	B	2006	372	B			
						(LOS C)	1504	361	2007	6900	B	2007	372	B			
						2040			2008	5600	B	2008	302	B			
									2009	**5900**	**B**	**2009**	**318**	**B**			
									2014	6201	B	2014	334	B			
Section is on the Intrastate Highway System									2019	6517	B	2019	351	B			
US 90																	
W. City Line	2	1	Inter.	1.3	Rural	AADT		AADT	2000	5900	C	2000	318	C	AADT	AADT	AADT
to Railroad			Undiv.		Devel.	(LOS C)	1501	4600	2001	6000	C	2001	323	C	(LOS C)		
Street			No			7840	1505	7900	2002	6350	C	2002	342	C	79.72%	5.04%	1.04%
									2003	6600	C	2003	356	C			
									2004	6150	C	2004	331	C			
									2005	6650	C	2005	358	C			
						PH/PD		PH/PD	2006	7500	C	2006	400	C			
						(LOS C)	1501	245	2007	6300	C	2007	336	C			
						416	1505	421	2008	5950	C	2008	317	C			
									2009	**6250**	**C**	**2009**	**333**	**C**			
									2014	6583	C	2014	258	C			
									2019	6933	C	2019	272	C			
Railroad St.	4	0	Uninter.	0.5	Rural	AADT		AADT	2000	2800	B	2000	151	B	AADT	AADT	AADT
to East			Undiv.		Devel.	(LOS C)	1502	2500	2001	2800	B	2001	151	B	(LOS C)		
City Line						37200			2002	2800	B	2002	151	B	6.72%	13.64%	-1.65%
									2003	2600	B	2003	140	B			
									2004	2800	B	2004	151	B			
									2005	2600	B	2005	140	B			
						PH/PD		PH/PD	2006	2800	B	2006	151	B			
						(LOS C)	1502	151	2007	2600	B	2007	140	B			
						2040			2008	2200	B	2008	119	B			
									2009	**2500**	**B**	**2009**	**135**	**B**			
									2014	2628	B	2014	159	B			
									2019	2762	B	2019	167	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

Appendix A

LOS - Jefferson 2010

JEFFERSON COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL GROWTH
SR 59																	
US 98 to	2	0.000	Uninter.	13.060	Rural	AADT		AADT	2001	900	B	2001	49	B	AADT	AADT	AADT
Wacissa Springs Rd			Undiv.		Undev.	(LOS C)	81	600	2002	650	B	2002	35	B	(LOS C)		
						8100			2003	850	B	2003	46	B	7.41%	-14.29%	-1.22%
									2004	900	B	2004	49	B			
									2005	900	B	2005	49	B			
									2006	800	B	2006	43	B			
						PH/PD		PH/PD	2007	1150	B	2007	62	B			
						(LOS C)	81	32	2008	700	B	2008	38	B			
						430			2009	700	B	2009	38	B			
									2010	**600**	**B**	**2010**	**32**	**B**			
0.000 - 13.060									2015	631	B	2015	34	B			
Rdwy. ID 54090000									2020	663	B	2020	36	B			
Wacissa Springs	2	0.000	Uninter.	4.583	Rural	AADT		AADT	2001	1550	B	2001	84	B	AADT	AADT	AADT
Road to US 27		0.000	Undiv.		Undev.	(LOS C)	64	1500	2002	1700	B	2002	92	B	(LOS C)		
		Mile Posts				8100			2003	1400	B	2003	75	B	18.52%	11.11%	-1.84%
	54060000	0.000 ICB	Begin Seg						2004	1700	B	2004	92	B			
	54020000	3.414 ICB	Isolated Stop						2005	1550	B	2005	84	B			
13.060 - 13.774	Wacissa Springs Rd			0.714					2006	1500	B	2006	81	B			
	to CR 259/Tram Rd/					PH/PD		PH/PD	2007	1500	B	2007	81	B			
Rdwy. ID 54090000	Waukeenah Hwy					(LOS C)	64	81	2008	1350	B	2008	73	B			
						430			2009	1350	B	2009	73	B			
0.000 - 3.869	CR 259/Tram Rd/			3.869					**2010**	**1500**	**B**	**2010**	**81**	**B**			
	Waukeenah Hwy			4.583	Total				2015	1577	B	2015	85	B			
Rdwy. ID 54060000	to US 27								2020	1657	B	2020	89	B			
US 27 to	2	0.000	Uninter.	6.083	Rural	AADT		AADT	2001	2426	B	2001	131	B	AADT	AADT	AADT
I-10		0.000	Undiv.		Undev.	(LOS C)	235	3500	2002	2495	B	2002	134	B	(LOS C)		
						8100	245 T	1432	2003	2909	B	2003	157	B	30.44%	3.16%	-0.72%
		Mile Posts							2004	2645	B	2004	143	B			
	54020000	3.414 ICB							2005	2673	B	2005	144	B			
	54060000	8.964 ICB							2006	2691	B	2006	145	B			
						PH/PD		PH/PD	2007	2683	B	2007	145	B			
						(LOS C)	235	189	2008	2452	B	2008	132	B			
						430	245 T	77	2009	2391	B	2009	129	B			
									2010	**2466**	**B**	**2010**	**133**	**B**			
3.869 - 9.952									2015	2592	B	2015	140	B			
Rdwy. ID 54060000									2020	2724	B	2020	147	B			

T = Telemetered Station

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

JEFFERSON COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL GROWTH
SR 59																	
I-10 to	2	0.000	Uninter.	2.082	Rural	AADT		AADT	2001	1100	B	2001	59	B	AADT	AADT	AADT
Leon County Line			Undiv.		Undev.	(LOS C)	9	1600	2002	1300	B	2002	70	B	(LOS C)		
			No			8100			2003	1200	B	2003	65	B	19.75%	0.00%	4.36%
									2004	1200	B	2004	65	B			
									2005	1500	B	2005	81	B			
									2006	1600	B	2006	86	B			
						PH/PD		PH/PD	2007	1400	B	2007	75	B			
						(LOS C)	9	86	2008	1600	B	2008	86	B			
						430			2009	1600	B	2009	86	B			
									2010	**1600**	**B**	**2010**	**86**	**B**			
9.952 - 12.034									2015	1981	B	2015	107	B			
Rdwy. ID 54060000									2020	2453	B	2020	132	B			
US 19 (SR 57)																	
US 27/SR 20	4	0.000	Uninter.	4.741	Rural	AADT		AADT	2001	4100	B	2001	221	B	AADT	AADT	AADT
to I-10		0.000	Divid.		Undev.	(LOS B)	16	4000	2002	4500	B	2002	243	B	(LOS B)		
						26300			2003	4400	B	2003	237	B	15.21%	-14.89%	1.58%
		Mile Posts				(LOS C)			2004	4800	B	2004	259	B	(LOS C)		
	54020000	10.009 ICB	Begin Seg			41100			2005	4300	B	2005	232	B	9.73%		
									2006	4600	B	2006	248	B			
						PH/PD		PH/PD	2007	5400	B	2007	291	B			
						(LOS B)	16	216	2008	5200	B	2008	280	B			
						1410			2009	4700	B	2009	253	B			
0.000 - 4.741						(LOS C)			**2010**	**4000**	**B**	**2010**	**216**	**B**			
Rdwy. ID 54030000						2210			2015	4326	B	2015	233	B			
Section is on the Intrastate Highway System									2020	4678	B	2020	252	B			
I-10 to South	4	0.000	Uninter.	3.414	Rural	AADT		AADT	2001	5250	B	2001	283	B	AADT	AADT	AADT
City Line			Divid.		Undev.	(LOS B)	102	5400	2002	5250	B	2002	283	B	(LOS B)		
						26300	1503	8200	2003	6050	B	2003	326	B	25.86%	-2.16%	3.63%
						(LOS C)			2004	5800	B	2004	313	B	(LOS C)		
						41100			2005	6350	B	2005	342	B	16.55%		
									2006	6900	B	2006	372	B			
						PH/PD		PH/PD	2007	6850	B	2007	369	B			
						(LOS B)	102	291	2008	6800	B	2008	367	B			
						1410	1503	442	2009	6950	B	2009	375	B			
4.741 - 8.155						(LOS C)			**2010**	**6800**	**B**	**2010**	**367**	**B**			
Rdwy. ID 54030000						2210			2015	8127	B	2015	438	B			
Section is on the Intrastate Highway System									2020	9713	B	2020	524	B			

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

JEFFERSON COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL GROWTH
US 19 (SR 57)																	
N. City Line	4	0.000	Uninter	0.376	Rural	AADT		AADT	2001	6100	B	2000	329	B	AADT	AADT	AADT
to CR 259 & CR 149			Undiv. *		Undev.	(LOS B)	1504	5500	2002	6100	B	2001	329	B	(LOS B)		
(Boston Hwy)			Yes			24985			2003	6300	B	2002	340	B	22.01%	-6.78%	-0.89%
						(LOS C)			2004	7000	B	2003	377	B	(LOS C)		
						39045			2005	6700	B	2004	361	B	14.09%		
									2006	6900	B	2005	372	B			
						PH/PD		PH/PD	2007	6900	B	2006	372	B			
						(LOS B)	1504	296	2008	5600	B	2007	302	B			
						1340			2009	5900	B	2008	318	B			
10.517 - 10.893						(LOS C)			**2010**	**5500**	**B**	**2010**	**296**	**B**			
Rdwy. ID 54030000						2100			2015	5781	B	2015	312	B			
Section is on the Intrastate Highway System									2020	6075	B	2020	327	B			
CR 259 & CR 149	4	0.000	Uninter	7.183	Rural	AADT		AADT	2001	3700	B	2001	199	B	AADT	AADT	AADT
(Boston Hwy)		0.000	Divid.		Undev.	(LOS B)	2	4300	2002	4000	B	2002	216	B	(LOS B)		
to GA Line						26300			2003	4300	B	2003	232	B	16.35%	-15.69%	3.40%
		Mile Posts				(LOS C)			2004	4200	B	2004	226	B	(LOS C)		
		12.849 ICB				41100			2005	4700	B	2005	253	B	10.46%		
									2006	4900	B	2006	264	B			
						PH/PD		PH/PD	2007	6000	B	2007	323	B			
						(LOS B)	2	232	2008	4400	B	2008	237	B			
						1410			2009	5100	B	2009	275	B			
10.893 - 18.076						(LOS C)			**2010**	**4300**	B	**2010**	**232**	B			
Rdwy. ID 54030000						2210			2015	5082	B	2015	274	B			
Section is on the Intrastate Highway Syster									2020	6006	B	2020	324	B			
US 27																	
Leon County	4	0.000	Uninter.	9.997	Rural	AADT		AADT	2001	5233	B	2001	282	B	AADT	AADT	AADT
to US 19		0.000	Divid.		Undev.	(LOS B)	49	4600	2002	5533	B	2002	298	B	(LOS B)		
						26300	50	5200	2003	5167	B	2003	278	B	20.15%	3.25%	-0.33%
		Mile Posts				(LOS C)	51	6100	2004	5600	B	2004	302	B	(LOS C)		
		3.414 ICB				41100			2005	5033	B	2005	271	B	12.90%		
		7.483 ICB							2006	5300	B	2006	286	B			
						PH/PD		PH/PD	2007	5300	B	2007	286	B			
						(LOS B)	49	248	2008	5100	B	2008	275	B			
						1410	50	280	2009	5133	B	2009	277	B			
						(LOS C)	51	329	**2010**	**5300**	B	**2010**	**286**	B			
0.000 - 9.997						2210			2015	5570	B	2015	300	B			
Rdwy. ID 54020000									2020	5854	B	2020	316	B			

* Maximum volumes reduced by 5% due to: Undivided

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

JEFFERSON COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL GROWTH
US 27																	
US 19 to	4	0.000	Uninter.	7.056	Rural	AADT		AADT	2001	5747	B	2001	310	B	AADT	AADT	AADT
Madison County		0.000	Divid.		Undev.	(LOS B)	312 T	5624	2002	5850	B	2002	315	B	(LOS B)		
						26300			2003	5886	B	2003	317	B	21.38%	0.77%	-0.59%
		Mile Posts				(LOS C)			2004	5975	B	2004	322	B	(LOS C)		
		10.009 ICB				41100			2005	5892	B	2005	318	B	13.68%		
									2006	5928	B	2006	320	B			
						PH/PD		PH/PD	2007	5919	B	2007	319	B			
						(LOS B)	312 T	303	2008	5448	B	2008	294	B			
						1410			2009	5581	B	2009	301	B			
						(LOS C)			**2010**	**5624**	**B**	**2010**	**303**	**B**			
9.997 - 17.053						2210			2015	5911	B	2015	319	B			
Rdwy. ID 54020000									2020	6212	B	2020	335	B			
US 90																	
Western Corner	2	0.000	Uninter.	0.630	Rural	AADT		AADT	2001	4800	C	2001	259	C	AADT	AADT	AADT
			Undiv.		Undev.	(LOS C)	35 L	4600	2002	4400	B	2002	237	B	(LOS C)		
						8100			2003	4400	B	2003	237	B	56.79%	-2.13%	0.61%
									2004	4700	C	2004	253	C			
									2005	4400	B	2005	237	B			
									2006	4700	C	2006	253	C			
						PH/PD		PH/PD	2007	4700	C	2007	253	C			
						(LOS C)	35 L	248	2008	4700	C	2008	253	C			
						430			2009	4700	C	2009	253	C			
									2010	**4600**	**C**	**2010**	**248**	**C**			
0.000 - 0.630									2015	4835	C	2015	261	C			
Rdwy. ID 54010000									2020	5081	C	2020	274	C			
Leon County	2	0.000	Uninter.	5.349	Rural	AADT		AADT	2001	4000	B	2001	216	B	AADT	AADT	AADT
to W. City			Undiv.		Undev.	(LOS C)	94	3300	2002	4000	B	2002	216	B	(LOS C)		
Line						8100	1501	4500	2003	4550	C	2003	245	C	48.15%	-3.70%	-0.67%
									2004	4250	B	2004	229	B			
									2005	4250	B	2005	229	B			
									2006	4350	B	2006	234	B			
						PH/PD		PH/PD	2007	4300	B	2007	232	B			
						(LOS C)	94	178	2008	3750	B	2008	202	B			
						430	1501	243	2009	4050	B	2009	218	B			
									2010	**3900**	**B**	**2010**	**210**	**B**			
3.688 - 9.037									2015	4099	B	2015	221	B			
Rdwy. ID 54010000									2020	4308	B	2020	232	B			

T = Telemetered Station

L = Leon County Station

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

JEFFERSON COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL GROWTH
US 90																	
E. City Line	2	0.000	Uninter.	8.665	Rural	AADT		AADT	2001	2500	B	2001	135	B	AADT	AADT	AADT
to Madison Co.			Undiv.		Undev.	(LOS C)	105	1900	2002	2350	B	2002	127	B	(LOS C)		
						8100	1502	2600	2003	2400	B	2003	129	B	27.78%	-2.17%	-0.84%
									2004	2450	B	2004	132	B			
									2005	2350	B	2005	127	B			
									2006	2500	B	2006	135	B			
						PH/PD		PH/PD	2007	2550	B	2007	137	B			
						(LOS C)	105	102	2008	1950	B	2008	105	B			
						430	1502	140	2009	2300	B	2009	124	B			
									2010	**2250**	**B**	**2010**	**121**	**B**			
11.215 - 19.880									2015	2365	B	2015	127	B			
Rdwy. ID 54010000									2020	2485	B	2020	134	B			
US 98																	
Wakulla County	2	0.000	Uninter.	7.412	Rural	AADT		AADT	2001	1950	B	2001	105	B	AADT	AADT	AADT
to Taylor Co.			Undiv.		Undev.	(LOS C)	55	1950	2002	2400	B	2002	129	B	(LOS C)		
						8100			2003	2200	B	2003	119	B	24.07%	30.00%	-2.32%
									2004	2100	B	2004	113	B			
									2005	2200	B	2005	119	B			
									2006	2300	B	2006	124	B			
						PH/PD		PH/PD	2007	2300	B	2007	124	B			
						(LOS C)	55	105	2008	1600	B	2008	86	B			
						430			2009	1500	B	2009	81	B			
									2010	**1950**	**B**	**2010**	**105**	**B**			
0.000 - 7.412									2015	2049	B	2015	110	B			
Rdwy. ID 54110000									2020	2154	B	2020	116	B			
US 221																	
Madison County	2	0.000	Uninter.	6.002	Rural	AADT		AADT	2001	900	B	2001	49	B	AADT	AADT	AADT
to Georgia			Undiv.		Undev.	(LOS C)	218	650	2002	850	B	2002	46	B	(LOS C)		
						8100	237	900	2003	850	B	2003	46	B	9.57%	-8.82%	-0.22%
									2004	900	B	2004	49	B			
									2005	1025	B	2005	55	B			
									2006	900	B	2006	49	B			
						PH/PD		PH/PD	2007	1050	B	2007	57	B			
						(LOS C)	218	35	2008	900	B	2008	49	B			
						430	237	49	2009	850	B	2009	46	B			
									2010	**775**	**B**	**2010**	**42**	**B**			
0.000 - 6.002									2015	815	B	2015	44	B			
Rdwy. ID 54040000									2020	856	B	2020	46	B			

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

JEFFERSON COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL GROWTH
I-10																	
Leon County	4		Freeway	9.272	Rural	AADT		AADT	2001	23250	B	2001	1253	B	AADT	AADT	AADT
to US 19					Undev.	(LOS B)	2001	26500	2002	22750	B	2002	1226	B	(LOS B)		
						37100	2003	24500	2003	24500	B	2003	1321	B	68.73%	12.09%	1.44%
									2004	25250	B	2004	1361	B			
									2005	25750	B	2005	1388	B			
									2006	27000	B	2006	1455	B			
						PH/PD		PH/PD	2007	31000	B	2007	1671	B			
						(LOS B)	2001	1428	2008	24250	B	2008	1307	B			
						2100	2003	1321	2009	22750	B	2009	1226	B			
0.000 - 9.272									**2010**	**25500**	**B**	**2010**	**1374**	**B**			
Rdwy. ID 54001000									2015	27389	B	2015	1476	B			
Section is on the Intrastate Highway System									2020	29418	B	2020	1586	B			
US 19 to	4		Freeway	10.200	Rural	AADT		AADT	2001	23297	B	2001	1256	B	AADT	AADT	AADT
Madison County					Undev.	(LOS B)	2005	20500	2002	23253	B	2002	1253	B	(LOS B)		
						37100	9901 T	25241	2003	24521	B	2003	1322	B	61.65%	2.23%	0.08%
									2004	24437	B	2004	1317	B			
									2005	24813	B	2005	1337	B			
									2006	24763	B	2006	1335	B			
						PH/PD		PH/PD	2007	25403	B	2007	1369	B			
						(LOS B)	2005	1105	2008	25403	B	2008	1369	B			
						2100	9901 T	1360	2009	22373	B	2009	1206	B			
9.272 -19.487									**2010**	**22871**	**B**	**2010**	**1233**	**B**			
Rdwy. ID 54001000									2015	24037	B	2015	1296	B			
Section is on the Intrastate Highway System									2020	25263	B	2020	1362	B			

T = Telemetered Station

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

Appendix A

Wakulla - 2009

2009 STATE ROAD LEVEL OF SERVICE

WAKULLA COUNTY

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT ANALYSIS COUNT	AADT ANALYSIS LOS	PH/PD ANALYSIS YEAR	PH/PD ANALYSIS PH/PD	PH/PD ANALYSIS LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 267																	
Leon County Line [2] to CR 373 [1]	2	Uninter. Undiv.	0	1.8	Rural Undev.	AADT (LOS C) 8100	252	AADT 1202	2000	1173	B	2000	63	B	AADT (LOS C) 14.84%	AADT 0.84%	AADT 1.16%
									2001	1156	B	2001	62	B			
									2002	1206	B	2002	65	B			
									2003	1175	B	2003	63	B			
									2004	1223	B	2004	66	B			
									2005	1300	B	2005	70	B			
						PH/PD (LOS C) 430	252	PH/PD 65	2006	1292	B	2006	70	B			
									2007	1300	B	2007	70	B			
									2008	1192	B	2008	64	B			
									2009	**1202**	**B**	**2009**	**65**	**B**			
									2014	1274	B	2014	69	B			
									2019	1349	B	2019	73	B			
CR 373 [1] to U.S. 319	2	Interup. Undiv.	1	2.6	Trans Urban	AADT (LOS C) 14100	219	AADT 4900	2000	4000	B	2000	211	B	AADT (LOS C) 34.75%	AADT 16.67%	AADT 1.20%
									2001	4300	B	2001	227	B			
									2002	4500	B	2002	238	B			
									2003	4700	B	2003	248	B			
									2004	5200	B	2004	275	B			
									2005	5400	B	2005	285	B			
						PH/PD (LOS C) 750	219	PH/PD 259	2006	4900	B	2006	259	B			
									2007	4700	B	2007	248	B			
									2008	4200	B	2008	222	B			
									2009	**4900**	**B**	**2009**	**259**	**B**			
									2014	5202	B	2014	275	B			
									2019	5523	B	2019	292	B			
US 319 to SR 363	2	Interup. Undiv.	1	8.4	Trans Urban	AADT (LOS C) 14100	227 228	AADT 3900 2200	2000	1833	B	2000	97	B	AADT (LOS C) 21.63%	AADT 3.39%	AADT 6.11%
									2001	2150	B	2001	114	B			
									2002	2083	B	2002	110	B			
									2003	2000	B	2003	106	B			
									2004	2450	B	2004	129	B			
									2005	2650	B	2005	140	B			
						PH/PD (LOS C) 750	227 228	PH/PD 206 116	2006	2700	B	2006	143	B			
									2007	2800	B	2007	148	B			
									2008	2950	B	2008	156	B			
									2009	**3050**	**B**	**2009**	**161**	**B**			
									2014	4082	B	2014	216	B			
									2019	5462	B	2019	288	B			

[1] Capital Region Transportation Planning Agency Metropolitan Planning Area Boundary

[2] Capital Region Transportation Planning Agency Urbanized Area Boundary

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

APPENDIX A

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT ANALYSIS COUNT	AADT ANALYSIS LOS	PH/PD ANALYSIS YEAR	PH/PD ANALYSIS PH/PD	PH/PD ANALYSIS LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 267																	
SR 363 to	2	Uninter.	1	3.8	Rural	AADT		AADT	2000	1173	B	2000	63	B	AADT	AADT	AADT
U.S. 98		Undiv.			Undev.	(LOS C)	226	1000	2001	1156	B	2001	62	B	(LOS C)		
						8100			2002	1206	B	2002	65	B	12.35%	-9.09%	0.30%
									2003	1175	B	2003	63	B			
									2004	1250	B	2004	67	B			
									2005	1200	B	2005	65	B			
						PH/PD		PH/PD	2006	1350	B	2006	73	B			
						(LOS C)	226	54	2007	1400	B	2007	75	B			
						430			2008	1100	B	2008	59	B			
									2009	**1000**	**B**	**2009**	**54**	**B**			
									2014	1000	B	2014	57	B			
									2019	1051	B	2019	60	B			
SR 363																	
N. St. Marks Line	2	Interup.	1	1.0	Rural	AADT		AADT	2000	2705	C	2000	146	C	AADT	AADT	AADT
to US 98 [1]		Undiv.			Devel.	(LOS C)	20$		2001	2503	C	2001	135	C	(LOS C)		
		No				7840	9946	1800	2002	2255	C	2002	122	C	22.96%	-1.85%	-4.38%
									2003	2218	C	2003	120	C			
									2004	2161	C	2004	116	C			
									2005	2044	C	2005	110	C			
						PH/PD		PH/PD	2006	1921	C	2006	104	C			
						(LOS C)	9946	96	2007	1864	C	2007	100	C			
						416			2008	1834	C	2008	99	C			
									2009	**1800**	**C**	**2009**	**97**	**C**			
									2014	1892	C	2014	102	C			
									2019	1988	C	2019	107	C			
US 98 [1] to	2	Interup.	1	5.9	Trans	AADT		AADT	2000	4750	B	2000	256	B	AADT	AADT	AADT
Leon County		Undiv.			Urban	(LOS C)	12,	3000	2001	4850	B	2001	261	B	(LOS C)		
Line 2						14100	212	6800	2002	4600	B	2002	248	B	34.75%	0.00%	1.01%
									2003	4950	B	2003	267	B			
									2004	5050	B	2004	272	B			
									2005	5200	B	2005	280	B			
						PH/PD		PH/PD	2006	5150	B	2006	278	B			
						(LOS C)	12,	162	2007	5300	B	2007	286	B			
						750	212	367	2008	4900	B	2008	264	B			
									2009	**4900**	**B**	**2009**	**264**	**B**			
									2014	5153	B	2014	278	B			
									2019	5419	B	2019	292	B			

[1]Capital Region Transportation Planning Agency Metropolitan Planning Area Boundary,

[2]Capital Region Transportation Planning Agency Urbanized Area Boundary,

$ Not counted 2002-2004

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

APPENDIX A

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT ANALYSIS COUNT	AADT ANALYSIS LOS	PH/PD ANALYSIS YEAR	PH/PD ANALYSIS PH/PD	PH/PD ANALYSIS LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 98																	
E. Franklin Co. Line to Bottoms Road	2	Uninter. Undiv.	0	5.6	Rural Devel.	AADT (LOS C) 14200	22	AADT 3300	2000	4500	B	2000	243	B	AADT (LOS C) 23.24%	AADT -5.71%	AADT -1.84%
									2001	4900	B	2001	264	B			
									2002	3600	B	2002	194	B			
									2003	3600	B	2003	194	B			
									2004	3700	B	2004	199	B			
									2005	4000	B	2005	216	B			
						PH/PD (LOS C) 780	22	PH/PD 178	2006	4000	B	2006	216	B			
									2007	3700	B	2007	199	B			
									2008	3500	B	2008	189	B			
									2009	**3300**	**B**	**2009**	**178**	**B**			
									2014	3468	B	2014	187	B			
									2019	3645	B	2019	196	B			
Bottoms Rd. to SR 375/US 319	2	Uninter. Undiv.	0	2.9	Rural Undev.	AADT (LOS C) 8100	7	AADT 6300	2000	5300	C	2000	286	C	AADT (LOS C) 77.78%	AADT 23.53%	AADT 1.32%
									2001	6200	C	2001	334	C			
									2002	5500	C	2002	296	C			
									2003	5600	C	2003	302	C			
									2004	5500	C	2004	296	C			
									2005	6300	C	2005	340	C			
						PH/PD (LOS C) 430	7	PH/PD 340	2006	5500	C	2006	296	C			
									2007	6800	C	2007	367	C			
									2008	5100	C	2008	275	C			
									2009	**6300**	**C**	**2009**	**340**	**C**			
									2014	6726	C	2014	363	C			
									2019	7181	C	2019	387	C			
SR 375/US 319 to Carter Rd [1]	2	Uninter. Undiv.	0	0.5	Rural Devel.	AADT (LOS C) 14200	6	AADT 10000	2000	9400	C	2000	507	C	AADT (LOS C) 70.42%	AADT 17.65%	AADT 0.90%
									2001	9400	C	2001	507	C			
									2002	9100	C	2002	490	C			
									2003	8900	C	2003	480	C			
									2004	8900	C	2004	480	C			
									2005	9600	C	2005	517	C			
						PH/PD (LOS C) 780	6	PH/PD 539	2006	9200	C	2006	496	C			
									2007	10500	C	2007	566	C			
									2008	8500	C	2008	458	C			
									2009	**10000**	**C**	**2009**	**539**	**C**			
									2014	10510	C	2014	566	C			
									2019	11046	C	2019	595	C			

[1] Capital Region Transportation Planning Agency Metropolitan Planning Area Boundary

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

APPENDIX A

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT ANALYSIS COUNT	AADT ANALYSIS LOS	PH/PD ANALYSIS YEAR	PH/PD ANALYSIS PH/PD	PH/PD ANALYSIS LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 98																	
Carter Rd to US 319	2	Uninter. Undiv.	0	1.1	Trans Urban	AADT (LOS C) 15100	6	AADT 10000	2000	9400	C	2000	496	C	AADT (LOS C) 66.23%	AADT 17.65%	AADT 0.90%
									2001	9400	C	2001	496	C			
									2002	9100	C	2002	480	C			
									2003	8900	C	2003	470	C			
									2004	8900	C	2004	470	C			
									2005	9600	C	2005	507	C			
						PH/PD (LOS C) 800	6	PH/PD 528	2006	9200	C	2006	486	C			
									2007	10500	C	2007	554	C			
									2008	8500	C	2008	449	C			
									2009	**10000**	**C**	**2009**	**528**	**C**			
									2014	10510	C	2014	555	C			
									2019	11046	C	2019	583	C			
US 319 to SR 363 [1]	2	Uninter. Undiv.	0	12.2	Trans Urban	AADT (LOS C) 15100	224 225	AADT 3000 4600	2000	3400	B	2000	180	B	AADT (LOS C) 25.17%	AADT 7.04%	AADT 0.58%
									2001	4100	B	2001	216	B			
									2002	4150	B	2002	219	B			
									2003	3650	B	2003	193	B			
									2004	3500	B	2004	185	B			
									2005	3950	B	2005	209	B			
						PH/PD (LOS C) 800	224 225	PH/PD 158 243	2006	4050	B	2006	214	B			
									2007	4000	B	2007	211	B			
									2008	3550	B	2008	187	B			
									2009	**3800**	**B**	**2009**	**201**	**B**			
									2014	3994	B	2014	211	B			
									2019	4198	B	2019	222	B			
SR 363 [1] to E. Jefferson Co. Line	2	Uninter. Undiv.	0	8.5	Rural Undev.	AADT (LOS C) 8100	14, 229	AADT 1950 1050	2000	2000	B	2000	108	B	AADT (LOS C) 18.52%	AADT -16.67%	AADT -1.62%
									2001	2000	B	2001	108	B			
									2002	1950	B	2002	105	B			
									2003	1900	B	2003	102	B			
									2004	2050	B	2004	110	B			
									2005	1825	B	2005	98	B			
						PH/PD (LOS C) 430	14, 229	PH/PD 105 57	2006	2050	B	2006	110	B			
									2007	1950	B	2007	105	B			
									2008	1800	B	2008	97	B			
									2009	**1500**	**B**	**2009**	**81**	**B**			
									2014	1577	B	2014	85	B			
									2019	1657	B	2019	89	B			

[1] Capital Region Transportation Planning Agency Metropolitan Planning Area Boundary

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

APPENDIX A

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT ANALYSIS COUNT	AADT ANALYSIS LOS	PH/PD ANALYSIS YEAR	PH/PD ANALYSIS PH/PD	PH/PD ANALYSIS LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 319																	
E. Franklin Co.	2	Uninter.	0	4.2	Rural	AADT		AADT	2000	1850	B	2000	100	B	AADT	AADT	AADT
Line to		Undiv.			Undev.	(LOS C)	3	2200	2001	2400	B	2001	129	B	(LOS C)		
S. Sopchoppy						8100			2002	2300	B	2002	124	B	27.16%	-4.35%	1.12%
									2003	2400	B	2003	129	B			
									2004	2400	B	2004	129	B			
									2005	2500	B	2005	135	B			
						PH/PD		PH/PD	2006	2700	B	2006	146	B			
						(LOS C)	3	119	2007	2300	B	2007	124	B			
						430			2008	2300	B	2008	124	B			
									2009	**2200**	**B**	**2009**	**119**	**B**			
									2014	2326	B	2014	125	B			
									2019	2459	B	2019	133	B			
E. Sopchoppy	2	Uninter.	1	5.5	Rural	AADT		AADT	2000	3900	B	2000	210	B	AADT	AADT	AADT
to US 98		Undiv.			Undev.	(LOS C)	21	5000	2001	4500	B	2001	243	C	(LOS C)		
						8100	26	4700	2002	4400	B	2002	237	B	59.88%	22.78%	0.50%
									2003	4550	C	2003	245	C			
									2004	4300	B	2004	232	B			
									2005	4500	B	2005	243	C			
						PH/PD		PH/PD	2006	4250	B	2006	229	B			
						(LOS C)	21	270	2007	4650	C	2007	251	C			
						430	26	253	2008	3950	B	2008	213	B			
									2009	**4850**	**C**	**2009**	**261**	**C**			
									2014	5097	C	2014	275	C			
									2019	5357	C	2019	289	C			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

APPENDIX A

2009 STATE ROAD LEVEL OF SERVICE

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT ANALYSIS COUNT	AADT ANALYSIS LOS	PH/PD ANALYSIS YEAR	PH/PD ANALYSIS PH/PD	PH/PD ANALYSIS LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 319																	
US 98 to	2	Inter.	1	5.2	Trans	AADT		AADT	2000	9400	C	2000	496	C	AADT	AADT	AADT
Lower Bridge Rd		Undiv.			Urban	(LOS C)	29	12200	2001	9400	C	2001	496	C	(LOS C)		
						14100			2002	9100	C	2002	480	C	86.52%	5.17%	4.63%
						(LOSD)			2003	8900	B	2003	470	B			
						15200			2004	8900	B	2004	470	B	(LOS D)		
									2005	9600	C	2005	507	C	80.26%		
						PH/PD		PH/PD	2006	11000	C	2006	581	C			
						(LOS C)	29	644	2007	12900	C	2007	681	C			
						750			2008	11600	C	2008	612	C			
						(LOS D)			**2009**	**12200**	**C**	**2009**	**644**	**C**			
						800			2014	15297	E*	2014	808	E*			
									2019	19179	E*	2019	1013	E*			
Lower Bridge Rd	2	Inter.	4	6.1	Trans	AADT		AADT	2000	9500	C	2000	502	C	AADT	AADT	AADT
to Bloxham		Undiv.			Urban	(LOS C)	296	15485	2001	12500	C	2001	660	C	(LOS C)		
Cutoff Road						14100			2002	11800	C	2002	623	C	109.82%	2.00%	5.57%
						(LOS E)			2003	10000	C	2003	528	C			
						**			2004	13380	C	2004	706	C	(LOS E)		
									2005	13973	C	2005	738	C	**		
						PH/PD		PH/PD	2006	14899	D*	2006	787	D*			
						(LOS C)	296	818	2007	15445	F*	2007	815	F*			
						750			2008	15182	D*	2008	802	F*			
						(LOS E)			**2009**	**15485**	**F***	**2009**	**818**	**F***			
						**			2014	20307	F*	2014	1072	F*			
									2019	26629	F*	2019	1406	F*			
Bloxham Cutoff	2	Uninter.	0	1.0	Trans	AADT		AADT	2000	12317	C	2000	650	C	AADT	AADT	AADT
Road to Leon		Undiv.			Urban	(LOS C)	52$		2001	12532	C	2001	662	C	(LOS C)		
County Line [2]						15100	296	15485	2002	12944	C	2002	683	C	102.55%	2.00%	3.08%
						(LOS E)			2003	13247	C	2003	699	C			
						26800			2004	13380	C	2004	706	C	(LOS E)		
									2005	13973	C	2005	738	C	57.78%		
						PH/PD		PH/PD	2006	14899	C	2006	787	C			
						(LOS C)	296	818	2007	15445	D*	2007	815	D*			
						800			2008	15182	D*	2008	802	D*			
						(LOS E)			**2009**	**15485**	**D***	**2009**	**818**	**D***			
						1420			2014	18024	D*	2014	952	D*			
									2019	20980	D*	2019	1108	D*			

[2]Capital Region Transportation Planning Agency Urbanized Area Boundary

*LOS D exceeds FDOT recommended standard and LOS F exceeds both County and State standards.

** Volumes greater than LOS D become F because intersection capacities have been reached.

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

APPENDIX A

2009 STATE ROAD LEVEL OF SERVICE

TOWN OF ST. MARKS

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT ANALYSIS COUNT	AADT ANALYSIS LOS	PH/PD ANALYSIS YEAR	PH/PD ANALYSIS PH/PD	PH/PD ANALYSIS LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 363																	
Within City	2	Inter. Undiv.	1	1.6	Rural Devel.	AADT (LOS C) 9800	9946	AADT 1800	2000	2609	C	2000	141	C	AADT (LOS C) 18.71%	AADT -1.61%	AADT -3.90%
									2001	2305	C	2001	124	C			
									2002	2255	C	2002	122	C			
									2003	2218	C	2003	120	C			
									2004	2161	C	2004	116	C			
									2005	2044	C	2005	110	C			
						PH/PD (LOS C) 520	9946	PH/PD 95	2006	1921	C	2006	104	C			
									2007	1864	C	2007	100	C			
									2008	1834	C	2008	99	C			
									2009	**1800**	**C**	**2009**	**97**	**C**			
									2014	1892	C	2014	102	C			
									2019	1988	C	2019	107	C			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

APPENDIX A

2009 STATE ROAD LEVEL OF SERVICE

TOWN OF SOPCHOPPY

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2009 COUNTS	AADT ANALYSIS YEAR	AADT ANALYSIS COUNT	AADT ANALYSIS LOS	PH/PD ANALYSIS YEAR	PH/PD ANALYSIS PH/PD	PH/PD ANALYSIS LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 319																	
S. City Line to CR 22	2	Uninter. Undiv.	0	1.0	Rural Devel.	AADT (LOS C) 14200	3	AADT 2200	2000	2000	B	2000	108	B	AADT (LOS C) 15.49%	AADT -4.35%	AADT 2.73%
									2001	2000	B	2001	108	B			
									2002	1950	B	2002	105	B			
									2003	1900	B	2003	102	B			
									2004	2050	B	2004	110	B			
									2005	1825	B	2005	98	B			
						PH/PD (LOS C) 780	3	PH/PD 119	2006	2700	B	2006	146	B			
									2007	2300	B	2007	124	B			
									2008	2300	B	2008	124	B			
									2009	**2200**	**B**	**2009**	**119**	**B**			
									2014	2517	B	2014	136	B			
									2019	2879	B	2019	155	B			
CR 22 to E. City Line	2	Uninter. Undiv.	0	0.9	Rural Devel.	AADT (LOS C) 14200	26	AADT 4700	2000	3600	B	2000	194	B	AADT (LOS C) 33.10%	AADT 30.56%	AADT 0.39%
									2001	4300	B	2001	232	B			
									2002	4200	B	2002	226	B			
									2003	4300	B	2003	232	B			
									2004	3900	B	2004	210	B			
									2005	4100	B	2005	221	B			
						PH/PD (LOS C) 780	26	PH/PD 253	2006	4000	B	2006	216	B			
									2007	4300	B	2007	232	B			
									2008	3600	B	2008	194	B			
									2009	**4700**	**B**	**2009**	**253**	**B**			
									2014	4940	B	2014	266	B			
									2019	5192	B	2019	280	B			

Annual rate determined as follows: (((2009+2008+2007+2006+2005)/5)/((2004+2003+2002+2001+2000)/5))^.20-1

APPENDIX A

Wakulla - 2010

WAKULLA COUNTY

STATE ROAD SECTION	NO. LANES	#SIGNALS SIG/MI	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL GROWTH
SR 267																	
Leon County Line [2]	2	0	Uninter.	1.766	Rural	AADT		AADT	2001	1156	B	2001	62	B	AADT	AADT	AADT
to CR 373 [1]			Undiv.		Undev.	(LOS C)	252 T	1193	2002	1206	B	2002	65	B	(LOS C)		
						8100			2003	1175	B	2003	63	B	14.73%	-0.75%	0.39%
						(LOS E)			2004	1223	B	2004	66	B			
						27600			2005	1300	B	2005	70	B	(LOS E)		
									2006	1292	B	2006	70	B	4.32%		
						PH/PD		PH/PD	2007	1300	B	2007	70	B			
						(LOS C)	252 T	64	2008	1192	B	2008	64	B			
						430			2009	1202	B	2009	65	B			
						(LOS E)			**2010**	**1193**	**B**	**2010**	**64**	**B**			
0.000 - 1.766						1480			2015	1254	B	2015	68	B			
Rdwy. ID 59100000									2020	1318	B	2020	71	B			
CR 373 [1]	2	0	Uninter.	2.661	Trans	AADT		AADT	2001	4300	B	2001	229	B	AADT	AADT	AADT
to U.S. 319			Undiv.		Urban	(LOS C)	219	4800	2002	4500	B	2002	240	B	(LOS C)		
						15100			2003	4700	B	2003	251	B	31.79%	-2.04%	-0.50%
						(LOS E)			2004	5200	B	2004	277	B			
						26800			2005	5400	B	2005	288	B	(LOS E)		
									2006	4900	B	2006	261	B	17.91%		
						PH/PD		PH/PD	2007	4700	B	2007	251	B			
						(LOS C)	219	256	2008	4200	B	2008	224	B			
						800			2009	4900	B	2009	261	B			
						(LOS E)			**2010**	**4800**	**B**	**2010**	**256**	**B**			
1.766 - 4.427						1420			2015	5045	B	2015	269	B			
Rdwy. ID 59100000									2020	5302	B	2020	283	B			
US 319 to	2	1	Interup.	8.462	Trans	AADT		AADT	2001	2150	B	2001	115	B	AADT	AADT	AADT
SR 363		0.118	Undiv.		Urban	(LOS C)	227	3900	2002	2083	B	2002	111	B	(LOS C)		
			Class I			14100	228	2400	2003	2000	B	2003	107	B	22.34%	3.28%	5.27%
		Mile Posts				(LOS E)			2004	2450	B	2004	131	B			
		12.872				**			2005	2650	B	2005	141	B	(LOS E)		
									2006	2700	B	2006	144	B	**		
						PH/PD		PH/PD	2007	2800	B	2007	149	B			
						(LOS C)	227	208	2008	2950	B	2008	157	B			
						750	228	119	2009	3050	B	2009	163	B			
						(LOS E)			**2010**	**3150**	**B**	**2010**	**168**	**B**			
4.427 - 12.889						**			2015	4072	B	2015	217	B			
Rdwy. ID 59100000									2020	5263	B	2020	281	B			

[1]Capital Region Transportation Planning Agency Planning Area Boundary

[2]Capital Region Transportation Planning Agency Urbanized Area Boundary

T = Telemetered Station

** Volumes greater than LOS D (MV 15,200) become F because intersection capacities have been reached.

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

APPENDIX A

WAKULLA COUNTY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
SR 267																	
SR 363 to	2	0	Uninter.	3.742	Rural	AADT		AADT	2001	1156	B	2001	62	B	AADT	AADT	AADT
U.S. 98		0.000	Undiv.		Undev.	(LOS C)	226	950	2002	1206	B	2002	65	B	(LOS C)		
						8100			2003	1175	B	2003	63	B	11.73%	-5.00%	-0.63%
		Mile Posts				(LOS E)			2004	1250	B	2004	67	B			
		12.872 TS	Begin Seg			27600			2005	1200	B	2005	65	B	(LOS E)		
									2006	1350	B	2006	73	B	3.44%		
						PH/PD		PH/PD	2007	1400	B	2007	75	B			
						(LOS C)	226	51	2008	1100	B	2008	59	B			
						430			2009	1000	B	2009	54	B			
						(LOS E)			**2010**	**950**	**B**	**2010**	**51**	**B**			
12.889 - 16.631						1480			2015	998	B	2015	54	B			
Rdwy. ID 59100000									2020	1049	B	2020	57	B			
SR 363																	
N. St. Marks Line	2	1	Interup.	0.943	Rural	AADT		AADT	2001	2503	C	2001	134	C	AADT	AADT	AADT
to US 98 [1]		1.060	Undiv.		Devel.	(LOS C)	20 #		2002	2255	C	2002	120	C	(LOS C)		
			No *			7840	9946 T	1800	2003	2218	C	2003	118	C	22.96%	0.00%	-3.78%
		Mile Posts				(LOS E)			2004	2161	C	2004	115	C			
	59110000	12.211 ICB	Stop			11120			2005	2044	C	2005	109	C	(LOS E)		
									2006	1921	C	2006	102	C	16.19%		
						PH/PD		PH/PD	2007	1864	C	2007	99	C			
						(LOS C)	9946 T	96	2008	1834	C	2008	98	C			
						416			2009	1800	C	2009	96	C			
						(LOS E)			**2010**	**1800**	**C**	**2010**	**96**	**C**			
1.639 - 2.582						592			2015	1892	C	2015	101	C			
Rdwy. ID 59040000									2020	1988	C	2020	106	C			
US 98 [1]	2	1	Interup. CI	5.921	Trans	AADT		AADT	2001	4850	B	2001	259	B	AADT	AADT	AADT
to Leon County Line		0.169	Undiv.		Urban	(LOS C)	12	2700	2002	4600	B	2002	245	B	(LOS C)		
						14100	212	6400	2003	4950	B	2003	264	B	32.27%	-7.14%	0.12%
		Mile Posts				(LOS E)			2004	5050	B	2004	269	B			
	59110000	12.211 ICB	Isolated Stop			**			2005	5200	B	2005	277	B	(LOS E)		
	59100000	12.872 TS							2006	5150	B	2006	275	B	**		
						PH/PD		PH/PD	2007	5300	B	2007	283	B			
						(LOS C)	12	144	2008	4900	B	2008	261	B			
						750	212	341	2009	4900	B	2009	261	B			
						(LOS E)			**2010**	**4550**	**B**	**2010**	**243**	**B**			
2.582 - 8.503						**			2015	4782	B	2015	255	B			
Rdwy. ID 59040000									2020	5026	B	2020	268	B			

[1] Capital Region Transportation Planning Agency Planning Area Boundary

[2] Capital Region Transportation Planning Agency Urbanized Area Boundary

* Maximum Volumes reduced by 20% due to: No exclusive left turn lanes

** Volumes greater than LOS D (MV 15,200) become F because intersection capacities have been reached.

T = Telemetered Station

Count Station Discontinued in 2002

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

APPENDIX A

WAKULLA COUNTY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 98																	
Franklin Co. Line (E end	2	0	Uninter.	4.919	Rural	AADT		AADT	2001	4900	B	2001	270	B	AADT	AADT	AADT
Ochlockonee Bridge		0.000	Undiv.		Devel.	(LOS C)	22	3100	2002	3600	B	2002	198	B	(LOS C)		
to Bottoms Rd.						14200			2003	3600	B	2003	198	B	21.83%	-6.06%	-2.33%
		Mile Posts				(LOS E)			2004	3700	B	2004	204	B			
		0.094 ICB				25600			2005	4000	B	2005	220	B	(LOS E)		
									2006	4000	B	2006	220	B	12.11%		
						PH/PD		PH/PD	2007	3700	B	2007	204	B			
						(LOS C)	22	171	2008	3500	B	2008	193	B			
						780			2009	3300	B	2009	182	B			
						(LOS E)			**2010**	**3100**	**B**	**2010**	171	**B**			
0.000 - 4.919						1400			2015	3258	B	2015	179	B			
Rdwy. ID 59010000									2020	3424	B	2020	188	B			
Bottoms Rd.	2	0	Uninter.	2.859	Rural	AADT		AADT	2001	6200	C	2001	334	C	AADT	AADT	AADT
to SR 375/US 319			Undiv.		Undev.	(LOS C)	7	4800	2002	5500	C	2002	296	C	(LOS C)		
						8100			2003	5600	C	2003	302	C	59.26%	-23.81%	-0.42%
						(LOS E)			2004	5500	C	2004	296	C			
						27600			2005	6300	C	2005	340	C	(LOS E)		
									2006	5500	C	2006	296	C	17.39%		
						PH/PD		PH/PD	2007	6800	C	2007	367	C			
						(LOS C)	7	259	2008	5100	C	2008	275	C			
						430			2009	6300	C	2009	340	C			
						(LOS E)			**2010**	**4800**	**C**	**2010**	**259**	**C**			
4.919 -7.778						1480			2015	5045	C	2015	272	C			
Rdwy. ID 59010000									2020	5302	C	2020	286	C			
SR 375/US 319 to	2	0	Uninter.	0.679	Rural	AADT		AADT	2001	9400	C	2001	517	C	AADT	AADT	AADT
Carter Rd [1]			Undiv.		Devel.	(LOS C)	6	8400	2002	9100	C	2002	501	C	(LOS C)		
						14200			2003	8900	C	2003	490	C	59.15%	-16.00%	0.30%
						(LOS E)			2004	8900	C	2004	490	C			
						25600			2005	9600	C	2005	528	C	(LOS E)		
									2006	9200	C	2006	506	C	32.81%		
						PH/PD		PH/PD	2007	10500	C	2007	578	C			
						(LOS C)	6	462	2008	8500	C	2008	468	C			
						780			2009	10000	C	2009	550	C			
						(LOS E)			**2010**	**8400**	**C**	**2010**	**462**	**C**			
7.778 - 8.457						1400			2015	8828	C	2015	486	C			
Rdwy. ID 59010000									2020	9279	C	2020	510	C			

[1]Capital Region Transportation Planning Agency Planning Area Boundary

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

APPENDIX A

WAKULLA COUNTY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 98																	
Carter Rd	2	0	Uninter.	0.880	Trans	AADT		AADT	2001	9400	C	2001	501	C	AADT	AADT	AADT
to US 319			Undiv.		Urban	(LOS C)	6	8400	2002	9100	C	2002	485	C	(LOS C)		
						15100			2003	8900	C	2003	475	C	55.63%	-16.00%	0.30%
						(LOS E)			2004	8900	C	2004	475	C			
						26800			2005	9600	C	2005	512	C	(LOS E)		
									2006	9200	C	2006	491	C	31.34%		
						PH/PD		PH/PD	2007	10500	C	2007	560	C			
						(LOS C)	6	448	2008	8500	C	2008	453	C			
						800			2009	10000	C	2009	534	C			
						(LOS E)			**2010**	**8400**	**C**	**2010**	**448**	**C**			
8.457 - 9.337						1420			2015	8828	C	2015	471	C			
Rdwy. ID 59010000									2020	9279	C	2020	495	C			
US 319 to	2	0	Uninter.	12.211	Trans	AADT		AADT	2001	4100	B	2001	219	B	AADT	AADT	AADT
SR 363 [1]		0.000	Undiv.		Urban	(LOS C)	224	3300	2002	4150	B	2002	221	B	(LOS C)		
						15100	225	4300	2003	3650	B	2003	195	B	25.17%	0.00%	-0.16%
		Mile Posts				(LOS E)			2004	3500	B	2004	187	B			
		4.990 ICB				26800			2005	3950	B	2005	211	B	(LOS E)		
		12.211 ICB							2006	4050	B	2006	216	B	14.18%		
						PH/PD		PH/PD	2007	4000	B	2007	213	B			
						(LOS C)	224	176	2008	3550	B	2008	189	B			
						800	225	229	2009	3800	B	2009	203	B			
						(LOS E)			**2010**	**3800**	**B**	**2010**	**203**	**B**			
0.000 - 12.211						1420			2015	3994	B	2015	213	B			
Rdwy. ID 59110000									2020	4198	B	2020	224	B			
SR 363 [1] to	2	0	Uninter.	8.514	Rural	AADT		AADT	2001	2000	B	2001	108	B	AADT	AADT	AADT
E. Jefferson Co.		0.000	Undiv.		Undev.	(LOS C)	14	1950	2002	1950	B	2002	105	B	(LOS C)		
Line						8100	229	1000	2003	1900	B	2003	102	B	18.21%	-1.67%	-2.03%
		Mile Posts				(LOS E)			2004	2050	B	2004	110	B			
		12.211 ICB				27600			2005	1825	B	2005	98	B	(LOS E)		
									2006	2050	B	2006	110	B	5.34%		
						PH/PD		PH/PD	2007	1950	B	2007	105	B			
						(LOS C)	14	105	2008	1800	B	2008	97	B			
						430	229	54	2009	1500	B	2009	81	B			
						(LOS E)			**2010**	**1475**	**B**	**2010**	**80**	**B**			
12.211 - 20.725						1480			2015	1550	B	2015	84	B			
Rdwy. ID 59110000									2020	1629	B	2020	88	B			

[1]Capital Region Transportation Planning Agency Planning Area Boundary

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

APPENDIX A

WAKULLA COUNTY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 319																	
E. Franklin Co.	2	0	Uninter.	4.593	Rural	AADT		AADT	2001	2400	B	2001	129	B	AADT	AADT	AADT
Line to			Undiv.		Undev.	(LOS C)	3	2300	2002	2300	B	2002	124	B	(LOS C)		
S. Sopchoppy						8100			2003	2400	B	2003	129	B	28.40%	4.55%	-0.34%
						(LOS E)			2004	2400	B	2004	129	B			
						27600			2005	2500	B	2005	135	B	(LOS E)		
									2006	2700	B	2006	146	B	8.33%		
						PH/PD		PH/PD	2007	2300	B	2007	124	B			
						(LOS C)	3	124	2008	2300	B	2008	124	B			
						430			2009	2200	B	2009	119	B			
						(LOS E)			**2010**	**2300**	**B**	**2010**	**124**	**B**			
0.000 - 4.593						1480			2015	2417	B	2015	130	B			
Rdwy. ID 59030000									2020	2541	B	2020	137	B			
E. Sopchoppy	2	0	Uninter.	5.472	Rural	AADT		AADT	2001	4500	B	2001	243	C	AADT	AADT	AADT
to US 98			Undiv.		Undev.	(LOS C)	21	4400	2002	4400	B	2002	237	B	(LOS C)		
						8100	26	3700	2003	4550	C	2003	245	C	50.00%	-16.49%	-0.45%
						(LOS E)			2004	4300	B	2004	232	B			
						27600			2005	4500	B	2005	243	C	(LOS E)		
									2006	4250	B	2006	229	B	14.67%		
						PH/PD		PH/PD	2007	4650	C	2007	251	C			
						(LOS C)	21	237	2008	3950	B	2008	213	B			
						430	26	199	2009	4850	C	2009	261	C			
						(LOS E)			**2010**	**4050**	**B**	**2010**	**218**	**B**			
6.071 - 11.543						1480			2015	4257	B	2015	229	B			
Rdwy. ID 59030000									2020	4474	B	2020	241	C			

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

APPENDIX A

WAKULLA COUNTY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2010 AADT	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
US 319																	
US 98 to	2	1	Inter.	5.200	Trans	AADT		AADT	2001	9400	C	2001	501	C	AADT	AADT	AADT
Lower Bridge Rd		0.192	Undiv.		Urban	(LOS C)	29	10500	2002	9100	C	2002	485	C	(LOS C)		
			Class I			14100			2003	8900	B	2003	475	C	74.47%	-13.93%	4.86%
		Mile Posts				(LOS E)			2004	8900	B	2004	475	C			
		14.518 TS				**			2005	9600	C	2005	512	C	(LOS E)		
									2006	11000	C	2006	587	C	**		
						PH/PD		PH/PD	2007	12900	C	2007	688	C			
						(LOS C)	29	560	2008	11600	C	2008	619	C			
						750			2009	12200	C	2009	651	C			
						(LOS E)			**2010**	**10500**	**C**	**2010**	**560**	**C**			
9.337 - 14.518						**			2015	13314	C	2015	710	C			
Rdwy. ID 59010000									2020	16881	F*	2020	901	F*			
Lower Bridge Rd	2	3	Inter.	6.122	Trans	AADT		AADT	2001	12500	C	2001	667	C	AADT	AADT	AADT
to SR 267/Bloxham		0.490	Undiv.		Urban	(LOS C)	296 T	15448	2002	11800	C	2002	630	C	(LOS C)		
Cutoff Road		Mile Posts	Class I			14100			2003	10000	C	2003	534	C	109.56%	-0.24%	4.40%
	59010000	14.518 TS	Begin Seg			(LOS E)			2004	13380	C	2004	714	C			
	59020000	1.258 TS				**			2005	13973	C	2005	745	C	(LOS E)		
	59020000	2.802 TS							2006	14899	D	2006	795	D	**		
	59020000	6.087 TS				PH/PD		PH/PD	2007	15445	F*	2007	824	F*			
14.518 - 14.553	L/B Rd			0.035		(LOS C)	296 T	824	2008	15182	D	2008	810	F*			
Rdwy ID 59010000	to SR 369					750			2009	15485	F*	2009	826	F*			
						(LOS E)			**2010**	**15448**	**F***	**2010**	**824**	**F***			
0.000 - 6.087	Ramp to CR 61			6.087		**			2015	19158	F*	2015	1022	F*			
Rdwy ID 59020000	to SR 267/Bloxham Cutoff Rd			6.122	Total				2020	23759	F*	2020	1268	F*			
SR 267/Bloxham Cutoff	2	0	Uninter.	2.941	Trans	AADT		AADT	2001	12532	C	2001	669	C	AADT	AADT	AADT
Road to Leon Co. Line[2]		0.000	Undiv.		Urban	(LOS C)	296 T	15448	2002	12944	C	2002	691	C	(LOS C)		
						15100			2003	13247	C	2003	707	C	102.30%	-0.24%	2.96%
		Mile Posts				(LOS E)			2004	13380	C	2004	714	C			
		6.087 TS	Begin Seg			26800			2005	13973	C	2005	745	C	(LOS E)		
									2006	14899	C	2006	795	C	57.64%		
						PH/PD		PH/PD	2007	15445	D	2007	824	D			
						(LOS C)	296 T	824	2008	15182	D	2008	810	D			
						800			2009	15485	D	2009	826	D			
						(LOS E)			**2010**	**15448**	**D**	**2010**	**824**	**D**			
6.087 - 9.028						1420			2015	17875	D	2015	954	D			
Rdwy ID 59020000									2020	20684	D	2020	1104	D			

[2]Capital Region Transportation Planning Agency Urbanized Area Boundary

T = Telemetered Station

*Exceeds Adopted standard

** Volumes greater than LOS D (MV 15,200) become F because intersection capacities have been reached.

Annual rate determined as follows: (((2010+2009+2008+2007+2006)/5)/((2005+2004+2003+2002+2001)/5))^.20-1

APPENDIX A

Appendix C

APPENDIX C

CRTPA Regional Transit Study, Adopted March 2010

Transit Service Improvements

Note: This information was extracted from the RTS Technical Memorandum #3

This appendix discusses the proposed transit improvements that were identified as part of the Regional Transit Study (RTS), adopted by the Capital Region Transportation Planning Agency (CRTPA) in 2010. This appendix contains information extracted from the RTS Technical Memorandum #3 which analyses existing transit services, current travel patterns, population projections, employment data and other socio-economic data. The data was analyzed at super district level and compared to the 2007 base data to identify trends and to identify opportunities for future transit improvements as a way to reduce congestion. The identified improvements are categorized in to service improvements and capital projects.

The RTS conducted a transit potential analysis to quantify the demand for travel within the CRTPA region which comprises of Leon, Wakulla, Jefferson and Gadsden Counties. The Region's travel demand model was used to forecast trip flows and volumes which in turn were used to determine the current and future corridors with the highest daily travel demand. The results were the basis for future transit improvements.

The population projections indicate that between 2007 and 2050, Leon County and the City of Tallahassee will see a 52% population increase. Population in Gadsden, Wakulla, and Jefferson Counties is projected to increase 69%, 145%, and 46%, respectively, during that time period. The region as a whole is projected to increase its population by 62% in 2050.

Employment, which is the second primary factor in estimating transit demand, indicates that between 2007 and 2050, Leon County and the City of Tallahassee will experience a 52% increase in employment. Employment in Gadsden, Wakulla, and Jefferson Counties is projected to increase 69%, 145%, and 46%, respectively, during that time period. The region as a whole is projected to increase its employment by 56% in 2050.

The RTS also generated zone to zone travel patterns using the population and employment forecasts and updated roadway and transit network information. The origin and destination by traffic analysis zone was categorized in to three (3) travel patterns:

1. Home-based work (HBW): Home-based-work trips are trips made between a household and place of employment
2. Home-based other (HBO): Home-based-other trips are trips made between a household and any other destination (i.e. school, shopping)
3. Non-home based (NHB): Non-home-based trips are all trips that do not have an origin or destination at a household

There were approximately 1.3 total million daily trips within the Capital region in the baseline year (2007). Of these trips, approximately 200,000 are HBW (16%), while approximately 1.1 million are of

HBO or NHB. 24% of all trips in the baseline year were intra-district trips, meaning trips were conducted entirely within their zone of origin.

In the horizon year 2050, it is estimated that there will be approximately 2 million total daily person trips in the region. Approximately 329,000 daily trips are forecasted HBW trips, while 1.6 million are forecasted HBO or NHB trips. Approximately 25% of all trips are intra-district in 2050.

The majority of trips into Tallahassee originates in outer Leon County and has final destinations in the inner Northeast and inner Northwest districts. Wakulla County produces the next greatest volume of trips into the City of Tallahassee, followed by Gadsden and Jefferson. An overwhelming majority of total trips are to outer Leon, followed by Wakulla, Gadsden, and Jefferson. The majority of intra-zonal trips are for trip purposes other than HBW.

Potential transit markets were identified based on travel demand analyses. The RTS identified potential transit corridors and service options based on estimated trips by type as a way to reduce and/or manage congestion.

Transit Service Improvements

Following is a list of proposed transit improvements to reduce and/or manage congestion:

Local Fixed Routes	Bus Rapid Transit
Deviated Fixed Route	Light Rail Transit
Transfer Centers	Modern Streetcar
Park and Ride Lots	Commuter Rail
Express Bus	High Speed Rail

Near-Term Plan (2010-2014)

The near-term plan focuses on enhancing local service within the City of Tallahassee, Gadsden and Wakulla Counties. The StarMetro NOVA 2010 decentralized the bus service in early 2011. This framework added service in the rapidly-developing southeast quadrant of the City. Two express routes will be implemented in the Near-Term between Quincy and Tallahassee, and Crawfordville and Tallahassee. Both of these routes will be served by new park and ride lots at the end of the lines in the out-counties. Additionally, three transfer centers are proposed to provide for better connections between the decentralized StarMetro routes, planned express routes, and future BRT routes proposed in the later phases.

<u>Near-Term Service improvements include:</u>
Star Metro Decentralization
CCOC/Southwood
Tram Road

<u>Near-Term Capital projects include:</u>
Crawfordville Express
Quincy Express
Satellite transfer Centers (US 319/Mahan, Southwood, Hopkins Crossing)
Regional Park and Ride (Quincy, Crawfordville)

Mid-Term Plan (2015-2024)

The Mid-Term Plan builds upon the Near-Term by adding two additional areas of local service, five new regional express routes, and three BRT routes. Fixed-guideway transit is introduced in this phase, as two streetcar routes are planned as circulators connecting key employment and education centers in downtown Tallahassee. Four transfer centers and two park and ride lots are planned to serve the new transit routes.

Mid-Term Service Improvements include:

North Leon County Service, East Leon County service, Quincy Fixed Route, Havana fixed route, and Monticello Fixed route

Mid-Term Capital projects include:

Express Bus (Woodville Highway Express, Capital Circle East Express, Havana Express, Monticello Express, Airport Express)
Bus Rapid Transit (West Tennessee, Thomasville Road, Apalachee Parkway)
Streetcar (Gaines Street line, Campus Line)
Satellite Transfer Centers (FSU/Stadium, Tallahassee community College, Tallahassee Regional Airport, Quincy)
Regional Park and Ride (Havana, Woodville)

Long-Term Plan (2025-2050)

The Long-Term Plan is the final phase of proposed transit improvements. Included in this phase are several capital projects including two light rail transit (LRT) segments, four BRT corridors, and two express bus routes. Local service improvements include LRT feeder bus service and a fixed route circulator in Crawfordville. Possible commuter rail corridors and connections to high-speed rail were also evaluated and included in the long-range plans.

Long-Term Service Improvements include:

LRT feeder service
Crawfordville fixed route
Rural fixed route expansion

Long-Term Capital Projects Include:

Express Bus (Havana-Quincy, Capital Circle Southwest)
Bus Rapid Transit (West Tennessee BRT extension, Capital Circle East BRT, Monroe BRT, East Tennessee BRT)
Light Rail Transit (Airport to downtown, downtown to I-10 high speed rail station)
Commuter rail
High speed rail
Regional Park and ride (Bradfordville, Monticello)

Appendix D

(Electronic Appendix)

This appendix includes the raw crash data files utilized for this report.
The CMP_Appendix D.zip contains the following database files and ESRI GIS set up files:

Off_System_Auto_Crashes_07_to_10.dbf

Off_System_Auto_Crashes_07_to_10.dbf.xml

Off_System_Bicycle_Crashes_07_to_10.dbf

Off_System_Bicycle_Crashes_07_to_10.dbf.xml

Off_System_Crashes_Partial_2011.dbf

System_Crashes_Partial_2011.dbf.xml

Off_System_Pedestrian_Crashes_07_to_10.dbf

Off_System_Pedestrian_Crashes_07_to_10.dbf.xml

On_System_Auto_Crashes_07_to_10.dbf

On_System_Auto_Crashes_07_to_10.dbf.xml

On_System_Bicycle_Crashes_07_to_10.dbf

On_System_Bicycle_Crashes_07_to_10.dbf.xml

On_System_Crashes_Partial_2011.dbf

On_System_Crashes_Partial_2011.dbf.xml

On_System_Pedestrian_Crashes_07_to_10.dbf

On_System_Pedestrian_Crashes_07_to_10.dbf.xml