

# Congestion Management Process Report

September, 2018





## Table of Contents

Chapter 1. Introduction	
Background	1
Study Area	3
Planning Process	3
Chapter 2. Coordination	4
Chapter 3. Goals and Objectives	6
Chapter 4. CMP Network and Analysis	17
Safety	25
Segmental Crash Analysis	25
Intersection Crash Analysis	36
Fatalities Analysis	45
Congestion	53
Volume to Capacity Ratio Analysis	53
Level of Service Analysis	61
National Performance Management Research Data Set Analysis	61
Chapter 5. Strategies and Implementation	67
Appendices	72



# Figures

Figure 1. CMP Elements and Process	2
Figure 2. Peer Review MPOs	12
Figure 3. CMP Network: CRTPA Region	18
Figure 4. CMP Network: Gadsden County	19
Figure 5. CMP Network: Jefferson County	20
Figure 6. CMP Network: Wakulla County	21
Figure 7. CMP Network: Leon County	22
Figure 8. CMP Network: City of Tallahassee	23
Figure 9. StarMetro	24
Figure 10. CRTPA Region: Segmental Crash Rates	26
Figure 11. Gadsden County Segmental Crash Rates	28
Figure 12. Jefferson County Segmental Crash Rates	30
Figure 13. Wakulla County Segmental Crash Rates	32
Figure 14. Leon County Segmental Crash Rates	34
Figure 15. City of Tallahassee Segmental Crash Rates	35
Figure 16. CRTPA Region: Intersection Crash Rates	37
Figure 17. Gadsden County Intersection Crash Rates	39
Figure 18. Jefferson County Intersection Crash Rates	40
Figure 19. Wakulla County Intersection Rates	41
Figure 20. Leon County Intersection Crash Rates	43
Figure 21. City of Tallahassee Intersection Crash Rates	44
Figure 22. CRTPA Region: Fatalities	46
Figure 23. Gadsden County Locations of Fatalities	48
Figure 24. Jefferson County Locations of Fatalities	49
Figure 25. Wakulla County Locations of Fatalities	50
Figure 26. Leon County Locations of Fatalities	51
Figure 27. City of Tallahassee Location of Fatalities	52
Figure 28. CRTPA Region: V/C Ratio	55
Figure 29. Gadsden County V/C Ratio	56
Figure 30. Jefferson County V/C Ratio	57
Figure 31. Wakulla County V/C Ratio	58
Figure 32. Leon County V/C Ratio	59
Figure 33. City of Tallahassee V/C Ratio	60



# Tables

Fable 1. CRTPA Population	3
Table 2. Commuting/Travel Characteristics	
Table 3. Congestion Management Technical Resource Committee	4
Table 4. Plan Review	6
Table 5. Plan Review Results	7
Table 6. Plan Review Summary: Goals	11
Table 7. Peer Review MPOs	11
Table 8. Peer Review Results: Goals	13
Table 9. CMP Goals and Objectives	16
Table 10. Leon County V/C Ratios	54
Table 11. City of Tallahassee V/C Ratios	54
Table 12. Buffer Time Index Calculation	61
Table 13. Gadsden County Buffer Time Index	62
Table 14. Jefferson County Buffer Time Index	63
Table 15. Leon County Buffer Time Index	64
Table 16. Wakulla County Buffer Time Index	65
Table 17. Bottlenecks	66



## **Congestion Management Process**

#### Chapter 1. Introduction

Metropolitan Planning Organizations (MPO) are designated by federal mandate to provide transportation planning for urban areas that have a population of 50,000 and over. The Capital Region Transportation Planning Agency (CRTPA) is the MPO for the four-county Tallahassee region, which includes Gadsden, Jefferson, Leon and Wakulla counties. The transportation planning efforts include the development of the Metropolitan Transportation Plan (MTP), or Long Range Transportation Plan, as well as other transportation planning and financial programming activities.

For MPOs over the population threshold of 200,000, known as a Transportation Management Area (TMA), an additional planning process for managing congestion is required. The Congestion Management Process (CMP), is developed to evaluate and address congestion in the MPO region with mitigation strategies designed to improve both recurring and non-recurring congestion on critical corridors. The CMP is intended to align with and support the MTP and the MPO planning efforts.

The latest CMP for the CRTPA was completed in 2013. While there is no mandated schedule or requirements for updates, MPOs periodically update the CMP in order to address changing conditions, as well as take advantage of updated data sources. With the Federal Highway Administration's data initiative, National Performance Monitoring Research Data Set (NPMRDS), available for use by MPOs, as well as other transportation planning agencies and organizations, the CRTPA undertook this CMP update prior to the development of the next MTP.

The CMP update will provide for the development of tools and strategies focused on the reduction of peak hour vehicle miles of travel, reduction of congestion, the improvement of connectivity between employment centers and areas with concentrations of transportation disadvantaged populations, and support access to jobs. The final CMP includes specific, project based solutions to address the areas of identified congestion.

#### Background

The CMP was first included as a Congestion Management System (CMS) in the 1991 federal transportation legislation known as the Intermodal Surface Transportation Efficiency Act (ISTEA). Subsequent iterations of the legislation continued the requirement. The 2005 transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) changed the name to the current Congestion Management Process. The legislation reflected the updated approach to address congestion in a comprehensive manner linked to the MPO planning process.

The most recent legislation, the Fixing America's Surface Transportation Act (FAST Act) signed into law in 2015, continued the CMP requirement for TMAs. The FAST Act is not prescriptive in the requirements



for the CMP development and provides for each MPO to determine unacceptable levels of delay or congestion.

To assist MPOs in the update of their CMP, the Federal Highway Administration developed a CMP Guidebook, which outlines the elements of the CMP and the process for its development. The process includes the following steps:

- Develop regional objectives for congestion management
- Define the CMP network
- Develop multimodal performance measures
- Collect data and monitor the system performance
- Analyze congestion problems and needs
- Identify and assess strategies to address congestion
- Program and implement the congestion mitigation strategies
- Evaluate the effectiveness of the strategies

The CMP framework found in the guidebook and described above is shown in Figure 1.

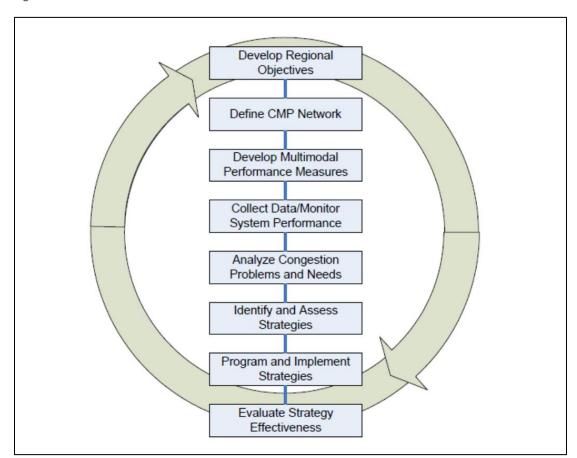


Figure 1. CMP Elements and Process

Source: FHWA CMP Guidebook



#### Study Area

The CRTPA boundaries cover four counties which include Gadsden, Jefferson, Leon and Wakulla. The City of Tallahassee, located in Leon County and the largest municipality, serves as the regional center. Leon County is the most populous of the four counties and Jefferson County has the least population. The total population of each county and the region as a whole is shown in Table 1.

Table 1. CRTPA Population

Gadsden County	Jefferson County	Leon County	Wakulla County	City of Tallahassee	Total CRTPA Population
46,153	14,082	284,788	31,314	181,821	376,337

Source: US Census – American Community Survey, 2016

The American Community Survey also provides information on commuting patterns and means of commuting within the region, which has a significant impact on the roadways and congestion. Leon County and the City of Tallahassee are the regional employment centers, as well as the center for non-employment activities, such as shopping, recreation, and medical and other services. The majority of residents outside of Leon County work outside of their county of residence. A large majority of the residents of Leon County work within Leon County. Table 2 displays the commuting/travel patterns and characteristics.

Table 2. Commuting/Travel Characteristics

County	% of Workers Driving to Work	% of Workers Driving Alone	% of Workers Who Work in County of Residence	% of Workers Who Work Outside County of Residence
Gadsden	94.9%	83.6%	42.7%	55.6%
Jefferson	93.3%	81.9%	35.7%	56.9%
Leon	90.3%	81.0%	95.0%	3.7%
Wakulla	95.0%	84.2%	35.1%	64.4%

Source: US Census – American Community Survey, 2016

The commuting data highlights that the transportation network and its efficient operation are impacted by the travel and commuting patterns and characteristics, particularly with recurring congestion.

#### Planning Process

The CRTPA CMP was developed through a coordinated and collaborative process and focused on achieving the regional transportation goals and objectives. The process included the coordination with the CRTPA committees, including the Technical Advisory Committee, the CRTPA Board, and the Multimodal Advisory Committee. In addition to the coordination with the standing committee structure, additional input and collaboration was obtained from stakeholders representing agencies and organizations from the four-county region.



#### Chapter 2. Coordination

As noted in Chapter 1, the CMP planning process was accomplished through a collaborative effort, both internally within the CRTPA, as well as with outside agencies and organizations. In order to ensure technical input and guidance throughout the effort, the CRTPA identified representatives of partner agencies, local government, and organizations to serve on the Congestion Management Resource Committee. This committee met over the course of the CMP development to review project materials and provide ongoing insight and guidance. Many of the members of the Resource Committee also serve on the CRTPA Technical Advisory Committee. Table 3 provides the Resource Committee membership and their agency or organization.

Table 3. Congestion Management Technical Resource Committee

Member	Organization
Allen Secreast	City of Tallahassee, Traffic Mobility Manager
Steve Shafer	City of Tallahassee, City Engineer
Charles Wu	Leon County, Director of Engineering Services
Keith Burnsed	City of Tallahassee, Development Administrator
Ryan Guffey	Leon County, Concurrency Management Planner
Mike Lewis	FDOT, Traffic Safety Program Engineer
Matthew King	FDOT, Traffic Safety Specialist
Suzanne Lex	FDOT, Urban Liaison
Melissa Corbett	Wakulla County, Planning and Community Development
Jill Jeglie	Gadsden County, Planning and Community Development
Bill Tellefsen	Jefferson County, Planning Director
Jeff Horton	Commuter Service of North Florida
Terry Mahan	City of Tallahassee Police; Leon County CTST Co-Chair
Chris Muehlemann	Leon County
Josh Hollingsworth	City of Tallahassee, Public Works Operations
Wayne Bryan	City of Tallahassee, Traffic Systems

In addition to their role on the Resource Committee, the members also served as a contact with the local governments and agencies. These members provided additional support and coordination, particularly with the data collection efforts.

At the first Resource Committee meeting held on August 23, 2017, an overview of the CMP and the planning process was provided to the members. Summaries of existing plans from throughout the region that addressed a transportation element were presented, as well as summaries from an MPO CMP peer review. This information provided the foundation for the membership to understand the goals and objectives and to agree on specific goals and objectives for the CMP. The Committee members also reviewed potential data sources and provided feedback on the best data available, as well as providing information for collecting needed data.

At the second Resource Committee meeting, held on March 28, 2018, the members reviewed drafts of the following information and provided guidance and feedback on finalizing the materials:



- Draft CMP Network
- Safety/Crash Analysis
  - o Segmental
  - o Intersection
  - Fatalities
- Congestion
  - Network Volume to Capacity Ratio
  - o Buffer Time Index
  - Bottlenecks

At the final Committee meeting, held on July 12, 2018, the committee members reviewed the final draft project list and strategies and concurred with the project list.

Periodic updates were provided to the CRTPA Technical Advisory Committee, the Citizens Multimodal Advisory Committee, and the Board. At their September 4, 2018 meeting, both the Technical Advisory Committee and Citizens Multimodal Advisory Committee recommended the project list for adoption by the Board. The Board adopted the CMP at their meeting on September 18, 2018.



### Chapter 3. Goals and Objectives

The goals and objectives for the CMP must be established within the framework of the federal and state requirements, as well as consistent with the regional mobility goals and objectives. To ensure this consistency, the existing plans focused on transportation, and those that included a transportation element, were reviewed and summarized. In addition, the federal transportation legislation was reviewed to ensure consistency and compliance, as well as the Florida Transportation Plan. The plans reviewed are shown in Table 4.

#### Table 4. Plan Review

#### **CRTPA**

- 2013 CRTPA CMP Report
- Connections 2040 Regional Mobility Plan

#### **Gadsden County**

- Gadsden County Comprehensive Plan, Transportation Element
- Gadsden County Comprehensive Plan, Concurrency Element

#### **Jefferson County**

- Jefferson County Comprehensive Plan
- Jefferson County Bicycle and Pedestrian Master Plan
- Vision for a Sustainable Future, Jefferson County

#### **Leon County**

- Tallahassee-Leon County Comprehensive Plan
- A City Within a City: Tallahassee-Leon County Multimodal District

#### **Wakulla County**

- Wakulla County Comprehensive Plan, Transportation Element
- Wakulla County Comprehensive Plan, Concurrency Element
- Crawfordville Town Plan Parts 1 4
- Wakulla County Bicycle Pedestrian and Blueways Master Plan

#### State of Florida

- Florida Transportation Plan, Policy Element
- Florida Transportation Plan, Policy Plan
- Florida Transportation Plan, Vision Element

#### **US Department of Transportation/Federal Highway Administration**

- Congestion Mitigation and Air Quality Improvement Program
- Fixing America's Surface Transportation Act (FAST Act)
- Metropolitan Planning Summary
- Performance Management Summary

Each of these plans were reviewed to identify the existing goals within the plan and the results of the review are shown in Table 5.



Table 5. Plan Review Results

Agency/Plan or Study	Date	Goals	
CRTPA CMP	1/28/13	Identify cost-effective strategies to maintain and improve mobility	
Report		Support (not supersede) ongoing transportation planning processes	
		<ul> <li>Identify congestion and alternative actions to cost effectively incorporate into the pertinent planning and programming documents</li> </ul>	
CRTPA 2040 Regional Mobility	11/16/15	• Connectivity: Enhance the integration between travel modes and promote improved connectivity between local and regional destinations	
Plan		• Access: Provide residents and visitors with access to a multimodal transportation system that promotes economic vitality and quality of life throughout the region	
		• Economic Development: Coordinate transportation investments with local and regional economic development initiatives, including measures that provide energy and time efficient intermodal movement of goods, services and labor to and within urban areas in the region	
		• Natural Resource Protection/Conservation: Protect the region's environmentally sensitive areas as well as cultural and historic features through a combination of strategies including avoidance, context sensitive design solutions and best practices	
		• Security: Promote and implement transportation improvements for all modes maximizing security of the transportation system	
		Safety: Improve safety of transportation facilities for all segments of the population	
		• Land Use: Coordinate transportation strategies and investments with local and regional land use initiatives in an effort to foster vibrant communities throughout the region	
		• <b>Public Health:</b> Promote public health by increasing the diversity of travel choice, safety and access of transportation facilities for all segments of the population	
		• Multimodalism: Promote a diversity of travel choices and maintain opportunities to facilitate the movement of and connections among people, jobs, goods and services and other travel modes	
Tallahassee-Leon	1/22/16	Motorized, Bicycle, and Pedestrian Circulation: (P. 141) Establish a safe, energy efficient multi-modal transportation	
County 2030		system that provides mobility for pedestrian, bicyclists, transit users motorized vehicle users, users of rail and aviation	
Comprehensive		facilities, supports public health through active living, and is sensitive to the cultural and environmental amenities of	
Plan		Tallahassee and Leon County.	
		• Transit: (p. 154) Capture a 5-10% mode share through the development and improvement of the mass transit system	
		so that transit is seen as a viable alt. to the automobile as a means of transportation.	



		Aviation: (p. 158) Provide adequate capacity and safe, appropriate airport facilities to meet the demand for Commercial Service, cargo, military, and General Aviation services to enhance aviation and airport development opportunities, with sensitivity to protecting existing residential and natural resources adjacent to the airport.
Wakulla County Transportation Element	11/09	• Quality: (p. 1) To maintain/ enhance the quality of life in Wakulla County by providing a safe, convenient and efficient motorized and non-motorized transportation system that serves all residents and visitors to the county.
Wakulla Concurrency Element	11/09	• Ensure facilities and services are available at the time new development proposals and new developments create the demand. These proposed developments shall only be allowed in areas with adequate infrastructure. Development shall have the same meaning as defined in section 380, F.S.
Crawfordville Town Plan Part 2		<ul> <li>Land Use: (P. 6) To allow Crawfordville area to develop in a manner consistent with the vision for the area, properties within this area will need to be classified as land uses that allow for higher densities and development intensities, reflecting the more urban nature.</li> <li>Cultural and Historic Town Square: (p. 8) strive to improve quality of life, encourage creative activities, create a community identity and sense of place and support local economic development.</li> <li>Zoning: (p. 10) Zoning Classifications will be created to reflect the increased residential density and commercial intensities in the urban areas to allow for increased number of residential units and increased Floor Area Ratio (FAR) in the new Town Center land use categories.</li> <li>(Land Development) Establish A Crawfordville Planning District: (P. 12) Steps include: 1. Determine allowable, conditional, and prohibited uses. Promote clustering of commercial Development and urban development patterns that extend beyond the US-319 corridor; 2. Develop density and intensity standards; 3. Incorporate design guidelines; 4. Provide for building heights that are based on use and allow up to three and a half stories or no taller than the existing Wakulla County courthouse building; 5. Promote multiple modes of transportation; 6. Provide incentives that will promote the development of storm water management facilities as amenities; 7. Develop access management criteria to Restrict quantity of access points directly to US-319, Encourage new and redevelopment projects to provide access of secondary streets, Require abutting sites to connect by way of their parking lots; 8. Protect water quality; 9. Implement building setbacks appropriate for a denser downtown core district and incorporate strategies to relax or eliminate building setbacks; 11. Provide opportunities for density bonuses.</li> <li>Site Furnishings and Paving: (P. 16) Furnishings such as benches, trash receptacles, bicycle racks, and planters/urns,</li> </ul>
		<ul> <li>and paving materials that complement the architectural style.</li> <li>Pedestrian Nodes: (P. 16) Connect residents and visitors to the downtown core, town centers, parks, schools, historic sites and larger trail systems.</li> </ul>



		• Parking: (P. 16) Where feasible, parking should be oriented behind buildings, to provide building frontage, particularly for retail uses, to promote increased visibility and pedestrian activities. In addition, the use of on-street parking should be utilized, where possible, which creates a buffer between pedestrians and automobile traffic.
		• Signage and Wayfinding: (P. 16) Provide assistance and direction to both pedestrians and automobiles highlighting the various aspects of the District.
Crawfordville		• Enterprise Zone Modifications: (p. 2) Efforts to modify the Enterprise Zone boundary to better match the
Town Plan Part 3		Crawfordville area defined in this plan. Should promote the development of the proposed Town Centers in Crawfordville.
		• Transportation Enhancements: (P. 7) Update current rural typical section along US 319 to accommodate anticipated growth and development of the Crawfordville area.
		• <b>Pedestrian Connectivity:</b> (p. 16) Connect residential areas in the community to both the parks and recreational facilities and the commercial activities in Crawfordville.
		• Pedestrian Facility Enhancements: (p. 19) To improve the safety of pedestrians in the Crawfordville area, enhanced crosswalks should be installed.
		Multiuse Trail Connectivity: (p. 20) bring visitors to Crawfordville area businesses.
Crawfordville		• Cajer Posey Road Realignment: (p. 2) To better serve as an alternative corridor around Crawfordville.
Town Plan Part 4		• Alternative Connectors: (p. 3) improve connectivity for Crawfordville residents while alleviating local traffic congestion on US 319.
Final Master Plan Part 1		• Enhance walkability within Wakulla Country: (P. 8) Provide safe corridors for students to access school facilities Provide safe connectivity between municipalities. Address gaps in the pedestrian facility network.
(Wakulla county Bicycle,		• Expand bicycling opportunities within Wakulla County: (p. 8) Provide a system of multiuse trails within the County.  Enhance mountain biking opportunities within the County.
Pedestrian, and Blueways Master Plan)		• Provide better connectivity and mobility for bicyclists and pedestrians within the County: Develop a network of bicycle and pedestrian facilities within the County. provide a system of signage to aid in way showing and wayfinding within the County.
		• Promote economic opportunities through bicycle, pedestrian, and blueway facilities within Wakulla County: (p. 8) Provide for connectivity with commercial development within the County.
Jefferson County	1/08/13	• Enhance community mobility options: (p. 11) Connect key destinations (downtown, commerce, recreation)
Bicycle and		• Improve livability, quality of life for residents: (p. 11) Complete gaps in the existing network
Pedestrian		Address environmental justice issues affecting the transportation disadvantaged
Master Plan		Population: (p. 11) Return on investment (highest 'bang for your buck')



		<ul> <li>Support economic development possibilities related to recreation and Ecotourism: (p. 11) Recognize funding limitations – be realistic</li> <li>Increase regional mobility and recreational opportunities: (p. 11) Address 'needs' first, then 'desires'</li> </ul>
Jefferson County Comprehensive Plan 2025	07/19/90	<ul> <li>Future Land Use Element: (p. 3) Efficiently manage and regulate land-use types, locations, and densities recognizing the value of natural and man-made resources so as to provide the residents of Jefferson County with an aesthetically pleasing, economically beneficial, and socially adequate environment.</li> <li>Affordable Housing: (p. 21) Ensure the availability in Jefferson County of affordable housing units for very low, low, and moderate income households for purchase or to rent by working with non-profit and/or for-profit organizations that possess the ability to provide such housing units.</li> <li>Capital Improvement: (p. 46) In the pursuit of timely and efficient provision of adequate public facilities, Jefferson County shall develop, adopt, and implement a Capital Improvements Program (CIP) that includes a prioritization of the needed provisions described in the other sections of this Comprehensive Plan.</li> </ul>
Vision for a Sustainable Future Vol I Jefferson County		<ul> <li>Targeted Goals: (p. 9) Protect and enhance Jefferson County's natural environment. Improve transportation infrastructure and services to enhance circulation in the community. Maximize agricultural opportunities to create a sustainable local economy through efficient use of resources.</li> <li>Natural Resources: (P. 10) Protect and enhance Jefferson County's natural environment.</li> <li>Circulation: (p. 10) Improve transportation infrastructure and services to enhance circulation in the community and regional connections.</li> <li>Agriculture: Maximize Agricultural opportunities to create a sustainable local economy through efficient use of resources.</li> <li>Community: (p. 11) Create sustainable, accessible, and equitable communities while maintaining the cultural integrity of the County.</li> </ul>
Vision for a Sustainable Future Vol III		<ul> <li>Environment: (p. 7) Protect and enhance Jefferson County's natural environment.</li> <li>Circulation: (p. 7) Improve transportation infrastructure and services to enhance circulation in the community.</li> <li>Agriculture: (p. 7) Promote a sustainable local economy through the efficient use of agricultural resources.</li> <li>Community: (p. 7) Create sustainable, accessible, and equitable communities while maintaining the cultural integrity of the County.</li> <li>"The Plan Goals": (p. 9) Protect and enhance Jefferson County's natural environment. Promote a sustainable local economy through the efficient use of agricultural resources. Create sustainable, accessible, and equitable communities while maintaining the cultural integrity of the County. Improve transportation infrastructure and services to enhance circulation in the community.</li> </ul>



The results of the plan review were summarized into categories and cross-referenced to determine commonalities within the identified areas of importance and the goals. A summary of the results of the review are shown in Table 6.

Table 6. Plan Review Summary: Goals

	GOALS: PLAN REVIEW
Connectivity	Modal integration and connectivity between destinations
Accessibility	Access to a multimodal transportation system that promotes economic vitality and quality of life
Economic Development	Coordinate transportation investments with economic development initiatives
Resource Protection	Protect environmental and community resources through context sensitive designs and implementation of best practices
Safety and Security	Maximize security and improve safety for all modes
Land Use	Coordinate transportation investments with land use initiatives to foster vibrant communities
Public Health	Promote public health through increased access to active transportation
Multimodal	Promote diversity of travel choices and facilitate usage of multiple modes of travel

In addition to the review of the existing plans within the region, a national peer review of MPOs of similar size and with recently updated CMPs was undertaken to determine the state of the practice and how these peer MPOs addressed the development of the goals and objectives. The peer review included the MPOs shown listed in Table 7 and shown in Figure 2.

Table 7. Peer Review MPOs

<ul> <li>Albany, New York</li> </ul>	<ul> <li>Ocala, Florida</li> </ul>
<ul> <li>Reading, Pennsylvania</li> </ul>	<ul> <li>Gulfport, Mississippi</li> </ul>
<ul> <li>Wilkes Barre, Pennsylvania</li> </ul>	<ul> <li>Birmingham, Alabama</li> </ul>
<ul> <li>Columbia, South Carolina</li> </ul>	<ul> <li>Wichita, Kansas</li> </ul>
<ul> <li>Savannah, Georgia</li> </ul>	<ul> <li>Spokane, Washington</li> </ul>
<ul> <li>Daytona Beach, Florida</li> </ul>	



Figure 2. Peer Review MPOs



The goals identified in each of the MPOs Metropolitan Transportation Plan were identified, as well as the CMP specific goals. Similar to the plan review, the MTP goals typically provided the framework and were then cross-referenced for similarities and categorized. The majority of the goals were structured to meet the required federal planning factors. In addition, any specific CMP goals were also identified. The results of the peer review are shown in Table 8. The summary of the MTP goals include:

- Balanced and efficient multimodal transportation system
- Support economic development
- Enhance connectivity
- Safety and security
- Quality of life and community enhancement
- Transportation equity
- Land use coordination



Table 8. Peer Review Results: Goals

Agency	Plan or Study	Date	Goals
Capital District Transportation Committee - Albany Schenectady Troy, NY MPO	Congestion Management Process: A Case Study	12/10	<ul> <li>Support growth in economic activity and maintain the quality of life in the Capital District by limiting the amount of "excess" delay encountered in the movement of people, goods, and services.</li> <li>Make contributions to the avoidance and mitigation of congestion on all modes by implementing demand management programs first, before performing capacity expansions</li> <li>Reducing single-occupant vehicle travel can be accomplished by encouraging telecommuting and programs that reduce the need for travel; balancing travel demand by time of day; encouraging use of transit, ridesharing, pedestrian, and bicycle modes; improving operational efficiencies; and achieving complementary transportation and land use systems</li> </ul>
Regional Planning Commission of Greater Birmingham, AL	Quarterly Congestion Update	6/15	<ul> <li>Monitor, measure and diagnose the causes of congestion on the region's transportation system;</li> <li>Evaluate and recommend alternative strategies to manage or improve regional congestion; and</li> <li>Evaluate the performance of strategies put in practice to manage or improve congestion</li> </ul>
Columbia Area Transportation Study, Columbia, SC MPO	2015 Congestion Management Plan	9/15	<ul> <li>Enhance regional mobility</li> <li>Increase transportation accessibility</li> <li>Maintain existing infrastructure in a state-of-good repair by developing and implementing strategies that mitigate congestion through travel demand management, operational improvements, modal connectivity, land use compatibility, and where necessary, through capacity improvement projects</li> </ul>
CORE: Coastal Region MPO – Savannah MPC, Savannah, GA	CMP Study	3/17	<ul> <li>Goals from MTP</li> <li>Economic vitality</li> <li>Safety and security</li> <li>Accessibility, mobility and connectivity</li> <li>Environmental enhancement and quality of life</li> <li>System management and maintenance</li> <li>Intergovernmental coordination</li> <li>CMP Objectives:</li> <li>Develop congestion management measures.</li> </ul>



			Reduce non-recurring congestion duration.			
			Evaluate travel time reliability to the 95th percentile.			
			<ul> <li>Consider the full range of congestion management strategies.</li> </ul>			
			Improve the reliability and resiliency of the transportation network through the			
			implementation of these strategies.			
			<ul> <li>Consider low-cost, system efficiency and demand management solutions before capacity</li> </ul>			
			<ul> <li>Achieve acceptable approach Level of Service (LOS) D.</li> </ul>			
			Preserve regional mobility through the implementation of alternative access			
			improvements to enhance local mobility.			
			<ul> <li>Improvements to enhance local mobility.</li> <li>Implement sustainable development through the incorporation of mixed-use, pedestriar</li> </ul>			
			oriented design that helps to minimize trip length.			
			<ul> <li>Promote multimodal connectivity through the implementation of transit, bicycle, and</li> </ul>			
			pedestrian enhancements			
Mississippi Gulf Coast, Gulfport MS	CMP Study	9/15	<ul> <li>Maximize transportation system efficiency by promoting alternatives to adding general-purpose traffic lanes</li> <li>Adopt a "fix-it-first" mentality that maximizes all operational measures on roadways before adding capacity</li> <li>Develop and assign a high priority to projects that improve traffic flow with operational measures</li> <li>Consider measures that put more people into fewer vehicles and reduce the need to travel</li> <li>Reduce roadway congestion</li> <li>Identify and develop projects for existing and future traffic congestion</li> <li>Develop and assign a high priority to projects that mitigate congestion and/or reduce travel time</li> </ul>			
River to Sea Transportation Planning Organization (R2CTPO), Daytona Beach, FL	CMP Study	8/15	<ul> <li>Provide a Balanced and Efficient Multimodal Transportation System: Balanced Multimodal System; Roadway, Transit and Financial Efficiencies; Cost Effectiveness</li> <li>Support Economic Development: Economic Benefit; Freight Movement; Access to Intermodal Facilities; Transit Access to Employment</li> <li>Enhance Connectivity and Transportation Choices: Multimodal Transportation Options; Interconnectivity Between Modes; Connectivity Between Activity Centers; Connectivity Between Jurisdictions</li> </ul>			



strian Safety; Transit System
Efficiency; Preserve and ural Resource Protection; Air &
ion: Public Involvement;
sit Dependent Populations
ve Planning and Long Range
Aid System routes throughout
•



Specific CMP goals were identified in five of the peer agency reviews. Daytona Beach, FL and Spokane, WA specifically focused on the use of MTP goals for the CMP. Ocala, FL defined specific performance measures rather than identifying overarching goals. Reading, PA CMP goals were focused on supporting MTP principles. Wilkes Barre, PA CMP goal was to "identify, mitigate and reassess traffic congestion on the Federal Aid system routes.

Potential goals were developed for the CMP and reviewed by the Technical Resource Committee. The goals were structured within the Regional Mobility Plan framework and specific CMP objectives were defined. The Federal Highway Administration provides a set of principles in their guidance for the development of goals and objectives that meet the performance based planning approach. The SMART principle is focused on goals and objectives that are Specific and address a particular need; Measurable with a data-driven approach; Agreed upon by the planning partners; Realistic and can actually be accomplished; and Time bound, with a set timeframe for meeting the goal and/or objective. An example of the Goals and Objectives based on the SMART principle is as follows:

• Goal: Improve Safety

• Objective: Reduce Intersection Crashes

• SMART Objective: Reduce fatal/injury crashes by 10% in the next 12 months

The CRTPA goals and objectives for the CMP are structured within the framework of the Regional Mobility Plan goals with specific CMP objectives. These goals and objectives are shown in Table 9.

Table 9. CMP Goals and Objectives

Regional Mobility Plan Goals	CMP Objectives			
Connectivity	Develop congestion management measures			
Accessibility	Reduce non-recurring congestion duration			
Economic Development	Evaluate travel time reliability			
Resource Protection	Consider the full range of congestion management			
Safety and Security	strategies and improve system reliability and resiliency			
Land Use	through implementation			
Public Health	Achieve acceptable Level of Service: E			
Multimodal	Identify crash hotspots and strategies to improve safety			
	Implement alternative access improvements			
	Coordination with land use to minimize trip lengths			
	Promote multimodal connectivity through facility			
	enhancement			

The Technical Resource Committee concurred with these goals and objectives, which form the foundation and framework for the development of this CMP.



#### Chapter 4. CMP Network and Analysis

As noted in the previous chapter, the geographic boundaries for the CMP includes the four-county, CRTPA region. The CMP network within the study area was established through several factors. The peer review provided best practices for identifying the network, the availability of data, and stakeholder input. The roadway network includes the federal aid eligible facilities functionally classified by the Florida Department of Transportation (FDOT). These functionally classified facilities include arterials (primary and minor) and collectors (major and minor). Local facilities are not included as part of the CMP network, nor is I-10, which is analyzed and monitored by FDOT.

Because the CMP includes a multimodal approach, the transit network operated by StarMetro was also reviewed and compared to the CMP roadway network. Transit operations have the opportunity to play a significant role in travel demand management strategies on congested segments and/or corridors. The bicycle and pedestrian network is monitored within the CMP with the presence of facilities on the defined network and also can contribute to the travel demand strategies.

The CMP network shown on the regional scale, for each of the four counties, and for the City of Tallahassee are shown in Figures 3 through 8.



Figure 3. CMP Network: CRTPA Region

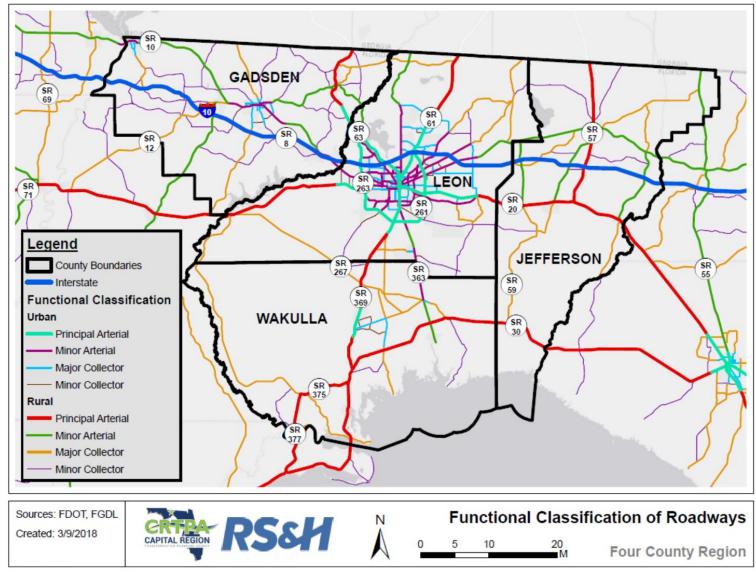




Figure 4. CMP Network: Gadsden County

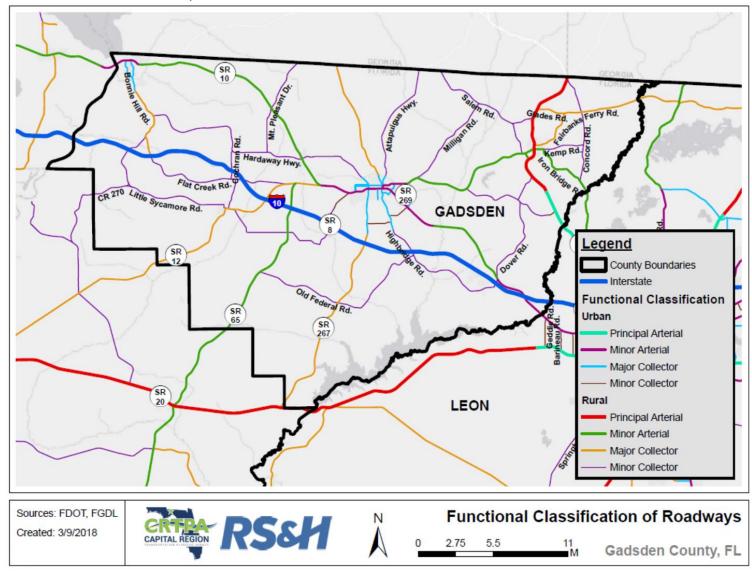




Figure 5. CMP Network: Jefferson County

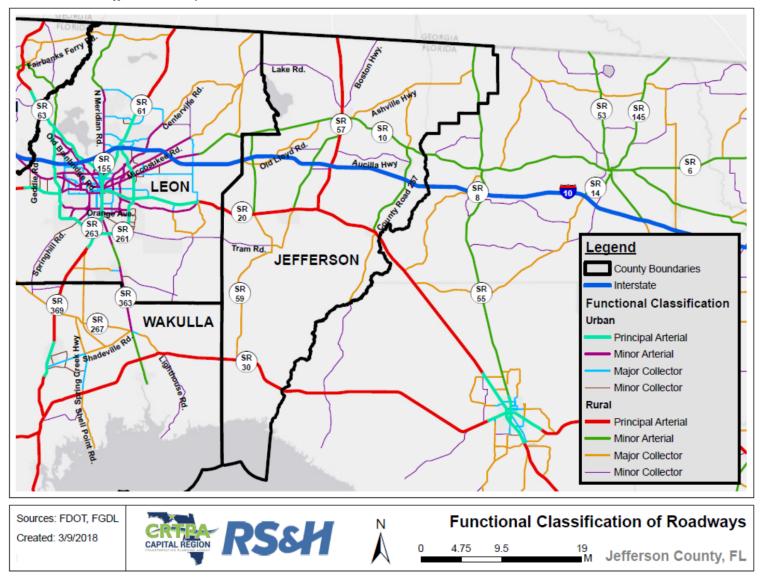




Figure 6. CMP Network: Wakulla County

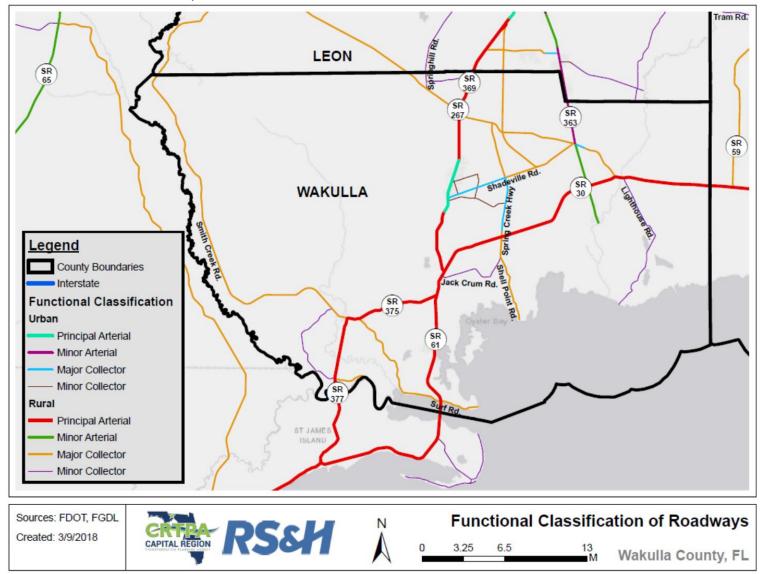




Figure 7. CMP Network: Leon County

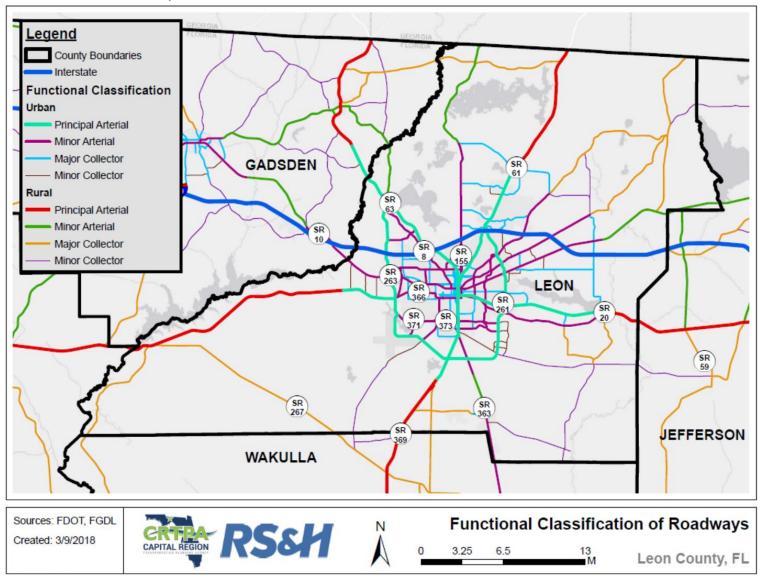
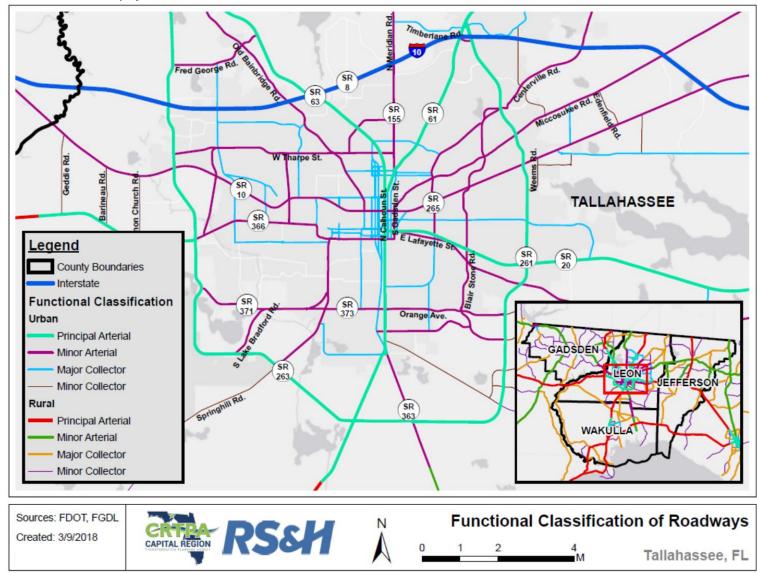




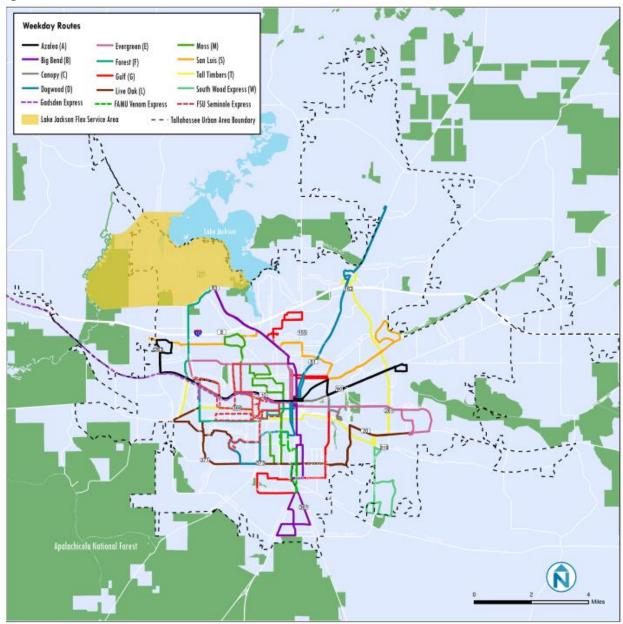
Figure 8. CMP Network: City of Tallahassee





## The StarMetro network is shown in Figure 9.

Figure 9. StarMetro



Source: StarMetro TDP



#### Safety

The analysis of the defined CMP network included an assessment of safety at the regional and individual county scale. Data for the safety assessment was collected from the Florida's Integrated Report Exchange System (FIRES). This database is maintained by the Florida Department of Highway Safety and Motor Vehicles and provides access to all crash reports that are completed by law enforcement agencies statewide.

Crash data was collected and analyzed at several different levels. The first analysis was accomplished at the network segment level; the second analysis was an assessment of intersection crashes; and the third analysis focused on crashes where there were injuries and fatalities.

The data collected covered a three-year period from 2014 to 2017, which was the latest full annual dataset available. The number of crashes were identified and stratified by functional classification and a crash rate of crashes per 100 million vehicle miles of travel was developed. This crash rate allows the normalizing of the data to account for any anomalies, such as a large crash with multiple injuries and/or fatalities.

Crash data specific to intersections located on the CMP network throughout the region were also collected for 2014 to 2017. Similar to the assessment of the segments described above, a crash rate for the intersection data was also developed.

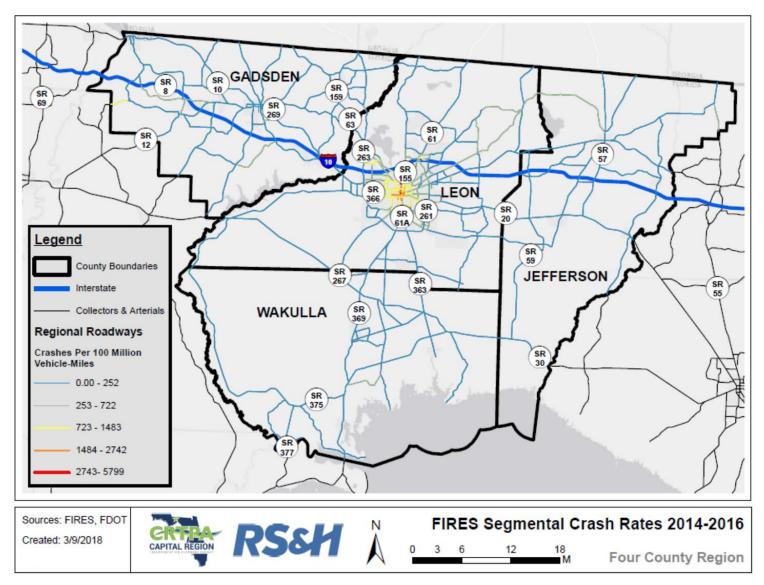
The third analysis of the crash data, focused on the identification of the fatal crashes, was completed. These crashes were identified on the CMP network. In addition to the location and number of fatal crashes, the cause of the crash was also documented.

#### Segmental Crash Analysis

The segmental crash analysis on the regional scale shows the relative concentration of higher crash rates within Leon County and the City of Tallahassee. The crash rates at the regional scale are shown in Figure 10.



Figure 10. CRTPA Region: Segmental Crash Rates





#### Gadsden County

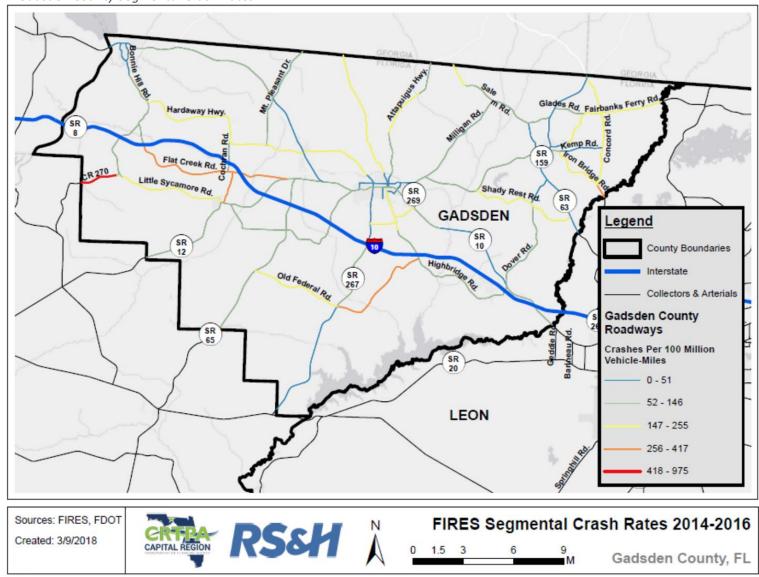
In Gadsden County, there were a total of 936 crashes on the CMP network over the three year analysis period, with a countywide average crash rate of 94.76 crashes per 100 million vehicle miles of travel. Rural Minor Collectors exhibited the highest number of crashes and the highest crash rate. There was a total of 487 injury crashes and 16 fatalities over the analysis period.

Gadsden County Crash Data (2014 - 2016)				
Number of Crashe	Average Crash Rate by Functional Class	Total Injuries	Total Fatalities	
Total Crashes	936	5		
Rural Principal Arterial	31	39.00		
Rural Minor Arterial	142	114.29		
Rural Major Collector	236	106.11		
Rural Minor Collector	359	182.75	487	16
Urban Principal Arterial	18	30.04	487	16
Urban Minor Arterial	110	44.93		
Urban Major Collector	33	70.49		
Urban Minor Collector	7	170.47		
Countywide Average Crash Rate	94.7	6		

The facilities in Gadsden County that exhibited higher crash rates include County Road 270, SR 12, Flat Creek Road, portions of Old Federal Road, and a small segment of Iron Bridge Road. The segmental crash rates for Gadsden County are shown in Figure 11.



Figure 11. Gadsden County Segmental Crash Rates





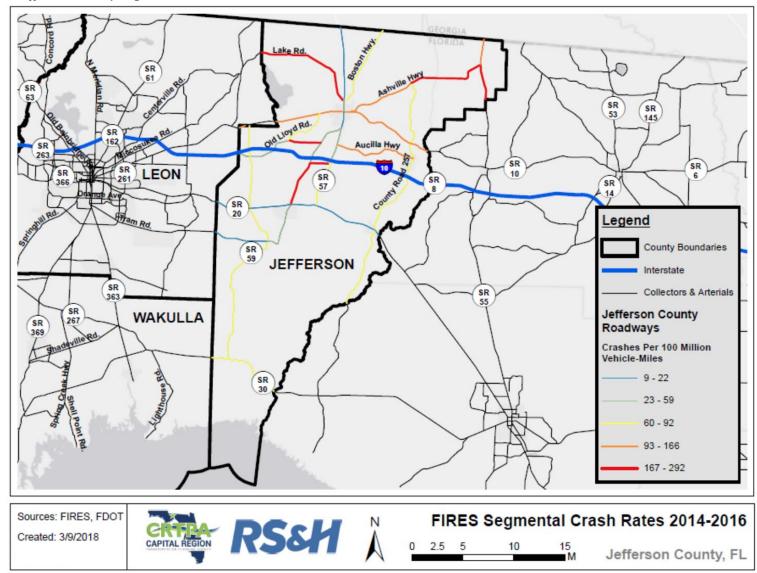
#### Jefferson County

Based on the three-year data set, there were a total of 310 crashes in Jefferson County, with Rural Minor Arterials exhibiting the highest number of crashes. There were a total of 132 injuries and five fatalities in Jefferson County. Lake Road, Ashville Highway, Waukeenah Highway/Nash Road and County Road 158 exhibited the highest crash rates within the County. The data for the county is shown below and is graphically displayed in Figure 12.

Jefferson County Crash Data (2014 - 2016)					
Number of Crashe	Average Crash Rate by Functional Class	Total Injuries	Total Fatalities		
Total Crashes	310				
Rural Principal Arterial	69	36.59			
Rural Minor Arterial	124	139.43			
Rural Major Collector	60	90.94			
Rural Minor Collector	57	132.90	132	5	
Urban Principal Arterial			132	5	
Urban Minor Arterial					
Urban Major Collector					
Urban Minor Collector					
Countywide Average Crash Rate	99.9	9			



Figure 12. Jefferson County Segmental Crash Rates





#### Wakulla County

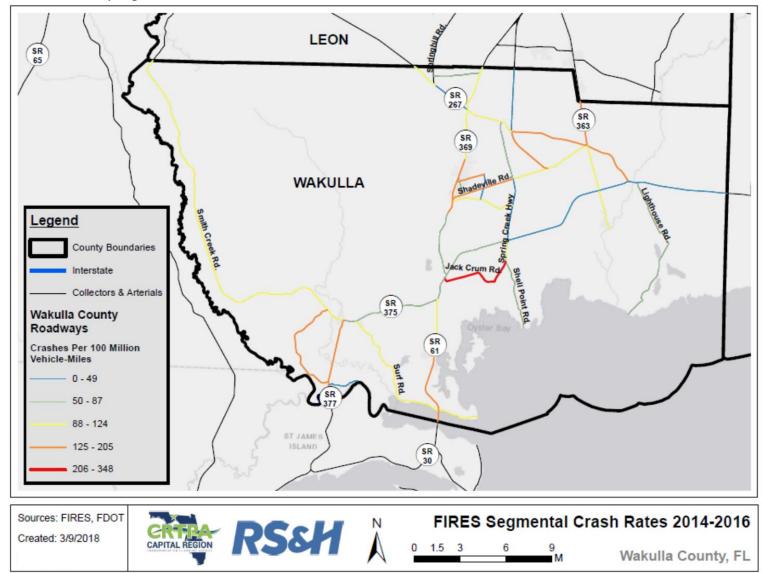
Over the three-year period, Wakulla County experienced 710 crashes on the CMP network. The highest number of crashes occurred on Rural Principal Arterials, with the highest crash rate occurring on Urban Principal Arterials. There were a total of 350 injuries and 12 fatalities, with a countywide average crash rate of 116.40 per 100 million vehicle miles of travel.

Wakulla County Crash Data (2014 - 2016)				
		Average Crash	Total Injuries	Total Fatalities
Number of Crashe	Rate by			
		<b>Functional Class</b>		
Total Crashes	710	)		
Rural Principal Arterial	283	98.32		
Rural Minor Arterial	17	124.31		
Rural Major Collector	139	104.92		
Rural Minor Collector	16	199.78	250	12
Urban Principal Arterial	141	205.89	350	12
Urban Minor Arterial	31	138.03		
Urban Major Collector	48	113.68		
Urban Minor Collector	35	86.41	L	
Countywide Average Crash Rate	116.4	10		

In the segmental crash analysis, the facilities that exhibited the highest crash rates include Jack Crum Road, Woodville Highway, Shadeville Road, SR 267, SR 61 and SR 377. Figure 13 depicts the segmental crash rates for Wakulla County.



Figure 13. Wakulla County Segmental Crash Rates





### Leon County and the City of Tallahassee

Leon County exhibited the highest number of crashes within the CRTPA region, with 19,671 total crashes on the CMP network. Urban Minor Arterials experienced the highest number of crashes and Urban Major Collectors exhibited the highest crash rate. The countywide average crash rate for the period is 519.95, with a total of 5,032 injuries and 49 fatalities.

The majority of the crashes in Leon County occurred within the City of Tallahassee. Facilities exhibiting higher crash rates were concentrated in the downtown/midtown area and include Gadsden and Calhoun Streets, Bronough and Duval Streets, Martin Luther King Boulevard, 8<sup>th</sup> Avenue, Pensacola Street and Gaines Street. Figures 14 and 15 depict the segmental crashes in Leon County and the City of Tallahassee.

Leon County Crash Data (2014 - 2016)				
				Total
Number of Crashe	es	Rate by	Total Injuries	Fatalities
		Functional Class		rataiities
Total Crashes	1967	<sup>-</sup>		
Rural Principal Arterial				
Rural Minor Arterial				
Rural Major Collector				
Rural Minor Collector			5032	40
Urban Principal Arterial	5393	353.16	5032	49
Urban Minor Arterial	8690	516.68		
Urban Major Collector	5351	772.36		
Urban Minor Collector	237	213.81		
Countywide Average Crash Rate	519.9	95		



Figure 14. Leon County Segmental Crash Rates

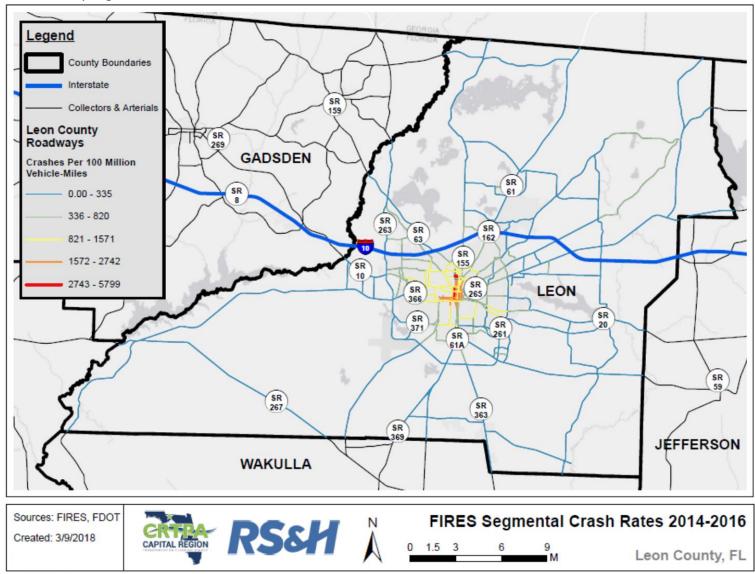
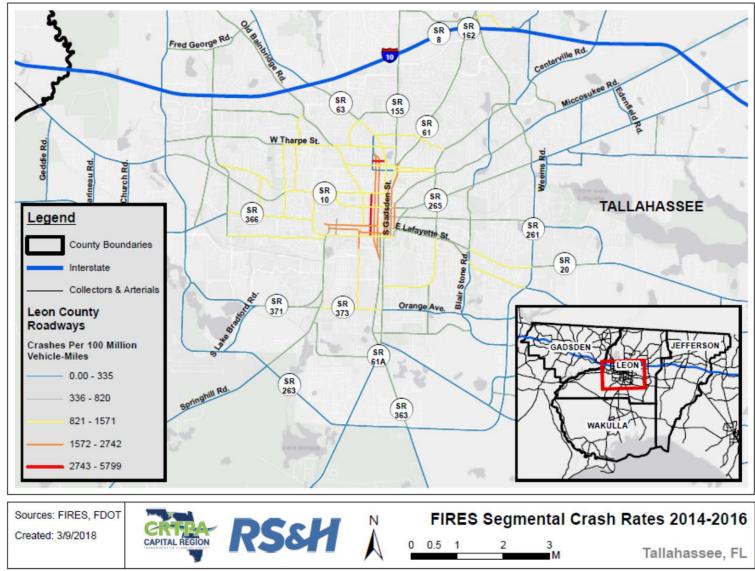




Figure 15. City of Tallahassee Segmental Crash Rates





# Intersection Crash Analysis

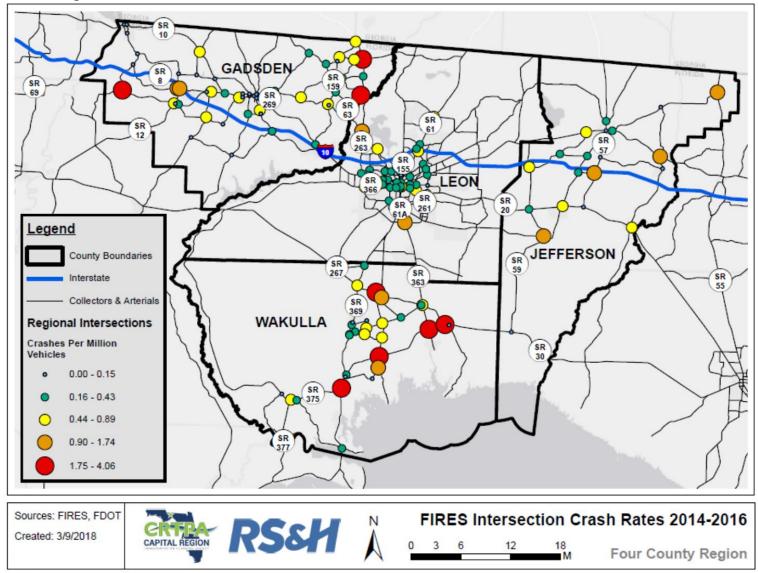
Similar to the segmental crash analysis, the intersection crash analysis was completed on the regional scale and for each individual county. The number of crashes were identified and then a crash rate of crashes per million vehicles was calculated for each intersection.

### CRTPA Region

For the four-county region, the intersection crashes were dispersed throughout the region rather than the concentration of crashes in Leon County and the City of Tallahassee. Figure 16 depicts the intersection crash rates at the regional scale.



Figure 16. CRTPA Region: Intersection Crash Rates





#### Gadsden County

In Gadsden County, the intersection crashes were spread throughout the county. The intersection hotspots include:

- Concord Road/Fairbanks Ferry Road
- Concord Road/Iron Bridge Road,
- Little Sycamore Road/County Road 270, and
- Cochran Road/Flat Creek Road.

Figure 17 depicts the intersection crash rates in Gadsden County.

### Jefferson County

Jefferson County intersection crashes are located throughout the county with the exception of the southernmost area. The higher intersection crash rates were exhibited at:

- Asheville Highway/SR 55,
- Salt Road/SR 10,
- Gamble Road/Tram Road, and
- SR 57/Nash Road.

Figure 18 displays the intersection crash rates in Jefferson County.

#### Wakulla County

Intersection crash rates in Wakulla County were found primarily in the center portion of the county where the most robust road network exists. Intersection hotspots in Wakulla County include:

- Sopchoppy Highway/State Park,
- Coastal Highway/Woodville Highway,
- Coastal Highway/Spring Creek,
- Sopchoppy Highway/Coastal Highway,
- Bloxham Cutoff/Spring Creek and
- Bloxham Cutoff/Wakulla Springs.

Figure 19 displays the intersection crash rates in Wakulla County.



Figure 17. Gadsden County Intersection Crash Rates

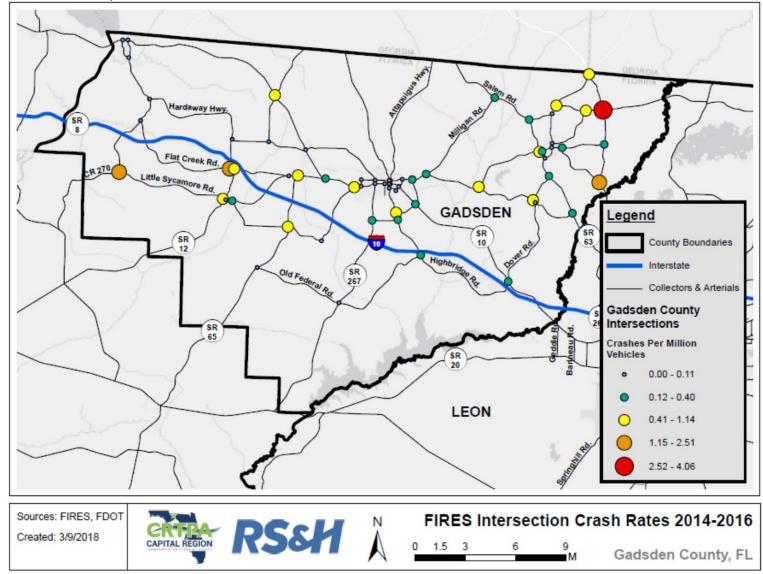




Figure 18. Jefferson County Intersection Crash Rates

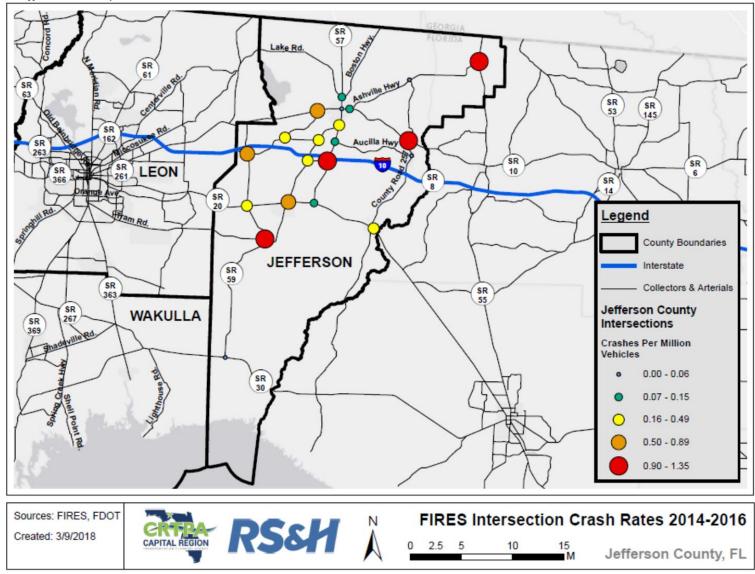
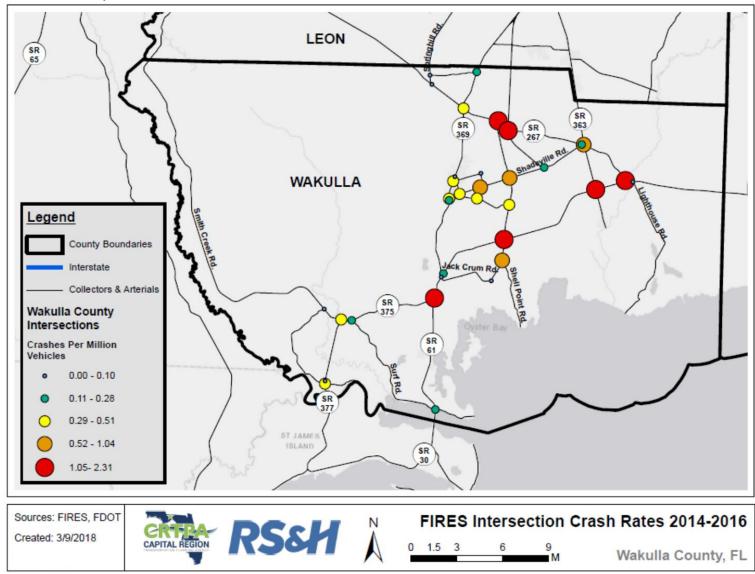




Figure 19. Wakulla County Intersection Rates





### Leon County and City of Tallahassee

Similar to the segmental crash analysis, the intersection crashes are concentrated in the City of Tallahassee, although there are several hotspot intersections outside of the city. These hot spot locations include:

- SR 363/Capital Circle
- North Monroe/Old Bainbridge/Capital Circle

Within the city, the intersection crash locations are spread throughout the area. The intersection that exhibit the highest crash rates include:

- Capital Circle/Blountstown Highway
- North Monroe/Fred George/Crowder Road
- Meridian Road/Bradford Road
- Pensacola Street/White Drive

Figures 20 and 21 display the intersection crash locations in Leon County and the City of Tallahassee.



Figure 20. Leon County Intersection Crash Rates

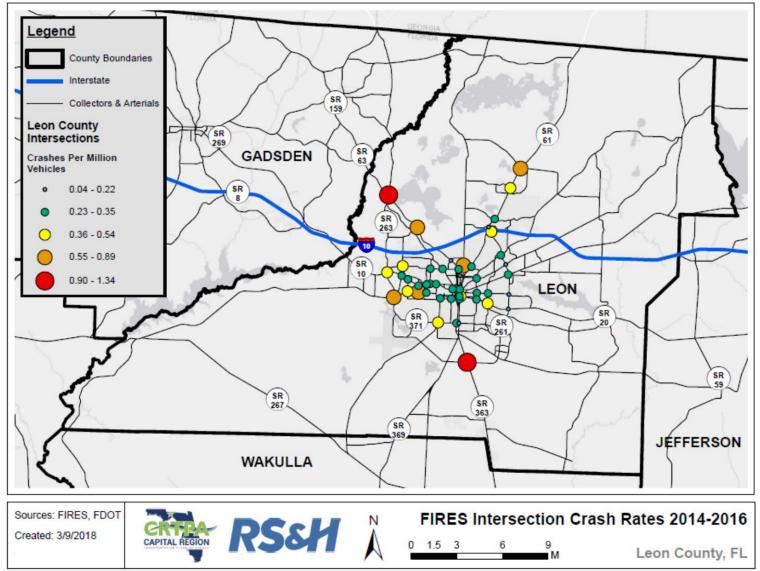
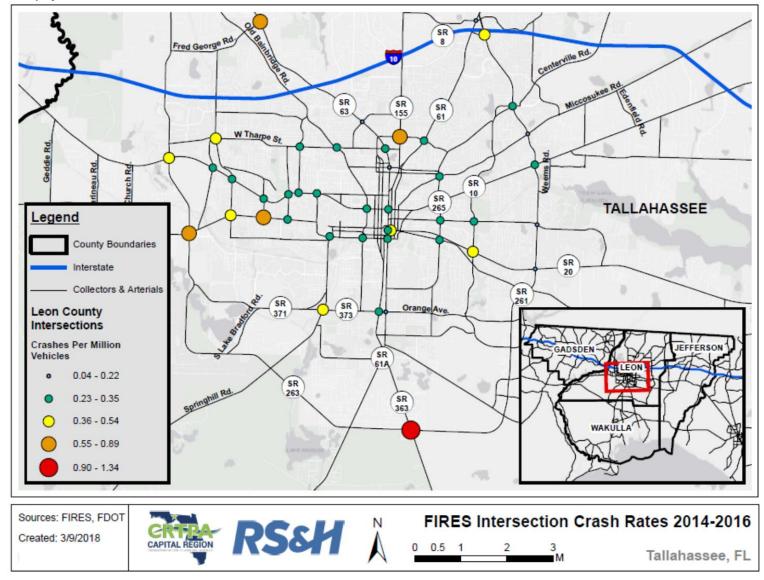




Figure 21. City of Tallahassee Intersection Crash Rates





# Fatalities Analysis

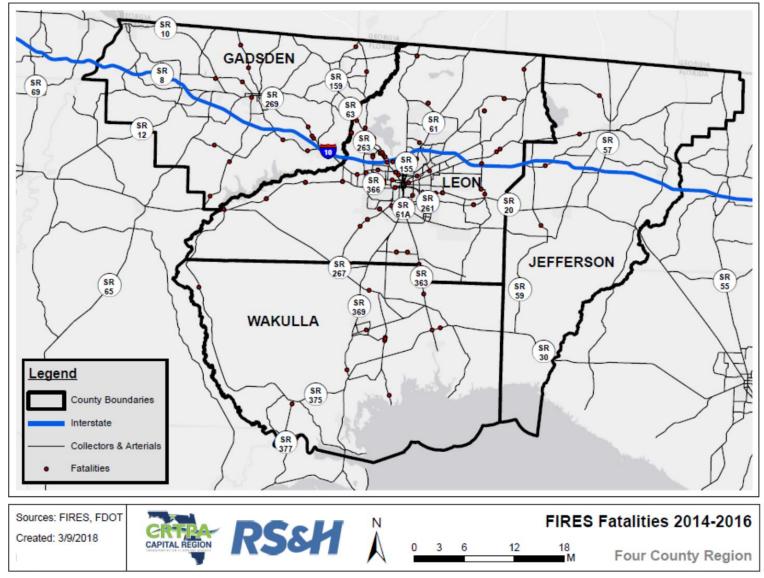
The final assessment in the safety analysis focused on fatal crashes. As with the other crash analyses, the crashes were identified on both the regional and individual county levels. The fatalities documented are the number of fatalities that occurred. In addition, the cause of the crash was also documented.

# CRTPA Region

The fatalities are spread throughout the region and occurred in all counties. Fewer fatalities occurred in Jefferson County with the higher concentrations occurring in Leon County and in the City of Tallahassee. Figure 22 depicts the locations of the fatalities in the region.



Figure 22. CRTPA Region: Fatalities





#### Gadsden County

There were 16 fatalities in Gadsden County and are primarily located in the eastern and middle portion of the county. Multiple fatal crashes occurred on SR 10 west of Leon County, four of which were due to lane departures. Other facilities with multiple crash locations include Highbridge Road and SR 267. Figure 23 depicts the locations of the fatalities.

#### Jefferson County

There were four fatalities that occurred in Jefferson County over the three-year time period. Three fatal crashes occurred on SR 20 near the Jefferson County/Leon County line that were due to lane departure. Others occurred on Lake Road, SR 10 and Old Lloyd Road. Figure 24 depicts the fatalities in Jefferson County.

#### Wakulla County

Fatalities in Wakulla County occurred throughout the county with two locations exhibited a concentration of fatal crashes. There were three fatal crashes on Spring Creek Highway, all of which were angle crashes. Three fatal crashes occurred on Woodville Highway, with each of the crashes occurring at night. Figure 25 displays the fatal crash locations in Wakulla County.

#### Leon County and City of Tallahassee

The fatalities in Leon County are spread throughout the county, with numerous locations in the City of Tallahassee. There were two pedestrian fatalities that occurred at night on Crawfordville Highway at Shelfer Road and two fatal crashes due to lane departure on Springhill Road.

Fatalities within the City of Tallahassee are dispersed throughout, however there are a concentration of fatal crashes along Tennessee Street. Nine fatalities occurred on Tennessee Street during the three-year period, with three involving a motorcycle or scooter, two pedestrian fatalities, one bicyclist, and three fatalities occurring in vehicle to vehicle crashes. Figures 26 and 27 depict the fatal crash locations in Leon County and the City of Tallahassee.



Figure 23. Gadsden County Locations of Fatalities

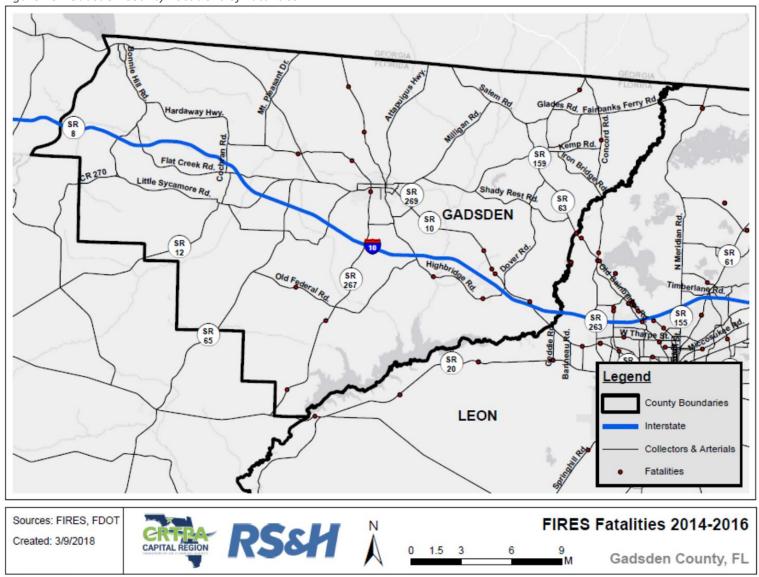




Figure 24. Jefferson County Locations of Fatalities

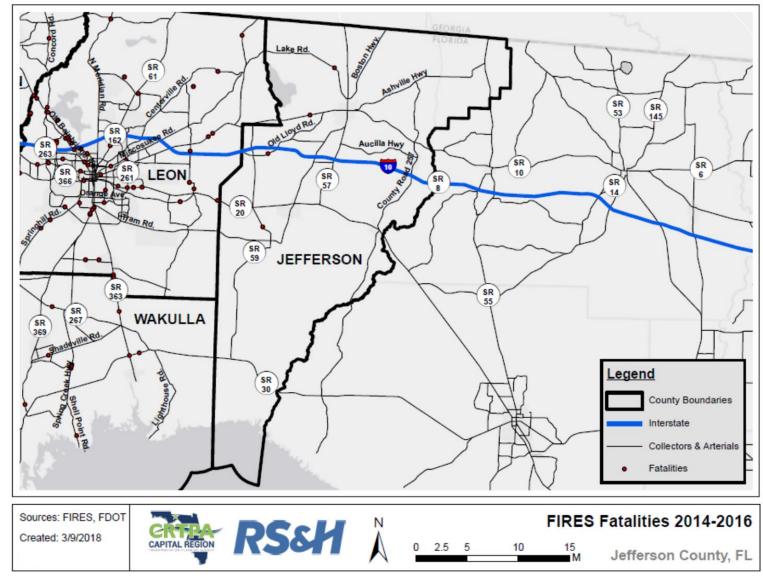




Figure 25. Wakulla County Locations of Fatalities

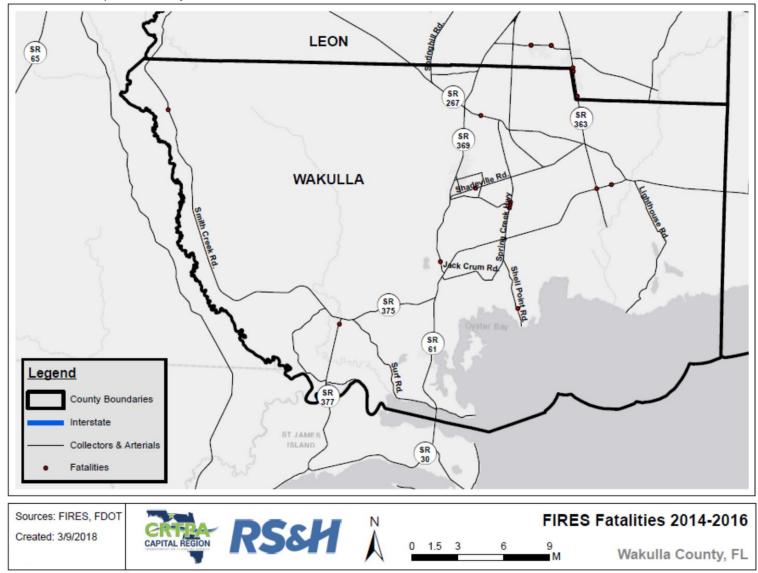




Figure 26. Leon County Locations of Fatalities

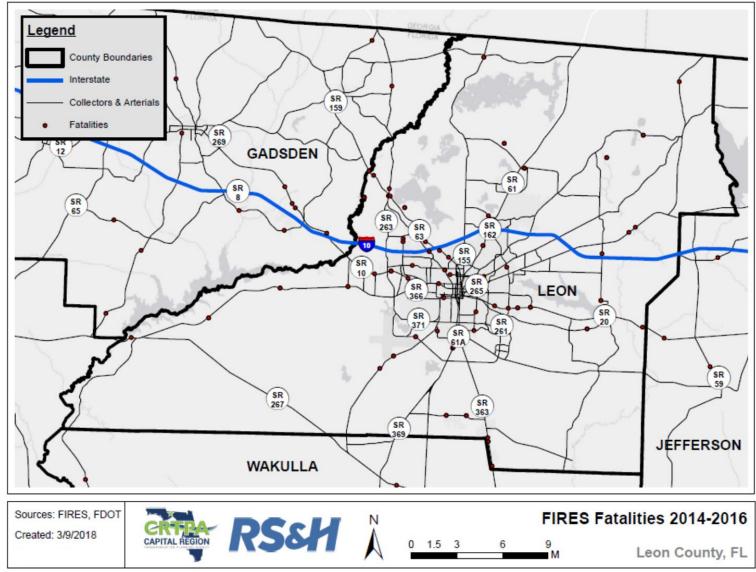
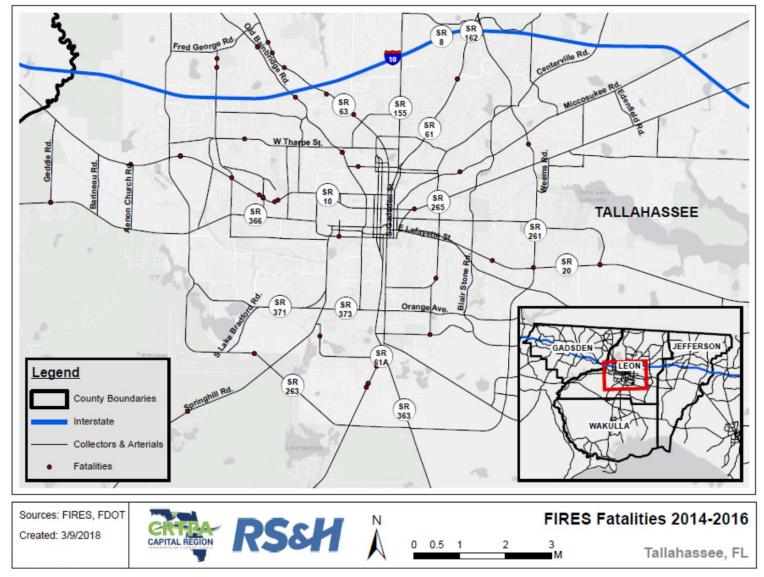




Figure 27. City of Tallahassee Location of Fatalities





### Congestion

To assess the levels of congestion on the CMP network, several different data sources were utilized. The Florida Department of Transportation Office of Transportation Data and Analytics coordinates the collection of traffic data throughout the state for the state highway system. This traffic data is collected from January through December on an annual basis and the raw data is converted into annual statistics, which are then published for use by members of the public. This data was used to calculate the volume to capacity ratio on the CMP network, as well as Level of Service.

The Federal Highway Administration, in coordination with the University of Maryland, provides the National Performance Management Research Data Set (NPMRDS) for use by state, regional and local agencies to assist in the assessment of congestion and travel reliability. The NPMRDS data is collected for facilities on the National Highway System and for the designated connectors to the NHS. The travel data is collected from mobile devices and other GPS technology, and the NPMRDS uses both HERE and INRIX travel time data. The NPMRDS was utilized in the congestion analysis in addition to the FDOT traffic data.

In addition to the two traffic data sources described above, the City of Tallahassee is in the process of deploying travel time forecasting and traffic information technology called BlueTOAD throughout the area. These devices are developed by TafficCast and collect real-time traffic and speed information. At the time of the development of the CMP, the system was not fully on line, but the data was available for several of the facilities within the City of Tallahassee.

#### Volume to Capacity Ratio Analysis

The measures of congestion were determined through the development of the volume to capacity ratio (V/C Ratio) for the network. Using the traffic data collected from the Florida Department of Transportation, the V/C ratio for each of the facilities was calculated using the 2016 dataset. The V/C ratio was developed on the regional scale, as well as for each county and the City of Tallahassee. The full V/C calculations are found in the Appendix.

On a regional level, the facilities with the highest V/C ratio are found primarily in Tallahassee and Leon County. In Jefferson County and Gadsden County, all facilities on the CMP network have a V/C ratio of 0.00 to 0.50, which is uncongested. In Wakulla County, the segment of Crawfordville Road from Leon County to south of Shadeville Road operates at a V/C ratio of 0.51 to 0.75, which is somewhat congested. All other facilities in Wakulla County function at a V/C ratio between 0.00 and 0.50.

In Leon County, the highest V/C ratios are found within the City of Tallahassee. Outside of the City, the following facilities are functioning at a V/C ratio at 0.60 or greater. Table 10 displays the V/C ratios in Leon County.



Table 10. Leon County V/C Ratios

Facility	Functional Classification	V/C Ratio
Bannerman Rd.	Urban Major Collector	0.72
Woodville Highway (Woodville to Tallahassee)	Rural Minor Collector	0.63
Crawfordville Highway (Wakulla Co. to Tallahassee)	Rural Principal Arterial	0.61
Blountstown Highway (Tallahassee to Capital Circle)	Urban Principal Arterial	0.61

As noted, the most congested facilities within the region are found in the City of Tallahassee. The two facilities with the highest V/C ratio are Gaines Street and Betton Road with a V/C ratio of 0.95 and 0.90 respectively. Other facilities exhibiting higher V/C ratios are shown in Table 11.

Table 11. City of Tallahassee V/C Ratios

Facility	Functional Classification	V/C Ratio
Old Bainbridge Road (Tharpe to SR 10)	Urban Minor Arterial	0.86
North Monroe Street (John Knox to I-10)	Urban Principal Arterial	0.83
Orange Avenue (Springhill to Monroe)	Urban Minor Arterial	0.82
Centerville Road (Capital Circle to City Limits)	Urban Minor Arterial	0.80
Timberlane Road	Urban Major Collector	0.69
S. Woodward Avenue	Urban Major Collector	0.68
Capital Circle NW	Urban Principal Arterial	0.63
Thomasville Rd (Killarney Way to Raymond Diehl)	Urban Principal Arterial	0.67
High Road	Urban Major Collector	0.66
Thomasville Rd (7 <sup>th</sup> Ave to Monroe St)	Urban Principal Arterial	0.65
Tharpe St (Capital Circle to Ocala)	Urban Minor Arterial	0.65
SR 10 (Appleyard to Ocala)	Urban Minor Arterial	0.65
N. Monroe St (Tharpe to John Knox)	Urban Principal Arterial	0.64
N. Monroe St (I-10 to Fred George)	Urban Principal Arterial	0.63
Capital Circle SW and Capital Circle NE	Urban Principal Arterial	0.62
Mission Rd (Fred George to Appleyard)	Urban Major Collector	0.61

In Gadsden County and Jefferson County, the facilities included in the CMP network function at a V/C ratio of 0.00 to 0.50. In Wakulla County, Crawfordville Road from Leon County to south of Shadeville Road functions at a V/C ration between 0.51 and 0.75. The remainder of the facilities in Wakulla County function at a V/C ratio of 0.00 to 0.50.

The following maps, shown in Figures 28 through 33, depict the V/C ratio for the CRTPA region, each of the four counties and the City of Tallahassee.



Figure 28. CRTPA Region: V/C Ratio

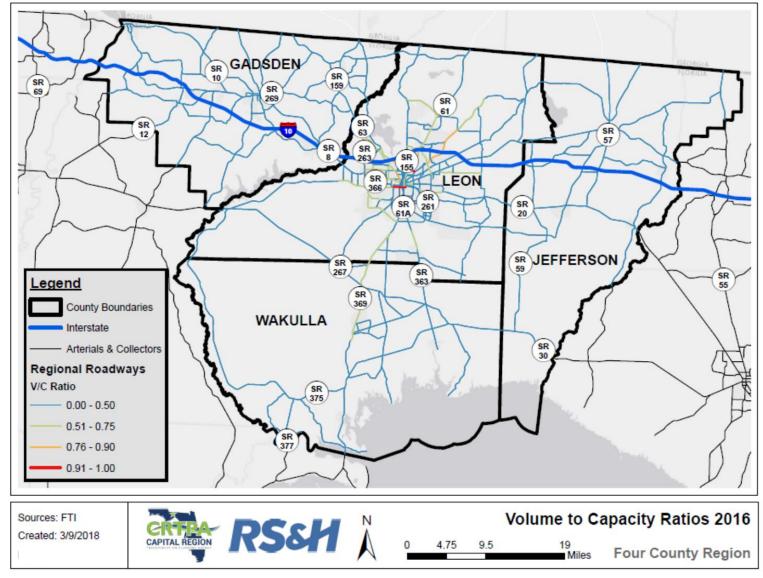




Figure 29. Gadsden County V/C Ratio

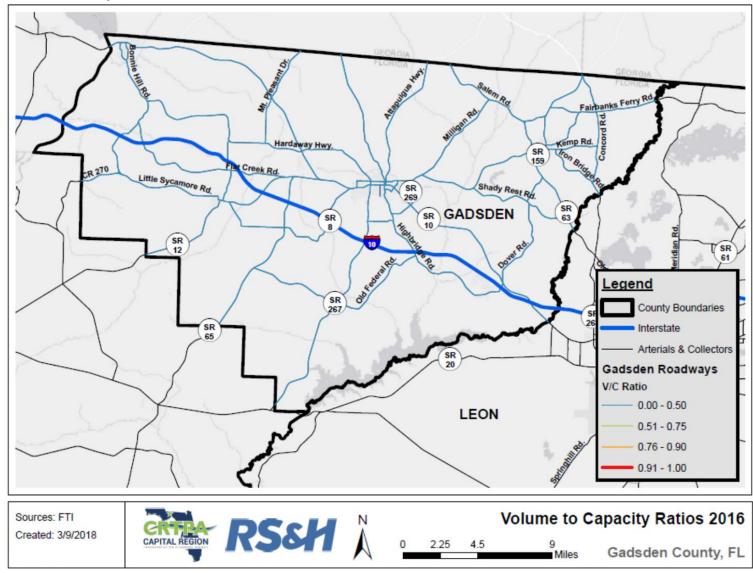




Figure 30. Jefferson County V/C Ratio

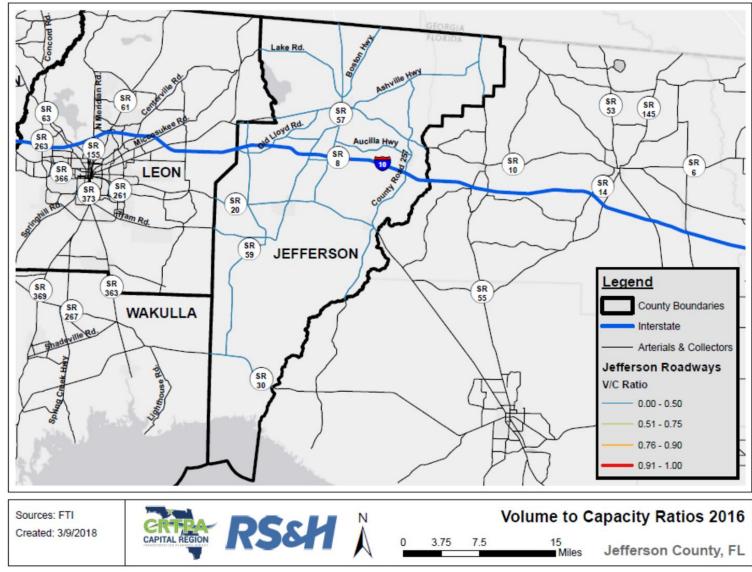




Figure 31. Wakulla County V/C Ratio

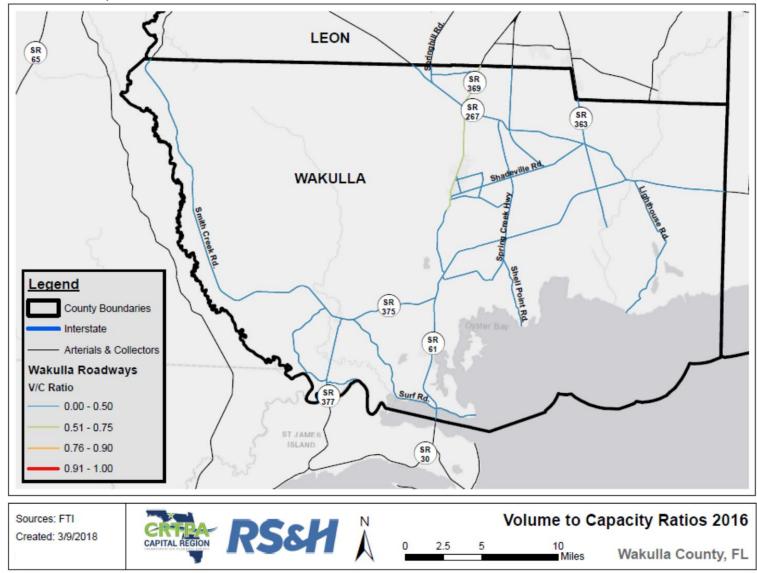




Figure 32. Leon County V/C Ratio

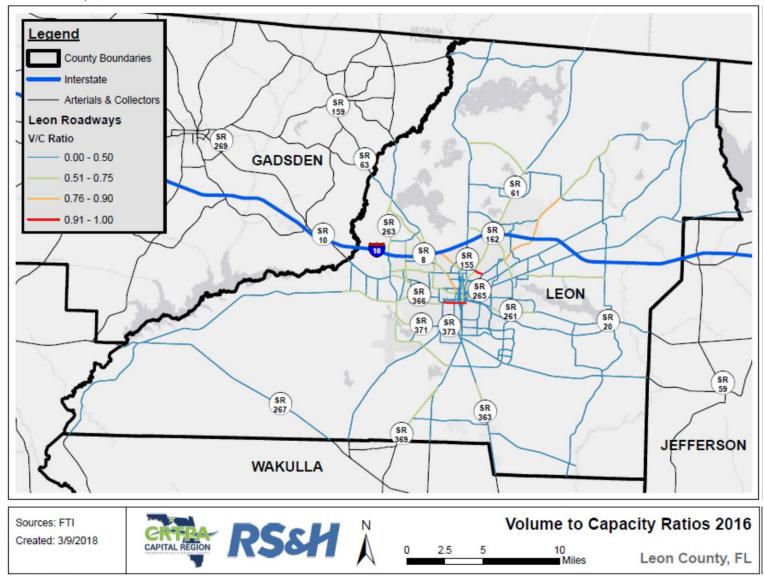
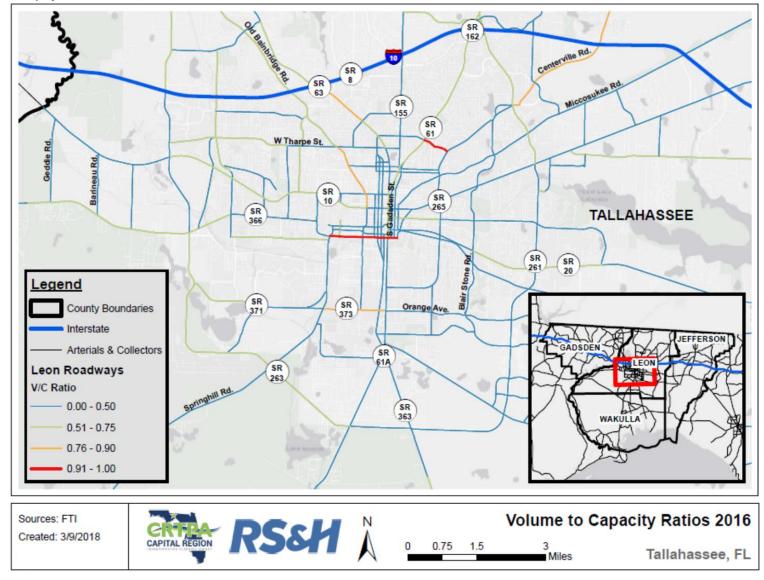




Figure 33. City of Tallahassee V/C Ratio





#### Level of Service Analysis

Level of Service is another measure of the operational functionality of transportation facilities. Although the technical team focused on the V/C ratio as the primary metric, the goals and objectives included maintaining an acceptable Level of Service.

Level of Service is described in letter "grades" from A through F, with A being complete free-flow conditions and F being gridlock or extreme congestion. The determination was made by the technical team in the development of the goals and objectives that maintaining a Level of Service E on the facilities was the minimum acceptable level. Typically, this Level of Service occurs only during peak hours and, unless related to an incident, is found in the City of Tallahassee/Leon County.

The Florida Department of Transportation District 3 office maintains Level of Service tables for each county within the District. These tables, found in the Appendix, support the findings of the volume to capacity analysis.

#### National Performance Management Research Data Set Analysis

The NPMRDS provides a robust set of travel and traffic data for use by state, regional and local transportation agencies in support of performance-based planning activities. The NPMRDS also provides the ability to capture the extensive amounts of data in a variety of planning tools that allow a more indepth analysis of congestion and travel patterns. For this effort, the calculation of buffer time index was used to better understand the levels of congestion and reliability of the network.

### Buffer Time Index

Buffer Time Index is calculated using the 95<sup>th</sup> percentile of travel time to make a trip. This 95<sup>th</sup> percentile represents the near worst-case scenario of travel time from point A to point B. The calculation provides the extra time, or buffer added to the average travel time when planning for a trip. For example, if a typical trip takes 10 minutes, and with congestion, the buffer time index is 0.5 or 50%, the buffer time needed is an additional five minutes, which is calculated by multiplying the time the typical trip takes and the buffer time index. For the typical 10-minute trip with a buffer time index of 0.5, the total trip time needed for on time arrival is 15 minutes. The buffer time increases as congestion and travel reliability worsen and provides the amount of extra time needed for an on-time arrival 95% of the time. The calculation described above is shown in Table 12.

Table 12. Buffer Time Index Calculation

Typical Trip Time	Buffer Time Index	Buffer Time Needed	Total Trip Time Needed 95 % of the Time
10 minutes	0.5 or 50%	5 minutes	15 minutes
		$(10 \times 50\% = 5)$	

The NMPRDS was used to calculate the Buffer Time Index for each county and the top five congested facilities were identified. The data used from the NPMRDS was 2017 data for the morning and afternoon peak hours. The most congested facilities and the buffer time index are shown for the four counties in the region in Tables 13 through 16. The information highlighted in blue depict where the weekend Buffer Time Index is higher than the peak weekday.



Table 13. Gadsden County Buffer Time Index

			Buffe	er Index	
County	Roadway	Eastbound		Westbound	
		AM	PM	AM	PM
	SR 10 (from Leon County to Dover Rd.)	0.23	0.17	0.29	0.18
		Eastb	ound	Wes	tbound
		AM	PM	AM	PM
	SR 10 (from S. Stewart St. to SR 12)	0.39	0.28	0.55	0.25
		Eastb	ound	Wes	tbound
		AM	PM	AM	PM
Gadsden	SR 10 (from Quincy City Limits to S. Steward St.)	0.08	0.09	0.12	0.08 (weekend value: 0.10)
		Northbound		Southbound	
		AM	PM	AM	PM
	US 27 (from Leon Countyline to Tallahassee City Limits)	0.12	0.08	0.06	0.13
		Eastb	ound	Wes	tbound
		AM	PM	AM	PM
	SR 10 (from Jinks Crossing Rd. to Jackson Countyline)	0.14	0.11	0.12	0.11



Table 14. Jefferson County Buffer Time Index

			Buffer	Index	
County	Roadway	Northl	bound	South	oound
		AM	PM	AM	PM
	SR 57 (from Boston Hwy. to SR 20)	0.29 (weekend value: 0.3)	0.43	0.27 (weekend value: 0.29)	0.16
		AM	PM	AM	PM
	CR 259 (from Gamble Rd. to SR 20)	n/a	n/a	n/a	n/a
		Eastb	ound	Westk	ound
		AM	PM	AM	PM
Jefferson	SR 10 (from Leon County line to SR 57)	0.06	0.04	0.06	0.04
		Northbound		Southbound	
		AM	PM	AM	PM
	SR 57 (from E. Washington to CR 259)	0.26	0.1 (weekend value: 0.23)	0.19 (weekend 0.21)	0.11
		Northl	bound	South	oound
		AM	PM	AM	PM
	Gamble Rd. (from Old Lloyd Rd to I- 10)	0.32 (weekend value: 0.37)	0.21	0.35 (weekend value: 0.37)	0.24



Table 15. Leon County Buffer Time Index

			Buffer	r Index	
County	Roadway	Eastbound		Westbound	
		AM	PM	AM	PM
	Gaines St.	2.0	1.18	1.03	1.28
		Eastb	ound	Westk	oound
		AM	PM	AM	PM
	Betton Hills	1.17	0.34	0.83	2.71
		Eastbound		Westbound	
		AM	PM	AM	PM
Leon	Old Bainbridge Rd. (from Tharpe St. to SR 10)	n/a	n/a	n/a	n/a
		Northbound		Southbound	
		AM	PM	AM	PM
	N. Monroe St. (from John Knox to I-10)	0.65	0.33	1.4	0.47
		Northbound		ound Southbound	
		AM	PM	AM	PM
	Orange Ave. (from Springhill Rd. to Monroe St.)	1.4	1.27	1.16	1.58



Table 16. Wakulla County Buffer Time Index

			Buffer	Index	
County	Roadway	Northbound		Southbound	
		AM	PM	AM	PM
	Crawfordville Hwy. (From E. Ivan Rd. to Harvey Mill Rd.)	0.62	0.09 (Weekend: 0.10)	0.2	0.43
		North	bound	South	bound
		AM	PM	AM	PM
	Crawfordville Hwy. (from Leon County line to E. Ivan Rd.)	0.44	0.09	0.17	0.39
		Northbound		Southbound	
		AM	PM	AM	PM
Wakulla	Crawfordville Hwy. (from Harvey Mill Rd. to Coastal Hwy)	0.16	0.06	0.16	0.06
		Eastbound		Westbound	
		AM	PM	AM	PM
	Coastal Hwy. (from Sopchoppy Hwy. to Spring Creek Hwy.)	0.19	0.07	0.25	0.06
		Northbound		Southtbound	
		AM	PM	AM	PM
	Woodville Hwy. (from Leon County Line to Bloxham Cutoff Rd.)	0.23	0.11	0.18	0.06

#### Bottlenecks

Another analysis tool incorporated in the NPMRDS is an analysis of bottlenecks within the transportation system. There are three types of bottlenecks identified by the NPMRDS tool which include:

- Geometric
- Congestion
- Incident-Related (non-recurring congestion)

In using the analysis tool, there were some bottlenecks identified in Gadsden and Jefferson Counties, however all of those identified were associated with the entry/exit ramps at I-10. There were no major bottlenecks identified in Wakulla County.



In Leon County and the City of Tallahassee, there were a number of bottlenecks associated with congestion that were identified. The time of the average daily bottleneck is the length of time the bottleneck exists. These bottlenecks attributed to recurring congestion are shown in Table 17.

Table 17. Bottlenecks

Location	Average Daily Bottleneck
US 90/Mahan Drive at Capital Circle NE	53 minutes
Thomasville Road at N. Monroe Street	28 minutes
Monroe Street at Gaines Street	42 minutes
Monroe Street at Tennessee Street	40 minutes
Tennessee Street at Capital Circle NW	20 minutes
Orange Avenue at Monroe Street (Orange Ave Eastbound)	21 minutes

In addition to the bottlenecks based on recurring congestion, there are bottlenecks identified based on non-recurring congestion, typically associated with an incident or other traffic disruption. An example of non-recurring congestion in 2016 was due to a fatal accident of I-10, resulting in the closure of westbound I-10 between Exits 203 and 209. Traffic was diverted to US 90 to US 319 to I-10. The resulting bottleneck lasted for two hours with the peak queue length of over four miles.



# Chapter 5. Strategies and Implementation

Based on the safety and congestion analysis, a list of projects to address both safety and congestion issues was developed. In addition to the identified projects, a broad range of strategies, policies, and engineering solutions were developed to address the identified need. Projects were stratified based on the need or issue and displayed by county. The categories for the identified projects/strategies included:

Safety: Fatalities

Safety: Intersection and Segment Crashes

Recurring Congestion

Segments

o Bottlenecks

Non-recurring Congestion

Bottleneck example

There were identified projects that were already underway or completed and these are also shown. In addition, there were several studies that were identified as needed to determine the most appropriate approach to address the issues and these studies are also shown. The projects and strategies were presented to the CRTPA Board at their September 2018 meeting and were unanimously approved. Detailed cost estimates were developed for the identified infrastructure improvements and these cost estimates are shown in the Appendix. The identified projects and strategies are shown in the following pages.



### CRTPA CONGESTION MANAGEMENT PROJECTS AND STRATEGIES: CATEGORIZED BY COUNTY

# **SAFETY: FATALITIES**

County	Location	Project/Strategy	Supporting Data
Springhill Rd. near Bice Rd.		Addition of approximately 1 mile of guardrail approximately 3.3 miles south of Capital Circle SW	2 fatalities; 7 other lane departure crashes
LEON	Tennessee St. (Monroe St. to Capital Circle SW)	<ol> <li>Exclusive bicycle/scooter accommodation west of Ocala Street; existing travel lanes remain in the same configuration</li> <li>Bicycle-Pedestrian-Driver Education</li> </ol>	9 fatalities: 3 scooter/motorcycle vs. Vehicle.; 1 bicycle vs. vehicle; 2 pedestrian vs. vehicle
GADSDEN	US 90/SR 10 (West of Leon County Line)	<ol> <li>Addition of rumble striping and increased signage</li> <li>Addition of inside shoulder</li> </ol>	4 fatalities - lane departure
WAKULLA	Spring Creek Highway at MLK Blvd.	Increased signage	3 fatalities - angle crashes

# **SAFETY: INTERSECTION AND SEGMENT CRASHES**

County	Location	Project/Strategy	Supporting Data
	US 98/Coastal Highway at US 319/Sopchoppy Highway	Increase advanced warning signage for each intersection leg	ADT: 9700 vehicles Crash Rate: 2.165 crashes/million
WAKULLA	US 98/Coastal Highway at Bloxham Cutoff Rd.	Addition of "CROSS TRAFFIC DOES NOT STOP" sign for Bloxham Cutoff Rd.     Evaluate horizontal geometry	ADT: 2100 vehicles Crash Rate: 2.174 crashes/million
	US 98/Coastal Highway at Woodville Highway	<ol> <li>New striping and improved pavement markings</li> <li>Illuminate bicycle/multi-use path</li> <li>Evaluate the lighting needs of the intersection</li> </ol>	ADT: 4750 vehicles Crash Rate: 2.307 crashes/million



# **CONGESTION: SEGMENTS**

County	Location	Project/Strategy	Supporting Data
Leon	Old Bainbridge Rd. (Tharpe St. to Macomb/Tennessee St)	Land use coordination; access management	V/C Ratio

# **CONGESTION: BOTTLENECKS - RECURRING CONGESTION**

County	Location	Project/Plan of Action	Supporting Data
	Monroe St. at Gaines St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 42 min
Leon	Monroe St. at Tennessee St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 40 min
	Tennessee St. at Capital Circle NW	Signal timing optimization; access management; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 20 min

# **CONGESTION: BOTTLENECKS - NON-RECURRING CONGESTION EXAMPLE**

County	Location	Example	Strategy
LEON	US 90/Mahan Dr. at Capital Circle NE	Fatal accident on I-10 resulting in closure of I-10 westbound between Exits 203 and 209. Traffic diverted to US 90 to US 319 to I-10. Resulting bottleneck lasted from 3:10 PM until 5:10 PM with peak queue length of 4.3 miles	Continue coordination and integration of traffic information systems during events



# **CONGESTION PROJECTS/STRATEGIES - RECOMMENDED STUDIES**

County	Location	Project/Strategy	Supporting Data
	Calhoun St. (Thomasville Rd. to Tennessee St.)	Evaluate intersection for further need of traffic control devices	Multiple crashes due to speeding
	Betton Rd.	Origin/Destination Study to evaluate additional access point for Betton Hills	V/C Ratio Buffer Time Index: Westbound PM Peak - 2.71
LEON	US 27/N. Monroe St. (John Knox to I-10)	Study feasibility of capacity improvements from Callaway Rd. to John Knox Rd.	V/C Ratio Buffer Time Index: Southbound AM Peak - 1.4
	US 90/Mahan Dr. at Capital Circle NE	Specific study to address intersection congestion; flyover included in 2040 Cost Feasible Plan	Average Daily Bottleneck Duration - 53 min
	Thomasville Rd. at N Monroe St.	Evaluate N Calhoun St. and Thomasville Rd intersection for accessibility issues and queue length problems; signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 28 min



# CONGESTION: PROJECTS OR STUDIES UNDERWAY/COMPLETED TO ADDRESS IDENTIFIED ISSUE

County	Location	Project/Strategy	Supporting Data
	Gaines St.	Southwest Area Study Underway; Orange Avenue PD&E	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0
LEON	Thomasville Rd. (Kerry Forest Pkwy to Capital Circle NE), including Thomasville Rd/Capital Circle Intersection	Thomasville Road/I-10 Interchange Modification Report - included in area of influence	Buffer Time Index: Southbound AM Peak - 1.39 Northbound PM Peak - 1.44
	Orange Ave. (Springhill Rd. to Monroe St.)	Southwest Area Study Underway; Orange Avenue PD&E	Buffer Time Index: Eastbound PM Peak - 1.4 Westbound PM Peak - 1.58
	Orange Ave at Monroe St. (Orange Ave Eastbound)	Addition of right turn lane: Southwest Area Study Underway; Orange Avenue PD&E	Average Daily Bottleneck Duration - 21 min
WAKULLA	Crawfordville Rd. (Ivan Church Rd. to Harvey Mill Rd.)	Right-of-Way acquisition underway	Buffer Time Index: Northbound AM Peak - 0.62



# **Appendices**

- Volume to Capacity Ratios
- Level of Service Tables
- Project Cost Estimates

Roadway or Segment	Fun Class	AADT (veh/day)	T Factor	K Factor	D Factor	FFS	HV Factor	Base Capacity	# of Lanes	PHF Capacity	Volume (veh/hr)	PHF V/C	PHF	Capacity (veh/hr)	v/c
CR 270	Rural Minor Collector	375	0.053	0.09	0.567	55	0.974184	1600	1	1558.695	19.13625	0.012277	0.88	1371.651	0.013951
Flat Creek Rd. from Tolar White Rd. to I-10	Rural Minor Collector	600	0.0533	0.095	0.567	55	0.974042	1600	1	1558.467	32.319	0.020738	0.88	1371.451	0.023566
Flat Creek Rd. from SR 12 to Tolar White Rd.	Rural Minor Collector	800	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	43.092	0.027646	0.88	1371.651	0.031416
Old Federal Rd. from SR 267 to Highbridge Rd.	Rural Minor Collector	350	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	18.85275	0.012095	0.88	1371.651	0.013745
Iron Bridge Rd. from Leon County Line to Concord Rd.	Rural Minor Arterial	4500	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	242.3925	0.15551	0.88	1371.651	0.176716
Tolar White Rd.	Rural Minor Collector	350	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	18.85275	0.012095	0.88	1371.651	0.013745
Strong Rd.	Urban Minor Collector	4400	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	224.532	0.144051	0.9	1402.825	0.160057
SR 267 from N adams St. to Georgia State Line	Rural Major Collector	3438	0.116	0.095	0.557	55	0.94518	1600	1	1512.287	181.9218	0.120296	0.88	1330.813	0.1367
S Adams St.	Urban Major Collector	4167	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	212.642	0.136423	0.9	1402.825	0.151581
Little Sycamore Rd. from CR 270 to Greensboro	Rural Minor Collector	1100	0.06	0.095	0.567	55	0.970874	1600	1	1553.398	59.2515	0.038143	0.88	1366.99	0.043344
Iron Bridge Rd. from Concord Rd. to Kemp Rd.	Rural Minor Arterial	850	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	45.78525	0.029374	0.88	1371.651	0.03338
Old Federal Rd. from SR 65 to SR 267	Rural Minor Collector	1200	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	64.638	0.041469	0.88	1371.651	0.047124
Hardaway Hwy	Rural Minor Collector	1500	0.053	0.095	0.567	40	0.974184	1600	1	1558.695	80.7975	0.051837	0.88	1371.651	0.058905
Solomon Dairy Rd.	Rural Minor Collector	1000	0.058	0.095	0.567	40	0.971817	1600	1	1554.908	53.865	0.034642	0.88	1368.319	0.039366
Shady Rest Rd.	Rural Minor Collector	1700	0.065	0.095	0.567	55	0.968523	1600	1	1549.637	91.5705	0.059092	0.88	1363.68	0.06715
Concord Rd.	Rural Minor Collector	3450	0.053	0.095	0.567	40	0.974184	1600	1	1558.695	185.8343	0.119224	0.88	1371.651	0.135482
Attapuigus Hwy from Woodward Rd. to Porter Mitchell Rd.	Rural Minor Collector	1900	0.077	0.095	0.567	55	0.962927	1600	1	1540.684	102.3435	0.066427	0.88	1355.802	0.075486
Salem Rd. from Dogtown Rd. to Georgia State Line	Rural Minor Collector	1100	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	59.2515	0.038014	0.88	1371.651	0.043197
Joe Adams Rd.	Urban Minor Collector	2500	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	127.575	0.081847	0.9	1402.825	0.090941
Fairbanks Ferry Rd.	Rural Major Collector	2500	0.053	0.095	0.567	35	0.974184	1600	1	1558.695	134.6625	0.086394	0.88	1371.651	0.098175
Mt. Pleasant Rd. from US 90 to Georgia State Line	Rural Minor Collector	550	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	29.62575	0.019007	0.88	1371.651	0.021599
Point Milligan Rd.	Rural Minor Collector	2400	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	129.276	0.082939	0.88	1371.651	0.094248
Flat Creek Rd. from I-10 to Bonnie Hill Rd.	Rural Major Collector	1700	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	91.5705	0.058748	0.88	1371.651	0.066759
Providence Rd.	Rural Minor Collector	1600	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	86.184	0.055292	0.88	1371.651	0.062832
SR 267 from Old Federal Rd. to I-10	Rural Major Collector	4400	0.052	0.095	0.567	55	0.974659	1600	1	1559.454	237.006	0.15198	0.88	1372.32	0.172705
Glades Rd.	Rural Major Collector	1300	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	70.0245	0.044925	0.88	1371.651	0.051051
9th Ave. E	Rural Minor Arterial	1300	0.053	0.095	0.567	35	0.974184	1600	1	1558.695	70.0245	0.044925	0.88	1371.651	0.051051
Salem Rd. from Potter Woodberry Rd. to Dogtown Rd.	Rural Minor Collector	3100	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	166.9815	0.107129	0.88	1371.651	0.121738
Ben Bostick Rd.	Rural Minor Collector	2500	0.053	0.09	0.567	45	0.974184	1600	1	1558.695	127.575	0.081847	0.88	1371.651	0.093008
Attapuigus Hwy From Porter Mitchell Rd. to Georgia State Line	Rural Minor Collector	750	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	40.39875	0.025918	0.88	1371.651	0.029453
Bonnie Hill Rd. from River Rd. to Flat Creek Rd.	Rural Major Collector	2500	0.053	0.095	0.567	50	0.974184	1600	1	1558.695	134.6625	0.086394	0.88	1371.651	0.098175
SR 12 from Liberty County Line to Greensboro	Rural Major Collector	3634	0.11167	0.095	0.567	65	0.947118	1600	1	1515.388	195.7454	0.129172	0.88	1333.542	0.146786
Sawdust Rd.	Rural Minor Collector	1600	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	86.184	0.055292	0.88	1371.651	0.062832
Dover Rd.	Rural Minor Collector	1700	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	91.5705	0.058748	0.88	1371.651	0.066759
Attapuigus Hwy from Quincy City Limits to Woodward Rd.	Rural Minor Collector	2600	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	140.049	0.08985	0.88	1371.651	0.102102
Potter Woodberry Rd.	Rural Minor Collector	1500	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	80.7975	0.051837	0.88	1371.651	0.058905
SR 12 from Greensboro to SR 10	Rural Major Collector	4875	0.08975	0.095	0.567	40	0.957052	1800	1	1722.694	262.5919	0.152431	0.88	1515.971	0.173217
Mt. Pleasant Rd. from Hardaway Hwy to US 90	Rural Minor Collector	400	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	21.546	0.013823	0.88	1371.651	0.015708
SR 65	Rural Minor Arterial	2200	0.115	0.095	0.567	55	0.945626	1600	1	1513.002	118.503	0.078323	0.88	1331.442	0.089003
SR 10 from Mt. Pleasant Dr. to Jinks Crossing Rd.	Rural Minor Arterial	4600	0.109	0.095	0.567	55	0.948317	1600	1	1517.307	247.779	0.163302	0.88	1335.23	0.18557
SR 10 from Quincy City Limits to S Stewart St.	Urban Minor Arterial	14434	0.078	0.09	0.567	35	0.962464	1700		3272.377	736.567	0.225086	0.9	2945.14	0.250096
Cochran Rd.	Rural Minor Collector	700	0.053	0.095	0.567	45	0.974184	1600		1558.695	37.7055		0.88		0.027489
Highbridge Rd.	Rural Minor Collector	5000	0.053	0.09	0.567	50	0.974184	1600		1558.695	255.15		0.88		0.186017
9th Ave. W	Rural Minor Arterial	3700	0.087	0.09	0.567	35	0.958313	1600		1533.301	188.811	0.12314	0.88		1
SR 12 from Point Milligan Rd. to Salem Rd.	Rural Major Collector	4850	0.078	0.09	0.567	50	0.962464	1600		1539.942	247.4955	0.160717	0.88		
SR 10 from Leon County Line to Dover Rd.	Urban Minor Arterial	18350	0.078	0.09	0.567	50	0.962464	2000	2	3849.856	936.4005		0.9	3464.87	0.270256
SR 10 from S Stewart St. to SR 12	Urban Minor Arterial	14900	0.0756	0.0925	0.567	40	0.963577	1800	2	3468.876			0.9	3121.989	
SR 267 from Liberty County Line to Old Federal Rd.	Rural Major Collector	4300	0.052	0.095	0.567		0.974659	1600		1559.454		0.148526	0.88	1372.32	

Roadway or Segment	Fun Class	AADT (veh/day)	T Factor	K Factor	D Factor	FFS	HV Factor	Base Capacity	# of Lanes	PHF Capacity	Volume (veh/hr)	PHF V/C	PHF	Capacity (veh/hr)	V/C
US 27 from Potter Woodberry Rd. to Georgia State Line	Rural Principle Arterial	6580	0.178	0.095	0.6	55	0.918274	2100	2	3856.749	375.06	0.097248	0.88	3393.939	0.110509
SR 10 from SR 12 to Mt. Pleasant Dr.	Rural Minor Arterial	4700	0.087	0.095	0.567	45	0.958313	1600	1	1533.301	253.1655	0.165111	0.88	1349.305	0.187627
SR 10 from Dover Rd. to Quincy City Limits	Rural Minor Arterial	12500	0.054	0.09	0.567	60	0.97371	2200	2	4284.323	637.875	0.148886	0.88	3770.204	0.169188
SR 267 from I-10 to 14th St.	Urban Major Collector	10477	0.057	0.09	0.529	40	0.97229	1800	2	3500.243	498.81	0.142507	0.9	3150.219	0.158341
Salem Rd. from SR 12 to Potter Woodberry Rd.	Rural Minor Collector	2700	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	145.4355	0.093306	0.88	1371.651	0.10603
US 27 from Tallahassee City Limits to Potter Woodberry Rd.	Rural Principle Arterial	11550	0.147	0.09	0.567	45	0.931532	1900	2	3539.823	589.3965	0.166505	0.88	3115.044	0.18921
N Madison St.	Urban Major Collector	4450	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	227.0835	0.145688	0.9	1402.825	0.161876
US 27 from Leon County Line to Tallahassee City Limits	Urban Principle Arterial	17100	0.097	0.09	0.567	55	0.953743	2100	2	4005.722	872.613	0.217842	0.9	3605.15	0.242046
Kemp Rd.	Rural Minor Collector	1300	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	70.0245	0.044925	0.88	1371.651	0.051051
Main St.	Urban Major Collector	3600	0.043	0.09	0.567	35	0.978953	1600	1	1566.324	183.708	0.117286	0.9	1409.692	0.130318
E King St.	Urban Minor Arterial	5900	0.078	0.09	0.567	35	0.962464	1600	1	1539.942	301.077	0.195512	0.9	1385.948	0.217235
N Adams St.	Urban Major Collector	5100	0.101	0.09	0.567	35	0.951928	1600	1	1523.084	260.253	0.170872	0.9	1370.776	0.189858
SR 10 from Jinks Crossing Rd. to Jackson County Line	Urban Minor Arterial	6967	0.07967	0.095	0.567	40	0.961691	1800	1	1731.044	375.2775	0.216793	0.9	1557.939	0.240881
S Stewart St.	Urban Major Collector	1850	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	94.4055	0.060567	0.9	1402.825	0.067297
Ralph Strong Rd.	Urban Major Collector	1750	0.086	0.09	0.567	45	0.958773	1600	1	1534.036	89.3025	0.058214	0.9	1380.633	0.064682
Lillian Springs Rd.	Urban Major Collector	700	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	35.721	0.022917	0.9	1402.825	0.025464
E G F & A Dr. from S Adams St. to Shadow St.	Urban Major Collector	1150	0.042	0.09	0.567	35	0.979432	1600	1	1567.091	58.6845	0.037448	0.9	1410.382	0.041609
Shadow St.	Urban Major Collector	600	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	30.618	0.019643	0.9	1402.825	0.021826
Sargent St.	Urban Major Collector	600	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	30.618	0.019643	0.9	1402.825	0.021826
Camellia Dr.	Urban Major Collector	600	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	30.618	0.019643	0.9	1402.825	0.021826
Camellia Ave.	Urban Major Collector	600	0.053	0.09	0.567	35	0.974184	1600	1	1558.695	30.618	0.019643	0.9	1402.825	0.021826
W King St.	Urban Major Collector	3300	0.043	0.09	0.567	35	0.978953	1600	1	1566.324	168.399	0.107512	0.9	1409.692	0.119458
5th Ave. E	Rural Major Collector	1900	0.053	0.095	0.567	35	0.974184	1600	1	1558.695	102.3435	0.06566	0.88	1371.651	0.074613
SR 159 from US 27 to 9th Ave. W	Rural Minor Arterial	2600	0.069	0.09	0.567	45	0.966651	1600	1	1546.641	132.678	0.085785	0.88	1361.044	0.097483
Scotland Rd.	Rural Minor Collector	2500	0.053	0.095	0.567	45	0.974184	1600	1	1558.695	134.6625	0.086394	0.88	1371.651	0.098175
Morgan Ave.	Urban Major Collector	750	0.053	0.09	0.567	25	0.974184	1600	1	1558.695	38.2725	0.024554	0.9	1402.825	0.027282
14th St.	Urban Major Collector	2300	0.046	0.09	0.567	35	0.977517	1600	1	1564.027	117.369	0.075043	0.9	1407.625	0.083381
Little Sycamore Rd. from Flat Creek to CR 270	Rural Minor Collector	700	0.053	0.095	0.567	55	0.974184	1600	1	1558.695	37.7055	0.02419	0.9	1402.825	0.026878

Roadway or Segment	Fun Class	AADT (veh/day)	T Factor	K Factor	D Factor	FFS	HV Factor	Base Capacity	# of Lanes	PHF Capacity	Volume (veh/hr)	PHF V/C	PHF	Capacity (veh/hr)	V/C
SR 57 from Boston Hwy to E Washington	Rural Principal Arterial	5400	0.183	0.095	0.575	35	0.91617	1600	1	1465.873	294.975	0.201228	0.88	1289.968	0.209499
CR 259 from Gamble Rd. to SR 20	Rural Major Collector	1500	0.156	0.095	0.575	55	0.927644	1600	1	1484.23	81.9375	0.055205	0.88	1306.122	0.190101
SR 10 from Leon County Line to SR 57	Rural Minor Arterial	4150	0.0755	0.095	0.575	35	0.963623	1600	1	1541.797	226.6938	0.147032	0.88	1356.781	0.161004
SR 57 from E Washington to CR 259	Rural Principal Arterial	10300	0.183	0.095	0.575	55	0.91617	2100	2	3847.916	562.6375	0.146219	0.88	3386.166	0.152229
Gamble Rd. from Old Lloyd Rd. to I-10	Rural Minor Arterial	3600	0.098	0.095	0.575	45	0.953289	1600	1	1525.262	196.65	0.128929	0.88	1342.231	0.139666
Old Lloyd Rd. from Leon County Line to Rabon Rd.	Rural Minor Collector	3000	0.156	0.095	0.575	55	0.927644	1600	1	1484.23	163.875	0.110411	0.88	1306.122	0.116388
SR 57 from CR 259 to I-10	Rural Principal Arterial	5800	0.176	0.095	0.575	45	0.919118	1900	2	3492.647	316.825	0.090712	0.88	3073.529	0.094744
SR 20 from Leon County Line to Gamble Rd.	Rural Principal Arterial	5400	0.072	0.095	0.575	45	0.965251	1900	2	3667.954	294.975	0.08042	0.88	3227.799	0.08821
SR 10 from SR 57 to Madison County Line	Rural Minor Arterial	2215	0.124	0.095	0.575	40	0.94162	1600	1	1506.591	120.9944	0.08031	0.88	1325.8	0.085934
CR 259 from Nash Rd. to SR 57	Rural Minor Arterial	2200	0.156	0.095	0.575	45	0.927644	1600	1	1484.23	120.175	0.080968	0.88	1306.122	0.085352
SR 20 from SR 57 to Madison County Line	Rural Principal Arterial	5589	0.137	0.095	0.576	55	0.935891	2100	2	3930.744	305.8301	0.077805	0.88	3459.055	0.082746
SR 20 from Gamble Rd. to Waukeenah Hwy (CR 259)	Rural Principal Arterial	4900	0.119	0.095	0.575	45	0.943841	1900	2	3586.597	267.6625	0.074629	0.88	3156.206	0.080043
Ashville Hwy from Monticello Hwy to N Salt Rd.	Rural Major Collector	1900	0.156	0.095	0.575	30	0.927644	1600	1	1484.23	103.7875	0.069927	0.88	1306.122	0.073713
US-98	Rural Principal Arterial	1800	0.36	0.095	0.575	65	0.847458	1600	1	1355.932	98.325	0.072515	0.88	1193.22	0.069833
Boston Hwy	Rural Minor Collector	1800	0.156	0.095	0.575	55	0.927644	1600	1	1484.23	98.325	0.066246	0.88	1306.122	0.069833
SR 20 from CR 259 to SR 57	Rural Principal Arterial	4200	0.137	0.095	0.575	45	0.935891	1900	2	3556.387	229.425	0.064511	0.88	3129.621	0.068608
SR 57 from I-10 to SR 20	Rural Principal Arterial	4400	0.213	0.095	0.575	55	0.903751	2100	2	3795.752	240.35	0.063321	0.88	3340.262	0.06503
CR 259 from SR 20 to Nash Rd.	Rural Minor Arterial	1600	0.156	0.095	0.575	55	0.927644	1600	1	1484.23	87.4	0.058886	0.88	1306.122	0.062074
SR 57 from Georgia State Line to Boston Hwy	Rural Principal Arterial	4100	0.159	0.095	0.575	55	0.926355	2100	2	3890.69	223.9625	0.057564	0.88	3423.807	0.060596
Gamble Rd. from I-10 to Leon County Line	Rural Minor Arterial	1500	0.127	0.095	0.575	35	0.940291	1600	1	1504.466	81.9375	0.054463	0.88	1323.93	0.058194
Gamble Rd. from Tram Rd. to SR 20	Rural Major Collector	1450	0.244	0.095	0.575	55	0.891266	1600	1	1426.025	79.20625	0.055543	0.88	1254.902	0.056254
Gamble Rd. from SR 20 to Old Lloyd Rd.	Rural Minor Arterial	1416	0.155	0.095	0.575	35	0.928074	1600	1	1484.919	77.349	0.05209	0.88	1306.729	0.054935
Old Lloyd Rd. from Rabon Rd. to Sr 10/US 90	Rural Minor Collector	1400	0.156	0.095	0.575	55	0.927644	1600	1	1484.23	76.475	0.051525	0.88	1306.122	0.054315
US 221/SR 55 from Georgia State Line to Ashville Hwy	Rural Minor Arterial	1100	0.327	0.095	0.575	65	0.859476	1600	1	1375.161	60.0875	0.043695	0.88	1210.142	0.042676
CR 259 from Leon County Line to Gamble Rd.	Rural Minor Collector	950	0.128	0.095	0.575	35	0.93985	1600	1	1503.759	51.89375	0.034509	0.88	1323.308	0.036856
Gamble Rd. from SR 30 to Tram Rd.	Rural Major Collector	900	0.363	0.095	0.575	35	0.846382	1600	1	1354.211	49.1625	0.036303	0.88	1191.705	0.034917
US 221/SR 55 from Ashville Hwy to Madison County Line	Rural Minor Arterial	800	0.327	0.095	0.575	65	0.859476	1600	1	1375.161	43.7	0.031778	0.88	1210.142	0.031037
Ashville Hwy from N Salt Rd. to US 221/SR55	Rural Major Collector	800	0.172	0.095	0.575	30	0.92081	1600	1	1473.297	43.7	0.029661	0.88	1296.501	0.031037
Rabon Rd.	Rural Minor Collector	800	0.156	0.095	0.575	55	0.927644	1600	1	1484.23	43.7	0.029443	0.88	1306.122	0.031037
CR 257 from I-10 to SR 10	Rural Minor Arterial	800	0.135	0.095	0.575	35	0.936768	1600	1	1498.829	43.7	0.029156	0.88	1318.97	0.031037
Aucilla Hwy	Rural Minor Collector	700	0.156	0.095	0.575	55	0.927644	1600	1	1484.23	38.2375	0.025763	0.88	1306.122	0.027157
Nash Rd.	Rural Minor Collector	650	0.156	0.095	0.575	55	0.927644	1600	1	1484.23	35.50625	0.023922	0.88	1306.122	0.025218
CR 257 from SR 20 to I-10	Rural Minor Arterial	600	0.156	0.095	0.575	45	0.927644	1600	1	1484.23	32.775	0.022082	0.88	1306.122	0.023278
CR 257 from SR 10 to Ashville Hwy	Rural Major Collector	600	0.119	0.095	0.575	55	0.943841	1600	1	1510.146	32.775	0.021703	0.88	1328.929	0.023278
CR 257 from Madison County Line To SR 20	Rural Major Collector	500	0.156	0.095	0.575	35	0.927644	1600	1	1484.23	27.3125	0.018402	0.88	1306.122	0.019398
Lake Rd.	Rural Minor Collector	300	0.156	0.095	0.575	30	0.927644	1600	1	1484.23	16.3875	0.011041	0.88	1306.122	0.011639

Springhill Rd. from Wakulla County Line to Tallahassee City Limits  Rural Minor Colle.  Bloxham Cutoff Rd.  Rural Major Colle.  Smith Creek Rd.  Crawfordville Hwy from Wakulla County Line to Tallahassee City Limits  Rural Principal Art  Wakulla Springs Rd.  Rural Major Colle.  Oak Ridge Rd.  Rural Minor Arter  Natural Bridge Rd.  Rural Minor Colle.  Rural Minor Colle.  Old Plank Rd.  Rural Minor Colle.  Tram Rd. from Tallahasse City Limits to Jefferson County Line  Rural Minor Colle.  WW Kelly Rd. from Tram Rd. to SR 20  Rural Major Colle.  Williams Rd. from Tram Rd. to Old St. Augustine  Old Bainbridge Rd. from N Monroe to Gadsden County Line  Rural Minor Arter  N. Meridian from Bannerman Rd. to Georgia State Line  Rural Minor Arter  Fairbanks Ferry Rd.  Rural Major Colle.  County Road 12  Thomasville Rd. from Bannerman Rd. to Georgia State Line  Rural Major Colle.	ctor         1550           ctor         650           terial         14100           ctor         7400           ctor         2325           ial         14500           ctor         2200           ctor         1200           ctor         4100           ctor         2700           ctor         1750           iial         7300           cial         8700           ctor         2500           ctor         800	0.192 0.108 0.033 0.032 0.067 0.065 0.041 0.084 0.035 0.084 0.054 0.054	0.095 0.09 0.0925 0.09 0.095 0.095 0.095	0.6 0.665 0.722 0.665 0.722 0.665 0.722 0.722 0.665 0.722	60 55 50 55 35 50 35 55 55	0.966184 0.912409 0.948767 0.983768 0.984252 0.967586 0.968523 0.979912 0.959693 0.959693	Capacity       1600       1600       1600       1600       1600       1600       1600       1600       1600	1 1 1 1 1 1 1 1 1 1	1545.894   1545.894   1518.027   1574.803   1548.137   1567.859   1535.509   1572.482	92.7675 44.5835 843.885 442.89 155.2751 867.825 131.67 82.308	0.029369 0.536131 0.281235 0.100298 0.560018 0.083981 0.053603	0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88	1385.827 1362.361 1363.68	0.12989 0.072211 0.033374 0.609239 0.319585 0.113975 0.636384 0.095433 0.060913 0.203225
Bloxham Cutoff Rd.  Rural Major Collet Smith Creek Rd.  Rural Major Collet Crawfordville Hwy from Wakulla County Line to Tallahassee City Limits Rural Principal Art Wakulla Springs Rd.  Rural Major Collet Oak Ridge Rd.  Rural Major Collet Woodville Hwy from Woodville City Limits to Tallahassee City Limits Rural Minor Arter Natural Bridge Rd.  Rural Minor Collet Old Plank Rd.  Rural Minor Collet Tram Rd. from Tallahasse City Limits to Jefferson County Line Rural Minor Collet WW Kelly Rd. from Tram Rd. to SR 20  Rural Major Collet Williams Rd. from Tram Rd. to Old St. Augustine Rural Major Collet Rural Minor Arter N. Meridian from Bannerman Rd. to Georgia State Line Rural Major Collet County Road 12 Rural Major Collet Roccasin Gap Rd. Rural Major Collet Roberts Rd. Rural Minor Collet	ctor         1550           ctor         650           terial         14100           ctor         7400           ctor         2325           ial         14500           ctor         2200           ctor         1200           ctor         4100           ctor         2700           ctor         1750           ial         7300           ial         8700           ctor         2500           ctor         800	0.192 0.108 0.033 0.032 0.067 0.065 0.041 0.084 0.035 0.084 0.054 0.054	0.09 0.095 0.09 0.0925 0.09 0.095 0.095 0.095	0.665 0.722 0.665 0.722 0.665 0.665 0.722 0.722 0.665	60 55 50 55 35 50 35 55 55	0.912409 0.948767 0.983768 0.984252 0.967586 0.968523 0.979912 0.959693 0.982801	1600 1600 1600 1600 1600 1600 1600	1 1 1 1 1 1 1 1 1	1459.854 1518.027 1574.029 1574.803 1548.137 1549.637 1567.859 1535.509	92.7675 44.5835 843.885 442.89 155.2751 867.825 131.67 82.308	0.063546 0.029369 0.536131 0.281235 0.100298 0.560018 0.083981 0.053603	0.88 0.88 0.88 0.88 0.88 0.88 0.88	1284.672 1335.863 1385.145 1385.827 1362.361 1363.68 1379.716 1351.248	0.072211 0.033374 0.609239 0.319585 0.113975 0.636384 0.095433 0.060913
Smith Creek Rd. Crawfordville Hwy from Wakulla County Line to Tallahassee City Limits Rural Principal Art Wakulla Springs Rd. Rural Major Collet Rural Minor Arter Rural Bridge Rd. Rural Minor Collet Rural Major Collet Rural Minor Arter N. Meridian from Bannerman Rd. to Georgia State Line Rural Major Collet Rural Major Collet Rural Major Collet County Road 12 Rural Major Collet County Road 12 Rural Major Collet Roberts Rd. Rural Major Collet Roberts Rd. Rural Major Collet Rural Minor Collet Roberts Rd. Rural Minor Collet	ctor         650           terial         14100           ctor         7400           ctor         2325           ial         14500           ctor         2200           ctor         1200           ctor         2700           ctor         1750           ial         7300           ial         8700           ctor         2500           ctor         800	0.108 0.033 0.032 0.067 0.065 0.041 0.084 0.035 0.084 0.054 0.035 0.035	0.095 0.09 0.0925 0.09 0.095 0.095 0.095	0.722 0.665 0.665 0.722 0.665 0.722 0.722 0.665	55 50 55 35 50 35 50 55 55	0.948767 0.983768 0.984252 0.967586 0.968523 0.979912 0.959693 0.982801	1600 1600 1600 1600 1600 1600	1 1 1 1 1 1 1 1	1518.027 1574.029 1574.803 1548.137 1549.637 1567.859 1535.509	44.5835 843.885 442.89 155.2751 867.825 131.67 82.308	0.029369 0.536131 0.281235 0.100298 0.560018 0.083981 0.053603	0.88 0.88 0.88 0.88 0.88 0.88	1335.863 1385.145 1385.827 1362.361 1363.68 1379.716 1351.248	0.033374 0.609239 0.319585 0.113975 0.636384 0.095433 0.060913
Crawfordville Hwy from Wakulla County Line to Tallahassee City Limits  Rural Principal Art Wakulla Springs Rd.  Oak Ridge Rd.  Woodville Hwy from Woodville City Limits to Tallahassee City Limits Rural Major Collect Rural Minor Arter Ratural Bridge Rd.  Old Plank Rd.  Rural Minor Collect Rural Major Collect WW Kelly Rd. from Tram Rd. to SR 20  Rural Major Collect Rural Major Collect Rural Major Collect Rural Minor Arter Rural Major Collect Rural Major Collect County Road 12  Rural Major Collect County Road 12  Rural Major Collect Roberts Rd.  Rural Minor Collect Rural Minor Collect Roberts Rd.  Rural Minor Collect Rur	terial 14100 ctor 7400 ctor 2325 ial 14500 ctor 2200 ctor 1200 ctor 4100 ctor 2700 ctor 1750 ial 7300 ial 8700 ctor 2500 ctor 800	0.033 0.032 0.067 0.065 0.041 0.084 0.035 0.084 0.054 0.035	0.09 0.0925 0.099 0.095 0.095 0.095 0.099	0.665 0.665 0.722 0.665 0.665 0.722 0.722	50 55 35 50 35 55 55 50	0.983768 0.984252 0.967586 0.968523 0.979912 0.959693 0.982801	1600 1600 1600 1600 1600	1 1 1 1 1 1	1574.029 1574.803 1548.137 1549.637 1567.859 1535.509	843.885 442.89 155.2751 867.825 131.67 82.308	0.536131 0.281235 0.100298 0.560018 0.083981 0.053603	0.88 0.88 0.88 0.88 0.88	1385.145 1385.827 1362.361 1363.68 1379.716 1351.248	0.609239 0.319585 0.113975 0.636384 0.095433 0.060913
Wakulla Springs Rd.  Oak Ridge Rd.  Woodville Hwy from Woodville City Limits to Tallahassee City Limits Rural Major Collect Rural Minor Arter Rural Bridge Rd.  Old Plank Rd.  Rural Minor Collect Rural Major Collect Rural Minor Arter Rural Major Collect Roberts Rd.  Rural Major Collect Rural Minor Collect Rural Mi	ctor         7400           ctor         2325           ial         14500           ctor         2200           ctor         1200           ctor         4100           ctor         2700           ctor         1750           ial         7300           ial         8700           ctor         2500           ctor         800	0.032 0.067 0.065 0.041 0.084 0.035 0.084 0.054 0.035	0.09 0.0925 0.09 0.095 0.095 0.095	0.665 0.722 0.665 0.665 0.722 0.722	55 35 50 35 55 55 50	0.984252 0.967586 0.968523 0.979912 0.959693 0.982801	1600 1600 1600 1600	1 1 1 1 1	1574.803 1548.137 1549.637 1567.859 1535.509	442.89 155.2751 867.825 131.67 82.308	0.281235 0.100298 0.560018 0.083981 0.053603	0.88 0.88 0.88 0.88	1385.827 1362.361 1363.68 1379.716 1351.248	0.319585 0.113975 0.636384 0.095433 0.060913
Oak Ridge Rd.  Woodville Hwy from Woodville City Limits to Tallahassee City Limits Rural Minor Arter Natural Bridge Rd.  Old Plank Rd.  Rural Minor Collee Rural Major Collee Rural Major Collee Rural Major Collee Rural Major Collee Rural Minor Arter Rural Major Collee Rocasin Gap Rd. Rural Major Collee Roberts Rd. Rural Major Collee Roberts Rd. Rural Minor Collee Rural Minor Collee	ctor         2325           ial         14500           ctor         2200           ctor         1200           ctor         4100           ctor         2700           ctor         1750           iial         7300           cial         8700           ctor         2500           ctor         800	0.067 0.065 0.041 0.084 0.035 0.084 0.054 0.035	0.0925 0.09 0.09 0.095 0.095 0.09	0.722 0.665 0.665 0.722 0.722	35 50 35 55 50 50	0.967586 0.968523 0.979912 0.959693 0.982801	1600 1600 1600 1600	1 1 1 1 1	1548.137 1549.637 1567.859 1535.509	155.2751 867.825 131.67 82.308	0.100298 0.560018 0.083981 0.053603	0.88 0.88 0.88	1362.361 1363.68 1379.716 1351.248	0.113975 0.636384 0.095433 0.060913
Woodville Hwy from Woodville City Limits to Tallahassee City Limits  Rural Minor Arter Rural Minor Colle Rural Major Colle Rural Major Colle Rural Major Colle Rural Major Colle Rural Minor Arter Rural Major Colle County Road 12 Rural Major Colle Rural Major Colle Rural Principal Art Centerville Rd. from Bannerman Rd. to Georgia State Line Rural Major Colle Roberts Rd. Rural Major Colle Rural Minor Colle Rural Minor Colle	tial 14500 ctor 2200 ctor 1200 ctor 4100 ctor 2700 ctor 1750 cial 7300 ctor 2500 ctor 2500	0.065 0.041 0.084 0.035 0.084 0.054 0.035	0.09 0.095 0.095 0.095 0.09	0.665 0.665 0.722 0.722 0.665	50 35 55 50 50	0.968523 0.979912 0.959693 0.982801	1600 1600 1600	1 1 1	1549.637 1567.859 1535.509	867.825 131.67 82.308	0.560018 0.083981 0.053603	0.88 0.88 0.88	1363.68 1379.716 1351.248	0.636384 0.095433 0.060913
Natural Bridge Rd.  Old Plank Rd.  Tram Rd. from Tallahasse City Limits to Jefferson County Line  WW Kelly Rd. from Tram Rd. to SR 20  Rural Major Colled  Williams Rd. from Tram Rd. to Old St. Augustine  Old Bainbridge Rd. from N Monroe to Gadsden County Line  N. Meridian from Bannerman Rd. to Georgia State Line  Fairbanks Ferry Rd.  County Road 12  Thomasville Rd. from Bannerman Rd. to Georgia State Line  Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Moccasin Gap Rd.  Rural Major Colled	ctor         2200           ctor         1200           ctor         4100           ctor         2700           ctor         1750           rial         7300           rial         8700           ctor         2500           ctor         800	0.041 0.084 0.035 0.084 0.054 0.035 0.031	0.09 0.095 0.095 0.09	0.665 0.722 0.722 0.665	35 55 50 50	0.979912 0.959693 0.982801	1600 1600	1 1	1567.859 1535.509	131.67 82.308	0.083981 0.053603	0.88 0.88	1379.716 1351.248	0.095433 0.060913
Old Plank Rd.  Tram Rd. from Tallahasse City Limits to Jefferson County Line  Rural Minor Colled  WW Kelly Rd. from Tram Rd. to SR 20  Rural Major Colled  Williams Rd. from Tram Rd. to Old St. Augustine  Old Bainbridge Rd. from N Monroe to Gadsden County Line  N. Meridian from Bannerman Rd. to Georgia State Line  Fairbanks Ferry Rd.  County Road 12  Rural Major Colled  Thomasville Rd. from Bannerman Rd. to Georgia State Line  Rural Major Colled  Rural Major Colled  Rural Principal Art  Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Rural Major Colled  Roccasin Gap Rd.  Rural Major Colled  Roberts Rd.  Rural Minor Colled  Roberts Rd.  Rural Minor Colled	ctor         1200           ctor         4100           ctor         2700           ctor         1750           rial         7300           rial         8700           ctor         2500           ctor         800	0.084 0.035 0.084 0.054 0.035 0.031	0.095 0.095 0.09 0.09	0.722 0.722 0.665	55 50 50	0.959693 0.982801	1600	1	1535.509	82.308	0.053603	0.88	1351.248	0.060913
Tram Rd. from Tallahasse City Limits to Jefferson County Line  WW Kelly Rd. from Tram Rd. to SR 20  Rural Major Colled  Williams Rd. from Tram Rd. to Old St. Augustine  Old Bainbridge Rd. from N Monroe to Gadsden County Line  Rural Minor Arter  Rural Minor Arter  Rural Minor Arter  Rural Major Colled  Rural Major Colled  Rural Major Colled  County Road 12  Rural Major Colled  Thomasville Rd. from Bannerman Rd. to Georgia State Line  Rural Major Colled  Rural Principal Art  Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Rural Major Colled  Roccasin Gap Rd.  Rural Major Colled  Roberts Rd.  Rural Minor Colled  Rural Minor Colled  Rural Minor Colled	ctor         4100           ctor         2700           ctor         1750           rial         7300           rial         8700           ctor         2500           ctor         800	0.035 0.084 0.054 0.035 0.031	0.095 0.09 0.09	0.722 0.665	50 50	0.982801		1						
WW Kelly Rd. from Tram Rd. to SR 20  Williams Rd. from Tram Rd. to Old St. Augustine  Old Bainbridge Rd. from N Monroe to Gadsden County Line  N. Meridian from Bannerman Rd. to Georgia State Line  Fairbanks Ferry Rd.  County Road 12  Thomasville Rd. from Bannerman Rd. to Georgia State Line  Rural Major Collect  Rural Major Collect  Rural Major Collect  Rural Principal Art  Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Rural Major Collect  Moccasin Gap Rd.  Rural Major Collect  Rural Minor Collect  Rural Minor Collect  Rural Minor Collect	ctor         2700           ctor         1750           ial         7300           ial         8700           ctor         2500           ctor         800	0.084 0.054 0.035 0.031	0.09 0.09	0.665	50		-000			281.219	0.178838	UXXI	1383/841	リンフランフリ
Williams Rd. from Tram Rd. to Old St. Augustine  Old Bainbridge Rd. from N Monroe to Gadsden County Line  N. Meridian from Bannerman Rd. to Georgia State Line  Fairbanks Ferry Rd.  County Road 12  Thomasville Rd. from Bannerman Rd. to Georgia State Line  Rural Major Collection  Rural Major Collection  Rural Major Collection  Rural Principal Art  Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Rural Major Collection  Moccasin Gap Rd.  Rural Major Collection  Rural Minor Collec	ctor 1750 ial 7300 ial 8700 ctor 2500 ctor 800	0.054 0.035 0.031	0.09			0 9596931	1600	1	1535.509	161.595		0.88		0.119589
Old Bainbridge Rd. from N Monroe to Gadsden County Line  N. Meridian from Bannerman Rd. to Georgia State Line  Rural Minor Arter Rural Minor Arter Rural Major Collect Rural Major Collect Rural Major Collect Rural Major Collect Rural Principal Art Centerville Rd. from Bannerman Rd. to Georgia State Line Rural Principal Art Centerville Rd. from Roberts Rd. to Moccasin Gap Rd. Rural Major Collect Roberts Rd. Rural Minor Collect Roberts Rd. Rural Minor Collect Rural Minor Collect Roberts Rd. Rural Minor Collect Rural Minor Collect Roberts Rd. Rural Minor Collect	ial 7300 ial 8700 ctor 2500 ctor 800	0.035 0.031			45	0.97371	1600	1	1557.936	113.715		0.88	1370.983	0.082944
N. Meridian from Bannerman Rd. to Georgia State Line  Fairbanks Ferry Rd.  County Road 12  Thomasville Rd. from Bannerman Rd. to Georgia State Line  Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Moccasin Gap Rd.  Rural Major Collection  Rural Major Collection  Rural Major Collection  Rural Major Collection  Roberts Rd.  Rural Minor Collection  Rural Minor	ial 8700 ctor 2500 ctor 800	0.031	0.05	0.665		0.982801	1600	1	1572.482	436.905		0.88		0.315732
Fairbanks Ferry Rd.  County Road 12  Thomasville Rd. from Bannerman Rd. to Georgia State Line  Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Moccasin Gap Rd.  Rural Major Collection  Rural Major Collection  Rural Major Collection  Rural Major Collection  Rural Minor Collection  Rural Major Collection  Rural M	ctor 2500 ctor 800	<b>+</b>	0.09	0.665		0.984737	1600	1	1575.579	520.695		0.88	1386.509	0.375544
County Road 12 Thomasville Rd. from Bannerman Rd. to Georgia State Line Rural Principal Art Centerville Rd. from Roberts Rd. to Moccasin Gap Rd. Rural Major Collect Moccasin Gap Rd. Rural Major Collect Roberts Rd. Rural Minor Collect	ctor 800	0.053		0.567		0.974184	1600	1	1558.695	134.6625		0.88	1371.651	0.098175
Thomasville Rd. from Bannerman Rd. to Georgia State Line  Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Moccasin Gap Rd.  Rural Major Collection  Roberts Rd.  Rural Minor Collection  Rural M			0.095	0.722	55	0.95057	1600	1	1520.913	54.872		0.88	1338.403	0.040998
Centerville Rd. from Roberts Rd. to Moccasin Gap Rd.  Moccasin Gap Rd.  Rural Major Collection  Rural Major Collection  Rural Minor Collection  Rural Major Collection  Rural Minor Collection  Rural	teriai   ±±00/	0.083		0.546		0.960154	1900	2	3648.584		0.156326	0.88		0.177643
Moccasin Gap Rd.  Roberts Rd.  Crump Rd. from Roberts Rd. to Miccosukee Rd.  Rural Major College Rural Minor College Rural Min		0.036		0.722		0.982318	1600	1	1571.709		0.496122	0.88		0.563775
Roberts Rd. Rural Minor Collection Roberts Rd. to Miccosukee Rd. Rural Minor Collection Roberts Rd. Rural Minor Collection Rd.		+		0.69		0.982318	1600	1	1571.709	52.785		0.88	1383.104	0.038164
Crump Rd. from Roberts Rd. to Miccosukee Rd. Rural Minor Collection				0.665		0.959693	1600	1	1535.509	161.595		0.88		0.119589
·			0.09	0.665		0.959693	1600	1	1535.509	161.595		0.88		0.119589
Proctor Rd. Rural Minor Colle				0.665		0.959693	1600	1	1535.509	41.895		0.88		0.031005
Miccosukee Rd. from Tallahassee City Limits to Moccasin Gap Rd.  Rural Major Collection		<b>_</b>	0.095	0.722		0.959693	1600	1	1535.509	44.5835		0.88		0.032994
TS Green Rd. Rural Minor Colle				0.575		0.927644	1600	1	1484.23	13.65625		0.88	1306.122	0.010456
Veteran Memorial Dr. from SR 10 to Moccasin Gap Rd.  Rural Major Collections  Rural Major Collec			0.095	0.665		0.930233	1600	1	1488.372	101.08		0.88		0.077174
Veteran Memorial Dr. from Moccasin Gap Rd. to Georgia State Line  Rural Major Collection  Rural Major		0.084	0.095	0.665		0.959693	1600	1	1535.509	101.08		0.88	1351.248	0.074805
SR 10 from Tallahassee City Limits to Jefferson County Line  Rural Minor Arter		+		0.665		0.969932	1600	1	1551.891	314.2125		0.88	1365.664	0.23008
SR 20 from WW Kelly to Jefferson County Line  Rural Principal Art				0.62		0.976086	2300	2	4489.995	464.535	0.10346	0.88		0.117568
SR 20 from Liberty County Line to Tallahassee City Limits  Rural Principal Art			0.09	0.75		0.963855	1600	1	1542.169	414.315		0.88		0.305292
Crawfordville Hwy from Tallahassee City Limits to Capital Circle  Urban Principal Al		0.044		0.665		0.978474	1900	2	3718.2	1226.925	0.329978	0.9	3346.38	0.366643
Crawfordville Hwy from Capital Circle to N Ridge Rd.  Urban Principal Al				0.665		0.981836	1900	2	3730.977		0.227788	0.9		
Woodville Hwy from Wakulla County Line to Woodville City Limits  Urban Minor Arte				0.731		0.968523	1600	1	1549.637				1394.673	
Woodville Hwy from Tallahassee City Limits to Capital Circle  Urban Minor Arte				0.665		0.960154	1900	1	1824.292		0.475705	0.9	1641.863	
Woodville Hwy from Captial Circle to Gaile Ave.  Urban Minor Arte				0.665		0.967118	1600	1	1547.389	682.29		0.9		
N. Monroe St. from Gail Ave to Orange Ave.  Urban Principal Al			0.075	0.665		0.975134	1700	2		830.4188		0.9		0.278299
N. Monroe St. from Orange Ave. to Gaines St.  Urban Principal Al		+	0.075	0.665	35	0.97561	1700		3317.073			0.9	2985.366	
N. Monroe St. from Gaines St. to Tennessee St.  Urban Principal Al			0.075	0.665		0.968992	1700		3294.574	1645.875		0.9	2965.116	
N. Monroe St. from Tennessee St. to Thomasville Rd.  Urban Principal Al		<del></del>	0.075	0.665		0.987654	1700		3358.025		0.534689	0.9		
N. Monroe St. from Thomasville Rd. to Tharpe St.  Urban Principal Al				0.665		0.987654	1700		3358.025		0.438148	0.9		0.486831
N. Monroe st. from Tharpe St. to John Knox St.  Urban Principal Al		+		0.665		0.981595	1700		3337.423			0.9	3003.681	
N. Monroe St. from John Knox to I-10  Urban Principal Al				0.665		0.974659	1700	2		2468.813	0.745	0.9		
N. Monroe St. from I-10 to Fred George Rd.  Urban Principal Al				0.665	45	0.97229	1900	2	3694.701		0.566961	0.9		0.629956
N. Monroe St. from Fred George Rd. to Gadsden County Line  Urban Principal Ai				0.665		0.974659	1900		3703.704	1197			3333.333	0.3591
Springhill Rd. from Tallahasse City Limits to Capital Circle  Urban Minor Colle				0.69		0.977756	1600	1	1564.41		0.166721	0.9		0.185246
Springhill Rd. from Capital Circle to Orange Ave.  Urban Minor Arte				0.665		0.969462	1600	1	1551.139		0.219932			
Springhill Rd. from Orange Ave. to Gaines St.  Urban Minor Arte		+		0.665		0.979432	1700	2	3330.069	1145.609	0.34402	0.9		0.382244
N. Meridian St.  Urban Minor Arte				0.665		0.993542	1600		1589.667		0.101653	0.9		0.112948
Miccosukee Rd. from N. Meridian St. to Centerville Rd.  Urban Minor Arte				0.665		0.984737	1600		1575.579		0.364666		1418.021	

Roadway or Segment	Fun Class	AADT (veh/day)	T Factor	K Factor	D Factor	FFS	HV Factor	Base Capacity	# of Lanes	PHF Capacity	Volume (veh/hr)	PHF V/C	PHF	Capacity (veh/hr)	V/C
Miccosukee Rd. from Centerville Rd. to Blair Stone Rd.	Urban Minor Arterial	20100	0.031	0.09	0.69	35	0.984737	1700	2	3348.104	1248.21	0.372811	0.9	3013.294	0.414234
Miccosukee Rd. from Blair Stone Rd. to Capital Circle	Urban Minor Arterial	20500	0.028	0.09	0.665	35	0.986193	1700		3353.057	1226.925	0.365912	0.9	3017.751	0.406569
Miccosukee Rd. from Capital Cirlce to Edenfield Rd.	Urban Minor Arterial	11300	0.028	0.09	0.665	35	0.986193	1600		1577.909	676.305	0.428608	0.9	1420.118	0.476231
Miccosukee Rd. from Edenfield Rd. to Crump Rd.	Urban Minor Arterial	2100	0.047	0.09	0.665	45	0.97704	1600		1563.263	125.685	0.080399	0.9	1406.937	0.089332
SR 20 from WW Kelley to Williams Rd.	Urban Principal Arterial	10800	0.026	0.09	0.665	45	0.987167	1900		3751.234	646.38		0.9	3376.111	0.191457
SR 20 from Williams Rd. to Conner Blvd.	Urban Principal Arterial	20500	0.026	0.09	0.665	45	0.987167	1900		3751.234	1226.925	0.327072	0.9	3376.111	0.363414
SR 20 from Conner Blvd. to Capital Circle	Urban Principal Arterial	29500	0.038	0.09	0.665	45	0.981354	1900		3729.146	1765.575	0.473453	0.9	3356.232	0.526059
SR 20 from Capital Circle to Blair Stone Rd.	Urban Principal Arterial	31250	0.032	0.0825	0.665	45	0.984252	1900		3740.157	1714.453	0.458391	0.9	3366.142	0.509323
SR 20 from Blair Stone Rd. to Monroe St.	Urban Principal Arterial	32897	0.026	0.075	0.605	35	0.987167	1700		3356.367	1492.701	0.444737	0.9	3020.731	0.494152
Blountstown Hwy from Tallahassee City Limits to Captial Circle	Urban Principal Arterial	14000	0.083	0.09	0.665	45	0.960154	1600		1536.246	837.9	0.545421	0.9	1382.621	0.606023
W. Pensacola St. from Capital Cirlce to Appleyard Dr.	Urban Minor Arterial	15300	0.07	0.0825	0.665	45	0.966184	1600		1545.894	839.3963	0.542984	0.9	1391.304	0.603316
W. Pensacola St. from Appleyard Dr. to Ocala Rd.	Urban Minor Arterial	27934	0.029	0.075	0.665	45	0.985707	1900		3745.688	1393.208	0.37195	0.9	3371.119	0.413278
W. Pensacola St. from Ocala Rd. to Stadium Dr.	Urban Minor Arterial	31500	0.024	0.075	0.665	45	0.988142	1900		3754.941	1571.063	0.418399	0.9	3379.447	0.464888
SR 10 from Gadsden County Line to Capital Cirlce	Urban Minor Arterial	24500	0.074	0.09	0.665	50	0.96432	2000		3857.281	1466.325	0.380145	0.9	3471.553	0.422383
SR 10 from Capital Circle to Appleyard Dr.	Urban Minor Arterial	33250	0.0425	0.0825	0.665	45	0.979192	1900		3720.93	1824.178	0.490248	0.9	3348.837	0.54472
SR 10 from Appleyard Dr. to Ocala Rd.	Urban Minor Arterial	41500	0.025	0.075	0.665	40	0.987654	1800		3555.556	2069.813	0.582135	0.9	3200	0.646816
SR 10 from Ocala Rd. to N. Macomb St.	Urban Minor Arterial	48000	0.0375	0.075	0.665	35	0.981595	1700		5006.135	2394	0.478213	0.9	4505.521	0.531348
SR 10 from N. Macomb St. to Gadsden St.	Urban Minor Arterial	34000	0.031	0.075	0.665	35	0.984737	1700		5022.157	1695.75	0.337654	0.9	4519.941	0.375171
SR 10 from Gadsden St. to Capital Circle	Urban Minor Arterial	28000	0.031	0.084	0.665	40	0.984737	1800		3545.052	1564.08	0.441201	0.9	3190.547	0.490223
SR 10 from Capital Circle to Tallahassee City Limit	Urban Minor Arterial	22825	0.0475	0.09	0.665	45	0.976801	1900		3711.844	1366.076	0.368032	0.9	3340.659	0.408924
Fred George Rd.	Urban Minor Arterial	5200	0.042	0.09	0.665	40	0.979432	1600		1567.091	311.22	0.198597	0.9	1410.382	0.220664
Orange Ave. from Capital Circle to Lake Bradford Rd.	Urban Minor Arterial	11700	0.071	0.09	0.665	45	0.965717	1600		1545.147	700.245	0.45319	0.9	1390.633	0.503544
Orange Ave. from Lake Bradford Rd. to Springhill Rd.	Urban Minor Arterial	13000	0.052	0.075	0.665	35	0.974659	1600		1559.454	648.375	0.41577	0.9	1403.509	0.461967
Orange Ave. from Springhill Rd. to Monroe St.	Urban Minor Arterial	22950	0.044	0.075	0.665	35	0.978474	1600		1565.558	1144.631	0.731133	0.9	1409.002	0.81237
Orange Ave. from Monroe St. to Jim Lee Rd.	Urban Minor Arterial	22000	0.038	0.09	0.665	35	0.981354	1700	2	3336.605	1316.7	0.394623	0.9	3002.944	0.43847
Orange Ave. from Jim Lee Rd. to Capital Circle	Urban Minor Arterial	9800	0.035	0.09	0.665	40	0.982801	1800	2	3538.084	586.53	0.165776	0.9	3184.275	0.184196
Orange Ave. from Capital Circle to Four Oaks Blvd.	Urban Minor Collector	5200	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	311.22	0.197916	0.9	1415.233	0.219907
Paul Russell Rd.	Urban Minor Arterial	8600	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	514.71	0.327323	0.9	1415.233	0.363693
Blair Stone Rd. from Four Oaks Blvd to Capital Circle	Urban Minor Collector	4800	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	287.28	0.182692	0.9	1415.233	0.202991
Blair Stone Rd. from Capital Circle to Orange Ave.	Urban Minor Arterial	14400	0.035	0.09	0.665	35	0.982801	1700	2	3341.523	861.84	0.257918	0.9	3007.371	0.286576
Blair Stone Rd. from Orange Ave. to SR 20	Urban Minor Arterial	20700	0.035	0.09	0.665	35	0.982801	1700	2	3341.523	1238.895	0.370758	0.9	3007.371	0.411953
Blair Stone Rd. from SR 20 to SR 10	Urban Minor Arterial	21500	0.035	0.09	0.665	35	0.982801	1700	2	3341.523	1286.775	0.385086	0.9	3007.371	0.427874
Blair Stone Rd. from SR 10 to Centerville Rd.	Urban Minor Arterial	13200	0.035	0.09	0.665	35	0.982801	2050	2	4029.484	790.02	0.19606	0.9	3626.536	0.217844
Thomasville Rd. from Bannerman Rd. to Killarney Way	Urban Principal Arterial	47250	0.044	0.09	0.665	45	0.978474	1900	3	5577.299	2827.913	0.50704	0.9	5019.569	0.563378
Thomasville Rd. from Killarney Way to Raymond Diehl Rd.	Urban Principal Arterial	55250	0.082	0.09	0.665	45	0.960615	1900	3	5475.504	3306.713	0.60391	0.9	4927.954	0.671011
Thomasville Rd. from Raymond Diehl Rd. to E 7th Ave.	Urban Principal Arterial	31500	0.02775	0.085	0.665	35	0.986315	1700	2	3353.471	1780.538	0.530954	0.9	3018.124	0.589949
Thomasville Rd. from E. 7th Ave. to Monroe St.	Urban Principal Arterial	18634	0.0267	0.075	0.665	35	0.986826	1600	1	1578.921	929.3708	0.588611	0.9	1421.029	0.654012
Capital Circle NW from Monroe St. to I-10	Urban Principal Arterial	15550	0.085	0.09	0.665	45	0.959233	1600	1	1534.772	930.6675	0.606388	0.9	1381.295	0.673764
Capital Circle NW from I-10 to Blountstown Hwy	Urban Principal Arterial	27160	0.0698	0.09	0.665	45	0.966277	1900	2	3671.852	1625.526	0.442699	0.9	3304.667	0.491888
Capital Circle SW from Blountstown Hwy to Orange Ave.	Urban Principal Arterial	22000	0.091	0.09	0.665	45	0.95648	1900	2	3634.625	1316.7	0.362266	0.9	3271.162	0.402518
Capital Circle SW from Orange Ave. to Lake Bradford Rd.	Urban Principal Arterial	13800	0.091	0.09	0.665	45	0.95648	1600	1	1530.368	825.93	0.539694	0.9	1377.331	0.59966
Capital Circle SW from Lake Bradford Rd. to Crawfordville Hwy	Urban Principal Arterial	14400	0.0905	0.09	0.665	45	0.956709	1600	1	1530.734	861.84	0.563024	0.9	1377.661	0.625582
Capital Circle SE from Crawfordville Hwy to Tram Rd.	Urban Principal Arterial	18388	0.062	0.09	0.798	45	0.969932	1900	3	5528.613	1320.626	0.238871	0.9	4975.752	0.265412
Capital Circle SE from Tram Rd. to SR 20	Urban Principal Arterial	34334	0.04	0.09	0.665	45	0.980392	1900	3	5588.235	2054.89	0.367717	0.9	5029.412	0.408575
Capital Circle SE from SR 20 to SR 10	Urban Principal Arterial	42000	0.0375	0.09	0.665	45	0.981595	1900	3	5595.092	2513.7	0.449269	0.9	5035.583	0.499188
Capital Circle NE from SR 10 to Centerville Rd.	Urban Principal Arterial	51500	0.05	0.09	0.665	45	0.97561	1900	3	5560.976	3082.275	0.554269	0.9	5004.878	0.615854
Captial Circle NE from Centerville Rd. to Thomasville Rd.	Urban Principal Arterial	43000	0.062	0.09	0.665	45	0.969932	1900		5528.613	2573.55	0.465497	0.9	4975.752	0.517218
Blountstown Hwy from Pensacola St. to Tharpe St.	Urban Minor Arterial	7650	0.045	0.09	0.69	45	0.977995	1600	1	1564.792	475.065	0.303596	0.9	1408.313	0.337329

Roadway or Segment	Fun Class	AADT (veh/day)	T Factor	K Factor	D Factor	FFS	HV Factor	Base Capacity	# of Lanes	PHF Capacity	Volume (veh/hr)	PHF V/C	PHF	Capacity (veh/hr)	V/C
Ocala Rd.	Urban Minor Arterial	20033	0.03	0.09	0.703	35	0.985222	1700	2	3349.754	1267.488	0.378382	0.9	3014.778	0.420425
John Knox Rd.	Urban Minor Arterial	16200	0.021	0.09	0.665	45	0.989609	1900	2	3760.515	969.57	0.257829	0.9	3384.463	0.286477
Monticello Dr.	Urban Minor Arterial	9800	0.084	0.09	0.722	35	0.959693	1600	1	1535.509	636.804	0.414719	0.9	1381.958	0.460798
Stadium Dr. from Pensacola St. to Springhill Rd.	Urban Minor Arterial	19400	0.035	0.09	0.665	35	0.982801	1700	3	5012.285	1161.09	0.231649	0.9	4511.057	0.257388
Gaines St.	Urban Minor Arterial	22800	0.0438	0.09	0.6764	35	0.978569	1600	1	1565.711	1387.973	0.886481	0.9314	1458.303	0.951772
N. Magnolia Dr.	Urban Minor Arterial	30667	0.0483	0.075	0.665	40	0.976419	1800	3	5272.665	1529.517	0.290084	0.9	4745.399	0.322316
S. Magnolia Dr.	Urban Major Collector	10000	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	598.5	0.380609	0.9	1415.233	0.422898
Centerville Rd. from Miccosukee Rd. to Capital Circle	Urban Minor Arterial	24666	0.062	0.085	0.665	35	0.969932	1600	2	3103.783	1394.246	0.449209	0.9	2793.404	0.499121
Centerville Rd. from Capital Circle to Tallahassee City Limits	Urban Minor Arterial	16750	0.036	0.09	0.722	40	0.982318	1600	1	1571.709	1088.415	0.692504	0.9	1414.538	0.769449
N. Meridian Rd. from Thomasville Rd. to Maclay Rd.	Urban Minor Arterial	11049	0.022	0.09	0.694	40	0.98912	1600	1	1582.591	690.1205	0.43607	0.9	1424.332	0.484522
N. Meridian Rd. from Maclay Rd. to Tallahassee City Limits	Urban Minor Arterial	8700	0.031	0.09	0.665	45	0.984737	1600	1	1575.579	520.695	0.330479	0.9	1418.021	0.367198
E Lafayette St. from Gaines St. to Blair Stone Rd.	Urban Minor Arterial	8900	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	532.665	0.338742	0.9	1415.233	0.37638
Old Saint Augustine Rd. from Blair Stone Rd. to Capital Circle	Urban Minor Arterial	4500	0.024	0.09	0.665	35	0.988142	1600	1	1581.028	269.325	0.170348	0.9	1422.925	0.189276
Old Saint Augustine Rd. from Capital Circle to WW Kelley Rd.	Urban Minor Arterial	2900	0.036	0.09	0.665	35	0.982318	1600	1	1571.709	173.565	0.110431	0.9	1414.538	0.122701
Tharpe St. from Capital Circle to Ocala Rd.	Urban Minor Arterial	14134	0.035	0.09	0.722	35	0.982801	1600	1	1572.482	918.4273	0.584062	0.9	1415.233	0.648958
Tharpe St. from Ocala Rd. to N Meridian Rd.	Urban Minor Arterial	17034	0.0467	0.09	0.69	35	0.977183	1700	2	3322.421	1057.811	0.318386	0.9	2990.179	0.353762
Old Bainbridge Rd. from Capital Circle to Tharpe St.	Urban Minor Arterial	12867	0.03067	0.09	0.722	35	0.984897	1600	1	1575.835	836.0977	0.530575	0.9	1418.251	0.589527
Old Bainbridge Rd. from Tharpe St. to SR 10	Urban Minor Arterial	18000	0.305	0.09	0.665	35	0.867679	1600	1	1388.286	1077.3	0.775993	0.9	1249.458	0.862214
Geddie Rd.	Urban Minor Collector	5300	0.082	0.09	0.72	35	0.960615	1600	1	1536.984	343.44	0.223451	0.9	1383.285	0.248279
Barineau Rd.	Urban Minor Collector	1800	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	107.73	0.06851	0.9	1415.233	0.076122
Aenon Church Rd.	Urban Minor Collector	4800	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	287.28	0.182692	0.9	1415.233	0.202991
Bannerman Rd.	Urban Major Collector	17200	0.035	0.09	0.665	45	0.982801	1600	1	1572.482	1029.42	0.654647	0.9	1415.233	0.727385
Bradfordville Rd.	Urban Major Collector	9300	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	556.605	0.353966	0.9	1415.233	0.393296
Velda Dairy Rd.	Urban Major Collector	3600	0.035	0.09	0.665	45	0.982801	1600	1	1572.482	215.46	0.137019	0.9	1415.233	0.152243
Ox Bottom Rd. from Kerry Forest Pkwy to Thomasville Rd.	Urban Minor Collector	4100	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	245.385	0.15605	0.9	1415.233	0.173388
Ox Bottom Rd. from Kerry Forest Pkwy to N. Meridian Rd.	Urban Major Collector	5100	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	305.235	0.19411	0.9	1415.233	0.215678
Kerry Forest Pkwy	Urban Major Collector	6100	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	365.085	0.232171	0.9	1415.233	0.257968
Maclay Rd.	Urban Major Collector	8300	0.026	0.09	0.665	35	0.987167	1600	1	1579.467	496.755	0.314508	0.9	1421.52	0.349453
Killarney Way	Urban Major Collector	7250	0.038	0.09	0.665	35	0.981354	1600	1	1570.167	433.9125	0.276348	0.9	1413.15	0.307053
Shamrock St. South	Urban Major Collector	6200	0.038	0.09	0.665	35	0.981354	1600	1	1570.167	371.07	0.236325	0.9	1413.15	0.262584
Raymond Diehl Rd. (north of I-10)	Urban Major Collector	8600	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	514.71	0.327323	0.9	1415.233	0.363693
Raymond Diehl Rd. (south of I-10)	Urban Minor Arterial	13100	0.082	0.09	0.722	35	0.960615	1700	2	3266.09	851.238	0.260629	0.9	2939.481	0.289588
Killearn Center Blvd.	Urban Major Collector	8600	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	514.71	0.327323	0.9	1415.233	0.363693
Timberlane Rd.	Urban Major Collector	15100	0.031	0.09	0.722	35	0.984737	1600	1	1575.579	981.198	0.622754	0.9	1418.021	0.691949
Chaires Cross Rd.	Urban Major Collector	3100	0.064	0.09	0.722	35	0.968992	1600	1	1550.388	201.438	0.129928	0.9	1395.349	0.144364
Crump Rd. from Miccosukee Rd. to SR 10	Urban Major Collector	4700	0.084	0.09	0.722	35	0.959693	1600	1	1535.509	305.406	0.198896	0.9	1381.958	0.220995
Buck Lake Rd.	Urban Major Collector	13300	0.031	0.09	0.722	45	0.984737	1600	1	1575.579	864.234	0.548519	0.9	1418.021	0.609465
Pedrick Rd.	Urban Minor Collector	4400	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	263.34	0.167468	0.9	1415.233	0.186075
Four Oaks Blvd.	Urban Minor Collector	4300	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	257.355	0.163662	0.9	1415.233	0.181846
Olson Rd.	Urban Minor Collector	7500	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	448.875	0.285456	0.9	1415.233	0.317174
Fleischmann Rd.	Urban Minor Collector	3600	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	215.46	0.137019	0.9	1415.233	0.152243
Edenfield Rd.	Urban Minor Collector	2100	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	125.685	0.079928	0.9	1415.233	0.088809
Dempsey Mayo Rd.	Urban Major Collector	4900	0.03	0.09	0.665	35	0.985222	1600	1	1576.355	293.265	0.18604	0.9	1418.719	0.206711
Fallschase Pkwy	Urban Minor Collector	10700	0.035	0.09	0.69	35	0.982801	1600	1	1572.482	664.47	0.422561	0.9	1415.233	0.469513
Acadian Blvd.	Urban Minor Collector	8100	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	484.785	0.308293	0.9	1415.233	0.342548
Weems Rd.	Urban Minor Collector	9900	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	592.515	0.376803	0.9	1415.233	0.418669
Easterwood Dr. from Weems to Capital Circle NE	Urban Minor Collector	12500	0.035	0.09	0.665		0.982801	1600	1	1572.482		0.475761	0.9		0.528623
Tram Rd. from Capital Circle to Monroe St.	Urban Minor Collector	3400	0.014	0.09	0.722	35	0.993049	1600	1	1588.878	220.932	0.139049	0.9	1429.99	0.154499

Roadway or Segment	Fun Class	AADT	T Factor	K Factor	D Factor	FFS	HV Factor	Base	# of Lanes	PHF	Volume	PHF V/C	PHF	Capacity	V/C
Roadway of Segment	ruii Ciass	(veh/day)	1 Factor	K Factor	Dractor	113	TIV Factor	Capacity	# Of Lattes	Capacity	(veh/hr)	FIIF V/C	FIII	(veh/hr)	٧,٥
Merchants Row Blvd.	Urban Minor Collector	5900	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	353.115	0.224559	0.9	1415.233	0.24951
Shumard Oak Blvd.	Urban Minor Collector	5000	0.035	0.09	0.665	35	0.982801	1700	1	1670.762	299.25	0.17911	0.9	1503.686	0.199011
Jim Lee Rd.	Urban Major Collector	4400	0.038	0.09	0.665	35	0.981354	1600	1	1570.167	263.34	0.167715	0.9	1413.15	0.18635
Park Ave. from Monroe St. to Magnolia Dr.	Urban Major Collector	12000	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	718.2	0.45673	0.9	1415.233	0.507478
Park Ave. from Magnolia Dr. to Capital Circle	Urban Major Collector	18734	0.0303	0.09	0.665	35	0.985076	1700	2	3349.259	1121.23	0.33477	0.9	3014.333	0.371966
Conner Blvd.	Urban Major Collector	15400	0.048	0.09	0.722	40	0.976563	1800	2	3515.625	1000.692	0.284641	0.9	3164.063	0.316268
Ridge Rd.	Urban Major Collector	6800	0.028	0.09	0.722	35	0.986193	1600	1	1577.909	441.864	0.280031	0.9	1420.118	0.311146
Appleyard Dr.	Urban Major Collector	24000	0.044	0.09	0.665	35	0.978474	1700	2	3326.81	1436.4	0.431765	0.9	2994.129	0.479739
N. Mission Rd. from Fred George Rd. to Appleyard Dr.	Urban Major Collector	14500	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	867.825	0.551882	0.9	1415.233	0.613203
Mission Rd. from Peach Tree to San Luis Rd.	Urban Major Collector	3075	0.029	0.09	0.722	35	0.985707	1600	1	1577.132	199.8135	0.126694	0.9	1419.418	0.140771
White Dr.	Urban Major Collector	11500	0.084	0.09	0.665	35	0.959693	1600	1	1535.509	688.275	0.448239	0.9	1381.958	0.498043
Stadium Dr. from Pensacola St. to SR 10	Urban Major Collector	19400	0.035	0.09	0.665	35	0.982801	1700	3	5012.285	1161.09	0.231649	0.9	4511.057	0.257388
W. Brevard St.	Urban Major Collector	6400	0.028	0.09	0.665	35	0.986193	1600	1	1577.909	383.04	0.242752	0.9	1420.118	0.269724
N. Woodward Ave.	Urban Major Collector	4500	0.015	0.09	0.69	35	0.992556	1600	1	1588.089	279.45	0.175966	0.9	1429.28	0.195518
Wahnish Way from Orange Ave. to Gamble St.	Urban Major Collector	7200	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	430.92	0.274038	0.9	1415.233	0.304487
Railroad Ave.	Urban Major Collector	12400	0.035	0.09	0.665	35	0.982801	1700	2	3341.523	742.14	0.222096	0.9	3007.371	0.246774
Macomb St.	Urban Major Collector	17600	0.023	0.09	0.665	35	0.988631	1700	2	3361.345	1053.36	0.313375	0.9	3025.21	0.348194
Jackson Bluff Rd. from Appleyard Dr. to Lake Bradford Rd.	Urban Major Collector	12000	0.029	0.09	0.665	35	0.985707	1600	1	1577.132	718.2	0.455384	0.9	1419.418	0.505982
Varsity Dr.	Urban Major Collector	14700	0.035	0.09	0.665	35	0.982801	1700	2	3341.523	879.795	0.263292	0.9	3007.371	0.292546
St. Augustine St.	Urban Major Collector	8250	0.0195	0.09	0.999	35	0.990344	1700	2	3367.17	741.7575	0.220291	0.9	3030.453	0.244768
W. Pensacola St. from Varsity Dr. to Duval St.	Urban Major Collector	6600	0.0195	0.09	0.999	35	0.990344	1700	2	3367.17	593.406	0.176233	0.9	3030.453	0.195814
E Jefferson St.	Urban Major Collector	6300	0.029	0.09	0.665	35	0.985707	1600	1	1577.132	377.055	0.239076	0.9	1419.418	0.26564
E 8th Ave.	Urban Major Collector	700	0.084	0.09	0.665	35	0.959693	1600	1	1535.509	41.895	0.027284	0.9	1381.958	0.030316
E 7th Ave.	Urban Major Collector	13000	0.035	0.09	0.999	35	0.982801	1700	2	3341.523	1168.83	0.34979	0.9	3007.371	0.388655
E 6th Ave.	Urban Major Collector	7700	0.035	0.09	0.999	35	0.982801	1700	2	3341.523	692.307	0.207183	0.9	3007.371	0.230203
S. Woodward Ave.	Urban Major Collector	16200	0.034	0.09	0.665	35	0.983284	1600	1	1573.255	969.57	0.616283	0.9	1415.929	0.684759
Hartsfield Rd.	Urban Major Collector	8400	0.032	0.09	0.665	35	0.984252	1600	1	1574.803	502.74	0.31924	0.9	1417.323	0.354711
High Rd.	Urban Major Collector	14000	0.084	0.09	0.722	40	0.959693	1600	1	1535.509	909.72	0.592455	0.9	1381.958	0.658284
S Adams St.	Urban Major Collector	18667	0.045	0.075	0.665	40	0.977995	1800	1	1760.391	931.0166	0.528869	0.9	1584.352	0.587632
S. Martin Luther King Jr. Blvd	Urban Major Collector	1050	0.025	0.09	0.722	35	0.987654	1600	1	1580.247	68.229	0.043176	0.9	1422.222	0.047974
N. Martin Luther King Jr. Blvd	Urban Major Collector	9850	0.084	0.09	0.722	35	0.959693	1600	1	1535.509	640.053	0.416835	0.9	1381.958	0.463149
Duval St.	Urban Major Collector	8000	0.017	0.09	0.999	40	0.991572	1800	2	3569.658	719.28	0.201498	0.9	3212.692	0.223887
Bronough St.	Urban Major Collector	8350	0.084	0.09	0.999	40	0.959693	1800	2	3454.894	750.7485	0.2173	0.9	3109.405	0.241444
Calhoun St.	Urban Major Collector	6600	0.02	0.09	0.999	35	0.990099	1700	2	3366.337	593.406	0.176276	0.9	3029.703	0.195863
Gadsden St.	Urban Major Collector	5550	0.051	0.09	0.999	35	0.975134	1700	2	3315.456	499.0005	0.150507	0.9	2983.91	0.16723
Franklin Blvd.	Urban Major Collector	7700	0.023	0.09	0.665	35	0.988631	1600	1	1581.809	460.845	0.29134	0.9	1423.628	0.323712
W 7th Ave.	Urban Major Collector	1800	0.084	0.09	0.722	35		1600	1	1535.509	116.964		0.9	1381.958	
W 6th Ave.	Urban Major Collector	4000	0.035	0.09	0.722	35	0.982801	1600	1	1572.482	259.92	0.165293	0.9	1415.233	0.183659
Bradford Rd.	Urban Major Collector	11000	0.03	0.09	0.665	35	0.985222	1600	1	1576.355	658.35	0.417641	0.9	1418.719	0.464045
Betton Rd.	Urban Major Collector	21500	0.035	0.09	0.665	35	0.982801	1600	1	1572.482	1286.775	0.818308	0.9046	1422.467	0.904608
Williams Rd. from Old St. Augustine Rd. to SR 20	Urban Major Collector	1750	0.054	0.09	0.722	45	0.97371	1600	1	1557.936	113.715	0.072991	0.9	1402.142	0.081101
S Lake Bradford Rd.	Urban Major Collector	2100	0.057	0.09	0.722	35	0.97229	1600	1	1555.664	136.458	0.087717	0.9	1400.097	0.097463
N Lake Bradford Rd.	Urban Major Collector	3600	0.056	0.075	0.665	35	0.972763	1600	1	1556.42	179.55	0.115361	0.9	1400.778	0.128179

Roadway or Segment	Fun Class	AADT (veh/day)	T Factor	K Factor	D Factor	FFS	Base Capacity	HV Factor	# of Lanes	PHF Capacity	Volume (veh/hr)	PHF V/C	PHF	Capacity (veh/hr)	V/C
Smith Creek Rd.	Rural Major Collector	500	0.081	0.095	0.6	55	1600	0.961076	1	1537.722	28.5	0.018534	0.88	1353.196	0.021061
Ochlockonee River State Park	Rural Major Collector	100	0.104	0.095	0.6	35	1600	0.95057	1	1520.913	5.7	0.003748	0.88	1338.403	0.004259
Curtis Mill Rd.	Rural Minor Collector	170	0.0785	0.095	0.6	45	1600	0.962232	1	1539.572	9.69	0.006294	0.88	1354.823	0.007152
Surf Rd.	Rural Major Collector	750	0.127	0.095	0.6	35	1600	0.940291	1	1504.466	42.75	0.028415	0.88	1323.93	0.03229
Jack Crum Rd.	Rural Minor Collector	450	0.054	0.095	0.6	35	1600	0.97371	1	1557.936	25.65	0.016464	0.88	1370.983	0.018709
Shell Point Rd.	Rural Major Collector	1100	0.104	0.095	0.6	35	1600	0.95057	1	1520.913	62.7	0.041225	0.88	1338.403	0.046847
Cajer Posey Rd.	Urban Minor Collector	2400	0.104	0.09	0.6	45	1600	0.95057	1	1520.913	129.6	0.085212	0.9	1368.821	0.09468
MLK Jr. Memorial Rd.	Urban Minor Collector	4600	0.104	0.09	0.6	45	1600	0.95057	1	1520.913	248.4	0.163323	0.9	1368.821	0.18147
Wakulla Arron Rd.	Urban Minor Collector	3500	0.04	0.09	0.6	35	1600	0.980392	1	1568.627	189	0.120488	0.9	1411.765	0.133875
Trice Ln.	Urban Minor Collector	3900	0.104	0.09	0.6	35	1600	0.95057	1	1520.913	210.6	0.13847	0.9	1368.821	0.153855
Lighthouse Rd.	Rural Minor Collector	250	0.104	0.095	0.6	35	1600	0.95057	1	1520.913	14.25	0.009369	0.88	1338.403	0.010647
New Light Church Rd.	Rural Minor Collector	750	0.104	0.095	0.6	45	1600	0.95057	1	1520.913	42.75	0.028108	0.88	1338.403	0.031941
Bloxham Cutoff Rd. from Leon County Line to Springhill Rd	Rural Major Collector	1414	0.156	0.095	0.542	55	1600	0.927644	1	1484.23	72.80686	0.049054	0.88	1306.122	0.055743
Bloxham Cutoff Rd. from Springhill Rd. to Crawfordville Hwy	Rural Major Collector	4800	0.109	0.09	0.6	45	1600	0.948317	1	1517.307	259.2	0.170829	0.88	1335.23	0.194124
Bloxham Cutoff Rd. from Crawfordville Hwy to Spring Creek Hwy	Rural Major Collector	3800	0.08	0.09	0.6	45	1600	0.961538	1	1538.462	205.2	0.13338	0.88	1353.846	0.151568
Bloxham Cutoff Rd. from Spring Creek Hwy to Woodville Hwy	Rural Major Collector	2100	0.175	0.09	0.6	45	1600	0.91954	1	1471.264	113.4	0.077077	0.88	1294.713	0.087587
Bloxham Cutoff Rd. from Woodville Hwy to Coastal Hwy	Rural Major Collector	1000	0.34	0.095	0.6	35	1600	0.854701	1	1367.521	57	0.041681	0.88	1203.419	0.047365
Wakulla Springs Rd. from Leon County line to Bloxham Cutoff Rd.	Rural Major Collector	5100	0.104	0.095	0.6	50	1600	0.95057	1	1520.913	290.7	0.191135	0.88	1338.403	0.217199
Wakulla Springs Rd. from Bloxham Cutoff Rd. to Shadeville Hwy	Rural Major Collector	950	0.053	0.095	0.6	50	1600	0.974184	1	1558.695	54.15	0.034741	0.88	1371.651	0.039478
Sopchoppy Hwy from Franklin County line to Smith Creek Rd.	Rural Principal Arterial	2200	0.091	0.095	0.6	55	1600	0.95648	1	1530.368	125.4	0.081941	0.88	1346.724	0.093115
Sopchoppy Hwy from Smith Creek Rd. to Coastal Hwy	Rural Principal Arterial	4500	0.08	0.095	0.6	45	1600	0.961538	1	1538.462	256.5	0.166725	0.88	1353.846	0.18946
Coastal Hwy from Franklin County line to Otter Lake Rd.	Rural Principal Arterial	2900	0.101	0.095	0.6	35	1600	0.951928	1	1523.084	165.3	0.10853	0.88	1340.314	0.123329
Coastal Hwy from Otter Lake Rd. to Sopchoppy Hwy	Rural Principal Arterial	5500	0.087	0.095	0.6	45	1600	0.958313	1	1533.301	313.5	0.204461	0.88	1349.305	0.232342
Coastal Hwy from Sopchoppy Hwy to Spring Creek Hwy	Rural Principal Arterial	8800	0.087	0.095	0.6	55	1600	0.958313	1	1533.301	501.6	0.327137	0.88	1349.305	0.371747
Coastal Hwy from Spring Creek Hwy to Jefferson County line	Rural Principal Arterial	2317	0.139	0.095	0.6	65	1600	0.935016	1	1496.026	132.069	0.08828	0.88	1316.503	0.100318
Spring Creek Hwy from Jack Crum Rd. to Shell Point Rd.	Rural Minor Collector	700	0.18	0.095	0.6	55	1600	0.917431	1	1467.89	39.9	0.027182	0.88	1291.743	0.030888
Spring Creek Hwy from Shell Point Rd. to Coastal Hwy	Rural Major Collector	1700	0.104	0.095	0.6	55	1600	0.95057	1	1520.913	96.9	0.063712	0.88	1338.403	0.0724
Spring Creek Hwy from Coastal Hwy to Shadeville Rd.	Urban Major Collector	5050	0.0785	0.0925	0.6	55	1600	0.962232	1	1539.572	280.275	0.182047	0.9	1385.615	0.202275
Spring Creek Hwy from Shadeville Rd. to Bloxham Cutoff Rd.	Rural Major Collector	5600	0.104	0.095	0.6	55	1600	0.95057	1	1520.913	319.2	0.209874	0.88	1338.403	0.238493
Crawfordville Hwy from Leon County line to E Ivan Rd.	Rural Principal Arterial	13200	0.05	0.09	0.6	55	1600	0.97561	1	1560.976	712.8	0.456638	0.88	1373.659	0.518906
Crawfordville Hwy from E Ivan Rd. to Harvey Mill Rd.	Urban Principal Arterial	15180	0.054	0.09	0.618667	45	1600	0.97371	1	1557.936	845.2224	0.542527	0.9	1402.142	0.602808
Crawfordville Hwy from Harvey Mill Rd. to Coastal Hwy	Rural Principal Arterial	12400	0.054	0.09	0.6	45	1600	0.97371	1	1557.936	669.6	0.4298	0.88	1370.983	0.488409
Woodville Hwy from Leon County line to Bloxham Cutoff Rd.	Urban Minor Arterial	7000	0.073	0.09	0.6	45	1600	0.964785	1	1543.657	378	0.244873	0.9	1389.291	0.272081
Woodville Hwy from Bloxham Cutoff Rd. to Termenation (St. Mark)	Rural Minor Arterial	2300	0.0965	0.095	0.6	45	1600	0.953971	1	1526.353	131.1	0.085891	0.88	1343.191	0.097603
Shadeville Rd.from Crawfordville Hwy to Spring Creek Hwy	Urban Major Collector	3200	0.082	0.09	0.6	55	1600	0.960615	1	1536.984	172.8	0.112428	0.9	1383.285	0.12492
Shadeville Rd.from Spring Creek Hwy to Bloxham Cutoff Rd.	Rural Major Collector	4400	0.0785	0.095	0.6	55	1600	0.962232	1	1539.572	250.8	0.162902	0.88	1354.823	0.185116
Springhill Rd.	Rural Minor Collector	3100	0.07	0.095	0.6	45	1600	0.966184	1	1545.894	176.7	0.114303	0.88	1360.386	0.12989

Second   March   Mar																										ANALYSIS YE	AR	
Column   C	SECTION	CATEG	GORY STA	ATION ID STA	T. STATE	FROM	FROM	то	SECTION SIS	NO.	LEF	T-TURN RIGHT	T-TURN P	OSTED	AREA	FDOT MAX	FDOT LOS	FDOT MAX	FDOT LOS LOCAL MAX	LOCAL	LOCAL MAX	LOCAL 2015 2015	K	D GR				
Section   Sect	NO.		N	UMBER NOT	E ROAD NO.		M.P.	M.F	LENGTH FIHS	LANES SI	GNALS B	BAYS BA	AYS S	SPEED DIV	IDED TYPE	VOL (AADT) <sup>2</sup>	STD (AADT)	VOL (PH/PD) <sup>2</sup>	STD (PH/PD) VOL (AADT) <sup>2</sup>	LOS STD	VOL (PH/PD) ST	D (PH/PD) AADT PH/PD	%	% GR USED¹ AADT % MA	X VOL (AADT)	AADT LOS PH/PI	% MAX VOL (PH/PD	D) PH/PD LOS
1.00   1.00	50100000			501606						-		N 1	N	-	N U	.,	С	850		С		2,200 132		-1.08% 1.00% 2,200	12.7%	- 132	15.5%	-
The Control of the					_								N															В
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Mart									0.220			N j	N	-	N U		C			C		C 1,800 112	10.80%	56.60% 4.78% 1.00% 1800		- 112		- D
### Column					_		_			+-+			.,	32		- //	-			C		2,100 117	10.0070	20.0070 2.1070 1.0070 2.100				B
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Column   C	50060000						_													С		- 1,000 110	10.80%	56.60% -3.46% 1.00% 700		B 43		В
Column   C	50509000	COUN	NTY :	500004	CR 153	Leon County Line <sup>2</sup>	0.000	CR 12A 4.16	6 4.166	2	0.000	N I	N	-	N U	17,300	C	850	C 17,300	С	850	C 2,300 142	10.80%	56.60% -0.40% 1.00% 2400	13.9%	- 144	16.9%	-
Sect   Control								-					-									0 0,000 -00						В
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March   Marc							_							22								,	10.80%	56.60% 1.12% 1.12% 2500				В
Section   Control   Cont								2				N I	N	-	N U					С		C 2,200 134	10.80%	56.60% -0.66% 1.00% 2200		В 134	15.8%	В
14.   14.	50540000	COUN	NTY :	500237	CR 159	SR 12	0.000	FL-GA Line 8.01	6 8.016	2	0.000	N 1	N	-	N U	17,300	С	850	C 17,300	С	850	C 2,200 134	10.80%	56.60% -0.88% 1.00% 2200	12.7%	- 134	15.8%	-
1985   1985							_						-							С		,,-	10.80%	56.60% -0.74% 1.00% 2800				В
1.50   1.50							_					., .								- Č		2,000 171	10.80%	56.60% -1.36% 1.00% 2800				В
14.   14.				300237												.,				C		C 1,000 61	10.80%	56.60% -1.52% 1.00% 1000		D 61		В
Sect   Control								()				.,				-				С		C 650 40	10.80%	56.60% -2.70% 1.00% 700		B 43		В
Column   C		-			_		_			+		N I	N				С			С			10.80%	56.60% -0.07% 1.00% 1700				В
1985   1985	50510000	COUN	NTY :	500217		East Gretna City Limits						N I	N	-	N U		С	850		С		C 850 52	10.80%	56.60% -1.75% 1.00% 900				В
March   Control   Contro							13.615		00 2.185			N I	N	45	N U	.,	С			С		C 2,200 134	10.80%	56.60% -2.31% 1.00% 2200		B 134		В
9399. \$\text{\$\frac{9}{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\text{\$\frac{9}\t	30020000				_		1.333		1 5.218			N I	N	45	N U	,	С		17,500	C		C 4,800 291	10.80%	56.60% 0.68% 1.00% 4800		- 291 B 257		- B
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1985   1985												.,	N		.,	. ,	С					.,	10.0070	30.0070 2.2770 2.2770 3300				В
1985   1985	50130000	COUN	NTY :	500271	CR 269	Rowan Rd.	0.000	CR 270 1.99	7 1.997	2	0.000	N I	N	55	N U	17,300	С	850	C 17,300	С	850	C 600 37	10.80%	56.60% -7.07% 1.00% 600	3.5%	В 37	4.4%	В
March   Marc	50090000	COUN	NTY :	501703	CR 269	Rowan Rd.			9 5.709	2	0.000	N I	N	-	N U	17,300	С	850	C 17,300	С	850	C 1,300 80	10.80%	56.60% -4.57% 1.00% 1300	7.5%	- 80	9.4%	-
Section   Control   Cont												N 1	N				С			С			10.80%	56.60% -7.07% 1.00% 600				В
Control   Cont	30070000						_					15	14	10	.,	- 7,5000	С			С		C 2,000 122	10.80%	56.60% -3.67% 1.00% 2000				В
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Second   S						· · · · · · · · · · · · · · · · · · ·		i				N I	N			.,,				С		,,,,,						В
Second   S	50590000	COUN	NTY :	500278				SR 12 10.83	79 10.879	2	0.000	N 1	N	55	N U	17,300	С	850	C 17,300	С	850	C 800 50	10.80%	56.60% 4.85% 1.00% 800	4.6%	- 51		-
900 900 900 900 900 900 900 900 900 900	50590000	COUN	NTY :	500324	CR 270A	CR 269	_		4 1.264	2	0.000	N ]	N	55	N U	17,300	С	850	C 17,300	С	850	C 1,300 79	10.80%	56.60% -3.82% 1.00% 1300	7.5%	В 79	9.3%	В
Second   S						· · ·														С			10.80%	30.0070 3.0370 1.0070 300				В
Second   S									79 5.379			N I	N	55	N U	- 7	С			С		C 650 40	10.80%	56.60% -5.73% 1.00% 700		B 43		В
	30330000					DIC 12	0.000		0 4.250	-	0.000	N I	N	-	N U	,	C		C 17,500	C	650	C 2,000 123	10.80%	56.60% 2.03% 2.03% 2000		B 92		B
				500280	_		_			+ +							С			С		C 2,500 153	10.80%	56.60% 2.88% 2.88% 2500		B 153	18.0%	В
Second   S	50050000	STAT	TE :	500166	SR 12	Liberty County Line	0.000	US 90 12.8	35 12.853	2	0.000	N I	N	-	N U	17,300	С	850	C 17,300	С	850	C 4,100 249	10.83%	56.60% 0.06% 1.00% 4100	23.7%	- 249	29.3%	
Second   City   Second   City   Second   City   Second   City   City   Second   City   City   Second   City   City   City   Second   City	50050000						0.000				0.000		N	60	N U		С			С		C 3,000 184	10.83%	56.60% 1.84% 1.84% 3000				В
950000 SIAT 90000 SIAT 900000 SIAT 9000000 SIAT 900000 SIAT 900000 SIAT 900000 SIAT 900000 SIAT 9000000 SIAT 900000 SIAT 9000000 SIAT 9000000 SIAT 9000000 SIAT 900000000 SIAT 9000000 SIAT 9000000 SIAT 9000000 SIAT 9000000 SIAT 9000000 SIAT 9000000 SIAT 9000000000000000000000000000000000000													N			- 7	С			С		,	10.83%	56.60% 2.05% 2.05% 3400				В
Second Control   Seco													••	22	., .	- 7				С		0 1,100 231	10.80%	56.60% 1.85% 1.85% 4100				B
9.00000 9.00000 9.00000 9.000000 9.000000 9.000000 9.0000000 9.0000000 9.00000000	30030000			200070		(	1 -			<del></del>	0.000		••			,	C	0.50		C		0 1,100 231	10.80%	56 60% 0 04% 1 00% 4900				В
Second   S		_		300323							0.000		N	33	N U		С			С		2 1,700 500	10.83%	56.60% -1.44% 1.00% 3400				В
					SR 12	End 4-lanes		Gretna City Limits 11.60	-1-00			N	N	55	N U		С	850	C 17,300	С	850	C 4,800 294	10.83%	56.60% -2.26% 1.00% 4800		B 294	34.6%	В
9.000					SR 12						0.000	N ]	N	55	N RD	.,	С			С		7				B 293		В
					SR 12							Y ]	N	35	N >5000	-,	С			С						- 316	7 0.0 7 0	-
					SR 12							Y .	N N	22			C			C		, , , , , , , , , , , , , , , , , , , ,						C D*
500,000   STATE   500,000		1																										B B
Second Control of Start   South Control of S																												В
500,0000   STATE   500,007   SE 267   Lberty County Line   0.000   LS 96   Lberty County Line   0.000   LB 96   Lberty County Line   0.000   Lberty Line   0.000	50020000	STAT	TE :	500117		CR 270											-								31.2%			В
STATE 500027 SR 267 Lherry County Line 0.000 CR 6B [Old Federal Road] 7.584 7.584 0 2 0.000 N N N 55 N RD 17.300 C 850 C 17.300 C 850 C 17.300 C 850 C 3.00 20 10.80% 56.00% 4.57% 1.00% 330 10.11% B 202 2.38% B 30.00000 STATE 500020 SR 267 Short Road 1.667 [Ohne Bloundary 12.565] 8.088 8 4 0.000 Y V Y V 45 Y RD 49.000 C 2.450 C 7.500 4.00												N ]	N	55	N RD		С			С						B 122		В
S080000 STATE 500322 SR 267 CR 658 [Old Federal Road] 7.584 Spooner Road 11.667 [4.083] 2 0.000 N N N 55 N RD 17.300 C 850 C 17.300 C 850 C 17.300 C 850 C 3.800 232 [0.80%] 56.60% 4.93%] 1.00% 3800 22.0% B 232 [27.3%] B 3000000 STATE 5000000 STATE 500000 STATE 5000000 STATE 500000 STATE 500000 STATE 5000000 STATE 500000 STATE 5000000 STATE 5000000 STATE 500000 STATE 5000000 STATE 500000 STATE 5000000 STATE 500000 STATE 500000 STATE 5000000 STATE 5000000 STATE 5000000 STATE 5000000 STATE 50000000 STATE 500000000 STATE 50000000000 STATE 500000000000 STATE 5000000000000 STATE 5000000000000000000000000000000000000					_							Y Y	Y	35	Y RD	- 7	С			С		, .,				- 438		- D
5088000 STATE 50026 SR 267 Spooter Road 11 667 Urban Boundary 12.565 0.898						,,	_									.,				_								B B
SO80000 STATE 50026 SR 267 Urban Boundary 12.56 Quincy City Limits 14.17 1.607 4 4 0.000 Y Y Y 45 Y RD 49.600 C 2.450 C 49.600 C 2.450 C 7.500 45.8 10.80% 56.60% 1.35% 1.00% 75.00 15.11% B 45.8 18.75% B 45.8 18.7		1																										В
5080000 CITY 509301 SR 267 Quincy City Limits 14.12 CR 274 14.688 0.516 4 0.828 Y Y 9 35 Y 5000 10.395 C 525 C 10.395 C 525 C 10.000 6.11 10.80% 56.60% 4.156% 10.0% 56.00% 52.2% 10.000 99.1% C 50080000 CITY 505031 SR 267 CR 274 14.688 Lura Street 15.197 Us 90 15.380 0.183 4 0.828 Y Y 9 35 Y 5000 10.395 C 525 C 10.395 C 525 C 10.000 6.11 10.80% 56.60% 5.22% 10.000 99.1% C 630 120.0% 5008000 CITY 505030 SR 267 Us 90 10.000 Forida Line Road 8.488 8.488 8 4.88 8 4.88 8 8.488 8 4.88 8 8.488 8 8.488 8 8.488 8 4.88 8 8.488 8 8.					_		_																					В
S080000 CITY S08000 SR 267 Laura Street 15.197 US 90 15.380 0.183		1			_		14.172	CR 274 14.68	38 0.516	4	0.828	Y			Y >5000		С			С		C 7,792 476	10.80%	56.60% -1.56% 1.00% 7800				С
50140000         STATE         501502         SR 267         US 90         0.00         Florida Line Road         8.48         8.48         2         2.270         Y         N         45         N         >500         C         330         C         3,800         2.32         10.0%         66.0%         2.62%         10.0%         86.0%         2.62%         10.0%         88.5%         -         2.32         70.3%         -         -         5014000         C         330         C         6,500         C         330         C         5,600         3.42         10.0%         56.0%         3.42         10.0%         56.0%         3.42         10.0%         56.0%         3.40         10.0%         56.0%         3.40         10.0%         56.0%         3.40         10.0%         56.0%         3.40         10.0%         56.0%         3.40         10.0%         56.0%         3.40         10.0%         56.0%         3.40         10.0%         56.0%         3.50         8.267         8.88         8.48         8.48         2         2.270         Y         N         2.50         0.500         C         330         C         5,500         2.0         3.00         2.0         3.00 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>22</td><td>1 / 2000</td><td></td><td>С</td><td></td><td></td><td>С</td><td>323</td><td>- 10,000 011</td><td></td><td></td><td></td><td>011</td><td>110.170</td><td>D</td></t<>														22	1 / 2000		С			С	323	- 10,000 011				011	110.170	D
50140000 CITY 505016 SR 267 US 90 0.000 Exing Street 0.207 North Street 0.435 0.228 2 2.270 Y NN 25 N >5000 6.500 C 330 C 6.500 C 330 C 5.600 3.42 10.806 5.606 3.416 1.006 5600 86.2% C 342 10.366 D 5.000 C 5.000 C 330 C 5.500 C 330 C 3.500 C											0.020				Y >5000		С			С						C 630		D
5014000 CITY 50518 SR 267 EKing Street 0.20 North Street 0.435 0.228 C 2.270 Y N 25 N 5500 6,500 C 330 C 6,500 C 330 C 4,30 263 10.80% 56.60% 3.55% 1.00% 4300 66.2% C 263 79.7% C 25014000 CITY 501502 SR 267 North Street 0.435 Burmah Drive 0.804 0.369 C 2.270 Y N 25 N 5500 6,500 C 330 C 330 C 3.80 0.23 10.80% 56.60% 2.23% 1.00% 3800 58.5% C 232 70.3% C 25014000 STATE 501502 SR 267 Burmah City City Limits 0.881 CR 272 / Old Philadelphia 4.256 3.375 2 0.000 N N N 45 N RD 17,300 C 850 C 17,300 C 850 C 17,300 C 850 C 3,800 232 10.80% 56.60% 2.23% 1.00% 3800 2.20% B 232 0.73% B 232												-	**		N >5000	-,	C			C		0 0,000 -0-				- 232		- Dr
50140000         CITY         501502         SR 267         North Street         0.435         Burmah Drive         0.804         0.369         2         2.270         Y         N         25         N         >500         C         330         C         3,800         232         10.0%         56.6%         2.23%         1.0%         88.0         58.5%         C         232         70.3%         C           5014000         CITY         501502         SR 267         Burmah Drive         0.804         0.077         2         2.270         Y         N         25         N         >5000         C         330         C         6,500         C         330         C         3,800         232         10.0%         56.6%         2.23%         1.0%         3800         58.5%         C         232         70.3%         C           5014000         STATE         501502         SR 267         Quincy City Limits         0.881         0.077         2         2.270         Y         N         2         0.000         N         N         N         D         17,300         C         850         C         3,800         2.22         10.0%         850         C         3,800																												D*
5014000 CITY 501502 SR 267 Burnah Drive 0.804 Quincy City Limits 0.88 0.077 2 2.270 Y N 25 N 5500 6,500 C 330 C 6,500 C 330 C 3,800 23 10.80% 56.60% 2.23% 1.00% 3800 58.5% C 232 70.3% C 5014000 STATE 501502 SR 267 Quincy City Limits 0.88 CR 272 / Old Philadelphia 4.256 3.375 2 0.000 N N N 45 N RD 17,300 C 850 C 17,300 C 850 C 17,300 C 850 C 3,800 23 10.80% 56.60% 2.23% 1.00% 3800 22.0% B 232 27.3% B 5014000 STATE 50011 SR 267 CR 272 / Old Philadelphia 4.256 CR 272 / Hutchinson 5.473 1.217 2 0.000 N N N 45 N RD 17,300 C 850 C 17,300 C 850 C 17,300 C 850 C 3,800 23 10.80% 56.60% 2.57% 1.00% 3800 22.0% B 232 27.3% B							_													_								С
5014000 STATE 50011 SR 267 CR 272 / Old Philadelphia 4.26 CR 272 / Hutchinson 5.473 L17 2 0.000 N N N 45 N RD 17,300 C 850 C 17,300 C 850 C 3,800 23 10.80% 56.60% 2.57% 1.00% 3800 22.0% B 232 27.3% B							_				-1-10									1								С
	50140000	1		501502	_		0.881	CR 272 / Old Philadelphia 4.25								- 7	С											В
50140000 STATE 500281 T SR 267 CR 272 / Hutchinson 5.473 Florida Line Road 8.488 3.015 2 0.000 N N 45 N RD 17,300 C 850 C 1,505 92 10.80% 56.60% -1.16% 1.00% 1500 8.7% B 92 10.8% B							1 -										С											В
	50140000	STAT	TE :	500281 T	SR 267	CR 272 / Hutchinson	5.473	Florida Line Road 8.48	8 3.015	2	0.000	N ]	N	45	N RD	17,300	С	850	C 17,300	С	850	C 1,505 92	10.80%	56.60% -1.16% 1.00% 1500	8.7%	В 92	10.8%	В

																									ANALYS	SIS YEAR	
SECTION	CATEGORY	STATION ID ST.	AT STATE	FROM	FROM TO	то	SECTION SIS	NO.	LEFT-TURN	RIGHT-TUR	N POSTED	AREA	A FDOT MAX	FDOT LOS	FDOT MAX	FDOT LOS	LOCAL MAX	LOCAL LOCA	MAX LOCA	L 2015 201	5 K D	GI	R				
NO.		NUMBER NO			M.P.	M.P.	LENGTH FIHS	LANES SIGNA	S BAYS	BAYS	SPEED	DIVIDED TYPE	E VOL (AADT) <sup>2</sup>	STD (AADT)	OL (PH/PD) <sup>2</sup> S	TD (PH/PD)	VOL (AADT) <sup>2</sup> I	LOS STD VOL	PH/PD) STD (PE	PD) AADT PH/I	PD % %	GR USE	D¹ AADT %1	MAX VOL (AADT)	AADT LOS	PH/PD %	MAX VOL (PH/PD) PH/PD LOS
50020000	STATE	500165	SR 12	Havana City Limits	10.436 Leon County Line	15 944	5 508	4 0.000	V	V	55	V RD	49 600	C	2.450	C	49,600	C 2		11 000 673	10.80% 56.60%		0% 11000	22.2%		672	27.4% -
50020000	CITY	501607	SR 12	Havana City Limits	10.436 US 27 / SR 159 / SR 63	10.952	0.516	2 0.000	N	N	45	N RD	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	С	850	С	17.300		60 C	2.500 153			0% 2500	14.5%	В	153	18.0% B
50020000	CITY	501601	US 27 / SR 63	US 27 / SR 159 / SR 63	10.952 Havana City Limits	11.140	0.188	4 1.079	Y	$Y^6$	45	Y RD	10,395	С	525	С	10,395	C 5	.5 C	11,800 72	10.80% 56.60%	/ <sub>6</sub> -4.32% 1.00	0% 11800	113.5%	D	721	137.3% D
50020000	STATE	501601	US 27 / SR 63	Havana City Limits	11.140 CR 159	12.150	1.010	4 0.000	Y	Y	55	Y RD	49,600	С	2,450	С	49,600	C 2-	50 C	11,800 72	10.80% 56.60%	4.32% 1.00	0% 11800	23.8%	В	721	29.4% B
50020000	STATE	500165	US 27 / SR 63	CR 159	12.150 CR 270	14.835	2.685	4 0.000	Y	Y	55	Y RD	49,600	С	2,450	С	49,600	C 2-	50 C	13,400 819	10.80% 56.60%	% -1.64% 1.00	0% 13400	27.0%	В	819	33.4% B
50020000	STATE	500110	US 27 / SR 63	CR 270	14.835 Leon County Line	15.944	1.109	4 0.000	Y	Y	55	Y RD	49,600	C	2,450	С	49,600	C 2-	50 C	15,500 947	10.80% 56.60%	% -2.94% 1.00	0% 15500	31.3%	В	947	38.7% B
50040000	STATE	500054	Γ US 27	SR 159	0.000 Georgia State Line	6.404	6.404	4 1.079	Y	Y	55	Y RD	49,600	С	2,450	С	49,600	C 2,	50 C	8,500 519	10.80% 56.60%	4.63% 1.00	0% 8500	17.1%	-	520	21.2% -
50040000	CITY	501601	US 27	SR 159	0.000 CR 12 A / 9th Ave	0.839	0.839	4 1.079	Y	Y	45	Y RD	10,395	С	525	С	10,395	C 5	15 C	11,800 72	10.80% 56.60%	4.32% 1.00	0% 11800	113.5%	D	721	137.3% D
50040000	CITY	501602	US 27	CR 12 A / 9th Ave	0.839 CR 12 / 5th Ave E	1.091	0.252	4 1.079	Y	Y	45	Y RD	10,395	С	525	С	10,395	C 5	.5 C	11,800 72	10.80% 56.60%	<b>6 -3.39%</b> 1.00	0% 11800	113.5%	D	721	137.3% D
50040000	CITY	501603	US 27	CR 12 / 5th Ave E	1.091 Havana City Limits	1.665	0.574	4 1.079	Y	Y	45	Y RD	10,395	С	525	С	10,395	C 5	.5 C	7,800 477	10.80% 56.60%	<b>6 -7.39%</b> 1.00	7800	75.0%	С	477	90.9% C
50040000	STATE	501603	US 27 / SR 63	Havana City Limits	1.665 CR 159A / Potter Wood	2.892	1.227	4 0.000	Y	Y	55	Y RD	49,600	С	2,450	С	49,600	C 2	50 C	7,800 477	10.80% 56.60%	<b>6 -7.39%</b> 1.00	7800	15.7%	В	477	19.5% B
50040000	STATE	500054	US 27 / SR 63	CR 159A / Potter Wood	2.892 CR 157	6.268	3.376	4 0.000	Y	Y	55	Y RD	49,600	С	2,450	С	49,600	C 2-	50 C	6,362 389	10.80% 56.60%	% -3.95% 1.00	0% 6400	12.9%	В	391	16.0% B
50040000	STATE	500045	US 27 / SR 63	CR 157	6.268 Georgia State Line	6.404	0.136	4 0.000	Y	Y	55	Y RD	49,600	С	2,450	С	49,600	C 2-	50 C	5,400 330	10.80% 56.60%	6 -1.41% 1.00	0% 5400	10.9%	В	330	13.5% B
50010000	STATE	500072	US 90	Jackson County Line	0.000 SR 12	20.763	20.763	2 0.000	N	N	45	N RD	17,300	С	850	С	17,300	C 8	0 C	7,800 479	10.80% 56.60%	<b>6 -2.91%</b> 1.00	% 7800	45.1%	-	479	56.4% -
50010000	CITY	501702	US 90	Jackson County Line	0.000 River Landing Road	0.354	0.354	2 2.478	Y	$Y^4$	25	Y <sup>4</sup> RD	7,150	С	363	С	7,150	C 3	i3 C	6,000 36	10.80% 56.60%	6 -3.22% 1.00	0% 6000	83.9%	С	367	101.1% D
50010000	CITY	501701	US 90	River Landing Road	0.354 Decatur Street	0.587	0.233	2 2.478	Y	$Y^4$	25	Y <sup>4</sup> RD	7,150	C	363	С	7,150	C 3	i3 C	7,800 477	10.80% 56.60%		7800	109.1%	D	477	131.4% D
50010000	CITY	501701	US 90	Decatur Street	0.587 CR 269 / Main Street	0.807	0.220	2 2.478	_	Y <sup>4</sup>	25	Y <sup>4</sup> RD	7,150	С	363	С	7,150	C 3	.5	7,800 477	10.80% 56.60%			109.1%	D	477	131.4% D
50010000	CITY	505034	US 90	CR 269 / Main Street	0.807 Begin 4 Lane	2.162	1.355	2 0.000	N	N	55	N RD	17,500	С	850	С	17,300	C 8	.0	5,700 348	10.80% 56.60%		5700	32.9%		348	40.9% B
50010000	CITY	501704	US 90	Begin 4 Lane	2.162 Chattahoochee City Limits	3.445	1.283	4 0.000	N <sup>3</sup>	N	55	N <sup>5</sup> RD	0.13=00	С	1,837	С	37,200	C 1		3,800 232	10.80% 56.60%		3800	10.2%	B B	232	12.6% B 27.3% B
50010000	STATE STATE	501704 500072	US 90 US 90	Chattahoochee City Limits	3.445 CR 269A Faceville Road 4.006 Gretna City Limits	4.006	0.561 9.596	2 0.000	- "	N	55	N RD	213000	C	850 850	C	17,300 17,300	C 8		3,800 232	10.80% 56.60%		0% 3800 0% 3200	22.0% 18.5%	B	196	23.1% B
50010000	CITY	500072	US 90	CR 269A Faceville Road  Gretna City Limits	13.602 CR268 / Hardaway Highway	14 599	0.997	2 0.000	N N	N N	33	N RD	17,500	C	850 850	C	24 400	C 8		3,200 196	10.80% 56.60%		0% 3200 0% 3200	18.5%		196	23.1% B
50010000	CITY	500072	US 90	CR268 / Hardaway Highway	14.599 Gretna City Limits	15 474	0.875	2 0.000	N	N N	45	N RD	17,300	C	850	C	24,400		00 C	4 900 300	10.80% 56.60%	0 2.7570 1.00	0% 4900	28.3%		300	35.3% B
50010000	STATE	500069	US 90	Gretna City Limits	15.474 SR 12	16.740	1 266	2 0.000	N	N	55	N RD	17,500	C	850	C	17.300	C 8	00	4 900 300	10.0070 20.007		0% 4900	28.3%		300	35.3% B
50010000	STATE	500210	US 90	SR 12	16.740 Quincy City Limits	18.648	1.908	4 0.000	Y	Y	55	Y RD		C	2.450	С	49,600	C 2		10.000 61	10.80% 56.60%		0% 10000	20.2%	В	611	24.9% B
50010000	CITY	501506	US 90	Quincy City Limits	18.648 SR 267 Pat Thomas Parkway	19.849	1.201	4 1.665	Y	Y	45	Y >5000	35,700	С	1,827	С	35,700	C 1:	27 C	12,600 770	10.80% 56.60%	% -2.83% 1.00	0% 12600	35.3%	С	770	42.1% C
50010000	CITY	505026	US 90	SR 267 Pat Thomas Parkway	19.849 Stewart Street	20.423	0.574	4 4.745	Y	N	35	Y >5000	9,900	С	500	С	9,900	C 5	10 C	15,600 954	10.80% 56.60%	% -3.62% 1.00	0% 15600	157.6%	D	954	190.8% D
50010000	CITY	501504	US 90	Stewart Street	20.423 SR 267 North	20.692	0.269	4 4.745	Y	N	35	Y >5000	9,900	С	500	С	9,900	C 5	10 C	15,100 923	10.80% 56.60%	6 -1.97% 1.00	0% 15100	152.5%	D	923	184.6% D
50010000	CITY	505022	US 90	SR 267 North	20.692 SR 12	20.763	0.071	4 14.28	N	N	25	N >5000	7,425	C	375	С	7,425	C 3	'5 C	13,200 803	10.80% 56.60%	% -0.55% 1.00	0% 13200	177.8%	D	807	215.2% D
50030000	STATE	501503	US 90	SR 12	0.000 Leon County Line	13.442	13.442	4 0.000	Y	N	45	Y RD	49,600	С	2,450	С	49,600	C 2,	50 C	13,700 839	10.80% 56.60%	% -1.91% 1.00	0% 13700	27.6%	-	839	34.2% -
50030000	CITY	505022	US 90	SR 12	0.000 Road Divides	0.069	0.069	4 14.28	N	N	25	N >5000	7,425	С	375	С	7,425	C 3	5 0	13,200 803	10.0070 20.007	0.000.00	0% 13200	177.8%	D	807	215.2% D
50030000	CITY	501503	US 90	Road Divides	0.069 Quincy City Limits	2.058	1.989	4 0.000	_	N	45	N >5000	77,000	С	2,450	С	49,600	C 2-		11,200 685			0% 11200	22.6%	В	685	28.0% B
50030000	STATE	501503	US 90	Quincy City Limits	2.058 Midway City Limits	9.773	7.715	4 0.000	Y	Y	65	Y RD	49,600	С	2,450	С	49,600	C 2		11,200 685	10.0070 20.007		0% 11200	22.6%	В	685	28.0% B
50030000	CITY	500321	US 90	CR 159	9.773 Dupont Road	11.852	2.079	4 0.553	Y	N	45	Y RD	34,000	С	1,740	С	34,000	е .	40 C	17,000 103	9 10.80% 56.60%	0 -1.02/0 1.00	0% 17000	50.0%	С	1039	59.7% C
50030000	CITY	500038	US 90	Dupont Road	11.852 Leon County Line	13.442	1.590	4 0.538	Y	Y <sup>6</sup>	45	Y RD	00,700	С	1,827	С	35,700	C 1		16,000 978	10.80% 56.60%		0% 16000	44.8%	С	978	53.5% C
50001000	STATE	500220	I-10 - SIS Facility	Jackson County Line	0.000 CR 274 / Ben Bostick Rd (CRTPA Boundary)	18.383	18.383	4 0.000		Freeway	70	Y RD	57,600	С	2,880	С	57,600	C 2,		19,300 124	4 11.80% 54.60%	0 -2.20/0 1.00	0% 19300	33.5%	-	1244	43.2% -
50001000	STATE	502001	I-10 - SIS Facility	Jackson County Line	0.000 CR270A	5.446	5.446 SIS	4 0.000		Freeway	70	Y RD	37,000	С	2,880	С	57,600	C 2:		19,500 125	6 11.80% 54.60%		0% 19500	33.9%	В	1256	43.6% B
50001000	STATE	502003	I-10 - SIS Facility	CR270A	5.446 CR 274 / Ben Bostick Rd (CRTPA Boundary)	18.383	12.937 SIS	4 0.000	Freeway	Freeway	70	Y RD	57,600	С	2,880	С	57,600	C 2	80 C	19,100 123	1 11.80% 54.60%	% -3.44% 1.00	0% 19100	33.2%	В	1231	42.7% B

 $^{1}Where\ Annual\ Growth\ is\ >6\%,\ projections\ are\ reduced\ to\ a\ maximum\ of\ 6\%.\ Where\ Annual\ Growth\ <1\%,\ projections\ are\ increased\ to\ a\ minimum\ of\ 1\%.$ 

<sup>2</sup>Capital Region Transportation Planning Agency Urbanized Area Boundary

 $^3\mbox{\sc Analyzed}$  as 2-lane. No count station within 4-lane section.

 $^4\text{Max}$  volumes increased by 10% due to: Divided (+5%) & exclusive righ turn lanes (+5%)

<sup>5</sup>Max volumes reduced by 25% due to: Undivided & no exclusive left turn lanes

<sup>6</sup>Max volumes increased by 5% due to: Exclusive right turn lanes

T = Telemetered station

																											ANALY	SIS YEAR		
SECTION	CATEGO	ORY STATION I	STAT STATE	FROM	FROM	то	то я	ECTION	SIS NO.		LEFT-TURN	RIGHT-TURN	POSTED		AREA	FDOT MAX	FDOT LOS	FDOT MAX	FDOT LOS	LOCAL MAX LOCA	L LOCAI	MAX LOCAL	2015	2015 K D G	R					
NO.			NOTE ROAD NO.		M.P.		M.P. 1	ENGTH F	IHS LANE	S SIGNALS	BAYS	BAYS	SPEED	DIVIDED	TYPE	VOL (AADT) <sup>2</sup>	STD (AADT	VOL (PH/PD) <sup>2</sup> S	STD (PH/PD)	VOL (AADT)2 LOS S	TD VOL	H/PD) STD (PH/PD	AADT	PH/PD % % GR USI	ED¹ AADT %	MAX VOL (AADT)	AADT LOS	PH/PD %	/6 MAX VOL (PH/PD) - F	PH/PD LOS
54501000	COUNT		CR 142 (Lake Road)	Leon County Line	0.000	Cocraft Road	4.552		2	0.00	N	N		N	ΤŢ	17.300	D	850	D	24 400 D	1.2				0% 200	1.2%	R	13	1.5%	B
54550000	COUNT		CR 259 (Lake Road)	-		Cocraft Road	6.148		2	0.00	N	N	-	N	U	17,300	D	850	D	24,400 D	-,-		250	17 11.80% 57.00% -26.06% 1.00		1.7%	В	20	2.4%	В
54500000	COUNT		CR 146 (Ashville Highway)	SR 10 (US 90)		FL-GA Line	8.067	8.067	2	0.00	N	N	-	N	U	17,300	D	850	D	24,400 D	1,2		2,000	135 11.80% 57.00% -0.64% 1.00	0% 2000	10.0%	-	135	20.0%	-
54500000	COUNT	TY 541506	CR 146 (Ashville Highway)	SR 10 (US 90)	0.000	Clark Rd.	1.575	1.575	2	0.00	N	N	-	N	U	17,300	D	850	D	24,400 D	1,2	00 D	2,000	135 11.80% 57.00% -0.64% 1.00	0% 2000	11.6%	В	135	15.9%	В
54500000	COUNT	TY 541506	CR 146 (Ashville Highway)	Clark Rd.	1.575	SR 55 (US 221)	14.461	12.886	2	0.00	N	N	-	N	U	17,300	D	850	D	24,400 D	1,2	00 D	2,000	135 11.80% 57.00% -0.64% 1.00	0% 2000	11.6%	В	135	15.9%	В
54080000	COUNT	TY 540003	CR 149 (Boston Highway)	US 19	0.000	FL-GA Line	8.067	8.067	2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D	1,2	00 D	1,700	114 11.80% 57.00% -2.00% 1.00	0% 1700	9.8%	В	114	13.4%	В
54560000	COUNT	TY 540224	CR 158 (Old Lloyd Road)	SR 59		US 90	9.991		2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D	-,-		2,000	135 11.80% 57.00% -0.88% 1.0	0% 2000	10.0%	-	135	20.0%	-
54560000	COUNT	11 3.0220	CR 158 (Old Lloyd Road)	1 11		CR 156B (Rabon Rd.)	5.473	1.510	2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D	.,~		2,700		0% 2700	15.6%	В	182	21.4%	В
54560000	COUNT		CR 158 (Old Lloyd Road)	(	5.473		9.991		2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D	-,-		/	0. 1	0% 1300	7.5%	В		10.2%	В
54510000	COUNT		CR 257-A (South Salt Road)			SR 20 (US 19/US 27)	7.875	7.875	2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D			550	37 11.80% 57.00% -2.31% 1.00	0% 600	3.5%	В	40	4.7%	В
54050000	COUNT	TY 540236	CR 257-B (South Salt Road)	SR 20 (US 19/US 27)		SR 10 (US 90)	17.985	10.110	2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D	1,2		800	51 11.80% 57.00% -1.06% 1.00	0% 800	0.0%	-	51	10.0%	-
54050000	COUNT		CR 257-B (South Salt Road)			SR 8 (I-10)	14.483		2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D					0% 700	4.0%	В		5.5%	В
54050000	COUNT	11 310033	CR 257-B (South Salt Road)	011 0 (1 1 0)		SR 10 (US 90)	17.985	0.000	2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D	1,2		000	31 11.0070 37.0070 1.3370 1.00	0% 800	4.6%	В	٠.	6.4%	В
54571000 54572000	COUNT		CR 257 (Salt Road) CR 259 (Tram Road)		0.000	Bassett Dairy Road	5.271	1.597	2	0.00	N N	N N	55 55	N N	U	17,300 17,300	D D	850 850	D D	24,400 D 24.400 D				40 11.80% 57.00% 0.56% 1.00 57 11.80% 57.00% -2.32% 1.00		3.5% 5.2%	B B		4.7% 7.2%	В
54572000	COUNT	TY 540227 TY 540018	CR 259 (Tram Road)	CP 50	0.000	DR 37	14.614	14 614	2	0.00	N N	N N	22	N N	U	17,300	D D	850 850	D	24,400 D	1,2		1 200	5/ 11.80% 5/.00% -2.32% 1.00	0% 900	5.2% 10.0%	В	110	7.2%	В
54070000	COUNT		CR 259 CR 259 (Waukeenah Highway)	SR 59 SR 59	0.000	US 27	5.284		2	0.00	N N	N N	35	N N	II	17,300	D D	850 850	D	24,400 D	1,2		1,500	101 11.80% 57.00% -1.25% 1.00 101 11.80% 57.00% 0.48% 1.00	0% 1800 0% 1500	8.7%	В	101	11.9%	В
54070000	COUNT		CR 259 (Waukeenah Highway) CR 259 (Waukeenah Highway)			CR 158B (Nash Road)	9 698		2	0.00	N N	N N	55	N N	II	17,300	D D	850 850	D	24,400 D 24.400 D	1,2		1,500		0% 1600	9.2%	B	101	12.7%	В
54070000	COUNT	11 310050	CR 259 (Wattkeenan Highway)			US 19	7.070	4.916	2	0.00	N	N	55	N	U	17,300	D	850	D	24,400 D			1,000	148 11.80% 57.00% -2.89% 1.00	1000	12.7%	В	100	17.4%	В
54090000	STATE		SR 59	US 98		CR 259 (Tram Rd.)	13.774	13.774		0.00	N	N		N	U	17,300	С	850	С	17,300 C	85		800	54 11.83% 57.00% -3.56% 1.00	0% 800	0.0%	-	54	10.0%	
54090000	STATE		SR 59	US 98		Wacissa Springs Rd.	13.060	13.060	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85		800	54 11.83% 57.00% -3.45% 1.00	0% 800	4.6%	В	54	6.4%	В
54090000	STATE	E 540081	SR 59	Wacissa Springs Rd.	13.060	CR 259 (Tram Rd.)	13.774	0.714	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85	0 C	800	54 11.83% 57.00% -3.45% 1.00	0% 800	4.6%	В	54	6.4%	В
54060000	STATE	E 540245	SR 59	CR 259 (Waukeenah Highway)	0.000	Leon County Line	12.034	12.034	2	0.00	N	N	-	N	U	17,300	С	850	С	17,300 C	85	0 C	1,900	126 11.75% 57.13% -1.98% 1.00	0% 1900	10.0%	-	126	10.0%	-
54060000	STATE	E 540064	SR 59	CR 259 (Waukeenah Highway)	0.000	SR 20 (US 27)	3.869	3.869	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85	0 C	1,250	84 11.83% 57.00% -2.57% 1.00	0% 1300	7.5%	В	88	10.4%	В
54060000	STATE	E 540245	T SR 59	SR 20 (US 27)	3.869	CR 158 (Old Lloyd Road)	8.964	5.095	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85	0 C	1,347	91 11.83% 57.00% -3.38% 1.00	0% 1300	7.5%	В	88	10.4%	В
54060000	STATE	E 540235	SR 59	CR 158 (Old Lloyd Road)	8.964	SR 8 (I-10)	9.952	0.988	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85	0 C	3,500	236 11.83% 57.00% -1.21% 1.00	0% 3500	20.2%	В	236	27.8%	В
54060000	STATE	E 540009	SR 59	SR 8 (I-10)	9.952	Leon County Line	12.034	2.082	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85	0 C	1,400	93 11.50% 57.50% -2.47% 1.00	0% 1400	8.1%	В	93	10.9%	В
54030000	STATE	E 540002	SR 57 (US 19)	SR 20 (US 27)	0.000	Georgia State Line	18.076	18.076	SIS -	0.00	-	N	-	-	U	49,600	С	2,450	С	49,600 C	2,4	30 0	4,100	388 11.83% 57.00% -2.60% 1.0	0% 5800	10.0%	-	388	20.0%	-
54030000	STATE		SR 57 (US 19) <sup>2</sup>			SR 8 (I-10)	4.741		SIS 4	0.00	N	N	65	Y	U	49,600	С	2,450	С	49,600 C	2,4		1,100		0% 4100	8.3%	В	276	11.3%	В
54030000	STATE	L 540102	SR 57 (US 19) <sup>2</sup>			South Monticello City Line (S.Waukeenah St.)	8.155		SIS 4	0.00	N	N	55	Y	U	49,600	С	2,450	С	49,600 C	2,4		5,700	304 11.03/0 37.00/0 -1.70/0 1.00	0% 5700	11.5%	В		15.7%	В
54030000	CITY		SR 57 (US 19) <sup>2</sup>	South Monticello City Line (S.Waukeenah St.)					SIS 4	0.00	N	N	55	Y 3	U	49,600	С	2,450	С	49,600 C	2,4				0% 8000	16.1%	В		22.0%	В
54030000 54030000	CITY		SR 57 (US 19) <sup>2</sup> SR 57 (US 19) <sup>2</sup>			SR 10 (US 90) Bishop Dr.			SIS 4	0.00	Y	N N	35 25	N <sup>3</sup>	U	47,120 17.300	С	2,328 850	С	47,120 C 17,300 C	2,3 85		10,300		0% 10300	21.9%	B	695 317	29.9% 37.3%	B B
54030000	CITY		SR 57 (US 19) SR 57 (US 19) <sup>2</sup>			North Monticello City Line			SIS 2	0.00	N N <sup>4</sup>	N N	45	N N <sup>4</sup>	U	37.200	C	1,837	C	17,300 C	1.8		4,700		0% 4700 0% 4700	12.6%	В	317	17.3%	В
54030000	STATE		SR 57 (US 19) <sup>2</sup>			CR 149 (Boston Highway)			SIS 4	0.00	N <sup>4</sup>	N N	55	N <sup>4</sup>	TT.	37,200	C	1,837	C	37,200 C	1,8		4,700	317 11.0370 37.0070 1.7170 1.00	0% 4700	12.6%	R	317	17.3%	В
54030000	STATE		SR 57 (US 19) <sup>2</sup>			Georgia State Line			SIS 4	0.00	N	N	65	Y	II	49.600	С	2.450	C	49.600 C	1,0	5,	1,700	317 11.0370 37.0070 1.7170 1.00	0% 3800	7.7%	В	517	10.4%	В
54020000	STATE		SR 20 (US 27)	3,		Madison County Line		17.053	4	0.00	N	N	- 03	v	П	49 600	C	2,450	C	49,600 C	2,4		4 900	334 12 10% 56 78% -1 97% 1.00	0% 4900	10.0%		334	10.0%	
54020000	STATE		SR 20 (US 27)	and the state of t	0.000		3 414	3 414	4	0.00	N	N	55	Y	U	49,600	С	2,450	С	49.600 C	2.4		5 100	344 11 83% 57 00% -2 55% 1 0	0% 5100	10.3%	В	344	14.0%	В
54020000	STATE	E 540050	SR 20 (US 27)		3.414	CR 259 (Waukeenah Highway)	7.483	4.069	4	0.00	N	N	55	Y	U	49,600	С	2,450	С	49,600 C	2,4	50 C	4,900	330 11.83% 57.00% -1.72% 1.00	0% 4900	9.9%	В	330	13.5%	В
54020000	STATE	E 540049	SR 20 (US 27)	CR 259 (Waukeenah Highway)	7.483	SR 57 (US 19)	9.997	2.514	4	0.00	N	N	55	Y	U	49,600	С	2,450	С	49,600 C	24:	50 C	4,000	270 11.83% 57.00% -2.09% 1.00	0% 4000	8.1%	В	270	11.0%	В
54020000	STATE	E 540312	T SR 20 (US 27)	SR 57 (US 19)	9.997	Madison County Line	17.053	7.056	4	0.00	N	N	55	Y	U	49,600	С	2,450	С	49,600 C	24:	50 C	5,403	391 12.90% 56.10% -1.63% 1.00	0% 5400	10.9%	В	391	16.0%	В
54010000	STATE	E 540094	SR 10 (US 90)			Madison County Line	19.880	19.880	-	0.00	N	N	-	N	U	17,300	С	850	С	17,300 C	85	0 C	4,000	266 11.83% 57.00% -1.27% 1.00	0% 4000	20.0%	-	267	30.0%	-
54010000	STATE		L SR 10 (US 90) Western Corner		0.000			0.630	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85		-,,,,,,,	321 11.0370 37.0070 0.0770 1.0	0% 4800	27.7%	В	324	38.1%	В
54010000	STATE	E 540094	SR 10 (US 90)			West Monticello City Line		5.349	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85	0 C	3,500	236 11.83% 57.00% -0.76% 1.00	0% 3500	20.2%	В	230	27.8%	В
54010000	CITY		SR 10 (US 90)			SR 57 (US 19) (HWY 19)	10.408	1.3/1	2	0.00	N	N	35	N	U	17,300	С	850	С	17,300 C	85	ů c	4,800	324 11.83% 57.00% -0.24% 1.00	0% 4800	27.7%	В	324	38.1%	В
54010000	CITY		SR 10 (US 90)			North Railroad Street		0.341	2	0.00	N	N	35	N	U	17,300	С	850	С	17,300 C	85		7,500	200 1110211 2110011 210011 110	0% 7500	43.4%	В	200	59.5%	С
54010000	CITY	311302	SR 10 (US 90)			East Monticello City Line (Simpson Avenue)	11.215	0.466	4	0.00	N <sup>4</sup>	N	35	N <sup>4</sup>	U	37,200	С	1,837	С	37,200 C	18:		2,600	173 11.0370 37.0070 0.0270 1.00	0% 2600	7.0%	В		9.5%	В
54010000	STATE	E 511502	SR 10 (US 90)			Big Joe Road	15.564	4.349	2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85		2,600	175 11.0570 57.0070 0.0270 1.00	0% 2600	15.0%	В	175	20.6%	В
54010000	STATE		SR 10 (US 90)	Č		Madison County Line	19.880		2	0.00	N	N	55	N	U	17,300	С	850	С	17,300 C	85		1,850	125 11.83% 57.00% -2.42% 1.00	0% 1900	11.0%	В		15.1%	В
54110000	STATE		SR 30 (US 98)			Taylor County Line	7.412		2	0.00	N	N	60	N	U	17,300	С	850	С	17,300 C	0.0		1,800	121 11.83% 57.00% -3.64% 1.00	0% 1800	10.4%	В	121	14.2%	В
54040000	STATE		SR 55 (US 221)	Madison County Line		Georgia State Line	3.480	6.002	4	0.00	N N	N N	- 60	N N	U	17,300	C	850	C	17,300 C	85		900	63   11.83%   57.00%   -0.61%   1.00	0% 1000 3% 800	10.0%	- R	64	10.0%	- R
54040000	STATE	L 340210	SR 55 (US 221) SR 55 (US 221)			CR 146	3.480 6.002		_	0.00	N N	N N	60	N N	U	17,300 17,300	c	850 850	C	17,300 C 17.300 C	85 85		1.050	31 11.0370 37.0070 1.3370 1.3.	3% 800 0% 1100	4.6%	B B	٧.	6.4%	B
54040000	STATE		SR 55 (US 221) SR 8 (L10)			Georgia State Line  Madison County Line	19 487		4	0.00	N N	N N	60	N N	U	17,300 57,600	C	850 2.880	C	17,300 C	2.8		1,050	/1   11.83%   57.00%   -1.70%   1.00	0% 1100	6.4%	В	1725	8.7%	В
54001000	STATE	E 312003	SR 8 (I-10) SR 8 (I-10)		0.000		17.107	17.107	SIS 4	0.00	N N	N N	70	Fraguer	U	57,600	C	2,880	C	57,600 C	2,8	00 0	26,500	1735 13.40% 54.80% -1.74% 1.00	0% 23600	46.0%	- R	1946	67.6%	R
54001000	STATE		SR 8 (I-10) SR 8 (I-10)			SR 57 (US 19)				0.00	N	N	70	Freeway	II	57,600	C	2,880	C	57,600 C	28		,	.,	0% 26500	46.9%	B	1946	68.9%	В
54001000	STATE		SR 8 (I-10)			CR 257B (South Salt Road)	,	0.27		0.00	N	N	70	Freeway	II	57,600	C	2,880	C	57,600 C	28		20,500	1983 13.40% 54.80% -1.24% 1.00	0% 20500	46.9% 35.6%	B R	1505	52.3%	B
54001000	STATE		T SR 8 (I-10)	(/		Madison County Line	19.487		SIS 4	0.00	N	N	70	Freeway	II	57,600	C	2,880	C	57,600 C	28		20,500	1303 13.4070 34.0070 -1.7170 1.00	0% 20500	35.6%	B	1505	52.3%	B
54001000	SIMIE	542003	- OK 0 (1-10)	CR 237D (South Sait Road)	. /.000	remanded County Line	17.701	a.TUI	/m) 4	0.00			/0	riccway	U	37,000	-	2,000	-	37,000	28		20,000	1000   10.4070   04.0070   -1.7170   1.00	070 20300	33.070	D	1505	34.379	

<sup>1</sup>Where Annual Growth is > 6%, projections are reduced to a maximum of 6%. Where Annual Growth <1%, projections are increased to a minimum of 1%.

<sup>2</sup>Segment is on Strategic Intermodal System

<sup>3</sup>Maximum Volumes reduced by 5% due to: Undivided

<sup>4</sup>Maximum volumes reduced by 25% due to: Undivided & no exclusive left turn lanes

T = Telemetered Station

L = Leon County Station

																							ANALY	SIS YEAR		
SECTION	CATEGORY	STATION ID STA	r STATE	FROM	FROM TO	TO SECTION SI	S NO.	LEFT-TURN	RIGHT-TURN	POSTED		AREA FDOT MAX	FDOT LOS	FDOT MAX	FDOT LOS	LOCAL MAX LOCA	L LOCAL MAX	LOCAL	2015	2015 K D	GR					
NO.		NUMBER NOT			M.P.	M.P. LENGTH FIL	HS LANES SIGNALS	RAVS	RAVS	SPEED 1	DIVIDED	TVPE VOL (AADT) <sup>2</sup>	STD (AADT)	VOL (PH/PD) <sup>2</sup>	STD (PH/PD)	VOL (AADT) <sup>2</sup> LOS ST	D VOL (PH/PD	STD (PH/P	D) AADT	PH/PD % %	GR USED¹ AADT %	MAX VOL (AADT)	AADTLOS	PH/PD % N	MAX VOL (PH/PD)	PH/PD LOS
59060000	COUNTY	590048	CR 368 (Arran Road)	Wakulla Arran Rd W		19 955   1 763	2 0.00	N	N	55	N	U 17.300	C (AADT)	850	C (1177 D)	33 300 E	1 640	E	2.800	226 13.33% 60.50%		16.2%	R	226	26.6%	R
59000000	COUNTY	590048	East Ivan Road	SR 369 (US 319)		2.448 2.448	2 0.41	N <sup>2</sup>	N	N/A	N N	U 11,520	C	568	C	12,960 E <sup>3</sup>	640	E <sup>3</sup>	2,300	185 13.33% 60.50%		20.0%	С	185	32.6%	C .
59508000	COUNTY	590017	Dr MLK Ir Memorial Rd	US 319	0.000 CR 365 (Spring Creek Hwy)	4 178 4 178	2 0.00	N	N	N/A	N	U 17 300	C	850	C	33 300 E	1 640	F	4 500	359 13.33% 60.50%	0.98% 1.00% 4500	30.0%	-	359	40.0%	
59508000	COUNTY	590001	Dr. MLK Jr. Memorial Rd.	US 319	0.000 Alexander Rd.	1.867 1.867	2 0.00	N	N	N/A	N	U 17,300	C	850	C	33,300 E	1,640	F	5 900	476 13.33% 60.50%	1.52% 1.52% 5900	34.1%	В	476	56.0%	C
59508000	COUNTY	590017	Dr. MLK Jr. Memorial Rd.	Alexander Rd.	1.867 CR 365 (Spring Creek Hwy)	4 178 2 311	2 0.00	N	N	N/A	N		C	850	C	33,300 E	1 640	F	3,000	242 13.33% 60.50%	-0.32% 1.00% 3000	17.3%		242	28.5%	R
59000005	COUNTY	590002	Rehwinkel Rd./Edgar Poole Rd.	CR 375	0.000 US 319	5.738 5.738	2 0.00	N	N	N/A	N	U 17,300	С	850	С	33,300 E	1,640	Е	2,500	202 13.33% 60.50%	2.93% 2.93% 2500	10.0%	-	202	20.0%	-
59000005	COUNTY	590024	Edgar Poole Rd.	CR 375	0.000 US 98	1.733 1.733	2 0.00	N	N	N/A	N	U 17,300	С	850	С	33,300 E	1,640	Е	1.700	137 13.33% 60.50%	1.71% 1.71% 1700	9.8%	В	137	16.1%	В
59000005	COUNTY	590002	Rehwinkel Road	US 98	1.733 US 319	5.738 4.005	2 0.00	N	N	N/A	N		С	850	С	33,300 E	1,640	Е	3,300	266 13.33% 60.50%	3.86% 3.86% 3300	19.1%	В	266	31.3%	В
59010000	COUNTY	590100	Cr 61/CR 365 (Shadeville Hwy.)	US 319	14.553 SR 267	24.083 9.530	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	E	3,600	292 13.33% 60.50%	-0.59% 1.00% 3600	20.0%		292	30.0%	-
59010000	COUNTY	590023	Shadeville Road (CR 61)	US 319	14.553 Cajer Posey Rd.	16.788 2.235	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	2,700	218 13.33% 60.50%	-0.70% 1.00% 2700	15.6%	В	218	25.6%	В
59010000	COUNTY	590013	Shadeville Road (CR 61)	Cajer Posey Rd.	16.788 CR 365 (Spring Creek Hwy)	18.807 2.019	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	3,700	298 13.33% 60.50%	-2.13% 1.00% 3700	21.4%	В	298	35.1%	В
59010000	COUNTY	590016	Shadeville Road (CR 61)	CR 365 (Spring Creek Hwy.)	18.807 CR 61 (Wakulla Springs Road)	21.188 2.381	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	4,500	363 13.33% 60.50%	0.53% 1.00% 4500	26.0%	В	363	42.7%	В
59010000	COUNTY	590100	Shadeville Road (CR 365)	CR 61 (Wakulla Springs Road)	21.155 SR 267	24.083 2.928	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	3,600	290 13.33% 60.50%	-0.12% 1.00% 3600	20.8%	В	290	34.1%	В
59120000	COUNTY	590025	CR 61 (Wakulla Springs Rd.)	Shadeville Hwy.	0.000 County Line Road (near Leon Co. Line)	7.649 7.649	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	3,000	240 13.33% 60.50%	2.46% 2.46% 3000	20.0%	-	242	30.0%	-
59120001	COUNTY	590105	Wakulla Springs Road (CR 61)	Shadeville Hwy.	0.000 SR 267	3.558 3.558	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	950	77 13.33% 60.50%	0.57% 1.00% 1000	5.8%	В	81	9.5%	В
59120000	COUNTY	590025	Wakulla Springs Road (CR 61)	SR 267	3.558 County Line Road (near Leon Co. Line)	7.649 4.091	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	5,000	403 13.33% 60.50%	2.82% 2.82% 5000	28.9%	В	403	47.4%	В
59090000	COUNTY	590010	CR 365 (Spring Creek Hwy.)	SR 30 (US 98)	4.422 CR 61/Shadeville Hwy	8.471 4.049	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	4,900	395 13.33% 60.50%	2.33% 2.33% 4900	30.0%	-	395	50.0%	
59090000	COUNTY	590018	Spring Creek Hwy. (CR 365)	SR 30 (US 98)	4.422 Tennessee Walker Rd.	6.103 1.681	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	3,700	298 13.33% 60.50%	1.05% 1.05% 3700	21.4%	В	298	35.1%	В
59090000	COUNTY	590010	Spring Creek Hwy. (CR 365)	Tennessee Walker Rd.	6.103 CR 61/Shadeville Hwy	8.471 2.368	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	E	6,100	492 13.33% 60.50%	3.21% 3.21% 6100	35.3%	В	492	57.9%	С
59507000	COUNTY	590015	CR 365	CR 61 (Shadeville Hwy.)	0.000 SR 267 (Bloxham Cutoff)	3.831 3.831	2 0.00	N	N	N/A	N	U 17,300	С	850	С	33,300 E	1,640	E	5,200	419 13.33% 60.50%	3.16% 3.16% 5200	30.1%	В	419	49.3%	В
59050000	COUNTY	550129	CR 375 (Smith Creek Road)	US 319	0.000 Leon County Line	25.675 25.675	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	500	44 13.07% 67.45%	-1.82% 1.00% 500	0.0%	-	44	10.0%	-
59050000	COUNTY	590032	Smith Creek Road (CR 375)	US 319	0.000 CR 368	16.124 16.124	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	E	500	40 13.33% 60.50%	0.73% 1.00% 500	2.9%	В	40	4.7%	В
59050000	COUNTY	550129 L	Smith Creek Road (CR 375)	CR 368	16.124 Leon County Line	25.675 23.909	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1,640	Е	500	48 12.80% 74.40%	-2.24% 1.00% 500	2.9%	В	48	5.6%	В
59510000	COUNTY	590064	Surf Road (CR 372)	US 319	0.000 US 98	9.038 9.038	2 0.00	N	N	N/A	N	U 17,300	С	850	С	33,300 E	1,640	E	700	56 13.33% 60.50%	-3.07% 1.00% 700	4.0%	В	56	6.6%	В
59560000	COUNTY	593073	CR 373	SR 267	0.000 Leon County Line	1.250 1.250	2 0.00	N	N	N/A	N	U 17,300	С	850	С	33,300 E	1,640	Е	3,100	273   13.07%   67.45%	-1.06% 1.00% 3100	20.0%		273	30.0%	-
59560000	COUNTY	590213	Springhill Road (CR 373)	SR 267	0.000 Leon County Line	1.250 1.250	2 0.00	N	N	N/A	N	U 17,300	С	850	С	33,300 E	1,640	E	3,100	250 13.33% 60.50%	-1.06% 1.00% 3100	17.9%	В	250	29.4%	В
59560000	COUNTY	590213	CR 2203	Wakulla County Line	0.000 Tallahassee International Airport entrance	6.151 6.151	2 0.00	N	N	N/A	N	U 17,300	С	850	С	33,300 E	1,640	E	3,100	295 12.80% 74.40%	-1.06% 1.00% 3100	17.9%		295	34.7%	
59100000	STATE	590228	SR 267	Leon County Line <sup>4</sup>	0.000 US 98	16.631 16.631	2 0.12	Y	N	55	N	U 15,848	С	780	С	19,458 E	1,152	E	2,600	208 13.08% 59.22%	-0.40% 1.00% 2600	20.0%		207	30.0%	-
59100000	STATE	590252 T	SR 267	Leon County Line <sup>4</sup>	0.000 CR 373	1.766 1.766	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1640	E	1,333	87 12.10% 54.10%	-0.09% 1.00% 1300	7.5%	В	85	10.0%	В
59100000	STATE	590219	SR 267	CR 373	1.766 SR 369 (US 319)	4.427 2.661	2 0.38	Y	N	55	N	U 14,400	С	710	С	16,200 E <sup>3</sup>	800	$E^3$	5,000	403 13.33% 60.50%	0.30% 1.00% 5000	34.7%	С	403	56.8%	С
59100000	STATE	590227	SR 267	SR 369 (US 319)	4.427 CR 61 (Wakulla Springs Road)	7.824 3.397	2 0.29	Y	Y	55	N	U 15,120	С	746	С	17,010 E <sup>3</sup>	840	$E^3$	3,600	290 13.33% 60.50%	0.37% 1.00% 3600	23.8%	С	290	38.9%	С
59100000	STATE	590228	SR 267	CR 61 (Wakulla Springs Road)	7.824 SR 363	12.883 5.059	2 0.00	Y	Y	55	N	U 15,120	С	746	С	17,010 E <sup>3</sup>	840	E <sup>3</sup>	2,200	177 13.33% 60.50%	-1.07% 1.00% 2200	14.6%	С	177	23.7%	С
59100000	STATE	590226	SR 267	SR 363	12.883 US 98	16.631 3.748	2 0.00	N	N	55	N	U 17,300	С	850	C	13,770 E	1640	E	1,000	81 13.33% 60.50%	-4.55% 1.00% 1000	5.8%	В	81	9.5%	В
59040000	STATE	590012	SR 363	South St. Marks City Limits	0.000 Leon County Line <sup>4</sup>	8.503 8.503	2 0.24	N	Y	45	N	U 14,945	С	666	С	16,273 -	723	-	4,100	327 13.33% 60.50%	-0.44% 1.00% 4100	30.0%	-	327	50.0%	-
59040000	CITY	590012 #	SR 363	South St. Marks City Limits	0.000 North St. Marks Limits	1.639 1.639	2 0.00	N	N	35	N	U 17,300	С	850	С	17,300 C	850	С	3,100	250 13.33% 60.50%	0.11/0 1.00/0 5100	17.9%	В	250	29.4%	В
59040000	STATE		SR 363	North St. Marks City Limits	1.639 US 98	2.582 0.943	2 1.06	N <sup>5</sup>	Y <sup>5</sup>	45	N	,	С	604	С	13,770 E <sup>3</sup>	680	E <sup>3</sup>	3,100		-0.14% 1.00% 3100	25.3%	С	250	41.4%	С
59040000	STATE	590012	SR 363	US 98	2.582 SR 267	5.594 3.012	2 0.33	Y	Y <sup>8</sup>	55	N	U 15,120	С	604	C	17,010 E <sup>3</sup>	680	E <sup>3</sup>	3,100	250 13.33% 60.50%		20.5%	С	250	41.4%	С
59040000	STATE	590212	SR 363	SR 267	5.594 Leon County Line <sup>4</sup>	8.503 2.909	2 0.00	Y	Y <sup>8</sup>	45	N	0 15,120	С	604	С	17,010 E <sup>3</sup>	680	E <sup>3</sup>	6,900	556 13.33% 60.50%	-0.82% 1.00% 6900	45.6%	С	556	92.1%	С
59010000	STATE	590022	SR 30/SR 61 (US 98)	Franklin County Line	0.000 US 319	9.337 9.337	2 0.00	N	N	45	N	U 17,300	С	850	С	33,300 E	1640	E	6,200	500 13.33% 60.50%	-2.41% 1.00% 6200	40.0%		500	60.0%	-
59010000	STATE	590022	SR 30/SR 61 (US 98)	Franklin County Line	0.000 Bottoms Rd.	4.919 4.919	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1640	Е	3,100	250 13.33% 60.50%	-3.58% 1.00% 3100	17.9%	В	250	29.4%	В
59010000	STATE	590007	SR 30/SR 61 (US 98)	Bottoms Rd.	4.919 SR 375 (US 319)	7.778 2.859	2 0.00	N	N	45	N	U 17,300	С	850	С	33,300 E	1640	Е	4,300	347 13.33% 60.50%	-4.57% 1.00% 4300	24.9%		347	40.8%	В
59010000	STATE	590006	SR 30/SR 61 (US 98)	SR 375 (US 319)	7.778 Carter Rd.	8.457 0.679	2 0.00	N	N	45	N	U 17,300	С	850	С	33,300 E	1640	E	8,700	702 13.33% 60.50%	-1.03/0 1.00/0 8/00	50.3%	В	7.0-	82.6%	С
59010000	STATE	590006	SR 30/SR 61 (US 98)	Carter Rd.	8.457 US 319	9.337 0.880	2 0.00	N	N	45	N		С	850	С	33,300 E	1640	E	8,700	702 13.33% 60.50%	-1.63% 1.00% 8700	50.3%	В	702	82.6%	С
59110000	STATE	590224	SR 30 (US 98)	US 319	0.000 East Jefferson County Line	20.725 20.725	2 0.00	N	N	60	N	U 17,300	С	850	С	33,300 E	1640	Е	2,800	228 13.33% 60.50%	-1.32% 1.00% 2800	20.0%		228	30.0%	-
59110000	STATE	590225	SR 30 (US 98)	US 319	0.000 CR 365 (Spring Creek Hwy)	4.986 4.986	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1640	E	4,700	379 13.33% 60.50%	0.0570 1.0070 1700	27.2%	В	379	44.6%	В
59110000	STATE	590224	SR 30 (US 98)	CR 365 (Spring Creek Hwy)	4.986 SR 363	12.211 7.225	2 0.00	N	N	60	N	U 17,300	C	850	С	33,300 E	1640	E	3,500	282 13.33% 60.50%		20.2%	В	282	33.2%	В
59110000	STATE	590229	SR 30 (US 98)	SR 363		14.747 2.536	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1640	E	1,100	07 1010070 0010070	-2.40% 1.00% 1100	6.4%	В		10.5%	В
59110000	STATE	590014	SR 30 (US 98)	CR 59	14.747 East Jefferson County Line	20.725 5.978	2 0.00	N	N	60	N	U 17,300	С	850	С	33,300 E	1640	Е	2,000	161 13.33% 60.50%	-4.12% 1.00% 2000	11.6%	В	161	18.9%	В
59030000	STATE	590003	SR 375/377 (US 319)	East Franklin County Line	0.000 US 98 (Coastal Highway)	11.543 11.543	2 0.00	N	N	55	N	U 17,300	C	850	С	26,900 -	1,324	-	3,400	278   13.04%   62.40%	-1.05% 1.00% 3400	20.0%	-	278	30.0%	
59030000	STATE	590003	SR 377 (US 319)	East Franklin County Line	0.000 Southern Sopchoppy Limits	4.593 4.593	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1640	Е	2,200	177 13.3370 00.3070	-2.18% 1.00% 2200	12.7%	В	• • • • • • • • • • • • • • • • • • • •	20.8%	В
59030000	CITY	590003	US 319	Southern Sopchoppy Limits	4.593 CR 22/CR 375	5.093 0.500	2 0.00	N	N	45	N	U 17,300	C	850	С	17,300 C	850	С	2,200	181 12.60% 65.24%	-2.18% 1.00% 2200	12.7%			21.3%	В
59030000	CITY	590026	US 319	CR 22/CR 375	5.093 Eastern Sopchoppy Limits	6.071 0.978	2 0.00	N	N	45	N	0 17,500	С	850	С	17,300 C	850	С	4,000	329 12.60% 65.24%	-1.02/8 1.00/8 4000	23.1%		329	38.7%	В
59030000	STATE	590026	SR 375 (US 319)	Eastern Sopchoppy Limits		9.764 3.693	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1640	Е	4,000	323 13.33% 60.50%	1.0270 1.0070 1000	23.1%	В	323	38.0%	В
59030000	STATE	590021	SR 375 (US 319)	FR 356 (Lawhon Mill Rd./Otter Creek Rd.)	9.764 US 98 (Coastal Highway)	11.543 1.779	2 0.00	N	N	55	N	U 17,300	С	850	С	33,300 E	1640	E	4,700	379 13.33% 60.50%	-0.18% 1.00% 4700	27.2%	В	379	44.6%	В
59010000	STATE	590029	SR 61 (US 319)	US 98	9.337 SR 369	14.553 5.216	2 0.19	Y	Y ***	55	Y	U 15,480	С	764	С	17,415 E	860	E	13,900	1,056   13.33%   60.50%	0.03% 1.00% 14000	90.0%		1056	140.0%	-
59010000	STATE	590029	SR 61 (US 319) SR 61 (US 319) <sup>9</sup>	US 98	9.337 Lower Bridge Rd.	14.518 5.181 14.553 0.035	2 0.19	Y	Y <sup>8</sup>	55	N	U 15,120	С	746	С	17,010 E <sup>3</sup>	840	E*	12,300	992 13.33% 60.50%	0.000.0	81.3%	С	992	133.0%	F*
59010000	STATE	590296 T		Lower Bridge Rd.	14.518 SR 369	11.555 0.055	2 0.00	Y	Y <sup>11</sup>	35	Y <sup>11</sup>	U 15,840	С	781	С	17,820 E <sup>3</sup>	880	E E	15,578	1119 10.80% 66.50%	0.01% 1.00% 15600	98.5%	С	1120	143.4%	F
59020000	STATE	590296 T	SR 369 (US 319)	Ramp to CR 61	0.000 Leon County Line <sup>4</sup>	9.028 9.028 6.087 6.087	2 0.00	Y	Y	55	Y	U 16,570	C	816	c	25,560 E	1,260	Е	15,600	1,119 10.80% 66.50%	0.01% 1.00% 15600	90.0%	-	1120	140.0%	-
59020000	STATE	590296 T	SR 369 (US 319)10	Ramp to CR 61	0.000 SR 267 (Bloxham Cutoff)		2 0.00	Y	i N	55	Y	U 15,840	С	781 850	C	17,820 E	880	E	15,578	1119 10.80% 66.50%	0.01% 1.00% 15600	98.5%	C	1120	143.4%	F
59020000	STATE	590296 T	SR 369 (US 319)	SR 267 (Bloxham Cutoff)	6.087 Leon County Line <sup>4</sup>	9.028 2.941	2 0.00	IN	IN	55	N	U 17,300	C	850	C	33,300 E	1640	E	15,578	1119 10.80% 66.50%	0.01% 1.00% 15600	90.2%	C	1120	131.8%	D

<sup>1</sup>Where Annual Growth is > 6%, projections are reduced to a maximum of 6%. Where Annual Growth <1%, projections are increased to a minimum of 1%.

<sup>2</sup>Maximum Volumes reduced by 20% due to no exclusive left turn lanes <sup>3</sup>Volumes greater than LOS D (MV 12,960/640 PkHr/PkDir) become F as intersection capacities are reached.

<sup>4</sup>Capital Region Transportation Planning Agency Urbanized Area Boundary

<sup>5</sup>Max Volumes reduced by 15% due to: No exclusive left turn lanes (-20%) & exclusive right turn lanes (+5%)

Max volumes requested by 15% due to: No exclusive relit turn lanes (-20%) & exclusive right turn lanes

Maximum Volumes increased by 5% due to: Exclusive right turn lanes

Rdwy. ID 59010000 Lower Bridge Rd to SR 369

Rdwy. ID 59020000 Ramp to CR 61 to SR 267/Bloxham Cutoff Rd.

Maximum Volumes incresed by 10% due to: Divided (+5%) and exclusive right turn lanes (+5%)

T = Telemetered Station

# Added in 2011 L = Leon County Station

# **CRTPA Congestion Management Preliminary Project List: Cost Estimates**

SAFETY: FATALITIES

					SAFETY: FATALITIES	0050/								$\overline{\mathbf{T}}$
County	Location	Project/Strategy	Supporting Data	Notes	Assumptions	CRF% (Crash Reduction Factor)	Quantity	Unit	Unit Cost	Unit	Total Cost	Annual Cost	Annual Benefit	B/C Ratio
	Springhill Rd. near Bice Rd.	Addition of approximately 1 mil e of guardrail	2 fatalities; 7 other lane departure crashes; "Curve Ahead" warning present	Consists of the construction of metal guardrail on posts of timber or steel, installed in accordance with Index 400. Object markers used for facing reverse lanes of traffic are included in the cost of the guardrail.  Mobilization is not included in Total Cost		58	1	MILE	\$ 19.86	LF	\$ 104,860.80	\$ 7,717.75	\$ 916,783.38	118.79
	Tennessee St. (Monroe St. to Capital Circle SW)	Exclusive bicycle/scooter accommodation west of Ocala St     Bicycle-Pedestrian-Driver Education	9 fatalities: 3 scooter/motorcycle vs Vehicle; 2 pedestrain	Existing conditions consist of (2) 12' lanes in each direction  Typical width - 4' - 5' (preferred) for bike lanes  Project Length: 3 miles  Mobilization is not included in Total	-Not enough room for stripingNot safe enough to make a shared use laneRecommend widening for addition of bike lane. Unit cost for paved shoulder from RMP estimated costs at \$500k/ mile will be used.	6	3	MILE	\$ 500,000.00	MILE	\$ 1,500,000.00	\$ 110,400.00	\$ 21,432.96	0.19
				Cost	Bicycle Pedestrian Safety is covered under Florida Traffic & Bicycle Safety Education Program	N/A	N/A	N/A	\$ -	N/A	\$ -			
LEON	Crawfordville Hwy. at Shelfer Rd.	Lighting Study     Bicycle-Pedestrian-Driver Education	2 Pedestrian fatalities at night	N/A	Lighting Costs were estimated as a third of the total cost of ongoing CRTPA Corridor study.	N/A	1	EA	\$ 28,000.00	EA	\$ 28,000.00	\$ -	\$ -	N/A
					Bicycle Pedestrian Safety is covered under Florida Traffic & Bicycle Safety Education Program	N/A	N/A	N/A	\$ -	N/A	\$ -			
	W. Pensacola St. (Appleyard Dr. to Ocala Rd.)	1. Lighting Study	1 fatality and multiple serious injuries	Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.	Lighting Costs were estimated as a third of the total cost of ongoing CRTPA Corridor study.	N/A	1	EA	\$ 28,000.00	EA		\$ -	\$ -	N/A
		Coordinate with StarMetro     on stop Location			N/A	N/A	0	N/A	\$ -	N/A	\$ -			
		Bicycle-Pedestrian-Driver Education			Bicycle Pedestrian Safety is covered under Florida Traffic & Bicycle Safety Education Program	N/A	N/A	N/A	\$ -	N/A	\$ -			

					SAFETY: INTERSECTION AND SEGM	ENT CRASHES								
County	Location	Project/Strategy	Supporting Data	Notes	Assumptions	CRF% (Crash Reduction Factor)	Quantity	Unit	Unit Cost	Unit	Total Cost	Annual Cost	Annual Benefit	B/C Ratio
LEON	Calhoun St. (Thomasville Rd. to Tennessee St.)	Evaluate intersection for further need of traffic control devices	Multiple sideswipe and angle crashes near intersections and vehicles traveling over the posted speed	N/A	Intersection study was estimated as a third of the total cost of ongoing CRTPA Corridor study.	N/A	1		\$ 28,000.00		\$ 28,000.00	\$ -	\$ -	N/A
		New striping and improved pavement markings			1 mile of striping needed	11	1	MILE	\$ 1,096.71	MILE	\$ 1,096.71			
	US 98/Coastal Highway at	2. Illuminate bicycle/multi-use path	ADT: 4750 vehicles Crash Rate: 2.307	Mobilization is not included in Total Cost	1 mile of pavement paint needed	11	1	MILE	\$ 920.00	MILE	\$ 920.00	\$ 1,069.26	\$ 16,913.6	15.82
	Woodville Highway	3. Lighting Study	crashes/million entering vehicles		Lighting Costs were estimated as a third of the total cost of ongoing CRTPA Corridor study. Cost not included in B/C analysis.	N/A	1	EA	\$ 28,000.00	EA	\$ 28,000.00			
WAKULLA	US 00/Coortel US-humana	1. Addition of "CROSS TRAFFIC DOES NOT STOP" sign for Bloxham Cutoff Rd.	ADT: 2100 venicies		Requiring one additional sign	11	1	EA	\$ 312.52	AS	\$ 312.52			
	US 98/Coastal Highway at Bloxham Cutoff Rd.	2. Evaluate horizontal geometry	- Crash Rate: 2.174 crashes/million entering vehicles	Mobilization is not included in Total Cost	Cost of corridor study is a third of the amount of current Corridor study underway. Cost not included in B/C analysis	N/A	1	EA	\$ 28,000.00	EA	\$ 28,000.00	\$ 59.63	\$ 38,638.3	647.98
	US 98/Coastal Highway at US 319/Sopchoppy Highway	Increase advanced warning signage for each intersection leg	ADT: 9700 vehicles Crash Rate: 2.165 crashes/million entering vehicles	Mobilization is not included in Total Cost	4 advanced warning signs, F&I	11	4	EA	312.52	N/A	\$ 1,250.08	\$ 238.52	\$ 212,511.0	9 890.97
					CONGESTION: SEGMEN	rs								
County	Location					CD EO/		1						
		Project/Strategy	Supporting Data	Notes	Assumptions	CRF% (Crash Reduction Factor)	Quantity	Unit	Unit Cost	Unit	Total Cost	Annual Cost	Annual Benefit	B/C Ratio
	Gaines St.	Project/Strategy  Projects from SW Area Study currently underway and Orange Ave improvements	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0	Notes  Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.	Ongoing SW Area Transportation Study		Quantity 0	Unit N/A		Unit N/A	\$ -	Annual Cost	Annual Benefit	B/C Ratio
	Gaines St.	Projects from SW Area Study currently underway and Orange Ave improvements  Origin/Destination Study to evaluate additional access point	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0  V/C Ratio Buffer Time Index: Westbound	Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.	Ongoing SW Area Transportation Study are addressing proposed strategies  Cost of origin destination study is a third of the amount of current Corridor	(Crash Reduction Factor)			\$ -			\$ -		
	Gaines St.	Projects from SW Area Study currently underway and Orange Ave improvements Origin/Destination Study to	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0 V/C Ratio	Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.	Ongoing SW Area Transportation Study are addressing proposed strategies  Cost of origin destination study is a	(Crash Reduction Factor) N/A	0	N/A	\$ -	N/A	\$ -	\$ -	\$ - \$ -	N/A
LEON	Gaines St.  Betton Rd.  US 27/N. Monroe St. (John Knox to I-10)	Projects from SW Area Study currently underway and Orange Ave improvements  Origin/Destination Study to evaluate additional access point for Betton Hills  Study feasibility of capacity improvements from Callaway Rd.	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0  V/C Ratio Buffer Time Index: Westbound PM Peak - 2.71  V/C Ratio Buffer Time Index:	Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.  N/A	Ongoing SW Area Transportation Study are addressing proposed strategies  Cost of origin destination study is a third of the amount of current Corridor study underway.  Cost of improvement study is a third of the amount of current Corridor study	N/A N/A N/A	0	N/A	\$ -	N/A N/A	\$ -	\$ - \$ -	\$ -	N/A
LEON	Gaines St.  Betton Rd.  US 27/N. Monroe St. (John Knox to I-10)  Old Bainbridge Rd. (Tharpe St. to	Projects from SW Area Study currently underway and Orange Ave improvements  Origin/Destination Study to evaluate additional access point for Betton Hills  Study feasibility of capacity improvements from Callaway Rd. to John Knox Rd.  Designated canopy road Land use coordination; access	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0  V/C Ratio Buffer Time Index: Westbound PM Peak - 2.71  V/C Ratio Buffer Time Index: Southbound AM Peak - 1.4  V/C Ratio	Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.  N/A  N/A  N/A	Ongoing SW Area Transportation Study are addressing proposed strategies  Cost of origin destination study is a third of the amount of current Corridor study underway.  Cost of improvement study is a third of the amount of current Corridor study underway.  Cost of access managment is a third of the amount of current Corridor study	N/A N/A N/A	0	N/A N/A EA	\$ - \$ 28,000.00 28000	N/A N/A	\$ 28,000.00 \$ 28,000.00 \$ 28,000.00	\$ - \$ -	\$ - \$ - \$ -	N/A N/A
LEON	Gaines St.  Betton Rd.  US 27/N. Monroe St. (John Knox to I-10)  Old Bainbridge Rd. (Tharpe St. to Macomb/Tennessee St)  Thomasville Rd. (Kerry Forest Pkwy to Capital Circle NE)	Projects from SW Area Study currently underway and Orange Ave improvements  Origin/Destination Study to evaluate additional access point for Betton Hills  Study feasibility of capacity improvements from Callaway Rd. to John Knox Rd.  Designated canopy road Land use coordination; access management  Thomasville Road Planning Study (Metropolitan Blvd. to Bannerman Road and Capital Circle from Raymond Diehl Road to Thomasville Road) and interchange improvements	V/C Ratio Buffer Time Index: Eastbound AM Peak - 2.0  V/C Ratio Buffer Time Index: Westbound PM Peak - 2.71  V/C Ratio Buffer Time Index: Southbound AM Peak - 1.4  V/C Ratio  Buffer Time Index: Southbound AM Peak - 1.39 Northbound PM	Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.  N/A  N/A  N/A	Ongoing SW Area Transportation Study are addressing proposed strategies  Cost of origin destination study is a third of the amount of current Corridor study underway.  Cost of improvement study is a third of the amount of current Corridor study underway.  Cost of access managment is a third of the amount of current Corridor study underway.  Proposed strategies are being implemented in ongoing Thomasville	N/A  N/A  N/A  N/A	0 1 1 1 1	N/A N/A EA	\$ 28,000.00 28000 \$ -	N/A N/A EA	\$ 28,000.00 \$ 28,000.00 \$ 28,000.00	\$ - \$ - \$ -	\$ - \$ - \$ -	N/A N/A N/A

County	Location	Project/Strategy	Supporting Data	Notes	Assumptions	CRF% (Crash Reduction Factor)	Quantity	Unit	Unit Cost	Unit	Total Cost	Annual Cost	Annual Benefit	B/C Ratio
	Location	Project/Strategy	Supporting Data	Notes	Assumptions	CRF% (Crash Reduction Factor)	Quantity	Unit	Unit Cost	Unit	Total Cost	Annual Cost	Annual Benefit	B/C Ratio
LEON	Woodville Highway (in Woodville)	1. Lighting Study	3 fatal accidents at night including one pedestrian	N/A	Lighting Costs were estimated as a third of the total cost of ongoing CRTPA Corridor study.	N/A	1	N/A	\$ 28,000.00	N/A	\$ 28,000.00	\$ -	\$ -	N/A
GADSDEN	US 90/SR 10 (West of Leon County Line)	Addition of rumble striping a nd increased signage     Addition of inside shoulder	4 fatalities due to lane departure near curve	l is not included in Lotal Cost	Expected project length 3 miles     Unit cost for paved shoulder from RMP estimated costs at \$500k/ mile was used.	22 5	3	MILE	<u>′</u>			\$ 173,635.01	\$ 160,545.8	0.92
WAKULLA	Spring Creek Highway at MLK Blvd.	Increased signage	3 fatalities - angle accidents	N/A	Quantity of 4. Includes installation	N/A	4	EA	\$ 312.52	AS	\$ 1,250.08	\$ 238.52	\$ 57,957.5	7 243.0
JEFFERSON	SR 20/Apalachee Pkwy at Leon/Jefferson County Line	Addition of inside shoulder     Cross slope correction     Evaluation of curve radii	3 fatalities due to lane departure	Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.	Proposed strategies are being implemented in ongoing RRR project.	N/A	N/A	N/A	\$ -	N/A	\$ -	\$ -	\$ -	N/A

County	Location	Project/Plan of Action	Supporting Data	Notes	Assumptions	CRF%	Quantity	Unit	Unit Cost	Unit	Total Cost	Annual Cost	Annual Benefi	fit B/C
County	Location	Project/Plan of Action	Supporting Data	Notes	Assumptions	(Crash Reduction Factor)	Quantity	Unit	Onit Cost	Onit	Total Cost	Ailliuai Cost	Allitual Belleti	. b/
	US 90/Mahan Dr. at Capital Circle NE	lintersection congestion: flyover	Average Daily Bottleneck Duration - 53 min	N/A	Cost of congestion management study is a third of the amount of current CMP study	N/A	1	EA	\$ 28,000.00	N/A	\$ 28,000.00	\$ -	\$ -	-
	Monroe St.	length problems; signal timing optimizaiton; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 28 min	N/A	Cost of access management/ Corridor study is a third of the amount of current CMP study	N/A	1	EA	\$ 28,000.00	N/A	\$ 28,000.00	\$ -	\$ -	_
LEON	Monroe St. at Gaines St.	Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 42 min	N/A	Cost of Corridor study is a third of the amount of current Corridor study	N/A	1	EA	\$ 28,000.00	EA	\$ 28,000.00	\$ -	\$ -	-
		Signal timing optimization; coordination/integration of traffic information systems	Average Daily Bottleneck Duration - 40 min	N/A	Cost of Corridor study is a third of the amount of current Corridor study	N/A	1	EA	\$ 28,000.00	EA	\$ 28,000.00	\$ -	\$ -	-
	Tennessee St. at Capital Circle NW	,	Average Daily Bottleneck Duration - 20 min	N/A	Cost of Corridor study is a third of the amount of current Corridor study	N/A	1	EA	\$ 28,000.00	EA	\$ -	\$ -	\$ -	-
	Orange Ave at Monroe St. (Orange Ave Eastbound)	IAddition of right turn lane		Identified in Draft Work Program Presented on 10/07/2017. These transporation projects have received state and federal funding within the next five (5) years.		N/A	N/A	MILE	\$ -	MILE	\$ -	\$ -	\$ -	
	1	1	(	CONGESTION: BOTTLENECKS - NON-REC	CURRING CONGESTION EXAMPLE		ſ							
LEON	US 90/Mahan Dr. at Capital Circle NE	Continue coordination and integration of traffic information systems during events	Example: Fatal accident on I-10 resulting in closure of I-10 westbound between Exits 203 and 209. Traffic diverted to US 90 to US 319 to I-10. Resulting bottleneck lasted from 3:10 PM until 5:10 PM with peak queue length of 4.3 miles	N/A	Assuming no cost associated with strategy	N/A	0	N/A	N/A	N/A	\$ -	\$ -	\$ -	-