



ALLIGATOR DRIVE FUNCTIONAL CLASSIFICATION STUDY

Alligator Drive from Peninsula Point Gate
to S.R. 30/U.S. 98

Franklin County, Florida

Florida Department of Transportation
District Three
October 2020

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District Three has completed a Functional Classification Review for Alligator Drive in Franklin County, Florida. Alligator Drive is an 8.693-mile roadway that travels from Peninsula Point Gate on St. Joseph Peninsula to S.R. 30/U.S. 98 in the southeastern portion of Franklin County. Due to the length of this facility, and the apparent functional difference of the roadway portion located on the peninsula and the portion inland, it was decided to divide this review into two Segments. Segment 1 included the portion of roadway that travels along the peninsula from Peninsula Point Gate to Bald Point Road. Segment 2 covered the roadway portion from Bald Point Road to S.R. 30/U.S. 98.

Both segments of this roadway are currently classified as Minor Collectors in the Federal Highway Administration's (FHWA's) Function Classification System. Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide in relation to the total roadway network. Functional classification does carry with it expectations about each roadway's characteristics including design, speed, mobility, access, and relationship to surrounding land use. A roadway designated as a Collector generally serves residential and developing areas, connecting trips between Arterials and Local Roads. A Minor Collector serves both land access and traffic circulation in lower density residential and/or commercial properties. It should be noted in the guidance there is an exception to the "connectivity guidelines" with regards to Collector designations. A Collector can serve a major residential community and for topological regions (as in the case of Segment 1 - Alligator Drive along the peninsula), not connect at both ends to other roadways.

This study analyzed the guidelines found in the FHWA Office of Highway Policy Information's *Highway Functional Classification, Concepts, Criteria, and Procedures*, 2012 Edition (see Appendix A), and FDOT's *Urban Boundary and Functional Classification Handbook*, 2013, (see Appendix B) to determine the proper designations for the two segments of Alligator Drive. As outlined in the FHWA guidance, if there is ambiguity during the selection of the correct designation using the guidelines, a comparison of similar type surrounding roadways should be done, as well as an overall review of the classification percentage breakdown in the study area. The results of this analysis reflect that Segment 1 and Segment 2 are properly designated.

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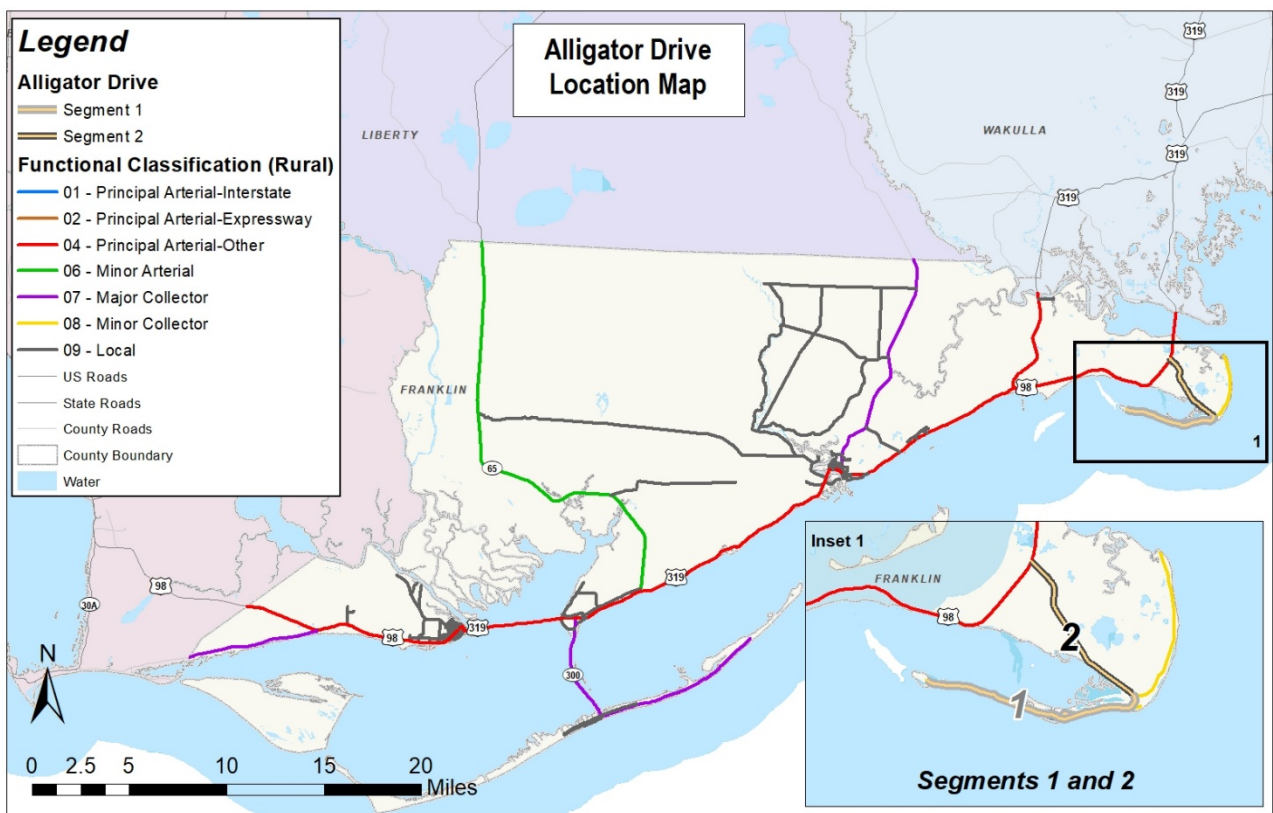
Appendices

- Appendix A: FHWA Guidance
- Appendix B: FDOT Guidance
- Appendix C: Traffic Report

1 Introduction

A request from local officials prompted a review of the Functional Classification of Alligator Drive in southeastern Franklin County to determine if it qualified for a change to Major Collector. Alligator Drive is an 8.693 mile roadway that travels from Peninsula Point Gate to S.R. 30/U.S. 98 and has a current Functional Classification of Minor Collector. Due to the length of this facility and the apparent difference in how it functions along the constrained peninsula versus how it functions from the peninsula to S.R. 30 (U.S. 98), the roadway was divided into two segments for study. Segment 1 included the portion of the roadway that travels along the peninsula from Peninsula Point Gate to Bald Point Road. Segment 2 covered the roadway portion from Bald Point Road to S.R. 30/U.S. 98. Please see Location Map below.

Figure 1: Location Map



2 Functional Classification Defined

Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Federal functional classification is required by the Federal Highway Administration (FHWA) and is used as a tool for the purpose of planning, budgeting, programming, and fiscal management decisions regarding federal, state and local highway programs. Functional Classifications are reviewed every 10 years to coincide with the decennial census. The Florida Department of Transportation (FDOT) District Three’s next cycle for review and update is planned for 2022.

2.1 Interim Revisions

In rural areas, functional classification designations are made jointly by FDOT and Local Governments and are subject to approval by FHWA. Generally, FHWA accepts revisions within the context of the decennial reevaluation. Interim reevaluations occur when there is an indication that a roadway usage has changed function. Local Governments may request reevaluations and those requests are generally completed within six months from the request date. This particular study was delayed due to FDOT guidance to limit traffic data collection because of restrictions in place during the COVID-19 pandemic. As a result, Traffic Counts were delayed until August 2020 for this study. This interim review centered on Alligator Drive in Franklin County, and whether its functional use had changed warranting a Functional Classification update from Rural Minor Collector to Rural Major Collector.

2.2 Description of Classes

There are five functional classification categories in rural and urban roads: principal arterial, minor arterial, major collector, minor collector, and local. Arterial, collector and local are the three broad categories. In rural areas like Franklin County, the categories are defined as the following.

1. Arterial: provide direct services between cities and larger towns to accommodate longer trip lengths.
2. Collectors: serve small towns and connect them to the arterial system.
3. Local: serve individual farms/neighborhoods/developments and ultimately tie to collectors.

Functional classification does carry with it expectations about each roadway’s characteristics including design, speed, mobility, access, and relationship to surrounding land use.

The following **Table 1** illustrates the relationship between Functional Classification and Travel Characteristics:

Table 1: Travel Characteristics

Functional Classification	Distance Served	Access Points	Speed Limit	Distance Between Routes	Usage (AADT)	Significance	# Travel Lanes
Arterial	Longest	Fewest	Highest	Longest	Highest	Statewide	More
Collector	↓	↓	↓	↓	↓	↓	↓
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

**FDOT Urban Boundary and Functional Classification Handbook*

2.3 Trip Purpose Criteria

FHWA’s Office of Highway Policy Information’s **Highway Functional Classification, Concepts, Criteria, and Procedures**, 2012 Edition, defines 12 trip purposes. The trip purposes are used to determine the functional classification of a roadway. The trip purposes are as follows:

1. Trip Purpose 1- Travel to and through urbanized areas.
2. Trip Purpose 2- Travel to and through small urban areas.
3. Trip Purpose 3- National defense.

4. Trip Purpose 4- Interstate and regional commerce.
5. Trip Purpose 5- Access to airports, seaports, and major rail terminals or intermodal transfer facilities.
6. Trip Purpose 6- Access to major public facilities.
7. Trip Purpose 7- Access to minor facilities.
8. Trip Purpose 8- Interconnection of major thoroughfares.
9. Trip Purpose 9- Interconnection of minor thoroughfares.
10. Trip Purpose 10- Access to concentrated property use areas.
11. Trip Purpose 11- Access to rural diffused property use areas and lower density urban residential and commercial/industrial areas.
12. Trip Purpose 12- Local access and circulation.

A principal arterial is classified with 2 or more trip purposes 1-7; minor arterial is classified as only 1 of trip purposes 1-7; major collector is classified as 1 or more of trip purposes 8-10; minor collector is classified as trip purpose 11; and local road is classified at trip purpose 12. Trip purposes are identified by concept of service and consideration of proximity.

2.4 Rural Collector System Characteristics

Collector is a designation used for roadways that “collect” traffic from Local Roads and connect that traffic to the Arterial roadway network. Collectors are broken into two categories: Major Collectors and Minor Collectors. According to the FHWA guidance referenced in this report and included in Appendix A, determination between these two classifications is “one of the biggest challenges in functionally classifying a roadway network”. Major Collectors generally have more traffic, have more signal-controlled intersections and serve more commercial development. After Major Collectors have been identified, Minor Collectors should be identified for clustered residential areas that have yet to be served by a roadway within higher classification categories. In rural areas, Minor Collectors should have approximately equal distance between Arterial or Major Collector routes for equal population densities, such that equitable service is provided to all rural areas of the State. Alligator Drive qualifies as a Rural Collector in its current state because it serves to gather traffic from local roadways and funnels it to the arterial network (S.R. 30/U.S. 98). Due to the rural nature of Franklin County, the following are the classifications found within the county for the Collector designation.

Major:

- Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intracounty importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas;
- Link these places with nearby larger towns and cities or with arterial routes;
- Serve the most important intracounty travel corridors;
- Longer in length, lower connecting driveway densities, higher speed limits, spaced at greater intervals, have higher annual average traffic volumes, and more travel lanes than Minor Collectors;
- Total mileage is typically lower than the total mileage of Minor Collectors, while it is 1/3 of the Local roadway network.

Minor:

- Spaced at intervals, consistent with population density, to collect traffic from local roads and to ensure that all developed areas are within a reasonable distance of a collector road;
- Provide service to smaller communities not served by a higher-class facility;
- Link locally important traffic generators with their rural surroundings.

3 Alligator Drive Characteristics

3.1 Mileage

Mileage can be a primary factor when considering functional classification of roadways. FHWA expects state DOTs to adjust mileage during the decennial review so states do not deviate from the acceptable ranges. Currently, the percentages in Franklin County compared to the required Florida state ranges can be found in the following **Table 2**.

Table 2: Functional Classification Mileage Percentages

Functional Classification	Franklin County %	Franklin County % with Proposed Change	FHWA Ranges
Principal Arterial Other Rural	22.67%	22.67%	2% - 6%
Minor Arterial Rural	8.97%	8.97%	2% - 6%
Major Collector Rural	12.38%	15.63%	8% - 19%
Minor Collector Rural	4.66%	1.41%	3% - 15%
Local Rural	51.32%	51.32%	62% - 74%

Source: FDOT Roadway Characteristics Inventory (RCI) Database and FHWA

This table illustrates the inconsistency of the Franklin County Functional Classification percentages compared to the statewide FHWA published guidelines. A review of these percentages reveal adding additional Major Collector mileage and reducing Minor Collector mileage would continue to make the numbers more disparate.

3.2 Traffic

Traffic volumes play an important role when determining the functional classification of a roadway, specifically when a roadway is on the threshold of a functional classification group. Because of the importance of traffic volume, the Average Annual Daily Traffic (AADT) was determined for the two segments. In August of 2020, traffic counts were taken at three locations along the corridor. Location 1 was just southeast of the S.R. 30/U.S. 98 intersection, Location 2 was north of Bald Point Road, and Location 3 was south of Bald Point Road.

The raw daily count averages for the two days were:

- Location 1 (SE of U.S. 98) – 1076
- Location 2 (NW of Bald Point Road) – 935
- Location 3 (S of Bald Point Road) - 798

After applying seasonal factors, and FDOT standard rounding conventions, the AADT was calculated as follows:

- Location 1 (SE of U.S. 98) – 1100
- Location 2 (NW of Bald Point Road) – 950
- Location 3 (S of Bald Point Road) – 800

A review of historical trends showed that there does not appear to be any significant effect from the COVID-19 pandemic. There is an FDOT site (490045) at the same point as Location 1. Utilizing the historical AADT from this site, it appears the Location 1 AADT of 1100 is in line with historical AADT at the site. The AADT for both Segment 1 and 2 is within the FHWA typical range of both the Minor (150-1,110) and Major Collector (300-2,600) Classifications according to the FHWA guidance. See **Appendix C** for the Traffic Analysis documentation.

3.3 Roadway Design

3.3.1 Typical Section

Lane widths, shoulder widths, divided/undivided, etc. are all characteristics used in the determination of Functional Classifications. Alligator Drive has a short section of 9' lane widths at the beginning of Segment 1, with the remainder generally 10' lane widths. The shoulders are predominantly 5' grassed shoulders and the roadway is undivided. These characteristics do not offer any significant differentiation between a Minor and Major Collector.

3.3.2 Accessibility and Mobility

Typically, roadways classified as Local and Minor Collectors have more access points to provide “Local” direct access to multiple properties. Conversely, higher classed roadways apply access management principles to limit this access. Roadways serve travel from and to specific locations. A review of the FDOT Roadway Characteristics Inventory (RCI) database does show that Segment 1 has significantly more intersections than Segment 2 with just over 4.5 intersections per mile. Segment 2 has just over 2.6 intersections per mile. The majority of the intersections on Segment 2 are associated with a 0.5 mile section of the roadway in an area known as the Alligator and Bald Point Community.

As outlined by FHWA, roadways service two primary travel needs: access to/egress from specific locations and travel mobility.

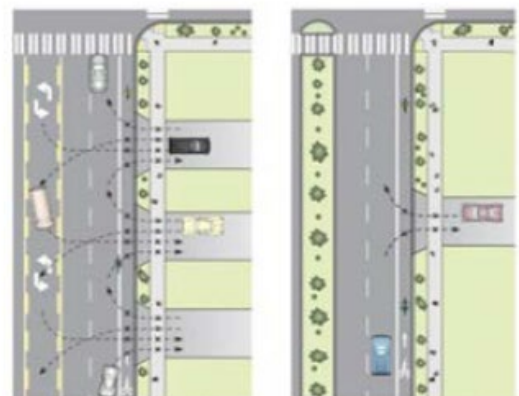


Figure 2: Mobility v/s Accessibility
Source: Ohio DOT

- Roadway mobility function: Has few opportunities for entry and exit and therefore low travel friction from vehicle access/egress
- Roadway accessibility function: Provides many opportunities for entry and exit, which creates potentially higher friction from vehicle access/egress

Alligator Road, Segment 1, from the Peninsula Park Gate to Bald Point Road, is a roadway traveled to a high degree by people that live or will stay on the peninsula and included a high number of intersections and driveway access points hence the roadway provides accessibility and offers little mobility to other destinations. Whereas Alligator Point Road from Bald Point Road to S.R. 30/U.S. 98 offers an arterial connection to/from Segment 1, Bald Point Rd., etc. serving other roadways and providing mobility. See **Figure 2** from Ohio DOT for an illustration of mobility versus accessibility functions and roadway design.

3.3.3 Speed Limit

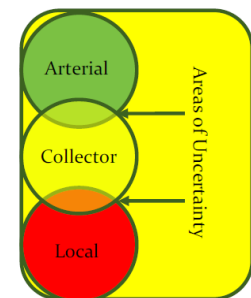
A relationship exists between posted speed limits and the functional classification of a roadway. Arterials have higher posted speeds and fewer intersections, while local roadways generally have more access points and intersections with lower posted speeds. Segment 1 has a posted speed limit of 25 MPH and 35 MPH, while Segment 2 has a posted speed limit of 45 MPH and 55 MPH.

4 Comparisons

Ambiguity in the classification determination process can be minimized with a review of the surrounding area and overall network. Because there are areas of uncertainty and overlapping ranges due to variances within the guidelines, it is the State DOT's responsibility to review the roadway in comparison to other roadways in the area, and other similar facilities in the region.

For instance, in Franklin County, the Major Collectors have an historical average AADT of over 2,000 for count year 2019. The Minor Collectors have an average AADT of 720. As previously stated, Segment 1 has an AADT of 800, and Segment 2 has an AADT of 950-1100. Likewise, similar peninsula roadways in the region along St. George Island and Cape San Blas, both Major Collectors, were also compared. The roadway along St. George Island has an AADT of 2,700, and along Cape San Blas, the AADT is 2,900. Neither Segment 1 nor Segment 2 has similar average AADTs to other Major Collectors in the region.

The average speed limit was also analyzed in Franklin County. For Major Collectors, the average posted speed is 47.6 MPH, and the average speed limit on Minor Collectors is 35 MPH. In comparison, Segment 1, near the marina at the beginning of the roadway, is 25 MPH then 35 MPH until the Bald Point Road intersection. The posted speed on Segment 2, from Bald Point Road to the boundary of the Alligator Point/Bald Point Community is 45 MPH. From the Community boundary to U.S. 98, it is 55 MPH. Segment 2's higher speed limit is similar to other regional Major Collectors; however, Segment 1 did not have a similar speed limit.



Source: FHWA

Figure 3: Areas of Uncertainty

5 Conclusion

Designating characteristics between Minor and Major Collectors include route lengths, connecting access opportunities, posted speeds, annual average daily traffic volumes, and travel service. The distinctions between Major Collectors and Minor Collectors are not straightforward. Generally, Major Collectors have lower driveway densities; higher speed limits; higher AADTs; and may have more travel lanes than Minor Collectors. Overall, Major Collectors offer mobility while Minor Collectors offer access.

Utilizing an analysis of the roadway characteristics of Alligator Drive, Segment 1, from Peninsula Point Gate to Bald Point Road, should remain a Rural Minor Collector. While the roadway design would classify the roadway as either a Major or Minor Collector, the qualitative description, trip purposes, AADT, and speed limit reflect more similarities with the Rural Minor Collector designation. In addition, for a shift from Minor to Major Collector, Alligator Drive would need to have one of the trip purposes 8-10 and/or meet the qualitative descriptions outlined by FHWA. With the limited expansion opportunities of Alligator Drive in Segment 1, future development is not expected to trigger one of the previous criteria.

Utilizing the FHWA criteria, Alligator Drive Segment 2, from Bald Point Road to S.R. 30/U.S. 98, has characteristics of both Minor and Major Collector Designations. This segment services other roadways, providing mobility through Bald Point State Park and the Alligator and Bald Point Communities, and a connection to the arterial facility of S.R. 30/U.S. 98 allowing for Trip Purpose 9. Segment 2 also offers fewer access points and is posted at a higher speed. However, the daily traffic volumes are low and not in line with other regional Major Collectors.

Prior to any change in designation, a regional review of Franklin County designations should occur. FHWA guidance outlines distribution characteristics for roadway functional classifications. Currently, the functional classes of Franklin County roadways are not within the published tolerances and any reduction to Minor Collector Mileage will exacerbate this issue. As a result, a change is not recommended at this time until a regional review during the decennial update is completed.

APPENDIX A/B

Highway Functional Classification Concepts, Criteria and Procedures - (2013 Edition) U.S. Department of Transportation Federal Highway Administration (FHWA)

Urban Boundary and Functional Classification Handbook - (February 2013) - Classification of highways by the way they function relative to the highway network.

APPENDIX C

Description: ALLIGATOR DR SOUTH OF BALD POINT RD
 Start Date: 08/11/2020
 Start Time: 1100

Direction: B

Time	1st	2nd	3rd	4th	Total
0000	1	0	0	0	1
0100	0	2	0	0	2
0200	0	1	1	0	2
0300	0	0	0	0	0
0400	0	1	0	0	1
0500	2	1	1	1	5
0600	0	2	4	5	11
0700	3	5	9	14	31
0800	12	9	10	17	48
0900	8	10	20	21	59
1000	18	14	14	11	57
1100	23	21	29	13	86
1200	24	15	13	26	78
1300	19	19	20	12	70
1400	12	15	11	16	54
1500	18	18	15	7	58
1600	8	14	8	20	50
1700	12	7	12	8	39
1800	13	13	8	4	38
1900	7	9	4	3	23
2000	7	5	5	8	25
2100	1	1	0	1	3
2200	1	3	0	1	5
2300	0	0	1	0	1
24-Hour Totals:					747

Peak Volume Information

	Hour	Volume
A.M.	845	55
P.M.	1245	84
Daily	1115	87

Description: ALLIGATOR DR SOUTH OF BALD POINT RD
 Start Date: 08/12/2020
 Start Time: 1100

Direction: B

Time	1st	2nd	3rd	4th	Total
0000	0	0	0	0	0
0100	0	0	2	1	3
0200	0	0	0	0	0
0300	0	1	1	1	3
0400	0	2	0	3	5
0500	0	1	1	1	3
0600	0	1	1	7	9
0700	3	7	12	4	26
0800	17	8	14	9	48
0900	15	14	17	15	61
1000	15	9	10	19	53
1100	13	13	17	19	62
1200	24	18	20	23	85
1300	11	21	18	20	70
1400	18	18	19	14	69
1500	10	21	18	28	77
1600	16	13	24	22	75
1700	20	17	9	15	61
1800	10	16	12	10	48
1900	8	9	6	15	38
2000	9	11	6	9	35
2100	3	1	3	4	11
2200	1	2	0	0	3
2300	2	0	1	0	3
24-Hour Totals:					848

Peak Volume Information

	Hour	Volume
A.M.	845	55
P.M.	1200	85
Daily	1200	85

Description: ALLIGATOR DR NW OF BALD POINT RD
 Start Date: 08/11/2020
 Start Time: 1100

Direction: B

Time	1st	2nd	3rd	4th	Total
0000	1	0	0	0	1
0100	0	2	0	0	2
0200	1	0	1	0	2
0300	0	0	0	0	0
0400	0	1	0	0	1
0500	2	1	1	1	5
0600	0	2	4	7	13
0700	4	9	10	13	36
0800	14	10	13	16	53
0900	16	13	26	27	82
1000	23	15	15	17	70
1100	28	22	26	20	96
1200	26	22	16	28	92
1300	19	20	26	14	79
1400	11	20	14	19	64
1500	21	18	22	9	70
1600	11	19	10	21	61
1700	15	8	13	8	44
1800	17	13	10	6	46
1900	8	9	4	3	24
2000	10	7	6	9	32
2100	3	2	1	1	7
2200	0	3	0	1	4
2300	0	0	1	0	1
24-Hour Totals:					885

Peak Volume Information

	Hour	Volume
A.M.	845	71
P.M.	1245	93
Daily	1100	96

Description: ALLIGATOR DR NW OF BALD POINT RD
 Start Date: 08/12/2020
 Start Time: 1100

Direction: B

Time	1st	2nd	3rd	4th	Total
0000	1	0	0	0	1
0100	0	0	2	1	3
0200	0	0	0	0	0
0300	0	1	1	1	3
0400	0	2	0	4	6
0500	0	1	1	1	3
0600	0	1	1	9	11
0700	5	9	15	7	36
0800	20	10	16	9	55
0900	21	14	15	14	64
1000	21	11	11	23	66
1100	17	17	21	17	72
1200	24	18	22	27	91
1300	11	24	17	22	74
1400	20	21	26	14	81
1500	10	19	21	30	80
1600	18	14	27	24	83
1700	20	22	11	18	71
1800	13	22	13	13	61
1900	14	13	11	17	55
2000	9	17	9	7	42
2100	6	4	3	4	17
2200	2	3	0	0	5
2300	2	1	2	0	5
24-Hour Totals:					985

Peak Volume Information

	Hour	Volume
A.M.	830	60
P.M.	1630	93
Daily	1630	93

Description: ALLIGATOR DR SE OF US 98
 Start Date: 08/11/2020
 Start Time: 1100

Time	Direction: B				Total
	1st	2nd	3rd	4th	
0000	2	0	0	0	2
0100	1	0	1	0	2
0200	1	1	1	0	3
0300	0	0	0	0	0
0400	1	1	0	1	3
0500	1	1	1	1	4
0600	1	2	4	13	20
0700	11	14	14	21	60
0800	17	13	11	15	56
0900	18	20	20	33	91
1000	35	14	18	27	94
1100	36	28	24	31	119
1200	24	23	30	23	100
1300	25	24	22	19	90
1400	12	19	25	20	76
1500	18	25	28	18	89
1600	11	22	17	18	68
1700	11	10	12	10	43
1800	12	12	10	7	41
1900	11	8	11	3	33
2000	4	8	7	6	25
2100	3	2	1	1	7
2200	0	0	0	1	1
2300	0	0	1	0	1

 24-Hour Totals: 1028

Peak Volume Information

	Hour	Volume
A.M.	845	73
P.M.	1230	102
Daily	1100	119

Description: ALLIGATOR DR SE OF US 98
 Start Date: 08/12/2020
 Start Time: 1100

Direction: B

Time	1st	2nd	3rd	4th	Total
0000	1	1	0	0	2
0100	0	1	1	1	3
0200	0	0	0	0	0
0300	1	0	1	0	2
0400	2	2	0	4	8
0500	0	1	0	4	5
0600	0	1	5	12	18
0700	14	10	14	17	55
0800	15	10	20	14	59
0900	18	14	16	26	74
1000	18	15	13	24	70
1100	21	17	27	22	87
1200	25	28	24	25	102
1300	18	23	21	22	84
1400	19	24	25	24	92
1500	14	17	23	33	87
1600	24	21	26	30	101
1700	18	25	15	18	76
1800	14	22	18	14	68
1900	11	13	12	23	59
2000	14	16	7	9	46
2100	4	4	6	0	14
2200	3	3	1	1	8
2300	0	5	4	0	9
24-Hour Totals:					1129

Peak Volume Information

	Hour	Volume
A.M.	830	66
P.M.	1545	104
Daily	1545	104

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 49 - FRANKLIN

SITE: 0045 - C370 (ALLIGATOR POINT RD) - 300' SE OF SR 30(US98)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	950 C	E	0	W	0	9.50	63.30	10.60
2018	1000 F		0		0	9.50	63.30	10.40
2017	1000 C	E	0	W	0	9.50	64.70	9.30
2016	1100 C	E	0	W	0	9.50	64.70	9.10
2015	800 C	E	0	W	0	9.50	63.70	9.00
2014	750 C	E		W		9.50	61.90	9.10
2013	750 C	E	0	W	0	9.50	62.80	10.20
2012	800 C	E	0	W	0	9.50	60.40	6.50
2011	800 C	E	0	W	0	9.50	64.10	8.90
2010	700 C	E	0	W	0	17.40	66.60	10.10
2009	850 C	E	0	W	0	16.92	64.60	9.50
2008	900 C	E	0	W	0	17.47	70.00	13.30
2007	950 C	E	0	W	0	16.38	62.18	11.10
2006	1100 C	E	0	W	0	14.74	61.15	8.90
2005	800 C	E		W		15.20	55.20	9.60
2004	1200 C	E		W		15.80	64.20	10.00

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