Congestion Management Process Report

for the

Capital Region Transportation Planning Area

September 2009

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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 Transportation Equity Act for the 21st Century (TEA-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.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into effect by the President in August of 2005, and began to redefine the CMS with a new title: the ***Congestion Management Process***. As part of the legislation, the following directive is found:

> *Within a metropolitan planning area serving a transportation management area, the transportation planning process…shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies.*

Congestion Management Process Report

The Congestion Management Process (CMP) Report for the CRTPA, as required under TEA-21 and SAFTEA-LU, is presented in the subsequent chapters 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. In 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 TEA-21. 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.

INTRODUCTION

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.

Organization of Report

This report is divided into six chapters. Chapter 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). Chapter Two focuses on the establishment and subsequent results from the application of performance measures per travel mode. Chapter Three outlines CRTPA project evaluation criteria. Chapter Four identifies congestion management strategies/projects that could be undertaken or are being utilized currently in the planning area. Chapter Five outlines a CMS implementation plan, and Chapter Six summarizes the conclusions of the report.

I. FRAMEWORK OF THE CRTPA CONGESTION MANAGEMENT PROCESS REPORT

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 every 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.

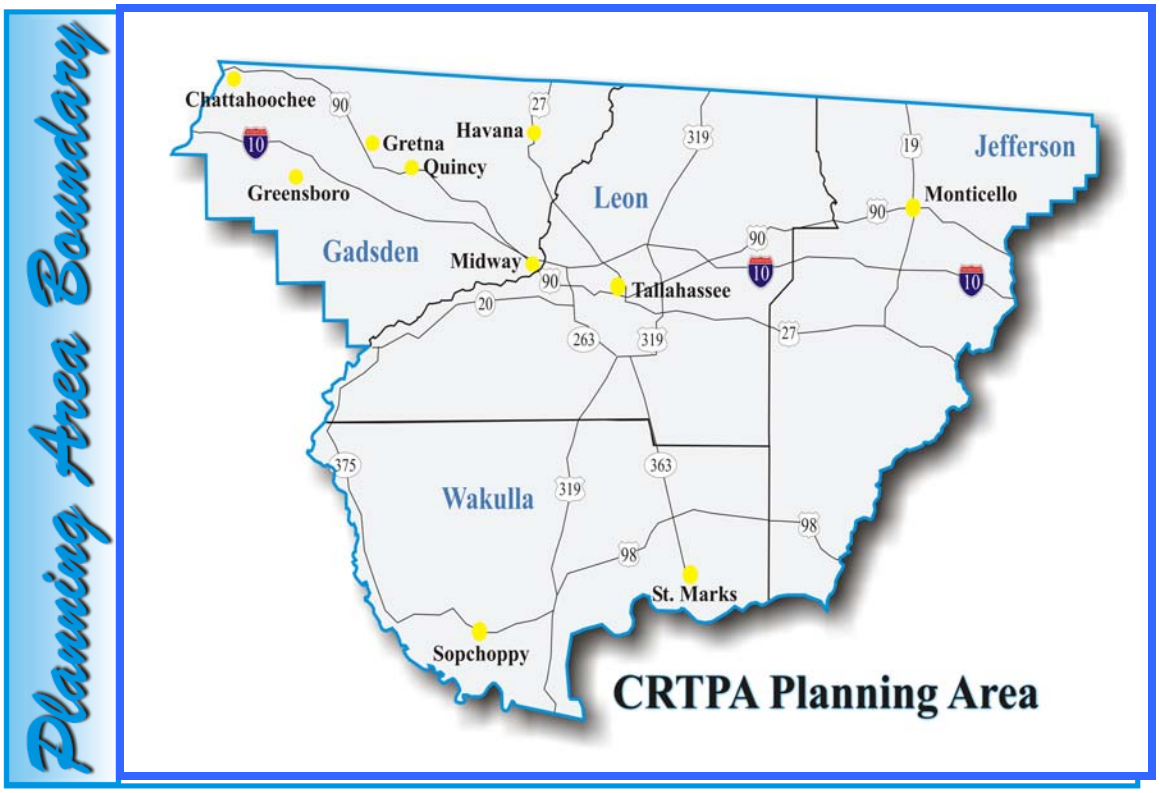

Figure 1: CRTPA Planning Area Boundary

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.

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 results 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.

SAFETEA-LU

Additionally, the President of the United States signed into effect the "Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU) in August of 2005. This legislation redefined the Congestion Management System with a new title and angle of utility. The new title is the, "***Congestion Management Process***." As part of the legislation, the following directive is found:

> *Within a metropolitan planning area serving a transportation management area, the transportation planning process…shall address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this title and chapter 53 of title 49 through the use of travel demand reduction and operational management strategies.*

Inherent in this new title, is an expectation that the new Congestion Management Process reports would not only identify potential congestion problems and mitigating strategies, but also identify the process whereby these strategies can be readily plugged into the transportation planning documents to effectuate change on the immediate horizon. In essence, the substitution of the words, "System, or Plan", with the word, "Process" brought to light the importance of the CMP to become a dynamic tool that continually researches, updates, and moves strategies forward to implementation.

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."

II. PERFORMANCE MEASURES

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

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.

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.

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.

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.

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.

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 2007 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 2007 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 LOS ranges from "A" (highest achievable) to "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 2007 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 LOS 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 LOS 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 ***Chapters 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.

Roadway Performance Evaluations

Upon reviewing the 2007 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 2007, or projected to be experiencing congestion by 2012, or 2017. 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.

From the FDOT Level of Service Analysis Tables, forty-five (45) roadway segments were identified to be congested in the year 2007 in Leon County by both FDOT and Leon County standards (35 operating at LOS "F", 9 operating at LOS "E", and 1 operating at LOS "D"). Additionally, 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 2012, 64 roadway segments (56 at LOS "F", and 8 at LOS "E") are projected to be congested, and 78 in year 2017 (70 at LOS "F", 6 at LOS "E", and 2 at LOS "D".).

For Gadsden County, two state roadways are projected to be operating below the adopted LOS of "C" in a future year. SR 267, from the Liberty County line to Spooner Road, is projected to be operating at LOS "D" in the year 2017, thereby experiencing congestion. Likewise, US 90 (from CR 269 to the start of the four-lane section) in Chattahoochee is projected to be operating at LOS "D" in the year 2017.

From the FDOT Level of Service Analysis Tables, only one roadway segment is projected to be congested in future years in Jefferson County. Interstate 10, from the Leon County line east to US 19, is projected to be operating at LOS "C" in future years 2012 and 2017. The FDOT adopted LOS for this segment is "B". This roadway

segment is contained with a project in the adopted Year 2030 Long Range Transportation Plan Cost Feasible Plan.

Wakulla County has 4 roadway segments that are identified as congested per FDOT standards either by existing counts or projections for the years 2012 and 2017. Three of the congested roadway segments are on US 319, and the fourth remaining segment falls on US 98. None of the roadway segments are perceived as congested per Wakulla County adopted LOS standards for the roadways. The adopted LOS for these four segments are "C" per FDOT standards, and "E" per Wakulla County standards. The segment of US 98 (Bottoms Road to SR 375/US 319) is projected to be congested in the year 2017 by FDOT standards (projected at LOS "D"). The first segment of US 319 (from US 98 to Lower bridge Road) is projected to be congested per FDOT standards by the years 2012 and 2017 (operating at LOS "D" and E", respectively). The second segment of US 319 (from Lower Bridge road to Bloxham Cutoff Road) was operating at LOS "D" in 2007, and is projected to be congested at LOS "E" in future years 2012 and 2017. The final segment of US 319 (from Bloxham Cutoff Road to the Leon County line) was operating at LOS "D" in 2007, and is projected to be congested at LOS "D" in both future years of 2012 and 2017. Currently there is a project in the adopted Year 2030 Long Range Transportation Plan Cost Feasible Plan that spans Harvey Mill Road to L. L. Wallace Road along Crawfordville Road (US 319). This project addresses the capacity issues along a large portion of the 3 congested segments of US 319.

Below is a list of the state roadways shown to be operating at LOS "F" after analyzing the 2007 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 Year 2030 Cost Feasible Plan (CFP). Roadways #22 and #23, shown in **bold and underlined**, 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.

Roadway Segments Current Operating at LOS "F"in the CRTPA Area:

1. SR 10/ US 90/East Tennessee Street (North Monroe Street to North Meridian Street)

2. SR 10/US 90/East Tennessee Street (Capital Circle to Buck Lake Road)

3. **SR 10/ US 90/ East Tennessee Street (Buck Lake Road to SR 8/I-10)**
   (Roadway widening currently under construction from Dempsey Mayo Rd. to Interstate 10)

4. SR10/ US 90/ West Tennessee Street (Appleyard Drive to Ocala Road)

5. SR10/ US 90/ West Tennessee Street (Ocala Road to Woodward Avenue)

6. SR 20/ US 27/ Apalachee Parkway (Magnolia Drive to Blairstone Road)

7. **SR 20/ US 27/ Apalachee Parkway (Blairstone Road to SR 261/US 319/Capital Circle)** *(currently a sidewalk project is funded from Blair Stone Road east to Capital Circle, SE.)*

8. SR 61/ South Monroe Street (Orange Avenue to Kestner Street)

9. SR 61/ South Monroe Street (Kestner Street to Perkins Street)

10. SR 61/ South Monroe Street (Gaines Street to Apalachee Parkway)

11. SR 61/ South Monroe Street (Apalachee Parkway to Pensacola Street)

12. SR 61/ South Monroe Street (Pensacola Street to Tennessee Street)

13. SR 61/ US 27/ North Monroe Street (Tennessee Street to Brevard Street)

14. SR 61/ US 27/ North Monroe Street (Brevard Street to Thomasville Road)

15. SR 61/US 319 (North Monroe Street to 7th Avenue/Meridian Road)

16. SR 61/ US 319 (Killarney Way to Woodbine Drive)

17. SR 63/US27 (7th Avenue to Tharpe Street)

18. SR 63/US 27 (Tharpe Street to John Knox Road)

19. **SR 63/US 27 (Allen Road to I-10))**

20. **SR 63/US 27 (I-10 to Fred George Road/Crowder Road)**

21. SR 155/Meridian Road (John Knox Road to Lake Shore Drive)

22. ***SR 261/US 319/Capital Circle (Woodville Highway to Monday Street)*** *(Funded through Blueprint 2000, additional lanes under construction from Woodville Hwy. to Tram, additional lanes from Tram to Monday Street have been completed)*

23. ***SR 261/US 319/Capital Circle (Monday Street to Apalachee Parkway)*** *(Funded through Blueprint 2000, additional lanes constructed from Monday to Apalachee Parkway)*

24. SR 261/US319/Capital Circle (Park Avenue to Mahan Drive)

25. SR 261/US 319/Capital Circle (Mahan Drive to Miccosukee Road)

26. SR 261/US 319/Capital Circle (Miccosukee Road to Centerville Road)

27. SR 261/US 319/Capital Circle (Centerville Road to Eastgate Way)

28. SR 263/Capital Circle (Orange Avenue to Blountstown Highway)
(Blueprint 2000 is anticipating construction on this roadway from approximately 1,650 feet north of Blountstown Hwy. to south of US 90 in 2009. Additionally, TIGER grant funds have been requested to construct the project to approximately 1,850 feet south of the Blountstown Hwy. intersection and east and west along Blountstown Highway for about 1,000 feet.

* 29. SR 263/Capital Circle (Tharpe St. to the divided section 800' north of Brittany Ave.)
(This roadway segment has been widened to 6 lanes, and is unlikely to be LOS F at this time)

* 30 SR 263/Capital Circle (Divided section 800 ' north of Brittany Avenue to I-10)
(This roadway segment has been widened to 6 lanes, and is unlikely to be LOS F at this time)

31. SR 363/ Adams Street (Putnam Drive to Magnolia Drive)

32. SR 363/ Adams Street (Magnolia Drive to Bronough Street)

33. SR 366/Pensacola Street (South Ocala Road to Stadium Drive West)

34. SR 371/Lake Bradford Road (Coleman Street/Springhill Road to Gaines Street)

35. SR 373/Orange Avenue (Springhill Road to Holton Street)

This list of roadways, combined with those identified in the Year 2030 Long Range Transportation Plan (adopted December 2005) 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.

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% 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.

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, 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 system 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.

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. They are currently in the process of developing a mobility fee structure system from which to fund construction of the roadway system necessary to support approved developments. 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.

Transit Performance Measures and Evaluation

The CRTPA recognizes the importance of having a good transit system for the area. The presence of a safe, affordable, and efficiently operating transit system – complete with reliably timed stops and an extended service area is a vision that the CRTPA members and the community they serve want to see become a reality. An effective and accessible transit system would assist those hit hardest by rising fuel costs to travel more cost effectively, would help relieve traffic congestion to a degree, 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. An update to the StarMetro's Transit Development Plan (TDP) is currently underway associated with the development of the Regional Mobility Plan (RMP).

Additionally, after more than a half century of running a downtown-oriented transit system, StarMetro intends to undergo a complete restructuring in August of 2010. We call this decentralization plan Nova 2010. It will be based on several high frequency, unscheduled, independent routes that traverse the city without necessarily going downtown. Several other half-hour frequency routes will complete the system for a total of 11 routes. Nova 2010 will be completed using existing resources whether fiscal (salaries, fuel) or physical (buses, shelters, benches) and is intended to launch in August 2010.

Furthermore, efforts to address regional transit issues were initiated in 2009 with the initiation of the Regional Transit Study (RTS). This study is being developed by the consulting firm HDR with funding provided by the Florida Department of Transportation (Public Transit Office) and is being managed by the CRTPA. The study's purpose is to develop a long-term vision for transit within the capital region (Gadsden, Jefferson, Leon and Wakulla counties). The study will prepare an assessment of future transit needs for the four-county area; identify and assess realistic funding strategies; identify an organizational structure that will promote the development of a seamless, regional transit system; and identify an implementation strategy and milestones. The study is anticipated to be complete by January 2010 and will provide recommendations to move the CRTPA region towards more integrated transit coordination.

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, mutli-modal advisory committee, and citizen's 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.

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.

Performance Measures for Bicycle and Pedestrian facilities in the report are similar in nature to those identified for transit. The measures are based on how well the system is serving the community, not on how much congestion the facilities are relieving from the roadways, or how congested the facilities are themselves. The Bicycle and Pedestrian Master Plan ranked roadways on Bicycle and Pedestrian Level of Service, which was a measure of the quality of the cycling and walking experience on the facility, as opposed to how many users were expected to be using the facility. In summary, bicycle LOS was highest on rural roads, and lower within the city (downtown). In contrast, pedestrian LOS was highest downtown, and lower outside the

city limits and on major arterials (lack of sidewalks and high speeds of vehicular traffic). Other measures evaluated were the safety factors, presence or lack of facilities, condition of the facilities, and if the facilities had gaps in between them.

The CRTPA has taken action on the findings of the Bicycle and Pedestrian Master Plan and has prioritized funding in the Long Range Transportation Plan for improving bicycle and pedestrian facilities within the region. In fact, the CRTPA Board has approved taking one million dollars of the top of discretionary funds and set them aside to fund bicycle and pedestrian projects in the CRTPA area. Additionally, funding has also been requested in Priority Project Lists (submitted to FDOT) to fund continual research and monitoring of the CRTPA transportation network, to identify further areas in need of bicycle and pedestrian improvements. This research and monitoring is used to update the Bicycle and Pedestrian Master Plan.

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.

The City of Tallahassee has recently applied for the designation of "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 application for the designation was a step forward for this CRTPA local government as it constitutes an outward statement that the local government wants to be bicycle friendly, and sees value in this transportation mode as not only an environmentally wise transportation choice, but an economical alternative to congestion.

III. IDENTIFICATION OF CONGESTION MANAGEMENT STRATEGIES

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.

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.

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.

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, and Wakulla 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.

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.

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.

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, 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).

The Bicycle and Pedestrian Master Plan provides 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.

Technology

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.

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. 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.

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 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?

IV. EVALUATION OF CONGESTED FACILITIES, & SELECTION OF MANAGEMENT STRATEGIES

Congestion Management Review Team

In the CRTPA area, thirty-five (35) of the regional roadway segments have been identified as operating at LOS "F" in 2007. These thirty-five (35) 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.

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.)

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 currently adopted Bicycle and Pedestrian Master Plan and Long Range Transportation Plan, both of which reflected 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 1***, below.

Table 1: Congestion Management Strategy Evaluation Criteria

PLANNING FACTOR	SCORE
Existing Capacity Deficiency	
The project has high benefits to directly reducing current traffic congestion.	**3**
The project has moderate benefits for directly reducing congestion.	**2**
The project has low benefits for directly reducing congestion.	**1**
System Improvements	
The project enhances current roadway service, and also enhances bicycle/pedestrian and/or transit services in the area.	**2**
The project enhances current roadway service, or extends bicycle/pedestrian and/or transit services to new areas.	**1**
Connectivity to Schools and Regional Economic Hubs	
The project is located on or affects direct access to schools/colleges/ airports/AND tourist routes or high employment areas.	**2**
The project is located off of or affects direct access to schools/ colleges/airports/ OR tourist routes or high employment areas.	**1**
Multi-Modal Interconnectivity	
The project promotes linkages between modes of transportation	**2**
The project fills in facility gaps for at least one mode of transportation	**1**
Safety Projects	
The project addresses a documented safety problem.	**2**
The project increases pedestrian safety at high traffic locations	**1**
Project Implementation Barriers	
The project has no identifiable implementation barriers.	**3**
The project has right-of-way/drainage, signal/utility, or landscaping barriers.	**2**
The project has public acceptance barriers.	**1**

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 2, 3, and 4 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.

V. IMPLEMENTATION PLAN

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.

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 Plan. 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.

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.

VI. CONCLUSION

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.

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

CRTPA Existing and Projected Congested Roadways

Table A: Leon County
Table B: Gadsden County
Table C: Chattahoochee
Table D: Jefferson County
Table E: Wakulla County

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
Interstate-10 (Gadsden County Line to SR 263/Capital Circle/ Tallahassee Urbanized Area Boundary)	Principal Arterial/ Interstate	C	No	No	Yes (D)
Interstate-10 (SR 263/Capital Circle/Tallahassee Urbanized Area Boundary to SR 63/US27/N. Monroe St)	Principal Arterial/ Interstate	C	No	Yes (E)	Yes (F)
Interstate-10 (SR 63/US 27/ North Monroe Street to SR 61/US319/Thomasville Road)	Principal Arterial/ Interstate	C	Yes (D)	Yes (E)	Yes (F)
SR 10/US90/East Tennessee St. (SR61/US 27/ N. Monroe St. to N. Meridian St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 10/US 90/East Tennessee St. (North Meridian St. to CR 1555 /Franklin Boulevard)	Principal Arterial	D	No	Yes (F)	Yes (F)
SR 10/US 90/East Tennessee St. (CR1555/Franklin Blvd. to SR 265/N. Magnolia Dr.)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 10/US 90/East Tennessee St. (SR 265/N. Magnolia Dr. to SR 261/US319/Capital Circle)	Principal Arterial	D	No	No	Yes (F)
SR 10/US 90/East Tennessee St. (SR261/US319/CapitalCircle to CR 1568/Buck Lake Road)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 10/US 90/East Tennessee St. (CR 1568/Buck Lake Rd. to SR 8/I-10)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 10/US 90 (I-10 to Baum Road)	Principal Arterial	D	No	Yes (E)	Yes (F)

** ** *Note: The letter inside the parentheses in the congested columns signify the operating LOS.*

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
SR 10/US 90 (Appleyard Dr. to Ocala Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 10/US 90 (Ocala Rd. to SR 157/Woodward Ave.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 10/US 90 (SR 157/Woodward Ave. to Macomb St.)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 10/US 90 (Macomb St. to SR 61/US 90/Monroe St.)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 20 Blountstown Highway (Barineau Road to SR 263/Capital Circle)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 20/US27/ Apalachee Pkwy (SR 61/Monroe St. to SR 265/Magnolia Dr.)	Principal Arterial	D	No	Yes (F)	Yes (F)
SR 20/US 27/Apalachee Pkwy (SR 265/Magnolia Dr. to Blairstone Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 20/US 27/Apalachee Pkwy (Blairstone Rd. to SR 261/US319/Capital Cr.	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 20/US27/ApalacheePkwy. (SR 261/US 319/Cap. Cir.to Southwood Pl.)	Principal Arterial	D	No	Yes (F)	Yes (F)
SR 61/South Monroe St. (Orange Ave. to Kestner St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 61/South Monroe St. (Kestner St. to Perkins St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 61/SouthMonroe St. (SR 371/Gaines St. To SR 20/US 27/Apalachee Pkwy)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 61/SouthMonroe St. (SR 20/US27/Apalachee Pkwy. To	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
Pensacola St.)					
SR 61/SouthMonroe St. (Pensacola St. to SR 10/US 90/ Tennessee St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 61/US 27/N. Monroe St. (SR 10/US 90/ Tennessee St to Brevard St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 61/US 27/N. Monroe St. (Brevard St. to SR 63/US 27/N. Monroe St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 61/US 319 (SR 63/ US27/N. Monroe to SR 155/Meridian St./7th Ave.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 61/US 319 (East Betton Rd. to Live Oak Plantation Rd.)	Principal Arterial	D	No	Yes (F)	Yes (F)
SR 61/ US 319 (SR 8/I-10 to SR 261/Market St./Capital Circle)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 61/ US 319 (SR 261/Market Street/Capital Cir to Killarney Way)	Principal Arterial	D	No	Yes (F)	Yes (F)
SR 61/ US 319 (Killarney Way to Woodbine Dr.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 61/ US 319 (Woodbine Dr. to Velda Dairy Rd.)	Principal Arterial	D C*	NO Yes (D)	Yes (F) Yes (F)	Yes (F) Yes (F)
SR 61/ US 319/ (Velda Dairy Rd. to Kinhega Dr.)	Principal Arterial	D	No	No	Yes (F)
SR 61/ SR 363/Adams Street (SR 61 Crawfordville Hwy. to SR 373/ Orange Avenue)	Principal Arterial	D	No	No	Yes (F)

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
SR 63/US 27 (SR 61/ Thomasville Rd. to 7th Ave.)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 63/US 27 (7th Ave. to CR 158/Tharpe Street)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 63/US 27 (CR 158/Tharpe St. to John Knox Rd./Monticello Dr.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 63/US 27 (John Knox Rd./Monticello Dr. to Allen Rd.)	Principal Arterial	D	No	Yes (F)	Yes (F)
SR 63/US 27 (Allen Rd. to SR 8/I-10)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 63/US 27 (SR 8/I-10 to CR 356/Fred George Rd./Crowder Rd .)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 155/Meridian Rd. (John Knox Rd. to Lake Shore Dr.)	Major Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 261/US 319/Capital Circle (SR 363/ Woodville Hwy. to Monday St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 261/US 319/Capital Circle (Monday St. to SR 20/US 27/Apalachee Pkwy)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 261/US 319/Capital Circle (SR 20/US 27/Apalachee Pkwy to Park Ave.)	Principal Arterial	D	No	No	Yes (F)
SR 261/US 319/Capital Circle (Park Ave. to SR 10/US 90/Mahan Dr.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
SR 261/US 319/Capital Circle (SR10/US90/Mahan Dr. To CR 146/Miccosukee Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 261/US 319/Capital Circle (CR 146/Miccosukee Rd. to CR151/Centerville Rd.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 261/US 319/Capital Circle (CR 151/Centerville Rd. to Eastgate Way)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 261/US 319/Capital Circle (Eastgate Way to SR 61/US319/Thomasville Hwy.)	Principal Arterial	D	No	Yes (E)	Yes (F)
SR 263/Capital Circle (SR 61/US319/ Thomasville Rd. to North Footer Bridge)	Principal Arterial	D	No	No	Yes (E)
SR 263/Capital Circle (SR 61/US 319/Crawfordville Rd. to CR 2203/Springhill Rd.)	Principal Arterial	D	No	No	Yes (E)
SR 263/Capital Circle (CR 2203/Springhill Rd. to Airport Entrance)	Principal Arterial	D	No	Yes (F)	Yes (F)
SR 263/Capital Circle (Airport Entrance to SR 371/Orange Ave.)	Principal Arterial	D	No	Yes (E)	Yes (F)
SR 263/Capital Circle (SR 371/Orange Ave. to SR 20/Blountstown Hwy.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
SR 263/Capital Circle (SR 20/Blountstown Hwy. to SR 10/US 90/Tennessee St.)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 263/Capital Circle (CR 158A/Tharpe St. to the divided section, 800' north of Brittany Avenue)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 263/Capital Circle (Divided section{800' north of Brittany Avenue} to SR8/I-10)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 263/Capital Circle (SR 8/I-10 to Gearhart Rd.)	Principal Arterial	D	No	No	Yes (E)
SR 263/Capital Circle (Gearhart Rd. to CR 356/Fred George Rd.)	Principal Arterial	D	No	No	Yes (E)
SR 263/Capital Circle (CR 356/Fred George rd. to SR 63/ US 27/ N. Monroe St.)	Principal Arterial	D	No	No	Yes (F)
SR 265/Magnolia Dr. (SR 20/ US 27/ Apalachee Parkway to Park Ave.)	Minor Arterial	D	No	No	Yes (F)
SR 265/Magnolia Dr. (Park Ave. to SR 10/US 90/Tennessee St.)	Minor Arterial	D	No	Yes (E)	Yes (F)
SR 265/Magnolia Dr. (CR 146/Miccosukee Rd. to east 7th Ave.)	Minor Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 363/Woodville Highway (N. Urban Boundary {.9 miles south of SR 261/Capital Circle}to SR 261/SR 262/Capital Circle)	Minor Arterial	D	No	Yes (F)	Yes (F)

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
SR 363/Adams Street (Putnam Drive to Magnolia Dr.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 363/Adams Street (Magnolia Dr. to Bronough St.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 366/Pensacola St.) (SR 20/Blountstown Hwy to Appleyard Dr.)	Principal Arterial	D	No	Yes (F)	Yes (F)
SR 366/Pensacola Street (Appleyard Drive to South Ocala Road)	Principal Arterial	D	Yes (E)	Yes (F)	Yes (F)
SR 366/Pensacola St.) (South Ocala Rd. to Stadium Dr. W.)	Principal Arterial	D	Yes (F)	Yes (F)	Yes (F)

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
SR 369/ US 319/Crawfordville Rd. (Wakulla County Line to SR 61/Wakulla Springs Rd.)	Principal Arterial	D C*	No No	No No	No Yes (D)
SR 371/Gaines St. (SR 371/Lake Bradford Rd. to Railroad Avenue)	Minor Arterial	D	No	Yes (F)	Yes (F)
SR 371/Gaines St. (Railroad Avenue to Martin Luther King Boulevard)	Minor Arterial	D	No	No	Yes (F)
SR 371/Gaines St. (Martin Luther King Boulevard to Bronough St.)	Minor Arterial	D	No	Yes (E)	Yes (F)
SR 371/Gaines St. (Bronough St. to SR 61/s. Monroe St)	Minor Arterial	D	No	Yes (F)	Yes (F)
SR 371/Lake Bradford Road (CR 2205/Lake Bradford Rd. to Coleman St. /Springhill Rd.)	Minor Arterial	D	No	No	Yes (E)
SR 371/Lake Bradford Road (Coleman St. /Springhill Rd. to SR 371/Gaines St.)	Minor Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 373/Orange Ave. (CR 2203/Springhill Rd. to Holton St.)	Minor Arterial	D	Yes (F)	Yes (F)	Yes (F)
SR 373/Orange Ave. (SR 363/S. Adams St. to SR 61/S. Monroe St.)	Minor Arterial	D	No	Yes (E)	Yes (E)

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
SR 267 (Liberty County Line to Spooner Road)		C	No	No	Yes (D)

Note: The letter inside the parentheses in the congested columns signifies the operating LOS.

Table C: Level of Service on State Roads in Chattahoochee

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
US 90 (CR 269 to start of four-lane section)	Principal Arterial	C	No	No	Yes (D)

*** * Note: The letter inside the parentheses in the congested columns signify the operating LOS.***

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
Interstate 10 (Leon County to US 19)	Interstate	B	No	Yes (C)	Yes (C)

- **** Note: The letter inside the parentheses in the congested columns signify the operating LOS.***

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

Roadway	Functional Classification	LOS Standard	Congested Year 2007	Congested Year 2012	Congested Year 2017
US 98 (Bottoms Road to SR 375/US 319)	Principal Arterial	C E*	No	No	Yes (D) No*
US 319 (US 98 to Lower Bridge Rd.)	Principal Arterial/ Interstate	C E*	No No*	Yes (D) No*	Yes (E) No*
US 319 (Lower Bridge Rd. to Bloxham Cutoff Rd.)	Principal Arterial/ Interstate	C E*	Yes (D) No*	Yes (E) Yes*	Yes (E) Yes*
US 319 (Bloxham Cutoff Rd. to Leon County Line)	Principal Arterial/ Interstate	C E*	Yes (D) No*	Yes (D) No*	Yes (D) No*

**** * Note: The letter inside the parentheses in the congested columns signify the operating LOS.***

The adopted LOS by Wakulla County is LOS E. The indication of congestion has been shown both based on FDOT adopted LOS, and that adopted by Wakulla County (shown with an asterisk*).

APPENDIX B

FDOT Level of Service Analysis Tables
for
Leon, Gadsden, Jefferson, and Wakulla Counties

2007 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 #	2007 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	37,500	1997	25,000	B	State	1,375	B
to SR 263/ Capital Circle / Tallahassee	Arterial							52,500			1998	26,000	B	2,890	1,430	B
Urbanized Area Boundary	Interstate							(C)			1999	25,000	B	(C)	1,375	B
											2000	32,500	B		1,788	B
											2001	29,500	B		1,623	B
											2002	30,000	B		1,650	B
Roadway ID 55320000											2003	30,000	B		1,650	B
Strategic Intermodal System Facility								Local			2004	32,000	B	Local	1,760	B
Urban Services Area Boundary approximately 3/4 miles west								38,700 /			2005	36,000	B	2,130 /	1,980	B
of Capital Circle.								52,500			2006	37,500	B	2,890	2,063	B
								(B / C)			2007	37,500	B	(B/C)	2,063	B
											2012	47,500	C		2,613	C
											2017	56,700	D		3,119	D
SR 263/ Capital Circle / Tallahassee	Principal	4	Divided	0	0.00	3.280	Urban	State	2003	50,500	1997	39,000	B	State	2,081	B
Urbanized Area Boundary to	Arterial							55,200			1998	39,500	B	2,940	2,107	B
SR 63/ US 27/ North Monroe Street	Interstate							(C)			1999	43,000	C	(C)	2,294	C
											2000	44,500	C		2,374	C
											2001	44,000	C		2,347	C
											2002	37,500	B		2,001	B
Roadway ID 55320000											2003	40,000	C		2,134	C
Strategic Intermodal System Facility								Local			2004	44,500	C	Local	2,374	C
								55,200			2005	51,500	C	2,940	2,748	C
								(C)			2006	50,500	C	(C)	2,694	C
											2007	50,500	C		2,694	C
											2012	67,600	E		3,606	E
											2017	90,400	F		4,823	F

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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	62,000	1997	45,776	C	State	2,442	C
to SR 61/ US 319/ Thomasville Road	Arterial							55,200			1998	48,530	C	2,940	2,589	C
	Interstate							(C)			1999	52,245	C	(C)	2,787	C
											2000	53,661	C		2,863	C
											2001	55,655	D		2,969	D
											2002	56,900	D		3,036	D
Roadway ID 55320000											2003	58,053	D		3,097	D
Strategic Intermodal System Facility								Local			2004	59,390	D	Local	3,168	D
								55,200			2005	60,055	D	2,940	3,204	D
								(C)			2006	60,661	D	(C)	3,236	D
											2007	62,000	D		3,308	D
											2012	68,400	E		3,649	E
											2017	75,600	F		4,033	F
SR 61/ US 319/ Thomasville Road	Principal	4	Divided	0	0.00	5.590	Urban	State	2007	32,500	1997	23,200	A	State	1,238	A
to SR 10/ US 90/ Mahan Drive	Arterial							55,200	2006	NC	1998	23,700	A	2,940	1,264	A
	Interstate							(C)			1999	24,500	B	(C)	1,307	B
											2000	26,250	B		1,400	B
											2001	25,200	B		1,344	B
											2002	25,750	B		1,374	B
Roadway ID 55320000											2003	25,650	B		1,368	B
Strategic Intermodal System Facility								Local			2004	30,500	B	Local	1,627	B
								55,200			2005	30,500	B	2,940	1,627	B
								(C)			2006	28,000	B	(C)	1,494	B
											2007	32,500	B		1,734	B
											2012	37,500	B		2,001	B
											2017	43,300	C		2,310	C

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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	32,500	1997	25,500	B	State	1,360	B
to Tallahassee Urbanized Area Boundary	Arterial							55,200			1998	26,500	B	2,940	1,414	B
(East of Chaires Cross Road)	Interstate							(C)			1999	27,500	B	(C)	1,467	B
											2000	29,000	B		1,547	B
											2001	29,500	B		1,574	B
											2002	30,500	B		1,627	B
Roadway ID 55320000											2003	34,000	B		1,814	B
Strategic Intermodal System Facility								Local			2004	30,500	B	Local	1,627	B
Segment is outside of the Tallahassee- Leon County Urban Area								39,600 /			2005	30,500	B	2,110 /	1,627	B
Urban Services Area ends approximately 1.5 miles east of US 90.								55,200			2006	28,000	B	2,940	1,494	B
								(B / C)			2007	32,500	B	(B / C)	1,734	B
											2012	35,900	B		1,915	B
											2017	39,600	B		2,113	C
Tallahassee Urbanized Area Boundary	Principal	4	Divided	0	0.00	3.062	Trans	State	2007	32,500	1997	22,250	A	State	1,224	A
(East of Chaires Cross Road) to	Arterial							52,500	542001	31,500	1998	23,100	A	52,500	1,271	A
Jefferson County Line	Interstate							(C)			1999	26,500	B	(C)	1,458	B
											2000	27,750	B		1,526	B
									Count		2001	26,500	B		1,458	B
									Station		2002	26,500	B		1,458	B
Roadway ID 55320000									542001		2003	29,250	B		1,609	B
Strategic Intermodal System Facility								Local	in		2004	26,750	B	Local	1,471	B
Segment is outside of the Tallahassee- Leon County Urban Area								38,700	Jefferson		2005	28,750	B	2,130	1,581	B
								(B)	County		2006	28,500	B	(B)	1,568	B
											2007	32,000	B		1,760	B
											2012	34,500	B		1,898	B
											2017	38,300	B		2,107	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	36,000	1997	29,500	E	State	1,541	E
to North Meridian Street	Arterial		Bays					28,900			1998	30,000	E	1,510	1,568	E
								(D)			1999	29,500	E	(D)	1,541	E
											2000	30,000	E		1,568	E
											2001	30,500	E		1,594	E
											2002	32,000	E		1,672	E
Roadway ID 55020000											2003	30,000	E		1,568	E
Emerging Strategic Intermodal System Connector								Local			2004	31,500	E	Local	1,646	E
								28,900			2005	35,500	F	1,510	1,855	F
								(D)			2006	34,000	F	(D)	1,777	F
											2007	36,000	F		1,881	F
											2012	40,900	F		2,137	F
											2017	46,000	F		2,404	F
North Meridian Street	Principal	4	Divided/	1	3.40	0.294	Urban	State	5027	32,500	1997	27,000	D	State	1,411	D
to CR 1555/ Franklin Boulevard	Arterial		Bays					32,700			1998	27,500	D	1,710	1,437	D
								(D)			1999	29,500	D	(D)	1,541	D
											2000	27,500	D		1,437	D
											2001	30,500	D		1,594	D
											2002	31,000	D		1,620	D
Roadway ID 55020000											2003	30,000	D		1,568	D
Emerging Strategic Intermodal System Connector								Local			2004	30,000	D	Local	1,568	D
								32,700			2005	32,000	D	1,710	1,672	D
								(D)			2006	30,000	D	(D)	1,568	D
											2007	32,500	D		1,698	D
											2012	35,900	F		1,876	F
											2017	39,600	F		2,069	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	33,000	1997	28,000	D	State	1,463	D
to SR 265/ North Magnolia Drive	Arterial		Bays					32,700			1998	28,500	D	1,710	1,489	D
								(D)			1999	29,000	D	(D)	1,515	D
											2000	28,500	D		1,489	D
											2001	32,000	D		1,672	D
											2002	33,000	E		1,724	E
Roadway ID 55020000											2003	35,000	F		1,829	F
Emerging Strategic Intermodal System Connector								Local			2004	33,000	E	Local	1,724	E
								32,700			2005	32,500	D	1,710	1,698	D
								(D)			2006	33,000	E	(D)	1,724	E
											2007	33,000	E		1,724	E
											2012	36,400	F		1,902	F
											2017	40,200	F		2,100	F
SR 265/ North Magnolia Drive	Principal	4	Divided/	4	1.80	2.228	Urban	State	5025	31,500	1997	26,667	B	State	1,393	B
to SR 261/ US 319/ Capital Circle	Arterial		Bays					35,700	3006	29,000	1998	28,667	B	1,860	1,498	B
								(D)	3040	28,500	1999	28,333	B	(D)	1,480	B
											2000	29,333	C		1,533	C
											2001	30,500	C		1,594	C
											2002	37,833	F		1,977	F
Roadway ID 55020000											2003	35,167	D		1,837	D
Emerging Strategic Intermodal System Connector								Local			2004	31,167	C	Local	1,628	C
								35,700			2005	33,333	C	1,860	1,742	C
								(D)			2006	30,167	C	(D)	1,576	C
											2007	29,667	C		1,550	C
											2012	32,800	C		1,714	C
											2017	36,200	F		1,891	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	35,500	1997	20,000	F	State	1,045	F
to CR 1568/ Buck Lake Road	Arterial		Bays					17,220			1998	22,500	F	903	1,176	F
								(D)			1999	20,500	F	(D)	1,071	F
											2000	26,500	F		1,385	F
											2001	26,500	F		1,385	F
											2002	31,000	F		1,620	F
Roadway ID 55020000											2003	30,000	F		1,568	F
Emerging Strategic Intermodal System Connector								Local			2004	29,500	F	Local	1,541	F
								17,220			2005	32,500	F	903	1,698	F
								(D)			2006	32,000	F	(D)	1,672	F
											2007	35,500	F		1,855	F
											2012	38,500	F		2,012	F
											2017	43,000	F		2,247	F
CR 1568/ Buck Lake Road	Principal	2	Undivided/	3	0.82	3.638	Urban	State	3060	19,900	1997	13,400	C	State	700	C
to SR 8/ I-10	Arterial		Bays					16,400	391	17,400	1998	11,750	C	860	614	C
								(D)			1999	12,750	C	(D)	666	C
											2000	12,600	C		658	C
											2001	11,500	C		601	C
											2002	12,000	C		627	C
Roadway ID 55020000											2003	14,950	D		781	D
Emerging Strategic Intermodal System Connector								Local			2004	15,250	D	Local	797	D
								16,400			2005	17,950	F	860	938	F
								(D)			2006	18,900	F	(D)	988	F
											2007	18,650	F		974	F
											2012	25,000	F		1,306	F
											2017	33,400	F		1,745	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	13,000	1997	8,800	C	State	460	C
to Tallahassee Urbanized Area Boundary	Arterial		Bays					16,400			1998	9,500	C	860	496	C
(at Baum Road)								(D)			1999	10,300	C	(D)	538	C
											2000	9,400	C		491	C
											2001	10,000	C		523	C
											2002	10,500	C		549	C
Roadway ID 55020000											2003	11,000	C		575	C
Urban Services Area ends approximately 0.75 miles east of I-10								Local			2004	11,000	C	Local	575	C
								13,800 /			2005	13,400	C	720 /	700	C
								16,400			2006	13,000	C	860	679	C
								(C / D)			2007	13,000	C	(C / D)	679	C
											2012	16,500	E		862	E
											2017	19,400	F		1,014	F
Tallahassee Urbanized Area Boundary	Principal	2	Undivided/	0	0.00	8.789	Trans	State	35	4,700	1997	4,350	B	State	230	B
(at Baum Road) to Jefferson County Line	Arterial		No Bays					21,100	214	5,300	1998	4,450	B	1,120	235	B
								(D)			1999	4,500	B	(D)	238	B
											2000	4,500	B		238	B
											2001	4,950	B		261	B
											2002	4,650	B		246	B
											2003	4,700	B		248	B
								Local			2004	5,050	B	Local	267	B
								14,900			2005	4,800	B	790	253	B
								(C)			2006	5,050	B	(C)	267	B
											2007	5,000	B		264	B
											2012	5,500	B		290	B
Roadway ID 55020000											2017	6,100	B		322	B

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SR 10/ US 90																
Gadsden County Line / Tallahassee	Principal	4	Divided/	0	0.00	2.484	Urban	State	3047	21,500	1997	17,700	A	State	925	A
Urbanized Area Boundary to	Arterial		Bays					61,800	500038	20,500	1998	18,850	A	3,230	985	A
CR 1581/ Aenon Church Road								(D)			1999	20,000	A	(D)	1,045	A
											2000	19,150	A		1,001	A
									Count		2001	19,800	A		1,035	A
									Station		2002	20,800	B		1,087	B
Roadway ID 55060000									50-0038		2003	21,450	B		1,121	B
Urban Services Area ends approximately 0.2 miles west of the								Local	in		2004	20,650	B	Local	1,079	B
Gadsden county line.								47,800 /	Gadsden		2005	20,700	B	2,500 /	1,082	B
								61,800	County		2006	20,650	B	3,230	1,079	B
								(C / D)			2007	21,000	B	(C / D)	1,097	B
											2012	23,200	B		1,212	B
											2017	25,600	B		1,338	B
CR 1581/ Aenon Church Road	Principal	4	Divided/	2	2.50	0.801	Urban	State	3047	21,500	1997	21,500	C	State	1,123	C
to SR 263 / Capital Circle	Arterial		Bays					32,700			1998	22,500	C	1,710	1,176	C
								(D)			1999	24,500	C	(D)	1,280	C
											2000	22,500	C		1,176	C
											2001	22,000	C		1,150	C
											2002	24,000	C		1,254	C
											2003	23,500	C		1,228	C
								Local			2004	23,500	C	Local	1,228	C
								32,700			2005	22,500	C	1,710	1,176	C
								(D)			2006	22,000	C	(D)	1,150	C
											2007	21,500	C		1,123	C
											2012	23,700	C		1,238	C
Roadway ID 55060000											2017	26,200	D		1,369	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	24,500	1997	26,250	B	State	1,372	B
to Appleyard Drive	Arterial		Bays					35,700	3007	30,000	1998	30,000	C	1,860	1,568	C
								(D)			1999	29,250	B	(D)	1,528	B
											2000	28,250	C		1,476	B
											2001	29,500	C		1,541	C
											2002	32,000	C		1,672	C
											2003	30,500	C		1,594	C
								Local			2004	31,250	C	Local	1,633	C
								35,700			2005	32,250	C	1,860	1,685	C
								(D)			2006	27,000	B	(D)	1,411	B
											2007	27,250	B		1,424	B
											2012	30,100	C		1,573	C
Roadway ID 55060000											2017	33,200	C		1,735	C
Appleyard Drive	Principal	4	Divided/	2	1.41	1.422	Urban	State	5069	43,500	1997	31,500	C	State	1,646	C
to Ocala Road	Arterial		Bays					35,700			1998	34,500	C	1,860	1,803	C
								(D)			1999	37,500	F	(D)	1,959	F
											2000	35,000	D		1,829	D
											2001	38,500	F		2,012	F
											2002	38,000	F		1,986	F
											2003	36,500	F		1,907	F
								Local			2004	46,500	F	Local	2,430	F
								35,700			2005	45,000	F	1,860	2,351	F
								(D)			2006	42,500	F	(D)	2,221	F
											2007	43,500	F		2,273	F
											2012	51,400	F		2,686	F
Roadway ID 55060000											2017	57,700	F		3,015	F

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SR 10/ US 90 Cont.																
Ocala Road	Principal	6	Divided/	5	4.21	1.189	Urban	State	5070	55,000	1997	47,000	D	State	2,456	D
to SR 157/ Woodward Avenue	Arterial		Bays					49,200	5034	59,500	1998	44,000	D	2,570	2,299	D
								(D)			1999	50,750	E	(D)	2,652	E
											2000	47,500	D		2,482	D
											2001	51,000	E		2,665	E
											2002	56,000	F		2,926	F
											2003	58,250	F		3,044	F
								Local			2004	59,250	F	Local	3,096	F
								49,200			2005	58,500	F	2,570	3,057	F
								(D)			2006	58,750	F	(D)	3,070	F
											2007	57,250	F		2,991	F
											2012	63,200	F		3,302	F
Roadway ID 55060000											2017	69,800	F		3,647	F
SR 157/ Woodward Avenue	Principal	6	Divided/	3	5.03	0.597	Urban	State	5032	46,000	1997	42,250	D	State	2,208	D
to Macomb Street	Arterial		Bays					44,700	5031	46,500	1998	41,000	D	2,330	2,142	D
								(D)			1999	43,250	D	(D)	2,260	D
											2000	41,000	D		2,142	D
											2001	40,750	D		2,129	D
											2002	43,750	D		2,286	D
											2003	41,500	D		2,168	D
								Local			2004	41,750	D	Local	2,181	D
								44,700			2005	46,250	E	2,330	2,417	E
								(D)			2006	45,750	E	(D)	2,390	E
											2007	46,250	E		2,417	E
											2012	51,100	F		2,670	F
Roadway ID 55060000											2017	56,400	F		2,947	F

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SR 10/ US 90 Cont.																
Macomb Street	Principal	6	Divided/	3	6.42	0.467	Urban	State	5031	46,500	1997	40,000	D	State	2,090	D
to SR 61/ US 27/ Monroe Street	Arterial		Bays					44,700			1998	44,500	D	2,330	2,325	D
								(D)			1999	45,500	E	(D)	2,377	E
											2000	39,000	D		2,038	D
											2001	39,000	D		2,038	D
											2002	41,000	D		2,142	D
Roadway ID 55060000											2003	37,000	D		1,933	D
Emerging Strategic Intermodal System Connector from Duval Street								Local			2004	39,000	D	Local	2,038	D
to Monroe Street.								44,700			2005	43,000	D	2,330	2,247	D
								(D)			2006	42,000	D	(D)	2,195	D
											2007	46,500	E		2,430	E
											2012	51,400	F		2,686	F
											2017	58,000	F		3,031	F
SR 20/ Blountstown Highway																
Liberty County Line	Principal	2	Undivided/	0	0.00	8.840	Trans.	State	62	3,600	1997	3,400	B	State	180	B
to Ft. Braden School	Arterial		No Bays					21,100	560209	4,100	1998	3,500	B	1,120	185	B
								(D)			1999	3,300	B	(D)	174	B
											2000	3,500	B		185	B
											2001	3,850	B		203	B
									Count		2002	3,850	B		203	B
									Station		2003	3,800	B		201	B
								Local	560209		2004	3,900	B	Local	206	B
								21,100	in		2005	3,950	B	1,120	209	B
								(C)	Liberty		2006	3,650	B	(C)	193	B
									County		2007	3,850	B		203	B
											2012	4,300	B		227	B
Roadway ID 55070000											2017	4,700	B		248	B

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SR 20/ Blountstown Highway Cont.																
Ft. Braden School	Principal	2	Undivided/	0	0.00	6.625	Trans.	State	211	6,660	1997	7,885	B	State	416	B
to CR 1585/ Geddie Road	Arterial		Bays					21,100	2	10,500	1998	7,215	B	1,120	381	B
								(D)			1999	7,865	B	(D)	415	B
											2000	8,251	C		436	C
											2001	8,855	C		468	C
											2002	8,717	C		460	C
											2003	8,439	C		446	C
								Local			2004	8,763	C	Local	463	C
								14,900			2005	8,434	C	790	445	C
								(C)			2006	8,618	C	(C)	455	C
											2007	8,580	C		453	C
											2012	9,500	C		502	C
Roadway ID 55070000											2017	10,500	C		554	C
CR 1585/ Geddie Road	Principal	2	Undivided/	0	0.00	1.097	Trans	State	2	10,500	1997	9,500	C	State	502	C
to Tallahassee Urbanized Area Boundary	Arterial		No Bays					15,500			1998	8,000	C	820	422	C
(at Barineau Road)								(D)			1999	9,100	C	(D)	480	C
											2000	10,000	C		528	C
											2001	11,000	C		581	C
											2002	10,500	C		554	C
											2003	10,000	C		528	C
								Local			2004	10,500	C	Local	554	C
								15,500			2005	10,000	C	820	528	C
								(D)			2006	10,500	C	(D)	554	C
											2007	10,500	C		554	C
											2012	11,600	C		612	C
Roadway ID 55070000											2017	12,800	C		676	C

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SR 20/ Blountstown Highway Cont.																
Tallahassee Urbanized Area Boundary	Principal	2	Undivided/	1	0.48	2.070	Urban	State	3037	16,800	1997	12,400	C	State	648	C
(at Barineau Road) to SR 263/ Capital Circle	Arterial		Bays					16,400			1998	12,800	C	860	669	C
								(D)			1999	11,200	C	(D)	585	C
											2000	11,400	C		596	C
											2001	12,300	C		643	C
											2002	13,000	C		679	C
											2003	14,000	D		732	D
								Local			2004	12,300	C	Local	643	C
								16,400			2005	14,100	D	860	737	D
								(D)			2006	16,100	D	(D)	841	D
											2007	16,800	E		878	E
											2012	20,200	F		1,055	F
Roadway ID 55070000											2017	24,100	F		1,259	F
SR 263/ Capital Circle	Principal	2	Undivided/	1	0.64	1.574	Urban	State	3038	9,600	1997	8,600	C	State	449	C
to SR 10/ US 90/ West Tennessee Street	Arterial		Bays					16,400			1998	7,500	C	860	392	C
								(D)			1999	8,000	C	(D)	418	C
											2000	8,100	C		423	C
											2001	7,400	C		387	C
											2002	7,600	C		397	C
											2003	7,300	C		381	C
								Local			2004	7,200	C	Local	376	C
								16,400			2005	8,400	C	860	439	C
								(D)			2006	9,100	C	(D)	475	C
											2007	9,600	C		502	C
											2012	11,800	C		617	C
Roadway ID 55070000											2017	14,100	D		737	D

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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	34,000	1997	34,703	D	State	1,813	D
to SR 265/ Magnolia Drive	Arterial		Bays					35,700	5056	32,000	1998	32,887	C	1,860	1,718	C
								(D)	151	33,695	1999	34,401	C	(D)	1,797	C
									5055	35,500	2000	36,118	F		1,887	F
											2001	38,250	F		1,999	F
											2002	37,995	F		1,985	F
											2003	36,274	F		1,895	F
								Local			2004	34,073	C	Local	1,780	C
								35,700			2005	34,498	C	1,860	1,803	C
								(D)			2006	35,900	F	(D)	1,876	F
											2007	33,800	C		1,766	C
											2012	37,300	F		1,949	F
Roadway ID 55080000											2017	41,200	F		2,153	F
SR 265/ Magnolia Drive	Principal	4	Divided/	2	2.27	0.880	Urban	State	5053	39,000	1997	38,500	F	State	2,012	F
to Blairstone Road	Arterial		Bays					32,700	3012	38,000	1998	39,250	F	1,710	2,051	F
								(D)			1999	39,750	F	(D)	2,077	F
											2000	39,750	F		2,077	F
											2001	42,750	F		2,234	F
											2002	44,750	F		2,338	F
											2003	42,750	F		2,234	F
								Local			2004	40,250	F	Local	2,103	F
								32,700			2005	39,250	F	1,710	2,051	F
								(D)			2006	42,250	F	(D)	2,208	F
											2007	38,500	F		2,012	F
											2012	42,500	F		2,221	F
Roadway ID 55080000											2017	46,900	F		2,451	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	41,000	1997	27,500	D	State	1,437	D
to SR 261/ US 319/ Capital Circle	Arterial		Bays					32,700			1998	31,000	D	1,710	1,620	D
								(D)			1999	36,000	F	(D)	1,881	F
											2000	39,000	F		2,038	F
											2001	37,549	F		1,962	F
											2002	41,190	F		2,152	F
											2003	37,534	F		1,961	F
								Local			2004	36,659	F	Local	1,915	F
								32,700			2005	38,800	F	1,710	2,027	F
								(D)			2006	40,000	F	(D)	2,090	F
											2007	41,000	F		2,142	F
											2012	45,300	F		2,367	F
Roadway ID 55080000											2017	50,000	F		2,613	F
SR 261/ US 319/ Capital Circle	Principal	4	Divided/	2	2.09	0.957	Urban	State	3056	31,500	1997	25,000	C	State	1,306	C
to Southwood Plantation	Arterial		Bays					32,700			1998	31,500	D	1,710	1,646	D
								(D)			1999	31,000	D	(D)	1,620	D
											2000	29,500	D		1,541	D
											2001	32,000	D		1,672	D
											2002	34,000	E		1,777	E
											2003	31,000	D		1,620	D
								Local			2004	28,000	D	Local	1,463	D
								32,700			2005	32,500	D	1,710	1,698	D
								(D)			2006	32,000	D	(D)	1,672	D
											2007	31,500	D		1,646	D
											2012	34,800	F		1,818	F
Roadway ID 55080000											2017	38,400	F		2,006	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	17,600	1997	16,200	B	State	846	B
to CR 2197/ Williams Road	Arterial		Bays					35,700			1998	17,700	B	1,860	925	B
								(D)			1999	18,500	B	(D)	967	B
											2000	18,900	B		988	B
											2001	18,800	B		982	B
											2002	17,600	B		920	B
											2003	16,700	B		873	B
								Local			2004	16,400	B	Local	857	B
								35,700			2005	18,900	B	1,860	988	B
								(D)			2006	18,300	B	(D)	956	B
											2007	17,600	B		920	B
											2012	19,400	B		1,014	B
Roadway ID 55080000											2017	21,500	B		1,123	B
CR 2197/ Williams Road	Principal	4	Divided/	1	0.30	3.327	Urban	State	44	12,000	1997	10,600	B	State	554	B
to Tallahasse Urbanized Area Boundary	Arterial		Bays					35,700			1998	13,900	B	1,860	726	B
(0.9 miles E of Chaires Cross / W.W.								(D)			1999	13,300	B	(D)	695	B
Kelly)											2000	11,600	B		606	B
											2001	12,600	B		658	B
											2002	12,300	B		643	B
Roadway ID 55080000											2003	12,000	B		627	B
Urban Services Area ends at approximately Chaires Cross.								Local			2004	12,800	B	Local	669	B
								34,700 /			2005	12,000	B	1,810 /	627	B
								35,700			2006	12,800	B	1,860	669	B
								(C / D)			2007	12,000	B	(C / D)	627	B
											2012	13,200	B		690	B
											2017	14,600	B		763	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	12,000	1997	8,250	A	State	436	A
(0.9 miles East of Chaires Cross / W.W.	Arterial		Bays					56,500	540051	6,100	1998	10,100	A	2,980	533	A
Kelly) to Jefferson County Line								(D)			1999	9,800	A	(D)	517	A
											2000	8,600	A		454	A
											2001	9,350	A		494	A
									Count		2002	9,250	A		488	A
									Station		2003	9,000	A		475	A
								Local	540051		2004	9,550	A	Local	504	A
								56,500	in		2005	8,850	A	2,980	467	A
								(D)	Jefferson		2006	9,450	A	(D)	499	A
									County		2007	9,050	A		478	A
											2012	10,000	A		528	A
Roadway ID 55080000											2017	11,000	A		581	A
SR 59 / Magnolia Road																
Jefferson County Line to SR 10 / US 90	Principal	2	Undivided	0	0.00	0.111	Trans	State	54009	1,400	1997	1,100	A	State	58	A
	Arterial							21,100			1998	850	A	1,120	45	A
								(D)			1999	1,100	A	(D)	58	A
									Count		2000	1,200	A		63	A
									station		2001	1,100	A		58	A
									in		2002	1,300	A		69	A
									Jefferson		2003	1,200	A		63	A
								Local	County		2004	1,200	A	Local	63	A
								14,900			2005	1,500	A	790	79	A
								(C)			2006	1,600	A	(C)	84	A
											2007	1,400	A		74	A
											2012	1,800	A		95	A
Roadway ID 55150000											2017	2,100	A		111	A

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SR 61/ South Monroe Street																
Gaile Avenue	Principal	4	Divided/	2	2.02	0.990	Urban	State	3034	15,700	1997	15,750	C	State	823	C
to Orange Avenue / SR 373	Arterial		Bays					32,700	3001	18,400	1998	15,350	C	1,710	802	C
								(D)			1999	14,600	C	(D)	763	C
											2000	14,800	C		773	C
											2001	14,900	C		779	C
											2002	15,550	C		812	C
											2003	15,950	C		833	C
								Local			2004	17,500	C	Local	914	C
								32,700			2005	16,700	C	1,710	873	C
								(D)			2006	16,550	C	(D)	865	C
											2007	17,050	C		891	C
											2012	18,800	C		982	C
Roadway ID 55040000											2017	20,800	C		1,087	C
Orange Avenue / SR 373	Principal	2	Undivided/	3	4.86	0.617	Urban	State	5060	22,000	1997	19,500	F	State	1,019	F
to Kestner Street	Arterial		Bays					12,600			1998	20,200	F	660	1,055	F
								(D)			1999	20,900	F	(D)	1,092	F
											2000	17,200	F		899	F
											2001	20,500	F		1,071	F
											2002	23,500	F		1,228	F
											2003	20,400	F		1,066	F
								Local			2004	22,000	F	Local	1,150	F
								12,600			2005	21,500	F	660	1,123	F
								(D)			2006	23,500	F	(D)	1,228	F
											2007	22,000	F		1,150	F
											2012	24,300	F		1,270	F
Roadway ID 55040000											2017	26,800	F		1,400	F

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SR 61/ South Monroe Street Cont.																
Kestner Street	Principal	2	Divided/	0	0.00	0.041	Urban	State	5060	22,000	1997	19,500	F	State	1,019	F
to Perkins Street	Arterial		Bays					16,400			1998	20,200	F	860	1,055	F
								(D)			1999	20,900	F	(D)	1,092	F
											2000	17,200	F		899	F
											2001	20,500	F		1,071	F
											2002	23,500	F		1,228	F
											2003	20,400	F		1,066	F
								Local			2004	22,000	F	Local	1,150	F
								16,400			2005	21,500	F	860	1,123	F
								(D)			2006	23,500	F	(D)	1,228	F
											2007	22,000	F		1,150	F
											2012	24,300	F		1,270	F
Roadway ID 55040000											2017	26,800	F		1,400	F
Perkins Street	Principal	4	Divided/	2	2.74	0.730	Urban	State	5002	22,000	1997	19,700	C	State	1,029	C
to CSX Overpass	Arterial		Bays					32,700			1998	16,100	C	1,710	841	C
								(D)			1999	17,800	C	(D)	930	C
											2000	19,600	C		1,024	C
											2001	21,500	C		1,123	C
											2002	22,000	C		1,150	C
											2003	20,500	C		1,071	C
								Local			2004	22,000	C	Local	1,150	C
								32,700			2005	20,300	C	1,710	1,061	C
								(D)			2006	23,500	C	(D)	1,228	C
											2007	22,000	C		1,150	C
											2012	24,300	C		1,270	C
Roadway ID 55040000											2017	26,800	D		1,400	D

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SR 61/ South Monroe Street Cont.																
CSX Overpass	Principal	4	Divided/	1	5.46	0.183	Urban	State	5002	22,000	1997	19,700	D	State	1,029	D
to SR 371/ Gaines Street	Arterial		Bays					28,900			1998	16,100	D	1,510	841	D
								(D)			1999	17,800	D	(D)	930	D
											2000	19,600	D		1,024	D
											2001	21,500	D		1,123	D
											2002	22,000	D		1,150	D
											2003	20,500	D		1,071	D
								Local			2004	22,000	D	Local	1,150	D
								28,900			2005	20,300	D	1,510	1,061	D
								(D)			2006	23,500	D	(D)	1,228	D
											2007	22,000	D		1,150	D
											2012	24,300	D		1,270	D
Roadway ID 55040000											2017	26,800	D		1,400	D
SR 371/ Gaines Street	Principal	4	Divided/	2	10.99	0.182	Urban	State	5003	32,000	1997	29,500	E	State	1,541	E
to SR 20/ US 27/ Apalachee Parkway	Arterial		Bays					28,900			1998	26,000	D	1,510	1,359	D
								(D)			1999	29,000	E	(D)	1,515	E
											2000	28,000	D		1,463	D
											2001	33,500	F		1,750	F
											2002	28,000	D		1,463	D
											2003	32,000	E		1,672	E
								Local			2004	30,500	E	Local	1,594	E
								28,900			2005	30,000	E	1,510	1,568	E
								(D)			2006	33,500	F	(D)	1,750	F
											2007	32,000	F		1,672	E
											2012	36,100	F		1,886	F
Roadway ID 55040000											2017	39,600	F		2,069	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	41,500	1997	39,000	F	State	2,038	F
to Pensacola Street	Arterial		Bays					28,900			1998	40,000	F	1,510	2,090	F
								(D)			1999	35,500	F	(D)	1,855	F
											2000	37,000	F		1,933	F
											2001	45,500	F		2,377	F
											2002	39,000	F		2,038	F
											2003	39,500	F		2,064	F
								Local			2004	39,000	F	Local	2,038	F
								28,900			2005	41,000	F	1,510	2,142	F
								(D)			2006	37,500	F	(D)	1,959	F
											2007	41,500	F		2,168	F
											2012	45,800	F		2,393	F
Roadway ID 55040000											2017	50,600	F		2,644	F
Pensacola Street to	Principal	4	Undivided/	3	7.92	0.379	Urban	State	3002	32,000	1997	32,000	F	State	1,672	F
SR 10/ US 90/ Tennessee Street	Arterial		Bays					27,455			1998	27,500	E	1,435	1,437	E
								(D)			1999	28,000	E	(D)	1,463	E
											2000	30,000	E		1,568	E
											2001	33,000	F		1,724	F
											2002	31,500	F		1,646	F
											2003	32,500	F		1,698	F
								Local			2004	30,000	E	Local	1,568	E
								27,455			2005	33,000	F	1,435	1,724	F
								(D)			2006	32,000	F	(D)	1,672	F
											2007	32,000	F		1,672	F
											2012	35,300	F		1,844	F
Roadway ID 55040000											2017	39,000	F		2,038	F

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SR 61/ US 27/ North Monroe Street																
SR 10/ US 90/ Tennessee Street	Principal	4	Undivided/	4	13.33	0.300	Urban	State	5006	37,500	1997	30,500	E	State	1,594	E
to Brevard Street	Arterial		Bays					27,455			1998	28,500	E	1,435	1,489	E
								(D)			1999	33,000	F	(D)	1,724	F
											2000	34,000	F		1,777	F
											2001	35,500	F		1,855	F
											2002	34,500	F		1,803	F
											2003	36,000	F		1,881	F
								Local			2004	33,500	F	Local	1,750	F
								27,455			2005	35,000	F	1,435	1,829	F
								(D)			2006	41,000	F	(D)	2,142	F
											2007	37,500	F		1,959	F
											2012	43,000	F		2,247	F
Roadway ID 55050000											2017	47,500	F		2,482	F
Brevard Street	Principal	4	Undivided/	1	15.63	0.064	Urban	State	5008	41,000	1997	40,000	F	State	2,090	F
to SR 63/ US 27/ North Monroe	Arterial		Bays					27,455			1998	35,500	F	1,435	1,855	F
								(D)			1999	40,000	F	(D)	2,090	F
											2000	41,000	F		2,142	F
											2001	44,000	F		2,299	F
											2002	42,500	F		2,221	F
											2003	44,500	F		2,325	F
								Local			2004	40,000	F	Local	2,090	F
								27,455			2005	44,500	F	1,435	2,325	F
								(D)			2006	45,500	F	(D)	2,377	F
											2007	41,000	F		2,142	F
											2012	45,300	F		2,367	F
Roadway ID 55050000											2017	50,000	F		2,613	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	24,500	1997	18,167	F	State	949	F
to SR 155/ Meridian Road/ 7th Avenue	Arterial		No Bays					15,400	5018	17,800	1998	17,167	F	810	897	F
								(D)	5019	13,500	1999	19,667	F	(D)	1,028	F
											2000	17,833	F		932	F
											2001	21,333	F		1,115	F
											2002	21,133	F		1,104	F
											2003	18,000	F		941	F
								Local			2004	16,900	F	Local	883	F
								15,400			2005	17,400	F	810	909	F
								(D)			2006	16,133	E	(D)	843	E
											2007	18,600	F		972	F
											2012	20,500	F		1,071	F
Roadway ID 55050000											2017	22,700	F		1,186	F
SR 155/ Meridian Road/ 7th Avenue	Principal	4	Divided/	0	0.00	0.125	Urban	State	5016	23,500	1997	17,000	B	State	888	B
to Grape Street	Arterial		Bays					35,700			1998	17,000	B	1,860	888	B
								(D)			1999	19,000	B	(D)	993	B
											2000	19,500	B		1,019	B
											2001	19,500	B		1,019	B
											2002	20,500	B		1,071	B
											2003	21,000	B		1,097	B
								Local			2004	21,500	B	Local	1,123	B
								35,700			2005	24,000	B	1,860	1,254	B
								(D)			2006	25,000	B	(D)	1,306	B
											2007	23,500	B		1,228	B
											2012	28,900	B		1,510	B
Roadway ID 55050000											2017	33,100	C		1,729	C

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SR 61/ US 319 Cont.																
Grape Street	Principal	6	Divided/	0	0.00	0.314	Urban	State	5018	17,800	1997	20,000	B	State	1,045	B
to Colonial Drive	Arterial		Bays					53,500			1998	19,500	B	2,790	1,019	B
								(D)			1999	22,500	B	(D)	1,176	B
											2000	19,500	B		1,019	B
											2001	21,000	B		1,097	B
											2002	19,900	B		1,040	B
											2003	18,500	B		967	B
								Local			2004	17,200	B	Local	899	B
								53,500			2005	18,200	B	2,790	951	B
								(D)			2006	12,400	B	(D)	648	B
											2007	17,800	B		930	B
											2012	19,700	B		1,029	B
Roadway ID 55050000											2017	21,700	B		1,134	B
Colonial Drive	Principal	6	Divided/	3	8.20	0.366	Urban	State	5082	33,000	1997	28,000	D	State	1,463	D
to East Betton Road	Arterial		Bays					44,700			1998	28,000	D	2,330	1,463	D
								(D)			1999	30,500	D	(D)	1,594	D
											2000	25,000	D		1,306	D
											2001	29,500	D		1,541	D
											2002	29,500	D		1,541	D
											2003	31,000	D		1,620	D
								Local			2004	33,000	D	Local	1,724	D
								44,700			2005	34,500	D	2,330	1,803	D
								(D)			2006	35,000	D	(D)	1,829	D
											2007	33,000	D		1,724	D
											2012	39,300	D		2,053	D
Roadway ID 55050000											2017	43,700	D		2,283	D

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SR 61/ US 319 Cont.																
East Betton Road	Principal	4	Divided/	3	1.25	2.396	Urban	State	3042	37,000	1997	30,667	C	State	1,602	C
to Live Oak Plantation Road	Arterial		Bays					35,700	5141	35,500	1998	32,167	C	1,860	1,681	C
								(D)	3026	34,000	1999	33,333	C	(D)	1,742	C
											2000	32,833	C		1,716	C
											2001	31,667	C		1,655	C
											2002	35,333	D		1,846	D
											2003	33,000	C		1,724	C
								Local			2004	33,333	C	Local	1,742	C
								35,700			2005	34,833	D	1,860	1,820	D
								(D)			2006	37,167	F	(D)	1,942	F
											2007	35,500	D		1,855	D
											2012	39,200	F		2,048	F
Roadway ID 55050000											2017	43,300	F		2,262	F
Live Oak Plantation Road	Principal	6	Divided/	2	7.07	0.283	Urban	State	3026	34,000	1997	28,000	D	State	1,463	D
to SR 8/ I-10	Arterial		Bays					44,700			1998	30,500	D	2,330	1,594	D
								(D)			1999	32,000	D	(D)	1,672	D
											2000	31,000	D		1,620	D
											2001	30,000	D		1,568	D
											2002	32,000	D		1,672	D
											2003	30,500	D		1,594	D
								Local			2004	32,000	D	Local	1,672	D
								44,700			2005	35,500	D	2,330	1,855	D
								(D)			2006	36,000	D	(D)	1,881	D
											2007	34,000	D		1,777	D
											2012	39,800	D		2,080	D
Roadway ID 55050000											2017	44,000	D		2,299	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	62,000	1997	40,000	D	State	2,090	D
SR 261/ Market Street/ Capital Circle	Arterial		Bays					58,700			1998	43,000	D	3,070	2,247	D
								(D)			1999	46,500	D	(D)	2,430	D
											2000	48,000	D		2,508	D
											2001	53,000	D		2,769	D
											2002	55,000	D		2,874	D
Roadway ID 55050000											2003	51,500	D		2,691	D
Strategic Intermodal System Facility								Local			2004	57,500	D	Local	3,004	D
								25,800			2005	59,500	E	1,350	3,109	E
								(C)			2006	67,000	F	(C)	3,501	F
											2007	62,000	E		3,240	E
											2012	76,600	F		4,002	F
											2017	88,600	F		4,629	F
SR 261/ Market Street/ Capital	Principal	8	Divided/	2	3.71	0.539	Urban	State	5130	60,500	1997	37,000	C	State	1,933	C
Circle to Killarney Way	Arterial		Bays					63,800			1998	46,500	C	3,330	2,430	C
								(D)			1999	43,500	C	(D)	2,273	C
											2000	45,000	C		2,351	C
											2001	44,500	C		2,325	C
											2002	46,000	C		2,404	C
Roadway ID 55050000											2003	47,500	C		2,482	C
Strategic Intermodal System Facility								Local			2004	46,500	C	Local	2,430	C
								63,800			2005	50,000	C	3,330	2,613	C
								(D)			2006	56,000	D	(D)	2,926	D
											2007	60,500	D		3,161	D
											2012	72,800	F		3,804	F
											2017	87,300	F		4,561	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	1997	25,500	C	State	1,332	C
to Woodbine Drive	Arterial		Bays					49,200			1998	32,500	C	2,570	1,698	C
								(D)			1999	28,500	C	(D)	1,489	C
											2000	35,500	C		1,855	C
											2001	44,500	D		2,325	D
											2002	47,000	D		2,456	D
Roadway ID 55050000											2003	48,000	D		2,508	D
Strategic Intermodal System Facility								Local			2004	49,500	E	Local	2,586	E
								40,300			2005	58,000	F	2,110	3,031	F
								(C)			2006	56,500	F	(C)	2,952	F
											2007	53,000	F		2,769	F
											2012	65,700	F		3,433	F
											2017	74,900	F		3,914	F
Woodbine Drive	Principal	6	Divided/	0	0.00	1.582	Urban	State	5145	53,000	1997	25,500	B	State	1,332	B
to Velda Dairy Road	Arterial		Bays					53,500			1998	32,500	B	2,790	1,698	B
								(D)			1999	28,500	B	(D)	1,489	B
											2000	35,500	B		1,855	B
											2001	44,500	B		2,325	B
											2002	47,000	C		2,456	C
Roadway ID 55050000											2003	48,000	C		2,508	C
Strategic Intermodal System Facility								Local			2004	49,500	C	Local	2,586	C
								52,100			2005	58,000	F	2,720	3,031	F
								(C)			2006	56,500	F	(C)	2,952	F
											2007	53,000	D		2,769	D
											2012	65,700	F		3,433	F
											2017	74,900	F		3,914	F

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SR 61/ US 319 Cont.																
Velda Dairy Road	Principal	6	Divided/	1	0.50	2.019	Urban	State	3063	38,500	1997	18,400	B	State	961	B
to Kinhega Drive / Tallahassee Urbanized	Arterial		Bays					53,500			1998	20,500	B	2,790	1,071	B
Area Boundary								(D)			1999	21,000	B	(D)	1,097	B
											2000	24,500	B		1,280	B
											2001	29,000	B		1,515	B
											2002	30,500	B		1,594	B
Roadway ID 55050000											2003	32,000	B		1,672	B
Strategic Intermodal System Facility								Local			2004	33,000	B	Local	1,724	B
								52,100			2005	39,000	B	2,720	2,038	B
								(C)			2006	39,500	B	(C)	2,064	B
											2007	38,500	B		2,012	B
											2012	50,100	C		2,618	C
											2017	59,900	F		3,130	F
Kinhega Drive / Tallahassee Urbanized	Principal	4	Divided/	1	0.50	2.000	Trans	State	349	11,373	1997	N/A	-	State	NA	NA
Area Boundary to 3 miles north of	Arterial		Bays					32,800			1998	N/A	-	1,730	NA	NA
Kinhega Drive								(C)			1999	N/A	-	(C)	NA	NA
											2000	8,398	B		443	B
											2001	8,803	B		465	B
											2002	10,162	B		537	B
Roadway ID 55050000											2003	10,853	B		573	B
Strategic Intermodal System Facility								Local			2004	11,099	B	Local	586	B
Kinhega Drive to 0.5 miles north contained within the Urban								27,900 /			2005	11,139	B	1,470 /	588	B
Services Area .								32,800			2006	11,153	B	1,730	589	B
								(B / C)			2007	11,373	B	(B / C)	600	B
											2012	12,600	B		665	B
											2017	13,900	B		734	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	11,373	1997	6,300	B	State	333	B
to the Georgia State Line	Arterial		Bays					32,800	392	9,600	1998	7,500	B	1,730	396	B
								(C)			1999	7,600	B	(C)	401	B
											2000	8,097	B		428	B
											2001	8,302	B		438	B
											2002	9,281	B		490	B
Roadway ID 55050000											2003	10,077	B		532	B
Strategic Intermodal System Facility								Local			2004	10,750	B	Local	568	B
								27,900			2005	10,420	B	1,470	550	B
								(B)			2006	10,477	B	(B)	553	B
											2007	10,500	B		554	B
											2012	11,700	B		618	B
											2017	12,700	B		671	B
SR 61/ SR 363/ Adams Street																
SR 61 Crawfordville Highway	Principal	4	Divided/	2	2.12	0.942	Urban	State	3033	25,000	1997	16,800	C	State	878	C
to SR 373/ Orange Avenue	Arterial		Bays					32,700			1998	19,500	C	1,710	1,019	C
								(D)			1999	18,500	C	(D)	967	C
											2000	17,900	C		935	C
											2001	19,400	C		1,014	C
											2002	20,700	C		1,082	C
											2003	20,200	C		1,055	C
								Local			2004	19,900	C	Local	1,040	C
								32,700			2005	22,500	C	1,710	1,176	C
								(D)			2006	25,000	C	(D)	1,306	C
											2007	25,000	C		1,306	C
											2012	30,500	D		1,594	D
Roadway ID 55100000											2017	36,000	F		1,881	F

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SR 61/ Wakulla Springs Road																
Wakulla County Line	Urban	2	Undivided/	1	0.68	1.466	Urban	State	11	5,800	1997	5,700	C	State	298	C
to CR 2204/ Oak Ridge Road	Collector		No Bays					16,400			1998	5,900	C	860	308	C
								(D)			1999	5,400	C	(D)	282	C
											2000	5,800	C		303	C
											2001	6,400	C		334	C
											2002	6,300	C		329	C
											2003	6,500	C		340	C
								Local			2004	4,600	C	Local	240	C
								13,800			2005	5,000	C	720	261	C
								(C)			2006	5,200	C	(C)	272	C
											2007	5,800	C		303	C
											2012	6,400	C		334	C
Roadway ID 55120000											2017	7,100	C		371	C
CR 2204/ Oak Ridge Road	Urban	2	Undivided/	0	0.00	2.114	Urban	State	11	5,800	1997	5,700	C	State	298	C
to SR 369/ US 319/ Crawfordville Highway	Collector		No Bays					16,400			1998	5,900	C	860	308	C
								(D)			1999	5,400	C	(D)	282	C
											2000	5,800	C		303	C
											2001	6,400	C		334	C
											2002	6,300	C		329	C
											2003	6,500	C		340	C
								Local			2004	4,600	C	Local	240	C
								13,800			2005	5,000	C	720	261	C
								(C)			2006	5,200	C	(C)	272	C
											2007	5,800	C		303	C
											2012	6,400	C		334	C
Roadway ID 55120000											2017	7,100	C		371	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	20,000	1997	15,800	B	State	826	B
to SR 263/ Capital Circle	Arterial		Bays					35,700			1998	16,600	B	1,860	867	B
								(D)			1999	17,000	B	(D)	888	B
											2000	17,100	B		893	B
											2001	19,400	B		1,014	B
											2002	18,800	B		982	B
											2003	19,200	B		1,003	B
								Local			2004	14,800	B	Local	773	B
								35,700			2005	18,000	B	1,860	941	B
								(D)			2006	18,700	B	(D)	977	B
											2007	20,000	B		1,045	B
											2012	22,100	B		1,155	B
Roadway ID 55120000											2017	24,400	B		1,275	B
SR 263/ Capital Circle	Principal	4	Divided/	0	0.00	1.550	Urban	State	5103	15,200	1997	12,400	B	State	648	B
to divided section (250' south of Arden	Arterial		Bays					35,700			1998	12,100	B	1,860	632	B
Road)								(D)			1999	14,100	B	(D)	737	B
											2000	13,200	B		690	B
											2001	13,500	B		705	B
											2002	13,400	B		700	B
											2003	13,000	B		679	B
								Local			2004	11,800	B	Local	617	B
								35,700			2005	12,300	B	1,860	643	B
								(D)			2006	14,300	B	(D)	747	B
											2007	15,200	B		794	B
											2012	16,800	B		878	B
Roadway ID 55120000											2017	18,600	B		972	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	18,500	1997	17,100	C	State	893	C
to SR 363/ Adams Street/ 4 Points	Arterial		Bays					32,700			1998	18,100	C	1,710	946	C
								(D)			1999	18,300	C	(D)	956	C
											2000	18,300	C		956	C
											2001	19,900	C		1,040	C
											2002	18,600	C		972	C
											2003	17,800	C		930	C
								Local			2004	17,600	C	Local	920	C
								32,700			2005	16,800	C	1,710	878	C
								(D)			2006	16,600	C	(D)	867	C
											2007	18,500	C		967	C
											2012	20,400	C		1,066	C
Roadway ID 55120000											2017	22,600	C		1,181	C
SR 61/ Paul Russell Road Connector																
SR 363/ Adams Road	Minor	4	Divided/	1	5.43	0.184	Urban	State	5054	8,400	1997	N/A	-	State	NA	NA
to SR 61/ Monroe Street	Arterial		Bays					28,900	5065	11,500	1998	N/A	-	1,510	NA	NA
								(D)			1999	N/A	-	(D)	NA	NA
											2000	N/A	-		NA	NA
											2001	11,000	C		575	C
											2002	9,300	C		486	C
											2003	9,050	C		473	C
								Local			2004	9,400	C	Local	491	C
								28,900			2005	9,850	C	1,510	515	C
								(D)			2006	11,850	C	(D)	619	C
											2007	9,950	C		520	C
											2012	12,600	D		658	D
Roadway ID 55180000											2017	14,400	D		752	D

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SR 63/ US 27																
SR 61/ Thomasville Road to 7th Avenue	Principal Arterial	4	Divided/ Bays	4	7.53	0.531	Urban	State 28,900 (D)	5009	31,500	1997	29,500	E	State 1,510 (D)	1,541	E
											1998	25,000	D		1,306	D
											1999	27,000	D		1,411	D
											2000	27,000	D		1,411	D
											2001	30,000	E		1,568	E
											2002	30,500	E		1,594	E
											2003	31,500	E		1,646	E
								Local 28,900 (D)			2004	32,000	E	Local 1,510 (D)	1,672	E
											2005	29,000	E		1,515	E
											2006	32,000	E		1,672	E
											2007	31,500	E		1,646	E
											2012	34,800	F		1,818	F
Roadway ID 55010000											2017	38,400	F		2,006	F
7th Avenue to CR 158/ Tharpe Street	Principal Arterial	4	Divided/ Bays	1	2.40	0.416	Urban	State 32,700 (D)	5011	37,000	1997	31,000	D	State 1,710 (D)	1,620	D
											1998	30,000	D		1,568	D
											1999	34,500	E		1,803	F
											2000	35,500	F		1,855	F
											2001	35,000	F		1,829	F
											2002	36,500	F		1,907	F
											2003	33,500	E		1,750	E
								Local 32,700 (D)			2004	35,500	F	Local 1,710 (D)	1,855	F
											2005	38,500	F		2,012	F
											2006	45,500	F		2,377	F
											2007	37,000	F		1,933	F
											2012	46,600	F		2,435	F
Roadway ID 55010000											2017	52,600	F		2,748	F

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SR 63/ US 27 Cont.																
CR 158/ Tharpe Street to John Knox Road/	Principal	4	Divided/	2	2.58	0.775	Urban	State	3003	45,500	1997	44,750	F	State	2,338	F
Monticello Drive	Arterial		Bays					32,700	5012	32,500	1998	34,250	E	1,710	1,790	E
								(D)			1999	36,750	F	(D)	1,920	F
											2000	37,000	F		1,933	F
											2001	37,500	F		1,959	F
											2002	36,000	F		1,881	F
											2003	37,000	F		1,933	F
								Local			2004	39,500	F	Local	2,064	F
								32,700			2005	40,000	F	1,710	2,090	F
								(D)			2006	41,250	F	(D)	2,155	F
											2007	39,000	F		2,038	F
											2012	44,900	F		2,346	F
Roadway ID 55010000											2017	48,900	F		2,555	F
John Knox Road / Monticello Drive to	Principal	6	Divided/	1	3.97	0.252	Urban	State	5108	45,000	1997	46,000	D	State	2,404	D
Allen Road	Arterial		Bays					49,200			1998	39,500	C	2,570	2,064	C
								(D)			1999	43,000	D	(D)	2,247	D
											2000	43,500	D		2,273	D
											2001	43,500	D		2,273	D
											2002	44,500	D		2,325	D
											2003	43,500	D		2,273	D
								Local			2004	40,000	C	Local	2,090	C
								49,200			2005	44,000	D	2,570	2,299	D
								(D)			2006	47,500	D	(D)	2,482	D
											2007	45,000	D		2,351	D
											2012	52,400	F		2,738	F
Roadway ID 55010000											2017	57,900	F		3,025	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 32,700 (D)	3027	46,500	1997	38,000	F	State 1,710 (D)	1,986	F
											1998	38,500	F		2,012	F
											1999	45,000	F		2,351	F
											2000	42,500	F		2,221	F
											2001	48,000	F		2,508	F
											2002	45,500	F		2,377	F
											2003	46,000	F		2,404	F
								Local 32,700 (D)			2004	43,500	F	Local 1,710 (D)	2,273	F
											2005	45,000	F		2,351	F
											2006	48,000	F		2,508	F
											2007	46,500	F		2,430	F
											2012	51,300	F		2,680	F
Roadway ID 55010000											2017	56,700	F		2,963	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 35,700 (D)	3045 3069	35,000 42,500	1997	32,500	C	State 1,860 (D)	1,698	C
											1998	33,500	C		1,750	C
											1999	38,000	F		1,986	F
											2000	36,250	F		1,894	F
											2001	39,500	F		2,064	F
											2002	37,500	F		1,959	F
											2003	38,500	F		2,012	F
								Local 35,700 (D)			2004	40,000	F	Local 1,860 (D)	2,090	F
											2005	37,000	F		1,933	F
											2006	37,000	F		1,933	F
											2007	38,750	F		2,025	F
											2012	42,800	F		2,236	F
Roadway ID 55010000											2017	47,200	F		2,466	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	24,500	1997	19,500	B	State	1,019	B
Crowder Road to SR 263/ Capital Circle/	Arterial		Bays					35,700			1998	20,000	B	1,860	1,045	B
CR 361/ Old Bainbridge Road								(D)			1999	22,000	B	(D)	1,150	B
											2000	20,500	B		1,071	B
											2001	21,500	B		1,123	B
											2002	20,500	B		1,071	B
											2003	21,500	B		1,123	B
								Local			2004	21,500	B	Local	1,123	B
								35,700			2005	23,500	B	1,860	1,228	B
								(D)			2006	23,500	B	(D)	1,228	B
											2007	24,500	B		1,280	B
											2012	28,500	B		1,489	B
Roadway ID 55010000											2017	32,500	C		1,698	C
SR 263/ Capital Circle/ CR 361/	Principal	4	Divided/	1	0.50	2.005	Urban	State	3043	24,500	1997	19,200	B	State	1,003	B
Old Bainbridge Road to Gadsden County	Arterial		Bays					35,700	500110	18,800	1998	18,900	B	1,860	988	B
Line								(D)			1999	20,050	B	(D)	1,048	B
											2000	20,150	B		1,053	B
											2001	19,600	B		1,024	B
									Count		2002	20,250	B		1,058	B
Roadway ID 55010000									Station		2003	19,900	B		1,040	B
Urban Services Area extends approximately 0.5 miles north of								Local	500110		2004	18,850	B	Local	985	B
SR 263 / Capital Circle.								34,700	in		2005	20,450	B	1,810	1,069	B
								(C)	Gadsden		2006	21,550	B	(C)	1,126	B
									County		2007	21,650	B		1,131	B
											2012	23,900	B		1,249	B
											2017	26,400	B		1,379	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	6,700	1997	12,934	D	State	676	D
to John Knox Road	Arterial		Bays					15,400	5077	11,000	1998	12,730	D	810	665	D
								(D)	207	15,962	1999	12,767	D	(D)	667	D
											2000	11,685	D		611	D
											2001	11,623	D		607	D
											2002	11,938	D		624	D
											2003	11,259	D		588	C
								Local			2004	11,545	D	Local	603	D
								15,400			2005	11,605	D	810	606	D
								(D)			2006	11,562	D	(D)	604	D
											2007	11,220	D		586	C
											2012	12,400	D		648	D
Roadway ID 55110000											2017	13,700	D		716	D
John Knox Road	Major	2	Undivided/	1	0.71	1.409	Urban	State	3005	17,500	1997	18,500	F	State	967	F
to Lake Shore Drive	Arterial		Bays					16,400			1998	16,500	E	860	862	E
								(D)			1999	19,000	F	(D)	993	F
											2000	18,000	F		941	F
											2001	17,000	F		888	E
											2002	17,000	F		888	E
											2003	16,700	E		873	E
								Local			2004	16,900	E	Local	883	E
								16,400			2005	17,000	F	860	888	E
								(D)			2006	17,500	F	(D)	914	F
											2007	17,500	F		914	F
											2012	19,300	F		1,008	F
Roadway ID 55110000											2017	21,300	F		1,113	F

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SR 261/ US 319/ Capital Circle																
SR 363/ Woodville Highway	Principal	2	Undivided/	5	1.14	4.384	Urban	State	3030	15,200	1997	14,333	D	State	749	D
to Monday Street	Arterial		Bays					16,400	5151	21,500	1998	13,333	C	860	697	C
								(D)	5150	22,500	1999	15,000	D	(D)	784	D
											2000	17,000	F		888	E
											2001	11,000	C		575	C
											2002	18,100	F		946	F
Roadway ID 55003000											2003	18,367	F		960	F
Woodville Highway to Tram Road is funded by the TRIP program.								Local			2004	18,233	F	Local	953	F
								16,400			2005	20,667	F	860	1,080	F
								(D)			2006	20,600	F	(D)	1,076	F
											2007	19,733	F		1,031	F
											2012	22,900	F		1,197	F
											2017	25,400	F		1,327	F
Monday Street	Principal	2	Undivided/	3	2.45	1.224	Urban	State	5150	22,500	1997	17,133	F	State	895	F
to SR 20/ US 27/ Apalachee Parkway	Arterial		Bays					15,400	3055	23,000	1998	16,767	E	810	876	F
								(D)	5149	26,500	1999	17,467	F	(D)	913	F
											2000	20,067	F		1,048	F
											2001	19,967	F		1,043	F
											2002	20,767	F		1,085	F
											2003	20,600	F		1,076	F
								Local			2004	20,033	F	Local	1,047	F
								15,400			2005	23,500	F	810	1,228	F
								(D)			2006	24,333	F	(D)	1,271	F
											2007	24,000	F		1,254	F
											2012	28,800	F		1,505	F
Roadway ID 55003000											2017	33,100	F		1,729	F

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SR 261/ US 319/ Capital Circle Cont.																
SR 20/ US 27/ Apalachee Parkway	Principal	4	Divided/	0	0.00	0.960	Urban	State	3057	32,000	1997	22,500	B	State	1,176	B
to Park Avenue	Arterial		Bays					35,700			1998	20,000	B	1,860	1,045	B
								(D)			1999	21,000	B	(D)	1,097	B
											2000	21,000	B		1,097	B
											2001	30,500	C		1,594	C
											2002	33,000	C		1,724	C
											2003	32,000	C		1,672	C
								Local			2004	33,000	C	Local	1,724	C
								35,700			2005	31,500	C	1,860	1,646	C
								(D)			2006	33,500	C	(D)	1,750	C
											2007	32,000	C		1,672	C
											2012	35,300	D		1,844	D
Roadway ID 55003000											2017	39,000	F		2,038	F
Park Avenue	Principal	4	Divided/	2	1.53	1.308	Urban	State	3058	41,000	1997	25,000	B	State	1,306	B
to SR 10/ US 90/ Mahan Drive	Arterial		Bays					35,700			1998	26,000	B	1,860	1,359	B
								(D)			1999	37,500	F	(D)	1,959	F
											2000	38,500	F		2,012	F
											2001	51,500	F		2,691	F
											2002	48,500	F		2,534	F
											2003	49,000	F		2,560	F
								Local			2004	42,000	F	Local	2,195	F
								35,700			2005	45,500	F	1,860	2,377	F
								(D)			2006	44,500	F	(D)	2,325	F
											2007	41,000	F		2,142	F
											2012	45,300	F		2,367	F
Roadway ID 55003000											2017	50,000	F		2,613	F

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SR 261/ US 319/ Capital Circle Cont.																
SR 10/ US 90/ Mahan Drive	Principal	4	Divided/	1	1.42	0.702	Urban	State	3059	47,000	1997	20,900	B	State	1,092	B
to CR 146/ Miccosukee Road	Arterial		Bays					35,700			1998	20,400	B	1,860	1,066	B
								(D)			1999	21,000	B	(D)	1,097	B
											2000	21,000	B		1,097	B
											2001	46,500	F		2,430	F
											2002	46,500	F		2,430	F
											2003	46,500	F		2,430	F
								Local			2004	43,500	F	Local	2,273	F
								35,700			2005	46,000	F	1,860	2,404	F
								(D)			2006	47,500	F	(D)	2,482	F
											2007	47,000	F		2,456	F
											2012	51,900	F		2,712	F
Roadway ID 55003000											2017	57,300	F		2,994	F
CR 146/ Miccosukee Road	Pricipal	4	Divided/	2	2.89	0.692	Urban	State	5138	55,500	1997	19,500	C	State	1,019	C
to CR 151/ Centerville Drive	Arterial		Bays					32,700			1998	19,000	C	1,710	993	C
								(D)			1999	22,500	C	(D)	1,176	C
											2000	36,500	F		1,907	F
											2001	48,000	F		2,508	F
											2002	46,500	F		2,430	F
											2003	45,000	F		2,351	F
								Local			2004	50,500	F	Local	2,639	F
								32,700			2005	54,500	F	1,710	2,848	F
								(D)			2006	65,500	F	(D)	3,422	F
											2007	55,500	F		2,900	F
											2012	74,300	F		3,882	F
Roadway ID 55003000											2017	99,400	F		5,194	F

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SR 261/ US 319/ Capital Circle Cont.																
CR 151/ Centerville Drive	Principal	6	Divided/	0	0.00	1.152	Urban	State	5139	67,000	1997	28,000	B	State	1,463	B
to Eastgate Way	Arterial		Bays					53,500			1998	31,500	B	2,790	1,646	B
								(D)			1999	33,500	B	(D)	1,750	B
											2000	41,000	B		2,142	B
											2001	50,000	C		2,613	C
											2002	50,500	C		2,639	C
											2003	47,500	C		2,482	C
								Local			2004	53,500	D	Local	2,795	F
								53,500			2005	56,000	F	2,790	2,926	F
								(D)			2006	66,000	F	(D)	3,449	F
											2007	67,000	F		3,501	F
											2012	86,900	F		4,541	F
Roadway ID 55003000											2017	106,900	F		5,586	F
Eastgate Way	Principal	6	Divided/	3	2.95	1.018	Urban	State	3061	44,500	1997	24,000	C	State	1,254	C
to SR 61/ US 319/ Thomasville Highway	Arterial		Bays					49,200			1998	26,000	C	2,570	1,359	C
								(D)			1999	30,000	C	(D)	1,568	C
											2000	32,000	C		1,672	C
											2001	39,000	C		2,038	C
											2002	39,500	C		2,064	C
											2003	40,500	C		2,116	D
								Local			2004	39,000	C	Local	2,038	C
								49,200			2005	45,000	D	2,570	2,351	D
								(D)			2006	44,000	D	(D)	2,299	D
											2007	44,500	D		2,325	D
											2012	50,500	E		2,639	E
Roadway ID 55003000											2017	56,100	F		2,931	F

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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	13,000	1997	N/A	-	State	NA	NA
to North Footer Bridge	Arterial		No Bays					21,300			1998	7,100	B	1,130	371	B
								(D)			1999	7,400	B	(D)	387	B
											2000	7,500	B		392	B
											2001	8,200	C		428	C
											2002	8,500	C		444	C
											2003	8,400	C		439	C
								Local			2004	9,300	C	Local	486	C
								21,300			2005	10,500	C	1,130	549	C
								(D)			2006	11,500	C	(D)	601	C
											2007	13,000	C		679	C
											2012	17,400	D		909	D
Roadway ID 55003002											2017	23,300	E		1,217	E
SR 263/ Capital Circle																
SR 363/ Woodville Highway	Principal	2	Undivided/	1	0.75	1.330	Urban	State	9908	NC	1997	10,560	C	State	552	C
to SR 61/ US 319/ Crawfordville Road	Arterial		Bays					16,400	201	NC	1998	10,865	C	860	568	C
								(D)			1999	11,225	C	(D)	587	C
											2000	12,791	C		668	C
											2001	13,575	C		709	C
											2002	13,868	D		725	D
											2003	14,023	D		733	D
								Local			2004	14,500	D	Local	758	D
								16,400			2005	15,000	D	860	784	D
								(D)			2006	NC	NC	(D)	NC	NC
											2007	NC	NC		NC	NC
											2012	NC	NC		NC	NC
Roadway ID 55002000											2017	NC	NC		NC	NC

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SR 263/ Capital Circle Cont.																
SR 61/ US 319/ Crawfordville Road	Principal	2	Undivided/	1	0.46	2.194	Urban	State	3054	13,500	1997	11,000	C	State	575	C
to CR 2203/ Springhill Road	Arterial		Bays					16,400			1998	12,000	C	860	627	C
								(D)			1999	11,800	C	(D)	617	C
											2000	10,700	C		559	C
											2001	12,600	C		658	C
											2002	12,200	C		637	C
											2003	11,700	C		611	C
								Local			2004	11,000	C	Local	575	C
								16,400			2005	11,400	C	860	596	C
								(D)			2006	12,600	C	(D)	658	C
											2007	13,500	C		705	C
											2012	14,900	D		779	D
Roadway ID 55002000											2017	16,500	E		862	E
CR 2203/ Springhill Road	Principal	2	Undivided/	1	0.76	1.324	Urban	State	3052	15,300	1997	11,300	C	State	590	C
to Airport Entrance	Arterial		Bays					16,400			1998	11,900	C	860	622	C
								(D)			1999	11,900	C	(D)	622	C
											2000	11,100	C		580	C
											2001	13,000	C		679	C
											2002	12,800	C		669	C
											2003	11,900	C		622	C
								Local			2004	13,200	C	Local	690	C
								16,400			2005	14,000	D	860	732	D
								(D)			2006	14,600	D	(D)	763	D
											2007	15,300	D		799	D
											2012	18,200	F		951	F
Roadway ID 55002000											2017	21,300	F		1,113	F

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SR 263/ Capital Circle Cont.																
Airport Entrance	Principal	2	Undivided/	0	0.00	2.048	Urban	State	3049	14,500	1997	12,500	C	State	653	C
to SR 371/ Orange Avenue	Arterial		Bays					16,400			1998	12,000	C	860	627	C
								(D)			1999	13,500	C	(D)	705	C
											2000	12,000	C		627	C
											2001	14,000	D		732	D
											2002	13,500	C		705	C
Roadway ID 55002000											2003	12,900	C		674	C
Emerging Strategic Intermodal System Connector.								Local			2004	14,600	D	Local	763	D
								16,400			2005	14,000	D	860	732	D
								(D)			2006	15,500	D	(D)	810	D
											2007	14,500	D		758	D
											2012	16,800	E		878	E
											2017	18,500	F		967	F
SR 371/ Orange Avenue	Principal	2	Undivided/	1	0.88	1.141	Urban	State	3036	21,000	1997	18,600	F	State	972	F
to SR 20/ Blountstown Highway	Arterial		Bays					16,400			1998	19,900	F	860	1,040	F
								(D)			1999	18,900	F	(D)	988	F
											2000	18,400	F		961	F
											2001	19,200	F		1,003	F
											2002	19,300	F		1,008	F
Roadway ID 55002000											2003	17,800	F		930	F
Emerging Strategic Intermodal System Connector.								Local			2004	19,000	F	Local	993	F
								16,400			2005	21,000	F	860	1,097	F
								(D)			2006	23,000	F	(D)	1,202	F
											2007	21,000	F		1,097	F
											2012	25,800	F		1,348	F
											2017	29,500	F		1,541	F

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SR 263/ Capital Circle Cont.																
SR 20/ Blountstown Highway	Principal	2	Undivided/	2	1.14	1.760	Urban	State	3048	15,800	1997	18,200	F	State	951	F
to SR 10/ US 90/ Tennessee Street	Arterial		Bays					16,400	5152	18,000	1998	17,250	F	860	901	F
								(D)			1999	18,200	F	(D)	951	F
											2000	16,700	E		873	E
											2001	17,700	F		925	F
											2002	17,150	F		896	F
Roadway ID 55002000											2003	16,100	D		841	D
Emerging Strategic Intermodal System Connector.								Local			2004	16,100	D	Local	841	D
								16,400			2005	17,700	F	860	925	F
								(D)			2006	18,350	F	(D)	959	F
											2007	16,900	E		883	E
											2012	18,700	F		977	F
											2017	20,600	F		1,076	F
SR 10/ US 90/ Tennessee Street	Principal	4	Divided/	1	3.28	0.305	Urban	State	3046	26,000	1997	26,000	C	State	1,359	C
to CR 158A/ Tharpe Street	Arterial		Bays					32,700			1998	25,500	C	1,710	1,332	C
								(D)			1999	25,500	C	(D)	1,332	C
											2000	26,000	C		1,359	C
											2001	26,500	D		1,385	D
											2002	31,000	D		1,620	D
Roadway ID 55002000											2003	26,000	C		1,359	C
Emerging Strategic Intermodal System Connector.								Local			2004	28,000	D	Local	1,463	D
								32,700			2005	26,000	C	1,710	1,359	C
								(D)			2006	26,000	C	(D)	1,359	C
											2007	26,000	C		1,359	C
											2012	28,700	D		1,500	D
											2017	31,700	D		1,656	D

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SR 263/ Capital Circle Cont.																
CR 158A/ Tharpe Street	Principal	2	Undivided/	0	0.00	0.780	Urban	State	3065	25,500	1997	26,750	F	State	1,398	F
to the divided section (800' north of	Arterial		Bays					16,400	3068	26,500	1998	27,750	F	860	1,450	F
Brittany Boulevard)								(D)			1999	27,500	F	(D)	1,437	F
											2000	28,000	F		1,463	F
											2001	28,750	F		1,502	F
											2002	29,500	F		1,541	F
Roadway ID 55002000											2003	30,250	F		1,581	F
Emerging Strategic Intermodal System Connector.								Local			2004	29,500	F	Local	1,541	F
								16,400			2005	30,250	F	860	1,581	F
								(D)			2006	26,000	F	(D)	1,359	F
											2007	26,000	F		1,359	F
											2012	28,700	F		1,500	F
											2017	31,700	F		1,656	F
Divided section (800' north of Brittany	Principal	2	Divided/	0	0.00	0.361	Urban	State	3065	25,500	1997	26,000	F	State	1,359	F
Boulevard) to SR 8/ I-10	Arterial		Bays					17,220			1998	28,000	F	903	1,463	F
								(D)			1999	27,500	F	(D)	1,437	F
											2000	27,500	F		1,437	F
											2001	29,500	F		1,541	F
											2002	29,500	F		1,541	F
Roadway ID 55002000											2003	32,000	F		1,672	F
Emerging Strategic Intermodal System Connector.								Local			2004	31,500	F	Local	1,646	F
								17,220			2005	32,500	F	903	1,698	F
								(D)			2006	25,500	F	(D)	1,332	F
											2007	25,500	F		1,332	F
											2012	28,200	F		1,473	F
											2017	31,100	F		1,625	F

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SR 263/ Capital Circle Cont.																
SR 8/ I-10 to Gearhart Road	Principal Arterial	2	Divided/ Bays	1	3.33	0.300	Urban	State 16,170 (D)	3066	13,500	1997	16,100	D	State 851 (D)	841	D
											1998	14,500	D		758	D
											1999	15,500	D		810	D
											2000	15,500	D		810	D
											2001	16,000	D		836	D
											2002	16,600	E		867	E
											2003	17,900	F		935	F
								Local 16,170 (D)			2004	15,100	D	Local 851 (D)	789	D
											2005	16,100	D		841	D
											2006	15,300	D		799	D
											2007	13,500	D		705	D
											2012	14,900	D		779	D
Roadway ID 55002000											2017	16,500	E		862	E
Gearhart Road to CR 356/ Fred George Road	Principal Arterial	2	Undivided/ Bays	1	1.49	0.670	Urban	State 16,400 (D)	3066	13,500	1997	16,100	D	State 860 (D)	841	D
											1998	14,500	D		758	D
											1999	15,500	D		810	D
											2000	15,500	D		810	D
											2001	16,000	D		836	D
											2002	16,600	E		867	E
											2003	17,900	F		935	F
								Local 16,400 (D)			2004	15,100	D	Local 860 (D)	789	D
											2005	16,100	D		841	D
											2006	15,300	D		799	D
											2007	13,500	C		705	C
											2012	14,900	D		779	D
Roadway ID 55002000											2017	16,500	E		862	E

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SR 263/ Capital Circle Cont.																
CR 356/ Fred George Road	Principal	2	Undivided/	2	0.70	2.871	Urban	State	3044	14,700	1997	13,500	C	State	705	C
to SR 63/ US 27/ North Monroe Street	Arterial		Bays					16,400			1998	13,500	C	860	705	C
								(D)			1999	14,500	D	(D)	758	D
											2000	14,000	D		732	D
											2001	13,300	C		695	C
											2002	14,300	D		747	D
											2003	14,600	D		763	D
								Local			2004	14,700	D	Local	768	D
								16,400			2005	14,400	D	860	752	D
								(D)			2006	14,000	D	(D)	732	D
											2007	14,700	D		768	D
											2012	16,200	D		846	D
Roadway ID 55002000											2017	17,900	F		935	F
SR 265/ Magnolia Drive																
SR 20/ US 27/ Apalachee Parkway	Minor	6	Divided/	2	5.93	0.337	Urban	State	5035	28,000	1997	19,000	C	State	993	C
to Park Avenue	Arterial		Bays					44,700			1998	17,500	C	2,330	914	C
								(D)			1999	19,000	C	(D)	993	C
											2000	17,500	C		914	C
											2001	18,000	C		941	C
											2002	19,000	C		993	C
											2003	30,500	D		1,594	D
								Local			2004	29,500	D	Local	1,541	D
								44,700			2005	31,000	D	2,330	1,620	D
								(D)			2006	32,000	D	(D)	1,672	D
											2007	28,000	D		1,463	D
											2012	37,500	D		1,959	D
Roadway ID 55005000											2017	50,100	F		2,618	F

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SR 265/ Magnolia Drive Cont.																
Park Avenue to	Minor	6	Divided/	2	4.84	0.413	Urban	State	5036	37,000	1997	16,500	C	State	862	C
SR 10/ US 90/ Tennessee Street/ Mahan	Arterial		Bays					44,700			1998	17,500	C	2,330	914	C
Drive								(D)			1999	17,500	C	(D)	914	C
											2000	19,500	C		1,019	C
											2001	21,000	D		1,097	D
											2002	22,000	D		1,150	D
											2003	44,000	D		2,299	D
								Local			2004	38,000	D	Local	1,986	D
								44,700			2005	40,000	D	2,330	2,090	D
								(D)			2006	36,500	D	(D)	1,907	D
											2007	37,000	D		1,933	D
											2012	47,900	E		2,503	E
Roadway ID 55005000											2017	55,700	F		2,910	F
SR 10/ US 90/ Tennessee Street/ Mahan	Minor	4	Divided/	1	1.83	0.546	Urban	State	5078	27,500	1997	31,500	C	State	1,646	C
Drive to CR 146/ Miccosukee Road	Arterial		Bays					35,700			1998	34,000	C	1,860	1,777	C
								(D)			1999	32,500	C	(D)	1,698	C
											2000	33,500	C		1,750	C
											2001	30,000	C		1,568	C
											2002	31,000	C		1,620	C
											2003	26,000	B		1,359	B
								Local			2004	21,500	B	Local	1,123	B
								35,700			2005	24,500	B	1,860	1,280	B
								(D)			2006	26,500	B	(D)	1,385	B
											2007	27,500	B		1,437	B
											2012	30,400	C		1,588	C
Roadway ID 55005000											2017	33,500	C		1,750	C

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SR 265/ Magnolia Drive Cont.																
CR 146/ Miccosukee Road	Minor	4	Divided/	1	8.40	0.119	Urban	State	5140	32,500	1997	31,500	E	State	1,646	E
to East 7th Avenue	Arterial		Bays					28,900			1998	33,000	F	1,510	1,724	F
								(D)			1999	30,500	E	(D)	1,594	E
											2000	31,500	E		1,646	E
											2001	34,500	F		1,803	F
											2002	30,000	E		1,568	E
											2003	31,000	E		1,620	E
								Local			2004	25,500	D	Local	1,332	D
								28,900			2005	29,500	E	1,510	1,541	E
								(D)			2006	32,500	E	(D)	1,698	E
											2007	32,500	E		1,698	E
											2012	35,900	F		1,876	F
Roadway ID 55005000											2017	39,600	F		2,069	F
SR 267/ Bloxham Cutoff																
SR 20/ Blountstown Highway	Rural	2	Undivided/	0	0.00	14.169	Trans	State	386	1,450	1997	1,050	B	State	55	B
to Wakulla County Line	Major		No Bays					13,100			1998	1,000	B	690	53	B
								(C)			1999	1,200	B	(C)	63	B
											2000	1,100	B		58	B
											2001	1,200	B		63	B
											2002	1,350	B		71	B
											2003	1,400	B		74	B
								Local			2004	1,350	B	Local	71	B
								13,100			2005	1,450	B	690	77	B
								(C)			2006	1,350	B	(C)	71	B
											2007	1,450	B		77	B
											2012	1,600	B		84	B
Roadway ID 55300000											2017	1,800	B		95	B

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SR 363/ Woodville Highway																
Wakulla County Line	Minor	2	Undivided/	0	0.00	2.739	Urban	State	300	9,768	1997	8,590	C	State	449	C
to CR 2192/ Natural Bridge Road	Arterial		Bays					21,300			1998	8,787	C	1,130	459	C
								(D)			1999	9,221	C	(D)	482	C
											2000	9,370	C		490	C
											2001	9,305	C		486	C
											2002	9,352	C		489	C
											2003	9,600	C		502	C
								Local			2004	9,900	C	Local	517	C
								15,000			2005	10,092	C	790	527	C
								(C)			2006	9,808	C	(C)	512	C
											2007	9,768	C		510	C
											2012	10,800	C		564	C
Roadway ID 55040000											2017	11,900	C		622	C
CR 2192/ Natural Bridge Road	Minor	2	Undivided/	1	1.69	0.593	Urban	State	300	9,768	1997	8,590	C	State	449	C
to CR 2204/ Oakridge Road	Arterial		Bays					16,400			1998	8,787	C	860	459	C
								(D)			1999	9,221	C	(D)	482	C
											2000	9,370	C		490	C
											2001	9,305	C		486	C
											2002	9,352	C		489	C
											2003	9,600	C		502	C
								Local			2004	9,900	C	Local	517	C
								13,800			2005	10,092	C	720	527	C
								(C)			2006	9,808	C	(C)	512	C
											2007	9,768	C		510	C
											2012	10,800	C		564	C
Roadway ID 55040000											2017	11,900	C		622	C

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SR 363/ Woodville Highway Cont.																
CR 2204/ Oakridge Road	Minor	2	Undivided/	0	0.00	0.342	Urban	State	300	9,768	1997	8,590	C	State	449	C
to Tallahassee Urbanized Area Boundary	Arterial		Bays					16,400			1998	8,787	C	860	459	C
(0.3 miles south of Rhodes Cemetary Road)								(D)			1999	9,221	C	(D)	482	C
											2000	9,370	C		490	C
											2001	9,305	C		486	C
											2002	9,352	C		489	C
											2003	9,600	C		502	C
								Local			2004	9,900	C	Local	517	C
								13,800			2005	10,092	C	720	527	C
								(C)			2006	9,808	C	(C)	512	C
											2007	9,768	C		510	C
											2012	10,800	C		564	C
Roadway ID 55040000											2017	11,900	C		622	C
Tallahassee Urbanized Area Boundary	Minor	2	Undivided/	0	0.00	2.730	Trans	State	300	9,768	1997	8,590	C	State	454	C
(0.3 miles south of Rhodes Cemetary Road)	Arterial		Bays					15,500			1998	8,787	C	820	464	C
to Tallahassee Urbanized Area Boundary								(D)			1999	9,221	C	(D)	487	C
(0.9 miles south of SR 261 / Capital Circle)											2000	9,370	C		495	C
											2001	9,305	C		491	C
											2002	9,352	C		494	C
											2003	9,600	C		507	C
	Principal							Local			2004	9,900	C	Local	523	C
	Arterial							13,100			2005	10,092	C	690	533	C
								(C)			2006	9,808	C	(C)	518	C
											2007	9,768	C		516	C
											2012	10,800	C		570	C
Roadway ID 55040000											2017	11,900	C		628	C

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SR 363/ Woodville Highway Cont.																
Tallahassee Urbanized Area Boundary	Principal	2	Undivided/	1	1.11	0.900	Urban	State	3031	15,400	1997	13,100	C	State	684	C
(0.9 miles south of SR 261 / Capital Circle)	Arterial		Bays					16,400			1998	14,100	D	860	737	D
to SR 261/ SR 263/ US 319/ Capital								(D)			1999	13,800	C	(D)	721	D
Circle											2000	14,400	D		752	D
											2001	15,200	D		794	D
											2002	14,300	D		747	D
											2003	15,000	D		784	D
								Local			2004	16,200	D	Local	846	D
								16,400			2005	15,900	D	860	831	D
								(D)			2006	14,800	D	(D)	773	D
											2007	15,400	D		805	D
											2012	17,000	F		888	E
Roadway ID 55040000											2017	18,800	F		982	F
SR 261/ SR 263/ US 319/ Capital Circle	Principal	2	Undivided/	1	0.72	1.393	Urban	State	3032	12,900	1997	13,000	C	State	679	C
to divided section (at Sunday Court)	Arterial		Bays					16,400			1998	13,000	C	860	679	C
								(D)			1999	13,500	C	(D)	705	C
											2000	13,000	C		679	C
											2001	13,000	C		679	C
											2002	13,400	C		700	C
											2003	13,100	C		684	C
								Local			2004	12,600	C	Local	658	C
								16,400			2005	13,900	D	860	726	D
								(D)			2006	12,400	C	(D)	648	C
											2007	12,900	C		674	C
											2012	14,200	D		742	D
Roadway ID 55040000											2017	15,700	D		820	D

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SR 363/ Woodville Highway Cont.																
Divided section (at Sunday Court)	Principal	4	Divided/	1	4.81	0.208	Urban	State	3032	12,900	1997	13,000	D	State	679	D
to Gaile Avenue	Arterial		Bays					28,900			1998	13,000	D	1,510	679	D
								(D)			1999	13,500	D	(D)	705	D
											2000	13,000	D		679	D
											2001	13,000	D		679	D
											2002	13,400	D		700	D
											2003	13,100	D		684	D
								Local			2004	12,600	D	Local	658	D
								28,900			2005	13,900	D	1,510	726	D
								(D)			2006	12,400	C	(D)	648	C
											2007	12,900	D		674	D
											2012	14,200	D		742	D
Roadway ID 55040000											2017	15,700	D		820	D
SR 363/ Adams Street																
SR 373/ Orange Avenue	Principal	4	Undivided/	1	3.24	0.309	Urban	State	5058	18,000	1997	16,300	C	State	852	C
to Putnam Drive	Arterial		Bays					31,065			1998	18,200	C	1,625	951	C
								(D)			1999	16,400	C	(D)	857	C
											2000	16,400	C		857	C
											2001	17,300	C		904	C
											2002	18,800	C		982	C
											2003	17,100	C		893	C
								Local			2004	17,600	C	Local	920	C
								31,065			2005	18,800	C	1,625	982	C
								(D)			2006	18,000	C	(D)	941	C
											2007	18,000	C		941	C
											2012	19,900	C		1,040	C
Roadway ID 55100000											2017	21,900	C		1,144	C

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SR 363/ Adams Street Cont.																
Putnam Drive	Principal	2	Undivided/	1	4.90	0.204	Urban	State	5058	18,000	1997	16,300	F	State	852	F
to Magnolia Drive	Arterial		No Bays					10,080			1998	18,200	F	528	951	F
								(D)			1999	16,400	F	(D)	857	F
											2000	16,400	F		857	F
											2001	17,300	F		904	F
											2002	18,800	F		982	F
											2003	17,100	F		893	F
								Local			2004	17,600	F	Local	920	F
								10,080			2005	18,800	F	528	982	F
								(D)			2006	18,000	F	(D)	941	F
											2007	18,000	F		941	F
											2012	19,900	F		1,040	F
Roadway ID 55100000											2017	21,900	F		1,144	F
Magnolia Drive	Principal	2	Divided	0	0.00	0.598	Urban	State	5058	18,000	1997	16,300	D	State	852	D
to Bronough Street	Arterial							17,220			1998	18,200	F	903	951	F
								(D)			1999	16,400	D	(D)	857	D
											2000	16,400	D		857	D
											2001	17,300	E		904	E
											2002	18,800	F		982	F
											2003	17,100	D		893	D
								Local			2004	17,600	E	Local	920	E
								17,220			2005	18,800	F	903	982	F
								(D)			2006	18,000	F	(D)	941	F
											2007	18,000	F		941	F
											2012	19,900	F		1,040	F
Roadway ID 55100000											2017	21,900	F		1,144	F

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SR 363/ Duval Street (North bound)																
SR 363/ Adams Street	Principal	4	Divided/	0	0.00	0.506	Urban	State	5147	6,700	1997	6,200	B	State	324	B
to SR 371/ Gaines Street	Arterial		Bays					35,700			1998	7,300	B	1,860	381	B
								(D)			1999	9,700	B	(D)	507	B
											2000	6,900	B		361	B
											2001	7,300	B		381	B
											2002	7,900	B		413	B
											2003	8,400	B		439	B
								Local			2004	8,300	B	Local	434	B
								35,700			2005	7,000	B	1,860	366	B
								(D)			2006	6,900	B	(D)	361	B
											2007	6,700	B		350	B
											2012	7,400	B		387	B
Roadway ID 55100001											2017	8,200	B		428	B
SR 363/ Bronough Street (South bound)																
SR 371/ Gaines Street	Principal	4	Undivided/	0	0.00	0.320	Urban	State	5148	6,900	1997	6,900	B	State	361	B
to SR 363 Adams Street/ Harrison Street	Arterial		Bays					33,915			1998	8,200	B	1,767	428	B
								(D)			1999	8,800	B	(D)	460	B
											2000	6,000	B		314	B
											2001	6,300	B		329	B
											2002	8,700	B		455	B
											2003	9,100	B		475	B
								Local			2004	10,000	B	Local	523	B
								33,915			2005	7,700	B	1,767	402	B
								(D)			2006	7,600	B	(D)	397	B
											2007	6,900	B		361	B
											2012	7,600	B		397	B
Roadway ID 55100002											2017	8,400	B		439	B

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SR 366/ Bryan Street / Stadium Drive Realignment																
SR 366 / Pensacola Street to	Principal	4	Divided	1	1.47	0.679	Urban	State	5030	20,700	1997	NA	NA	State	NA	NA
SR 371 / Lake Bradford Road / Stadium	Arterial							35,700			1998	NA	NA	1,860	NA	NA
Drive								(D)			1999	NA	NA	(D)	NA	NA
											2000	NA	NA		NA	NA
											2001	NA	NA		NA	NA
											2002	16,800	B		878	B
											2003	16,700	B		873	B
								Local			2004	18,600	B	Local	972	B
								35,700			2005	20,500	B	1,860	1,071	B
								(D)			2006	22,300	B	(D)	1,165	B
											2007	20,700	B		1,082	B
											2012	27,500	B		1,437	B
Roadway ID 55090002											2017	32,900	C		1,719	C
SR 371 / Lake Bradford Road / Stadium	Principal	4	Divided	0	0.00	0.167	Urban	State	5113	7,400	1997	NA	NA	State	NA	NA
Drive to St. Augustine Street	Arterial							35,700			1998	NA	NA	1,860	NA	NA
								(D)			1999	NA	NA	(D)	NA	NA
											2000	NA	NA		NA	NA
											2001	NA	NA		NA	NA
											2002	16,800	B		878	B
											2003	16,700	B		873	B
								Local			2004	18,600	B	Local	972	B
								35,700			2005	20,500	B	1,860	1,071	B
								(D)			2006	7,400	B	(D)	387	B
											2007	7,400	B		387	B
											2012	8,200	B		428	B
Roadway ID 55090002											2017	9,000	B		470	B

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SR 366/ Pensacola Street																
SR 20/ Blountstown Highway	Principal	2	Undivided/	4	4.09	0.977	Urban	State	3010	15,200	1997	14,600	D	State	763	D
to Appleyard Drive	Arterial		Bays					15,400			1998	15,000	D	810	784	D
								(D)			1999	14,200	D	(D)	742	D
											2000	14,400	D		752	D
											2001	14,100	D		737	D
											2002	14,000	D		732	D
											2003	13,500	D		705	D
								Local			2004	12,500	D	Local	653	D
								15,400			2005	14,000	D	810	732	D
								(D)			2006	15,700	E	(D)	820	E
											2007	15,200	D		794	D
											2012	17,200	F		899	F
Roadway ID 55090000											2017	19,200	F		1,003	F
Appleyard Drive	Principal	4	Divided/	3	2.42	1.238	Urban	State	5073	24,500	1997	28,500	D	State	1,489	D
to South Ocala Road	Arterial		Bays					32,700	5067	37,500	1998	28,833	D	1,710	1,507	D
								(D)	5045	38,500	1999	30,167	D	(D)	1,576	D
											2000	28,833	D		1,507	D
											2001	31,667	D		1,655	D
											2002	30,167	D		1,576	D
											2003	29,833	D		1,559	D
								Local			2004	30,000	D	Local	1,568	D
								32,700			2005	32,833	E	1,710	1,716	E
								(D)			2006	37,167	F	(D)	1,942	F
											2007	33,500	E		1,750	E
											2012	41,100	F		2,147	F
Roadway ID 55090000											2017	47,100	F		2,461	F

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SR 366/ Pensacola Street Cont.																
South Ocala Road to Stadium Drive West	Principal Arterial	4	Divided/ Bays	3	4.83	0.621	Urban	State 28,900 (D)	3009	36,500	1997	33,000	F	State 1,510 (D)	1,724	F
											1998	31,500	E		1,646	E
											1999	37,500	F		1,959	F
											2000	32,500	E		1,698	E
											2001	35,000	F		1,829	F
											2002	36,500	F		1,907	F
											2003	30,000	E		1,568	E
								Local 28,900 (D)			2004	30,500	E	Local 1,510 (D)	1,594	E
											2005	34,500	F		1,803	F
											2006	38,500	F		2,012	F
											2007	36,500	F		1,907	F
											2012	40,700	F		2,127	F
Roadway ID 55090000											2017	45,000	F		2,351	F
SR 366/ St. Augustine Street (East bound)																
Stadium Drive West to	Principal	2	Undivided/	3	2.51	1.196	Urban	State	5117	7,300	1997	10,050	C	State	525	C
Macomb Street / Civic Center Entrance	Arterial		Bays					15,400 (D)	5115	7,700	1998	9,750	C	810 (D)	509	C
											1999	10,250	C		536	C
											2000	6,750	C		353	C
											2001	11,250	D		588	C
											2002	11,250	D		588	C
											2003	7,100	C		371	C
								Local 15,400 (D)			2004	7,350	C	Local 810 (D)	384	C
											2005	7,800	C		408	C
											2006	8,350	C		436	C
											2007	7,500	C		392	C
											2012	8,300	C		434	C
Roadway ID 55090000											2017	9,100	C		475	C

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SR 366/ St. Augustine Street (East bound) Cont.																
Macomb Street/ Civic Center Entrance	Principal	3	Undivided/	3	6.30	0.476	Urban	State	5131	8,100	1997	9,500	C	State	496	C
to SR 61/ US 27/ Monroe Street	Arterial		Bays					26,820			1998	9,300	C	1,398	486	C
								(D)			1999	9,000	C	(D)	470	C
											2000	9,900	C		517	C
											2001	11,450	C		598	C
											2002	10,650	C		556	C
											2003	9,700	C		507	C
								Local			2004	6,900	C	Local	361	C
								26,820			2005	7,400	C	1,398	387	C
	Maximum Volume Standard: Multiplied 6-lane divided volume							(D)			2006	8,100	C	(D)	423	C
	by 0.60 for 1-way facility.										2007	8,100	C		423	C
											2012	8,900	C		465	C
Roadway ID 55090000											2017	9,900	C		517	C
SR 366/ Pensacola Street (West bound)																
SR 61/ US 27/ Monroe Street	Principal	2	Undivided/	0	0.00	0.170	Urban	State	5124	8,600	1997	9,100	C	State	475	C
to Duval Street	Arterial		Bays					16,400			1998	9,300	C	860	486	C
								(D)			1999	10,400	C	(D)	543	C
											2000	9,000	C		470	C
											2001	9,000	C		470	C
											2002	9,400	C		491	C
											2003	8,300	C		434	C
								Local			2004	7,200	C	Local	376	C
								16,400			2005	8,100	C	860	423	C
								(D)			2006	8,600	C	(D)	449	C
											2007	8,600	C		449	C
											2012	9,500	C		496	C
Roadway ID 55090001											2017	10,500	C		549	C

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SR 366/ Pensacola Street (West bound) Cont.																
Duval Street	Principal	3	Undivided/	0	0.00	0.156	Urban	State	5040	6,700	1997	9,500	B	State	496	B
to Martin Luther King Jr. Boulevard	Arterial		Bays					32,100			1998	13,000	B	1,674	679	B
								(D)			1999	10,000	B	(D)	523	B
											2000	9,600	B		502	B
											2001	9,600	B		502	B
											2002	10,000	B		523	B
											2003	6,900	B		361	B
								Local			2004	5,600	B	Local	293	B
								32,100			2005	6,200	B	1,674	324	B
	Maximum Volume Standard: Multiplied 6-lane divided volume							(D)			2006	6,300	B	(D)	329	B
	by 0.60 for 1-way facility.										2007	6,700	B		350	B
											2012	7,400	B		387	B
Roadway ID 55090001											2017	8,200	B		428	B
Martin Luther King Jr. Boulevard	Principal	2	Undivided/	1	4.88	0.205	Urban	State	5042	6,800	1997	11,500	D	State	601	D
to Macomb Street / Railroad Avenue	Arterial		No Bays					12,600			1998	12,500	D	660	653	D
								(D)			1999	12,500	D	(D)	653	D
											2000	12,000	D		627	D
											2001	13,500	E		705	E
											2002	13,500	E		705	E
											2003	7,800	D		408	D
								Local			2004	7,700	D	Local	402	D
								12,600			2005	8,900	D	660	465	D
								(D)			2006	8,100	D	(D)	423	D
											2007	6,800	D		355	D
											2012	7,500	D		392	D
Roadway ID 55090001											2017	8,300	D		434	D

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SR 366/ Pensacola Street (West bound) Cont.																
Macomb Street / Railroad Avenue	Principal	2	Undivided/	1	2.47	0.405	Urban	State	5042	6,800	1997	11,500	D	State	601	D
to Lorene Street	Arterial		No Bays					15,400			1998	12,500	D	810	653	D
								(D)			1999	12,500	D	(D)	653	D
											2000	12,000	D		627	D
											2001	13,500	D		705	D
											2002	13,500	D		705	D
											2003	7,800	C		408	C
								Local			2004	7,700	C	Local	402	C
								15,400			2005	8,900	C	810	465	C
								(D)			2006	8,100	C	(D)	423	C
											2007	6,800	C		355	C
											2012	7,500	C		392	C
Roadway ID 55090001											2017	8,300	C		434	C
Lorene Street to Jefferson / Stadium Drive	Principal	3	Undivided/	2	7.41	0.270	Urban	State	5042	6,800	1997	9,650	C	State	504	C
	Arterial		No Bays					26,820	5044	7,800	1998	11,500	D	1,398	601	C
								(D)			1999	9,950	C	(D)	520	C
											2000	12,500	D		653	D
											2001	13,250	D		692	D
											2002	13,500	D		705	D
											2003	8,150	C		426	C
								Local			2004	7,600	C	Local	397	C
								26,820			2005	8,050	C	1,398	421	C
	Maximum Volume Standard: Multiplied 6-lane divided volume							(D)			2006	9,800	C	(D)	512	C
	by 0.60 for 1-way facility.										2007	7,300	C		381	C
											2012	8,100	C		423	C
Roadway ID 55090001											2017	8,900	C		465	C

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SR 369/ US 319/ Crawfordville Road																
Wakulla County Line / Tallahasseee	Principal	2	Undivided/	0	0.00	4.300	Urban	State	139	13,300	1997	10,700	C	State	559	C
Urbanized Area Boundary to SR 61 /	Arterial		No Bays					21,300			1998	10,300	C	1,130	538	C
Wakulla Springs Road								(D)			1999	10,700	C	(D)	559	C
											2000	10,500	C		549	C
											2001	12,100	C		632	C
											2002	11,900	C		622	C
											2003	11,900	C		622	C
								Local			2004	10,400	C	Local	543	C
								15,000			2005	10,000	C	790	523	C
								(C)			2006	11,800	C	(C)	617	C
											2007	13,300	C		695	C
											2012	14,700	C		768	C
Roadway ID 55170000											2017	16,200	D		846	D
SR 371/ Realignment																
SR 263 / Capital Circle to Rankin Avenue	Minor	2	Undivided	0	0.00	0.501	Urban	State	3050	10,800	1997	9,400	C	State	491	C
	Arterial							16,400			1998	9,800	C	860	512	C
								(D)			1999	8,000	C	(D)	418	C
											2000	10,500	C		549	C
											2001	11,100	C		580	C
											2002	11,300	C		590	C
											2003	10,300	C		538	C
								Local			2004	10,100	C	Local	528	C
								16,400			2005	10,500	C	860	549	C
								(D)			2006	10,200	C	(D)	533	C
											2007	10,800	C		564	C
											2012	11,900	C		622	C
Roadway ID 55160100											2017	13,200	C		690	C

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SR 371/ Gaines Street																
SR 371/ Lake Bradford/ SR 157/ South	Minor	4	Undivided/	1	1.99	0.502	Urban	State	5047	33,500	1997	21,100	B	State	1,102	B
Woodward Avenue to Railroad Avenue	Arterial		Bays					33,915	5144	27,500	1998	20,000	B	1,767	1,045	B
								(D)			1999	19,950	B	(D)	1,042	B
											2000	20,250	B		1,058	B
											2001	21,650	B		1,131	B
											2002	23,750	B		1,241	B
											2003	24,500	B		1,280	B
								Local			2004	29,000	C	Local	1,515	C
								33,915			2005	29,750	C	1,767	1,554	C
								(D)			2006	32,250	C	(D)	1,685	C
											2007	30,500	C		1,594	C
											2012	40,700	F		2,127	F
Roadway ID 55006000											2017	48,900	F		2,555	F
Railroad Avenue	Minor	4	Undivided/	0	0.00	0.245	Urban	State	5143	26,500	1997	19,800	B	State	1,035	B
to Martin Luther King Boulevard	Arterial		Bays					33,915			1998	22,500	B	1,767	1,176	B
								(D)			1999	19,700	B	(D)	1,029	B
											2000	17,700	B		925	B
											2001	18,500	B		967	B
											2002	20,700	B		1,082	B
											2003	21,400	B		1,118	B
								Local			2004	22,500	B	Local	1,176	B
								33,915			2005	25,500	B	1,767	1,332	B
								(D)			2006	26,000	B	(D)	1,359	B
											2007	26,500	B		1,385	B
											2012	33,600	D		1,756	D
Roadway ID 55006000											2017	40,100	F		2,095	F

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SR 371/ Gaines Street Cont.																
Martin Luther King Boulevard	Minor	4	Undivided/	1	12.50	0.080	Urban	State	5142	27,000	1997	19,600	D	State	1,024	D
to Bronough Street	Arterial		Bays					27,455			1998	19,800	D	1,435	1,035	D
								(D)			1999	19,500	D	(D)	1,019	D
											2000	19,300	D		1,008	D
											2001	21,400	D		1,118	D
											2002	20,300	D		1,061	D
											2003	19,600	D		1,024	D
								Local			2004	20,700	D	Local	1,082	D
								27,455			2005	23,000	D	1,435	1,202	D
								(D)			2006	26,000	D	(D)	1,359	D
											2007	27,000	D		1,411	D
											2012	34,600	E		1,808	E
Roadway ID 55006000											2017	42,400	F		2,215	F
Bronough Street	Minor	4	Divided/	2	8.70	0.230	Urban	State	5142	27,000	1997	19,600	D	State	1,024	D
to SR 61/ South Monroe Street	Arterial		Bays					28,900			1998	19,800	D	1,510	1,035	D
								(D)			1999	19,500	D	(D)	1,019	D
											2000	19,300	D		1,008	D
											2001	21,400	D		1,118	D
											2002	20,300	D		1,061	D
											2003	19,600	D		1,024	D
								Local			2004	20,700	D	Local	1,082	D
								28,900			2005	23,000	D	1,510	1,202	D
								(D)			2006	26,000	D	(D)	1,359	D
											2007	27,000	D		1,411	D
											2012	34,600	F		1,808	F
Roadway ID 55006000											2017	42,400	F		2,215	F

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SR 371/ Lake Bradford Road																
Cypress Lake Road / Orange Avenue	Minor	2	Undivided	1	1.34	0.747	Urban	State	3020	4,000	1997	4,700	C	State	246	C
to Coleman Street	Arterial							16,400			1998	3,800	B	860	199	B
								(D)			1999	3,900	B	(D)	204	B
											2000	3,900	B		204	B
											2001	3,300	B		172	B
											2002	3,400	B		178	B
											2003	3,300	B		172	B
								Local			2004	3,300	B	Local	172	B
								16,400			2005	3,800	B	860	199	B
								(D)			2006	4,100	B	(D)	214	B
											2007	4,000	B		209	B
											2012	4,900	C		256	C
Roadway ID 55160101											2017	5,800	C		303	C
CR 2205/ Lake Bradford Road	Minor	2	Undivided/	1	0.57	1.741	Urban	State	5098	13,500	1997	13,000	C	State	679	C
to Coleman Street/Springhill Road/	Arterial		Bays					16,400			1998	11,500	C	860	601	C
End Exception								(D)			1999	11,000	C	(D)	575	C
											2000	12,500	C		653	C
											2001	11,500	C		601	C
											2002	14,000	D		732	D
											2003	12,000	C		627	C
								Local			2004	12,500	C	Local	653	C
								16,400			2005	14,000	D	860	732	D
								(D)			2006	12,500	C	(D)	653	C
											2007	13,500	C		705	C
											2012	14,900	D		779	D
Roadway ID 55160000											2017	16,500	E		862	E

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SR 371/ Lake Bradford Road Cont.																
Coleman Street/Springhill Road/	Minor	2	Divided/	5	4.60	1.088	Urban	State	5059	19,400	1997	22,500	F	State	1,176	F
End Exception	Arterial		Bays					13,230	3011	26,000	1998	24,400	F	693	1,275	F
to SR 371 / Gaines Street								(D)	5101	35,000	1999	22,733	F	(D)	1,188	F
											2000	21,100	F		1,102	F
											2001	19,867	F		1,038	F
											2002	20,230	F		1,057	F
											2003	21,996	F		1,149	F
								Local			2004	24,999	F	Local	1,306	F
								13,230			2005	28,433	F	693	1,486	F
								(D)			2006	26,133	F	(D)	1,365	F
											2007	26,800	F		1,400	F
											2012	35,200	F		1,839	F
Roadway ID 55160000											2017	42,100	F		2,200	F
SR 371/ Woodward Street																
SR 371/ Gaines Street	Minor	2	Undivided/	3	6.77	0.443	Urban	State	5048	7,000	1997	8,200	D	State	428	D
to SR 366/ Pensacola Street	Arterial		Bays					12,600			1998	6,800	D	660	355	D
								(D)			1999	8,800	D	(D)	460	D
											2000	9,100	D		475	D
											2001	9,700	D		507	D
											2002	8,600	D		449	D
											2003	7,900	D		413	D
								Local			2004	6,900	D	Local	361	D
								12,600			2005	6,900	D	660	361	D
								(D)			2006	7,800	D	(D)	408	D
											2007	7,000	D		366	D
											2012	7,700	D		402	D
Roadway ID 55160000											2017	8,500	D		444	D

Updated May 2008, using 2007 FDOT Generalized Q / LOS Tables. State LOS Standards and Max Allowable Volumes are based on those established for State Roadways.

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Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2006/07 Transportation Planning Organization Congestion Management System.

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 #	2007 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 371/ Woodward Street Cont.																
SR 366/ Pensacola Street	Minor	2	Undivided/	1	1.90	0.525	Urban	State	5052	13,800	1997	13,950	D	State	729	D
to SR 10/ US 90/ West Tennessee Street	Arterial		Bays					16,400	5050	4,900	1998	13,500	C	860	705	C
								(D)			1999	13,700	C	(D)	716	C
											2000	14,400	D		752	D
											2001	17,400	F		909	F
											2002	16,800	E		878	E
											2003	7,400	C		387	C
								Local			2004	7,500	C	Local	392	C
								16,400			2005	7,600	C	860	397	C
								(D)			2006	8,750	C	(D)	457	C
											2007	9,350	C		489	C
											2012	10,300	C		538	C
Roadway ID 55160000											2017	11,400	C		596	C
SR 371/ Orange Avenue																
SR 263/ Capital Circle	Minor	2	Undivided/	0	0.00	1.533	Urban	State	3050	10,800	1997	9,400	C	State	491	C
to CR 2205/ Lake Bradford Road	Arterial		Bays					16,400			1998	9,800	C	860	512	C
								(D)			1999	8,000	C	(D)	418	C
											2000	10,500	C		549	C
											2001	11,100	C		580	C
											2002	11,300	C		590	C
											2003	10,300	C		538	C
								Local			2004	10,100	C	Local	528	C
								16,400			2005	10,500	C	860	549	C
								(D)			2006	10,200	C	(D)	533	C
											2007	10,800	C		564	C
											2012	11,900	C		622	C
Roadway ID 55160000											2017	13,200	C		690	C

Updated May 2008, using 2007 FDOT Generalized Q / LOS Tables. State LOS Standards and Max Allowable Volumes are based on those established for State Roadways.

Local LOS Standards are based on those established by the adopted local government comprehensive plan.

"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. Prepared for the FY 2006/07 Transportation Planning Organization Congestion Management System.

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 #	2007 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 373/ Orange Avenue																
SR 371/ Lake Bradford Road	Minor	2	Undivided/	1	2.38	0.420	Urban	State	5099	12,000	1997	9,800	C	State	512	C
to CR 2203/ Springhill Road	Arterial		Bays					15,400			1998	9,200	C	810	481	C
								(D)			1999	10,000	C	(D)	523	C
											2000	11,500	D		601	D
											2001	15,500	D		810	D
											2002	12,500	D		653	D
											2003	11,500	D		601	D
								Local			2004	11,000	C	Local	575	C
								15,400			2005	12,000	D	810	627	D
								(D)			2006	10,500	C	(D)	549	C
											2007	12,000	D		627	D
											2012	13,200	D		690	D
Roadway ID 55190000											2017	14,600	D		763	D
CR 2203/ Springhill Road	Minor	2	Undivided/	1	2.25	0.444	Urban	State	3015	18,200	1997	14,900	D	State	779	D
to Holton Street	Arterial		Bays					15,400			1998	15,000	D	810	784	D
								(D)			1999	14,900	D	(D)	779	D
											2000	16,900	F		883	F
											2001	15,500	E		810	D
											2002	17,500	F		914	F
											2003	17,000	F		888	F
								Local			2004	17,400	F	Local	909	F
								15,400			2005	18,100	F	810	946	F
								(D)			2006	16,000	E	(D)	836	E
											2007	18,200	F		951	F
											2012	20,100	F		1,050	F
Roadway ID 55190000											2017	22,200	F		1,160	F

Updated May 2008, using 2007 FDOT Generalized Q / LOS Tables. State LOS Standards and Max Allowable Volumes are based on those established for State Roadways.

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Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2006/07 Transportation Planning Organization Congestion Management System.

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 #	2007 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 373/ Orange Avenue Cont.																
Holton Street	Minor	4	Divided/	3	3.73	0.805	Urban	State	209	19,135	1997	18,607	C	State	972	C
to SR 363 / South Adams Street	Arterial		Bays					32,700	5072	26,000	1998	17,715	C	1,710	926	C
								(D)			1999	17,272	C	(D)	902	C
											2000	18,556	C		970	C
											2001	18,596	C		972	C
											2002	21,157	C		1,105	C
											2003	21,554	C		1,126	C
								Local			2004	23,033	C	Local	1,203	C
								32,700			2005	22,909	C	1,710	1,197	C
								(D)			2006	22,464	C	(D)	1,174	C
											2007	22,568	C		1,179	C
											2012	24,900	C		1,301	C
Roadway ID 55190000											2017	27,500	D		1,437	D
SR 363/ South Adams Street	Minor	4	Divided/	1	7.58	0.132	Urban	State	5072	26,000	1997	20,500	D	State	1,071	D
to SR 61/ South Monroe Street	Arterial		Bays					28,900			1998	19,900	D	1,510	1,040	D
								(D)			1999	18,700	D	(D)	977	D
											2000	21,000	D		1,097	D
											2001	21,000	D		1,097	D
											2002	24,500	D		1,280	D
											2003	25,000	D		1,306	D
								Local			2004	27,000	D	Local	1,411	D
								28,900			2005	28,000	D	1,510	1,463	D
								(D)			2006	27,000	D	(D)	1,411	D
											2007	26,000	D		1,359	D
											2012	29,400	E		1,536	E
Roadway ID 55190000											2017	31,400	E		1,641	E

Updated May 2008, using 2007 FDOT Generalized Q / LOS Tables. State LOS Standards and Max Allowable Volumes are based on those established for State Roadways.

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"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. Prepared for the FY 2006/07 Transportation Planning Organization Congestion Management System.

GADSDEN COUNTY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 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) 7900	73, 166	AADT 2700 2600	1998	2700	B				AADT (LOS C) 33.54%	AADT -1.85%	AADT 0.90%
									1999	2700	B						
									2000	2450	B						
									2001	2650	B						
									2002	2650	B						
									2003	3150	B						
						PH/PD (LOS C) 420	73, 166	PH/PD 146 140	2004	2550	B				PH/PD (LOS C) 34.01%		
									2005	2700	B	2005	146	B			
									2006	2700	B	2006	146	B			
									2007	**2650**	**B**	**2007**	**143**	**B**			
									2012	2785	B						
									2017	2927	B						
E. Greensboro Line to I-10	2	0	Uninter. Undiv.	2.5	Rural Undev.	AADT (LOS C) 7900	13, 325	AADT 5200 5100	1998	5250	C				AADT (LOS C) 65.19%	AADT 7.29%	AADT -0.49%
									1999	5400	C						
									2000	4300	B						
									2001	5100	C						
									2002	4700	C						
									2003	4800	C						
						PH/PD (LOS C) 420	13, 325	PH/PD 280 275	2004	4900	C				PH/PD (LOS C) 66.09%		
									2005	4500	C	2005	243	C			
									2006	4800	C	2006	259	C			
									2007	**5150**	**C**	**2007**	**278**	**C**			
									2012	5413	C						
									2017	5689	C						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2005 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) 14900	117 263	AADT 5700 4800	1998 1999 2000 2001 2002 2003	5250 5400 5200 5000 5100 5500	B B B B B B				AADT (LOS C) 35.23%	AADT 0.00%	AADT 0.15%
						PH/PD (LOS C) 790	117 263	PH/PD 301 253	2004 2005 2006 **2007** 2012 2017	5000 5150 5250 **5250** 5518 5799	B B B **B** B B	2005 2006 **2007**	272 277 **277**	B B **B**	PH/PD (LOS C) 35.09%		
SR 65																	
Liberty Co. Line to SR 12	2	1	Uninter. Undiv.	10.6	Rural Undev.	AADT (LOS C) 7900	170	AADT 2900	1998 1999 2000 2001 2002 2003	2700 2400 2800 2800 2800 2800	B A B B B B				AADT (LOS C) 36.71%	AADT 3.57%	AADT 0.73%
						PH/PD (LOS C) 420	170	PH/PD 156	2004 2005 2006 **2007** 2012 2017	2500 3000 2800 **2900** 3048 3203	B B B **B** B B	2005 2006 **2007**	162 151 **156**	B B **B**	PH/PD (LOS C) 37.22%		

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2005 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) 7900	27, 322	AADT 4700 5500	1998	3550	B				AADT (LOS C) 64.56%	AADT 3.03%	AADT 4.59%
									1999	4100	B						
									2000	4200	B						
									2001	3350	B						
									2002	4100	B						
									2003	4750	C						
						PH/PD (LOS C) 420	27, 322	PH/PD 253 296	2004	4450	C				PH/PD (LOS C) 65.45%		
									2005	4900	C	2005	264	C			
									2006	4950	C	2006	267	C			
									2007	**5100**	**C**	**2007**	**275**	**C**			
									2012	6382	C						
									2017	7985	D*						
Spooner Road [1] to So. Quincy Line	4	0	Uninter. Undiv. No	1.4	Urban Trans.	AADT (LOS C) 32700 (LOS B) 22650	26	AADT 8300	1998	6200	A				AADT (LOS C) 25.38% (LOS B) 36.64%	AADT 0.00%	AADT 2.47%
									1999	7100	A						
									2000	7900	A						
									2001	8100	A						
									2002	6900	A						
									2003	7800	A						
						PH/PD (LOS C) 1725 (LOS B) 1193	26	PH/PD 447	2004	8400	A				PH/PD (LOS C) 25.93% (LOS B) 37.52%		
									2005	8100	A	2005	437	A			
									2006	8300	A	2006	447	A			
									2007	**8300**	**A**	**2007**	**447**	**A**			
									2012	9378	A						
									2017	10595	A						
No. Quincy Line to FL-GA Line [1]	2	0	Uninter. Undiv.	7.6	Rural Undev.	AADT (LOS C) 7900	11, 281 1502	AADT 4600 1622 4300	1998	3397	B				AADT (LOS C) 44.40%	AADT 0.13%	AADT -0.18%
									1999	3552	B						
									2000	3564	B						
									2001	3940	B						
									2002	3709	B						
									2003	3671	B						
						PH/PD (LOS C) 420	11, 281 1502	PH/PD 248 87 232	2004	3721	B				PH/PD (LOS C) 45.01%		
									2005	3602	B	2005	194	B			
									2006	3503	B	2006	189	B			
									2007	**3507**	**B**	**2007**	**189**	**B**			
									2012	3686	B						
									2017	3874	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: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2005 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) 43600 (LOS B) 30200	110 165 1601	AADT 18800 14500 16800	1998 1999 2000 2001 2002 2003	14933 15100 17167 16267 16267 15967	A A A A A A				AADT (LOS C) 38.30% (LOS B) 55.30%	AADT 3.30%	AADT -0.43%
						PH/PD (LOS C) 2300 (LOS B) 1590	110 165 1601	PH/PD 993 766 887	2004 2005 2006 **2007** 2012 2017	14167 15033 16167 **16700** 17552 18447	A A A **A** A A	2005 2006 **2007**	794 854 **882**	A A **A**	PH/PD (LOS C) 38.34% (LOS B) 55.46%		
N. Havana Line to FL -GA Line [1]	4	0	Uninter. Bays Divided	4.8	Urban Trans.	AADT (LOS C) 43600 (LOS B) 30200	40,** 45# 54$ 1603	AADT 6200 7870 12200	1998 1999 2000 2001 2002 2003	8523 8782 8323 8402 9043 8345	A A A A A A				AADT (LOS B) 29.00%	AADT -1.98%	AADT -0.16%
						PH/PD (LOS C) 2300 (LOS B) 1590	40,** 45# 54$ 1603	PH/PD 327 416 644	2004 2005 2006 **2007** 2012 2017	8382 8316 8933 **8757** 9203 9673	A A A **A** A A	2005 2006 **2007**	439 472 **462**	A A **A**	PH/PD (LOS B) 29.08%		

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

** Deleted in 2000.

Not counted from 1995-1999.

$ Began in 1995.

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2005 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) 7900	72, 1704	AADT 4000 4700	1998	4350	B				AADT (LOS C) 55.06%	AADT -2.25%	AADT -0.23%
									1999	4150	B						
									2000	4200	B						
									2001	4250	B						
									2002	4700	C						
									2003	4350	B						
						PH/PD (LOS C) 420	72, 1704	PH/PD 216 253	2004	4050	B				PH/PD (LOS C) 55.83%		
									2005	4200	B	2005	226	B			
									2006	4450	C	2006	240	C			
									2007	**4350**	**B**	**2007**	**234**	**C**			
									2012	4572	C						
									2017	4805	C						
E. Gretna Line to SR 12	2	0	Uninter. Undiv.	1.4	Rural Undev.	AADT (LOS C) 7900	69	AADT 6100	1998	6300	C				AADT (LOS C) 77.22%	AADT 8.93%	AADT -1.24%
									1999	6300	C						
									2000	6300	C						
									2001	6500	C						
									2002	6000	C						
									2003	6500	C						
						PH/PD (LOS C) 420	69	PH/PD 329	2004	5600	C				PH/PD (LOS C) 78.28%		
									2005	5700	C	2005	307	C			
									2006	5600	C	2006	302	C			
									2007	**6100**	**C**	**2007**	**329**	**C**			
									2012	6411	C						
									2017	6738	C						
SR 12 to Ben Boslick Rd. [1]	4	0	Uninter. Bays Divided	1.9	Rural Undev.	AADT (LOS B) 28600	210	AADT 11300	1998	12700	A				AADT (LOS B) 39.51%	AADT -8.87%	AADT -0.94%
									1999	11500	A						
									2000	14100	A						
									2001	12500	A						
									2002	11800	A						
									2003	13000	A						
						PH/PD (LOS B) 1540	210	PH/PD 609	2004	12100	A				PH/PD (LOS B) 39.55%		
									2005	10900	A	2005	588	A			
									2006	12400	A	2006	668	A			
									2007	**11300**	**A**	**2007**	**609**	**A**			
									2012	11876	A						
									2017	12482	A						

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

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2005 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) 43600 (LOS B) 30200	1503	AADT 12400	1998	12700	A				AADT (LOS C) 28.44% (LOS B) 41.06%	AADT -5.34%	AADT 0.54%
									1999	12200	A						
									2000	12100	A						
									2001	12800	A						
									2002	12600	A						
									2003	13800	A						
						PH/PD (LOS C) 2300 (LOS B) 1590	1503	PH/PD 655	2004	12600	A				PH/PD (LOS C) 28.47% (LOS B) 41.18%		
									2005	12200	A	2005	644	A			
									2006	13100	A	2006	692	A			
									2007	**12400**	**A**	**2007**	**655**	**A**			
									2012	13033	A						
									2017	13697	A						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2005 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) 35300	2001	AADT 22500	1998	16400	A				AADT (LOS B) 63.74%	AADT 2.27%	AADT 4.45%
									1999	19600	A						
									2000	17400	A						
									2001	13400	A						
									2002	15400	A						
									2003	19100	A						
						PH/PD (LOS B) 2020	2001	PH/PD 1213	2004	19000	A				PH/PD (LOS B) 60.04%		
									2005	19600	A	2005	1056	A			
									2006	22000	B	2006	1186	A			
									2007	**22500**	**B**	**2007**	**1213**	**A**			
									2012	27974	B						
Section is on the Intrastate Highway System									2017	34781	B						
CR 270A to Ben Boslick Rd. [1]	4	0	Freeway	12.7	Rural Undev.	AADT (LOS B) 35300	2003 2005	AADT 20500 24000	1998	21700	B				AADT (LOS B) 63.03%	AADT -1.98%	AADT 1.45%
									1999	18950	A						
									2000	21500	B						
									2001	19300	A						
									2002	21750	B						
									2003	21750	B						
						PH/PD (LOS B) 2020	2003 2005	PH/PD 1105 1294	2004	21200	A				PH/PD (LOS B) 59.37%		
									2005	23000	B	2005	1240	B			
									2006	22700	B	2006	1224	B			
									2007	**22250**	**B**	**2007**	**1199**	**B**			
									2012	23910	B						
Section is on the Intrastate Highway System									2017	25694	B						
Ben Boslick Rd. [1] to Leon County Line [2]	4	0	Freeway	15.2	Urban Trans.	AADT (LOS C) 52500	220 2001 L	AADT 28685 37500	1998	25189	B				AADT (LOS B) 63.03%	AADT 0.21%	AADT 3.06%
									1999	25372	B						
									2000	29252	B						
									2001	27806	B						
									2002	28501	B						
									2003	28983	B						
						PH/PD (LOS C) 2890	220 2001 L	PH/PD 1515 1980	2004	30564	B				PH/PD (LOS B) 60.46%		
									2005	32614	B	2005	1722	B			
									2006	33024	B	2006	1744	B			
									2007	**33093**	**B**	**2007**	**1747**	**B**			
									2012	38479	B						
Section is on the Intrastate Highway System									2017	44743	C*						

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

* Exceeds FDOT and County standard

"L" - Leon County Station

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

CITY OF CHATTAHOOCHEE

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH
US 90																
Jackson Co. to CR 269	2	1	Interrup. Bays Divid.	1.0	Rural Devel.	AADT (LOS C) 11600	1701 1702 5036	AADT 11000 7000 11500	1998 1999 2000 2001 2002 2003	8800 9167 8800 8633 8700 9067	C C C C C C				AADT (LOS C) 84.77%	AADT 1.03%
					11550	PH/PD (LOS C) 620	1701 1702 5036	PH/PD 587 373 614	2004 2005 2006 **2007** 2012 2017	8933 9233 9733 **9833** 10435 11074	C C C **C** C C	2005 2006 **2007**	498 525 **530**	C C **C**	PH/PD (LOS C) 85.56%	
CR 269 to Begin Four Lane	2	1	Interrup. No Undiv.	1.3	Rural Devel.	AADT (LOS C) 8800	5034	AADT 7300	1998 1999 2000 2001 2002 2003	6500 6200 6100 6100 6500 7600	C C C C C C				AADT (LOS C) 82.95%	AADT -2.67%
						PH/PD (LOS C) 472	5034	PH/PD 393	2004 2005 2006 **2007** 2012 2017	6600 7300 7500 **7300** 8439 9756	C C C **C** C D*	2005 2006 **2007**	393 404 **393**	C C **C**	PH/PD (LOS C) 83.36%	
Begin Four Lane to E. Chattahoochee Line	4	0	Uninter. Bays Undiv.	1.3	Rural Devel.	AADT (LOS C) 39710	1704	AADT 4700	1998 1999 2000 2001 2002 2003	4800 4500 4500 4600 4600 4700	A A A A A A				AADT (LOS C) 11.84%	AADT 0.00%
						PH/PD (LOS C) 2119	1704	PH/PD 253	2004 2005 2006 **2007** 2012 2017	4500 4400 4700 **4700** 4940 5192	A A A **A** A A	2005 2006 **2007**	235 251 **251**	A A **A**	PH/PD (LOS C) 11.84%	

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

TOWN OF GREENSBORO

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH
SR 12																
Within	2	1	Interrup.	1.1	Rural	AADT		AADT	1998	4750	C				AADT	AADT
Greensboro			No		Devel.	(LOS C)	13	5200	1999	4400	C				(LOS C)	
			Undiv.			8800	76	3300	2000	3650	C				48.30%	6.25%
									2001	4200	C					
									2002	4600	C					
									2003	4200	C					
						PH/PD		PH/PD	2004	4450	C				PH/PD	
						(LOS C)	13	277	2005	3950	C	2005	211	C	(LOS C)	
						472	76	176	2006	4000	C	2006	213	C	48.04%	
									2007	**4250**	**C**	**2007**	**227**	**C**		
									2012	4467	C					
									2017	4695	C					

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

CITY OF QUINCY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH
SR 12																
US 90 to	2	3	C I	1.7	Over	AADT		AADT	1998	7067	C				AADT	AADT
E. Quincy Line			Undiv.		5,000	(LOS C)	1509	6400	1999	6967	C				(LOS C)	
						13100	5012	6200	2000	6533	C				46.31%	-1.62%
							5015	5600	2001	6467	C					
									2002	6767	C					
									2003	7167	C					
						PH/PD		PH/PD	2004	6800	C				PH/PD	
						(LOS C)	1509	338	2005	6100	C	2005	322	C	(LOS C)	
						690	5012	327	2006	6167	C	2006	326	C	46.42%	
							5015	296	**2007**	**6067**	**C**	**2007**	**320**	**C**		
									2012	6376	C					
									2017	6701	C					
SR267N																
US 90 to	2	3	C II	0.9	Over	AADT		AADT	1998	5050	C				AADT	AADT
N. Quincy Line [1]			Undiv.		5,000	(LOS C)	1502	4300	1999	4775	C				(LOS C)	
						10500	5016	6200	2000	4950	C				49.76%	-2.34%
							5018	5500	2001	5100	C					
							5019	4900	2002	5275	C					
									2003	4875	C					
						PH/PD		PH/PD	2004	5150	C				PH/PD	
						(LOS C)	1502	227	2005	5450	C	2005	288	C	(LOS C)	
						560	5016	327	2006	5350	C	2006	282	C	49.26%	
							5018	290	**2007**	**5225**	**C**	**2007**	**276**	**C**		
							5019	259	2012	5492	C					
									2017	5772	C					

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

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH
SR267S																
S. Quincy Line	4	2	C I	2.7	Over	AADT		AADT	1998	7653	B				AADT	AADT
to US 90			Divid.		5,000	(LOS C)	1505*		1999	8879	B				(LOS C)	
						32800	5030	11100	2000	9247	B				32.17%	2.46%
							5031	11900	2001	8419	B					
							9940#	8654	2002	8617	B					
									2003	10533	B					
						PH/PD		PH/PD	2004	10188	B				PH/PD	
						(LOS C)	1505*		2005	10341	B	2005	546	B	(LOS C)	
						1730	5030	586	2006	10298	B	2006	544	B	32.20%	
							5031	628	**2007**	**10551**	**B**	**2007**	**557**	**B**		
							9940#	457	2012	12793	B					
									2017	15511	B					
US 90																
W. Quincy Line [1]	4	2	C I	1.2	Over	AADT		AADT	1998	15250	B				AADT	AADT
to S. SR 267			Divid.		5,000	(LOS C)	1506	15000	1999	17400	B				(LOS C)	
						32800	5043	16800	2000	16800	B				48.48%	-3.93%
									2001	18250	B					
									2002	16700	B					
									2003	17350	B					
						PH/PD		PH/PD	2004	15450	B				PH/PD	
						(LOS C)	1506	792	2005	16050	B	2005	847	B	(LOS C)	
						1730	5043	887	2006	16550	B	2006	874	B	48.53%	
									2007	**15900**	**B**	**2007**	**840**	**B**		
									2012	16711	B					
									2017	17563	B					
S. SR 267 to	4	4	C II	0.8	Over	AADT		AADT	1998	18550	C				AADT	AADT
to N. SR 267			Divid.		5,000	(LOS C)	1504	17300	1999	18800	C				(LOS C)	
						24400	5026	19200	2000	18050	C				74.80%	-2.41%
									2001	19800	C					
									2002	18700	C					
									2003	23500	C					
						PH/PD		PH/PD	2004	18750	C				PH/PD	
						(LOS C)	1504	913	2005	19300	C	2005	1019	C	(LOS C)	
						1290	5026	1014	2006	18700	C	2006	987	C	74.70%	
									2007	**18250**	**C**	**2007**	**964**	**C**		
									2012	19181	C					
									2017	20159	C					

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

#New in 1998

*Deleted in 2005

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH
US 90																
SR 267 N.	4	2	C II	0.8	Over	AADT		AADT	1998	14900	C				AADT	AADT
to Road			Undiv.		5,000	(LOS C)	5022	13700	1999	16800	C				(LOS C)	
Divides						23200			2000	14100	C				59.05%	-0.72%
									2001	15400	C					
									2002	15200	C					
									2003	16200	C					
						PH/PD		PH/PD	2004	15500	C				PH/PD	
						(LOS C)	5022	723	2005	14600	C	2005	771	C	(LOS C)	
						1290			2006	13800	C	2006	729	C	56.07%	
									2007	**13700**	**C**	**2007**	**723**	**C**		
									2012	14399	C					
									2017	15133	C					
Road Divides	4	0	Unint.	1.3	Over	AADT		AADT	1998	12700	A				AADT	AADT
to East			Divid.		5,000	(LOS C)	1503	12400	1999	12200	A				(LOS C)	
Quincy Line						43600			2000	12100	A				28.44%	-5.34%
									2001	12800	A					
									2002	12600	A					
									2003	13800	A					
						PH/PD		PH/PD	2004	12600	A				PH/PD	
						(LOS C)	1503	655	2005	12200	A	2005	644	A	(LOS C)	
						2300			2006	13100	A	2006	692	A	28.47%	
									2007	**12400**	**A**	**2007**	**655**	**A**		
									2012	13033	A					
									2017	13697	A					

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

TOWN OF HAVANA

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH
SR 12																
West Havana Line to US 27	2	1	Interrup. No Undiv.	0.7	Urban Trans.	AADT (LOS C) 10480	1605	AADT 5600	1998	3300	C				AADT (LOS C) 53.44%	AADT 33.33%
									1999	3900	C					
									2000	4300	C					
									2001	4300	C					
									2002	4100	C					
									2003	4300	C					
						PH/PD (LOS C) 552	1605	PH/PD 296	2004	4100	C				PH/PD (LOS C) 53.57%	
									2005	4400	C	2005	232	C		
									2006	4200	C	2006	222	C		
									2007	**5600**	**C**	**2007**	**296**	**C**		
									2012	6360	C					
									2017	7223	C					
SR 159																
SR 12 to US 27	2	1	Interrup. No Undiv.	0.4	Urban Trans.	AADT (LOS C) 10480	1607	AADT 2500	1998	1400	B				AADT (LOS C) 23.85%	AADT -7.41%
									1999	1650	B					
									2000	2000	B					
									2001	2400	B					
									2002	2400	B					
									2003	2300	B					
						PH/PD (LOS C) 552	1607	PH/PD 132	2004	2300	B				PH/PD (LOS C) 23.91%	
									2005	2300	B	2005	121	B		
									2006	2700	B	2006	143	B		
									2007	**2500**	**B**	**2007**	**132**	**B**		
									2012	3071	B					
									2017	3773	C					
US 27																
Within Havana	4	2	Interrup. No Undiv.	1.7	Urban Trans.	AADT (LOS C) 18300	1601 1602 1603	AADT 16800 14500 12200	1998	12267	C				AADT (LOS C) 79.23%	AADT 7.67%
									1999	12600	C					
									2000	12700	C					
									2001	13600	C					
									2002	12700	C					
									2003	12633	C					
						PH/PD (LOS C) 968	1601 1602 1603	PH/PD 887 766 644	2004	11800	C				PH/PD (LOS C) 79.13%	
									2005	12933	C	2005	683	C		
									2006	13467	C	2006	711	C		
									2007	**14500**	**C**	**2007**	**766**	**C**		
									2012	15240	C				.	
									2017	16017	C					

*Exceeds FDOT and Town LOS standard

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

CITY OF GRETNA

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH
US 90																
Within Gretna	2	0	Uninter. Undiv.	1.8	Rural Devel.	AADT (LOS C) 15300	69 72	AADT 6100 4000	1998 1999 2000 2001 2002 2003	5100 5050 5100 5200 5400 5250	B B B B B B				AADT (LOS C) 33.01%	AADT 3.06%
						PH/PD (LOS C) 810	69 72	PH/PD 325 213	2004 2005 2006 **2007** 2012 2017	4600 4850 4900 **5050** 5308 5578	B B B **B** B B	2005 2006 **2007**	259 261 **269**	B B **B**	PH/PD (LOS C) 33.26%	
SR 12																
I-10 to US 90 [1]	2	1	Uninter. Undiv.	3.9	Rural Undev.	AADT (LOS C) 7900	18, 145	AADT 6000 4000	1998 1999 2000 2001 2002 2003	5300 4900 5250 5450 5000 5000	C C C C C C				AADT (LOS C) 63.29%	AADT 4.17%
						PH/PD (LOS C) 420	18, 145	PH/PD 323 216	2004 2005 2006 **2007** 2012 2017	4650 4700 4800 **5000** 5255 5523	C C C **C** C C	2005 2006 **2007**	253 259 **270**	C C **C**	PH/PD (LOS C) 64.17%	

[1] Segment contains some area within unincorporated Gadsden County

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

CITY OF MIDWAY

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH
US 90																
CR 159 to Dupont Rd.	4	0	Uninter. Bays Divid.	2.0	Urban Trans.	AADT (LOS C) 43600	321	AADT 19700	1998	15300	A				AADT (LOS C) 45.18%	AADT 5.35%
									1999	15400	A					
									2000	15900	A					
									2001	17300	A					
									2002	16400	A					
									2003	18100	A					
						PH/PD (LOS C) 2300	321	PH/PD 1040	2004	17600	A				PH/PD (LOS C) 45.22%	
									2005	17000	A	2005	898	A		
									2006	18700	B	2006	987	B		
									2007	**19700**	**B**	**2007**	**1040**	**B**		
									2012	22350	B					
									2017	25355	B					
Dupont Rd. to Leon Line [1]	4	1	Uninter. Bays Divided	2.0	Urban Trans.	AADT (LOS C) 43600	38	AADT 20500	1998	15200	A				AADT (LOS C) 47.02%	AADT 6.22%
									1999	15500	A					
									2000	15800	A					
									2001	17600	A					
									2002	17600	A					
									2003	19400	B					
						PH/PD (LOS C) 2300	38	PH/PD 1082	2004	17800	A				PH/PD (LOS C) 47.06%	
									2005	18900	B	2005	998	B		
									2006	19300	B	2006	1019	B		
									2007	**20500**	**B**	**2007**	**1082**	**B**		
									2012	24063	B					
									2017	28245	B					

[1] Segment contains some area within unincorporated Gadsden County

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 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) 7900	81	AADT 1150	1998	1000	A				AADT (LOS C) 14.56%	AADT 43.75%	AADT 0.44%
									1999	950	A						
									2000	1000	A						
									2001	900	A						
									2002	650	A						
									2003	850	A						
						PH/PD (LOS C) 420	81	PH/PD 62	2004	900	A				PH/PD (LOS C) 14.76%		
									2005	900	A	2005	49	A			
									2006	800	A	2006	43	A			
									2007	**1150**	**A**	**2007**	**62**	**A**			
									2012	1209	A						
									2017	1270	A						
Wacissa Springs Road to US 27	2	3	Inter. Undiv.	4.6	Rural Undev.	AADT (LOS C) 8000	64	AADT 1500	1998	1250	B				AADT (LOS C) 18.75%	AADT 0.00%	AADT 0.94%
									1999	1300	B						
									2000	1500	B						
									2001	1550	B						
									2002	1700	B						
									2003	1400	B						
						PH/PD (LOS C) 430	64	PH/PD 80	2004	1700	B				PH/PD (LOS C) 18.61%		
									2005	1550	B	2005	84	B			
									2006	1500	B	2006	80	B			
									2007	**1500**	**B**	**2007**	**80**	**B**			
									2012	1577	B						
									2017	1657	B						
US 27 to I-10	2	0	Uninter. Undiv.	5.8	Rural Undev.	AADT (LOS C) 7900	235 245	AADT 3700 1666	1998	2353	A				AADT (LOS C) 33.96%	AADT -0.30%	AADT 2.47%
									1999	2373	A						
									2000	2393	A						
									2001	2426	B						
									2002	2495	B						
									2003	2909	B						
						PH/PD (LOS C) 420	235 245	PH/PD 199 90	2004	2645	B				PH/PD (LOS C) 34.43%		
									2005	2673	B	2005	144	B			
									2006	2691	B	2006	145	B			
									2007	**2683**	**B**	**2007**	**145**	**B**			
									2012	3031	B						
									2017	3424	B						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	AADT	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	1998	850	B				AADT	AADT	AADT
			Undiv.		Undev.	(LOS C)	9	1400	1999	1100	B				(LOS C)		
			No			6400			2000	1200	B				21.88%	-12.50%	4.45%
									2001	1100	B						
									2002	1300	B						
									2003	1200	B						
						PH/PD		PH/PD	2004	1200	B				PH/PD		
						(LOS C)	9	75	2005	1500	B	2005	81	B	(LOS C)		
						344			2006	1600	C	2006	85	B	21.71%		
									2007	**1400**	**B**	**2007**	**75**	**B**			
									2012	1741	C						
									2017	2164	C						
US 19																	
US 27 to I-10	4	0	Uninter.	4.8	Rural	AADT		AADT	1998	4500	A				AADT	AADT	AADT
			Divid.		Undev.	(LOS B)	16	5400	1999	4600	A				(LOS B)		
						28600			2000	4100	A				18.88%	17.39%	1.51%
						(LOS C)			2001	4100	A				(LOS C)		
						40800			2002	4500	A				13.24%		
									2003	4400	A						
						PH/PD		PH/PD	2004	4800	A				PH/PD		
						(LOS B)	16	291	2005	4300	A	2005	232	A	(LOS B)		
						1540			2006	4600	A	2006	248	A	18.90%		
						(LOS C)			**2007**	**5400**	**A**	**2007**	**291**	**A**	(LOS C)		
						2200			2012	5821	A				13.23%		
Section is on the Intrastate Highway System									2017	6275	A						
I-10 to South	4	0	Uninter.	3.3	Rural	AADT		AADT	1998	5150	A				AADT	AADT	AADT
City Line			Divid.		Undev.	(LOS B)	102	6900	1999	4950	A				(LOS B)		
						28600	1503	6800	2000	5100	A				23.95%	-0.72%	4.45%
						(LOS C)			2001	5250	A				(LOS C)		
						40800			2002	5250	A				16.79%		
									2003	6050	A						
						PH/PD		PH/PD	2004	5800	A				PH/PD		
						(LOS B)	102	676	2005	6350	A	2005	342	A	(LOS B)		
						1540	1503	666	2006	6900	A	2006	372	A	23.98%		
						(LOS C)			**2007**	**6850**	**A**	**2007**	**369**	**A**	(LOS C)		
						2200			2012	8516	A				16.78%		
Section is on the Intrastate Highway System									2017	10587	A						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	ADDT	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	1998	6400	A				AADT	AADT	AADT
to Groveville Rd.			Undiv.		Undev.	(LOS B)	1504	6900	1999	6700	A				(LOS B)		
			Yes			27170			2000	5000	A				25.40%	0.00%	2.21%
						(LOS C)			2001	6100	A				(LOS C)		
						38760			2002	6100	A				17.80%		
									2003	6300	A						
						PH/PD		PH/PD	2004	7000	A				PH/PD		
						(LOS B)	1504	372	2005	6700	A	2005	361	A	(LOS B)		
						1463			2006	6900	A	2006	372	A	25.42%		
						(LOS C)			**2007**	**6900**	**A**	**2007**	**372**	**A**	(LOS C)		
						2090			2012	7697	A				17.79%		
Section is on the Intrastate Highway System									2017	8586	A						
Groveville Rd.	4	0	Uninter	7.2	Rural	AADT		AADT	1998	4500	A				AADT	AADT	AADT
to Georgia			Divid.		Undev.	(LOS B)	2	6000	1999	4700	A				(LOS B)		
						28600			2000	4300	A				20.98%	22.45%	2.60%
						(LOS C)			2001	3700	A				(LOS C)		
						40800			2002	4000	A				14.71%		
									2003	4300	A						
						PH/PD		PH/PD	2004	4200	A				PH/PD		
						(LOS B)	2	323	2005	4700	A	2005	253	A	(LOS B)		
						1540			2006	4900	A	2006	264	A	21.00%		
						(LOS C)			**2007**	**6000**	**A**	**2007**	**323**	**A**	(LOS C)		
						2200			2012	6821	A				14.70%		
Section is on the Intrastate Highway System									2017	7754	A						
US 27																	
Leon County	4	0	Uninter	10.0	Rural	AADT		AADT	1998	4900	A				AADT	AADT	AADT
to US 19			Divid.		Undev.	(LOS B)	49	4500	1999	5167	A				(LOS B)		
						28600	50	5300	2000	5267	A				18.53%	0.00%	0.23%
						(LOS C)	51	6100	2001	5233	A				(LOS C)		
						40800			2002	5533	A				12.99%		
									2003	5167	A						
						PH/PD		PH/PD	2004	5600	A				PH/PD		
						(LOS B)	49	243	2005	5033	A	2005	271	A	(LOS B)		
						1540	50	286	2006	5300	A	2006	286	A	18.55%		
						(LOS C)	51	329	**2007**	**5300**	**A**	**2007**	**286**	**A**	(LOS C)		
						2200			2012	5570	A				12.99%		
									2017	5854	A						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	ADDT	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) 28600 (LOS C) 40800	312	AADT 5919	1998	5735	A				AADT (LOS B) 20.70% (LOS C) 14.51%	AADT -0.15%	AADT 0.42%
									1999	5932	A						
									2000	5718	A						
									2001	5747	A						
									2002	5850	A						
									2003	5886	A						
						PH/PD (LOS B) 1540 (LOS C) 2200	312	PH/PD 319	2004	5975	A				PH/PD (LOS B) 20.72% (LOS C) 14.50%		
									2005	5892	A	2005	318	A			
									2006	5928	A	2006	320	A			
									2007	**5919**	**A**	**2007**	**319**	**A**			
									2012	6221	A						
									2017	6538	A						
US 90																	
Western Corner	2	0	Uninter. Undiv.	0.6	Rural Undev.	AADT (LOS C) 7900	35 Leon	AADT 4700	1998	4200	B				AADT (LOS C) 59.49%	AADT 0.00%	AADT 0.90%
									1999	4300	B						
									2000	4200	B						
									2001	4800	C						
									2002	4400	B						
									2003	4400	B						
						PH/PD (LOS C) 420	35 Leon	PH/PD 253	2004	4700	C				PH/PD (LOS C) 60.32%		
									2005	4400	B	2005	237	C			
									2006	4700	C	2006	253	C			
									2007	**4700**	**C**	**2007**	**253**	**C**			
									2012	4940	C						
									2017	5192	C						
Leon County to W. City Line	2	0	Uninter. Undiv.	5.8	Rural Undev.	AADT (LOS C) 7900	94 1501	AADT 5000	1998	3700	B				AADT (LOS C) 54.43%	AADT -1.15%	AADT 2.48%
									1999	3900	B						
									2000	3600	B						
									2001	4000	B						
									2002	4000	B						
									2003	4550	C						
						PH/PD (LOS C) 420	94 1501	PH/PD 194 270	2004	4250	B				PH/PD (LOS C) 55.18%		
									2005	4250	B	2005	229	B			
									2006	4350	B	2006	234	B			
									2007	**4300**	**B**	**2007**	**232**	**B**			
									2012	4860	C						
									2017	5493	C						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 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	1998	2500	B				AADT	AADT	AADT
to Madison Co.			Undiv.		Undev.	(LOS C)	105	2500	1999	2350	A				(LOS C)		
						7900	1502	2600	2000	2500	B				32.28%	2.00%	0.08%
									2001	2500	B						
									2002	2350	A						
									2003	2400	A						
						PH/PD		PH/PD	2004	2450	B				PH/PD		
						(LOS C)	105	135	2005	2350	A	2005	127	B	(LOS C)		
						420	1502	140	2006	2500	B	2006	135	B	32.73%		
									2007	**2550**	**B**	**2007**	**137**	**B**			
									2012	2680	B						
									2017	2817	B						
US 98																	
Wakulla County	2	0	Uninter.	7.5	Rural	AADT		AADT	1998	2400	A				AADT	AADT	AADT
to Taylor Co.			Undiv.		Undev.	(LOS C)	55	2300	1999	2200	A				(LOS C)		
						7900			2000	2200	A				29.11%	0.00%	-0.09%
									2001	1950	A						
									2002	2400	A						
									2003	2200	A						
						PH/PD		PH/PD	2004	2100	A				PH/PD		
						(LOS C)	55	124	2005	2200	A	2005	119	A	(LOS C)		
						420			2006	2300	A	2006	124	B	29.52%		
									2007	**2300**	**A**	**2007**	**124**	**B**			
									2012	2417	B						
									2017	2541	B						
US 221																	
Madison County	2	0	Uninter.	6.0	Rural	AADT		AADT	1998	1050	A				AADT	AADT	AADT
to Georgia			Undiv.		Undev.	(LOS C)	218	950	1999	1125	A				(LOS C)		
						7900	237	1150	2000	975	A				13.29%	16.67%	-0.72%
									2001	900	A						
									2002	850	A						
									2003	850	A						
						PH/PD		PH/PD	2004	900	A				PH/PD		
						(LOS C)	218	51	2005	1025	A	2005	55	A	(LOS C)		
						420	237	62	2006	900	A	2006	49	A	13.48%		
									2007	**1050**	**A**	**2007**	**57**	**A**			
									2012	1104	A						
									2017	1160	A						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 COUNTS	AADT ANALYSIS YEAR	ADDT	LOS	PH/PD ANALYSIS YEAR	PH/PD	LOS	% OF CAPAC.	ONE-YR. GROWTH	ANNUAL RATE
I-10																	
Leon County	4		Freeway	9.3	Rural	AADT		AADT	1998	19350	A				AADT	AADT	AADT
to US 19					Undev.	(LOS B)	2001	31500	1999	22650	B				(LOS B)		
						35300	2003	30500	2000	23750	B				87.82%	14.81%	3.62%
									2001	23250	B						
									2002	22750	B						
									2003	24500	B						
						PH/PD		PH/PD	2004	25250	B				PH/PD		
						(LOS B)	2001	1698	2005	25750	B	2005	1388	B	(LOS B)		
						2020	2003	1644	2006	27000	B	2006	1455	B	82.72%		
									2007	**31000**	**B**	**2007**	**1671**	**B**			
									2012	37034	C						
Section is on the Intrastate Highway System									2017	44241	C*						
US 19 to	4		Freeway	10.2	Rural	AADT		AADT	1998	21641	B				AADT	AADT	AADT
Madison County					Undev.	(LOS B)	2005	25500	1999	22901	B				(LOS B)		
						35300	9901	25305	2000	23250	B				71.96%	2.58%	1.62%
									2001	23297	B						
									2002	23253	B						
									2003	24521	B						
						PH/PD		PH/PD	2004	24437	B				PH/PD		
						(LOS B)	2005	1374	2005	24813	B	2005	1337	B	(LOS B)		
						2020	9901	1364	2006	24763	B	2006	1335	B	67.78%		
									2007	**25403**	**B**	**2007**	**1369**	**B**			
									2012	27534	B						
Section is on the Intrastate Highway System									2017	29845	B						

*Exceeds FDOT and County standard

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

CITY OF MONTICELLO

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 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	1998	5300	A				AADT	AADT	AADT
to DOT Rd.			Divid.		Devel.	(LOS C)	1503	6800	1999	5400	A				(LOS C)		
						41800			2000	5300	A				16.27%	-9.33%	4.75%
									2001	5100	A						
									2002	5300	A						
									2003	6200	A						
						PH/PD		PH/PD	2004	6000	A				PH/PD		
						(LOS C)	1503	367	2005	6800	A	2005	367	A	(LOS C)		
						2230			2006	7500	A	2006	404	A	16.44%		
									2007	**6800**	**A**	**2007**	**367**	**A**			
									2012	8577	A						
Section is on the Intrastate Highway System									2017	10819	A						
DOT Rd.	4	1	Inter.	1.1	Rural	AADT		AADT	1998	10400	C				AADT	AADT	AADT
to US 90			Undiv.		Devel.	(LOS C)	5006	10700	1999	10300	C				(LOS C)		
			No			19125			2000	9700	C				55.95%	0.00%	0.62%
									2001	9800	C						
									2002	10500	C						
									2003	10100	C						
						PH/PD		PH/PD	2004	10300	C				PH/PD		
						(LOS C)	5006	571	2005	10500	C	2005	566	C	(LOS C)		
						1020			2006	10700	C	2006	571	C	55.97%		
									2007	**10700**	**C**	**2007**	**571**	**C**			
									2012	11246	C						
Section is on the Intrastate Highway System									2017	11819	C						
US 90	2	0	Uninter.	0.3	Rural	AADT		AADT	1998	6400	B				AADT	AADT	AADT
to Bishop St.			Undiv.		Devel.	(LOS C)	1504	6900	1999	6700	B				(LOS C)		
			No			12240			2000	5000	B				56.37%	0.00%	2.21%
									2001	6100	B						
									2002	6100	B						
									2003	6300	B						
						PH/PD		PH/PD	2004	7000	C				PH/PD		
						(LOS C)	1504	372	2005	6700	B	2005	361	B	(LOS C)		
						648			2006	6900	B	2006	372	B	57.39%		
									2007	**6900**	**B**	**2007**	**372**	**B**			
									2012	7697	C						
Section is on the Intrastate Highway System									2017	8586	C						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

STATE ROAD SECTION	NO. LANES	SIG./ STOPS	FAC. TYPE	LGH. (miles)	LOS AREA	LOS STD MAX.VOL	FDOT STAT.	2007 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	1998	6400	A				AADT	AADT	AADT
to North			Undiv.		Devel.	(LOS C)	1504	6900	1999	6700	A				(LOS C)		
City Line			No			31350			2000	5000	A				22.01%	0.00%	2.21%
									2001	6100	A						
									2002	6100	A						
									2003	6300	A						
						PH/PD		PH/PD	2004	7000	A				PH/PD		
						(LOS C)	1504	361	2005	6700	A	2005	361	A	(LOS C)		
						1673			2006	6900	A	2006	372	A	22.24%		
									2007	**6900**	**A**	**2007**	**372**	**A**			
									2012	7697	A						
Section is on the Intrastate Highway System									2017	8586	A						
US 90																	
W. City Line	2	1	Inter.	1.3	Rural	AADT		AADT	1998	6200	C				AADT	AADT	AADT
to Railroad			Undiv.		Devel.	(LOS C)	1501	5000	1999	6550	C				(LOS C)		
Street			No			8800	1505	7600	2000	5900	C				71.59%	-16.00%	1.38%
									2001	6000	C						
									2002	6350	C						
									2003	6600	C						
						PH/PD		PH/PD	2004	6150	C				PH/PD		
						(LOS C)	1501	267	2005	6650	C	2005	358	C	(LOS C)		
						472	1505	405	2006	7500	C	2006	400	C	71.21%		
									2007	**6300**	**C**	**2007**	**336**	**C**			
									2012	6747	C						
									2017	7226	C						
Railroad St.	4	0	Uninter.	0.5	Rural	AADT		AADT	1998	2800	A				AADT	AADT	AADT
to East			Undiv.		Devel.	(LOS C)	1502	2600	1999	2500	A				(LOS C)		
City Line			No			31350			2000	2800	A				8.29%	-7.14%	-0.44%
									2001	2800	A						
									2002	2800	A						
									2003	2600	A						
						PH/PD		PH/PD	2004	2800	A				PH/PD		
						(LOS C)	1502	151	2005	2600	A	2005	140	A	(LOS C)		
						1673			2006	2800	A	2006	151	A	8.38%		
									2007	**2600**	**A**	**2007**	**140**	**A**			
									2012	2733	A						
									2017	2872	A						

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

Appendix A

WAKULLA COUNTY

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2007 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
SR 267																
Leon County Line [2] to CR 373 [1]	2	Uninter. Undiv.	0	1.8	Rural Undev.	AADT (LOS C) 7900 (LOS E) 27500	252	AADT 1300	1998	1141	A				AADT (LOS C) 16.46% (LOS E) 4.73%	AADT 0.62%
									1999	1181	A					
									2000	1173	A					
									2001	1156	A					
									2002	1206	A					
									2003	1175	A					
						PH/PD (LOS C) 420 (LOS E) 1470	252	PH/PD 70	2004	1223	A				PH/PD (LOS C) 16.68% (LOS E) 4.77%	
									2005	1300	A	2005	70	A		
									2006	1292	A	2006	70	A		
									2007	**1300**	**A**	**2007**	**70**	**A**		
									2012	1396	A					
									2017	1499	A					
CR 373 [1] to U.S. 319	2	Interup. Undiv.	1	2.6	Trans Urban	AADT (LOS C) 13100 (LOS E) 16300	219	AADT 4700	1998	3900	B				AADT (LOS C) 35.88% (LOS E) 28.83%	AADT -4.08%
									1999	4000	B					
									2000	4000	B					
									2001	4300	C					
									2002	4500	C					
									2003	4700	C					
						PH/PD (LOS C) 690 (LOS E) 860	219	PH/PD 248	2004	5200	C				PH/PD (LOS C) 35.97% (LOS E) 28.86%	
									2005	5400	C	2005	285	C		
									2006	4900	C	2006	259	C		
									2007	**4700**	**C**	**2007**	**248**	**C**		
									2012	5654	C					
									2017	6801	C					
US 319 to SR 363	2	Interup. Undiv.	1	8.4	Trans Urban	AADT (LOS C) 13100 (LOS E) 16300	227 228	AADT 3400 2200	1998	1983	B				AADT (LOS C) 21.37% (LOS E) 17.18%	AADT 3.70%
									1999	1967	B					
									2000	1833	B					
									2001	2150	B					
									2002	2083	B					
									2003	2000	B					
						PH/PD (LOS C) 690 (LOS E) 860	227 228	PH/PD 180 116	2004	2450	B				PH/PD (LOS C) 21.43% (LOS E) 17.19%	
									2005	2650	B	2005	140	B		
									2006	2700	B	2006	143	B		
									2007	**2800**	**B**	**2007**	**148**	**B**		
									2012	3522	B					
									2017	4430	C					

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

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2007 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
SR 267																
SR 363 to U.S. 98	2	Uninter. Undiv.	1	3.8	Rural Undev.	AADT (LOS C) 7900 (LOS E) 27500	226	AADT 1400	1998	1141	A				AADT (LOS C) 17.72% (LOS E) 5.09%	AADT 3.70%
									1999	1181	A					
									2000	1173	A					
									2001	1156	A					
									2002	1206	A					
									2003	1175	A					
						PH/PD (LOS C) 420 (LOS E) 1470	226	PH/PD 75	2004	1250	A				PH/PD (LOS C) 17.97% (LOS E) 5.13%	
									2005	1200	A	2005	65	A		
									2006	1350	A	2006	73	A		
									2007	**1400**	**A**	**2007**	**75**	**A**		
									2012	1400	A					
									2017	1524	A					
SR 363																
N. St. Marks Line to US 98 [1]	2	Interup. Undiv. No	1	1.0	Rural Undev.	AADT (LOS C) 6400 (LOS E) 9680	20$ 9946#	AADT 1864	1998	2002	C				AADT (LOS C) 29.13% (LOS E) 19.26%	AADT -2.97%
									1999	2423	C					
									2000	2705	C					
									2001	2503	C					
									2002	2255	C					
									2003	2218	C					
						PH/PD (LOS C) 344 (LOS E) 520	9946#	PH/PD 99	2004	2161	C				PH/PD (LOS C) 29.21% (LOS E) 19.32%	
									2005	2044	C	2005	110	C		
									2006	1921	C	2006	104	C		
									2007	**1864**	**C**	**2007**	**100**	**C**		
									2011	1959	C					
									2016	2059	C					
US 98 [1] to Leon County Line 2	2	Uninter. Undiv.	0	5.9	Rural Undev.	AADT (LOS C) 7900 (LOS E) 27500	12, 212	AADT 3200 7400	1998	4300	B				AADT (LOS C) 67.09% (LOS E) 19.27%	AADT 2.91%
									1999	4700	C					
									2000	4750	C					
									2001	4850	C					
									2002	4600	C					
									2003	4950	C					
						PH/PD (LOS C) 420 (LOS E) 1470	12, 212	PH/PD 172 399	2004	5050	C				PH/PD (LOS C) 68.02% (LOS E) 19.43%	
									2005	5200	C	2005	280	C		
									2006	5150	C	2006	278	C		
									2007	**5300**	**C**	**2007**	**286**	**C**		
									2012	5860	C					
									2017	6479	C					

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

New station in 1998

$ Not counted 2002-2004

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2007 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
US 98																
E. Franklin Co. Line to Bottoms Road	2	Uninter. Undiv. No	0	5.6	Rural Devel.	AADT (LOS C) 12240 (LOS E) 21120	22	AADT 3700	1998	3600	B				AADT (LOS C) 30.23% (LOS E) 17.52%	AADT -7.50%
									1999	3900	B					
									2000	4500	B					
									2001	4900	B					
									2002	3600	B					
									2003	3600	B					
						PH/PD (LOS C) 648 (LOS E) 1120	22	PH/PD 199	2004	3700	B				PH/PD (LOS C) 30.78% (LOS E) 17.81%	
									2005	4000	B	2005	216	B		
									2006	4000	B	2006	216	B		
									2007	**3700**	**B**	**2007**	**199**	**B**		
									2012	3889	B					
									2017	4087	B					
Bottoms Rd. to SR 375/US 319	2	Uninter. Undiv.	0	2.9	Rural Undev.	AADT (LOS C) 7900 (LOS E) 27500	7	AADT 6800	1998	5200	C				AADT (LOS C) 86.08% (LOS E) 24.73%	AADT 23.64%
									1999	5200	C					
									2000	5300	C					
									2001	6200	C					
									2002	5500	C					
									2003	5600	C					
						PH/PD (LOS C) 420 (LOS E) 1470	7	PH/PD 367	2004	5500	C				PH/PD (LOS C) 87.27% (LOS E) 24.93%	
									2005	6300	C	2005	340	C		
									2006	5500	C	2006	296	C		
									2007	**6800**	**C**	**2007**	**367**	**C**		
									2012	7371	C					
									2017	7990	D*					
SR 375/US 319 to Carter Rd [1]	2	Uninter. Undiv.	0	0.5	Rural Devel.	AADT (LOS C) 15300 (LOS E) 26400	6	AADT 10500	1998	9000	C				AADT (LOS C) 68.63% (LOS E) 39.77%	AADT 14.13%
									1999	9400	C					
									2000	9400	C					
									2001	9400	C					
									2002	9100	C					
									2003	8900	C					
						PH/PD (LOS C) 810 (LOS E) 1400	6	PH/PD 566	2004	8900	C				PH/PD (LOS C) 69.87% (LOS E) 40.43%	
									2005	9600	C	2005	517	C		
									2006	9200	C	2006	496	C		
									2007	**10500**	**C**	**2007**	**566**	**C**		
									2012	11036	C					
									2017	11599	C					

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

*Exceeds FDOT recommended standard

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2007 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
US 98																
Carter Rd to US 319	2	Uninter. Undiv.	0	1.1	Trans Urban	AADT (LOS C) 14900 (LOS E) 26700	6	AADT 10500	1998	9000	C				AADT (LOS C) 70.47% (LOS E) 39.33%	AADT 14.13%
									1999	9400	C					
									2000	9400	C					
									2001	9400	C					
									2002	9100	C					
									2003	8900	C					
						PH/PD (LOS C) 790 (LOS E) 1410	6	PH/PD 554	2004	8900	C				PH/PD (LOS C) 70.18% (LOS E) 39.32%	
									2005	9600	C	2005	507	C		
									2006	9200	C	2006	486	C		
									2007	**10500**	**C**	**2007**	**554**	**C**		
									2012	11036	C					
									2017	11599	C					
US 319 to SR 363 [1]	2	Uninter. Undiv.	0	12.2	Trans Urban	AADT (LOS C) 14900 (LOS E) 26700	224 225	AADT 3200 4800	1998	3600	B				AADT (LOS C) 26.85% (LOS E) 14.98%	AADT -1.23%
									1999	3700	B					
									2000	3400	B					
									2001	4100	B					
									2002	4150	B					
									2003	3650	B					
						PH/PD (LOS C) 790 (LOS E) 1410	224 225	PH/PD 169 253	2004	3500	B				PH/PD (LOS C) 26.73% (LOS E) 14.98%	
									2005	3950	B	2005	209	B		
									2006	4050	B	2006	214	B		
									2007	**4000**	**B**	**2007**	**211**	**B**		
									2012	4204	B					
									2017	4418	B					
SR 363 [1] to E. Jefferson Co. Line	2	Uninter. Undiv.	0	8.5	Rural Undev.	AADT (LOS C) 7900 (LOS E) 27500	14, 229	AADT 2600 1300	1998	2125	A				AADT (LOS C) 24.68% (LOS E) 7.09%	AADT -4.88%
									1999	2200	A					
									2000	2000	A					
									2001	2000	A					
									2002	1950	A					
									2003	1900	A					
						PH/PD (LOS C) 420 (LOS E) 1470	14, 229	PH/PD 140 70	2004	2050	A				PH/PD (LOS C) 25.03% (LOS E) 7.15%	
									2005	1825	A	2005	98	A		
									2006	2050	A	2006	110	A		
									2007	**1950**	**A**	**2007**	**105**	**A**		
									2012	2049	A					
									2017	2154	A					

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

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2007 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
US 319																
E. Franklin Co.	2	Uninter.	0	4.2	Rural	AADT		AADT	1998	2050	A				AADT	AADT
Line to		Undiv.			Undev.	(LOS C)	3	2300	1999	1800	A				(LOS C)	
S. Sopchoppy						7900			2000	1850	A				29.11%	-14.81%
						(LOS E)			2001	2400	A				(LOS E)	
						27500			2002	2300	A				8.36%	
									2003	2400	A					
						PH/PD		PH/PD	2004	2400	A				PH/PD	
						(LOS C)	3	124	2005	2500	B	2005	135	B	(LOS C)	
						420			2006	2700	B	2006	146	B	29.52%	
						(LOS E)			**2007**	**2300**	**A**	**2007**	**124**	**B**	(LOS E)	
						1470			2011	2720	B				8.43%	
									2016	3217	B					
E. Sopchoppy	2	Uninter.	1	5.5	Rural	AADT		AADT	1998	4550	C				AADT	AADT
to US 98		Undiv.			Undev.	(LOS C)	21	5000	1999	4250	B				(LOS C)	
						7900	26	4300	2000	3900	B				58.86%	9.41%
						(LOS E)			2001	4500	C				(LOS E)	
						27500			2002	4400	B				16.91%	
									2003	4550	C					
						PH/PD		PH/PD	2004	4300	B				PH/PD	
						(LOS C)	21	270	2005	4500	C	2005	243	C	(LOS C)	
						420	26	232	2006	4250	B	2006	229	B	59.68%	
						(LOS E)			**2007**	**4650**	**C**	**2007**	**251**	**C**	(LOS E)	
						1470			2011	4887	C				17.05%	
									2016	5136	C					

*Exceeds FDOT recommended standard

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2007 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
US 319																
US 98 to Lower Bridge Rd	2	Inter. Undiv.	1	5.2	Trans Urban	AADT (LOS C) 13100 (LOS E) 16300	29	AADT 12900	1998	9000	C				AADT (LOS C) 98.47% (LOS E) 79.14%	AADT 17.27%
									1999	9400	C					
									2000	9400	C					
									2001	9400	C					
									2002	9100	C					
									2003	8900	C					
						PH/PD (LOS C) 690 (LOS E) 860	29	PH/PD 681	2004	8900	C				PH/PD (LOS C) 98.71% (LOS E) 79.20%	
									2005	9600	C	2005	507	C		
									2006	11000	C	2006	581	C		
									2007	**12900**	**C**	**2007**	**681**	**C**		
									2011	14293	D*					
									2016	15837	E*					
Lower Bridge Rd to Bloxham Cutoff Road	2	Inter. Undiv.	2	6.1	Trans Urban	AADT (LOS C) 13100 (LOS E) 16300	296	AADT 15445	1998	10200	C				AADT (LOS C) 117.90% (LOS E) 94.75%	AADT 3.66%
									1999	10200	C					
									2000	9500	C					
									2001	12500	C					
									2002	11800	C					
									2003	10000	C					
						PH/PD (LOS C) 690 (LOS E) 860	296	PH/PD 815	2004	13380	D*				PH/PD (LOS C) 118.19% (LOS E) 94.83%	
									2005	13973	D*	2005	738	D		
									2006	14899	D*	2006	787	D		
									2007	**15445**	**D***	**2007**	**815**	**D**		
									2012	19291	E*					
									2017	24095	E*					
Bloxham Cutoff Road to Leon County Line [2]	2	Uninter. Undiv.	0	1.0	Trans Urban	AADT (LOS C) 14900 (LOS E) 26700	52$ 296	AADT 15445	1998	11943	C				AADT (LOS C) 103.66% (LOS E) 57.85%	AADT 3.66%
									1999	12668	C					
									2000	12317	C					
									2001	12532	C					
									2002	12944	C					
									2003	13247	C					
						PH/PD (LOS C) 790 (LOS E) 1410	296	PH/PD 815	2004	13380	C				PH/PD (LOS C) 103.23% (LOS E) 57.84%	
									2005	13973	C	2005	738	C		
									2006	14899	C	2006	787	C		
									2007	**15445**	**D***	**2007**	**815**	**D**		
									2012	17559	D*					
									2017	19962	D*					

[2]Capital Region Transportation Planning Agency Urbanized Area Boundary

*Exceeds FDOT recommended standard

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

TOWN OF ST. MARKS

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2006 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
SR 363																
Within City	2	Inter. Undiv.	1	1.6	Rural Devel.	AADT (LOS C) 11000	9946#	AADT 1864	1998	2004	B				AADT (LOS C) 17.46%	AADT -6.02%
									1999	2446	C					
									2000	2609	C					
									2001	2305	C					
									2002	2255	C					
									2003	2218	C					
						PH/PD (LOS C) 590	9946#	PH/PD 98	2004	2161	B				PH/PD (LOS C) 17.12%	
									2005	2044	B	2005	109	B		
									2006	1921	B	2006	101	B		
									2007	**1864**	**B**	**2007**	**101**	**B**		
									2011	1959	B					
									2016	2059	B					

#New station in 1998

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A

TOWN OF SOPCHOPPY

STATE ROAD SECTION	NO. LANES	FAC. TYPE	SIG./ STOPS	LENGTH (miles)	LOS AREA	LOS STD MAX.VOL.	FDOT STAT.	2006 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
US 319																
S. City Line to CR 22	2	Uninter. Undiv.	0	1.0	Rural Devel.	AADT (LOS C) 15300	3	AADT 2300	1998	2125	A				AADT (LOS C) 15.03%	AADT -14.81%
									1999	2200	A					
									2000	2000	A					
									2001	2000	A					
									2002	1950	A					
									2003	1900	A					
						PH/PD (LOS C) 810	3	PH/PD 124	2004	2050	A				PH/PD (LOS C) 15.30%	
									2005	1825	A	2005	98	A		
									2006	2700	B	2006	146	A		
									2007	**2300**	**A**	**2007**	**124**	**A**		
									2012	2417	A					
									2017	2541	B					
CR 22 to E. City Line	2	Uninter. Undiv.	0	0.9	Rural Devel.	AADT (LOS C) 15300	26	AADT 4300	1998	4300	B				AADT (LOS C) 28.10%	AADT 7.50%
									1999	4000	B					
									2000	3600	B					
									2001	4300	B					
									2002	4200	B					
									2003	4300	B					
						PH/PD (LOS C) 810	26	PH/PD 232	2004	3900	B				PH/PD (LOS C) 28.61%	
									2005	4100	B	2005	221	B		
									2006	4000	B	2006	216	B		
									2007	**4300**	**B**	**2007**	**232**	**B**		
									2012	4519	B					
									2017	4750	B					

Annual rate determined as follows: (((2007+2006+2005+2004+2003)/5)/((2002+2001+2000+1999+1998)/5))^.20-1

APPENDIX A