DRAFT TRAFFIC STUDY
CR 337 from SW 46th Avenue to SR 26
ALACHUA COUNTY

Contract C9Y34
HNTB No.: 71010-DS-007
Task Work Order: 007

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October 12, 2023

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Executive Summary

Based on the 2035 No Build condition operational analysis, higher delays are anticipated on the northbound and southbound approaches of the SR 26 at CR 337 and SR 26 at SW 264th St intersections. Delays at these two intersections are increased in the Build condition with the introduction of the Westone development traffic. The intersection of CR 337 at SW 46th Ave operates acceptably under the No Build and Build conditions. The arterial Level of Service of CR 337 remains adequate for both Build and No Build conditions. Florida Department of Transportation's (FDOT) West Newberry Road Improvements Project (Financial Project ID 207850-2) proposes a roundabout at the intersection of SR 26 and CR 337 and improvements at the SR 26 and SW 264th St intersection. This project will address any operational issues associated with these SR 26 intersections.

The safety analysis used crash data from the University of Florida Signal Four Analytics (UFSFA) crash mapping and analysis system for the 60-month period from January 1, 2018, to December 31, 2022. During this period, twenty-five (25) crashes occurred, of which two (2) of them were fatal crashes. Both fatal crashes occurred on a dry roadway surface while drivers were under alcohol/drug influence in both instances. Crashes related to driver impairment due to drugs and/or alcohol are not considered correctable through the introduction of safety countermeasures. Based on the safety analysis, 7 crashes are anticipated to occur in 2035 under the No Build condition while 13 crashes are anticipated to occur in 2035 under the Build condition. This increase is due to the increase in traffic due to the development.

As a means to minimize future crashes, three (3) safety improvements were considered. The first evaluated the crash reduction associated with widening the roadway to 22 feet (11-foot lane in each direction), the second considered widening the roadway while also eliminating the curves by converting each to all-way stop-controlled intersections, and the third increased the radius of the curves to accommodate a 50 MPH design speed.

In order to substantiate improvements within the study area, a comprehensive benefit-cost (B/C) analysis was conducted to provide insights into the feasibility and potential advantages of these safety improvements. The construction and improvement costs for safety countermeasures have been evaluated based on FDOT Design Manual KABCO Crash Costs. The benefit of safety countermeasures was estimated by the number of crashes reduced and the associated crash cost. Crashes associated with impaired drivers were removed from the analysis as these are not considered susceptible to correction. A B/C ratio higher than 1.0 suggests benefits outweigh the costs of an improvement and further consideration should be given to implementing the improvement. Based on the B/C ratios associated with each improvement in the No Build and Build conditions, none of the improvements are considered feasible. Therefore, this study does not recommend installing any improvements at this time.

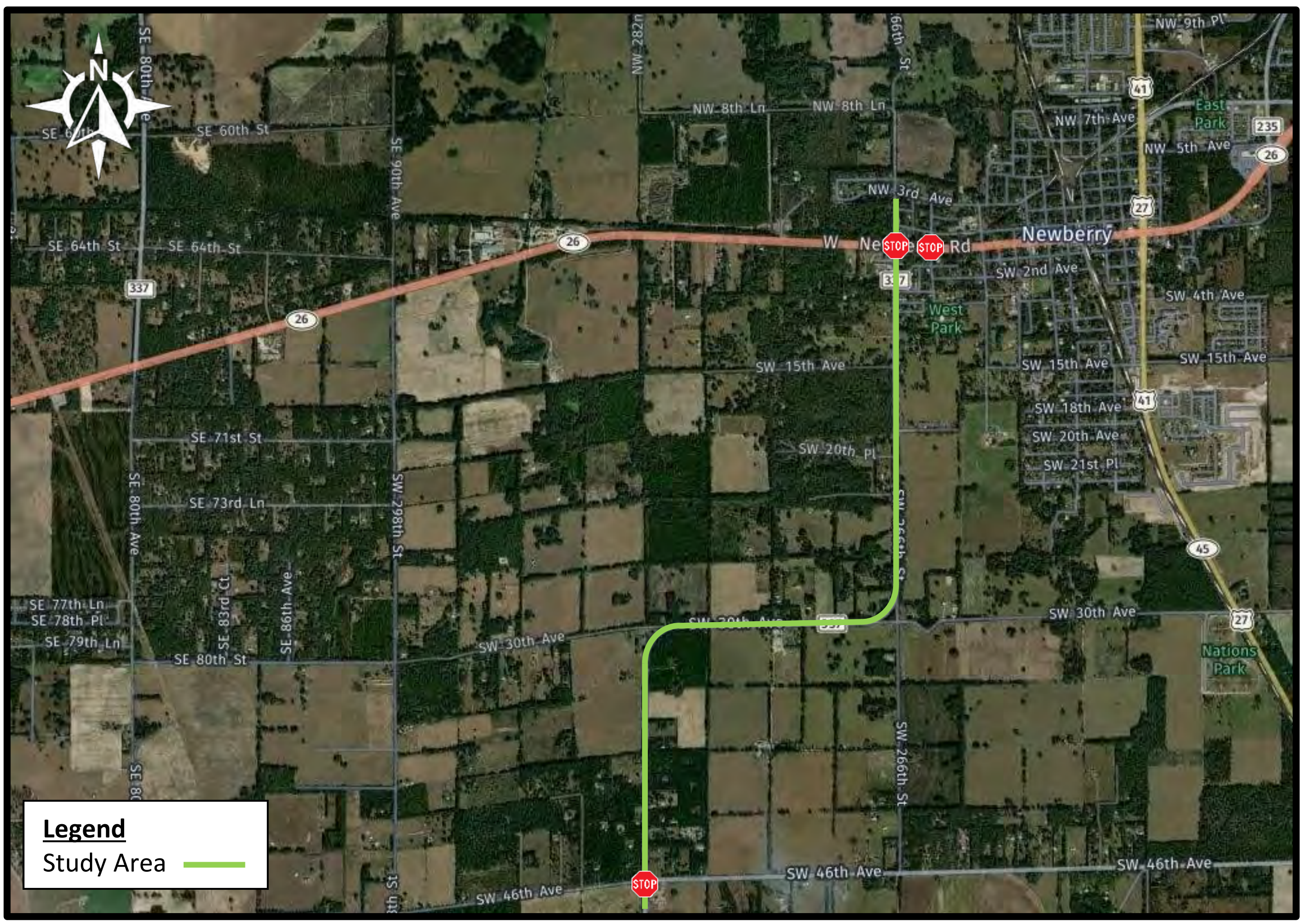
1.0 Introduction

This study investigates improvements along CR 337 from north of SW 46th Avenue to SR 26 from a traffic operations perspective and its impacts on the local network. The study area encompasses the geographical region bounded by SR 26 to the north, SW 46th Avenue to the south, the county line to the west, and SW 260th Street to the east. Within this delineated boundary, an examination of the County's and private developer's proposed land uses will be conducted to any proposed geometric adjustments for CR 337. This analysis will encompass both the Build (County development only) and No Build conditions, with the impact of the Westone Residential Development project for 2035. Furthermore, a comprehensive benefit-cost analysis has been conducted to provide insights into the feasibility and potential advantages of these proposed improvements.

2.0 Study Area

The study area is along CR 337 from north SW 46th Avenue to SR 26. Figure 1 provides a study area map.

Figure 1: Study Area Map



3.0 Data Collection

Seventy-two-hour counts and 8-hours turning movement counts (TMC) were collected throughout the study area of this project. Table 1 summarizes the location, type of count, and dates when the data was collected. Appendix A provides the raw counts and seasonal factors.

Table 1: Data Collection

Location	Count Type	Dates
CR 337/SW 46th Avenue	8-hr turning movement counts	6/14/2023
SR 26/CR 337	8-hr turning movement counts	6/15/2023
SR 26/SW 264th Street	8-hr turning movement counts	6/15/2023
SR 26 west of CR 337	72-hr counts	6/20/23 - 6/23/23
SR 26 east of CR 337	72-hr counts	6/20/23 - 6/23/23
NW 266th Street north of SR 26	72-hr counts	6/20/23 - 6/23/23
CR 337 north of SW 46th Avenue	72-hr counts	6/26/2023 - 6/29/23
CR 337 south of SR 26	72-hr counts	6/26/23 - 6/29/23
SW 3rd Place east of CR 337	72-hr counts	6/26/23 - 6/29/23

3.1 Field Review

A field review was performed by a professional engineer on June 21, 2023. According to the field observations, CR 337 has a posted speed of 55 MPH from SW 46th Avenue to approximately SW 15th Avenue and 45 MPH from SW 15th Avenue to SR 26. There is no existing street lighting throughout the study area. The roadway pavement exhibits large cracks and multiple potholes. A breakdown of observations per intersection follows.

SR 26 at CR 337

The eastbound approach has a posted speed of 40 MPH and consists of a shared through-right lane, a left turn lane, four-foot wide shoulders and both lanes are 12 feet wide. The left-turn storage length is approximately 340 feet. The westbound approach consists of one through lane, one left turn lane, and a right turn lane, all 12- feet wide and a four-foot wide shoulder. The posted speed in this approach is 40 MPH. Storage lengths for the left and right turn lanes are 400 feet and 300 feet, respectively. The northbound approach has a 9-foot shared lane with no shoulder and a posted speed of 45 MPH. In the southbound approach, there is an 11-foot shared lane with no shoulder and a posted speed of 30 MPH.

SR 26 at SW 264th Street

The eastbound and westbound approaches have a posted speed of 40 MPH and consist of a 12-foot shared lane and a five-foot wide shoulder. The northbound and southbound approaches are consistent with a 10-foot shared lane, no shoulder, and a posted speed of 30 MPH.

CR 337 and SW 46th Avenue

The eastbound approach is unpaved, with only one shared lane and no shoulder. The total width of the approach is 23 feet. No speed limit sign is posted along this corridor. The westbound approach consists of an 11-foot shared lane with no shoulder and a posted speed of 55 MPH. Both the northbound and southbound approaches have a 10-foot shared lane with no shoulder and a posted speed of 55 MPH.

4.0 Development of Traffic Volumes

4.1 Traffic Analysis Assumptions

Background traffic was developed for the opening year (2025) and design year (2035). Future traffic conditions and growth rates were based on the methodology described in the 2019 FDOT Project Traffic Forecasting Handbook.

4.2 Growth Rate

Using the FDOT Trends Analysis Tool and the latest FDOT Traffic Online AADTs, updated growth rates were established along SR 26. In addition, the latest Bureau of Economic and Business Research (BEBR) growth rates were used to determine a reasonable updated growth rate for the area. Traffic counts from the past 10 years (2013-2022) were utilized to calculate an average growth rate for the project area. Appendices B and C provide the historical AADT report and the Trends analysis output, respectively. Table 2 provides each segment's growth rates and the overall average growth rate.

Table 2: Trends Analysis

Count Station	Location	First Year of Data	Growth Rate
260004	SR 26 200' W of CR 337	2013	2.42%
260493	SR 26 0.1 MI W of SR 45	2013	1.50%
269157	SW 282nd St 0.1 MI S of SR 26	2013	1.56%
269123	SW 46th Ave 0.1 MI W of CR 241	2013	2.27
Average Growth Rate		1.94%	

Note: Growth Rates were calculated using the most recent 10-year data as recommended in the 2019 Project Traffic Forecasting Handbook

Table 3 provides the most current BEBR population estimate and the average annual growth rates associated with each.

Table 3: 2022 BEBR estimate in Alachua County

Projection	Population Estimates (x1000)				Average Annual Growth Rate (2025-2035)
Year	2022	2025	2030	2035	
Alachua County	287,872				
Low		282,800	285,000	284,300	-0.10%
Medium		297,600	311,500	322,100	0.91%
High		312,500	338,000	360,000	1.93%

Population projections are expected to be higher than the medium range estimated by the considering there are land use developments being planned for this area.

The latest Gainesville Urbanized Area Transportation Study Model's (GUATS) was utilized to provide an additional growth rate based on six segments of road near the project location. Table 4 summarizes each annual growth rate.

Table 4: GUATS Growth Rates

Segment	2015 Model AADT	2045 Model AADT	Annual Growth Rate
SR 26 West of CR 337	6,493	8,284	0.92%
SR 26 East of CR 337	6,507	7,918	0.72%
SR 26 West of US 27	7,951	9,816	0.78%
CR 337 South of SR 26	203	532	5.40%
CR 337 North of SW 46th Ave	856	1,557	2.73%
SW 46th Ave	25	34	1.20%
Average	1.96%		

Considering both Trend analysis and GUATS reflect the recent increase in population, the GUATS growth rate of 1.96% was selected. Table 5 summarizes the trends, BEBR and GUATS rates, and the adopted rate for this report. Future traffic volumes will be calculated using linear growth at 1.96% annually.

Table 5: Summary of Growth Rate

Analysis Tool	Growth Rate
Trends	1.94%
GUATS	1.96%
BEBR	1.93%
Adopted Growth Rate	1.96%

5.0 Traffic and Operational Analysis – No Build Condition

5.1 Background Traffic

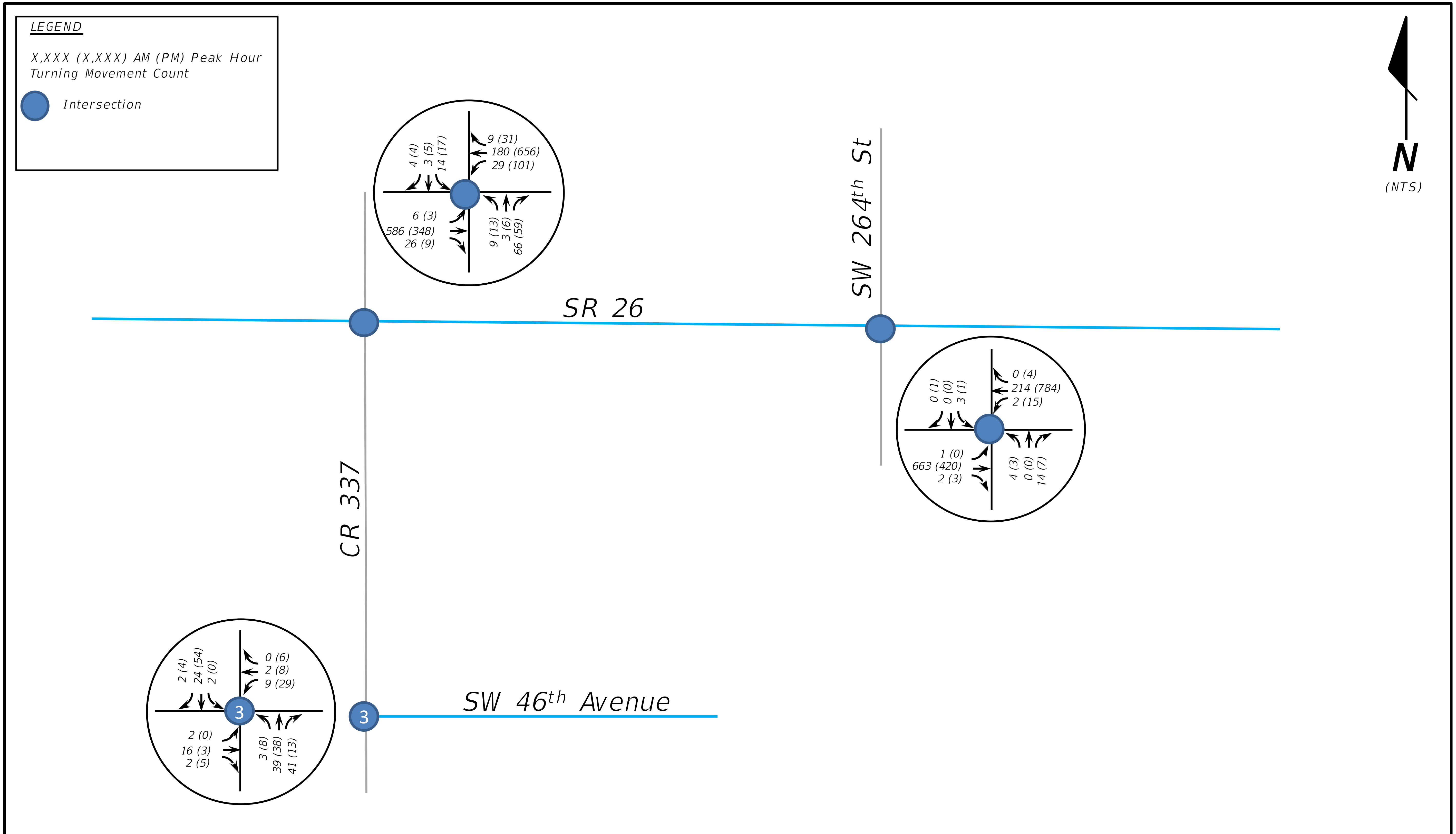
The No Build scenario assumes background traffic growth plus the addition of any new County owned/operated facilities within the study area. An adopted growth rate of 1.96% and a seasonal factor of 1.01 were applied to TMCs collected in June 2023 to develop traffic for 2025 and 2035. In addition, to background growth, the County expects a facility operated by Life Soils, LLC to be located along CR 337. This site is expected to generate 46 total trips per day (23 inbound/23 outbound). As these trips will occur outside the limits of the AM and PM peak hours, there is no impact to the traffic operations associated with this study. Tables 6 and 7 as well as Figures 2 through 4 provide 2023, 2025, and 2035 seasonally corrected counts for both the AM and PM peaks, respectively.

Table 6: AM Turning Movement Counts

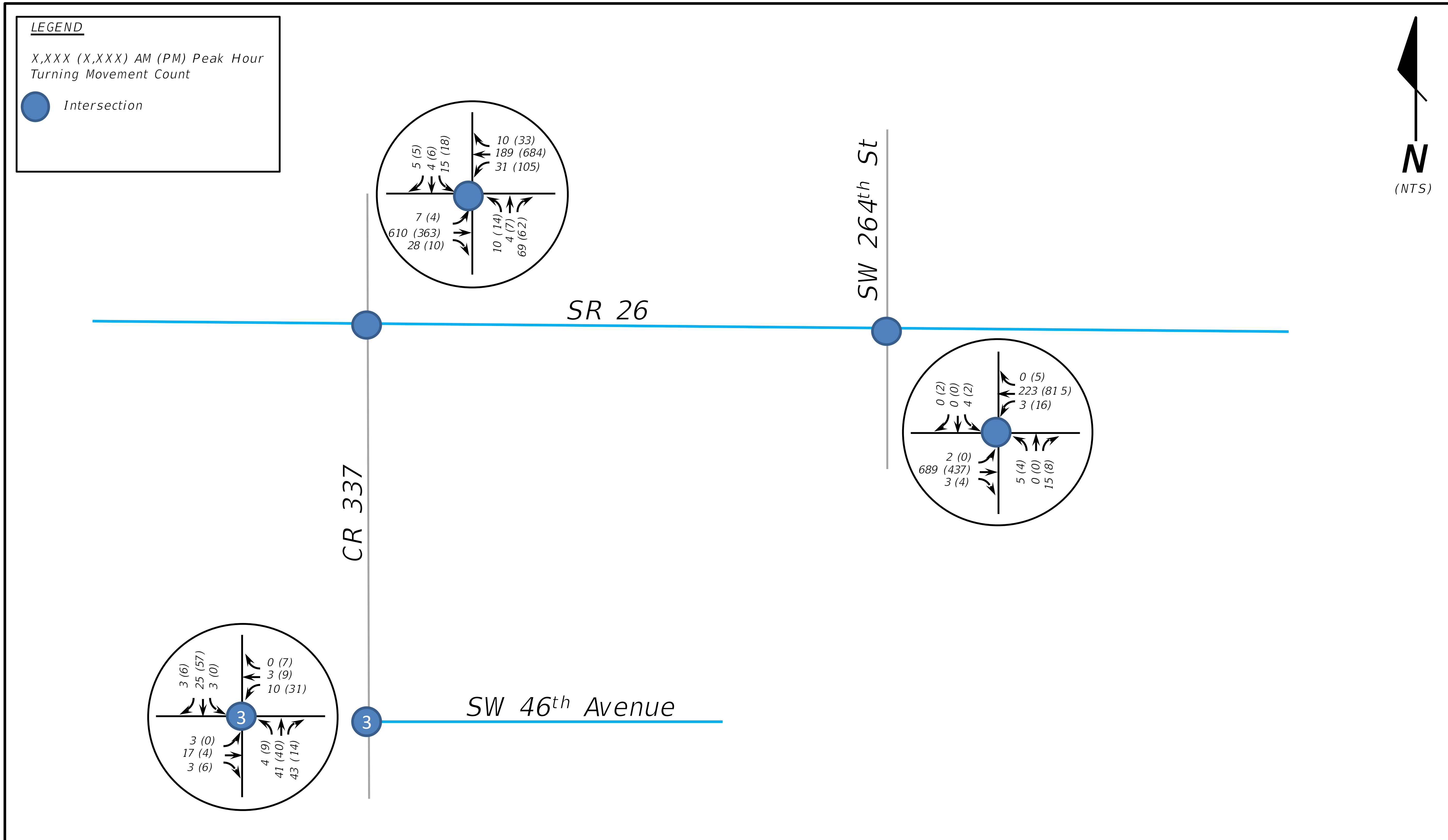
Intersection	Year	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
SR 26 and CR 337	2023	9	3	66	14	3	4	6	586	26	29	180	9
	2025	10	4	69	15	4	5	7	610	28	31	189	10
	2035	12	4	82	18	4	5	8	724	33	36	223	12
SR 26 and SW 264th St	2023	4	0	14	3	0	0	1	663	2	2	214	0
	2025	5	0	15	4	0	0	2	689	3	3	223	0
	2035	5	0	18	4	0	0	2	819	3	3	266	0
CR 337 and SW 46th Ave	2023	3	39	41	2	24	2	2	16	2	9	2	0
	2025	4	41	43	3	25	3	3	17	3	10	3	0
	2035	4	49	51	3	30	3	3	20	3	12	3	1

Table 7: PM Turning Movement Counts

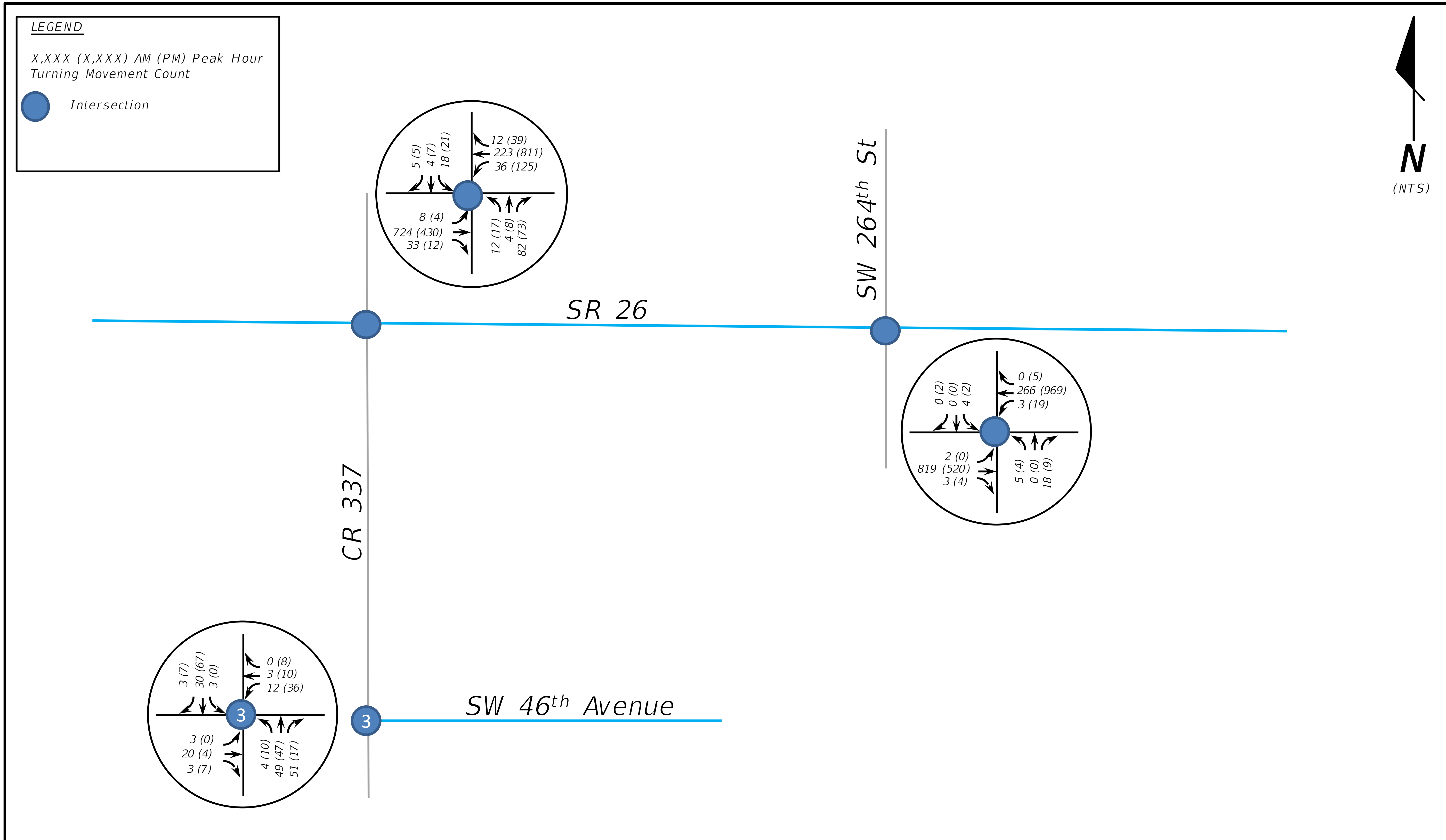
Intersection	Year	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
SR 26 and CR 337	2023	13	6	59	17	5	4	3	348	9	101	656	31
	2025	14	7	62	18	6	5	4	363	10	105	684	33
	2035	17	8	73	21	7	5	4	430	12	125	811	39
SR 26 and SW 264th St	2023	3	0	7	1	0	1	0	420	3	15	784	4
	2025	4	0	8	2	0	2	0	437	4	16	815	5
	2035	4	0	9	2	0	2	0	520	4	19	969	5
CR 337 and SW 46th Ave	2023	8	38	13	0	54	5	0	3	5	29	8	6
	2025	9	40	14	0	57	6	0	4	6	31	9	7
	2035	10	47	17	0	67	7	0	4	7	36	10	8



CR 337 from SW 46th Avenue to SR 26	2023 AM(PM) Traffic Counts	Figure 2



CR 337 from SW46th Avenue to SR 26	2025 AM(PM) Traffic Counts	Figure 3



CR 337 from SW46th Avenue toSR 26

2035 AM(PM) Traffic Counts

Figure 4

5.2 Operational Analysis

Synchro 11.0 and FDOT 2020 Quality/Level of Service Handbook were used to analyze existing and future traffic conditions. Tables 8 through 13 summarize approach delay and level of service for each of the study intersections from Synchro 11.0 and Table 14 summarizes the arterial LOS from FDOT QLOS Handbook.

Table 8: AM Existing Condition MOEs

2023 AM Existing Condition MOE								
Intersection	Approach							
	Eastbound		Westbound		Northbound		Southbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 26 and CR 337	0.1		1.4		16.1	C	24.0	C
SR 26 and SW 264th St	0		0.1		15.5	C	21.4	C
CR 337 and SW 46th Ave	9.8	A	9.8	A	0.3		0.5	

Table 9: PM Existing Condition MOEs

2023 PM Existing Condition MOE								
Intersection	Approach							
	Eastbound		Westbound		Northbound		Southbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 26 and CR 337	0.2		1.3		26.5	D	72.3	F
SR 26 and SW 264th St	0.0		0.2		18.9	C	26.1	D
CR 337 and SW 46th Ave	9.2	A	9.9	A	1.0		0.0	

Table 10: AM No Build Condition MOEs

2025 AM MOE								
Intersection	Approach							
	Eastbound		Westbound		Northbound		Southbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 26 and CR 337	0.2		1.5		17.2	C	26.2	D
SR 26 and SW 264th St	0.0		0.1		16.4	C	22.8	C
CR 337 and SW 46th Ave	9.8	A	9.9	A	0.3		0.7	

Table 11: PM No Build Condition MOEs

2025 PM No Build Condition MOE								
Intersection	Approach							
	Eastbound		Westbound		Northbound		Southbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 26 and CR 337	0.2		1.3		32.4	D	97.1	F
SR 26 and SW 264th St	0.0		0.2		19.3	C	28.9	D
CR 337 and SW 46th Ave	9.2	A	10	B	1.1		0	

Table 12: AM No Build Condition MOEs

2035 AM No Build Condition MOE								
Intersection	Approach							
	Eastbound		Westbound		Northbound		Southbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 26 and CR 337	0.2		1.5		22.3	C	43.5	E
SR 26 and SW 264th St	0.0		0.1		19.5	C	30.1	D
CR 337 and SW 46th Ave	10.0	B	10.1	B	0.3		0.6	

Table 13: PM No Build Condition MOEs

2035 PM No Build Condition MOE								
Intersection	Approach							
	Eastbound		Westbound		Northbound		Southbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 26 and CR 337	0.2		1.4		92.2	F	342.7	F
SR 26 and SW 264th St	0.0		0.2		28.4	D	40.8	E
CR 337 and SW 46th Ave	9.3	A	10.3	B	1.0		0	

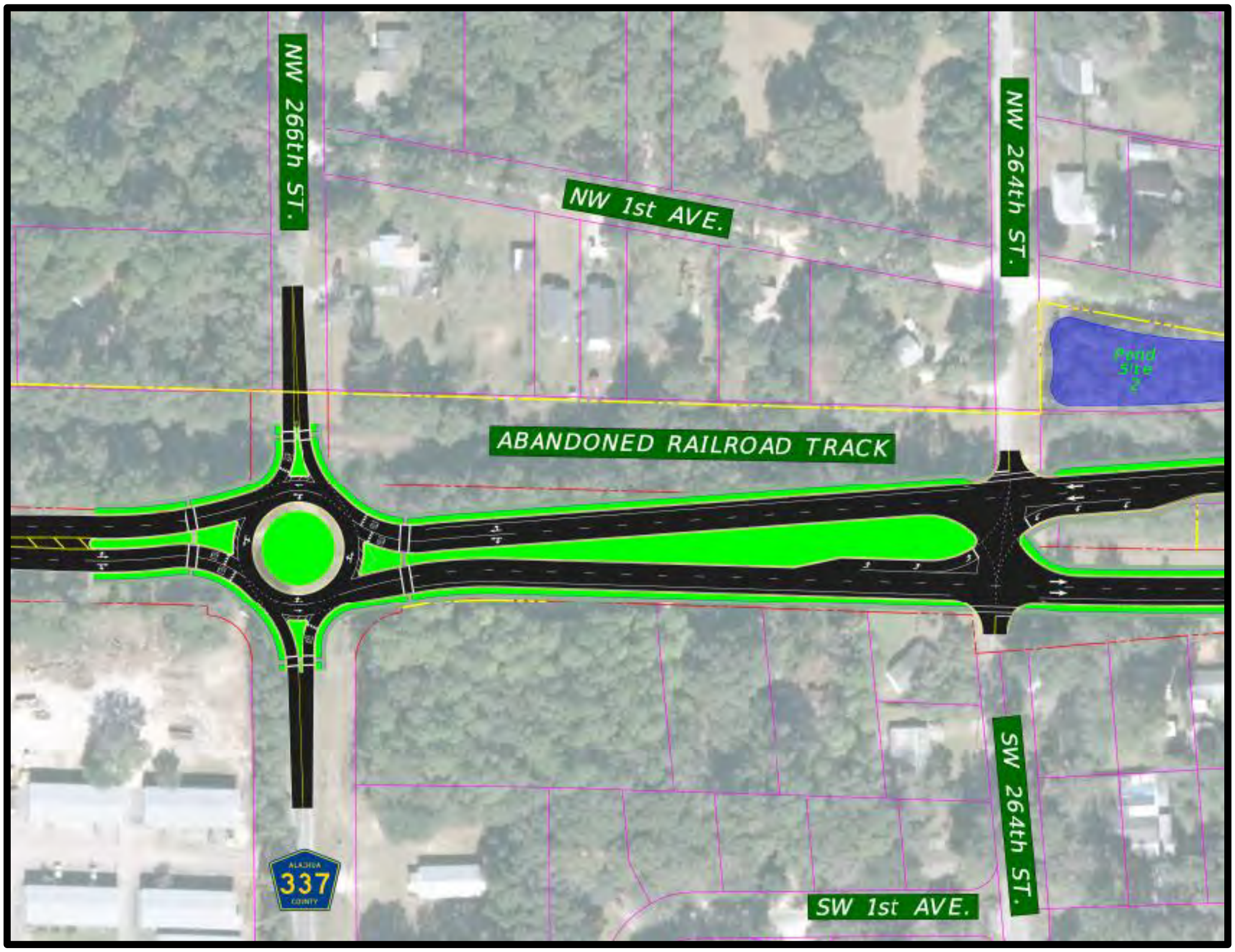
Table 14: No Build Condition Arterial LOS

Roadway Segment	**Service Volume**		**2023 LOS**		**2025 LOS**		**2035 LOS (No Build)**	
	AADT	**LOS**	**AADT**	**LOS**	**AADT**	**LOS**	**AADT**	**LOS**
CR 337	9,288	C	1,800	C	1,871	C	2,269	C
SR 26 (E of CR 337)	10,320	C	14,500	E	15,068	E	17,910	E
SR 26 (W of CR 337)			11,000	C	11,431	E	13,587	E
SW 46th Ave	9,288	C	1,200	C	1,247	C	1,482	C

As shown in Table 9 and Table 11 the southbound approach at the intersection of SR 26 and CR 337 is experiencing higher delays despite the low volumes on the side street. Similarly, in the 2035 PM No Build Scenario, both SR 26 at CR 337 and SR 26 at SW 264th St northbound and southbound approaches are experiencing higher delays. These delays are common for the stop-controlled approaches at unsignalized intersections.

The FDOT's West Newberry Road Improvements Project (Financial Project ID 207850-2) evaluated the SR 26 corridor through Newberry and proposes to construct a roundabout at the CR 337 / SR 26 intersection and improve the SW 264th St / SR 26 intersection. These improvements would eliminate the operational issues identified in the 2035 No Build analysis. Figure 5 is a rendering of the proposed improvements.

Figure 5: FDOT SR 26 Improvements



5.3 Safety Analysis

Crash data was obtained from the University of Florida Signal Four Analytics (UFSFA) crash mapping and analysis system for the 60-month period from January 1, 2018, to December 31, 2022. There were 25 reported crashes during this period that resulted in 15 injuries, two (2) fatalities, and $178,500 in property damage. Table 15 summarizes the crash type by year and Figure 6 provides a heatmap of the crash locations. A detailed summary of all the crashes can be found in Appendix D.

There were two (2) crashes resulting in two (2) fatalities along CR 337 during the study period. The first fatal crash was the result of an off-road event where the driver lost control and swerved across the road into a culvert before overturning. This occurred at the bend on CR 337, where the County Road transitions from SW 30th Ave to SW 266th St. The crash occurred during the day in cloudy weather, with a dry roadway surface. The driver of this vehicle was under alcohol and drug influence.

The second fatality was also a result of an off-road crash, which occurred when the driver failed to negotiate the curve where CR 337 transitions from SW 30th Ave to SW 282nd St. The vehicle traveled off the paved roadway, began to rotate, and finally overturned and rolled to a stop. The crash occurred at night with no lights illuminating the road at the location of the crash. The weather was clear and the road surface was dry. The driver involved in this crash was under alcohol influence.

Crashes related to driver impairment due to drugs and/or alcohol are not considered correctable through the introduction of safety countermeasures.

Table 15: Crash Summary by Year

Type	2018	2019	2020	2021	2022	Total
Property Damage Only	2	4	3	3	3	15
Possible Injury	0	2	0	1	0	3
Non-Incapacitating Injury	2	1	0	1	1	5
Incapacitating Injury	0	0	0	0	0	0
Fatal	1	0	1	0	0	2
Total	5	7	4	5	4	25

Figure 6: Collision Heat Map

5.4 Crash Rate Analysis

Based on the summary data in Table 15, the average number of crashes per year for the study segment is 5 crashes/year from 2018 to 2022. The crash rate was calculated using the formula below, expressed as the number of crashes per million vehicle miles (MVM). The actual crash rate is calculated from the number of crashes in a year, AADT, and the length of the segment based on the equation below:

$$Crash\ Rate = \frac{Number\ of\ crashes\ per\ year * 1{,}000{,}000}{(AADT * 365\ days * segment\ length)}$$

$$022\ Crash\ Rate = \frac{5 * 1{,}000{,}000}{(1800 * 365\ days * 3.39)} = 2.24\ crashes/MVM$$

The crash rate was assumed to be constant through the design year 2035. Using the growth factor of 1.96%, the estimated AADT for 2035 is 2,224 vehicles. Using this forecasted AADT the following number of crashes can be forecasted for 2035 No Build condition.

Number of crashes in 2035 = (2.24*2224*365*3.39)/1,000,000 = 6.16 = 7 crashes/year

The crash rate has also been estimated for the design year for each crash type as shown in Table 16.

Table 16: 2035 Base Condition Crash Prediction

Type	5 Years Crash Rate	2035 Crash Number
Property Damage Only	1.35	4
Possible Injury	0.27	1
Non-Incapacitating Injury	0.45	1
Incapacitating Injury	0.00	0
Fatal*	0.18*	0*
Total	2.24	7

*Crashes due to driver impairment are not considered correctable and are removed from further analyses.

5.5 Proposed Improvement

Three scenarios have been considered as the improvements. With the introduction of the FDOT project at the intersection of SR 26 and CR 337, no improvements were considered at the intersection. With 10 of the 25 collisions along the corridor involving vehicles going off the road or hitting a tree/shrub adjacent to the road, widening the roadway is a possible corrective action. Per the draft 2023 Edition of the *FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways* (Florida Greenbook), a rural roadway section with average daily traffic greater than 1,500 vehicles per day, regardless of speed, requires 12-foot lanes unless the design speed is below 50 MPH (Table 3-20). CR 337 currently has ADTs above 1,800 vehicles per day. The following scenarios assume any roadway changes would be designed to the 50 MPH threshold.

- Scenario 1: Widening the roadway to 22 feet (11-foot lane in each direction)
- Scenario 2: Eliminate the curves and change the geometry to a four-leg intersection with an all-way stop control at SW 266th St and a three-leg all-way stop at SW 30th Ave
- Scenario 3: Increase the radius of the curves to maintain a 50 MPH design speed

The volumes for 2035 have been evaluated for the all-way stop control. Per the MUTCD minimum criteria, all-way stop control is not warranted at either location. The introduction of the all-way stop will likely increase rear-end collisions. Figure 7 through Figure 9 show high-level concepts of the proposed geometric changes.

Figure 7: *Scenario 2* - Curve Re-alignment at SW 30th Ave and SW 266th St

Figure 8: Scenario 2 - Curve Re-alignment at SW 30th Ave

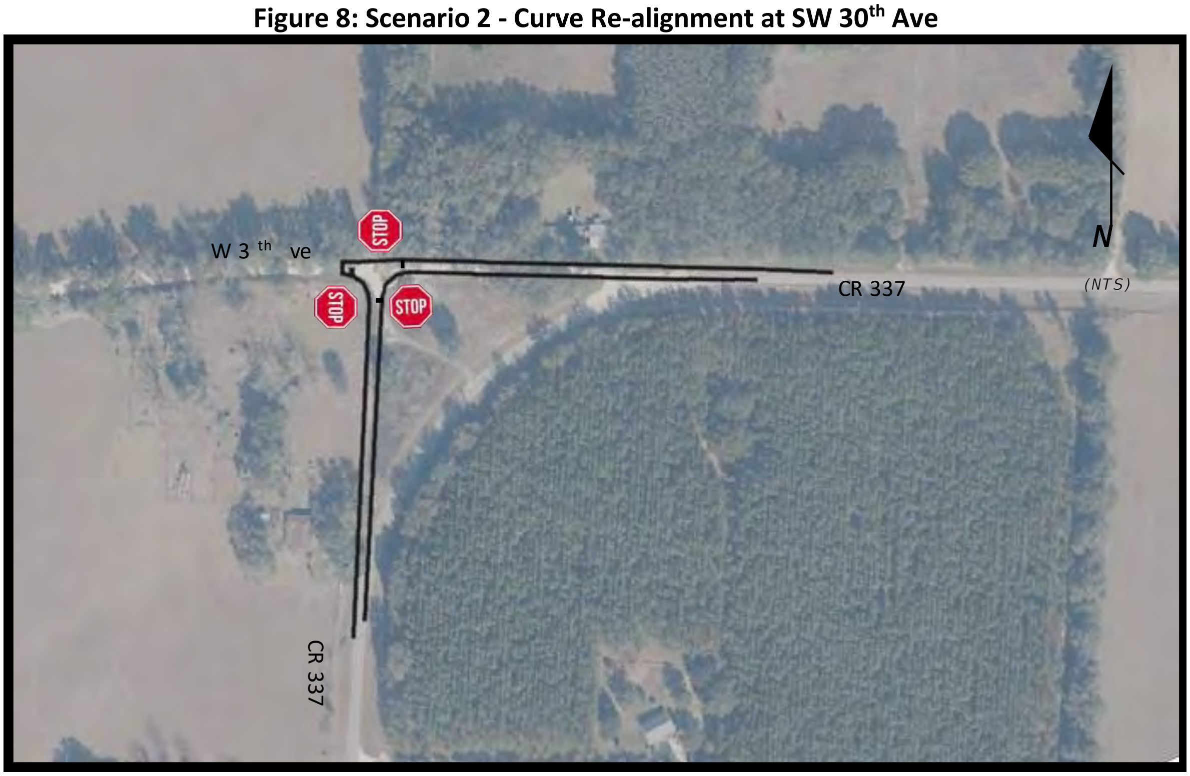


Figure 9: Scenario 3 - Curve Re-alignment

5.6 Benefit-Cost Analysis

A benefit-cost analysis has been conducted for the proposed improvements using Crash Modification Factors (CMF). Since crashes related to driver impairment due to drugs and/or alcohol are not considered correctable through the introduction of safety countermeasures, these crashes have been removed from the benefit-cost analysis. CMF documentation can be found in Appendix E.

Scenario 1: From the CMF Clearinghouse, the CMF for increasing 1 ft on both sides is 0.95. The CMF for 2 ft widening is = 0.950 x 0.950 x 0.929 = 0.847

Scenario 2: From the CMF Clearinghouse, the CMF for flattening/removing the horizontal curve is 0.330. With the combination of flattening the curve and 2 ft widening with milling and resurfacing the existing pavement, the CMF for this scenario is = 0.33 x 0.847 x 1.03= 0.288

Scenario 3: Similar to Scenario 2, the CMF for flattening/removing the horizontal curve is 0.330. With the combination of flattening the curve and 2 ft widening with milling and resurfacing the existing pavement, the CMF for this scenario is = 0.33 x 0.847 = 0.280

The predicted crash number for year 2035 after applying the CMF is shown in Table 17.

Table 17: 2035 Base Condition Crash Prediction After Improvement

Type	2035 Crash Number	Scenario 1	Scenario 2	Scenario 3
Property Damage Only	4	3	1	1
Possible Injury	1	1	0	0
Non-Incapacitating Injury	1	1	0	0
Incapacitating Injury	0	0	0	0
Total	6	5	1	1

Table 18 provides the 2020 FDOT Design Manual KABCO Crash Costs escalated to 2035.

Table 18: FDOT CABCO Crash Cost

Crash Severity	Comprehensive Crash Cost (2020)	Predicted Cost for 2035 (i=3%)
Fatal (K)	$10,890,000	$16,966,265
Severe Injury (A)	$888,030	$1,383,522
Moderate Injury (B)	$180,180	$280,715
Minor Injury (C)	$103,950	$161,951
Property Damage Only (O)	$7,700	$11,996

The construction and improvement costs for all the scenarios have been evaluated. Table 19 shows the cost estimation for the proposed improvements for the current year (2023) and the future year (2035). The benefit for each scenario has also been calculated using the number of crashes reduced by the implementation of countermeasures along with the predicted cost for the future year for each crash type and extrapolated over 12 years. Right-of-way (R/W) acquisition has not been considered towards the improvement cost. The B/C ratio of scenarios 2 and 3 will decrease with the introduction of R/W costs. The details of improvement cost are shown in Appendix F.

Table 19: Improvement Cost – No Build Condition

Scenarios	2023 Improvement Cost	2035 Improvement Cost	Benefit from Crash Reduction	B/C Ratio
Scenario 1	$4,995,500	$7,122,389	$143,952	0.02
Scenario 2	$6,995,800	$9,974,338	$5,743,848	0.58*
Scenario 3	$11,514,900	$16,417,494	$5,743,848	0.34*

**Cost of R/W accusation not included*

6.0 Traffic and Operational Analysis –Build Condition

6.1 Background Traffic

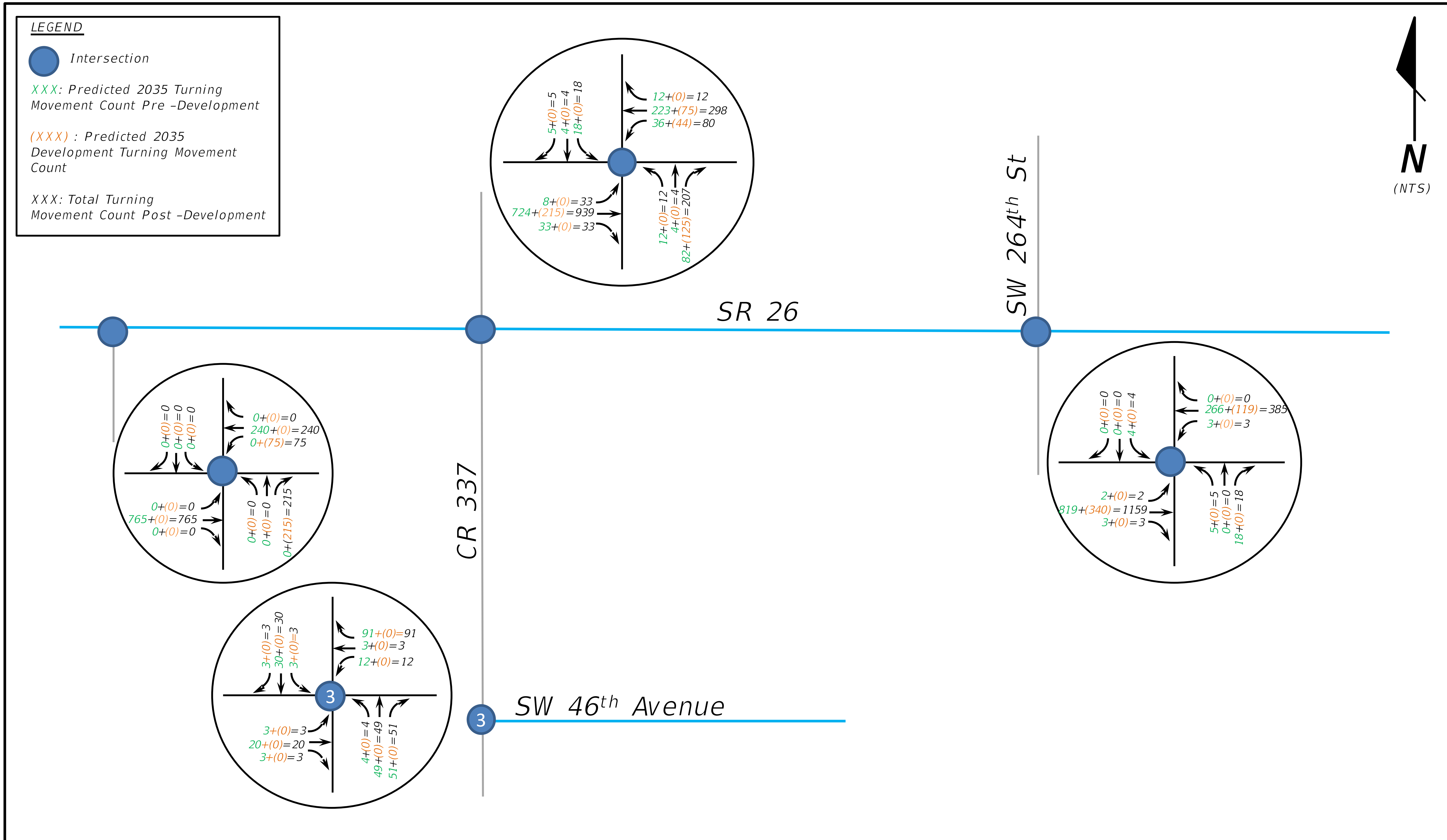
The Westone Residential Development is a proposed project situated at the southwest corner of the SR 26 and CR 337 intersection. Westone is slated to comprise a total of 850 single-family residential units. Among these, 681 will be detached single-family homes, and 169 will be townhouse-style attached single-family homes. The anticipated completion timeline for this development is set for the year 2035.

A Traffic Impact Analysis (TIA) report developed by Hagan Consultant Services LLC for the proposed Westone Residential Development details the expected trip generation and distribution of the site. The TIA report considered access to the development primarily via SR 26 and CR 337. The TIA report is attached as Appendix G.

Table 20, as well as Figure 10 and Figure 11, provide the 2035 seasonally corrected peak hour traffic counts along development traffic.

Table 20: 2035 Build Condition TMC

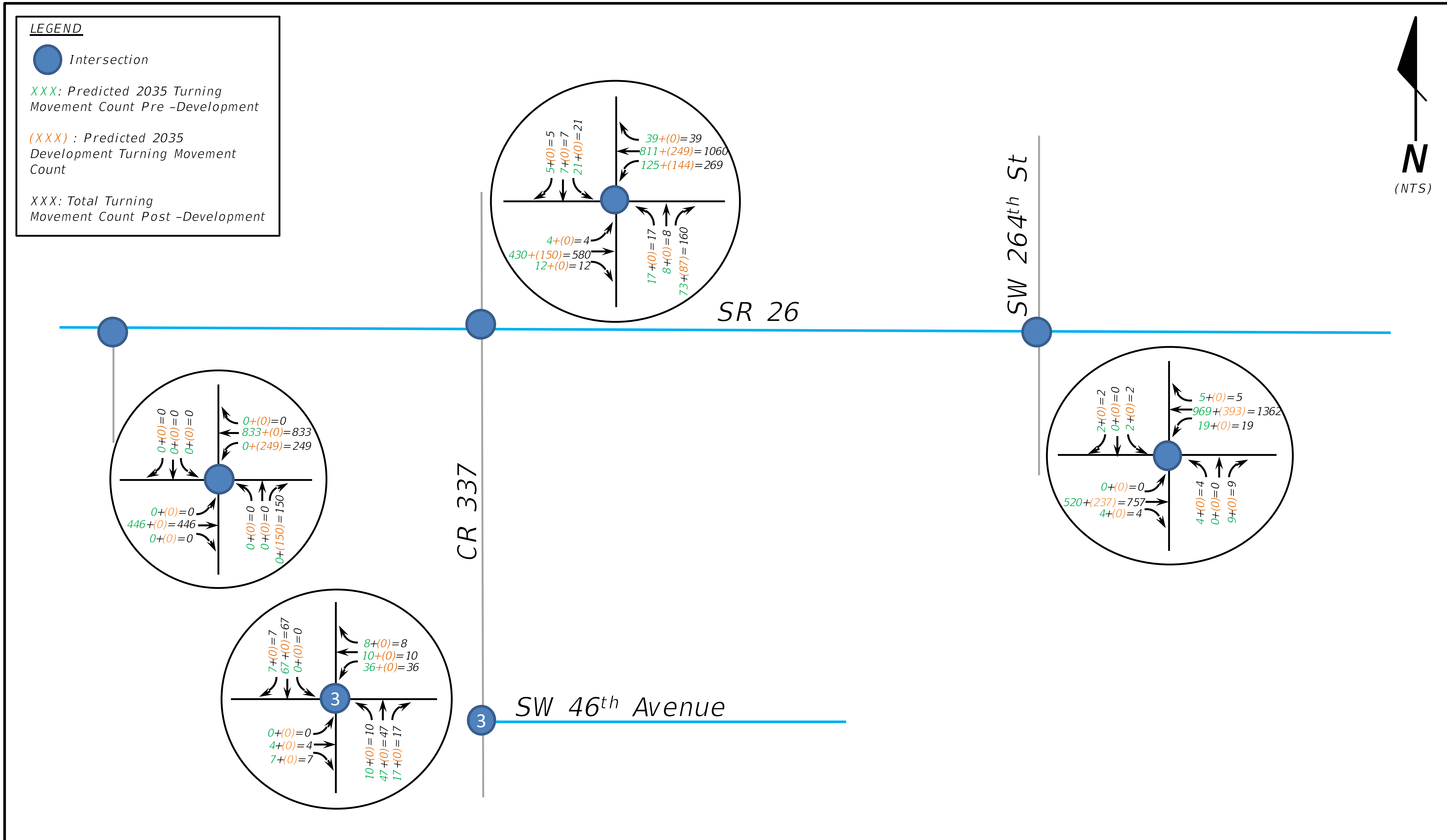
Intersection	**Peak**	**Northbound**			**Southbound**			**Eastbound**			**Westbound**		
		L	T	R	L	T	R	L	T	R	L	T	R
SR 26 and CR 337	AM	12	4	207	18	4	5	8	939	33	80	298	12
	PM	17	8	160	21	7	5	4	580	12	269	1060	39
SR 26 and SW 264th St	AM	5	0	18	4	0	0	2	1159	3	3	385	0
	PM	4	0	9	2	0	2	0	757	4	19	1362	5
CR 337 and SW 46th Ave	AM	4	49	51	3	30	3	3	20	3	12	3	0
	PM	10	47	17	0	67	7	0	4	7	36	10	8



CR 337 from SW46th Avenue to SR 26

2035 AM Traffic Counts

Figure 10



CR 337 from SW46th Avenue to SR 26	2035 PM Traffic Counts	Figure 11

6.2 Operational Analysis

Synchro 11.0 and FDOT 2020 Quality/Level of Service Handbook were used to analyze Build condition future traffic conditions based on the 2035 forecasted volumes and the movement due to development. Table 21 and Table 22 summarize approach delay and level of service for each of the two-way stop-controlled intersections from Synchro 11.0 and Table 23 summarizes the arterial LOS from FDOT QLOS Handbook.

Table 21: AM Build Condition MOEs

2035 AM Build Condition MOE								
Intersection	Approach							
	Eastbound		Westbound		Northbound		Southbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 26 and CR 337	0.1		2.7		127.7	F	1685	E
SR 26 and SW 264th St	0.0		0.1		35.1	E	66.3	F
CR 337 and SW 46th Ave	10.0	B	10.1	B	0.3		0.6	

Table 22: PM Build Condition MOEs

2035 PM Build Condition MOE								
Intersection	Approach							
	Eastbound		Westbound		Northbound		Southbound	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 26 and CR 337	0.2		2.6		*	F	*	F
SR 26 and SW 264th St	0.0		0.1		98.4	F	134.1	F
CR 337 and SW 46th Ave	9.3	A	10.3	B	1.0		0	

*Volume exceeds capacity

Table 23: Build Condition Arterial LOS

Roadway Segment	**Service Volume**		**2023 LOS**		**2035 LOS (Build)**	
	AADT	**LOS**	**AADT**	**LOS**	**AADT**	**LOS**
CR 337	9,288	C	1,800	C	4,622	C
SR 26 (E of CR 337)	10,320	C	14,500	E	24,328	E
SR 26 (W of CR 337)			11,000	C	17,652	E
SW 46th Ave	9,288	C	1,200	C	1,482	C

With the FDOT improvements slated for the intersections at SR 26 at CR 337 and SR 26 at SW 264th St, the future operations of these intersections are expected to meet level of service standards. The Westone development is not expected to distribute traffic to the south on CR 337 and therefore operations at SW 46th Ave will continue to meet level of service standards. From an arterial operations perspective, CR 337 has adequate capacity to accommodate the traffic demand through 2035. The FDOT SR 26 improvements will address the capacity issues associated with the state road.

6.3 Safety Analysis

According to the TIA, there are 7,131 estimated trips generated from the development in the design year 2035 and 33 percent of that traffic will be traveling on CR 337. Combining the background traffic and the development traffic results in an AADT for the design year 2035 of 4,578 on CR 337. Using the previously calculated crash rate crash rate of 2.24, the number of predicted crashes in 2035 after the development can be calculated using the following formula,

Number of crashes in 2035 = (2.24*4578*365*3.39)/1,000,000 = 12.69 = 13 crashes/year

The crash rate has also been estimated for the 2035 Build condition for each crash type as shown in Table 24.

Table 24: 2035 Build Condition Crash Prediction

Type	2025 Total	5 Years Crash Rate	2035 Crash Number
Property Damage Only	15	1.35	8
Possible Injury	3	0.27	1
Non-Incapacitating Injury	5	0.45	3
Incapacitating Injury	0	0.00	0
Fatal	2*	0.18*	-
Total	25	2.24	12

*Crashes due to driver impairment are not considered correctable and are removed from further analyses.

6.4 Proposed Improvement:

The proposed improvements for the Build condition are the same as the background condition of 2035.

- Scenario 1: Widening the roadway to 22 ft (11ft lane in each direction)
- Scenario 2: Eliminate the curves and change the geometry to a four-leg intersection with all-way stop control.
- Scenario 3: Flatten the curves to accommodate a 50 MPH design speed.

6.5 Benefit-Cost Analysis:

To evaluate the benefit-cost for the future build year 2035 with the proposed development, the same CMF has been used as the No Build condition since the proposed improvement is similar.

The predicted crash number for the year 2035, after applying the CMF, is shown in Table 25

Table 25: 2035 Base Scenario Crash Prediction After Improvement

Type	2035 Crash Number	Scenario 1	Scenario 2	Scenario 3
Property Damage Only	8	6	2	2
Possible Injury	1	1	0	0
Non-Incapacitating Injury	3	2	1	1
Incapacitating Injury	0	0	0	0
Total	12	9	3	3

Table 26 provides the 2020 FDOT Design Manual KABCO Crash Costs with an escalation to 2035.

Table 26: FDOT CABCO Crash Cost

Crash Severity	Comprehensive Crash Cost (2020)	Predicted Cost for 2035 (i=3%)
Fatal (K)	$10,890,000	$16,966,265
Severe Injury (A)	$888,030	$1,383,522
Moderate Injury (B)	$180,180	$280,715
Minor Injury (C)	$103,950	$161,951
Property Damage Only (O)	$7,700	$11,996

The construction and improvement costs for each scenario have been evaluated. Table 27 shows the cost estimation for the proposed improvements for the current year (2023) and the future year (2035). The benefit for each scenario has also been calculated by the number of crash reductions with the predicted cost for the future year for each crash type. The cost of R/W acquisition has not been considered towards the improvement cost. The B/C ratio of scenarios 2 and 3 will be lower with the introduction of R/W acquisition. The details of improvement cost are shown in Appendix F.

Table 27: Improvement Cost – Build Condition

Scenarios	2023 Improvement Cost	2035 Improvement Cost	Benefit from crash reduction	B/C Ratio
Scenario 1	$4,995,500	$7,122,389	$3,656,484	0.51
Scenario 2	$6,995,800*	$9,974,338*	$9,544,284	0.96*
Scenario 3	$11,514,900	$16,417,494	$9,544,284	0.58*

**Cost of R/W accusation not included*

7.0 Conclusion

This study was conducted to investigate if geometric improvements are necessary along CR 337 from SW 46th Ave to SR 26 based on future traffic volumes and safety issues. The study evaluated existing conditions and two future years, 2025 and 2035 with a focus on three intersections (SR 26 at CR 337, SR 26 at SW 264th St, and CR 337 at SW 46th Ave) and the two curves along CR 337. The No Build condition considered background traffic growth and the inclusion of County owned/operated facilities along CR 337 for the years 2025 and 2035. The Build condition included the same growth as the No Build condition plus the addition of the Westone Residential Development. The growth rate was determined as 1.96% based on three sources (i) FDOT Trend Analysis (ii) Bureau of Economic and Business Research (BEBR) (iii) Gainesville Urbanized Area Transportation Study Model's (GUATS). Westone development traffic was extracted from the developer's traffic impact study.

Based on the 2035 No Build condition operational analysis, higher delays are anticipated on the northbound and southbound approaches of the SR 26 at CR 337 and SR 26 at SW 264th St intersections. Delays at these two intersections are increased in the Build condition with the introduction of the Westone development traffic. The intersection of CR 337 at SW 46th Ave operates acceptably under the No Build and Build conditions. The arterial Level of Service of CR 337 remains adequate for both Build and No Build conditions. FDOT's West Newberry Road Improvements Project (Financial Project ID 207850-2) proposes a roundabout at the intersection of SR 26 and CR 337 and improvements at the SR 26 and SW 264th St intersection. This project will address any operational issues associated with these SR 26 intersections.

The safety analysis used crash data from the University of Florida Signal Four Analytics (UFSFA) crash mapping and analysis system for the 60-month period from January 1, 2018, to December 31, 2022. During this period, twenty-five (25) crashes occurred, of which two (2) of them were fatal crashes. Both fatal crashes occurred on a dry roadway surface while drivers were under alcohol/drug influence in both instances. Crashes related to driver impairment due to drugs and/or alcohol are not considered correctable through the introduction of safety countermeasures. Based on the safety analysis, 7 crashes are anticipated to occur in 2035 under the No Build condition while 13 crashes are anticipated to occur in 2035 under the Build condition. This increase is due to the increase in traffic due to the development.

As a means to minimize future crashes, three (3) safety improvements were considered. The first evaluated the crash reduction associated with widening the roadway to 22 feet (11-foot lane in each direction), the second considered widening the roadway while also eliminating the curves by converting each to all-way stop-controlled intersections, and the third increased the radius of the curves to accommodate a 50 MPH design speed.

In order to substantiate improvements within the study area, a comprehensive benefit-cost (B/C) analysis was conducted to provide insights into the feasibility and potential advantages of these safety improvements. The construction and improvement costs for safety countermeasures were evaluated based on FDOT Design Manual KABCO Crash Costs. The benefit of safety countermeasures was estimated by the number of crashes reduced and the associated crash cost. Crashes associated with impaired drives were removed from the analysis as these are not considered susceptible to correction. A B/C ratio higher than 1.0 suggests benefits outweigh the costs of an improvement and further consideration should be given to implementing the improvement. Based on the B/C ratios associated with each improvement in the No Build and Build conditions, none of the improvements are considered feasible. Therefore, this study does not recommend installing any improvements at this time.

APPENDIX A
Traffic Movement Count

CR 337 (SW 282nd St) and SW 46th Ave
Newberry, Florida
Wednesday, June 14, 2023

Time	Southbound CR 337 (SW 282ndSt)						Westbound SW 46th Ave						Northbound CR 337 (SW 282ndSt)						Eastbound SW 46th Ave						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	1	2	1	0	*4*	0	1	0	0	0	*1*	0	0	12	10	0	*22*	0	0	4	1	0	*5*	**32**
6:45 AM	0	1	3	3	0	*7*	0	4	0	1	0	*5*	0	1	15	11	0	*27*	0	1	0	1	0	*2*	**41**
Hourly Total	0	2	5	4	0	*11*	0	5	0	1	0	*6*	0	1	27	21	0	*49*	0	1	4	2	0	*7*	**73**
7:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	1	8	11	0	*20*	0	0	4	1	0	*5*	**27**
7:15 AM	0	1	5	2	0	*8*	0	3	0	0	0	*3*	0	1	8	9	0	*18*	0	0	3	0	0	*3*	**32**
7:30 AM	0	0	8	0	0	*8*	0	4	1	0	0	*5*	0	0	11	11	0	*22*	0	0	5	1	0	*6*	**41**
7:45 AM	0	1	5	0	0	*6*	0	1	0	0	0	*1*	0	2	12	9	0	*23*	0	1	4	0	0	*5*	**35**
Hourly Total	0	2	20	2	0	*24*	0	8	1	0	0	*9*	0	4	39	40	0	*83*	0	1	16	2	0	*19*	**135**

CR 337 (SW 282nd St) and SW 46th Ave
Newberry, Florida
Wednesday, June 14, 2023

Time	Southbound CR 337 (SW 282ndSt)						Westbound SW 46th Ave						Northbound CR 337 (SW 282ndSt)						Eastbound SW 46th Ave						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	6	0	0	*6*	0	1	1	0	0	*2*	0	0	8	12	0	*20*	0	1	4	1	0	*6*	**34**
8:15 AM	0	1	8	0	0	*9*	1	2	3	1	0	*7*	0	0	8	6	0	*14*	0	0	0	1	0	*1*	**31**
8:30 AM	0	0	3	0	0	*3*	0	2	1	0	0	*3*	0	0	9	7	0	*16*	0	2	2	1	0	*5*	**27**
8:45 AM	0	1	8	0	0	*9*	0	2	1	0	0	*3*	0	3	10	4	0	*17*	0	0	2	0	0	*2*	**31**
Hourly Total	0	2	25	0	0	*27*	1	7	6	1	0	*15*	0	3	35	29	0	*67*	0	3	8	3	0	*14*	**123**
9:00 AM	0	0	2	0	0	*2*	0	1	0	0	0	*1*	0	0	5	5	0	*10*	0	0	3	0	0	*3*	**16**
9:15 AM	0	0	4	0	0	*4*	0	6	0	1	0	*7*	0	1	8	5	0	*14*	0	0	0	2	0	*2*	**27**
9:30 AM	0	0	13	0	0	*13*	0	0	0	1	0	*1*	0	1	6	4	0	*11*	0	0	3	0	0	*3*	**28**
9:45 AM	0	1	5	0	0	*6*	0	7	1	0	0	*8*	0	1	3	3	0	*7*	0	1	3	2	0	*6*	**27**
Hourly Total	0	1	24	0	0	*25*	0	14	1	2	0	*17*	0	3	22	17	0	*42*	0	1	9	4	0	*14*	**98**
10:00 AM	0	0	4	1	0	*5*	0	0	1	0	0	*1*	0	0	3	6	0	*9*	0	0	2	2	0	*4*	**19**
10:15 AM	0	1	6	0	0	*7*	0	2	2	0	0	*4*	0	0	5	3	0	*8*	0	0	6	1	0	*7*	**26**
10:30 AM	0	0	4	1	0	*5*	0	1	1	0	0	*2*	0	0	3	5	0	*8*	0	0	0	0	0	*0*	**15**
10:45 AM	0	1	3	0	0	*4*	0	3	1	0	0	*4*	0	0	9	3	0	*12*	0	1	2	0	0	*3*	**23**
Hourly Total	0	2	17	2	0	*21*	0	6	5	0	0	*11*	0	0	20	17	0	*37*	0	1	10	3	0	*14*	**83**
11:00 AM	0	0	4	0	0	*4*	0	2	1	0	0	*3*	0	0	10	3	0	*13*	0	1	0	0	0	*1*	**21**
11:15 AM	0	0	7	0	0	*7*	0	2	1	0	0	*3*	0	1	4	1	0	*6*	0	0	4	0	0	*4*	**20**
11:30 AM	0	1	5	0	0	*6*	0	0	1	3	0	*4*	0	0	4	6	0	*10*	1	0	1	0	0	*2*	**22**
11:45 AM	0	0	7	1	0	*8*	0	7	0	0	0	*7*	0	0	6	4	0	*10*	0	0	0	0	0	*0*	**25**
Hourly Total	0	1	23	1	0	*25*	0	11	3	3	0	*17*	0	1	24	14	0	*39*	1	1	5	0	0	*7*	**88**
12:00 PM	0	0	6	1	0	*7*	0	2	2	2	0	*6*	0	0	7	6	0	*13*	0	0	2	1	0	*3*	**29**
12:15 PM	0	0	8	0	0	*8*	0	3	5	0	0	*8*	0	0	6	6	0	*12*	0	1	0	2	0	*3*	**31**
12:30 PM	0	1	5	0	0	*6*	0	6	0	0	0	*6*	0	1	8	4	0	*13*	0	0	1	1	0	*2*	**27**
12:45 PM	0	0	7	0	0	*7*	0	2	4	1	0	*7*	0	1	4	3	0	*8*	0	0	1	0	0	*1*	**23**
Hourly Total	0	1	26	1	0	*28*	0	13	11	3	0	*27*	0	2	25	19	0	*46*	0	1	4	4	0	*9*	**110**
1:00 PM	0	1	10	0	0	*11*	0	1	1	4	0	*6*	0	0	7	0	0	*7*	0	0	0	1	0	*1*	**25**
1:15 PM	0	2	11	0	0	*13*	0	5	2	1	0	*8*	0	1	2	3	0	*6*	0	0	3	0	0	*3*	**30**
1:30 PM	0	0	2	0	0	*2*	0	2	2	1	0	*5*	0	4	6	1	0	*11*	0	2	1	1	0	*4*	**22**
1:45 PM	0	0	7	1	0	*8*	0	1	4	1	0	*6*	0	0	7	3	0	*10*	0	0	2	1	0	*3*	**27**
Hourly Total	0	3	30	1	0	*34*	0	9	9	7	0	*25*	0	5	22	7	0	*34*	0	2	6	3	0	*11*	**104**
2:00 PM	0	0	6	1	0	*7*	0	1	2	1	0	*4*	0	1	3	4	0	*8*	0	2	1	0	0	*3*	**22**
2:15 PM	0	0	5	1	0	*6*	0	2	0	0	0	*2*	0	1	3	3	0	*7*	0	0	2	0	0	*2*	**17**
2:30 PM	0	0	11	2	0	*13*	0	8	2	1	0	*11*	1	0	6	2	0	*9*	0	0	2	2	0	*4*	**37**
2:45 PM	0	0	9	0	0	*9*	0	4	1	1	0	*6*	0	0	9	3	0	*12*	0	1	0	3	0	*4*	**31**
Hourly Total	0	0	31	4	0	*35*	0	15	5	3	0	*23*	1	2	21	12	0	*36*	0	3	5	5	0	*13*	**107**
3:00 PM	0	0	7	0	0	*7*	0	3	1	0	0	*4*	0	0	9	3	0	*12*	0	0	0	0	0	*0*	**23**
3:15 PM	0	1	8	1	0	*10*	0	5	0	1	0	*6*	0	0	9	2	0	*11*	0	0	0	0	0	*0*	**27**
3:30 PM	0	1	5	1	0	*7*	0	6	1	2	0	*9*	0	1	7	1	0	*9*	0	0	0	1	0	*1*	**26**
3:45 PM	0	2	4	2	0	*8*	0	3	4	1	0	*8*	0	2	5	3	0	*10*	0	1	1	0	0	*2*	**28**
Hourly Total	0	4	24	4	0	*32*	0	17	6	4	0	*27*	0	3	30	9	0	*42*	0	1	1	1	0	*3*	**104**

CR 337 (SW 282nd St) and SW 46th Ave
Newberry, Florida
Wednesday, June 14, 2023

	Southbound CR 337 (SW 282ndSt)						Westbound SW 46th Ave						Northbound CR 337 (SW 282ndSt)						Eastbound SW 46th Ave						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	0	14	1	0	*15*	0	8	1	1	0	*10*	0	5	8	6	0	*19*	0	0	1	1	0	*2*	**46**
4:15 PM	0	0	14	1	0	*15*	0	6	4	4	0	*14*	0	2	11	5	0	*18*	0	0	1	3	0	*4*	**51**
4:30 PM	0	0	14	1	0	*15*	0	8	2	1	0	*11*	0	0	12	1	0	*13*	0	0	0	1	0	*1*	**40**
4:45 PM	0	0	12	2	0	*14*	0	7	1	0	0	*8*	0	1	7	1	0	*9*	0	0	1	0	0	*1*	**32**
Hourly Total	0	0	54	5	0	*59*	0	29	8	6	0	*43*	0	8	38	13	0	*59*	0	0	3	5	0	*8*	**169**
5:00 PM	0	0	5	1	0	*6*	0	9	3	2	0	*14*	0	0	11	3	0	*14*	0	0	1	1	0	*2*	**36**
5:15 PM	0	0	24	1	0	*25*	0	6	2	0	0	*8*	0	1	6	1	0	*8*	0	0	0	0	0	*0*	**41**
5:30 PM	0	0	7	0	0	*7*	0	8	2	1	0	*11*	0	2	7	7	0	*16*	0	0	0	0	0	*0*	**34**
5:45 PM	0	0	12	0	0	*12*	0	9	2	2	0	*13*	0	0	5	1	0	*6*	0	1	0	1	0	*2*	**33**
Hourly Total	0	0	48	2	0	*50*	0	32	9	5	0	*46*	0	3	29	12	0	*44*	0	1	1	2	0	*4*	**144**
6:00 PM	0	0	18	2	0	*20*	0	9	1	1	0	*11*	0	1	4	2	0	*7*	0	0	3	0	0	*3*	**41**
6:15 PM	0	1	9	0	0	*10*	0	5	0	2	0	*7*	0	2	11	5	0	*18*	0	0	0	1	0	*1*	**36**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	1	27	2	0	*30*	0	14	1	3	0	*18*	0	3	15	7	0	*25*	0	0	3	1	0	*4*	**77**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**19**	**354**	**28**	**0**	***401***	**1**	**180**	**65**	**38**	**0**	***284***	**1**	**38**	**347**	**217**	**0**	***603***	**1**	**16**	**75**	**35**	**0**	***127***	**1415**
Cars	0	17	331	28	0	*376*	1	174	60	37	0	*272*	1	34	331	213	0	*579*	1	16	74	34	0	*125*	**1352**
Heavy Vehicles	0	2	23	0	0	*25*	0	6	5	1	0	*12*	0	4	16	4	0	*24*	0	0	1	1	0	*2*	**63**
Heavy Vehicle %	0.00%	10.53%	6.50%	0.00%	0.00%	*6.23%*	0.00%	3.33%	7.69%	2.63%	0.00%	*4.23%*	0.00%	10.53%	4.61%	1.84%	0.00%	*3.98%*	0.00%	0.00%	1.33%	2.86%	0.00%	*1.57%*	**4.45%**

CR 337 (SW 282nd St) and SW 46th Ave
Newberry, Florida
Wednesday, June 14, 2023

AM Peak Hour

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach Total*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach Total*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach Total*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach Total*	VEHICLE TOTAL
7:15 AM	0	1	5	2	0	*8*	0	3	0	0	0	*3*	0	1	8	9	0	*18*	0	0	3	0	0	*3*	**32**
7:30 AM	0	0	8	0	0	*8*	0	4	1	0	0	*5*	0	0	11	11	0	*22*	0	0	5	1	0	*6*	**41**
7:45 AM	0	1	5	0	0	*6*	0	1	0	0	0	*1*	0	2	12	9	0	*23*	0	1	4	0	0	*5*	**35**
8:00 AM	0	0	6	0	0	*6*	0	1	1	0	0	*2*	0	0	8	12	0	*20*	0	1	4	1	0	*6*	**34**
Peak Hour Total	0	2	24	2	0	*28*	0	9	2	0	0	*11*	0	3	39	41	0	*83*	0	2	16	2	0	*20*	**142**
PHF	0.000	0.500	0.750	0.250	0.000	*0.875*	0.000	0.563	0.500	0.000	0.000	*0.550*	0.000	0.375	0.813	0.854	0.000	*0.902*	0.000	0.500	0.800	0.500	0.000	*0.833*	**0.866**

PM Peak Hour

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach Total*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach Total*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach Total*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach Total*	VEHICLE TOTAL
4:00 PM	0	0	14	1	0	*15*	0	8	1	1	0	*10*	0	5	8	6	0	*19*	0	0	1	1	0	*2*	**46**
4:15 PM	0	0	14	1	0	*15*	0	6	4	4	0	*14*	0	2	11	5	0	*18*	0	0	1	3	0	*4*	**51**
4:30 PM	0	0	14	1	0	*15*	0	8	2	1	0	*11*	0	0	12	1	0	*13*	0	0	0	1	0	*1*	**40**
4:45 PM	0	0	12	2	0	*14*	0	7	1	0	0	*8*	0	1	7	1	0	*9*	0	0	1	0	0	*1*	**32**
Peak Hour Total	0	0	54	5	0	*59*	0	29	8	6	0	*43*	0	8	38	13	0	*59*	0	0	3	5	0	*8*	**169**
PHF	0.000	0.000	0.964	0.625	0.000	*0.983*	0.000	0.906	0.500	0.375	0.000	*0.768*	0.000	0.400	0.792	0.542	0.000	*0.776*	0.000	0.000	0.750	0.417	0.000	*0.500*	**0.828**

Daily Volumes

Southbound

Total Vehicles On Leg	802				
Vehicles Entering Intersection	401	Vehicles Exiting Intersection	401		
Cars	28	331	17	0	0
Heavy	0	23	2	0	0
Total	**28**	**354**	**19**	**0**	**0**

Eastbound

Total Vehicles on Leg 259; Vehicles Entering Intersection 127; Vehicles Exiting Intersection 132

Cars	Heavy	Total
0	0	**0**
1	0	**1**
16	0	**16**
74	1	**75**
34	1	**35**

Westbound

Vehicles Entering Intersection 284; Vehicles Exiting Intersection 312; Total Vehicles on Leg 596

Cars	Heavy	Total
37	1	**38**
60	5	**65**
174	6	**180**
1	0	**1**
0	0	**0**

Northbound

Cars	0	1	34	331	213
Heavy	0	0	4	16	4
Total	**0**	**1**	**38**	**347**	**217**
Vehicles Entering Intersection	603	Vehicles Exiting Intersection	570		
Total Vehicles On Leg	1173				

SR 26 and CR 337 (SW 266th St)/NW 266th St
Newberry, Florida
Thursday, June 15, 2023

Time	Southbound NW 266th St						Westbound SR 26						Northbound CR 337 (SW 266th St)						Eastbound SR 26						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	3	0	0	0	*3*	0	7	27	0	0	*34*	0	1	0	19	0	*20*	0	0	151	3	0	*154*	**211**
6:45 AM	0	2	0	0	0	*2*	0	5	48	1	0	*54*	0	4	0	18	0	*22*	0	1	145	3	0	*149*	**227**
Hourly Total	0	5	0	0	0	*5*	0	12	75	1	0	*88*	0	5	0	37	0	*42*	0	1	296	6	0	*303*	**438**
7:00 AM	0	8	0	2	0	*10*	0	6	36	2	0	*44*	0	1	2	13	0	*16*	0	3	150	14	0	*167*	**237**
7:15 AM	0	3	1	1	0	*5*	0	8	49	4	0	*61*	0	3	0	15	0	*18*	0	2	142	4	0	*148*	**232**
7:30 AM	0	1	2	1	0	*4*	0	10	47	2	0	*59*	0	1	1	20	0	*22*	0	0	145	5	0	*150*	**235**
7:45 AM	0	5	0	1	0	*6*	0	11	53	3	0	*67*	0	2	0	15	0	*17*	0	0	116	2	0	*118*	**208**
Hourly Total	0	17	3	5	0	*25*	0	35	185	11	0	*231*	0	7	3	63	0	*73*	0	5	553	25	0	*583*	**912**

SR 26 and CR 337 (SW 266th St)/NW 266th St
Newberry, Florida
Thursday, June 15, 2023

Time	Southbound NW 266th St						Westbound SR 26						Northbound CR 337 (SW 266th St)						Eastbound SR 26						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	4	0	0	1	*4*	0	9	49	3	0	*61*	0	1	0	14	0	*15*	0	1	105	4	0	*110*	**190**
8:15 AM	0	4	0	0	0	*4*	0	9	59	1	0	*69*	0	2	0	13	0	*15*	0	0	118	2	0	*120*	**208**
8:30 AM	0	6	1	2	0	*9*	0	4	37	3	0	*44*	0	2	3	10	0	*15*	0	0	91	3	0	*94*	**162**
8:45 AM	0	1	1	2	0	*4*	0	10	57	3	0	*70*	0	2	9	13	0	*24*	0	0	109	3	0	*112*	**210**
Hourly Total	0	15	2	4	1	*21*	0	32	202	10	0	*244*	0	7	12	50	0	*69*	0	1	423	12	0	*436*	**770**
9:00 AM	0	5	0	1	0	*6*	0	7	38	1	0	*46*	0	0	1	13	0	*14*	0	1	108	5	0	*114*	**180**
9:15 AM	0	3	1	2	0	*6*	0	12	66	2	0	*80*	0	4	0	9	0	*13*	0	1	110	1	0	*112*	**211**
9:30 AM	0	1	5	1	0	*7*	0	13	54	2	0	*69*	0	4	0	10	0	*14*	0	0	97	0	0	*97*	**187**
9:45 AM	0	2	1	0	0	*3*	0	7	59	0	0	*66*	0	0	5	19	0	*24*	0	0	88	3	0	*91*	**184**
Hourly Total	0	11	7	4	0	*22*	0	39	217	5	0	*261*	0	8	6	51	0	*65*	0	2	403	9	0	*414*	**762**
10:00 AM	0	1	3	0	0	*4*	0	12	55	3	0	*70*	0	2	2	14	0	*18*	0	0	73	1	0	*74*	**166**
10:15 AM	0	2	0	1	0	*3*	0	11	74	2	0	*87*	0	1	2	13	0	*16*	0	1	91	3	0	*95*	**201**
10:30 AM	0	1	3	0	0	*4*	0	8	69	3	0	*80*	0	4	1	9	0	*14*	0	0	105	6	0	*111*	**209**
10:45 AM	0	1	1	1	0	*3*	0	5	54	3	0	*62*	0	2	2	17	0	*21*	0	1	70	3	0	*74*	**160**
Hourly Total	0	5	7	2	0	*14*	0	36	252	11	0	*299*	0	9	7	53	0	*69*	0	2	339	13	0	*354*	**736**
11:00 AM	0	2	3	1	0	*6*	0	10	65	4	0	*79*	0	2	0	16	0	*18*	0	2	85	0	0	*87*	**190**
11:15 AM	0	2	2	0	0	*4*	0	8	62	1	0	*71*	1	2	0	9	0	*12*	0	0	101	2	0	*103*	**190**
11:30 AM	0	1	2	1	0	*4*	0	10	70	2	0	*82*	0	3	0	13	0	*16*	0	0	56	5	0	*61*	**163**
11:45 AM	0	6	4	1	0	*11*	0	10	76	4	0	*90*	0	2	1	19	0	*22*	0	0	78	6	0	*84*	**207**
Hourly Total	0	11	11	3	0	*25*	0	38	273	11	0	*322*	1	9	1	57	0	*68*	0	2	320	13	0	*335*	**750**
12:00 PM	0	1	0	0	0	*1*	0	16	92	3	0	*111*	0	5	0	9	0	*14*	0	0	75	0	0	*75*	**201**
12:15 PM	0	2	0	0	0	*2*	0	11	71	4	0	*86*	0	0	0	14	0	*14*	0	0	89	0	0	*89*	**191**
12:30 PM	0	3	0	1	0	*4*	0	16	85	1	0	*102*	0	0	0	10	0	*10*	0	0	98	4	0	*102*	**218**
12:45 PM	0	4	1	0	0	*5*	0	13	84	2	0	*99*	0	0	0	9	0	*9*	0	0	78	2	0	*80*	**193**
Hourly Total	0	10	1	1	0	*12*	0	56	332	10	0	*398*	0	5	0	42	0	*47*	0	0	340	6	0	*346*	**803**
1:00 PM	0	4	0	1	0	*5*	1	13	84	6	0	*104*	0	1	0	17	0	*18*	0	0	75	1	0	*76*	**203**
1:15 PM	0	3	1	2	0	*6*	0	12	92	3	0	*107*	0	7	2	10	0	*19*	0	1	86	3	0	*90*	**222**
1:30 PM	0	0	0	0	0	*0*	0	8	92	1	0	*101*	0	2	1	13	0	*16*	0	1	75	0	0	*76*	**193**
1:45 PM	0	3	3	0	0	*6*	0	10	90	6	0	*106*	0	1	2	8	0	*11*	0	5	71	2	0	*78*	**201**
Hourly Total	0	10	4	3	0	*17*	1	43	358	16	0	*418*	0	11	5	48	0	*64*	0	7	307	6	0	*320*	**819**
2:00 PM	0	2	1	0	0	*3*	0	14	96	6	0	*116*	0	5	2	11	0	*18*	0	0	81	1	0	*82*	**219**
2:15 PM	0	3	0	0	0	*3*	0	10	97	4	0	*111*	0	4	3	12	0	*19*	0	0	73	2	0	*75*	**208**
2:30 PM	0	2	0	0	0	*2*	0	11	111	3	0	*125*	0	3	0	7	0	*10*	0	1	61	5	0	*67*	**204**
2:45 PM	0	2	0	0	0	*2*	0	15	106	4	0	*125*	0	2	0	17	0	*19*	0	0	84	1	0	*85*	**231**
Hourly Total	0	9	1	0	0	*10*	0	50	410	17	0	*477*	0	14	5	47	0	*66*	0	1	299	9	0	*309*	**862**
3:00 PM	0	2	5	0	0	*7*	0	11	147	3	0	*161*	0	2	1	13	0	*16*	0	0	60	0	0	*60*	**244**
3:15 PM	0	4	2	0	0	*6*	0	12	136	6	0	*154*	0	2	3	16	0	*21*	0	0	63	1	0	*64*	**245**
3:30 PM	0	2	5	3	0	*10*	0	17	142	3	0	*162*	0	1	2	11	0	*14*	0	0	59	1	0	*60*	**246**
3:45 PM	0	3	1	1	0	*5*	0	17	131	4	0	*152*	0	0	4	7	0	*11*	0	0	70	1	0	*71*	**239**
Hourly Total	0	11	13	4	0	*28*	0	57	556	16	0	*629*	0	5	10	47	0	*62*	0	0	252	3	0	*255*	**974**

SR 26 and CR 337 (SW 266th St)/NW 266th St
Newberry, Florida
Thursday, June 15, 2023

Time	Southbound NW 266th St						Westbound SR 26						Northbound CR 337 (SW 266th St)						Eastbound SR 26						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	2	1	0	*4*	0	22	146	6	0	*174*	0	8	1	13	0	*22*	0	0	64	3	0	*67*	**267**
4:15 PM	0	4	2	4	3	*10*	0	19	132	5	0	*156*	0	5	1	19	0	*25*	0	1	70	6	0	*77*	**268**
4:30 PM	0	3	4	3	0	*10*	0	20	135	4	0	*159*	0	3	2	20	0	*25*	0	0	80	3	0	*83*	**277**
4:45 PM	0	4	2	1	0	*7*	0	26	155	6	0	*187*	0	2	2	15	0	*19*	0	2	90	0	0	*92*	**305**
Hourly Total	0	12	10	9	3	*31*	0	87	568	21	0	*676*	0	18	6	67	0	*91*	0	3	304	12	0	*319*	**1117**
5:00 PM	0	2	0	1	0	*3*	0	22	162	9	0	*193*	1	1	1	20	0	*23*	0	0	72	2	0	*74*	**293**
5:15 PM	0	7	0	0	0	*7*	0	30	161	10	0	*201*	0	5	1	12	2	*18*	0	1	101	4	0	*106*	**332**
5:30 PM	0	4	3	2	0	*9*	0	22	169	6	0	*197*	0	4	2	12	0	*18*	0	0	82	3	0	*85*	**309**
5:45 PM	0	2	1	2	0	*5*	0	29	133	4	0	*166*	0	2	0	9	0	*11*	0	3	73	2	0	*78*	**260**
Hourly Total	0	15	4	5	0	*24*	0	103	625	29	0	*757*	1	12	4	53	2	*70*	0	4	328	11	0	*343*	**1194**
6:00 PM	0	3	1	2	0	*6*	0	23	136	6	0	*165*	0	2	3	11	0	*16*	0	0	68	7	0	*75*	**262**
6:15 PM	0	1	2	1	0	*4*	0	17	121	13	0	*151*	0	5	2	7	0	*14*	0	1	58	1	0	*60*	**229**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	4	3	3	0	*10*	0	40	257	19	0	*316*	0	7	5	18	0	*30*	0	1	126	8	0	*135*	**491**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**135**	**66**	**43**	**4**	***244***	**1**	**628**	**4310**	**177**	**0**	***5116***	**2**	**117**	**64**	**633**	**2**	***816***	**0**	**29**	**4290**	**133**	**0**	***4452***	**10628**
Cars	0	132	26	42	4	*200*	1	586	4093	173	0	*4853*	2	111	27	591	1	*731*	0	24	4114	123	0	*4261*	**10045**
Heavy Vehicles	0	3	40	1	0	*44*	0	42	217	4	0	*263*	0	6	37	42	1	*85*	0	5	176	10	0	*191*	**583**
Heavy Vehicle %	0.00%	2.22%	60.61%	2.33%	0.00%	*18.03%*	0.00%	6.69%	5.03%	2.26%	0.00%	*5.14%*	0.00%	5.13%	57.81%	6.64%	50.00%	*10.42%*	0.00%	17.24%	4.10%	7.52%	0.00%	*4.29%*	**5.49%**

SR 26 and CR 337 (SW 266th St)/NW 266th St
Newberry, Florida
Thursday, June 15, 2023

AM Peak Hour

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach Total*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach Total*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach Total*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach Total*	VEHICLE TOTAL
6:45 AM	0	2	0	0	0	*2*	0	5	48	1	0	*54*	0	4	0	18	0	*22*	0	1	145	3	0	*149*	**227**
7:00 AM	0	8	0	2	0	*10*	0	6	36	2	0	*44*	0	1	2	13	0	*16*	0	3	150	14	0	*167*	**237**
7:15 AM	0	3	1	1	0	*5*	0	8	49	4	0	*61*	0	3	0	15	0	*18*	0	2	142	4	0	*148*	**232**
7:30 AM	0	1	2	1	0	*4*	0	10	47	2	0	*59*	0	1	1	20	0	*22*	0	0	145	5	0	*150*	**235**
Peak Hour Total	0	14	3	4	0	*21*	0	29	180	9	0	*218*	0	9	3	66	0	*78*	0	6	582	26	0	*614*	**931**
PHF	0.000	0.438	0.375	0.500	0.000	*0.525*	0.000	0.725	0.918	0.563	0.000	*0.893*	0.000	0.563	0.375	0.825	0.000	*0.886*	0.000	0.500	0.970	0.464	0.000	*0.919*	**0.982**

PM Peak Hour

Time	Southbound U Turns	Southbound Left Turns	Southbound Straight Through	Southbound Right Turns	Southbound Crosswalk Crossings	Southbound *Vehicle Approach Total*	Westbound U Turns	Westbound Left Turns	Westbound Straight Through	Westbound Right Turns	Westbound Crosswalk Crossings	Westbound *Vehicle Approach Total*	Northbound U Turns	Northbound Left Turns	Northbound Straight Through	Northbound Right Turns	Northbound Crosswalk Crossings	Northbound *Vehicle Approach Total*	Eastbound U Turns	Eastbound Left Turns	Eastbound Straight Through	Eastbound Right Turns	Eastbound Crosswalk Crossings	Eastbound *Vehicle Approach Total*	VEHICLE TOTAL
4:45 PM	0	4	2	1	0	*7*	0	26	155	6	0	*187*	0	2	2	15	0	*19*	0	2	90	0	0	*92*	**305**
5:00 PM	0	2	0	1	0	*3*	0	22	162	9	0	*193*	1	1	1	20	0	*23*	0	0	72	2	0	*74*	**293**
5:15 PM	0	7	0	0	0	*7*	0	30	161	10	0	*201*	0	5	1	12	2	*18*	0	1	101	4	0	*106*	**332**
5:30 PM	0	4	3	2	0	*9*	0	22	169	6	0	*197*	0	4	2	12	0	*18*	0	0	82	3	0	*85*	**309**
Peak Hour Total	0	17	5	4	0	*26*	0	100	647	31	0	*778*	1	12	6	59	2	*78*	0	3	345	9	0	*357*	**1239**
PHF	0.000	0.607	0.417	0.500	0.000	*0.722*	0.000	0.833	0.957	0.775	0.000	*0.968*	0.250	0.600	0.750	0.738	0.250	*0.848*	0.000	0.375	0.854	0.563	0.000	*0.842*	**0.933**

Daily Volumes

Southbound

Total Vehicles On Leg	514
Vehicles Entering Intersection 244	Vehicles Exiting Intersection 270

Cars	42	26	132	0	4
Heavy	1	40	3	0	0
Total	**43**	**66**	**135**	**0**	**4**

Eastbound

Total Vehicles on Leg 8922; Vehicles Entering Intersection 4452; Vehicles Exiting Intersection 4470

Cars	Heavy	**Total**
0	0	**0**
0	0	**0**
24	5	**29**
4114	176	**4290**
123	10	**133**

Westbound

Vehicles Entering Intersection 5116; Vehicles Exiting Intersection 5059; Total Vehicles on Leg 10175

Cars	Heavy	**Total**
173	4	**177**
4093	217	**4310**
586	42	**628**
1	0	**1**
0	0	**0**

Northbound

Cars	1	2	111	27	591
Heavy	1	0	6	37	42
Total	**2**	**2**	**117**	**64**	**633**

Vehicles Entering Intersection 816	Vehicles Exiting Intersection 829
Total Vehicles On Leg	1645

SR 26 and SW/NW 264th St
Newberry, Florida
Thursday, June 15, 2023

	Southbound NW 264th St						Westbound SR 26						Northbound SW 264th St						Eastbound SR 26						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	1	0	0	0	*1*	0	0	37	1	0	*38*	0	0	0	5	0	*5*	0	0	177	1	0	*178*	**222**
6:45 AM	0	1	0	0	0	*1*	0	0	50	0	0	*50*	0	1	0	3	0	*4*	0	0	162	1	0	*163*	**218**
Hourly Total	0	2	0	0	0	*2*	0	0	87	1	0	*88*	0	1	0	8	0	*9*	0	0	339	2	0	*341*	**440**
7:00 AM	0	1	0	0	0	*1*	0	0	46	0	0	*46*	0	0	0	5	0	*5*	0	1	175	0	0	*176*	**228**
7:15 AM	0	0	0	0	0	*0*	0	1	60	0	0	*61*	0	2	0	1	0	*3*	0	0	159	0	0	*159*	**223**
7:30 AM	0	1	0	0	0	*1*	0	1	56	0	0	*57*	0	1	0	5	0	*6*	0	0	161	1	0	*162*	**226**
7:45 AM	0	0	0	0	0	*0*	0	2	70	1	0	*73*	0	0	0	4	0	*4*	0	0	138	0	0	*138*	**215**
Hourly Total	0	2	0	0	0	*2*	0	4	232	1	0	*237*	0	3	0	15	0	*18*	0	1	633	1	0	*635*	**892**

SR 26 and SW/NW 264th St
Newberry, Florida
Thursday, June 15, 2023

	Southbound NW 264th St						Westbound SR 26						Northbound SW 264th St						Eastbound SR 26						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	**VEHICLE TOTAL**
8:00 AM	0	0	0	0	1	*0*	0	0	61	0	0	*61*	0	1	0	2	0	*3*	0	0	122	0	0	*122*	**186**
8:15 AM	0	0	0	0	0	*0*	0	4	71	1	0	*76*	0	0	1	2	0	*3*	0	0	132	0	0	*132*	**211**
8:30 AM	0	0	0	0	0	*0*	0	0	41	1	0	*42*	0	0	0	4	0	*4*	0	1	108	0	0	*109*	**155**
8:45 AM	0	1	0	0	0	*1*	0	0	71	0	0	*71*	0	0	0	4	0	*4*	0	0	124	0	0	*124*	**200**
Hourly Total	0	1	0	0	1	*1*	0	4	244	2	0	*250*	0	1	1	12	0	*14*	0	1	486	0	0	*487*	**752**
9:00 AM	0	1	0	0	0	*1*	0	1	47	0	0	*48*	0	0	0	1	0	*1*	0	0	121	0	0	*121*	**171**
9:15 AM	0	0	0	0	0	*0*	0	1	79	1	0	*81*	0	0	0	2	0	*2*	0	0	125	0	0	*125*	**208**
9:30 AM	0	0	0	0	0	*0*	0	0	70	0	0	*70*	0	0	0	1	0	*1*	0	1	107	0	0	*108*	**179**
9:45 AM	0	1	0	0	0	*1*	0	0	68	0	0	*68*	0	0	0	2	0	*2*	0	0	113	0	0	*113*	**184**
Hourly Total	0	2	0	0	0	*2*	0	2	264	1	0	*267*	0	0	0	6	0	*6*	0	1	466	0	0	*467*	**742**
10:00 AM	0	1	0	0	0	*1*	0	2	73	0	0	*75*	0	0	0	2	0	*2*	0	0	84	0	0	*84*	**162**
10:15 AM	0	1	0	0	0	*1*	0	1	83	1	0	*85*	0	0	0	1	2	*1*	0	1	108	0	0	*109*	**196**
10:30 AM	0	0	0	0	0	*0*	0	1	80	0	0	*81*	1	0	0	1	0	*2*	0	0	109	2	0	*111*	**194**
10:45 AM	0	2	0	1	0	*3*	0	2	60	0	0	*62*	0	1	0	0	0	*1*	0	0	85	0	0	*85*	**151**
Hourly Total	0	4	0	1	0	*5*	0	6	296	1	0	*303*	1	1	0	4	2	*6*	0	1	386	2	0	*389*	**703**
11:00 AM	0	0	0	0	0	*0*	0	0	82	0	0	*82*	0	1	0	2	0	*3*	0	0	106	0	0	*106*	**191**
11:15 AM	0	0	0	0	0	*0*	0	0	70	1	0	*71*	0	0	0	1	0	*1*	0	0	110	0	0	*110*	**182**
11:30 AM	0	1	0	0	0	*1*	0	2	79	2	0	*83*	0	0	0	0	0	*0*	0	0	71	0	0	*71*	**155**
11:45 AM	0	1	0	1	0	*2*	0	0	89	0	0	*89*	0	0	0	0	0	*0*	0	0	102	0	0	*102*	**193**
Hourly Total	0	2	0	1	0	*3*	0	2	320	3	0	*325*	0	1	0	3	0	*4*	0	0	389	0	0	*389*	**721**
12:00 PM	0	0	0	0	0	*0*	0	1	112	1	0	*114*	0	0	0	0	0	*0*	0	1	83	0	0	*84*	**198**
12:15 PM	0	0	0	0	0	*0*	0	1	86	1	0	*88*	0	0	0	2	0	*2*	0	0	104	0	0	*104*	**194**
12:30 PM	0	0	0	0	0	*0*	0	0	103	2	0	*105*	0	0	1	2	0	*3*	0	0	111	0	0	*111*	**219**
12:45 PM	0	0	0	1	0	*1*	0	4	96	0	0	*100*	0	0	0	2	0	*2*	0	0	88	0	0	*88*	**191**
Hourly Total	0	0	0	1	0	*1*	0	6	397	4	0	*407*	0	0	1	6	0	*7*	0	1	386	0	0	*387*	**802**
1:00 PM	0	2	0	0	0	*2*	0	1	107	0	0	*108*	0	0	0	2	0	*2*	0	0	100	0	0	*100*	**212**
1:15 PM	0	0	0	0	0	*0*	0	2	105	1	0	*108*	1	0	1	1	0	*3*	1	1	92	1	0	*95*	**206**
1:30 PM	0	0	0	0	0	*0*	0	3	103	0	0	*106*	0	0	0	2	0	*2*	0	0	91	0	0	*91*	**199**
1:45 PM	0	0	0	0	0	*0*	0	2	104	0	0	*106*	0	0	0	8	0	*8*	0	0	78	0	0	*78*	**192**
Hourly Total	0	2	0	0	0	*2*	0	8	419	1	0	*428*	1	0	1	13	0	*15*	1	1	361	1	0	*364*	**809**
2:00 PM	0	0	0	0	0	*0*	0	2	116	0	0	*118*	0	0	1	3	0	*4*	0	0	93	0	0	*93*	**215**
2:15 PM	0	0	0	0	0	*0*	0	0	114	0	0	*114*	0	0	1	2	0	*3*	0	0	92	0	0	*92*	**209**
2:30 PM	0	0	0	0	0	*0*	0	1	126	0	0	*127*	0	0	0	2	0	*2*	0	0	70	0	0	*70*	**199**
2:45 PM	0	1	0	0	0	*1*	0	4	122	0	0	*126*	0	0	0	2	0	*2*	0	0	101	0	0	*101*	**230**
Hourly Total	0	1	0	0	0	*1*	0	7	478	0	0	*485*	0	0	2	9	0	*11*	0	0	356	0	0	*356*	**853**
3:00 PM	0	0	0	0	0	*0*	1	4	163	1	0	*169*	0	0	0	4	0	*4*	0	0	76	1	0	*77*	**250**
3:15 PM	0	1	0	1	3	*2*	0	2	150	0	0	*152*	0	1	0	0	0	*1*	0	1	81	0	0	*82*	**237**
3:30 PM	0	0	0	0	0	*0*	0	2	162	2	0	*166*	0	1	0	3	0	*4*	0	0	75	0	0	*75*	**245**
3:45 PM	0	1	0	0	0	*1*	0	2	156	0	0	*158*	0	0	0	2	0	*2*	0	0	78	0	0	*78*	**239**
Hourly Total	0	2	0	1	3	*3*	1	10	631	3	0	*645*	0	2	0	9	0	*11*	0	1	310	1	0	*312*	**971**

SR 26 and SW/NW 264th St
Newberry, Florida
Thursday, June 15, 2023

	Southbound NW 264th St						Westbound SR 26						Northbound SW 264th St						Eastbound SR 26						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	**VEHICLE TOTAL**
4:00 PM	0	2	0	1	0	*3*	0	7	173	1	0	*181*	0	0	0	2	0	*2*	0	0	77	0	0	*77*	**263**
4:15 PM	0	0	0	0	3	*0*	0	4	160	0	0	*164*	0	0	0	2	0	*2*	0	0	93	1	0	*94*	**260**
4:30 PM	0	1	0	2	0	*3*	0	3	161	0	0	*164*	0	0	0	5	0	*5*	0	0	98	0	0	*98*	**270**
4:45 PM	0	0	0	1	0	*1*	0	3	185	3	0	*191*	0	0	0	2	0	*2*	0	0	110	0	0	*110*	**304**
Hourly Total	0	3	0	4	3	*7*	0	17	679	4	0	*700*	0	0	0	11	0	*11*	0	0	378	1	0	*379*	**1097**
5:00 PM	0	0	0	0	1	*0*	0	4	194	1	0	*199*	0	2	0	0	0	*2*	0	0	92	0	1	*92*	**293**
5:15 PM	0	1	0	0	0	*1*	0	4	204	0	0	*208*	0	1	0	2	1	*3*	0	0	118	2	0	*120*	**332**
5:30 PM	0	0	0	0	0	*0*	0	4	194	0	0	*198*	0	0	0	3	0	*3*	0	0	96	1	0	*97*	**298**
5:45 PM	0	2	0	1	0	*3*	0	3	167	1	0	*171*	0	0	1	3	0	*4*	0	0	84	0	0	*84*	**262**
Hourly Total	0	3	0	1	1	*4*	0	15	759	2	0	*776*	0	3	1	8	1	*12*	0	0	390	3	1	*393*	**1185**
6:00 PM	0	0	1	0	0	*1*	0	4	168	1	0	*173*	0	0	0	3	0	*3*	0	0	77	1	0	*78*	**255**
6:15 PM	0	0	0	0	0	*0*	0	5	150	0	0	*155*	0	0	0	1	0	*1*	0	0	67	1	1	*68*	**224**
6:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	1	0	0	*1*	0	9	318	1	0	*328*	0	0	0	4	0	*4*	0	0	144	2	1	*146*	**479**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**24**	**1**	**9**	**8**	***34***	**1**	**90**	**5124**	**24**	**0**	***5239***	**2**	**12**	**6**	**108**	**3**	***128***	**1**	**7**	**5024**	**13**	**2**	***5045***	**10446**
Cars	0	23	1	9	8	*33*	1	85	4845	23	0	*4954*	2	12	6	103	2	*123*	1	7	4814	13	2	*4835*	**9945**
Heavy Vehicles	0	1	0	0	0	*1*	0	5	279	1	0	*285*	0	0	0	5	1	*5*	0	0	210	0	0	*210*	**501**
Heavy Vehicle %	0.00%	4.17%	0.00%	0.00%	0.00%	*2.94%*	0.00%	5.56%	5.44%	4.17%	0.00%	*5.44%*	0.00%	0.00%	0.00%	4.63%	33.33%	*3.91%*	0.00%	0.00%	4.18%	0.00%	0.00%	*4.16%*	**4.80%**

SR 26 and SW/NW 264th St
Newberry, Florida
Thursday, June 15, 2023

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
6:45 AM	0	1	0	0	0	*1*	0	0	50	0	0	*50*	0	1	0	3	0	*4*	0	0	162	1	0	*163*	**218**
7:00 AM	0	1	0	0	0	*1*	0	0	46	0	0	*46*	0	0	0	5	0	*5*	0	1	175	0	0	*176*	**228**
7:15 AM	0	0	0	0	0	*0*	0	1	60	0	0	*61*	0	2	0	1	0	*3*	0	0	159	0	0	*159*	**223**
7:30 AM	0	1	0	0	0	*1*	0	1	56	0	0	*57*	0	1	0	5	0	*6*	0	0	161	1	0	*162*	**226**
Peak Hour Total	0	3	0	0	0	*3*	0	2	212	0	0	*214*	0	4	0	14	0	*18*	0	1	657	2	0	*660*	**895**
PHF	0.000	0.750	0.000	0.000	0.000	*0.750*	0.000	0.500	0.883	0.000	0.000	*0.877*	0.000	0.500	0.000	0.700	0.000	*0.750*	0.000	0.250	0.939	0.500	0.000	*0.938*	**0.981**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
4:45 PM	0	0	0	1	0	*1*	0	3	185	3	0	*191*	0	0	0	2	0	*2*	0	0	110	0	0	*110*	**304**
5:00 PM	0	0	0	0	1	*0*	0	4	194	1	0	*199*	0	2	0	0	0	*2*	0	0	92	0	1	*92*	**293**
5:15 PM	0	1	0	0	0	*1*	0	4	204	0	0	*208*	0	1	0	2	1	*3*	0	0	118	2	0	*120*	**332**
5:30 PM	0	0	0	0	0	*0*	0	4	194	0	0	*198*	0	0	0	3	0	*3*	0	0	96	1	0	*97*	**298**
Peak Hour Total	0	1	0	1	1	*2*	0	15	777	4	0	*796*	0	3	0	7	1	*10*	0	0	416	3	1	*419*	**1227**
PHF	0.000	0.250	0.000	0.250	0.250	*0.500*	0.000	0.938	0.952	0.333	0.000	*0.957*	0.000	0.375	0.000	0.583	0.250	*0.833*	0.000	0.000	0.881	0.375	0.250	*0.873*	**0.924**

Daily Volumes

Total Vehicles On Leg	71
Vehicles Entering Intersection 34	Vehicles Exiting Intersection 37

Southbound

Cars	9	1	23	0	8
Heavy	0	0	1	0	0
Total	**9**	**1**	**24**	**0**	**8**

Eastbound

Total Vehicles on Leg 10191

Vehicles Entering Intersection 5045

Vehicles Exiting Intersection 5146

Cars	Heavy	Total
2	0	**2**
1	0	**1**
7	0	**7**
4814	210	**5024**
13	0	**13**

Westbound

Cars	Heavy	Total
23	1	**24**
4845	279	**5124**
85	5	**90**
1	0	**1**
0	0	**0**

Vehicles Entering Intersection 5239

Vehicles Exiting Intersection 5157

Total Vehicles on Leg 10396

Cars	2	2	12	6	103
Heavy	1	0	0	0	5
Total	**3**	**2**	**12**	**6**	**108**

Northbound

Vehicles Entering Intersection 128	Vehicles Exiting Intersection 106
Total Vehicles On Leg	234

APPENDIX B
Historical AADT Report

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0004 - SR 26 200 ' W. OF CR 337 (NEWBERRY)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	11000 C	E	0	W	0	9.50	57.90	5.50
2021	10500 S		0		0	9.50	57.80	5.20
2020	10500 F		0		0	9.50	58.00	5.10
2019	11000 C	E	0	W	0	9.50	58.00	4.40
2018	11000 C	E	0	W	0	9.50	57.90	5.40
2017	11000 C	E	0	W	0	9.50	53.80	3.80
2016	10500 C	E	0	W	0	9.50	53.60	5.60
2015	9600 C	E	0	W	0	9.50	57.00	3.70
2014	9800 C	E		W		9.50	57.40	5.40
2013	8100 C	E	0	W	0	9.50	57.80	4.10
2012	8700 C	E	0	W	0	9.50	58.40	3.30
2011	9600 C	E	0	W	0	9.50	58.80	3.20
2010	9700 C	E	0	W	0	10.13	59.87	4.30
2009	9400 C	E	0	W	0	10.04	57.81	3.80
2008	9400 C	E	0	W	0	10.17	57.73	5.90
2007	9300 C	E	0	W	0	10.22	58.44	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0493 - SR 26 .1 MI. W. OF SR 45

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	14500 C	E	0	W	0	9.50	57.90	5.50
2021	14500 S		0		0	9.50	57.80	5.20
2020	14500 F		0		0	9.50	58.00	5.10
2019	15000 C	E	0	W	0	9.50	58.00	4.40
2018	15000 C	E	0	W	0	9.50	57.90	5.40
2017	15000 C	E	0	W	0	9.50	53.80	3.80
2016	15000 C	E	0	W	0	9.50	53.60	5.60
2015	13500 C	E	0	W	0	9.50	57.00	3.70
2014	13500 C	E		W		9.50	57.40	5.40
2013	12000 C	E	0	W	0	9.50	57.80	4.10
2012	12500 C	E	0	W	0	9.50	58.40	3.30
2011	13000 C	E	0	W	0	9.50	58.80	3.20
2010	14000 C	E	0	W	0	10.13	59.87	4.30
2009	13500 C	E	0	W	0	10.04	57.81	3.80
2008	14000 C	E	0	W	0	10.17	57.73	5.90
2007	13500 C	E	0	W	0	10.22	58.44	5.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9157 - SW 282ND ST .1 MI. S. OF SR 26 HPMS)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	1800 C	N	0	S	0	9.50	57.90	2.90
2021	1700 S		0		0	9.50	57.80	3.00
2020	1700 F		0		0	9.50	58.00	2.90
2019	1800 C	N	0	S	0	9.50	58.00	2.60
2018	1900 S		0		0	9.50	57.90	2.70
2017	1900 F		0		0	9.50	53.80	2.60
2016	1800 C	N	0	S	0	9.50	53.60	2.80
2015	1500 R		0		0	9.50	57.00	2.60
2014	1500 T					9.50	57.40	2.40
2013	1500 S		0		0	9.50	57.80	2.60
2012	1500 F		0		0	9.50	58.40	2.50
2011	1500 C	N	0	S	0	9.50	58.80	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9123 - SW 46TH AVE. .1 MI. W. OF CR 241 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	1200 T	0	0	9.50	57.90	2.90
2021	1200 S	0	0	9.50	57.80	3.00
2020	1200 F	0	0	9.50	58.00	2.90
2019	1200 C	E 0	W 0	9.50	58.00	2.60
2018	1400 R	0	0	9.50	57.90	2.70
2017	1400 T	0	0	9.50	53.80	2.60
2016	1300 S	0	0	9.50	53.60	2.80
2015	1200 F	0	0	9.50	57.00	2.60
2014	1200 C	E	W	9.50	57.40	2.40
2013	750 S	0	0	9.50	57.80	2.60
2012	750 F	0	0	9.50	58.40	2.50
2011	750 C	E 0	W 0	9.50	58.80	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

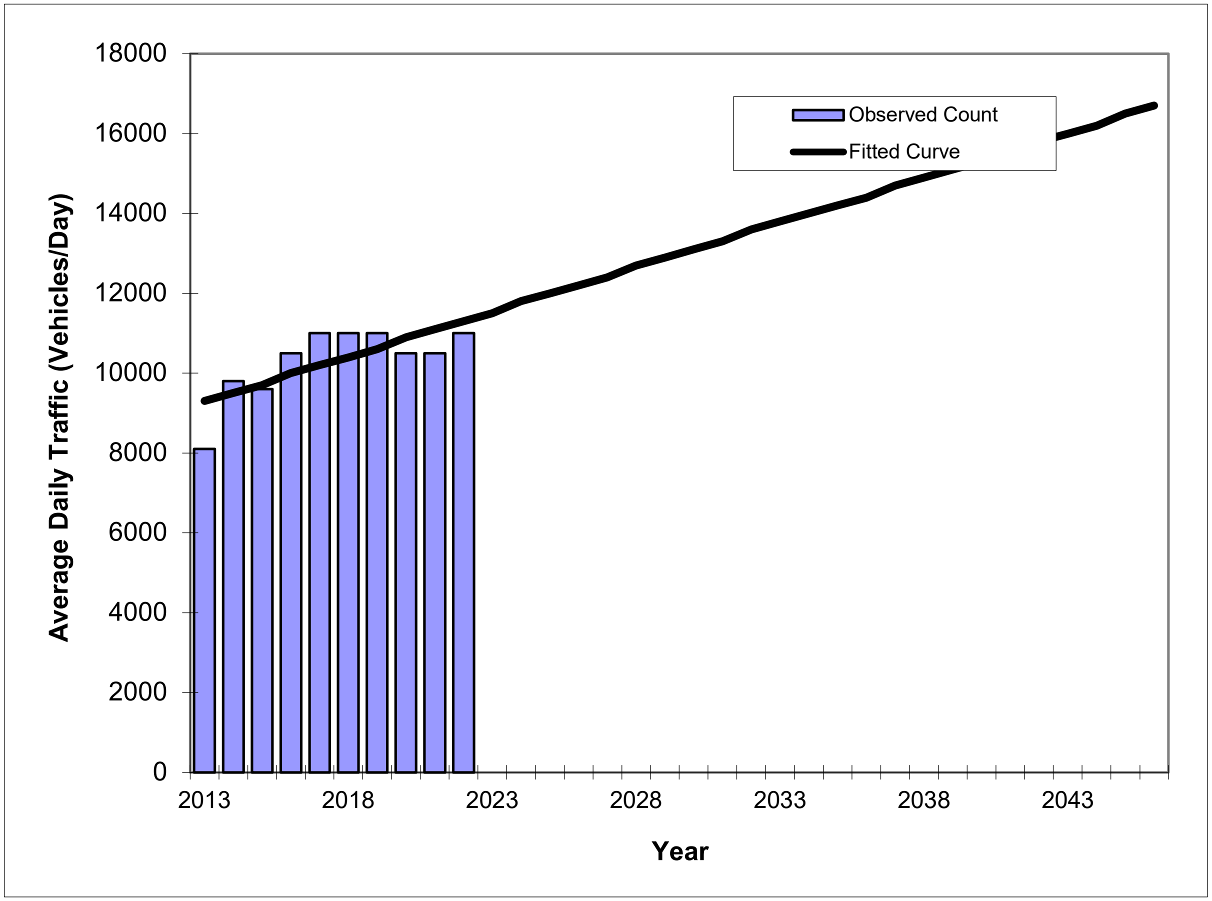
APPENDIX C
Trend Analysis Output

Traffic Trends - V03.a

SR 26 -- 200' W of CR 337 (Newberry)

FIN#	1234
Location	1

County:	Alachua (26)
Station #:	4
Highway:	SR 26



Year	Traffic (ADT/AADT) Count*	Trend**
2013	8100	9300
2014	9800	9500
2015	9600	9700
2016	10500	10000
2017	11000	10200
2018	11000	10400
2019	11000	10600
2020	10500	10900
2021	10500	11100
2022	11000	11300
2025 Opening Year Trend		
2025	N/A	12000
2030 Mid-Year Trend		
2030	N/A	13100
2035 Design Year Trend		
2035	N/A	14200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	224
Trend R-squared:	54.16%
Trend Annual Historic Growth Rate:	2.42%
Trend Growth Rate (2022 to Design Year):	3.02%
Printed:	21-Jun-23
Straight Line Growth Option	

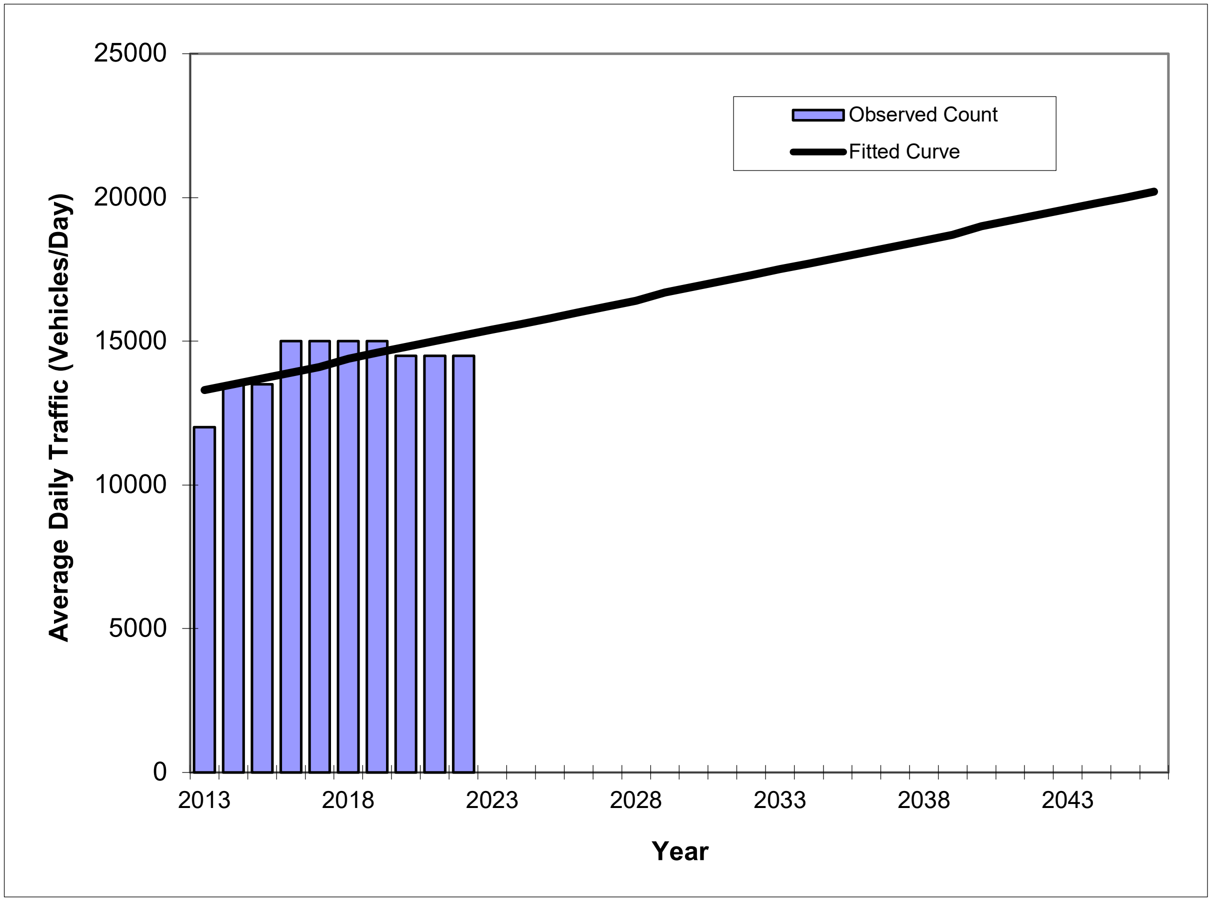
*Axle-Adjusted

Traffic Trends - V03.a

SR 26 -- .1 Mi W of SR 45

FIN#	1234
Location	1

County:	Alachua (26)
Station #:	0493
Highway:	SR 26



Year	Traffic (ADT/AADT) Count*	Trend**
2013	12000	13300
2014	13500	13500
2015	13500	13700
2016	15000	13900
2017	15000	14100
2018	15000	14400
2019	15000	14600
2020	14500	14800
2021	14500	15000
2022	14500	15200
2025 Opening Year Trend		
2025	N/A	15800
2030 Mid-Year Trend		
2030	N/A	16900
2035 Design Year Trend		
2035	N/A	17900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	209
Trend R-squared:	41.82%
Trend Annual Historic Growth Rate:	1.50%
Trend Growth Rate (2022 to Design Year):	2.07%
Printed:	21-Jun-23

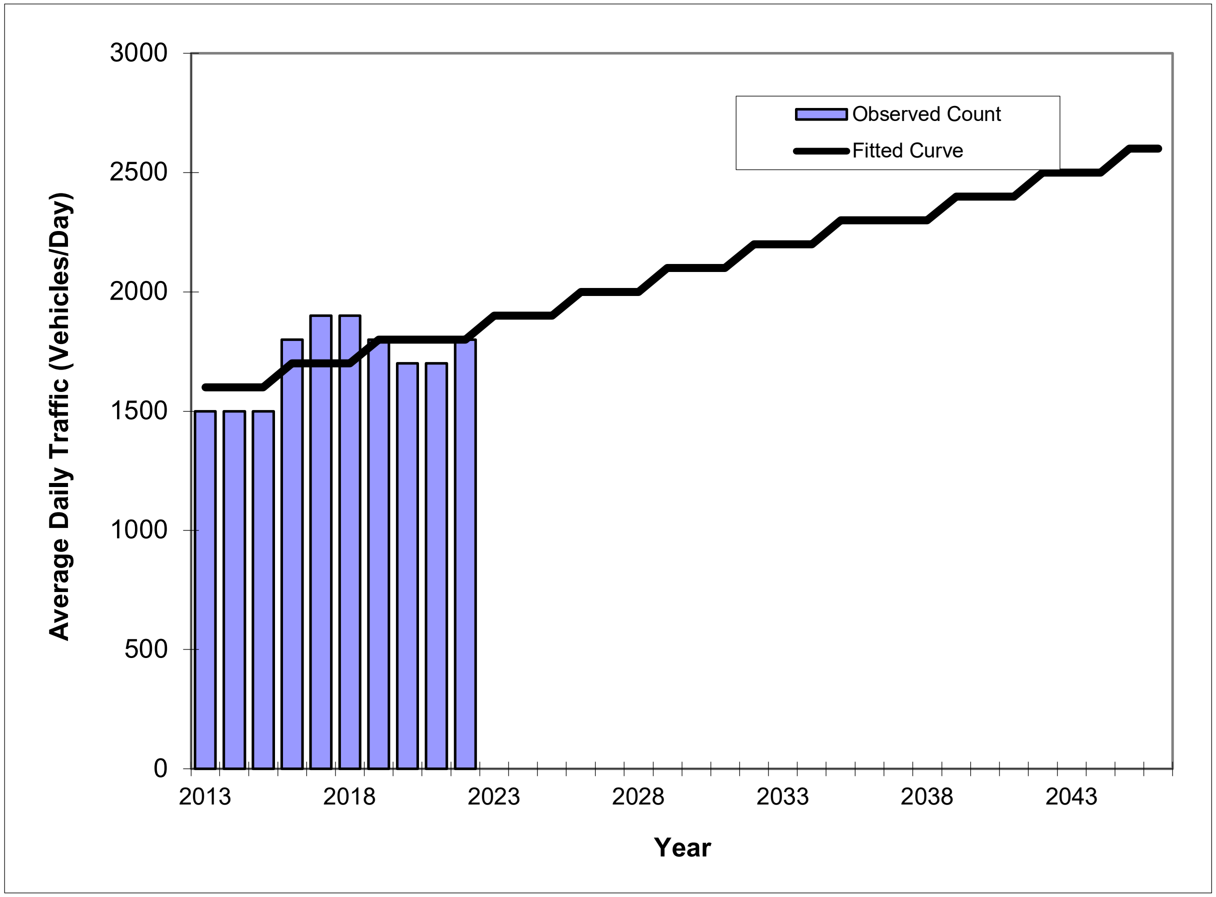
Straight Line Growth Option

Traffic Trends - V03.a

CR 337 -- .1 Mi S of SR 26

FIN#	1234
Location	1

County:	Alachua (26)
Station #:	9157
Highway:	CR 337



Year	Traffic (ADT/AADT) Count*	Trend**
2013	1500	1600
2014	1500	1600
2015	1500	1600
2016	1800	1700
2017	1900	1700
2018	1900	1700
2019	1800	1800
2020	1700	1800
2021	1700	1800
2022	1800	1800
2025 Opening Year Trend		
2025	N/A	1900
2030 Mid-Year Trend		
2030	N/A	2100
2035 Design Year Trend		
2035	N/A	2300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	31
Trend R-squared:	34.42%
Trend Annual Historic Growth Rate:	1.56%
Trend Growth Rate (2022 to Design Year):	2.71%
Printed:	21-Jun-23

Straight Line Growth Option

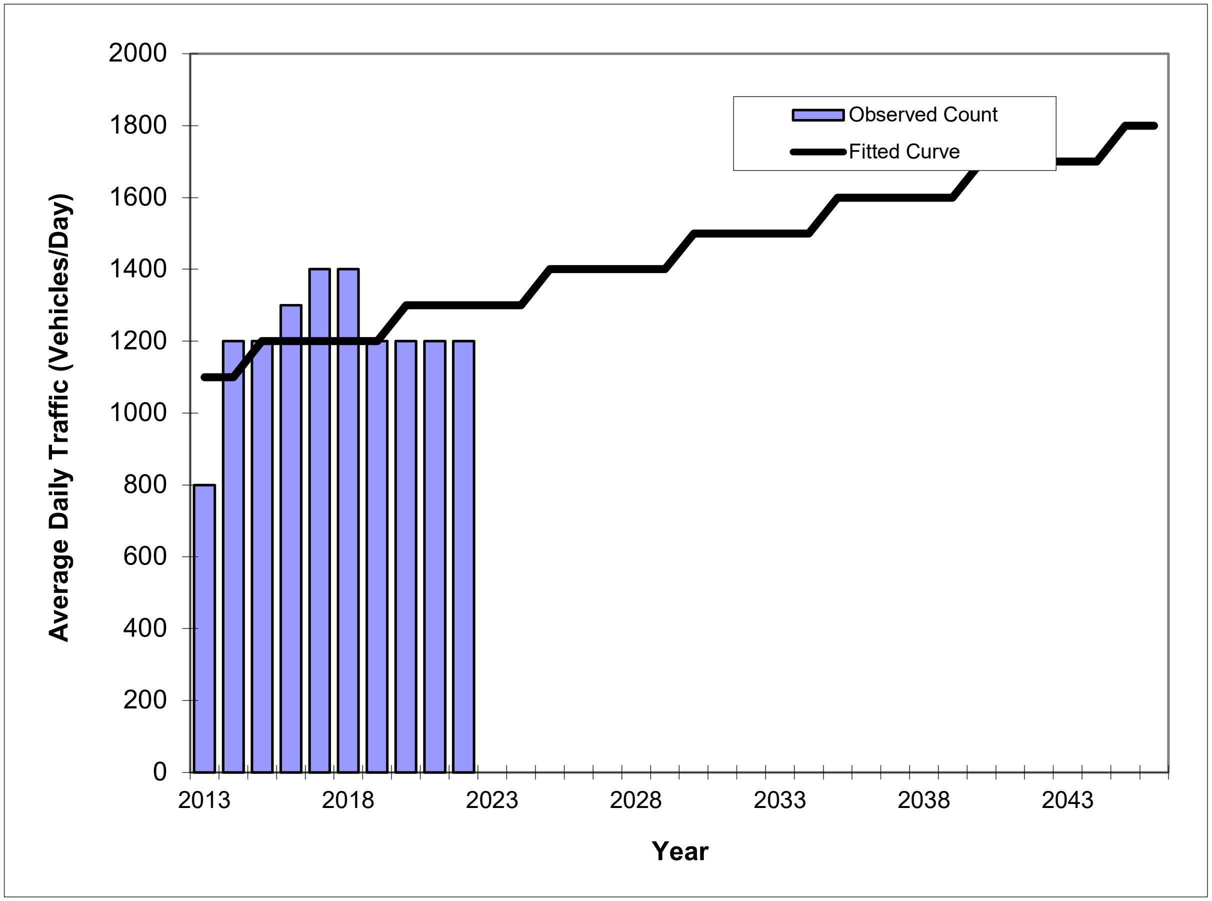
*Axle-Adjusted

Traffic Trends - V03.a

SW 46th Ave -- .1 Mi W of CR 241 (HPMS)

FIN#	**1234**
Location	**1**

County:	Alachua (26)
Station #:	9123
Highway:	SW 46th Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2013	800	1100
2014	1200	1100
2015	1200	1200
2016	1300	1200
2017	1400	1200
2018	1400	1200
2019	1200	1200
2020	1200	1300
2021	1200	1300
2022	1200	1300
2025 Opening Year Trend		
2025	N/A	1400
2030 Mid-Year Trend		
2030	N/A	1500
2035 Design Year Trend		
2035	N/A	1600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	20
Trend R-squared:	13.25%
Trend Annual Historic Growth Rate:	2.27%
Trend Growth Rate (2022 to Design Year):	2.56%
Printed:	21-Jun-23

Straight Line Growth Option

APPENDIX D
Crash Summary

Section:		**Route:**	CR 337
Intersecting Street:	SR 26, SW 30th Ave, SW 46th Ave	**County:**	Alachua
Source Data:	Signal 4 Analytics	**City:**	Newberry
Study Period:	From 1/1/2018 to 12/31/2022 60 Months		

No.	Report No	Long or Short Form	Date	Day	Time	Gender	Age	Alcohol / Drugs Involved	Lighting Condition	Roadway Surface	Weather	Fatal	Injury	Most Severe Injury	Harmful Event	Property Damage	Distracted	Contributing Cause
1	87886655	L	03/30/18	Friday	9:57:00 PM	Male	57	none	Dark - Not Lighted	Dry	Clear	0	1	Non-Incapacitating Injury	Rollover	$10,000	Y	Improper Lane Change
2	87189630	L	06/16/18	Saturday	3:17:00 PM	Male	32	Alcohol & Drugs	Daylight	Dry	Cloudy	1	0	Fatal (within 30 days)	Off Road	$20,000	N	Alcohol/Drugs-Under Influence
3	87282459	L	12/04/18	Tuesday	8:50:00 AM	0:00	0	none	Daylight	Dry	Clear	0	0	No Injury	Moveable Object	$5,000	N	Improper Load
4	87190533	L	07/12/18	Thursday	5:20:00 AM	Male	21	none	Dark - Not Lighted	Dry	Clear	0	1	Non-Incapacitating Injury	Off Road	$7,000	Y	Careless Driving
5	87886659	L	05/26/18	Saturday	4:15:00 PM	Male	25	none	Daylight	Dry	Cloudy	0	0	No Injury	Off Road	$5,300	Y	Improper Backing
6	89027340	L	06/06/19	Thursday	6:05:00 AM	Female	21	none	Daylight	Dry	Clear	0	0	No Injury	Rear End	$14,000	N	Careless Driving
7	89027497	L	11/03/19	Sunday	11:50:00 AM	Male	30	none	Daylight	Dry	Clear	0	0	No Injury	Moveable Object	$6,000	N	Followed Too Closely
8	88055273	L	01/04/19	Friday	6:52:00 PM	Male	40	none	Dark - Not Lighted	Dry	Cloudy	0	1	Possible Injury	Sideswipe	$14,000	N	Improper Turn
9	89027293	L	08/13/19	Tuesday	8:57:00 PM	Male	33	none	Dark - Not Lighted	Dry	Clear	0	1	Non-Incapacitating Injury	Left Turn	$10,000	N	Careless Driving
10	89027401	S	09/16/19	Monday	4:05:00 PM	Male	40	none	Daylight	Dry	Clear	0	0	No Injury	Sideswipe	$500	N	Improper Passing
11	89027407	S	09/15/19	Sunday	12:00:00 AM	Female	26	none	Dusk	Dry	Clear	0	0	No Injury	Hit Tree/Shrub	$2,000	N	No Improper Driving
12	88070481	L	05/17/19	Friday	7:20:00 PM	Female	20	none	Daylight	Dry	Cloudy	0	1	Possible Injury	Angle	$5,000	N	FTYROW
13	88375422	L	08/31/20	Monday	1:15:00 PM	Female	19	none	Daylight	Dry	Clear	0	0	No Injury	Rear End	$6,000	Y	Careless Driving
14	24092028	S	12/27/20	Sunday	6:48:00 AM	Female	23	none	Dawn	Ice/Frost	Clear	0	0	No Injury	Off Road	$2,500	N	Careless Driving
15	88030749	L	07/23/20	Thursday	11:42:00 PM	Male	26	alcohol	Dark - Not Lighted	Dry	Clear	1	0	Fatal (within 30 days)	Off Road	$10,000	N	Alcohol Under Influence
16	89474387	S	05/20/20	Wednesday	10:45:00 AM	Male	50	none	Daylight	Dry	Clear	0	0	No Injury	Rear End	$2,700	N	Improper Backing
17	24092320	S	04/24/21	Saturday	10:50:00 AM	Female	32	none	Daylight	Dry	Clear	0	0	No Injury	Off Road	$1,000	N	No Improper Driving
18	24486535	L	09/10/21	Friday	5:54:00 AM	Male	43	none	Dark - Not Lighted	Dry	Clear	0	0	No Injury	Other Fixed Object	$3,000	N	No Improper Driving
19	24486481	L	11/27/21	Saturday	7:35:00 PM	Female	23	none	Dark - Not Lighted	Dry	Clear	0	1	Non-Incapacitating Injury	Hit Tree/Shrub	$5,000	N	Exceeded Stated Safe Speed Limit
20	24486575	L	06/23/21	Wednesday	3:29:00 PM	Male	52	none	Daylight	Mud, Dirt, Gravel	Cloudy	0	0	No Injury	Off Road	$2,500	N	Careless Driving
21	24092057	L	05/02/21	Sunday	12:00:00 AM	Male	38	alcohol	Daylight	Dry	Cloudy	0	1	Possible Injury	Off Road	$5,000	Y	Alcohol Under Influence
22	24904119	L	04/10/22	Sunday	7:30:00 PM	Male	41	none	Daylight	Dry	Clear	0	1	Non-Incapacitating Injury	Rear End	$15,000	N	Careless Driving
23	24486923	S	01/13/22	Thursday	2:45:00 PM	Female	25	none	Daylight	Dry	Clear	0	0	No Injury	Rear End	$4,000	N	Followed Too Closely
24	24752783	S	10/26/22	Wednesday	4:12:00 PM	Male	82	none	Daylight	Dry	Clear	0	0	No Injury	Sideswipe	$3,000	N	Careless Driving
25	24752587	L	06/23/22	Thursday	5:16:00 PM	Male	42	none	Daylight	Dry	Clear	0	0	No Injury	Rear End	$20,000	N	Careless Driving

CRASH STATISTICS							INJURY SEVERITY					LIGHTING					ROADWAY CONDITION		
Total Number of Crashes	Total Number of Long Form	Total Property Damage	Total Number of Fatalities	Number of Fatal Crashes	Total Number of Injuries	Number of Injury Crashes	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal (within 30 days)	Daylight	Dark - Lighted	Dark - Not Lighted	Dawn	Dusk	Mud, Dirt, Gravel	Dry	Ice/Frost
25	18	$178,500	2	2	15	8	15	3	5	0	2	16	0	7	1	1	1	23	1
100%	72%	--	--	8%	--	32%	60%	12%	20%	0%	8%	64%	0%	28%	4%	4%	4%	92%	4%

HARMFUL EVENT

Rear End	Head On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Off Road	Rollover	Pedestrian	Bicycle	Bike (Bike Lane)	Moped	Train	Animal	Hit Sign/Sign Post	Median Crossover	Separation of Units	Hit Utility Pole	Hit Guardrail
6	0	1	1	0	3	0	8	1	0	0	0	0	0	0	0	0	0	0	0
24%	0%	4%	4%	0%	12%	0%	32%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Hit Fence	Hit Concrete Barrier Wall	Hit Br/Pier/Abutt	Hit Tree/Shrub	Hit Const Barricd/SignBr/Pier/Abutt	Traffic Gate	Crash Attenuator	Fixed Object Above Road	Other Fixed Object	Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overturned	Occupant Fell From Vehicle	Trac/Trail Jackknifed	Cargo Loss or Shift	Occupant Fell From Vehicle	Crash Attenuator	Unknown	Other
0	0	0	2	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
0%	0%	0%	8%	0%	0%	0%	0%	4%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

CONTRIBUTING CAUSE

No Improper Driving	Careless Driving	FTYROW	Improper Backing	Improper Load	Improper Turn	Followed Too Closely	Improper Lane Change	Exceeded Stated Safe Speed Limit	Disregarded Other Traffic Control	Failed to Maintain Equipment	Improper Passing	Drove Left of Center	Disregarded Stop Sign	Drove Left of Center	Drugs-Under Influence	Alcohol Under Influence	Alcohol/Drugs-Under Influence	Driving Wrong Side/Way	Fleeing Police
3	9	1	2	1	1	2	1	1	0	0	1	0	0	0	0	2	1	0	0
12%	36%	4%	8%	4%	4%	8%	4%	4%	0%	0%	4%	0%	0%	0%	0%	8%	4%	0%	0%

APPENDIX E
Crash Modification Factors

CMF / CRF Details

CMF ID: 9289

CMF Name: Resurface pavement

Description:

Prior Condition: No Prior Condition(s)

Category: Roadway

Study ID: *Time series trends of the safety effects of pavement resurfacing, Park et al. 2017*

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.929
Adjusted Standard Error:	
Unadjusted Standard Error:	0.04

Crash Reduction Factor	
Value:	7.1
Adjusted Standard Error:	
Unadjusted Standard Error:	4

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Minimum Number of Lanes:	1
Maximum Number of Lanes:	4
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	25
Maximum Speed Limit:	65
Speed Unit:	mph
Speed Limit Comment:	
Area Type:	Urban
Traffic Volume:	Minimum of 2100 to Maximum of 40500 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	Not specified
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details	
Date Range of Data Used:	2004 to 2013
Municipality:	
State:	FL
Country:	USA
Type of Methodology Used:	Before/after using comparison group
Sample Size (crashes):	1157 crashes before, 1158 crashes after
Sample Size (sites):	195 sites before, 195 sites after
Sample Size (miles):	115.443 miles before

Other Details	
Included in HSM:	No
Date Added to Clearinghouse:	Jun 17, 2018
Comments:	

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CMF / CRF Details

CMF ID: 3

CMF Name: Increase lane width from 11 feet to 12 feet

Description:

Prior Condition: No Prior Condition(s)

Category: Roadway

Study ID: *Lane Width and Safety*, Hauer, E. 2000

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	0.95
Adjusted Standard Error:	0.32
Unadjusted Standard Error:	0.11

Crash Reduction Factor	
Value:	5
Adjusted Standard Error:	32
Unadjusted Standard Error:	11

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Rural
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	Meta-analysis

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 01, 2009
Comments:	

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CMF / CRF Details

CMF ID: 10550

CMF Name: Convert minor-road stop control to all-way stop control

Description:

Prior Condition: Intersections with stops signs on minor approaches

Category: Intersection traffic control

Study ID: *Estimate of the Safety Effect of All-Way Stop Control Conversion in Washington, DC*, Deng et al. 2020

Star Quality Rating	
Star Quality Rating:	4 Stars

Crash Modification Factor (CMF)	
Value:	1.03
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor	
Value:	-3
Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	Rear end
Crash Severity:	All
Roadway Types:	Not specified
Minimum Number of Lanes:	
Maximum Number of Lanes:	
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	Not specified
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2009 to 2016
Municipality:	
State:	DC
Country:	
Type of Methodology Used:	Before/after using comparison group
Sample Size (sites):	53 sites before, 53 sites after
Sample Size (site-years):	**site-years before, 159 site-years after**

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Dec 17, 2020
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

CMF / CRF Details

CMF ID: 2826

CMF Name: Flatten horizontal curve

Description:

Prior Condition: curve with smaller radius

Category: Alignment

Study ID: *Benefit-Cost Analysis of In-Vehicle Technologies and Infrastructure Modifications as a Means to Prevent Crashes Along Curves and Shoulders, Pitale et al. 2009*

Star Quality Rating	
Star Quality Rating:	1 Star

Crash Modification Factor (CMF)	
Value:	0.33
Adjusted Standard Error:	
Unadjusted Standard Error:	0.32

Crash Reduction Factor	
Value:	67
Adjusted Standard Error:	
Unadjusted Standard Error:	32.1

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other
Minimum Number of Lanes:	2
Maximum Number of Lanes:	2
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	
Municipality:	
State:	MN
Country:	USA
Type of Methodology Used:	Simple before/after
Sample Size (crashes):	2 crashes before, 3 crashes after

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Mar 21, 2011
Comments:	For 4 curves.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

Crash Modification Factors (CMFs)

Introduction

Local and rural road owners often have limited financial resources available to implement highway safety improvements. Therefore, it is important that safety improvements return the highest level of benefit for each dollar invested. A primary benefit of safety improvements is to reduce crashes and fatalities, so it is useful for local and rural road owners to understand how much a particular safety improvement, or set of safety improvements, can reduce crashes. Published resources are available to assist local and rural road owners in understanding the crash reduction potential associated with specific safety improvements. This briefing sheet describes these resources and provides an example of how a crash modification factor can be used to assess the safety impact of a set of improvements.

Developing CMFs

Highway safety professionals have conducted numerous studies measuring the crash reduction potential of various types of safety improvements. Many of these estimates have been developed by comparing crashes "before" implementation of a safety improvement against crashes "after" implementation. The measured change in crashes is used to develop a "crash modification factor," or CMF. A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.

While some experience and judgment is required to develop and apply CMFs, the information derived from their proper application can benefit local and rural road owners in selecting safety improvements or "countermeasures" by providing a basis to understand how crashes are affected by a particular safety improvement or set of improvements.

Resources

Application of CMFs requires an appreciation of their sources and limitations. The CMF Clearinghouse[1] contains over 3,000 CMFs, each developed through one or more safety studies. The Clearinghouse provides a searchable database for CMFs and accompanying background information on each. The practitioner can use the search tools available with the Clearinghouse to find the CMFs that match the facility where they have a safety need; e.g., intersections or roadway segments. Each CMF has a "star rating" indicating the quality or confidence in the results of the study producing the CMF. A higher number of stars indicate a better rating, with five stars representing the best quality of research for the CMF. Each CMF will have an accompanying study along with the countermeasure's impact on crash severity, crash types, and where the countermeasure was deployed (e.g., rural or urban area).

The *Highway Safety Manual* (HSM), published in 2010, provides practitioners with information and tools to consider safety when making decisions concerning the design and operation of roadways. The CMFs used in the HSM are considered the "best of the best" at the time of publication. This tool can help practitioners evaluate alternatives and determine expected impacts on roadway safety. Two chapters in Part C Predictive Method are specific to rural roadways. Chapter 10 provides a methodology to analyze rural two-lane roadways, and chapter 11 is about rural multilane highways. It is important to note the current HSM pertains to only paved roadways.

Estimating Countermeasure Benefits

The *Highway Safety Manual* and CMF Clearinghouse also provide directions for how to calculate the combined effects of applying multiple safety improvements. In these cases, the CMFs are typically multiplied to estimate the combined effect of independent countermeasures such as adding pedestrian signals and left-turn lane at a signalized intersection. The HSM recommends that practitioners multiply no more than 3 CMFs to estimate the combined effect of multiple safety improvements. Practitioners are cautioned about multiplying CMFs for countermeasures targeting the same crash type, such as using chevrons and widened shoulders at a curve to reduce roadway departure crashes. This practice can overestimate the benefits of combined treatments. In this case, caution and engineering judgment should be exercised.[2]

While the number of CMFs for newer or more innovative safety improvements is limited, the CMF Clearinghouse can provide local and rural road managers with a good start in compiling benefits and comparing the relative effectiveness of potential improvements.

Local and rural road operators can gain an understanding of safety treatment effectiveness by comparing CMFs for countermeasures that reduce the occurrence of the same crash type. For example, the table below presents a series of safety countermeasures to treat run-off-the-road crashes, a frequent challenge on two-lane local and rural roads, by increasing cost.

CMFs for Selected Run-Off-The-Road Crash Countermeasures

Countermeasure	CMF	Cost	Reference
Install Advance Curve Warning Signs	0.70	Low	R. Elvik, and T. Vaa, "Handbook of Road Safety Measures," Oxford, United Kingdom, Elsevier (2004).
Provide Road Delineation Signing	0.65	Low	A. Montella, "Safety Evaluation of Curve Delineation Improvements An Empirical Bayes Observational Before-After Study," TRB 88th Annual Meeting Compendium of Papers CD-ROM, Washington, DC: TRB, 2009).
Install Edge Line Striping	0.62 to 0.56	Low to Moderate	X. Sun and S. Das, "Safety Improvement from Edge Lines on Rural Two-Lane Highways," Louisiana Department of Transportation and Development, Report No. FHWA/LA.11/487, (Baton Rouge: 2011).
Install Edge Line Rumble Strips	0.90 to 0.78	Low to Moderate	D.J. Torbic, J.M. Hutton, C.D. Bokenkroger, et al. *NCHRP Report 641: Guidance for the Design and Application of Shoulder and Centerline Rumble Strips*, National Cooperative Highway Research Program (Washington DC: TRB, 2009).
Widen Shoulders	0.98	Low to Moderate	K. Haleem, A. Gan, and J. Lu. "Using multivariate adaptive regression splines (MARS) to develop crash modification factors for urban freeway interchange influence areas," *Accident Analysis and Prevention* 55 (2013): 12-21.

Countermeasure	CMF	Cost	Reference
Remove or Shield Roadside Obstacles	0.62	Low to Moderate	P.W. Hovey and M. Chowdhury, *Development of Crash Reduction Factors,* 14801(0), Ohio Department of Transportation, (2005).
Flatten Horizontal Curve	0.33	High	Pitale, J.T., Shankwitz, C., Preston, H., and Barry, M., *Benefit-Cost Analysis of In-Vehicle Technologies and Infrastructgure Modifications as a Means to Prevent Crashes Along Curves and Shoulders*, Minnesota Department of Transportation, (2009).

Source: Federal Highway Administration, "Crash Modification Factors (CMF) Clearinghouse." Available online at: www.cmfclearinghouse.org.

As presented in this table, the installation of advance curve warning signs has a CMF of 0.70. By applying this treatment to horizontal curves along a two-lane rural road experiencing an average of ten horizontal curve/run-off-the-road crashes per year, one can expect seven horizontal curve/run-off-the-road crashes per year following the implementation of the countermeasure (10 x 0.70 = 7). In other words, crashes can be reduced by 30 percent. Conversely, widening shoulders, a more costly countermeasure, would result in a more modest reduction in crashes. Based on this knowledge, and supplemented with experienced application of CMFs, local and rural road agencies can quickly understand the potential safety benefits from applying a range of safety treatments.

Crash Modification Factor Example:

Average Crashes (after CM implementation) – (CMF x Avg. Crashes (Before CM Implementation)) = Crash Reduction

Adding Advance Warning Signs at Curves

10 – (0.7 x 10 crashes/year) = 3 crashes per year reduced

Some CMFs apply to the average of all crashes on a roadway segment or intersection, while others may apply to crashes based on severity, such as fatal or injury crashes. This allows agencies to rank the benefits of countermeasures based on the severity of the crashes that can be prevented and to target more severe crashes in a road safety strategy.

Local and rural road owners are sometimes able to fund highly effective, lower-cost projects using local funds more quickly than they can fund more effective but perhaps considerably more costly projects. Reviewing CMFs, along with implementation costs, provides local and rural road owners with an opportunity to understand the benefit/cost (B/C) ratio of different countermeasures before undertaking a more detailed assessment. As shown in the table above, a local road owner could choose to implement a lower cost option, such as signing or striping, as a first step in improvement while perhaps waiting for State or Federal funding for more costly strategies that may be have greater long-term effectiveness.

Resources

American Association of State Highway and Transportation Officials, *Highway Safety Manual*. Available at: http://www.highwaysafetymanual.org/

Federal Highway Administration, *Introduction to Crash Modification Factors*, FHWA-SA-13-015 (Washington, DC: 2013). Available at: http://safety.fhwa.dot.gov/tools/crf/resources/cmfs/intro.cfm

Federal Highway Administration, "Crash Modification Factors (CMF) Clearinghouse" web page. Available at: www.cmfclearinghouse.org

Federal Highway Administration, "Crash Modification Factors in Practice" web page. Available at: http://safety.fhwa.dot.gov/tools/crf/resources/cmfs/

F. Gross and K. Yunk, "Using CRFs to Improve Highway Safety," *Public Roads*, May/June (2009): 26-31. Available at: http://www.fhwa.dot.gov/publications/publicroads/09june/04.cfm

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[1] Federal Highway Administration, "Crash Modification Factors (CMF) Clearinghouse" web page. Available online at: www.cmfclearinghouse.org

[2] Ibid.

APPENDIX F
Cost Estimation

Developed by: HNTB 9/27/2023

ENGINEER'S ESTIMATE OF PROBABLE COST - CR 337
Option 1 - Widen to 11ft Lanes (No Shoulder)

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	ROADWAY					
120-1	REGULAR EXCAVATION	CY	$ 10.16	AREA 6 UNIT COST	7,458	$ 75,776.67
120-6	EMBANKMENT	CY	$ 11.10	AREA 6 UNIT COST	7,458	$ 82,787.50
160-4	TYPE B STABILIZATION	SY	$ 8.90	AREA 6 UNIT COST	7,956	$ 70,804.44
110-1-1	CLEARING & GRUBBING	AC	$ 29,196.39	AREA 6 UNIT COST	4.11	$ 119,975.98
285-706	OPTIONAL BASE GROUP 06	SY	$ 51.98	AREA 6 UNIT COST	7,956	$ 413,529.78
327-70-5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 3.76	AREA 6 UNIT COST	35,800	$ 134,608.00
334-1-12	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B	TN	$ 276.00	AREA 6 UNIT COST	2,406.6	$ 664,209.33
337-7-81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-9.5, PG 76-22	TN	$ 375.00	AREA 6 UNIT COST	2,406.6	$ 902,458.33
570-1-2	PERFORMANCE TURF, SOD	SY	$ 4.41	AREA 6 UNIT COST	11,933.3	$ 52,626.00
	SUBTOTAL ROADWAY					**$ 2,516,776.04**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	SIGNING & PAVEMENT MARKING					
700-1-500	SINGLE POST SIGN, RELOCATE	AS	$ 344.39	AREA 6 UNIT COST	4	$ 1,377.56
706-1-3	RAISED PAVEMENT MARKER, TYPE B	EA	$ 4.61	AREA 6 UNIT COST	895	$ 4,125.95
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 6.11	AREA 6 UNIT COST	22	$ 134.42
711-11-241	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	$ 1,570.48	AREA 6 UNIT COST	3.390	$ 5,324.17
711-16-101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,499.72	AREA 6 UNIT COST	6.780	$ 37,289.77
711-16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	$ 5,474.30	AREA 6 UNIT COST	3.390	$ 18,558.71
	SUBTOTAL S&PM					**$ 66,810.57**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	TRAFFIC					
695-1-1	TRAFFIC MONITORING SITE VEHICLE SENSOR-NON-WEIGHT, FURNISH & INSTALL	EA	$ 2,091.47	AREA 6 UNIT COST	1	$ 2,091.47

ITEM NUMBER	ITEM DESCRIPTION	UNIT			QTY	ESTIMATED COSTS ($)
	MISCELLANEOUS					
101-1	MOBILIZATION (10%)	LS			1	$ 258,567.81
102-1	MAINTENANCE OF TRAFFIC (10%)	LS			1	$ 258,567.81
	SUBTOTAL MISCELLANEOUS					**$ 517,135.62**
	CONSTRUCTION SUBTOTAL					**$ 3,102,813.69**
	PROJECT UNKNOWNS (15%)	LS			1	$ 465,422.05
	CONSTRUCTION TOTAL					**$ 3,568,235.75**
	CONTIGENCY (10%)	LS			1	$ 356,823.57
	DESIGN COST (20% OF CONSTRUCTION TOTAL) (60% TO FINAL)					$ 713,647.15
	CEI COST (10% OF CONSTRUCTION TOTAL)					$ 356,823.57
	GRAND TOTAL					**$ 4,995,500.00**

- Unit costs provided from FDOT Historical Average Area 06 (From 2022/07/01 to 2023/06/30).

Developed by: HNTB 9/27/2023

ENGINEER'S ESTIMATE OF PROBABLE COST - CR 337

Option 2 - Widen to 11ft Lanes (No Shoulder) with Realignment

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	ROADWAY					
110-1-1	CLEARING & GRUBBING	AC	$ 29,196.39	AREA 6 UNIT COST	6.80	$ 198,546.85
120-1	REGULAR EXCAVATION	CY	$ 10.16	AREA 6 UNIT COST	17,010	$ 172,821.60
120-6	EMBANKMENT	CY	$ 11.10	AREA 6 UNIT COST	7,469	$ 82,910.71
160-4	TYPE B STABILIZATION	SY	$ 8.90	AREA 6 UNIT COST	14,138	$ 125,829.13
285-706	OPTIONAL BASE GROUP 06	SY	$ 51.98	AREA 6 UNIT COST	14,138	$ 734,898.67
327-70-5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 3.76	AREA 6 UNIT COST	35,800	$ 134,608.00
334-1-12	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC B	TN	$ 276.00	AREA 6 UNIT COST	3,256.7	$ 898,837.06
337-7-81	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC B, FC-9.5, PG 76-22	TN	$ 375.00	AREA 6 UNIT COST	2,746.6	$ 1,029,973.40
570-1-2	PERFORMANCE TURF, SOD	SY	$ 4.41	AREA 6 UNIT COST	20,616.7	$ 90,919.50
	SUBTOTAL ROADWAY					**$ 3,270,798.08**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	SIGNING & PAVEMENT MARKING					
700-1-500	SINGLE POST SIGN, RELOCATE	AS	$ 344.39	AREA 6 UNIT COST	4	$ 1,377.56
700-1-600	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 49.41	AREA 6 UNIT COST	5	$ 247.05
706-1-3	RAISED PAVEMENT MARKER, TYPE B	EA	$ 4.61	AREA 6 UNIT COST	895	$ 4,125.95
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 6.11	AREA 6 UNIT COST	22	$ 134.42
711-11-241	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SKIP, 6"	GM	$ 1,570.48	AREA 6 UNIT COST	3.390	$ 5,324.17
711-16-101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,499.72	AREA 6 UNIT COST	6.780	$ 37,289.77
711-16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	$ 5,474.30	AREA 6 UNIT COST	3.390	$ 18,558.71
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE	LF	$ 6.33	AREA 6 UNIT COST	44.000	$ 278.52
700-1-111	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 557.64	AREA 6 UNIT COST	4.000	$ 2,230.56
	SUBTOTAL S&PM					**$ 69,566.70**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	TRAFFIC					
695-1-1	TRAFFIC MONITORING SITE VEHICLE SENSOR-NON-WEIGHT, FURNISH & INSTALL	EA	$ 2,091.47	AREA 6 UNIT COST	1	$ 2,091.47

ITEM NUMBER	ITEM DESCRIPTION	UNIT			QTY	ESTIMATED COSTS ($)
	MISCELLANEOUS					
101-1	MOBILIZATION (10%)	LS			1	$ 334,245.62
102-1	MAINTENANCE OF TRAFFIC (10%)	LS			1	$ 334,245.62
	R/W (10%)	LS			1	$ 334,245.62
	SUBTOTAL MISCELLANEOUS					**$ 1,002,736.87**
	CONSTRUCTION SUBTOTAL					**$ 4,345,193.12**
	PROJECT UNKNOWNS (15%)	LS			1	$ 651,778.97
	CONSTRUCTION TOTAL					**$ 4,996,972.09**
	CONTIGENCY (10%)	LS			1	$ 499,697.21
	DESIGN COST (20% OF CONSTRUCTION TOTAL) (60% TO FINAL)					$ 999,394.42
	CEI COST (10% OF CONSTRUCTION TOTAL)					$ 499,697.21
	GRAND TOTAL					**$ 6,995,800.00**

Developed by: HNTB 10/11/2023

ENGINEER'S ESTIMATE OF PROBABLE COST - CR 337

Option 3 - Widen to 11ft Lanes (8ft Shoulder, 2ft Paved) with Realignment

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	ROADWAY					
107-1	LITTER REMOVAL	AC	$ 49.86	AREA 6 UNIT COST	98.62	$ 4,917.19
107-2	MOWING	AC	$ 96.58	AREA 6 UNIT COST	92.05	$ 8,890.19
110-1-1	CLEARING & GRUBBING	AC	$ 29,196.39	AREA 6 UNIT COST	22.26	$ 649,911.64
110-4-10	REMOVAL OF EXISTING CONCRETE	SY	$ 26.95	AREA 6 UNIT COST	479	$ 12,909.05
110-7-1	MAILBOX, F&I SINGLE	EA	$ 357.03	AREA 6 UNIT COST	76	$ 27,134.28
120-1	REGULAR EXCAVATION	CY	$ 10.16	AREA 6 UNIT COST	5,582	$ 56,708.04
120-6	EMBANKMENT	CY	$ 11.10	AREA 6 UNIT COST	30,967.5	$ 343,739.25
160-4	TYPE B STABILIZATION	SY	$ 8.92	AREA 6 UNIT COST	60,027	$ 535,440.84
285-701	OPTIONAL BASE GROUP 01	SY	$ 30.18	AREA 6 UNIT COST	10,246	$ 309,224.28
285-706	OPTIONAL BASE GROUP 06	SY	$ 51.98	AREA 6 UNIT COST	28,177	$ 1,464,640.46
327-70-5	MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH	SY	$ 3.76	AREA 6 UNIT COST	25,619	$ 96,327.44
334-1-13	SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C	TN	$ 134.91	AREA 6 UNIT COST	4,748.2	$ 640,579.66
337-7-82	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-9.5, PG 76-22	TN	$ 196.47	STATEWIDE 6 MONTH	2,844.1	$ 558,780.33
570-1-2	PERFORMANCE TURF, SOD	SY	$ 4.47	AREA 6 UNIT COST	83,733	$ 374,286.51
	SUBTOTAL ROADWAY					**$ 5,083,489.16**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	DRAINAGE					
110-1-1	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 18"S/CD	LF	$ 120.70	AREA 6 UNIT COST	2,432	$ 293,542.40
430-984-125	MITERED END SECTION, OPTIONAL ROUND, 18" SD	EA	$ 2,811.31	AREA 6 UNIT COST	152	$ 427,319.12
	SUBTOTAL DRAINAGE					**$ 720,861.52**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	SIGNING & PAVEMENT MARKING					
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 557.64	AREA 6 UNIT COST	40	$ 22,305.60
700-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	AS	$ 1,753.44	AREA 6 UNIT COST	8	$ 14,027.52
700-1-60	SINGLE POST SIGN, REMOVE	AS	$ 49.41	AREA 6 UNIT COST	40	$ 1,976.40
706-1-3	RAISED PAVEMENT MARKER, TYPE B	EA	$ 4.61	AREA 6 UNIT COST	896	$ 4,130.56
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	LS	$ 18,173.75	AREA 6 UNIT COST	1	$ 18,173.75
711-11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE	LF	$ 6.33	AREA 6 UNIT COST	72	$ 455.76
711-16-101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 5,499.72	AREA 6 UNIT COST	6.780	$ 37,288.10
711-16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	$ 5,474.30	AREA 6 UNIT COST	6.780	$ 37,115.75
	SUBTOTAL S&PM					**$ 153,647.20**

ITEM NUMBER	ITEM DESCRIPTION	UNIT	UNIT COST	SOURCE	QTY	ESTIMATED COSTS ($)
	TRAFFIC					
695-1-1	TRAFFIC MONITORING SITE VEHICLE SENSOR-NON-WEIGHT, FURNISH & INSTALL	EA	$ 2,091.47	AREA 6 UNIT COST	1	$ 2,091.47

ITEM NUMBER	ITEM DESCRIPTION	UNIT			QTY	ESTIMATED COSTS ($)
	MISCELLANEOUS					
101-1	MOBILIZATION (10%)	LS			1	$ 596,008.94
102-1	MAINTENANCE OF TRAFFIC (10%)	LS			1	$ 596,008.94
	SUBTOTAL MISCELLANEOUS					**$ 1,192,017.87**
	CONSTRUCTION SUBTOTAL					**$ 7,152,107.23**
	PROJECT UNKNOWNS (15%)	LS			1	$ 1,072,816.08
	CONSTRUCTION TOTAL					**$ 8,224,923.31**
	CONTIGENCY (10%)	LS			1	$ 822,492.33
	DESIGN COST (20% OF CONSTRUCTION TOTAL) (60% TO FINAL)					$ 1,644,984.66
	CEI COST (10% OF CONSTRUCTION TOTAL)					$ 822,492.33
	GRAND TOTAL					**$ 11,514,900.00**

APPENDIX G
Traffic Impact Analysis Report

TRAFFIC IMPACT STUDY

Westone

Newberry, Florida

April 10, 2023

prepared for:

City of Newberry

and

Florida DOT District 2

submitted on behalf of:

JBPro

prepared by:

HAGEN CONSULTING SERVICES, LLC

PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC.

Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida Board of Professional Engineers, State of Florida, Department of Professional Regulation.

I have prepared or supervised the preparation of the evaluation, findings, conclusions, recommendations, and professional opinions/advice contained in this document. My endorsement constitutes my approval of these items.

PROJECT: Westone
LOCATION: Newberry, Florida – Alachua County
CLIENT: JBPro

The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

Name: Lawrence T. Hagen, P.E., PTOE, RSP
Florida P.E. No.: 43968

This item has been digitally signed and sealed by Lawrence T. Hagen on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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INTRODUCTION

Hagen Consulting Services, LLC is assisting JBPro with the transportation impacts for the proposed new Westone residential development. Westone is planned to contain a total of 850 single-family residential units. The preliminary plan is for a total of 681 detached single-family homes, and 169 townhouse attached single-family homes. Westone is located west of the City of Newberry in Alachua County, Florida. Access to the development will be provided primarily via State Road 26 (Newberry Road) and SW 266th Street (County Road 337). State Road 26 in the vicinity of the site is a two-lane undivided rural cross-section and is functionally classified as a rural principal arterial other with an FDOT access management classification of 3 and a posted speed limit of 60 mph west of the site. The speed limit drops to 50 mph just west of the proposed connection to SR 26 and drops to 40 west of SW 266th Street. The site is currently vacant and partially wooded. The project location is shown in **Figure 1** below.

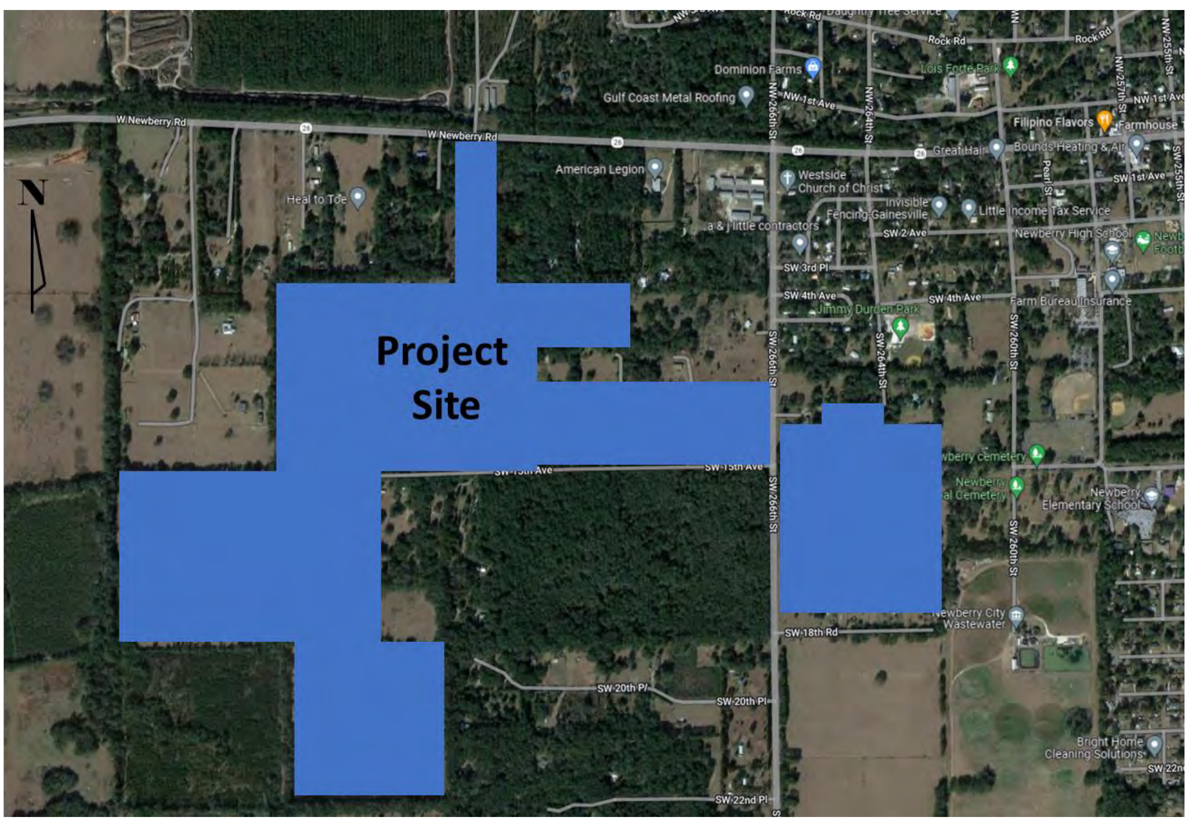


Figure 1 - Project Location Map

The preliminary site plan for the proposed Westone single-family home development is included in **Appendix A**.

The 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation* is the recognized authoritative source for estimating the trips generated by developments such as the proposed residential development. According to *Trip Generation*, a residential development such as proposed here falls under ITE Land Use Code 210 – Single-Family Detached Housing and ITE Land Use Code 215 – Single-Family Attached Housing. The assessment of the traffic impacts of the proposed residential housing development will be based on the impacts to traffic in the PM peak hour period.

The traffic impacts of the proposed development will be based on a Highway Capacity Software analysis of the operation of the intersections adjoining the site both with and without the traffic generated by the development. A comparison of the delay and Level Of Service (LOS) with and without the project traffic will serve as the basis of the analysis.

EXISTING CONDITIONS

State Road 26 is a state-maintained roadway (Roadway ID 26070000) that runs in a predominantly West to East orientation in the vicinity of the project site. It is functionally classified as a rural principal arterial other and has an FDOT access management classification of 3. The typical cross-section is two-lane undivided rural section with paved shoulders and open drainage with grass ditches. There are no existing marked bike lanes or sidewalks on either side of the roadway. There are existing 4-foot-wide paved shoulders. As indicated above, the current posted speed limit in the vicinity of the where the Westone development's traffic will access State Road 26 is 50 mph. West of the access connection the speed limit raises to 60 mph and to the East it drops to 40 mph as it approaches NW 266th Street. As SR 26 approaches SW 266th Street a left turn bay exists to the West of the intersection and left turn and right turn lanes exist on the East side of the intersection. The intersection with NW 266th Street is at mile post 2.035 according to FDOT's straight line diagram for the roadway.

According to data from Florida Traffic Online, the segment of State Road 26 west of SW 266th Street has an AADT of 10,500. The segment of State Road 26 east of SW 266th Street has an AADT of 14,500. SW 266th Street south of State Road 26 has an AADT of 1,700 vehicles per day.

Existing turning movement count data at the intersection of SR 26 at SW 266th Street were collected on Thursday, December 8, 2022. Four hours of traffic data were collected, from 7 AM to 9 AM and from 4 PM to 6 PM. The traffic count data is included in **Appendix B**.

TRIP GENERATION

The Institute of Transportation Engineers (ITE) *Trip Generation* 11th Edition was used to calculate the project trip estimates for the new land use at the project site. Trip generation estimates are shown in terms of daily traffic, as well as the AM and PM peak hours. The proposed Westone development falls under ITE Land Use Code 210 – Single-Family Detached Housing and ITE Land Use Code 215 – Single-Family Attached Housing. The total trip generation information for the proposed residential development is shown in **Table 1**, **Table 2**, and **Table 3** below.

TABLE 1: Trip Generation
Single-Family Detached Housing – ITE Land Use 210 – 681 Units

				Distribution		Trips	
Period	ITE Equation	Units	Trips	% In	% Out	In	Out
Weekday	Ln(T) = 0.92 Ln(X) + 2.68	681	5,894	50%	50%	2,947	2,947
AM Peak	Ln(T) = 0.91 Ln(X) + 0.12	681	427	26%	74%	111	316
PM Peak	Ln(T) = 0.94 Ln(X) + 0.27	681	603	63%	37%	380	223

Source: ITE 11th Edition of Trip Generation - Units: # of dwelling units

TABLE 2: Trip Generation
Single-Family Attached Housing – ITE Land Use 215 – 169 Units

				Distribution		Trips	
Period	ITE Equation	Units	Trips	% In	% Out	In	Out
Weekday	T = 7.62(X) - 50.48	169	1,237	50%	50%	619	619
AM Peak	T = 0.52(X) - 5.70	169	82	25%	75%	21	62
PM Peak	T = 0.60(X) - 3.93	169	97	59%	41%	58	40

Source: ITE 11th Edition of Trip Generation - Units: # of dwelling units

TABLE 3: Trip Generation
Total Trip Generation for Westone

	Trips		
Period	In	Out	Total
Weekday	3,566	3,566	7,131
AM Peak	132	378	509
PM Peak	437	263	700

SCHEDULE OF DEVELOPMENT

The proposed Westone development consists of three phases. For this preliminary analysis, we will presume that construction will begin in 2023 with the first phase being open in 2025. The subsequent phases will be assumed to be completed in five-year increments.

For the purposes of this analysis, we will just be considering the PM Peak Hour traffic volumes. Due to the non-linear nature of the trip generation equation for the single-family detached housing land use, the trip generation numbers are not simply additive for each phase, so the cumulative impacts of each of the phases must be tabulated and assessed. The PM Peak Hour trip generation for each phase of the development is shown in **Table 4, Table 5,** and **Table 6** below.

TABLE 4: Trip Generation – PM Peak Hour Phase 1

				Distribution		Trips	
Land Use	**ITE Equation**	**Units**	**Trips**	**% In**	**% Out**	**In**	**Out**
Single-Family Detached	Ln(T) = 0.94 Ln(X) + 0.27	173	166	63%	37%	105	62
Single-Family Attached	T = 0.60(X) - 3.93	169	97	59%	41%	58	40
					Total	162	102

TABLE 5: Trip Generation – PM Peak Hour Phase 2

				Distribution		Trips	
Land Use	**ITE Equation**	**Units**	**Trips**	**% In**	**% Out**	**In**	**Out**
Single-Family Detached	Ln(T) = 0.94 Ln(X) + 0.27	423	385	63%	37%	243	143
Single-Family Attached	T = 0.60(X) - 3.93	169	97	59%	41%	58	40
					Total	300	183

TABLE 6: Trip Generation – PM Peak Hour Phase 3

				Distribution		Trips	
Land Use	**ITE Equation**	**Units**	**Trips**	**% In**	**% Out**	**In**	**Out**
Single-Family Detached	Ln(T) = 0.94 Ln(X) + 0.27	681	603	63%	37%	380	223
Single-Family Attached	T = 0.60(X) - 3.93	169	97	59%	41%	58	40
					Total	437	263

TRIP DISTRIBUTION

The distribution of peak period project trips on the roadway network is typically a manual assignment derived from the peak period traffic data collected on the adjacent roadway and a review of existing locations of interacting land-uses. The distribution is based on engineering judgment of the expected routes that patrons would take to / from the proposed development. Since the Westone development will be developed in three phases, the trip distribution must be done on a phase-by-phase basis.

For Phase 1 of the development, just the portions of the property adjacent to SW 266th Street will be developed. This includes all of the 169 attached housing units for Westone and 173 of the detached housing units. Due to the very rural nature of the surrounding lands to the south and west of the project, the majority of traffic is presumed to be to/from the north on SW 266th Street and then to/from the east on State Road 26 towards Newberry. A small portion of traffic is also assigned to SW 15th Avenue. The PM Peak Hour Project Trip Distribution for Phase 1 is shown in **Figure 2** below.

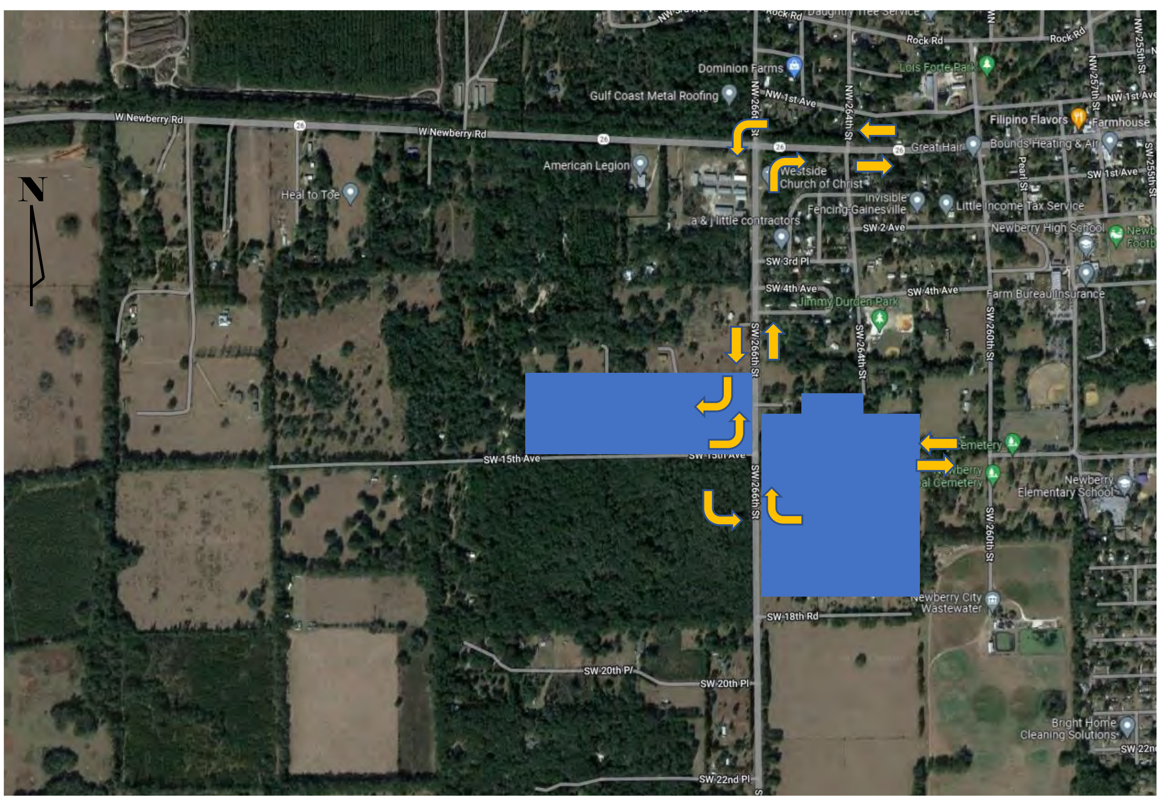


Figure 2 – PM Peak Hour Project Trip Distribution – Phase 1

For Phase 2 of Westone the project expands to the west, and a new roadway connecting to State Road 26 is constructed. It is presumed that the majority of the homes added in Phase 2 of the project will utilize the new connection onto W Newberry Road (State Road 26). Again, some traffic is assigned to SW 15th Avenue, which provides access to the Newberry Elementary School and to US 41 to the east for destinations further east and south. The PM Peak Hour Project Trip Distribution for Phase 2 is shown in **Figure 3** below:

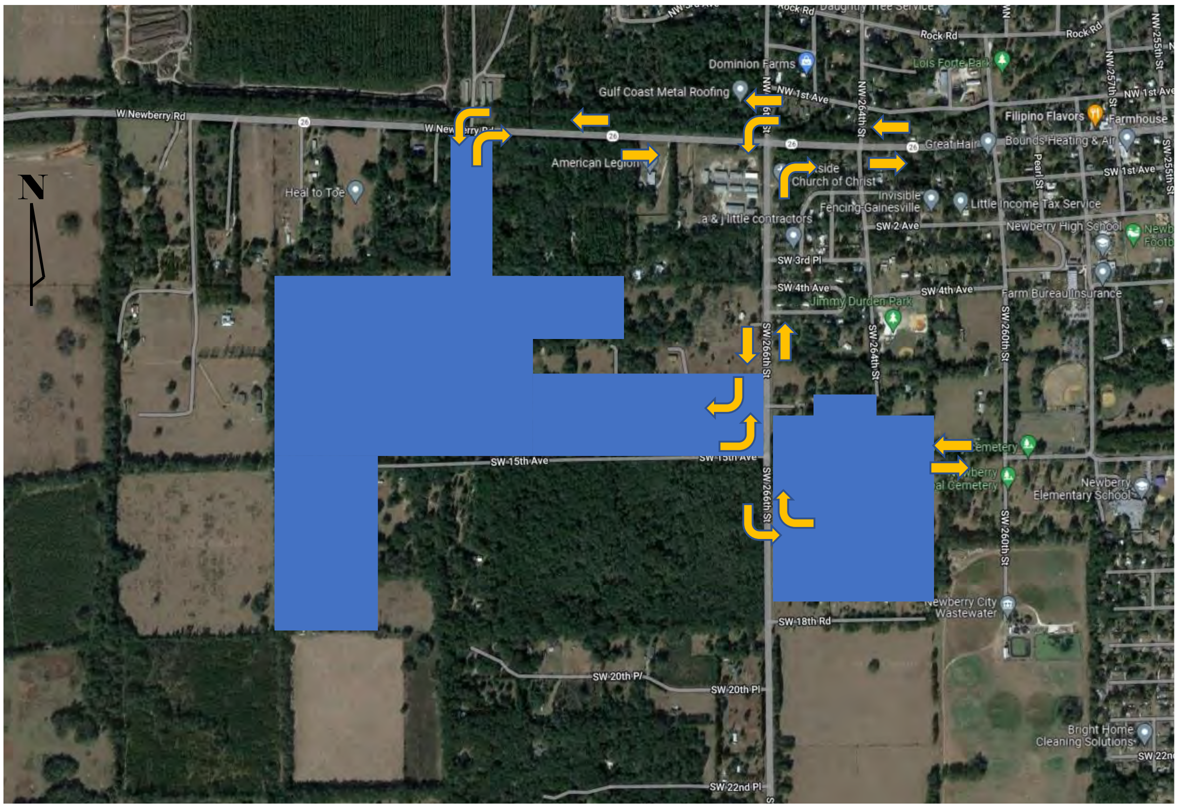


Figure 3 – PM Peak Hour Project Trip Distribution – Phase 2

Similarly, for Phase 3 of the development, parcels of land in the SW corner of the property will be developed with an additional 258 single-family detached homes. It is presumed that the majority of these trips also will primarily use the newer constructed access to W Newberry Road (State Road 26). The PM Peak Hour Project Trip Distribution for Phase 3, and the ultimate Project Trip Distribution for the Westone project is shown in **Figure 4** which can be found on the following page:

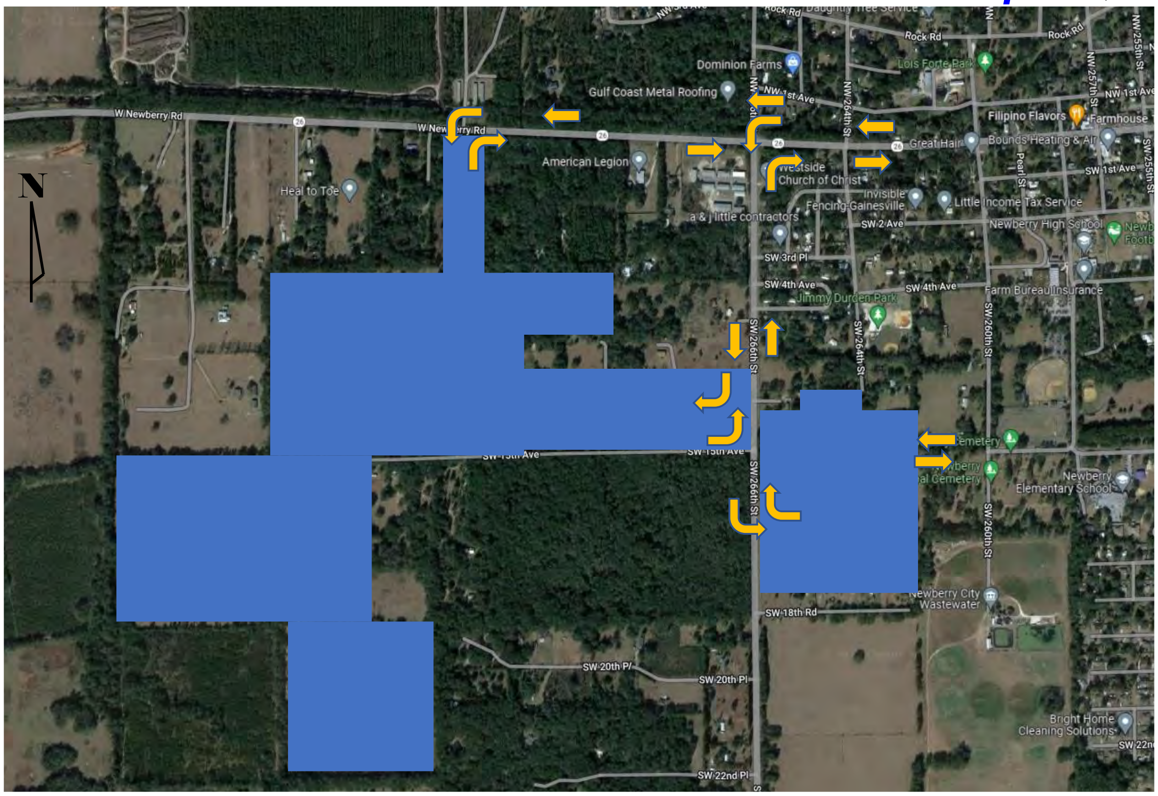


Figure 4 - PM Peak Hour Project Trip Distribution - Phase 3

INTERSECTION LEVEL OF SERVICE (LOS) ANALYSIS

The roadway Level Of Service (LOS) analysis is conducted using the procedures outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM). The HCM procedures represent the state-of-the-practice for the analysis of transportation facilities. In the early stages of the Westone development, it is presumed that the intersection of W Newberry Road and SW 266th Street can continue to operate as a two-way STOP-controlled intersection.

In order to assess the intersection LOS and operational efficiency, existing turning movement count data was collected at the intersection of W Newberry Road and SW 266th Street on Thursday, December 8, 2022. These raw counts were than multiplied by a seasonal adjustment factor from the Florida DOT Peak Season Factor Category report for Alachua County to convert to AADT-type counts. The numbers were then multiplied by a compounding 2% growth rate to convert to 2025 counts for analysis. The Highway Capacity analysis is then performed on 2025 traffic with and without Phase 1 of Westone. The development of the traffic volumes for the Highway Capacity analysis is shown in **Table 7** below. In the table, the rows present the data as follows:

- 2022 represents the raw PM Peak Hour turning movement counts
- Seasonal adds the seasonal adjustment factor
- 2023 adds one year of growth and represents the current background traffic
- 2025 adds two years of background traffic growth – this is the no-build case
- Project represent the project trips assigned to the intersection
- Phase 1 adds the Project trips to the 2025 traffic – this is the build case

TABLE 7: Traffic Volumes for Capacity Analysis – Phase 1

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
2022	1	385	11	72	609	28	16	1	36	9	4	5
Seasonal	1	389	11	73	615	28	16	1	36	9	4	5
2023	1	397	11	74	627	29	16	1	37	9	4	5
2025	1	413	12	77	653	30	17	1	39	10	4	5
Project				146					92			
Phase 1	1	413	12	223	653	30	17	1	131	10	4	5

Analysis beyond Phase 1 of the project has not been performed. The Florida DOT has a planned project for the widening of State Road 26 from Gilchrist County to County Road 26A east if Newberry that is scheduled for construction in 2027. This will totally alter the roadway network prior to Phase 2 and Phase 3 of the Westone project. The results of the Highway Capacity analyses are included in the appendix and are summarized in **Table 8** below:

TABLE 8: Highway Capacity Analysis Results

	EB Left		WB Left		NB		SB	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
No-Build	9.1	A	8.5	A	21.8	C	31.5	D
Phase 1	9.1	A	9.1	A	28.8	D	74.5	F

The results of the Highway Capacity analysis shows that even with the addition of the traffic from Phase 1 of the development, the westbound left turn will continue to operate at LOS A. The westbound left turn shows a 95th percentile queue length of less than one vehicle, indicating that the existing left turn lane will continue to perform well even under the Phase 1 volume levels. The northbound approach degrades to LOS D, but it is important to recognize that 131 of the 149 vehicles on that approach will be making right turns, and will be moving relatively easily onto Newberry Road. The v/c ratio for that movement is still only 0.51 and the 95th percentile queue length is 2.7 vehicles. Similarly, the southbound approach degrades to LOS F, however it is important to realize that the volume for this minor approach is only 19 vehicles in the peak hour, and the 95th percentile queue is just 1.0 vehicles. It also is important to remember that the Highway Capacity Two-Way STOP-Controlled Intersection Analysis procedures are known to be conservative and tend to overestimate the delay of the minor street approaches. Additionally, FDOT's planned improvement to State Road 26 will certainly include improvements to the intersection that will alleviate any operational issues when constructed.

CONCLUSIONS AND RECOMMENDATIONS

Based on the foregoing data and analysis provided, the following conclusions and recommendations are offered:

Conclusions:

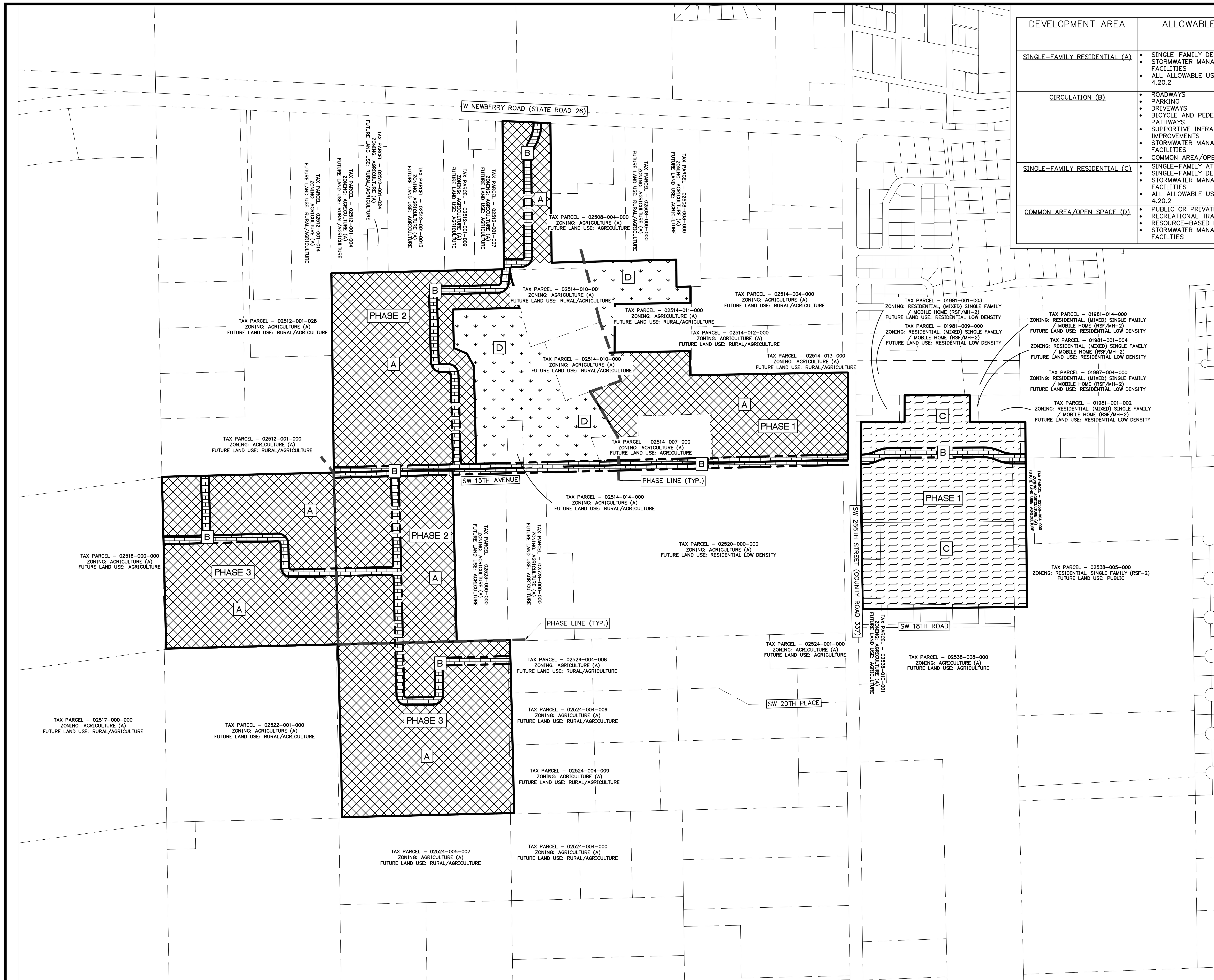
- The proposed Westone residential development, when fully constructed is estimated to generate 7,131 daily trips, with 509 trips in the AM Peak Hour and 700 trips in the PM Peak Hour.
- The initial phase of the development can operate adequately with the STOP-controlled intersection at W Newberry Road and SW 266th Street serving Westone.
- Florida DOT has a planned widening project for State Road 26 that will widen and improve the roadway prior to Phase 2 or Phase 3 of Westone.

Recommendation:

- Provide preliminary approval for the Westone project to move forward.
- Additional analyses of traffic impacts of Phase 2 and Phase 3 will be needed once the details of the planned Florida DOT widening project are known.

APPENDIX A: SITE PLAN

DEVELOPMENT AREA	ALLOWABLE USES:	MAXIMUM POTENTIAL DEVELOPMENT	ACRES	DIMENSIONAL STANDARDS			SITE %
SINGLE–FAMILY RESIDENTIAL (A)	• SINGLE–FAMILY DETACHED • STORMWATER MANAGEMENT FACILITIES • ALL ALLOWABLE USES PER LDR 4.20.2	590 D.U.	168.4±	SINGLE–FAMILY DETACHED MIN. LOT AREA = 5,000 SF MIN. LOT WIDTH = 50' FRONT = 20' SIDE = 5.0' REAR = 10' MAX BUILDING HEIGHT = 45'			N/A
CIRCULATION (B)	• ROADWAYS • PARKING • DRIVEWAYS • BICYCLE AND PEDESTRIAN PATHWAYS • SUPPORTIVE INFRASTRUCTURE IMPROVEMENTS • STORMWATER MANAGEMENT FACILITIES • COMMON AREA/OPEN SPACE	N/A	21.5±	ROADWAY TYPE	ACCESS WIDTH	PAVED SURFACE	N/A
				PRIVATE	15' (MIN)	10' (MIN)	
				PUBLIC	PER LDR ARTICLE 5		
SINGLE–FAMILY RESIDENTIAL (C)	• SINGLE–FAMILY ATTACHED • SINGLE–FAMILY DETACHED • STORMWATER MANAGEMENT FACILITIES • ALL ALLOWABLE USES PER LDR 4.20.2	260 D.U.	42.0±	SINGLE–FAMILY DETACHED MIN. LOT AREA = 5,000 SF MIN. LOT WIDTH = 50' FRONT = 20' SIDE = 5.0' REAR = 10' MAX BUILDING HEIGHT = 45'	S.F. ATTACHED, TOWNHOUSE MIN. LOT AREA = 2,000 SF MIN. LOT WIDTH = 20' FRONT = 5' SIDE = 0' REAR = 5' MAX BUILDING HEIGHT = 45'		N/A
COMMON AREA/OPEN SPACE (D)	• PUBLIC OR PRIVATE PARKS • RECREATIONAL TRAIL • RESOURCE–BASED RECREATION • STORMWATER MANAGEMENT FACILTIES	N/A	26.4±	N/A			15% MINIMUM



SITE DEVELOPMENT NOTES

1. TOTAL DEVELOPMENT AREA = 258.3 AC
2. EXISTING ZONING: AGRICULTURAL (A) AND AGRICULTURE (A)
   PROPOSED ZONING: PLANNED RESIDENTIAL DEVELOPMENT (PRD)
3. PARCELS:
   - 01981–001–001
   - 02508–002–000
   - 02514–000–000
   - 02522–000–000
   - 02523–001–000
   - 02523–001–001
   - 02538–000–000
   - 02538–004–001
   - 02538–004–002
   - 02538–006–000
   - 02538–006–002
4. DEVELOPMENT AREAS:

   DEVELOPMENT AREA "A": TOTAL NUMBER OF DETACHED SINGLE–FAMILY UNITS = 590 UNITS

   DEVELOPMENT AREA "C": TOTAL NUMBER OF DETACHED AND ATTACHED SINGLE–FAMILY UNITS = 260 UNITS; ATTACHED UNITS WILL ONLY BE PERMISSIBLE WITHIN DEVELOPMENT AREA "C".
5. OPEN SPACE CALCULATIONS:

   THE PRD SHALL HAVE A MINIMUM OF 15% OF THE TOTAL GROSS AREA: 258.3 AC X 0.15 = 38.8 AC

   NOTE: STORMWATER MANAGEMENT FACILITIES COUNT TOWARDS TOTAL OPEN SPACE AREA.
6. POTABLE WATER AND WASTEWATER SERVICE PROVIDED BY THE CITY OF NEWBERRY.
7. NO WETLANDS LOCATED WITHIN PRD.
8. THE PROJECT IS ANTICIPATED TO BE DEVELOPED IN MULTIPLE PHASES. EACH PHASE SHALL BE INCLUSIVE TO ITSELF. THE PROJECT WILL TENTATIVELY BEGIN IN THE PROCESS OF CONSTRUCTION YEARS 2023 AND 2024. PLEASE NOTE, THESE TIME FRAMES ARE NOT BINDING AND ARE SUBJECT TO CHANGE.
9. THE INTERNAL PROJECT DEVELOPMENT AREA BOUNDARIES, ROADWAYS, AND OPEN SPACE ARE SUBJECT TO CHANGE DURING FINAL ENGINEERING.
10. THE PROJECT SHALL BE CONSTRUCTED IN 3 PHASES. PHASES MAY ADJUSTED DURING FINAL ENGINEERING.
11. TOTAL RESIDENTIAL ACREAGE = 219.5 AC

    TOTAL RESIDENTIAL UNITS = 850 UNITS

    TOTAL RESIDENTIAL INTENSITY = 3.87 DU/AC
12. THE RESIDENTIAL FLOOR AREA RATIO = 0.75 WITH A MAXIMUM IMPERVIOUS AREA FOR EACH LOT OF 75%.

LAND USES:
- SINGLE–FAMILY RESIDENTIAL (A)
- CIRCULATION (B)
- SINGLE–FAMILY RESIDENTIAL (C)
- COMMON AREA/OPEN SPACE (D)

N

400 200 0 400 800 1,200
SCALE 1" = 400'

REVISIONS				
NO.	DATE	DESCRIPTION	DRWN	APPR

ENGINEER OF RECORD: CHRISTOPHER A. POTTS, P.E. FLORIDA LICENSE NO. 73842

PRELIMINARY NOT FOR CONSTRUCTION

THIS DOCUMENT IS ISSUED FOR THE PURPOSE OF REVIEW ONLY AND IS NOT INTENDED FOR FINAL PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES.

JBPro
CIVIL ENGINEERING | LAND PLANNING SURVEYING | CONSTRUCTION SERVICES

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Gainesville: (352) 375-8999 | St. Augustine: (904) 789-8999
Toll Free: (844) Go-JBPro | E-mail: contact@jbpro.com

SHEET TITLE:
PLANNED RESIDENTIAL DEVELOPMENT MASTER PLAN

CLIENT: M3 DEVELOPMENT NEWBERRY, FLORIDA

PROJECT: WESTONE

DATE: MAY 2022

PROJECT NO: 368-22-02

SHEET NO: PD-1

APPENDIX B: TRAFFIC COUNTS

Westone - TMC

Thu Dec 8, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1022794, Location: 29.645896, -82.623066, Site Code: Newberry Rd & NW 266th St

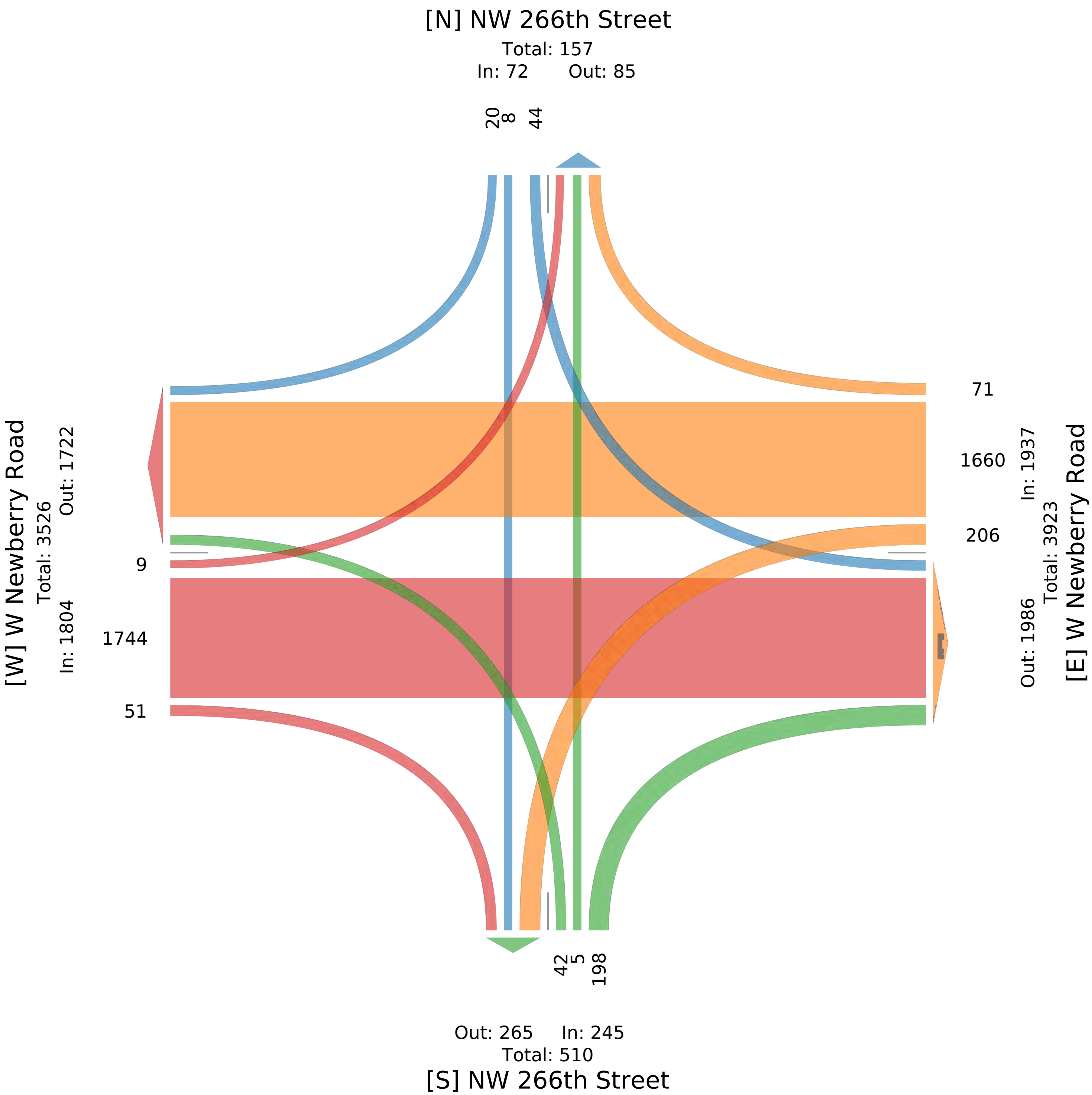
Provided by: Hagen Consulting Services
361 Strawder Road,
Ray City, GA, 31645, US

Leg	W Newberry Road					W Newberry Road					NW 266th Street					NW 266th Street					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-12-08 7:00AM	1	162	5	0	168	5	48	2	0	55	3	0	13	0	16	2	0	1	0	3	242
7:15AM	1	159	10	0	170	9	47	0	0	56	2	0	12	0	14	5	2	1	0	8	248
7:30AM	0	115	5	0	120	7	62	7	0	76	5	0	20	0	25	0	1	3	0	4	225
7:45AM	1	134	2	0	137	11	54	1	0	66	3	0	11	0	14	2	0	1	0	3	220
Hourly Total	3	570	22	0	595	32	211	10	0	253	13	0	56	0	69	9	3	6	0	18	935
8:00AM	0	119	0	0	119	6	61	2	0	69	4	0	15	0	19	4	0	1	0	5	212
8:15AM	1	134	2	0	137	8	73	2	0	83	0	1	13	0	14	2	0	0	0	2	236
8:30AM	0	117	4	0	121	10	62	3	0	75	1	0	15	0	16	1	1	0	0	2	214
8:45AM	1	97	3	0	101	6	48	1	0	55	1	1	16	0	18	5	0	0	0	5	179
Hourly Total	2	467	9	0	478	30	244	8	0	282	6	2	59	0	67	12	1	1	0	14	841
4:00PM	1	84	1	0	86	18	146	4	0	168	2	1	7	0	10	5	0	1	0	6	270
4:15PM	1	79	3	0	83	15	148	5	0	168	2	0	13	0	15	5	0	3	0	8	274
4:30PM	0	84	1	0	85	18	164	9	0	191	2	0	9	0	11	2	0	0	0	2	289
4:45PM	1	103	0	0	104	22	137	5	0	164	5	0	11	0	16	0	1	3	0	4	288
Hourly Total	3	350	5	0	358	73	595	23	0	691	11	1	40	0	52	12	1	7	0	20	1121
5:00PM	0	86	5	0	91	19	151	11	0	181	7	1	7	0	15	5	0	1	0	6	293
5:15PM	0	98	3	0	101	21	144	7	0	172	2	0	9	0	11	3	1	1	0	5	289
5:30PM	0	98	3	0	101	10	177	5	0	192	2	0	9	0	11	1	2	0	0	3	307
5:45PM	1	75	4	0	80	21	138	7	0	166	1	1	18	0	20	2	0	4	0	6	272
Hourly Total	1	357	15	0	373	71	610	30	0	711	12	2	43	0	57	11	3	6	0	20	1161
Total	9	1744	51	0	1804	206	1660	71	0	1937	42	5	198	0	245	44	8	20	0	72	4058
% Approach	0.5%	96.7%	2.8%	0%	-	10.6%	85.7%	3.7%	0%	-	17.1%	2.0%	80.8%	0%	-	61.1%	11.1%	27.8%	0%	-	-
% Total	0.2%	43.0%	1.3%	0%	44.5%	5.1%	40.9%	1.7%	0%	47.7%	1.0%	0.1%	4.9%	0%	6.0%	1.1%	0.2%	0.5%	0%	1.8%	-
Lights and Motorcycles	9	1684	50	0	1743	203	1592	71	0	1866	42	5	195	0	242	43	8	18	0	69	3920
% Lights and Motorcycles	100%	96.6%	98.0%	0%	96.6%	98.5%	95.9%	100%	0%	96.3%	100%	100%	98.5%	0%	98.8%	97.7%	100%	90.0%	0%	95.8%	96.6%
Heavy	0	60	1	0	61	3	68	0	0	71	0	0	3	0	3	1	0	2	0	3	138
% Heavy	0%	3.4%	2.0%	0%	3.4%	1.5%	4.1%	0%	0%	3.7%	0%	0%	1.5%	0%	1.2%	2.3%	0%	10.0%	0%	4.2%	3.4%

*L: Left, R: Right, T: Thru, U: U-Turn

Westone - TMC
Thu Dec 8, 2022
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1022794, Location: 29.645896, -82.623066, Site Code: Newberry Rd & NW 266th St

Provided by: Hagen Consulting Services
361 Strawder Road,
Ray City, GA, 31645, US



Westone - TMC

Thu Dec 8, 2022
AM Peak (7 AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1022794, Location: 29.645896, -82.623066, Site Code: Newberry Rd & NW 266th St

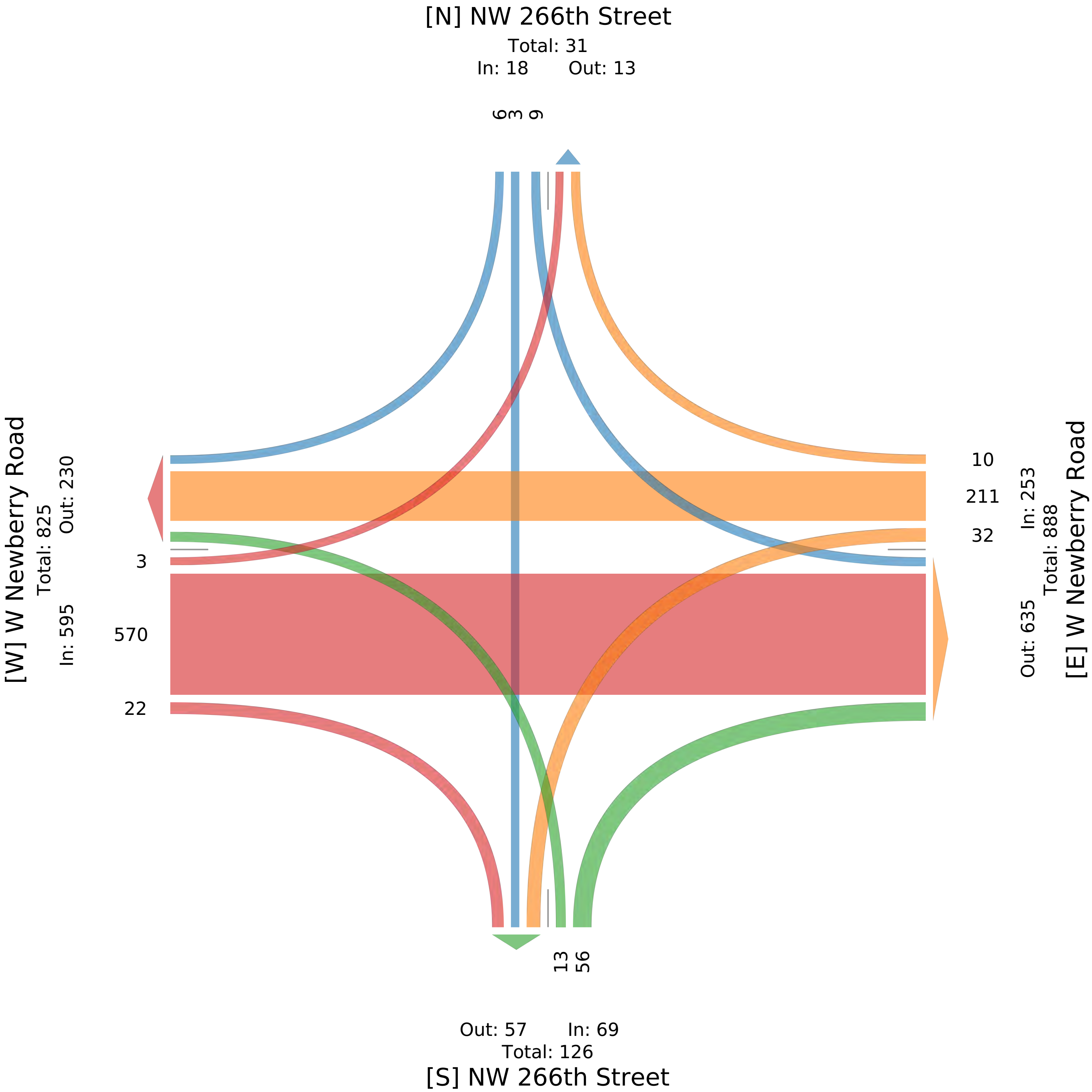
Provided by: Hagen Consulting Services
361 Strawder Road,
Ray City, GA, 31645, US

Leg	W Newberry Road					W Newberry Road					NW 266th Street					NW 266th Street					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-12-08 7:00AM	1	162	5	0	**168**	5	48	2	0	**55**	3	0	13	0	**16**	2	0	1	0	**3**	**242**
7:15AM	1	159	10	0	**170**	9	47	0	0	**56**	2	0	12	0	**14**	5	2	1	0	**8**	**248**
7:30AM	0	115	5	0	**120**	7	62	7	0	**76**	5	0	20	0	**25**	0	1	3	0	**4**	**225**
7:45AM	1	134	2	0	**137**	11	54	1	0	**66**	3	0	11	0	**14**	2	0	1	0	**3**	**220**
Total	3	570	22	0	**595**	32	211	10	0	**253**	13	0	56	0	**69**	9	3	6	0	**18**	**935**
% Approach	0.5%	95.8%	3.7%	0%	-	12.6%	83.4%	4.0%	0%	-	18.8%	0%	81.2%	0%	-	50.0%	16.7%	33.3%	0%	-	-
% Total	0.3%	61.0%	2.4%	0%	**63.6%**	3.4%	22.6%	1.1%	0%	**27.1%**	1.4%	0%	6.0%	0%	**7.4%**	1.0%	0.3%	0.6%	0%	**1.9%**	-
PHF	0.750	0.880	0.550	-	**0.875**	0.727	0.851	0.357	-	**0.832**	0.650	-	0.700	-	**0.690**	0.450	0.375	0.500	-	**0.563**	0.943
Lights and Motorcycles	3	551	22	0	**576**	32	198	10	0	**240**	13	0	56	0	**69**	9	3	4	0	**16**	901
% Lights and Motorcycles	100%	96.7%	100%	0%	**96.8%**	100%	93.8%	100%	0%	**94.9%**	100%	0%	100%	0%	**100%**	100%	100%	66.7%	0%	**88.9%**	96.4%
Heavy	0	19	0	0	**19**	0	13	0	0	**13**	0	0	0	0	**0**	0	0	2	0	**2**	34
% Heavy	0%	3.3%	0%	0%	**3.2%**	0%	6.2%	0%	0%	**5.1%**	0%	0%	0%	0%	**0%**	0%	0%	33.3%	0%	**11.1%**	3.6%

*L: Left, R: Right, T: Thru, U: U-Turn

Westone - TMC
Thu Dec 8, 2022
AM Peak (7 AM - 8 AM)
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1022794, Location: 29.645896, -82.623066, Site Code: Newberry Rd & NW 266th St

Provided by: Hagen Consulting Services
361 Strawder Road,
Ray City, GA, 31645, US



Westone - TMC

Thu Dec 8, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1022794, Location: 29.645896, -82.623066, Site Code: Newberry Rd & NW 266th St

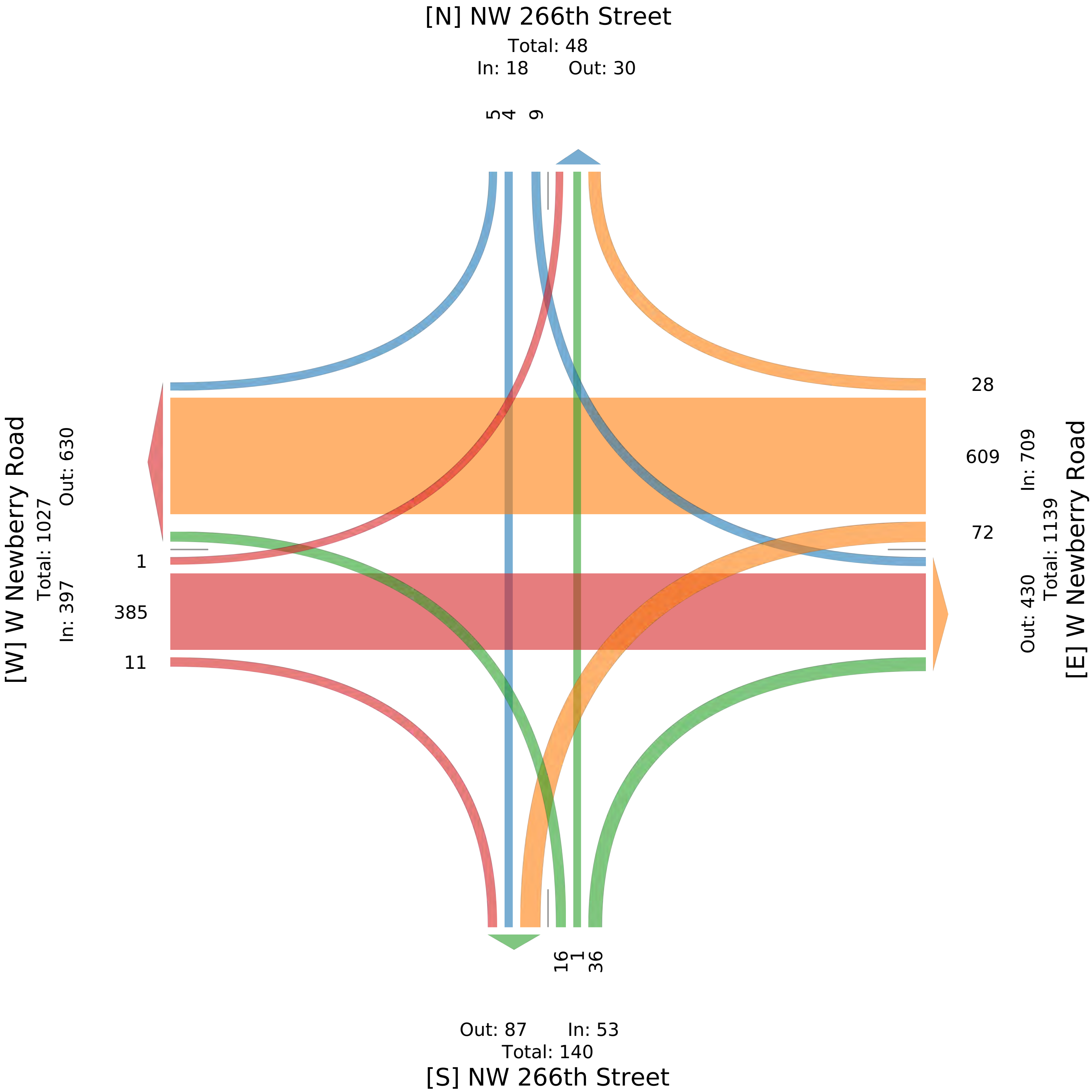
Provided by: Hagen Consulting Services
361 Strawder Road,
Ray City, GA, 31645, US

Leg	W Newberry Road					W Newberry Road					NW 266th Street					NW 266th Street					
Direction	Eastbound					Westbound					Northbound					Southbound					
Time	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	L	T	R	U	App	Int
2022-12-08 4:45PM	1	103	0	0	**104**	22	137	5	0	**164**	5	0	11	0	**16**	0	1	3	0	**4**	**288**
5:00PM	0	86	5	0	**91**	19	151	11	0	**181**	7	1	7	0	**15**	5	0	1	0	**6**	**293**
5:15PM	0	98	3	0	**101**	21	144	7	0	**172**	2	0	9	0	**11**	3	1	1	0	**5**	**289**
5:30PM	0	98	3	0	**101**	10	177	5	0	**192**	2	0	9	0	**11**	1	2	0	0	**3**	**307**
Total	1	385	11	0	**397**	72	609	28	0	**709**	16	1	36	0	**53**	9	4	5	0	**18**	**1177**
% Approach	0.3%	97.0%	2.8%	0%	-	10.2%	85.9%	3.9%	0%	-	30.2%	1.9%	67.9%	0%	-	50.0%	22.2%	27.8%	0%	-	-
% Total	0.1%	32.7%	0.9%	0%	**33.7%**	6.1%	51.7%	2.4%	0%	**60.2%**	1.4%	0.1%	3.1%	0%	**4.5%**	0.8%	0.3%	0.4%	0%	**1.5%**	-
PHF	0.250	0.934	0.550	-	**0.954**	0.818	0.860	0.636	-	**0.923**	0.571	0.250	0.818	-	**0.828**	0.450	0.500	0.417	-	**0.750**	0.958
Lights and Motorcycles	1	374	11	0	**386**	69	600	28	0	**697**	16	1	35	0	**52**	9	4	5	0	**18**	1153
% Lights and Motorcycles	100%	97.1%	100%	0%	**97.2%**	95.8%	98.5%	100%	0%	**98.3%**	100%	100%	97.2%	0%	**98.1%**	100%	100%	100%	0%	**100%**	98.0%
Heavy	0	11	0	0	**11**	3	9	0	0	**12**	0	0	1	0	**1**	0	0	0	0	**0**	24
% Heavy	0%	2.9%	0%	0%	**2.8%**	4.2%	1.5%	0%	0%	**1.7%**	0%	0%	2.8%	0%	**1.9%**	0%	0%	0%	0%	**0%**	2.0%

*L: Left, R: Right, T: Thru, U: U-Turn

Westone - TMC
Thu Dec 8, 2022
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy)
All Movements
ID: 1022794, Location: 29.645896, -82.623066, Site Code: Newberry Rd & NW 266th St

Provided by: Hagen Consulting Services
361 Strawder Road,
Ray City, GA, 31645, US



APPENDIX C: SEASONAL ADJUSTMENT

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 2600 ALACHUA COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	1.02	1.04
2	01/03/2021 - 01/09/2021	1.05	1.07
3	01/10/2021 - 01/16/2021	1.07	1.09
4	01/17/2021 - 01/23/2021	1.06	1.08
5	01/24/2021 - 01/30/2021	1.05	1.07
6	01/31/2021 - 02/06/2021	1.04	1.06
7	02/07/2021 - 02/13/2021	1.03	1.05
8	02/14/2021 - 02/20/2021	1.02	1.04
9	02/21/2021 - 02/27/2021	1.01	1.03
10	02/28/2021 - 03/06/2021	1.00	1.02
*11	03/07/2021 - 03/13/2021	0.98	1.00
*12	03/14/2021 - 03/20/2021	0.97	0.99
*13	03/21/2021 - 03/27/2021	0.97	0.99
*14	03/28/2021 - 04/03/2021	0.97	0.99
*15	04/04/2021 - 04/10/2021	0.97	0.99
*16	04/11/2021 - 04/17/2021	0.97	0.99
*17	04/18/2021 - 04/24/2021	0.97	0.99
*18	04/25/2021 - 05/01/2021	0.97	0.99
*19	05/02/2021 - 05/08/2021	0.98	1.00
*20	05/09/2021 - 05/15/2021	0.98	1.00
*21	05/16/2021 - 05/22/2021	0.99	1.01
*22	05/23/2021 - 05/29/2021	0.99	1.01
*23	05/30/2021 - 06/05/2021	0.99	1.01
24	06/06/2021 - 06/12/2021	0.99	1.01
25	06/13/2021 - 06/19/2021	1.00	1.02
26	06/20/2021 - 06/26/2021	1.01	1.03
27	06/27/2021 - 07/03/2021	1.02	1.04
28	07/04/2021 - 07/10/2021	1.04	1.06
29	07/11/2021 - 07/17/2021	1.05	1.07
30	07/18/2021 - 07/24/2021	1.05	1.07
31	07/25/2021 - 07/31/2021	1.04	1.06
32	08/01/2021 - 08/07/2021	1.03	1.05
33	08/08/2021 - 08/14/2021	1.03	1.05
34	08/15/2021 - 08/21/2021	1.02	1.04
35	08/22/2021 - 08/28/2021	1.01	1.03
36	08/29/2021 - 09/04/2021	1.00	1.02
37	09/05/2021 - 09/11/2021	1.00	1.02
38	09/12/2021 - 09/18/2021	0.99	1.01
39	09/19/2021 - 09/25/2021	0.98	1.00
40	09/26/2021 - 10/02/2021	0.98	1.00
41	10/03/2021 - 10/09/2021	0.97	0.99
42	10/10/2021 - 10/16/2021	0.96	0.98
43	10/17/2021 - 10/23/2021	0.97	0.99
44	10/24/2021 - 10/30/2021	0.97	0.99
45	10/31/2021 - 11/06/2021	0.98	1.00
46	11/07/2021 - 11/13/2021	0.99	1.01
47	11/14/2021 - 11/20/2021	0.99	1.01
48	11/21/2021 - 11/27/2021	1.00	1.02
49	11/28/2021 - 12/04/2021	1.01	1.03
50	12/05/2021 - 12/11/2021	1.01	1.03
51	12/12/2021 - 12/18/2021	1.02	1.04
52	12/19/2021 - 12/25/2021	1.05	1.07
53	12/26/2021 - 12/31/2021	1.07	1.09

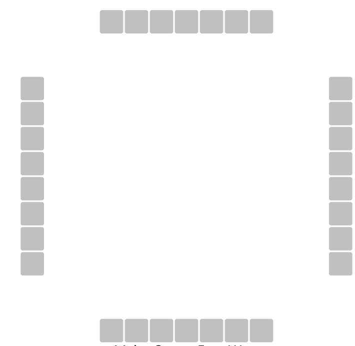
* PEAK SEASON

APPENDIX D: HIGHWAY CAPACITY ANALYSES

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	LTH	Intersection	Newberry Road & SW 266th Street
Agency/Co.	Hagen Consulting Services	Jurisdiction	Newberry-Alachua County
Date Performed	2/10/2023	East/West Street	Newberry Road (SR 26)
Analysis Year	2025	North/South Street	SW 266th Street
Time Analyzed	PM Peak	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Westone - No Build		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	1		0	1	0		0	1	0
Configuration		L		TR		L	T	R			LTR				LTR	
Volume (veh/h)		1	413	12		77	653	30		17	1	39		10	4	5
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

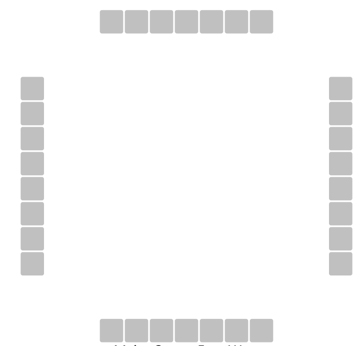
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1				80					59				20	
Capacity, c (veh/h)		883				1112					274				156	
v/c Ratio		0.00				0.07					0.22				0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.2					0.8				0.4	
Control Delay (s/veh)		9.1				8.5					21.8				31.5	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)	0.0				0.9				21.8				31.5			
Approach LOS	A				A				C				D			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	LTH	Intersection	Newberry Road & SW 266th Street
Agency/Co.	Hagen Consulting Services	Jurisdiction	Newberry-Alachua County
Date Performed	4/10/2023	East/West Street	Newberry Road (SR 26)
Analysis Year	2025	North/South Street	SW 266th Street
Time Analyzed	PM Peak	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Westone - Build Westone		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	1		0	1	0		0	1	0
Configuration		L		TR		L	T	R			LTR				LTR	
Volume (veh/h)		1	413	12		223	653	30		17	1	131		10	4	5
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized					No											
Median Type | Storage	Undivided															

Critical and Follow-up Headways

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

	EB U	EB L	EB T	EB R	WB U	WB L	WB T	WB R	NB U	NB L	NB T	NB R	SB U	SB L	SB T	SB R
Flow Rate, v (veh/h)		1				232					155				20	
Capacity, c (veh/h)		883				1112					303				71	
v/c Ratio		0.00				0.21					0.51				0.28	
95% Queue Length, Q_{95} (veh)		0.0				0.8					2.7				1.0	
Control Delay (s/veh)		9.1				9.1					28.8				74.5	
Level of Service (LOS)		A				A					D				F	
Approach Delay (s/veh)	0.0				2.2				28.8				74.5			
Approach LOS	A				A				D				F			