

## **Continuous Vehicle Classification Data: How Good Is It?**

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### **Introduction**

Florida has a lengthy history of trying to obtain continuous vehicle classification data. We installed our first piezoelectric axle sensors at a continuous count site in October of 1988. At that time, we had 86 continuous count sites operating around the state, most of which had a pair of loops in each lane. Our thinking, at the time, was that all we would have to do is install a single piezo between each pair of loops, swap the counters, and we'd be collecting continuous classification data. Why is it that the theory is always simpler than the practice?

The first obstacle to be overcome was convincing the equipment manufacturers to design a classifier to use a loop-piezo-loop sensor configuration. I think this was mainly because less new software had to be written by the equipment manufacturers if they could simply build upon the 2-axle sensor logic that they were using with their portable automatic vehicle classifiers. Florida, however, especially did not want a piezo-piezo classification sensor array because of the cost involved for purchasing and installing 2 piezoelectric axle sensors per lane, and the lack of data available if a single sensor were to fail. With a loop-piezo-loop sensor configuration, even if the piezo were to fail, the counter could be reprogrammed to collect vehicle speed or volume data.

Our first piezo installation at one of our count sites having two loops per lane taught us a few things. First, simply installing one piezo between two loops isn't that simple a task (we managed to cut a few loop leads and had to saw new loops); second, slot excavation for piezo sensor installation was a time consuming process (because of the criticality of depth); and third, we needed to find a better epoxy (the vendor supplied epoxy cured too slowly).

Eventually we solved our installation problems, but came to realize that our concern over the durability of the piezo sensors was well founded -- most of the piezo sensors failed within 2 years. The cause of failure has been attributed to the deformation of the asphaltic pavement in the wheel paths due to applied wheel loads (aka. "rutting"). The majority of Florida's roads are flexible pavements, and they are indeed flexible. The first piezoelectric axle sensors could withstand very little movement, so when the pavement moved the sensors broke.

Over the past 12 years we've continued to refine our construction techniques and materials, and currently have 248 continuous vehicle classification sites in operation. So how good is the data that is being produced? In 1999, these classifiers generated 132,054

(of a possible 181,040) days of directional class data. Fifteen (15) sites produced no usable vehicle class data, and another 10 sites produced usable data in a single direction only. In all, we flagged 43% of our class data as bad, and 57% as good.

### **Causes of Bad Data**

Why should our continuous vehicle classification sites be producing so much bad data? It's mostly attributable to sensor failures, counter failures, and the methodology we use to edit the data. Our most common sensor failure is a broken piezoelectric axle sensor, although we have had a few inductive loops test bad. Occasionally, a piezo or loop board in the counter will become defective. Another common source of problems is with the wiring—loose connections and poor splices will play havoc with the data being collected. A rough road makes it almost impossible to classify properly—either there's too many axles, or too few axles. The counter cannot classify properly unless it can properly sense the correct number of axles.

Most of these problems can be overcome—sensors and circuit boards can be replaced, connections tightened, wires soldered, and sensitivities adjusted. In some cases, it may even be best to relocate the data collection site to a smoother pavement or one where fewer vehicles are queued over the sensors. But before any corrective actions can take place, the fact that there is a problem must first be recognized and reported. Service technicians will not visit a site that they think is working properly—they have enough to do fixing the sites that they know have a problem.

### **Data Validity: Manual Edits**

The key to finding a problem lies with examining the data being generated by the counter. Is data being recorded for all lanes? If the answer is no, service technicians should be dispatched to correct the problem. The simplest, and maybe the most effective, method to edit the vehicle class data, is to manually examine the data. I like to look at a month of data at a time. When an entire month of data is placed on a single sheet of paper, it is fairly easy to spot trends, especially weekday versus weekend traffic. Figures 1.A and 1.B are examples of a report used by Florida DOT to examine the vehicle classification data. These reports illustrate the variability in the class data, especially the volume differences between weekdays and weekends. The most obvious error to spot is a classifier that is placing all vehicles in the same class, as illustrated in Figure 2. Unless that is a singularly unique highway, something's not right. Another quick check is to compare the directional truck percentages at a site. Usually the values will be about the same, as illustrated by Figures 3.A and 3.B. If they differ by a substantial amount, as shown in Figures 4.A and 4.B (14.80% Trucks Northbound vs. 4.76% Trucks Southbound), one of the directions is probably wrong. Look at the class details for both sides of the road to try and determine which values are correct (or which values are wrong). This closer examination is normally performed when the daily directional truck percentages differ by more than 2 percentage points, as illustrated in Figures 5.A and 5.B.

When examining the vehicle classification distributions, several of the classes can be used as indicators of the overall quality of the data. Vehicle class 01 is one such class. These are motorcycles. Unless there is a motorcycle rally in the area during the time that the class data is collected, this volume should be quite low—usually less than 50 a day. A large number of motorcycles indicate an incorrect speed measurement because vehicle speed and time between axles is used to compute axle spacing. If the speed is incorrect, the axle spacing is incorrect, and the vehicle classification is incorrect. Figure 6 illustrates a station that incorrectly classed a large number of vehicles as motorcycles. Classes 06 and 07 (3- and 4-axle single unit trucks) can be good indicators of potential problems. A large number of class 06 trucks are a sign that the loops might be dropping out on a semi-tractor trailer, causing the classifier to think the tractor is a class 06 truck, and the trailer is a class 01 or class 02 vehicle. As a general rule, rural interstate highways in Florida carry very few class 07 trucks. A large number of these trucks (more than 50) can indicate a bad classification, usually caused by ghost axles. An example of this is shown in Figure 7.

Vehicle classes 08 and 09 (3-, 4-, and 5-axle semi-tractor trailer trucks) can be compared to each other. Usually, the class 09 trucks will outnumber the class 08 trucks. On Florida interstate highways, there are typically 3 to 5 times as many class 09 trucks as class 08 trucks. Figure 8 illustrates this point. Off interstate, the differences are not always this extreme, and on some roads, class 08 trucks can even outnumber class 09 trucks, as can be seen in Figure 9. Class 13 trucks are usually a good indicator as to the validity of the vehicle class data, because there are very few of these 7- or more axle trucks driving around. Look at the data closely if there are more than 10 class 13 trucks in a single direction in a single day, as shown in Figure 10. Of course, it helps to know the road. The class data shown in Figure 11 has about 40 class 13 trucks per day. These numbers are correct. This data was collected on the Florida Turnpike, which allows a semi-tractor to pull 2 full-length trailers.

Finally, examine the class 15 vehicles. These are the vehicles that the classifier can't classify. If these are more than 10% of the total volume, something is wrong. Figure 12 shows a two-week period when all the vehicles were being placed in the "unclassified" category.

General rules for editing other classes have not been developed to the extent of the vehicle classes mentioned above. As a rule of thumb, class 2 (passenger cars) vehicles exceed class 3 (pickups, vans) vehicles, but not always. Usually, the daily volume for class 04 vehicles (buses) will be low, but again the volume is site specific. Vehicle class 05 is difficult to generalize. The vehicles in this class are supposed to be 2-axle 6-tire vehicles, but none of the sensors can determine if the rear axle has 2 or 4 tires. So the classification logic places any vehicle with 2 axles, and a wheelbase longer than a pickup but shorter than a bus, into class 05. If the speed of the vehicle is off a little, the classifier may categorize either too many or too few vehicles as class 05. Urban highways often carry quite a number of small trucks, and rural highways usually have few small trucks, so it is extremely difficult to judge whether the number of class 05 trucks is attributable to sensor error or a correct classification. In Florida, there are too few trucks of classes 10,

11, and 12 to have come to any opinions as to their expected volumes, but certain roads have been designated as tandem-trailer routes, so significant volumes of class 11 and 12 trucks are not unexpected.

### **Data Validity: Automated Edits**

If a state has but a few continuous classification sites, this manual approach to determining data validity works fairly well. The main drawbacks with manual editing are that it is a time consuming process that cannot be easily learned by everyone, and the rules, such as they are understood, are inconsistently applied. I have found that I have flagged data Bad one time and then flagged it Good the next time I examined it. In an attempt to make the editing of vehicle class data more consistent, faster, and simpler, we started development of software to perform this function.

During the process of developing the automatic vehicle classification edits, several observations were refined into rules. Chief among these are in order to stand any chance whatsoever of working, the edits must be made site specific. A vehicle classification profile consisting of expected numbers of vehicles in each of the vehicle classes must be developed for each class site. Second, a separate profile must be developed for weekday and weekend traffic. The vehicle class volumes appear fairly uniform Monday through Thursday, with Friday exhibiting some difference, but not enough to require a separate profile. The weekends, Saturday and Sunday, have a completely different classification profile than the weekdays. In a few locations, the traffic on Saturday and Sunday even differs significantly from each other. We started developing three profiles for each station – weekdays, Saturdays, and Sundays- but found that for the vast majority of sites, the class profiles for Saturdays and Sundays ended up the same. Consequently, we opted to combine the Saturday and Sunday profiles into a single weekend profile. When looking at daily (i.e., 24-hour summary) data, a properly operating vehicle classifier shows remarkably similar volumes of vehicles by class category for each direction. Consequently, there appeared no need to develop separate class profiles for each direction of travel.

Once the site profiles are developed, an edit routine using the values must be developed. We worked for months to develop logic that would reasonably perform edits. We learned that the class volumes are quite variable, and the edits needed a wide latitude to perform well. For expected volumes of over 50 vehicles per day, a range of plus or minus 80% worked reasonably well for Florida data. A narrower range flagged too many good records as bad, and a wider range flagged as good too much bad data. The most difficult programming involves those vehicle classes containing relatively few vehicles. If a particular class usually has 10 vehicles per day, but then starts showing 35 per day, that's an increase of 250%. It's a significant increase, but it's not necessarily bad data. The most extreme case occurs when a particular class usually has 0 vehicles per day. Any value other than 0 constitutes a change that cannot be calculated. A human can easily decide that 2 vehicles is almost the same as 0 vehicles, but a computer program can't. To handle the editing, we derived the following rules:

Expected value	Permissible Range
=0	0 – 10
1 – 49	+ or – 50
>=50	+ or – 80%

Figure 13.A shows the classification edit criteria developed for station 0164. Figure 13.B is a copy of the report generated by the automated edit program. Everything that falls outside the permissible range for the station, day, and vehicle class is listed on the report, as well as the edit criteria that failed the record. Often, a single day's class data will fail multiple edit tests. Figure 13.C is a marked up copy of a classification report for that same station showing which data failed the automated edits. It's a little easier to comprehend than the edit report.

### Field Verification

Once the data has been edited, the next question to be confronted is "...am I really sure all this data is bad?" The keys to editing the vehicle class data are the expectations that one has about the traffic at a particular site. If one assumes that there are few motorcycles, buses, and 7+ axle trucks on a particular highway, significant volumes of these vehicles in the data will cause the editor to flag this data as bad. But is it really bad? What if the expectations are wrong? Then perfectly good data will be incorrectly flagged as bad. There are a number of sites in Florida where the class data is flagged as bad due to the volume of Class 13 vehicles exceeding an expected value. But the volumes at the site are low – maybe only 60 vehicles in a 24-hour period. An example of one such site is illustrated in Figure 14. That only works out to about 2.5 per hour. If someone were to visit the site, what are the chances that one of these class 13 vehicles would pass by while they were looking for it?

We ruled out both manual and video classification verification studies because of the manpower requirements. This left us with the alternative of using a portable classifier at a continuous classification site to verify the data being generated by the continuous classifier. Since most portable classifiers use a pair of road tubes as sensors, their use is limited to certain highways. The road tube sensors are difficult to keep down on high-speed, high-truck volume routes such as interstates. They don't work well at all on those roads with 3 or more lanes in each direction. We tried using a road-tube portable classifier on a 6-lane rural interstate highway with limited success. So what we needed was an axle sensor that could distinguish traffic by lane, was simple to install, and was durable. In attempt to find such a sensor, we set about testing some of the ones that are being marketed.

Three continuous classifiers, with suspect data, on 6-lane interstate highways were selected for our test. Portable classifiers using different sensors were installed at these locations. A video camera was used to record the traffic. The output from the continuous classifier and the portable classifiers was multiplexed onto the same videotape, so that we could see the truck and how each of the counters classified it. Figure 15 below shows the video capture of the classification data.

Figure 15.



Only one direction of travel was tested to simplify the videotaping operation. The same brand of classifier was used for all, so that any differences in classification would be attributable to the sensors, not the classification algorithm. Two hours of traffic were captured on the videotape and analyzed in the office to determine “ground truth”. If any of the portable sensors provided vehicle classifications comparable to the ground truth, then the 24-hour classifications from the portable classifier would be used to verify the classifications from the continuous classifier. We did not perform a rigorous, scientific study. No axle spacings were measured to determine the exact vehicle classifications. The vehicle classifications taken from the videotape were performed manually, using engineering judgement. The study focused on the truck classifications: is the truck a 3- or 4-axle single unit (class 06 or class 07); is it a 4- or 5-axle semi-tractor trailer (class 08 or 09); is it a truck with 7 or more axles (class 13)? These vehicle classes can be easily distinguished at a glance. The intent of the study was to find a portable sensor that could be used to collect 24-hours of vehicle class data in each lane of a highway, and use the portable classification to verify the data being generated by the continuous classifier.

Three types of sensors were tested:

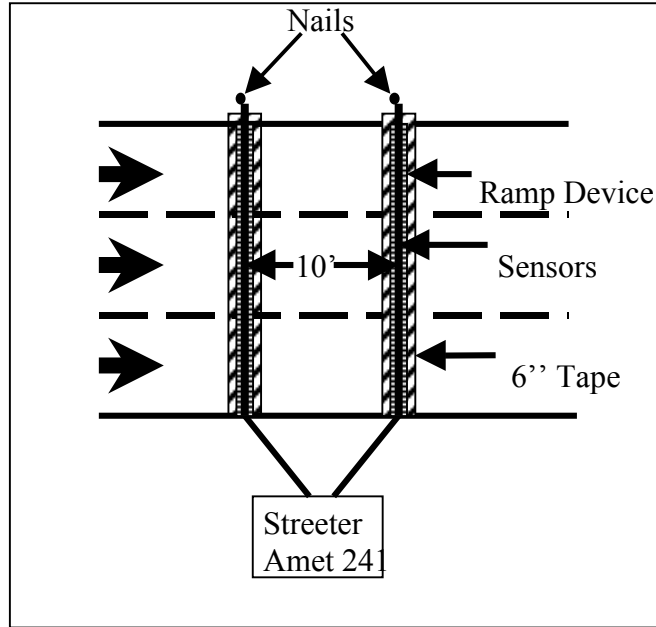
Progressive Engineering Technologies Corporation PET Switch

Optical Sensor Systems FlexSense

Measurement Specialties, Inc. Roadtrax7 BL

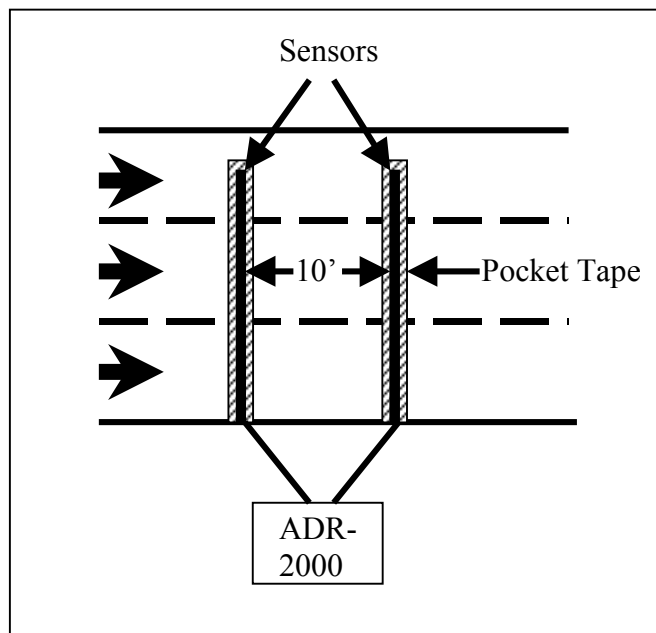
A pair of 3-lane PET switches was purchased from Progressive Engineering Technologies Corporation for use in this study. The switches are inserted into a ramp device that is fastened to the pavement. The ramps are designed to protect the sensors by cushioning the wheel impact. The ramps are secured to the road surface using strips of Marmac tar tape. The ramps and sensors were totally covered with the tape. The leading and trailing sensors were fastened 10 feet apart. An illustration of the sensor layout is shown in Figure 16.

Figure 16. Pet Switch Sensor



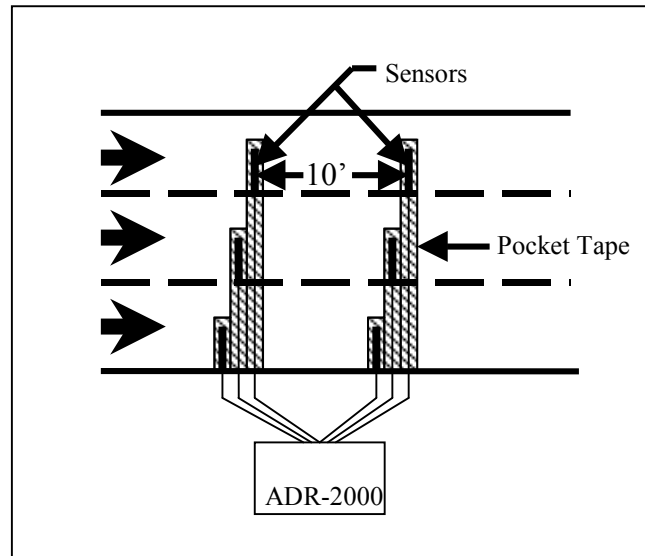
A pair of 3-lane FlexSense fiberoptic axle sensors was purchased from Optical Sensor Systems. Each sensor is inserted into a length of pocket tape that is laid in the road. The two sensors were installed 10 feet apart, as shown in Figure 17.

Figure 17. FlexSense Sensor



Six Roadtrax7 BL sensors (a pair for each lane) were purchased from Measurement Specialties, Inc. Each BL sensor was inserted in pocket tape and then placed on the road. The layout of the BL sensors is shown in Figure 18. The leading and trailing sensors in each lane were placed 10 feet apart.

Figure 18. Roadtrax7 BL Set-up



### Sensor Observations

The PET Switches were reportedly difficult to install. With its high profile, trucks tended to pull the sensor from its holder unless it was completely covered with tape, as can be seen in Figure 19. The PET Switches took a beating in the road, probably due to their high profile. They tended to snake in the road and not maintain their correct spacing.

Figure 19





Additionally, it was reported that the PET Switches generated false signals in adjacent lanes when a heavy truck passed over the sensor in one lane. It did not generate these false signals when cars passed over the sensors. At station 0225, only the inside and outside lanes operated for the time required to videotape 2 hours of traffic for each of the 3 lanes—the middle lane provided no data. At station 0194, none of the lanes generated any data. At station 0317, all three lanes operated for the duration of the videotaping session. See Tables 1 – 3 for study results.

The FlexSense fiberoptic sensors were reportedly the easiest sensors to install. One trip across the road, pull straight, set it down, step on it a few times and it is ready to use. At station 0225, only the outside lane worked. At station 0194, the outside and middle lanes worked, but not the inside lane. At station 0317, all three lanes worked for the entire videotaping session. The technicians reported that extreme care needed to be taken to ensure the connectors remained clean so that the sensors would operate properly. The overall impression of the fiberoptic sensors was they were delicate and not very user friendly. See Tables 1 – 3 for study results.

The Roadtrax7 BL sensors were inserted into pocket tape, and the tape was placed in the road. A separate trip into the road was required for each sensor installation. The BL sensors were placed at station 0225 in a separate test about a month after the FlexSense and PET Switches were tested. They worked flawlessly throughout the test. See Table 4 for test results.

Results:

PET Switch

The PET Switches only worked for all three lanes at one of three locations where it was tested. At that location, the total number of vehicles recorded by the classifier during the videotaped period was within 0.8% of the manual count (3051 vs. 3075). However, the totals for each of individual vehicle classes widely differed. See Table 5 for summary results.

FlexSense

The FlexSense fiberoptic sensors also only worked in all lanes at a single location. For the test period, the total volume counted by the FlexSense sensors was within 2.2% of the manual count (3143 vs. 3075). The volumes for individual vehicle classes looked pretty good, with classes 02, 04, 05, 09 and 11 being very close. See Table 5 for summary results.

Table 5						
0317 16-May-00						
Class	Manual	FlexSense			PET	
1	8	55	587.5%	125	1462.5%	
2	1810	1791	-1.0%	1512	-16.5%	
3	465	401	-13.8%	367	-21.1%	
4	40	44	10.0%	73	82.5%	
5	78	84	7.7%	115	47.4%	
6	39	71	82.1%	29	-25.6%	
7	0	2	200.0%	3	300.0%	
8	85	115	35.3%	203	138.8%	
9	529	541	2.3%	137	-74.1%	
10	9	19	111.1%	5	-44.4%	
11	12	10	-16.7%	8	-33.3%	
12	0	0	0.0%	1	100.0%	
13	0	5	500.0%	14	1400.0%	
14	0	5	500.0%	0	0.0%	
15	0	0	0.0%	459	45900.0%	
Total	3075	3143	2.2%	3051	-0.8%	

### Roadtrax BL

The BL sensors worked in all lanes the first time they were deployed. For the two hour videotape session, the total volume counted by the BL sensors was within 1.4% of the manual count (4150 vs. 4091). The volumes for vehicle classes 11, 12, 13 and 15 matched exactly, and classes 02, 04, 05, 07, 08 and 09 were very close. See Table 6 for summary results.

Class	Manual	BL	
1	21	44	109.5%
2	2553	2668	4.5%
3	791	705	-10.9%
4	55	61	10.9%
5	172	167	-2.9%
6	86	110	27.9%
7	21	20	-4.8%
8	99	100	1.0%
9	283	266	-6.0%
10	7	3	-57.1%
11	0	0	0.0%
12	1	1	0.0%
13	0	0	0.0%
14	2	5	150.0%
15	0	0	0.0%
Total	4091	4150	1.4%

### Conclusions

When installed and then ignored, there is a high likelihood that the continuous classifiers are generating faulty vehicle classification data. If the systems are carefully monitored and maintained, they can produce excellent class data. The key to getting good data is spot problems as they develop, and then waste little time in correcting them. Local knowledge of the traffic on the road in which the classification counter is installed is essential to judging the operation of the classifier. For those locations where that knowledge is unavailable, a portable classifier fitted with appropriate sensors can be used to verify the accuracy of the data collected by the continuous classifier.

Figure 1.A

FLORIDA DEPARTMENT OF TRANSPORTATION																
TRAFFIC COUNTS																
CLASSIFICATION REPORT																
July 2000																
DATE 08/10/00																
COUNTY NAME: GADSDEN STATION: 0054 DIRECTION: S LANE: 0																
DESCRIPTION: US 27.6 M S OF STATE LINE N OF HINSON, GADSDEN CO																
LOCATION: COUNTY 50 SECTION 040 SUBSECTION 000 MILEPOST 5.850 STATE ROAD SR 63 US ROAD 27																
CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
1 A	5	3540	498	1	17	9	1	37	204	0	0	5	2	0	0	4342 N
2 S	1	3503	479	1	12	8	1	38	264	0	1	0	0	0	0	4322 N
3 M	3	2998	512	1	40	19	3	41	325	9	1	3	3	0	13	3971 N
4 T	3	2793	444	4	12	5	2	33	265	5	1	3	0	0	14	3574 N
5 W	7	2523	521	5	35	20	4	37	526	8	3	2	1	0	9	3703 N
6 R	1	2486	569	2	37	12	8	53	559	15	4	7	0	0	10	3763 N
7 F	3	2933	634	5	50	22	10	52	401	12	4	5	1	0	17	4149 N
8 A	1	3192	538	7	18	10	4	32	196	2	2	2	0	0	18	4022 N
9 S	5	3167	463	1	16	12	6	26	374	2	2	0	0	0	17	4091 N
10 M	5	2384	513	1	34	23	6	43	542	9	4	1	7	0	9	3581 N
11 T	3	2105	522	2	43	29	7	48	627	6	5	4	1	0	13	3415 N
12 W	1	1272	350	4	27	16	1	32	315	3	0	4	1	0	7	2033 N
13 R	3	2255	562	2	42	27	1	46	627	6	7	5	2	0	8	3593 N
14 F	1	2799	603	1	39	22	0	41	441	1	4	9	3	0	14	3978 N
15 A	1	3136	548	3	12	5	2	22	179	2	2	3	3	0	23	3940 N
16 S	8	3109	444	4	6	4	2	35	363	1	2	1	0	0	22	4001 N
17 M	0	1375	291	1	26	15	1	29	312	1	3	3	0	0	7	2064 N
18 T	1	2123	523	4	28	21	2	65	618	8	4	2	3	0	9	3422 N
19 W	0	2094	520	3	50	26	2	47	610	3	2	5	0	0	10	3376 N
20 R	1	2326	533	4	44	26	2	53	597	4	2	5	1	0	12	3630 N
21 F	1	2989	641	6	31	14	5	61	440	2	3	4	1	0	21	4219 N
22 A	5	3089	577	4	18	8	1	17	202	3	2	3	4	0	12	3945 N
23 S	3	3013	424	4	12	13	2	18	391	3	1	1	0	0	27	3912 N
24 M	3	2318	505	4	29	20	1	56	538	3	4	2	1	0	8	3492 N
25 T	0	2142	531	4	33	23	4	51	588	4	5	4	2	0	5	3396 N
26 W	0	2147	536	4	33	16	4	67	607	7	5	6	1	0	5	3438 N
27 R	3	2258	564	2	40	27	2	51	623	4	4	7	1	0	8	3594 N
28 F	0	2900	545	4	45	16	3	45	484	5	4	5	3	0	17	4076 N
29 A	6	3121	528	1	15	13	5	21	198	1	0	3	3	0	16	3931 N
30 S	11	3024	446	3	11	9	0	22	388	2	2	1	1	0	10	3930 N
31 M	2	2322	465	8	36	21	0	56	533	1	5	4	1	0	12	3466 N
=====																
WEEKDAY AVERAGE = 3530 SATURDAY AVERAGE = 4036 SUNDAY AVERAGE = 4051 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 114369																
MONTHLY AVERAGE = 3677																
"B"====> BAD DAY																
"N"====> NORMAL DAY																
"A"====> ATYPICAL DAY																
"H"====> ATYPICAL DAY (HOLIDAY)																
"S"====> ATYPICAL DAY (SPECIAL EVENT)																
TRUCKS AND BUS AVERAGE = 533 (14.50%) DHT = 7.25 %																
TRUCKS AVERAGE = 550 (14.42%) DH2 = 0.43 %																
HEAVY TRUCKS AVERAGE = 501 (13.64%) DH3 = 6.82 %																
Note: * For Records Marked With An Asterisk (*), The Sum of The Hours Do Not Match The Daily Count																

Figure 1.B

FLORIDA DEPARTMENT OF TRANSPORTATION																	
TRAFFIC COUNTS																	
CLASSIFICATION REPORT																	
July 2000																	
DATE 08/10/00																	
COUNTY NAME: BROWARD STATION: 0163 DIRECTION: N LANE: 0																	
DESCRIPTION: I-95 AT N. E. 48TH STREET, BROWARD CO.																	
LOCATION: COUNTY 86 SECTION 070 SUBSECTION 000 MILEPOST 22.595 STATE ROAD SR 9 US ROAD I-95																	
CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL	
TY	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	TY	
MN	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	FE	
1	A	11	64558	9267	395	1218	142	10	451	1409	16	50	17	1	0	3444	80989
2	S	11	57258	6402	203	608	52	1	194	885	3	18	7	0	0	2756	68398
3	M	16	66915	10702	583	1606	335	37	685	3028	19	64	22	1	0	3660	87673
4	T	12	50985	5586	185	536	59	0	212	1015	6	41	9	0	0	2806	61452
5	W	43	74649	12288	736	2069	474	40	892	3374	41	67	20	5	0	3798	98496
6	R	30	75883	13374	810	2164	498	34	874	3324	34	105	34	20	0	4560	101744
7	F	42	78595	13368	839	2288	416	30	983	3313	31	87	33	3	0	4006	104034
8	A	23	64622	9256	400	1184	270	27	430	1416	15	41	6	5	0	3891	81586
9	S	19	55763	6392	179	614	50	0	186	907	6	20	11	1	0	2990	67138
10	M	27	74045	12499	712	1979	571	48	775	3574	35	64	23	4	0	3785	98141
11	T	11	75943	12967	711	2159	396	101	859	3351	29	93	34	1	0	3729	100384
12	W	37	74334	12525	762	2084	416	160	848	3412	57	92	36	4	0	3313	98080
13	R	35	76464	12665	765	2192	509	194	830	3278	36	99	33	9	0	3470	100479
14	F	17	79230	13126	769	2179	486	94	904	3297	28	99	32	5	0	4189	104455
15	A	15	67537	9135	332	1202	158	5	419	1449	12	35	10	1	0	3483	83793
16	S	7	58041	6554	177	626	53	1	210	932	5	18	5	3	0	2956	69588
17	M	19	75717	12428	677	2017	495	29	783	3550	33	78	24	3	0	3603	99456
18	T	69	72734	13197	744	2012	418	72	814	3339	38	93	29	3	0	3218	95680
19	W	14	77496	13145	763	2068	384	99	871	3323	35	89	35	5	0	3621	101898
20	R	19	80737	13659	795	2302	379	63	907	3401	38	99	34	8	0	3422	105863
21	F	26	80224	13591	829	2183	372	65	917	3164	43	88	42	8	0	4257	105809
22	A	25	65331	9313	359	1183	168	14	418	1378	9	46	17	2	0	4421	82684
23	S	14	59198	6720	194	647	63	0	179	895	4	20	4	0	0	2630	70568
24	M	15	74945	12609	727	1963	494	167	785	3503	41	80	26	4	0	3701	99060
25	T	30	74583	12818	736	2092	480	83	871	3254	31	100	34	6	0	4387	99505
26	W	40	75333	12864	778	2120	471	122	896	3290	30	101	36	3	0	3983	100067
27	R	20	80935	13800	841	2214	428	76	954	3473	51	104	38	8	0	3288	106230
28	F	21	82133	13823	779	2240	438	79	980	3236	26	107	30	5	0	3539	107436
29	A	9	69155	9449	403	1194	172	25	545	1478	9	50	13	0	0	2649	85151
30	S	17	59059	6877	181	629	44	0	231	945	1	26	3	2	0	2233	70248
31	M	12	74905	12724	725	2030	437	37	810	3556	48	81	28	7	0	3110	98510
WEEKDAY AVERAGE = 100623 SATURDAY AVERAGE = 82263 SUNDAY AVERAGE = 69188 NUMBER OF GOOD DAYS 28 TOTAL MONTHLY COUNT = 2588932																	
MONTHLY AVERAGE = 93509																	
"B"====> BAD DAY "N"====> NORMAL DAY "A"====> ATYPICAL DAY "H"====> ATYPICAL DAY (HOLIDAY) "S"====> ATYPICAL DAY (SPECIAL EVENT)																	
TRUCKS AND BUS AVERAGE = 6210 (6.64 %) TRUCKS AVERAGE = 5604 (5.99 %) HEAVY TRUCKS AVERAGE = 3874 (4.14 %) DHT = 3.32 % DH2 = 1.25 % DH3 = 2.07 %																	

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 2

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
JULY 2000

DATE 08/03/00

COUNTY NAME: OSGEOGA STATION: 0065 DIRECTION: E LANE: 0  
DESCRIPTION: SR-500 2.0 MI. W OF SR-15 (IN BLOOMING/OSGEOGA CO.)  
LOCATION: COUNTY 92 SECTION 030 SUBSECTION 000 MILEPOST 22.463 STATE ROAD SR 15 US ROAD 192

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
1 A	0	3926	0	0	0	0	0	0	0	0	0	0	0	0	0	3926 B
2 S	0	3854	0	0	0	0	0	0	0	0	0	0	0	0	0	3854 B
3 M	0	3910	0	0	0	0	0	0	0	0	0	0	0	0	0	3910 B
4 T	0	3371	0	0	0	0	0	0	0	0	0	0	0	0	0	3371 B
5 W	0	3912	1	0	0	0	0	0	0	0	0	0	0	0	0	3913 B
6 R	1	3848	10	1	1	1	0	0	3	0	0	0	0	0	0	3863 B
7 F	0	3907	0	0	0	0	0	0	0	0	0	0	0	0	0	3907 B
8 A	0	3556	0	0	0	0	0	0	0	0	0	0	0	0	0	3556 B
9 S	0	3566	0	0	0	0	0	0	0	0	0	0	0	0	0	3566 B
10 M	0	3463	0	0	0	0	0	0	0	0	0	0	0	0	0	3463 B
11 T	0	3668	0	0	0	0	0	0	0	0	0	0	0	0	0	3668 B
12 W	0	3633	0	0	0	0	0	0	0	0	0	0	0	0	0	3633 B
13 R	0	3693	0	0	0	0	0	0	0	0	0	0	0	0	0	3693 B
14 F	0	4054	0	0	0	0	0	0	0	0	0	0	0	0	0	4054 B
15 A	0	3807	0	0	0	0	0	0	0	0	0	0	0	0	0	3807 B
16 S	0	3759	46	1	5	0	0	7	4	0	1	0	0	0	0	3823 B
17 M	0	3448	78	3	15	7	1	12	37	1	0	0	0	0	0	3602 B
18 T	2	3641	65	1	6	2	5	9	28	0	0	0	0	0	0	3759 B
19 W	1	3516	28	0	6	0	0	0	5	0	0	0	0	0	0	3556 B
20 R	0	3591	74	8	8	6	4	6	40	0	0	0	0	0	0	3737 B
21 F	0	4126	5	0	2	0	1	0	1	0	0	0	0	0	0	4135 B
22 A	1	3713	23	0	2	0	0	4	0	0	0	0	0	0	0	3743 B
23 S	0	3668	0	0	0	0	0	0	0	0	0	0	0	0	0	3668 B
24 M	0	3456	0	0	0	0	0	1	0	0	0	0	0	0	0	3467 B
25 T	0	3579	0	0	0	0	0	0	0	0	0	0	0	0	0	3579 B
26 W	0	3677	0	0	0	0	0	0	0	0	0	0	0	0	0	3677 B
27 R	0	3823	0	0	0	0	0	0	0	0	0	0	0	0	0	3823 B
28 F	0	4084	0	0	0	0	0	0	0	0	0	0	0	0	0	4084 B
29 A	0	4095	0	0	0	0	0	0	0	0	0	0	0	0	0	4095 B
30 S	0	3760	0	0	0	0	0	0	0	0	0	0	0	0	0	3760 B
31 M	0	3585	0	0	0	0	0	0	0	0	0	0	0	0	0	3585 B
WEEKDAY AVERAGE	0	3585	0	0	0	0	0	0	0	0	0	0	0	0	0	3585 B
MONTHLY AVERAGE	0	3585	0	0	0	0	0	0	0	0	0	0	0	0	0	3585 B

WEEKDAY AVERAGE = 0 SATURDAY AVERAGE = 0 SUNDAY AVERAGE = 0 NUMBER OF GOOD DAYS 0 TOTAL MONTHLY COUNT = 0  
MONTHLY AVERAGE = 0

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 0 (0.00 %)  
TRUCKS AVERAGE = 0 (0.00 %)  
HEAVY TRUCKS AVERAGE = 0 (0.00 %)

Note: \* For Records Marked With An Asterisk (\*) The Sum of The Hours Do Not Match The Daily Count

Figure 3.A

**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**TRAFFIC COUNTS**  
**CLASSIFICATION REPORT**  
 June 2000

DATE 08/03/00  
 COUNTY NAME: ALACHUA STATION: 0043 DIRECTION: N LANE: 0  
 DESCRIPTION: SR 121, 0.8 MI N OF US-441, ALACHUA CO.  
 LOCATION: COUNTY 26 SECTION 100 SUBSECTION 000 MILEPOST 0.800 STATE ROAD SR 121

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	VC/DME PE
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
1 R	3	3374	715	0	43	16	0	18	30	0	1	0	0	0	0	4209 N
2 F	8	3656	705	1	44	19	0	6	31	0	0	0	3	0	21	4494 N
3 A	7	3053	547	0	9	16	0	5	4	1	0	0	2	0	7	651 N
4 S	6	2351	351	0	1	1	0	3	5	0	0	0	1	0	9	2768 N
5 M	7	3362	679	1	42	32	2	12	75	1	2	0	3	0	14	4232 N
6 T	8	3200	698	0	43	23	1	9	35	1	0	0	0	0	7	625 N
7 W	7	3210	682	0	24	28	1	10	35	2	0	0	1	0	14	4014 N
8 R	8	3280	677	0	22	21	1	15	35	0	0	0	3	0	16	4068 N
9 F	9	3327	666	0	26	25	0	17	27	1	0	0	1	0	16	4115 N
10 A	7	2916	539	0	4	12	0	6	10	0	0	0	1	0	5	3500 N
11 S	5	2174	344	0	1	1	0	2	2	0	0	0	1	0	6	2536 N
12 M	3	3032	639	0	19	20	1	6	28	1	0	0	1	0	13	3763 N
13 T	5	3098	630	0	32	14	1	9	27	1	0	0	0	0	9	3627 N
14 W	3	3200	657	0	38	13	0	8	21	0	0	0	0	0	50	3990 N
15 R	4	3209	628	2	32	20	0	16	22	1	0	0	2	0	42	3978 N
16 F	4	3459	745	1	32	19	2	10	27	1	0	0	1	0	8	4309 N
17 A	5	2962	522	0	7	14	0	5	4	0	0	0	1	0	6	3526 N
18 S	3	2330	332	0	4	2	0	5	2	0	0	0	0	0	9	2687 N
19 M	1	3003	630	0	32	27	1	9	20	0	0	0	1	0	18	3742 N
20 T	5	3040	645	0	35	11	1	8	40	0	0	0	2	0	16	3803 N
21 W	4	3040	628	0	34	19	0	8	25	0	0	0	1	0	4	3763 N
22 R	4	3103	630	0	37	17	1	9	18	0	0	0	1	0	30	3850 N
23 F	1	3240	618	0	29	15	0	6	15	1	0	0	2	0	11	3938 N
24 A	4	2829	527	0	12	8	0	6	6	0	0	0	1	0	9	3402 N
25 S	4	2269	340	0	0	0	0	2	3	0	0	0	3	0	11	2632 N
26 M	6	3002	583	0	25	21	1	5	25	0	0	0	0	0	6	3674 N
27 T	5	3030	633	0	25	23	1	8	24	0	0	0	1	0	12	3762 N
28 W	7	3114	636	0	35	20	1	5	15	0	1	0	3	0	11	3848 N
29 R	3	3168	685	0	26	16	2	7	28	0	0	0	1	0	11	3957 N
30 F	3	3435	704	1	25	12	1	12	24	1	1	0	0	0	15	4234 N

WEEKDAY AVERAGE = 3967 SATURDAY AVERAGE = 3519 SUNDAY AVERAGE = 2655 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 112297  
 MONTHLY AVERAGE = 3716

"B"-----> BAD DAY  
 "N"-----> NORMAL DAY  
 "A"-----> ATYPICAL DAY  
 "H"-----> ATYPICAL DAY (HOLIDAY)  
 "S"-----> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 72 (1.95 %)  
 TRUCKS AVERAGE = 72 (1.95 %)  
 HEAVY TRUCKS AVERAGE = 47 (1.28 %)

DET = 0.98 %  
 DE2 = 0.32 %  
 DE3 = 0.64 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 3.B

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
June 2000

DATE 08/03/00

COUNTY NAME: ALACHUA STATION: 0043 DIRECTION: S LANE: 0  
DESCRIPTION: SR 121, 0.8 MI N OF US-441, ALACHUA CO.  
LOCATION: COUNTY 26 SECTION 100 SUBSECTION 000 MILEPOST 0.800 STATE ROAD SR 121

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	VOLUME
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	PER
1 R	7	3636	436	1	45	18	1	19	36	1	0	0	0	0	0	17
2 F	7	3917	482	2	35	18	1	14	26	0	1	0	3	0	0	17
3 A	5	3310	378	0	12	8	0	2	9	0	0	0	0	0	0	19
4 S	6	2415	288	0	2	4	0	1	5	0	0	0	0	0	0	17
5 M	7	3556	452	0	43	31	2	23	52	0	1	0	2	0	0	15
6 T	7	3365	448	0	36	16	0	18	37	0	0	0	0	0	0	24
7 W	6	3414	467	0	21	26	0	16	39	2	0	0	0	0	0	20
8 R	6	3473	427	0	30	24	0	18	35	0	0	0	1	0	0	20
9 F	5	3597	468	0	18	29	0	13	22	0	0	0	2	0	0	20
10 A	4	3114	356	0	4	9	0	3	6	0	0	0	0	0	0	16
11 S	5	2294	232	0	2	1	0	1	3	0	0	0	0	0	0	21
12 M	0	3241	376	1	12	17	0	19	22	1	0	0	0	0	0	18
13 T	4	3365	411	1	34	15	0	10	23	0	0	0	0	0	0	21
14 W	2	3396	472	0	41	10	0	17	23	0	0	0	0	0	0	35
15 R	6	3436	421	0	29	20	0	18	25	0	0	0	0	0	0	38
16 F	6	3731	485	0	39	21	1	17	26	0	0	0	1	0	0	21
17 A	9	3103	408	0	7	6	1	6	3	0	0	0	0	0	0	17
18 S	3	2356	271	0	6	3	0	3	6	0	0	0	0	0	0	14
19 M	5	3194	450	0	31	31	0	10	17	0	0	0	0	0	0	20
20 T	4	3223	446	0	39	14	0	9	35	0	0	0	2	0	0	21
21 W	2	3156	492	2	27	19	0	9	25	0	0	0	0	0	0	14
22 R	1	3325	440	0	29	18	0	7	21	0	0	0	1	0	0	33
23 F	5	3481	497	0	23	20	0	11	16	1	0	0	0	0	0	18
24 A	8	2847	412	0	8	4	0	1	7	0	0	0	0	0	0	19
25 S	10	2269	318	0	3	1	0	5	2	0	0	0	2	0	0	18
26 M	3	3092	517	0	31	23	0	13	19	0	0	0	1	0	0	14
27 T	5	3201	525	0	29	27	0	12	22	0	0	0	0	0	0	14
28 W	6	3233	543	0	30	20	0	17	18	0	0	0	0	0	0	12
29 R	5	3245	569	1	26	19	0	9	22	1	0	0	2	0	0	10
30 F	5	3603	595	0	21	17	0	15	16	0	0	0	0	0	0	11

WEEKDAY AVERAGE = 3979 SATURDAY AVERAGE = 3530 SUNDAY AVERAGE = 2641 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 112578  
MONTHLY AVERAGE = 3724

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 72 (1.95 %)  
TRUCKS AVERAGE = 72 (1.95 %)  
HEAVY TRUCKS AVERAGE = 48 (1.31 %)

DHT = 0.97 %  
DHZ = 0.32 %  
DHS = 0.65 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 4.A

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
June 2000

DATE 08/04/00

COUNTY NAME: POLK STATION: 0230 DIRECTION: N LANE: 0  
DESCRIPTION: SR-33, 0.057 MI SOUTH OF FUSSELL ROAD, POLK CO.  
LOCATION: COUNTY 16 SECTION 070 SUBSECTION 000 MILEPOST 17.180 STATE ROAD SR 33

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
1 R	7	1294	573	0	26	48	1	194	272	2	2	10	4	0	38	2471 N
2 F	10	1401	597	0	25	37	3	194	241	4	0	12	1	0	37	2562 B
3 A	15	1311	538	0	4	12	0	26	71	0	1	11	2	0	38	2029 B
4 S	15	1264	430	0	6	5	0	17	29	0	0	1	0	0	25	1792 N
5 M	3	1205	595	1	27	33	0	229	260	2	4	2	5	0	24	2390 N
6 T	4	1290	548	2	32	68	1	209	249	2	2	7	3	0	79	2476 N
7 W	6	1288	582	0	37	67	2	194	237	4	0	8	1	0	26	2372 B
8 W	2	1265	602	4	27	51	3	205	230	2	0	9	1	0	21	2421 N
9 F	9	1366	673	1	29	54	3	219	276	6	6	8	3	0	31	2684 N
10 A	23	1341	519	1	6	9	1	17	99	1	2	4	0	0	35	2058 N
11 S	15	1163	423	0	1	5	0	24	30	1	0	2	0	0	19	1683 N
12 M	6	1231	562	3	25	45	2	202	232	3	3	1	2	0	33	2370 N
13 T	4	1216	554	1	29	77	0	224	210	5	4	2	9	0	36	2371 B
14 W	2	1257	576	2	29	72	4	265	271	2	2	7	4	0	26	2519 B
15 R	8	1316	639	1	27	80	3	242	253	4	2	15	4	0	41	2635 B
16 F	5	1473	651	0	29	64	2	185	203	3	1	14	0	0	40	2670 B
17 A	14	1459	547	0	5	22	0	18	53	1	0	5	0	0	34	2158 N
18 S	7	1302	417	0	4	11	1	15	30	0	0	4	0	0	22	1813 N
19 M	5	1297	633	0	24	80	18	210	236	1	0	4	8	0	33	2549 B
20 T	7	1165	576	0	38	53	2	221	251	0	0	7	2	0	31	2353 N
21 W	7	1182	572	1	23	177	0	211	240	3	1	15	2	0	24	2389 B
22 R	4	1192	571	0	21	152	6	235	279	3	3	11	5	0	49	2538 B
23 F	4	1395	615	1	29	77	0	236	236	2	5	10	3	0	42	2675 B
24 A	12	1321	523	1	6	9	0	20	42	0	0	8	0	0	23	1965 N
25 S	20	1271	427	0	8	10	0	16	34	0	1	2	0	0	27	1816 N
26 M	0	1159	547	1	19	85	0	205	247	5	1	4	2	0	29	2304 B
27 T	3	1176	554	2	31	56	8	205	258	2	2	11	3	0	26	2337 B
28 W	1	1222	598	1	30	89	9	205	306	3	3	13	3	0	26	2309 B
29 R	3	1296	569	1	25	89	4	210	256	2	0	11	6	0	35	2507 B
30 F	3	1450	663	1	33	81	2	158	236	0	3	9	3	0	34	2676 B

WEEKDAY AVERAGE = 1984 SATURDAY AVERAGE = 2060 SUNDAY AVERAGE = 1776 NUMBER OF GOOD DAYS 14 TOTAL MONTHLY COUNT = 30450  
MONTHLY AVERAGE = 2293

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"H"====> HOLIDAY  
"S"====> SPECIAL EVENT

TRUCKS AND BUS AVERAGE = 339 (14.80%) DBT = 7.40 %  
TRUCKS AVERAGE = 338 (14.76%) DB2 = 0.41 %  
HEAVY TRUCKS AVERAGE = 320 (13.98%) DB3 = 6.99 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count



Figure 4.B

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
June 2000

DATE 08/04/00

COUNTY NAME: POLK STATION: 0230 DIRECTION: S LANE: 0  
DESCRIPTION: SR-33, 0.057 MI SOUTH OF FUSSEL ROAD, POLK CO.  
LOCATION: COUNTY 16 SECTION 070 SUBSECTION 000 MILEPOST 17.180 STATE ROAD SR 33

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DAY	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	VOLUME
TYPE	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	FE
1 R	5	1325	619	0	29	18	34	213	285	6	0	10	1	0	0	36
2 F	8	1400	623	1	26	12	26	224	257	5	0	13	3	0	57	2581 B
3 A	11	1384	571	1	10	14	0	26	79	0	0	10	0	0	0	38
4 S	15	1272	445	0	6	6	0	15	34	1	0	0	2	0	0	49
5 M	6	1292	588	3	31	25	17	255	253	5	0	1	3	0	38	
6 T	1	1306	564	0	33	28	51	250	248	4	1	3	2	0	35	
7 W	4	1222	563	2	31	15	56	238	246	7	1	9	1	0	47	
8 R	7	1296	593	0	29	18	44	222	247	5	1	6	1	0	37	
9 F	10	1410	626	0	27	22	34	248	274	5	0	8	0	0	57	
10 A	19	1444	531	2	5	12	3	15	91	0	0	8	0	0	43	
11 S	16	1274	403	1	2	8	1	18	33	1	0	1	0	0	35	
12 M	5	1266	573	2	32	28	32	230	238	3	0	4	4	0	38	
13 T	7	1284	575	0	25	29	60	265	250	3	0	6	0	0	26	
14 W	5	1277	576	0	33	21	54	283	284	3	0	9	2	0	34	
15 R	6	1288	618	0	23	31	57	276	263	5	1	12	2	0	49	
16 F	6	1448	630	2	28	20	34	197	237	4	1	10	1	0	38	
17 A	9	1522	552	0	11	5	1	20	66	0	1	10	0	0	39	
18 S	15	1305	443	0	2	5	3	14	45	0	0	2	0	0	35	
19 M	4	1336	607	0	29	46	38	241	244	5	0	6	0	0	32	
20 T	7	1229	580	0	34	29	278	237	237	1	1	6	3	0	43	
21 W	2	1287	563	0	32	43	52	226	242	6	1	11	0	0	37	
22 R	4	1277	557	0	21	35	117	250	300	3	0	13	3	0	47	
23 F	1	1407	591	0	28	37	43	281	283	2	2	11	1	0	40	
24 A	7	1384	563	1	11	10	1	10	50	0	0	16	1	0	32	
25 S	32	1281	429	0	7	6	3	20	38	0	0	3	3	0	90	
26 M	2	1201	527	0	28	21	44	236	259	15	0	0	4	0	38	
27 T	4	1218	538	2	29	24	32	241	284	5	0	9	2	0	24	
28 W	4	1239	586	0	30	46	68	233	307	6	1	13	3	0	32	
29 R	2	1275	570	1	29	22	62	265	302	6	1	15	6	0	40	
30 F	1	1436	581	1	27	23	70	173	281	2	2	11	2	0	54	

WEEKDAY AVERAGE = 0 SATURDAY AVERAGE = 2184 SUNDAY AVERAGE = 1854 NUMBER OF GOOD DAYS 7 TOTAL MONTHLY COUNT = 13972  
MONTHLY AVERAGE = 2019

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 96 (4.76 %)  
TRUCKS AVERAGE = 96 (4.76 %)  
HEAVY TRUCKS AVERAGE = 90 (4.46 %)

DHT = 2.38 %  
DH2 = 0.15 %  
DH3 = 2.23 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 5.A

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
July 2000

DATE 08/07/00

COUNTY NAME: COLUMBIA      STATION: 0286      DIRECTION: N LANE: 0  
DESCRIPTION: US-441,186' S. OF WEIGH STATION ENTR.,COLUMBIA CO.  
LOCATION: COUNTY 29 SECTION 070 SUBSECTION 000 MILEPOST 4.230 STATE ROAD SR 47 US ROAD 441

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	VOLUME
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	PER
1 A	16	3363	611	2	9	15	2	13	19	0	3	0	1	0	22	4076 N
2 S	24	2625	402	1	6	4	1	10	25	4	0	0	1	0	16	3119 N
3 M	8	3410	815	2	33	28	5	24	92	10	5	0	16	0	24	4472 N
4 M	10	2858	474	1	13	10	1	10	43	3	0	0	2	0	20	3455 B
5 W	14	3772	904	1	51	20	1	24	125	5	1	0	7	0	12	4945 N
6 R	7	3635	896	1	32	25	0	35	92	9	2	0	18	0	20	4781 N
7 F	16	4133	978	1	36	31	0	32	75	11	4	0	18	0	27	5362 N
8 A	17	3173	627	2	9	8	0	14	24	2	1	1	3	0	18	3899 N
9 S	15	2659	450	2	12	8	0	11	29	1	1	0	0	0	19	3207 N
10 M	17	3642	962	5	51	27	2	18	113	7	2	0	19	0	43	4908 N
11 T	10	3654	950	6	46	34	1	19	103	11	1	1	13	0	25	4874 N
12 W	5	3641	934	0	53	55	18	25	138	10	2	0	16	0	31	4928 B
13 R	10	3675	906	1	48	39	1	19	119	3	6	0	9	0	53	4889 N
14 F	11	3998	961	3	36	38	3	35	137	7	2	1	6	0	18	5256 N
15 A	12	3158	587	2	17	28	2	17	36	2	1	0	7	0	27	3896 N
16 S	15	2400	320	2	8	8	1	11	18	1	0	0	4	0	3511	6299 B
17 M	13	2103	409	0	16	17	0	12	39	6	1	0	4	0	4113	6733 B
18 T	6	3718	938	4	44	28	3	20	100	7	3	0	28	0	48	4947 B
19 W	10	3516	882	1	21	14	2	19	108	11	8	2	24	0	36	4902 B
20 R	10	3516	882	1	21	14	2	18	110	5	2	0	14	0	34	4656 N
21 F	12	3594	960	1	33	65	4	29	89	6	3	2	15	0	36	5249 N
22 A	7	3078	583	1	10	23	1	12	34	2	0	0	1	0	21	3773 N
23 S	10	2592	449	0	4	9	1	11	19	0	0	1	2	0	14	3112 N
24 M	9	3421	958	3	37	57	4	23	112	3	6	0	15	0	27	4675 N
25 T	8	3543	911	1	56	47	1	19	95	4	3	0	16	0	36	4740 N
26 W	13	3518	958	3	49	37	3	23	95	9	2	0	23	0	21	4754 B
27 R	15	3609	955	1	55	33	2	22	83	8	1	0	21	0	28	4833 B
28 F	8	3959	967	1	41	32	1	29	86	5	2	0	18	0	27	5176 N
29 A	15	3128	585	3	11	13	0	5	27	3	0	0	3	0	18	3811 N
30 S	8	2720	471	2	3	12	0	11	20	2	0	0	1	0	11	3261 N
31 M	9	3609	905	2	53	47	5	30	96	8	5	0	15	0	43	4827 N

WEEKDAY AVERAGE = 4901    SATURDAY AVERAGE = 3891    SUNDAY AVERAGE = 3174    NUMBER OF GOOD DAYS 23    TOTAL MONTHLY COUNT = 100964  
MONTHLY AVERAGE = 4510

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY (HOLIDAY)  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 174 (3.87 %)  
TRUCKS AVERAGE = 172 (3.83 %)  
HEAVY TRUCKS AVERAGE = 142 (3.17 %)  
DHT = 1.94 %  
DHS = 0.38 %  
DHS = 1.58 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 5.B

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
July 2000

DATE 08/07/00

COUNTY NAME: COLUMBIA STATION: 0286 DIRECTION: S LANE: 0  
DESCRIPTION: US-441, 186' S. OF WEIGH STATION ENTR., COLUMBIA, CO.  
LOCATION: COUNTY 29 SECTION 070 SUBSECTION 000 MILEPOST 4.230 STATE ROAD SR 47 US ROAD 441

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL	TY
DI D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
MON Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
1 A	29	3636	511	4	8	24	6	20	20	6	2	0	25	0	32	4323	B
2 S	9	2843	350	1	8	6	0	7	10	7	0	0	11	0	25	3277	N
3 M	17	3732	703	1	17	25	1	38	47	17	7	2	31	0	43	4681	B
4 T	14	2973	416	2	11	7	1	16	11	5	2	2	13	0	50	3523	B
5 W	19	4003	759	5	36	21	4	35	58	21	4	0	56	0	63	5084	B
6 R	20	3941	787	3	37	25	3	35	44	27	4	3	41	0	59	5029	B
7 F	17	4450	856	3	23	25	0	37	52	23	1	0	39	0	111	5637	B
8 A	20	3317	558	4	11	14	1	18	11	6	3	0	14	0	66	4043	N
9 S	22	2764	426	1	6	7	0	11	11	8	0	0	18	0	59	3333	N
10 M	27	3850	895	4	45	26	5	25	64	19	3	1	46	0	81	5091	B
11 T	25	3742	920	4	43	24	5	28	55	21	2	0	46	0	122	5038	B
12 W	14	3895	836	6	57	57	8	41	69	27	2	0	56	0	70	5138	B
13 R	17	3933	781	5	41	26	2	30	58	21	4	2	23	0	27	4970	B
14 F	25	4573	741	6	24	32	5	42	50	20	5	0	29	0	20	5572	B
15 A	15	3340	601	3	16	19	5	24	15	8	1	0	18	0	53	4118	N
16 S	16	2119	278	0	3	6	1	11	16	5	0	0	5	0	702	3162	B
17 M	7	1517	315	3	26	11	1	12	26	16	0	0	13	0	3673	5620	B
18 T	28	3988	820	4	41	34	5	33	47	13	5	0	41	0	94	5153	B
19 W	23	3950	879	3	38	32	7	36	59	25	4	1	62	0	33	5152	B
20 R	19	3691	899	2	37	33	3	39	59	21	3	0	47	0	33	4886	B
21 F	21	4241	903	4	29	37	3	32	55	23	4	1	45	0	29	5427	B
22 A	8	3367	523	0	11	17	4	8	12	9	0	0	8	0	29	3996	N
23 S	4	1561	208	0	4	4	0	3	11	4	1	0	7	0	975	2782	B
24 M	21	3953	589	8	36	27	3	34	42	14	1	1	28	0	51	4808	B
25 T	19	3676	854	5	49	34	4	21	58	12	2	0	28	0	32	4794	B
26 W	15	3901	726	7	39	25	4	30	50	25	3	0	32	0	21	4878	B
27 R	20	4007	739	2	39	23	2	29	38	25	4	0	37	0	40	5005	B
28 F	13	4385	760	5	41	19	3	36	46	13	2	1	38	0	43	5405	B
29 A	10	3448	500	3	6	9	1	10	17	12	0	1	16	0	36	4069	B
30 S	17	2826	358	3	5	4	1	7	12	9	1	1	1	0	38	3283	N
31 M	24	3851	767	2	48	40	11	26	36	24	4	2	45	0	33	4913	B

WEEKDAY AVERAGE = 0 SATURDAY AVERAGE = 4052 SUNDAY AVERAGE = 3297 NUMBER OF GOOD DAYS = 6 TOTAL MONTHLY COUNT = 22050  
MONTHLY AVERAGE = 3674

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 68 (1.88 %)  
TRUCKS AVERAGE = 66 (1.82 %)  
HEAVY TRUCKS AVERAGE = 56 (1.55 %)

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 6

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
April 2000

DATE 08/03/00

COUNTY NAME: SUMNER STATION: 9920 DIRECTION: S LANE: 0  
DESCRIPTION: I-75, 3.5 MI. S OF FLORIDA TURNPIKE, SUMNER CO.  
LOCATION: COUNTY 18 SECTION 130 SUBSECTION 000 MILEPOST 17.520 STATE ROAD SR 93 US ROAD I-75

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DN I	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	VOLUME
DN I	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	PER
1 A	90	17977	2749	120	353	105	2	522	2016	11	45	14	3	3	0	24010 B
3 M	69	9113	1665	146	321	148	3	490	3543	35	66	20	6	3	0	15628 B
4 T	55	8254	1632	161	331	150	5	504	3724	31	118	46	6	5	0	15022 B
5 W	22	3987	744	83	144	81	1	170	1265	20	33	18	0	1	0	8569 B
6 R	20	4563	849	70	146	69	0	174	1252	13	42	12	2	0	0	7212 B
7 F	25	7230	1138	64	161	87	2	193	768	10	32	11	0	1	0	9722 B
8 A	63	13197	2179	105	286	102	0	422	1552	19	87	32	1	5	0	18050 B
9 S	67	14388	2355	143	353	98	4	465	1932	34	41	14	0	1	0	19895 B
10 M	50	7585	1568	161	293	142	4	510	3806	67	122	41	4	3	0	14356 B
11 T	4635	5278	863	117	220	146	1	377	2207	52	45	0	6	2	0	10949 B
13 R	8205	4213	884	166	281	280	2	672	3220	87	104	0	12	0	0	18126 B
15 A	8788	8222	1354	113	277	178	2	497	1839	25	41	0	1	0	0	21337 B
17 M	5460	4293	1126	131	314	258	2	725	3503	76	61	0	13	4	0	16966 B
18 T	4428	4462	1068	132	260	212	2	593	3276	77	97	0	2	3	0	14861 B
19 W	4750	4754	1101	140	302	212	5	937	3665	118	110	0	27	14	0	18861 B
20 R	7739	4995	1363	155	334	350	8	745	3903	99	102	0	15	9	0	20717 B
21 F	12782	4368	1498	144	361	314	3	836	3211	71	91	0	13	5	0	27657 B
22 A	8797	4095	1400	88	284	207	3	665	1472	62	68	0	4	4	0	21149 B
23 S	8891	4471	1293	83	262	194	4	710	1388	62	34	0	13	8	0	20413 B
24 M	6354	4687	1204	114	286	207	1	684	3335	57	58	0	5	7	0	17999 B
25 T	4364	4633	963	136	264	245	5	870	3301	84	94	0	20	9	0	14988 B
26 W	4273	4239	941	140	261	228	2	707	3658	91	95	0	9	3	0	14647 B
27 R	5065	4568	1022	151	313	309	4	750	3801	112	103	0	7	9	0	16114 B
28 F	6661	6063	1268	166	314	368	1	853	3220	111	104	0	28	8	0	19065 B
29 A	6876	6733	1162	102	241	190	2	473	1591	58	81	0	2	2	0	17513 B
30 S	1146	7040	1287	110	290	202	1	588	1744	34	49	0	3	1	0	15495 B

WEEKDAY AVERAGE = 0 SATURDAY AVERAGE = 0 SUNDAY AVERAGE = 0 NUMBER OF GOOD DAYS 0 TOTAL MONTHLY COUNT = 0  
MONTHLY AVERAGE = 0

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 0 (0.00 %)  
TRUCKS AVERAGE = 0 (0.00 %)  
HEAVY TRUCKS AVERAGE = 0 (0.00 %)

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 7

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
April 2000

DATE 08/22/00

COUNTY NAME: JACKSON STATION: 0218 DIRECTION: E LANE: 0  
DESCRIPTION: I-10, 1 MI. EAST OF US-231, JACKSON CO.  
LOCATION: COUNTY 53 SECTION 002 SUBSECTION 000 MILEPOST 3.999 STATE ROAD SR 8 US ROAD I-10

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
1 A	4	6395	1334	71	185	277	173	603	410	4	43	7	1	0	0	9507 B
2 S	3	8079	1468	63	178	437	297	904	697	5	22	13	0	0	0	12166 B
3 M	3	4858	1167	71	255	400	278	869	711	4	39	13	2	0	0	8670 B
4 T	4	4550	1120	74	223	448	317	999	784	11	66	24	2	1	0	8623 B
5 W	4	4726	1124	104	229	460	307	1029	807	12	63	28	0	1	0	8894 B
6 R	1	5230	1278	108	283	525	337	1037	828	10	64	25	1	1	0	9728 B
7 F	1	6958	1472	110	271	351	268	760	520	6	61	22	1	0	0	10801 B
8 A	1	5575	1147	56	142	255	143	558	372	3	29	14	2	0	0	8297 B
9 S	3	7786	1428	67	197	467	264	887	678	4	18	6	0	0	0	11805 B
10 M	3	4609	1055	78	220	457	265	865	697	10	37	9	1	3	0	8309 B
11 T	4	4101	1014	75	210	490	285	906	811	12	57	17	1	0	0	7983 B
12 W	6	4375	1081	106	234	470	297	911	787	5	55	19	0	0	0	8346 B
13 R	1	4957	1173	109	253	483	303	1024	818	9	65	12	1	1	0	9209 B
14 F	2	6935	1596	92	237	354	220	769	549	9	57	25	2	1	0	10848 B
15 A	1	5889	1307	87	168	255	137	615	430	3	26	16	0	0	0	8934 B
16 S	5	7927	1478	68	204	537	231	907	577	3	13	6	0	0	0	11956 B
17 M	7	5382	1258	83	225	469	279	912	671	9	40	11	3	1	0	9350 B
18 T	3	4697	1175	98	231	478	280	978	754	16	60	17	3	1	0	8791 B
19 W	4	5042	1177	112	219	510	315	998	801	9	61	22	1	0	0	9271 B
20 R	3	6431	1545	89	323	474	302	928	699	12	66	17	0	1	0	10890 B
21 F	6	8384	1816	81	243	388	202	775	493	9	64	19	1	0	0	12481 B
22 A	3	6181	1207	53	166	284	123	527	316	7	27	11	1	1	0	8907 B
23 S	3	8900	1490	43	153	414	201	719	597	1	13	9	0	0	0	12543 B
24 M	5	6781	1425	74	243	404	256	745	708	16	45	12	1	1	0	10716 B
25 T	5	5044	1170	81	243	500	291	916	737	9	58	18	2	0	0	9076 B
26 W	4	4846	1197	119	261	492	315	976	761	11	53	22	3	1	0	9056 B
27 R	3	5393	1358	160	268	581	297	1012	780	12	66	16	1	0	0	9948 B
28 F	0	7310	1577	129	266	395	191	781	518	10	59	20	1	1	0	11258 B
29 A	0	5705	1214	78	200	281	127	599	360	7	29	15	0	1	0	8616 B
30 S	2	8058	1577	77	213	517	222	918	642	4	23	6	1	0	0	12260 B

WEEKDAY AVERAGE = 0 SATURDAY AVERAGE = 0 SUNDAY AVERAGE = 0 NUMBER OF GOOD DAYS 0 TOTAL MONTHLY COUNT = 0  
MONTHLY AVERAGE = 0

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 0 (0.00%) DHT = 0.00 %  
TRUCKS AVERAGE = 0 (0.00%) DHZ = 0.00 %  
HEAVY TRUCKS AVERAGE = 0 (0.00%) DH3 = 0.00 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 8

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
February 2000

DATE 08/15/00

COUNTY NAME: WASHINGTON STATION: 0152 DIRECTION: E LANE: 0  
DESCRIPTION: SR-8/I-10 AT SR-273, SE OF CHIPLEY, WASHINGTON CO.  
LOCATION: COUNTY 61 SECTION 001 SUBSECTION 000 MILEPOST 19.356 STATE ROAD SR 8 US ROAD I-10

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DAY	D	W	T	F	S	S	S	S	S	S	S	S	S	S	S	TY
MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUE	VOLUME
1 T	6	3529	1018	34	50	70	4	287	1817	11	73	23	1	0	121	7044 N
2 W	6	3608	982	16	32	66	15	295	1874	28	62	20	0	0	133	7137 N
3 R	3	4033	1156	28	36	80	13	332	1903	23	81	24	3	0	144	7859 N
4 F	5	5168	1275	37	49	84	9	307	1255	10	65	24	3	2	115	8408 N
5 A	3	4274	973	33	29	26	0	234	949	14	34	15	1	0	103	6688 N
6 S	3	5571	1224	22	26	17	0	242	1659	9	29	13	0	0	133	8948 N
7 M	5	3904	1100	18	26	49	1	299	1570	24	60	14	6	1	115	7192 N
8 T	4	3594	1064	16	39	59	11	314	1699	16	57	27	1	0	130	7031 N
9 W	5	3757	1009	37	49	77	27	297	1813	23	55	26	2	2	132	7311 N
10 R	5	4247	1233	33	45	99	16	336	1839	15	74	29	5	2	128	8106 B
11 F	4	5434	1349	41	31	84	20	335	1288	10	64	28	3	3	137	8831 N
12 A	5	4407	999	26	30	65	0	255	1005	6	36	13	3	4	94	6948 N
13 S	14	6968	1232	37	24	29	0	250	1618	5	26	13	1	0	266	10483 N
14 M	5	4234	1082	20	40	76	1	288	1554	15	49	12	3	18	127	7524 B
15 T	5	3860	1027	23	41	119	18	310	1749	20	54	22	3	1	110	7362 B
16 W	9	4178	1159	39	36	87	18	340	1798	25	56	23	1	1	151	7921 N
17 R	6	4817	1421	30	33	87	11	357	1919	17	74	25	4	3	130	8934 N
18 F	3	7129	1612	25	36	71	12	400	1255	16	61	24	3	0	127	10774 N
19 A	6	4999	1055	31	24	49	8	247	1019	10	38	19	2	0	88	7595 N
20 S	3	6354	1281	23	12	20	0	306	1606	8	30	14	0	0	114	9771 N
21 M	1	5863	1256	12	26	71	8	310	1632	15	43	12	3	0	128	9380 N
22 T	6	3862	1059	11	49	65	11	290	1701	17	57	28	5	2	128	7291 N
23 W	10	3833	1023	31	47	67	13	279	1766	14	67	25	1	0	116	7292 N
24 R	7	4457	1206	33	47	73	24	309	1896	10	66	23	2	2	144	8299 N
25 F	6	5549	1299	29	47	75	9	350	1341	13	61	22	4	0	115	8920 N
26 A	4	4467	946	27	30	76	1	267	995	9	35	13	0	0	108	6978 N
27 S	8	6290	1203	39	20	24	1	274	1726	9	32	11	0	0	149	9786 N
28 M	10	4333	1136	14	35	102	13	320	1698	11	51	14	3	2	104	7846 B
29 T	9	4205	1030	23	54	100	3	335	1764	14	68	15	1	1	124	7746 B
30 W	8	4084	1136	23	54	100	3	335	1764	14	68	15	1	1	124	7746 B

WEEKDAY AVERAGE = 8084 SATURDAY AVERAGE = 7052 SUNDAY AVERAGE = 9747 NUMBER OF GOOD DAYS 24 TOTAL MONTHLY COUNT = 196821  
MONTHLY AVERAGE = 8174

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 2059 (25.20%) DHT = 12.60%  
TRUCKS AVERAGE = 2031 (24.85%) DH2 = 0.38 %  
HEAVY TRUCKS AVERAGE = 1997 (24.44%) DH3 = 12.22%

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 9

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
February 2000

DATE 08/22/00

COUNTY NAME: DADE STATION: 0193 DIRECTION: W LANE: 0  
DESCRIPTION: SR-878, 0.15 MI. WEST OF SR-826, DADE CO.  
LOCATION: COUNTY 87 SECTION 021 SUBSECTION 000 MILEPOST 1.710 STATE ROAD SR 878

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
1 T	2	3262	2122	30	85	16	0	172	7	1	0	0	0	0	0	183
2 W	1	4341	2196	27	62	17	0	198	7	0	0	0	0	0	0	175
3 R	5	42722	2061	21	64	10	0	136	9	0	0	0	0	0	0	148
4 F	1	24563	2221	26	69	16	2	186	9	0	0	0	0	0	0	175
5 A	6	19074	1461	2	4	9	0	121	2	0	0	0	1	0	0	99
6 S	4	14592	1009	0	4	9	4	56	4	0	0	0	0	0	0	42
7 M	4	23077	2041	26	61	23	1	146	12	0	0	0	0	0	0	166
8 T	1	23349	2112	32	56	17	0	75	10	0	0	0	0	0	0	64
9 W	6	23845	2085	20	68	30	2	189	9	0	0	0	0	0	0	170
10 R	6	24121	2150	29	68	19	0	160	8	1	0	0	0	0	0	213
11 F	6	24580	2218	23	83	16	0	186	11	1	0	0	0	0	0	183
12 A	9	19086	1491	3	7	10	1	131	4	0	0	0	0	0	0	103
13 S	13	16172	1160	1	5	0	1	76	4	0	0	0	0	0	0	53
14 M	7	24361	2110	29	49	29	1	190	11	1	0	0	1	0	0	180
15 T	4	24160	2149	26	53	23	0	165	7	1	0	0	0	0	0	180
16 W	8	24313	2241	33	60	33	2	169	7	1	0	0	0	0	0	175
17 R	5	23987	2134	22	64	25	0	186	10	0	0	0	0	0	0	175
18 F	9	24155	2196	23	69	21	4	210	2	0	0	0	1	0	0	185
19 A	16	19262	1592	2	7	20	1	109	6	0	0	0	0	0	0	96
20 S	10	15933	1108	0	2	4	2	77	2	0	0	0	0	0	0	76
21 M	7	20913	1819	6	12	16	0	165	10	0	0	0	1	0	0	130
22 T	4	23219	2117	32	64	16	1	189	4	0	0	0	0	0	0	180
23 W	6	23824	2118	28	61	29	1	182	9	1	0	0	0	0	0	158
24 R	6	23992	2034	19	67	32	0	170	14	0	0	0	0	0	0	174
25 F	6	24531	2167	23	85	24	1	201	11	0	0	0	0	0	0	146
26 A	11	18731	1394	5	26	19	1	114	3	0	0	0	0	0	0	104
27 S	8	15466	1083	2	4	4	0	66	2	0	0	0	0	0	0	55
28 M	11	23668	1998	30	57	31	2	184	12	0	0	0	0	0	0	179
29 T	8	24047	2125	29	60	16	1	167	7	0	0	0	0	0	0	178
WEEKDAY AVERAGE		26321	26321	26321	26321	26321	26321	26321	26321	26321	26321	26321	26321	26321	26321	26321
SATURDAY AVERAGE		20911	20911	20911	20911	20911	20911	20911	20911	20911	20911	20911	20911	20911	20911	20911
SUNDAY AVERAGE		16778	16778	16778	16778	16778	16778	16778	16778	16778	16778	16778	16778	16778	16778	16778
MONTHLY AVERAGE		24184	24184	24184	24184	24184	24184	24184	24184	24184	24184	24184	24184	24184	24184	24184
NUMBER OF GOOD DAYS		28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
TOTAL MONTHLY COUNT		682514	682514	682514	682514	682514	682514	682514	682514	682514	682514	682514	682514	682514	682514	682514

TRUCKS AND BUS AVERAGE = 244 (1.01 %)  
TRUCKS AVERAGE = 224 (0.93 %)  
HEAVY TRUCKS AVERAGE = 177 (0.73 %)

DHT = 0.50 %  
DH2 = 0.14 %  
DH3 = 0.37 %

WEEKDAY AVERAGE = 26321 SATURDAY AVERAGE = 20911 SUNDAY AVERAGE = 16778

MONTHLY AVERAGE = 24184

NUMBER OF GOOD DAYS = 28 TOTAL MONTHLY COUNT = 682514

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 10

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
July 2000

COUNTY NAME: HAMILTON STATION: 0277 DIRECTION: W LANE: 0  
DESCRIPTION: SR-6-0.4 MI. EAST OF BURHAM CHURCH RD. HAMILTON CO.  
LOCATION: COUNTY 32 SECTION 050 SUBSECTION 000 MILEPOST 4.400 STATE ROAD SR 6

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	TY
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	VOLUME
1 A	10	261	70	0	1	2	0	3	1	4	0	3	1	0	0	366 B
2 S	18	276	48	0	0	2	0	3	1	0	3	0	9	0	0	360 B
3 M	11	271	68	0	0	2	2	5	2	0	2	1	13	0	2	379 B
4 T	5	299	38	0	1	1	1	0	2	1	3	0	8	0	1	360 N
5 W	13	311	61	1	2	3	4	5	3	10	4	3	24	0	2	446 B
6 R	7	298	56	1	0	3	1	9	10	6	8	5	30	0	0	434 B
7 F	14	308	53	0	1	3	2	6	5	5	5	5	27	0	7	441 B
8 A	5	304	55	0	0	0	0	1	2	1	0	0	7	0	2	377 N
9 S	4	282	45	0	0	0	0	5	1	3	0	1	8	0	1	350 N
10 M	6	300	58	2	0	1	1	11	6	8	7	2	29	0	2	433 B
11 T	10	290	62	2	3	1	0	7	16	6	8	1	28	0	72	506 B
12 W	14	281	68	0	0	4	2	2	6	7	3	0	38	0	92	517 B
13 R	15	271	51	0	1	1	3	3	2	3	0	0	46	0	58	454 B
14 F	9	286	66	0	0	3	0	10	6	6	2	0	35	0	48	471 B
15 A	19	273	58	1	2	0	2	8	2	0	1	0	14	0	1	381 B
16 S	17	257	33	0	0	1	0	2	3	0	0	0	8	0	76	397 B
17 M	7	293	68	0	0	2	0	2	2	5	1	5	25	0	7	417 B
18 T	9	336	60	0	1	2	0	7	6	2	9	1	23	0	5	462 B
19 W	10	296	49	0	1	2	2	3	4	7	4	0	28	0	5	411 B
20 R	10	299	49	0	4	6	1	6	2	2	3	0	21	0	267	670 B
21 F	12	215	52	0	2	1	1	7	3	2	0	1	13	0	10	319 B
22 A	9	280	45	1	0	0	0	3	5	1	1	1	12	0	50	408 B
23 S	2	257	41	0	0	0	0	0	1	2	1	1	4	0	6	315 N
24 M	7	307	40	1	0	2	1	2	7	3	1	0	28	0	37	436 B
25 T	10	298	55	4	2	1	2	3	4	2	5	0	23	0	103	513 B
26 W	12	306	60	1	3	4	8	9	7	1	2	0	24	0	90	527 B
27 R	5	299	59	1	0	1	2	1	2	3	1	2	19	0	9	469 B
28 F	11	309	48	0	1	1	1	3	2	3	2	1	19	0	294	695 B
29 A	15	289	49	0	1	0	0	2	1	1	1	0	15	0	70	444 B
30 S	14	260	43	0	0	1	0	3	0	0	2	1	13	0	13	350 B
31 M	10	290	65	1	0	1	1	5	2	4	5	1	27	0	13	419 B

WEEKDAY AVERAGE = 72 SATURDAY AVERAGE = 377 SUNDAY AVERAGE = 332 NUMBER OF GOOD DAYS = 4 TOTAL MONTHLY COUNT = 1402  
MONTHLY AVERAGE = 356

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 13 (3.71 %)  
TRUCKS AVERAGE = 13 (3.71 %)  
HEAVY TRUCKS AVERAGE = 13 (3.71 %)  
DHT = 1.86 %  
DH2 = 0.00 %  
DH3 = 1.86 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 11



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
March 2000

DATE 08/10/00

COUNTY NAME: FL. TURNPIKE STATION: 0416 DIRECTION: N LANE: 0  
DESCRIPTION: TPK AT SR786/PGA BLVD O/P PALM BEACH CO.  
LOCATION: COUNTY 97 SECTION 470 SUBSECTION 000 MILEPOST 35.913 STATE ROAD SR 91 US ROAD TRNPK

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	TY
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	PE
1 W	4	1378	3308	175	579	275	23	237	744	8	50	22	48	0	0	19211 N
2 R	6	14905	3532	162	580	259	18	225	790	8	49	26	46	0	0	20606 N
3 F	12	19269	4454	217	624	345	13	192	790	9	34	19	33	0	0	26011 N
4 A	5	14324	2787	127	338	202	8	103	275	11	10	14	17	0	0	18221 N
5 S	8	12916	2282	84	240	178	0	72	121	0	17	4	23	0	0	15945 N
6 M	13	14316	3126	170	528	224	22	193	731	13	41	16	42	0	0	19435 N
7 T	23	13554	3126	201	551	237	22	181	763	18	50	31	41	0	0	18798 N
8 W	16	14579	3370	163	571	287	6	234	746	11	51	21	41	0	0	20096 N
9 R	24	16062	3604	197	606	325	14	206	758	9	49	25	45	0	0	21924 N
10 F	19	21134	4592	213	700	459	24	251	803	11	36	16	42	0	0	28300 B
11 A	10	17330	3280	150	403	271	7	115	353	0	14	12	15	0	0	21960 N
12 S	2	18538	2940	79	292	178	0	92	176	1	9	2	23	0	0	22332 N
13 M	4	15375	3480	182	529	277	29	222	836	11	48	17	36	0	0	21046 N
14 T	9	13633	3119	173	505	277	28	186	794	7	40	33	50	0	0	18854 N
15 W	10	14612	3323	177	601	271	22	230	737	13	40	30	58	0	0	20124 N
16 R	7	15842	3669	213	624	303	22	219	766	15	39	32	48	0	0	21799 N
17 F	7	20061	4619	226	669	330	12	209	787	11	35	24	40	0	0	27030 N
18 A	5	15224	3019	128	351	224	17	108	356	4	13	15	19	0	0	19483 B
19 S	7	15474	2549	79	249	179	0	102	206	1	13	3	24	0	0	18886 N
20 M	5	13516	3348	151	518	210	12	178	770	7	47	18	36	0	0	18816 N
21 T	7	12825	3203	167	554	217	19	191	770	12	40	22	47	0	0	18074 N
22 W	8	13712	3291	177	599	252	22	216	781	8	46	19	50	0	0	19181 N
23 R	7	14974	3496	226	586	269	26	215	770	9	37	29	53	0	0	20697 N
24 F	7	19295	4430	249	622	355	13	207	789	13	35	20	42	0	0	26077 N
25 A	5	14713	2809	135	353	258	5	117	346	3	11	7	15	0	0	18777 N
26 S	2	13931	2354	83	234	217	0	74	159	5	16	2	20	0	0	17097 N
27 M	12	13999	3059	165	494	247	10	239	757	13	43	14	40	0	0	19092 N
28 T	10	13202	3331	187	559	259	13	199	746	14	39	25	44	0	1	18629 N
29 W	11	13618	3175	190	561	269	6	204	758	14	35	23	43	0	0	18907 N
30 R	11	16181	3863	267	584	303	19	261	836	10	39	22	45	0	1	22442 N
31 F	11	21677	4704	255	667	437	11	258	804	10	21	20	45	0	0	28920 N

WEEKDAY AVERAGE = 21238 SATURDAY AVERAGE = 19652 SUNDAY AVERAGE = 18565 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 598987  
MONTHLY AVERAGE = 20629

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ARTIFICIAL DAY (HOLIDAY)  
"S"====> ARTIFICIAL DAY (SPECIAL EVENT)

TRUCKS AND BUS AVERAGE = 1890 (9.17 %)  
TRUCKS AVERAGE = 1717 (8.33 %)  
HEAVY TRUCKS AVERAGE = 1207 (5.85 %)  
DHT = 4.58 %  
DH2 = 1.66 %  
DH3 = 2.93 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 12

FLORIDA DEPARTMENT OF TRANSPORTATION																
TRAFFIC COUNTS																
CLASSIFICATION REPORT																
July 2000																
DATE 08/10/00																
COUNTY NAME: MARION STATION: 0118 DIRECTION: S LANE: 0																
DESCRIPTION: SR-25/US-301, 0.3 MI. N OF SR-326 (WIM#10), MARION CO.																
LOCATION: COUNTY 36 SECTION 001 SUBSECTION 000 MILEPOST 3.790 STATE ROAD SR 25 US ROAD 301																
CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	TY
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	PE
1 A	43	9734	2134	29	85	48	9	120	627	5	36	2	6	0	111	12989 N
2 S	31	7676	1584	19	45	28	3	69	441	0	8	2	2	0	82	9974 N
3 M	44	7984	2166	18	144	110	4	129	856	7	32	8	5	0	97	11604 N
4 T	31	6197	1335	15	49	33	3	98	486	6	32	2	3	0	74	8364 N
5 W	29	6549	2039	16	172	141	6	151	877	8	8	4	7	0	2277	12284 B
6 R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11253	11253 B
7 F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10623	10623 B
8 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10601	10601 B
9 S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9649	9649 B
10 M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11167	11167 B
11 T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10931	10931 B
12 W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11198	11198 B
13 R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11258	11258 B
14 F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12304	12304 B
15 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10473	10473 B
16 S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9235	9235 B
17 M	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11311	11311 B
18 T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10772	10772 B
19 W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11048	11048 B
20 R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11071	11071 B
21 F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12481	12481 B
22 A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10336	10336 B
23 S	11	7276	1500	24	61	25	1	86	456	2	6	5	6	0	380	9839 N
24 M	12	7812	2246	26	151	90	7	152	1157	5	31	5	7	0	66	11767 N
25 T	15	7501	2231	41	158	112	5	182	1298	6	48	9	5	0	91	11702 N
26 W	27	7751	2271	22	154	104	6	173	1246	12	56	9	4	0	83	11918 N
27 R	20	7859	2295	14	158	87	6	193	1257	11	56	12	9	0	96	12073 N
28 F	31	9228	2562	23	146	110	10	174	1166	9	56	8	4	0	103	13630 N
29 A	36	8384	2013	32	86	48	9	105	549	0	27	1	3	0	95	11391 N
30 S	32	7618	1636	19	74	30	2	100	459	2	6	4	3	0	99	10084 N
31 M	25	7922	2369	25	182	177	13	165	1125	6	28	10	5	0	95	12147 N
WEEKDAY AVERAGE = 11898 SATURDAY AVERAGE = 12190 SUNDAY AVERAGE = 9965 NUMBER OF GOOD DAYS 13 TOTAL MONTHLY COUNT = 147482																
MONTHLY AVERAGE = 11664																
"B"====> BAD DAY																
"N"====> NORMAL DAY																
"A"====> ATYPICAL DAY																
"H"====> ATYPICAL DAY (HOLIDAY)																
"S"====> ATYPICAL DAY (SPECIAL EVENT)																
TRUCKS AND BUS AVERAGE = 1295 (11.11%) DHT = 5.55 %																
TRUCKS AVERAGE = 1271 (10.90%) DH2 = 0.61 %																
HEAVY TRUCKS AVERAGE = 1152 (9.88%) DH3 = 4.94 %																

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 13.A

```
----- EDITCLS -----
```

SITE 0164	WEEKDAY		WEEKEND	
	CL1	20	CL1	10
	CL2	8000	CL2	10000
	CL3	1200	CL3	1000
	CL4	20	CL4	10
	CL5	30	CL5	10
	CL6	150	CL6	50
	CL7	30	CL7	0
	CL8	200	CL8	240
	CL9	140	CL9	50
	CL10	10	CL10	0
	CL11	5	CL11	0
	CL12	0	CL12	0
	CL13	40	CL13	0
	CL14	0	CL14	0
	CL15	250	CL15	120
	TOTVOL	10095	TOTVOL	11490

Enter The Site ID  
Count: \*1 <Replace>

Figure 13.B

Edit Class Records										
Begin Date: 01-JUL-00										
End Date: 31-JUL-00										
Site: 0164 - 0164										
CoSite	900164	Date	01-JUL-00	Dir	N	Class	5	Volume	(606)	Greater Than 60
CoSite	900164	Date	01-JUL-00	Dir	N	Class	10	Volume	(31)	Greater Than 10
CoSite	900164	Date	02-JUL-00	Dir	N	Class	5	Volume	(688)	Greater Than 60
CoSite	900164	Date	02-JUL-00	Dir	N	Class	10	Volume	(32)	Greater Than 10
CoSite	900164	Date	03-JUL-00	Dir	N	Class	5	Volume	(784)	Greater Than 80
CoSite	900164	Date	03-JUL-00	Dir	N	Class	8	Volume	(380)	Greater Than 360
CoSite	900164	Date	03-JUL-00	Dir	N	Class	10	Volume	(84)	Greater Than 60
CoSite	900164	Date	04-JUL-00	Dir	N	Class	5	Volume	(707)	Greater Than 80
CoSite	900164	Date	04-JUL-00	Dir	N	Class	8	Volume	(583)	Greater Than 360
CoSite	900164	Date	05-JUL-00	Dir	N	Class	5	Volume	(901)	Greater Than 80
CoSite	900164	Date	05-JUL-00	Dir	N	Class	8	Volume	(535)	Greater Than 360
CoSite	900164	Date	06-JUL-00	Dir	N	Class	5	Volume	(770)	Greater Than 80
CoSite	900164	Date	07-JUL-00	Dir	N	Class	5	Volume	(872)	Greater Than 80
CoSite	900164	Date	07-JUL-00	Dir	N	Class	8	Volume	(405)	Greater Than 360
CoSite	900164	Date	08-JUL-00	Dir	N	Class	5	Volume	(717)	Greater Than 60
CoSite	900164	Date	08-JUL-00	Dir	N	Class	8	Volume	(538)	Greater Than 432
CoSite	900164	Date	08-JUL-00	Dir	N	Class	9	Volume	(99)	Greater Than 90
CoSite	900164	Date	08-JUL-00	Dir	N	Class	10	Volume	(22)	Greater Than 10
CoSite	900164	Date	09-JUL-00	Dir	N	Class	5	Volume	(888)	Greater Than 60
CoSite	900164	Date	09-JUL-00	Dir	N	Class	8	Volume	(506)	Greater Than 432
CoSite	900164	Date	10-JUL-00	Dir	N	Class	5	Volume	(754)	Greater Than 80
CoSite	900164	Date	11-JUL-00	Dir	N	Class	5	Volume	(799)	Greater Than 80
CoSite	900164	Date	11-JUL-00	Dir	N	Class	10	Volume	(66)	Greater Than 60
CoSite	900164	Date	12-JUL-00	Dir	N	Class	5	Volume	(822)	Greater Than 80
CoSite	900164	Date	13-JUL-00	Dir	N	Class	5	Volume	(799)	Greater Than 80
CoSite	900164	Date	14-JUL-00	Dir	N	Class	5	Volume	(915)	Greater Than 80
CoSite	900164	Date	15-JUL-00	Dir	N	Class	5	Volume	(653)	Greater Than 60
CoSite	900164	Date	15-JUL-00	Dir	N	Class	10	Volume	(39)	Greater Than 10
CoSite	900164	Date	16-JUL-00	Dir	N	Class	5	Volume	(872)	Greater Than 60
CoSite	900164	Date	16-JUL-00	Dir	N	Class	8	Volume	(546)	Greater Than 432
CoSite	900164	Date	16-JUL-00	Dir	N	Class	10	Volume	(18)	Greater Than 10
CoSite	900164	Date	17-JUL-00	Dir	N	Class	5	Volume	(813)	Greater Than 80
CoSite	900164	Date	18-JUL-00	Dir	N	Class	5	Volume	(777)	Greater Than 80
CoSite	900164	Date	18-JUL-00	Dir	N	Class	10	Volume	(65)	Greater Than 60
CoSite	900164	Date	19-JUL-00	Dir	N	Class	5	Volume	(802)	Greater Than 80
CoSite	900164	Date	19-JUL-00	Dir	N	Class	10	Volume	(64)	Greater Than 60
CoSite	900164	Date	20-JUL-00	Dir	N	Class	5	Volume	(794)	Greater Than 80
CoSite	900164	Date	21-JUL-00	Dir	N	Class	5	Volume	(824)	Greater Than 80
CoSite	900164	Date	21-JUL-00	Dir	N	Class	8	Volume	(381)	Greater Than 360
CoSite	900164	Date	22-JUL-00	Dir	N	Class	5	Volume	(720)	Greater Than 60
CoSite	900164	Date	22-JUL-00	Dir	N	Class	8	Volume	(509)	Greater Than 432
CoSite	900164	Date	22-JUL-00	Dir	N	Class	10	Volume	(17)	Greater Than 10
CoSite	900164	Date	23-JUL-00	Dir	N	Class	5	Volume	(918)	Greater Than 60
CoSite	900164	Date	23-JUL-00	Dir	N	Class	8	Volume	(508)	Greater Than 432
CoSite	900164	Date	24-JUL-00	Dir	N	Class	5	Volume	(867)	Greater Than 80
CoSite	900164	Date	24-JUL-00	Dir	N	Class	8	Volume	(379)	Greater Than 360
CoSite	900164	Date	25-JUL-00	Dir	N	Class	5	Volume	(810)	Greater Than 80
CoSite	900164	Date	26-JUL-00	Dir	N	Class	5	Volume	(848)	Greater Than 80
CoSite	900164	Date	27-JUL-00	Dir	N	Class	5	Volume	(1008)	Greater Than 80
CoSite	900164	Date	27-JUL-00	Dir	N	Class	8	Volume	(609)	Greater Than 360
CoSite	900164	Date	28-JUL-00	Dir	N	Class	5	Volume	(1066)	Greater Than 80
CoSite	900164	Date	28-JUL-00	Dir	N	Class	8	Volume	(1085)	Greater Than 360
CoSite	900164	Date	28-JUL-00	Dir	N	Class	10	Volume	(61)	Greater Than 60
CoSite	900164	Date	29-JUL-00	Dir	N	Class	5	Volume	(911)	Greater Than 60
CoSite	900164	Date	29-JUL-00	Dir	N	Class	8	Volume	(1452)	Greater Than 432
CoSite	900164	Date	29-JUL-00	Dir	N	Class	9	Volume	(116)	Greater Than 90
CoSite	900164	Date	29-JUL-00	Dir	N	Class	10	Volume	(36)	Greater Than 10
CoSite	900164	Date	30-JUL-00	Dir	N	Class	5	Volume	(1017)	Greater Than 60

Figure 13.C

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
July 2000

DATE 08/21/00

STATION: 0164 DIRECTION: N LANE: 0  
DESCRIPTION: SR-5/US-1,800 FT S JCT CR-905/KEY LARGO, MONROE CO.  
LOCATION: COUNTY 90 SECTION 060 SUBSECTION 000 MILEPOST 32.227 STATE ROAD SR 5 US ROAD 1

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL	
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	
1 A	51	7033	4163	34	606	760	56	1	428	77	31	0	0	1	1	0	12485 B
2 S	45	8755	5355	30	688	760	81	4	306	49	32	10	3	1	2	0	15348 B
3 M	24	7848	5194	31	784	95	1	380	86	83	60	2	0	12	1	0	14542 B
4 T	57	9323	5118	19	707	49	2	583	340	71	29	3	0	8	0	0	15969 B
5 W	37	7166	5205	50	901	780	100	48	535	128	48	0	0	6	0	0	14188 B
6 R	28	5458	4261	60	770	111	1	322	156	46	6	0	0	3	0	0	11222 B
7 F	36	5833	4679	67	872	89	12	405	7360	183	59	0	0	2	1	0	12242 B
8 A	37	6435	4910	23	717	760	47	2	538	99	22	10	3	0	0	0	12833 B
9 S	79	8438	6419	24	888	25	1	506	432	63	10	2	0	2	0	0	16457 B
10 M	25	5024	4485	57	754	100	2	343	144	49	4	0	0	2	3	0	10992 B
11 T	25	4615	4113	55	799	101	4	287	180	66	60	0	0	8	0	0	10261 B
12 W	22	4723	4310	55	822	780	77	0	277	172	58	0	0	6	0	0	10530 B
13 R	16	4882	4346	63	799	94	3	280	170	55	5	0	0	3	0	0	10717 B
14 F	25	5451	4736	57	915	79	0	359	157	46	6	0	0	7	0	0	11838 B
15 A	36	6846	4622	36	653	760	58	0	402	73	39	10	2	4	1	0	12772 B
16 S	70	9512	6264	25	872	30	0	536	432	56	18	2	0	5	1	0	17401 B
17 M	23	5259	4310	48	813	115	1	321	137	32	8	0	0	3	0	0	11070 B
18 T	18	4707	4016	63	777	92	0	285	161	8	0	0	0	5	0	0	10198 B
19 W	19	4903	4301	44	802	780	103	0	279	147	65	7	0	5	1	0	10575 B
20 R	19	4885	4389	48	794	126	2	292	168	59	8	0	0	2	0	0	10792 B
21 F	26	5224	4870	60	824	104	2	331	340	146	45	0	0	2	1	0	11691 B
22 A	49	6330	5342	27	720	760	42	1	503	78	17	10	2	3	1	0	13121 B
23 S	84	8812	6905	26	919	36	1	508	432	52	5	0	0	0	0	0	17350 B
24 M	17	5051	4667	48	857	107	4	379	340	167	32	5	0	5	2	0	11351 B
25 T	19	4618	4255	56	810	103	2	307	152	53	7	0	0	0	1	0	10366 B
26 W	19	4921	4553	65	848	85	3	332	145	58	6	0	0	5	2	0	11936 B
27 R	18	5501	5186	56	1088	92	0	1008	179	58	6	0	0	5	1	0	12720 B
28 F	37	6075	5604	53	1088	106	7	1085	7360	182	63	5	0	2	1	0	14284 B
29 A	49	6807	5774	46	911	760	70	3	1452	116	39	10	1	6	1	0	15272 B
30 S	68	9034	6814	31	1017	50	3	889	432	73	10	0	0	2	0	0	17984 B
31 M	20	5141	4587	42	778	780	104	5	449	340	159	42	0	5	1	0	11339 B
WEEKDAY AVERAGE =	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTHLY AVERAGE =	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRUCKS AND BUS AVERAGE = 0 (0.00 %) DHT = 0.00 %  
 TRUCKS AVERAGE = 0 (0.00 %) DHT = 0.00 %  
 HEAVY TRUCKS AVERAGE = 0 (0.00 %) DHT = 0.00 %

Note: \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Figure 14

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
CLASSIFICATION REPORT  
February 2099

DATE 08/21/00

COUNTY NAME: FL. TURNPIKE STATION: 9913 DIRECTION: N LANE: 0  
DESCRIPTION: FL TRPK AT BECKER RD OP/S OF FT PIERCE, ST LUCIE CO.  
LOCATION: COUNTY 97 SECTION 470 SUBSECTION 000 MILEPOST 0.400 STATE ROAD SR 91 US ROAD TRNPK

CLASS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTAL
DY D	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
MN Y	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****	*****
1 S	2	10524	3428	153	379	70	0	110	437	2	44	12	52	1	337	15551 B
2 M	1	7165	2381	41	328	34	2	112	532	4	61	23	60	2	108	10854 N
3 T	4	7327	2433	42	299	35	2	107	500	4	51	26	66	0	114	11010 N
4 W	3	7867	2755	33	335	46	2	131	554	4	54	18	59	0	115	11976 N
5 R	7	10672	3805	61	328	41	2	96	528	7	39	29	55	0	154	15824 N
6 F	8	8818	2729	75	166	32	1	44	247	3	15	20	19	0	101	12278 N
7 A	10	8712	2466	64	152	13	0	22	115	0	22	6	28	0	78	11688 N
8 S	6	7719	2558	45	242	33	2	103	496	3	57	15	49	0	85	11413 N
9 M	1	7415	2482	22	283	46	1	117	512	7	56	28	61	0	92	11123 N
10 T	8	8014	2821	26	317	37	2	123	497	10	61	20	63	0	113	12112 N
11 W	5	9098	3242	29	356	32	4	130	531	4	55	27	60	0	132	13701 N
12 R	7	13683	4909	55	315	44	1	117	487	7	41	30	51	1	162	19910 N
13 F	7	10900	3495	42	214	26	0	44	247	1	11	15	17	0	130	15149 N
14 A	6	9708	2621	41	115	15	0	34	107	1	20	4	26	0	93	12791 N
15 S	9	9708	3258	44	276	30	3	88	478	2	47	13	49	0	129	14134 N
16 M	6	8786	2843	31	288	45	0	114	531	6	55	24	64	0	148	12941 N
17 T	1	8766	2879	37	294	41	1	119	493	4	49	28	64	0	129	12905 N
18 W	6	9377	3324	37	339	41	2	121	514	6	48	24	65	0	124	14028 N
19 R	4	13092	4735	85	346	55	2	130	523	2	37	22	52	0	187	19277 N
20 F	7	9650	2916	44	190	31	0	46	247	0	9	17	27	0	114	13298 N
21 A	6	9712	2695	53	140	19	1	27	98	4	17	4	24	0	110	12910 N
22 S	1	8620	2791	47	265	47	0	113	471	6	46	11	50	1	130	12599 N
23 M	4	8075	2553	27	287	39	1	123	518	3	49	30	61	0	119	11889 N
24 T	1	8251	2814	37	297	36	1	110	512	3	50	24	59	0	112	12307 N
25 W	6	9319	3231	44	324	51	1	116	508	3	56	25	65	0	146	13895 N
26 R	14	12592	4614	55	397	52	1	114	563	2	39	23	40	0	201	19707 N
27 F	8	9998	3131	72	234	43	0	51	301	1	12	11	21	0	135	14018 B
28 A	6	9166	2600	43	168	22	0	29	98	1	21	7	23	0	103	12287 N
WEEKDAY AVERAGE		13837	3737	13837	13837	13837	13837	13837	13837	13837	13837	13837	13837	13837	13837	13837
MONTHLY AVERAGE		13474	3474	13474	13474	13474	13474	13474	13474	13474	13474	13474	13474	13474	13474	13474
WEEKDAY AVERAGE = 13837 SATURDAY AVERAGE = 12419 SUNDAY AVERAGE = 12715 NUMBER OF GOOD DAYS = 26 TOTAL MONTHLY COUNT = 351006 MONTHLY AVERAGE = 13474																

\* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count  
 \* For Records Marked With An Asterisk (\*), The Sum of The Hours Do Not Match The Daily Count

Table 1												
0225 9-May-00												
Class	Manual				FlexSense				PET Switch			
	Outside	Middle	Inside	Total	Outside	Middle	Inside	Total	Outside	Middle	Inside	Total
1	3	0	2	5	3	0	0	3	11	0	34	45
2	1164	1189	1423	3776	1036	0	0	1036	943	0	831	1774
3	179	283	263	725	182	0	0	182	133	0	190	323
4	10	24	7	41	11	0	0	11	23	0	23	46
5	39	68	17	124	40	0	0	40	28	0	35	63
6	16	34	7	57	17	0	0	17	30	0	29	59
7	0	36	0	36	0	0	0	0	1	0	3	4
8	21	82	11	114	37	0	0	37	27	0	58	85
9	58	76	39	173	55	0	0	55	46	0	6	52
10	3	1	1	5	3	0	0	3	6	0	5	11
11	1	0	0	1	1	0	0	1	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	1	0	0	1	5	0	5	10
14	2	0	0	2	4	0	0	4	0	0	0	0
15	0	0	0	0	0	0	0	0	229	0	397	626
Total	1496	1793	1770	5059	1390	0	0	1390	1482	0	1616	3098

Table 2												
0194 11-May-00												
Class	Manual				FlexSense				PET Switch			
	Outside	Middle	Inside	Total	Outside	Middle	Inside	Total	Outside	Middle	Inside	Total
1	6	6	2	14	3	7	0	10	0	0	0	0
2	1221	1679	1423	4323	957	868	0	1825	0	0	0	0
3	347	428	263	1038	288	346	0	634	0	0	0	0
4	32	19	7	58	35	21	0	56	0	0	0	0
5	28	71	17	116	30	66	0	96	0	0	0	0
6	20	39	7	66	25	62	0	87	0	0	0	0
7	1	3	0	4	0	5	0	5	0	0	0	0
8	21	53	11	85	35	185	0	220	0	0	0	0
9	62	110	39	211	60	105	0	165	0	0	0	0
10	2	7	1	10	4	35	0	39	0	0	0	0
11	3	0	0	3	3	0	0	3	0	0	0	0
12	1	0	0	1	1	0	0	1	0	0	0	0
13	0	0	0	0	2	3	0	5	0	0	0	0
14	0	1	0	1	3	37	0	40	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0
Total	1744	2416	1770	5930	1446	1740	0	3186	0	0	0	0

Table 3
---------

0317 16-May-00												
Class	Manual				FlexSense				PET Switch			
	Outside	Middle	Inside	Total	Outside	Middle	Inside	Total	Outside	Middle	Inside	Total
1	1	5	2	8	1	19	35	55	89	27	9	125
2	449	679	682	1810	470	655	666	1791	319	597	596	1512
3	156	171	138	465	125	159	117	401	112	138	117	367
4	26	13	1	40	25	15	4	44	31	35	7	73
5	42	29	7	78	39	34	11	84	40	59	16	115
6	27	10	2	39	21	15	35	71	9	4	16	29
7	0	0	0	0	1	0	1	2	1	0	2	3
8	46	34	5	85	51	26	38	115	96	100	7	203
9	279	247	3	529	283	249	9	541	101	31	5	137
10	5	3	1	9	3	7	9	19	2	2	1	5
11	10	2	0	12	10	0	0	10	8	0	0	8
12	0	0	0	0	0	0	0	0	0	1	0	1
13	0	0	0	0	0	4	1	5	1	8	5	14
14	0	0	0	0	0	2	3	5	0	0	0	0
15	0	0	0	0	0	0	0	0	139	242	78	459
Total	1041	1193	841	3075	1029	1185	929	3143	948	1244	859	3051

Table 4 0225 27-Jun-00									
Class	Manual				BL				
	Outside	Middle	Inside	Total	Outside	Middle	Inside	Total	
1	6	12	3	21	12	21	11	44	
2	726	1098	729	2553	755	1144	769	2668	
3	283	308	200	791	255	282	168	705	
4	15	33	7	55	19	36	6	61	
5	69	69	34	172	66	70	31	167	
6	34	41	11	86	39	59	12	110	
7	13	6	2	21	13	6	1	20	
8	48	40	11	99	45	42	13	100	
9	93	137	53	283	85	128	53	266	
10	2	3	2	7	1	1	1	3	
11	0	0	0	0	0	0	0	0	
12	0	0	1	1	0	0	1	1	
13	0	0	0	0	0	0	0	0	
14	0	2	0	2	0	5	0	5	
15	0	0	0	0	0	0	0	0	
Total	1289	1749	1053	4091	1290	1794	1066	4150	