

#### TRANSPORTATION ANALYSIS

#### DESOTO MINE

Prepared For

#### MOSAIC FERTILIZER, LLC

Prepared By



LINCKS & ASSOCIATES, INC. Engineers - Planners Tampa, Florida

#### TRANSPORATION ANALYSIS

**DESOTO MINE** 

**Prepared For** 

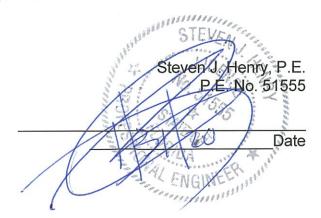
#### MOSAIC FERTILIZER, LLC

Prepared By

LINCKS & ASSOCIATES, INC. 5023 West Laurel Street Tampa, Florida 33607 813-289-0039 State of Florida Authorization No. EB0004638

> Revised January, 2020 Revised July, 2016 February, 2013

> > Project No. 11131





#### TABLE OF CONTENTS

#### <u>Page</u>

Introduction	1
Project Description	1
Estimated Project Traffic	
Project Trip Distribution	
Adjacent Transportation Facilities	
Mine Life	
Percent Level of Service Determination	6
Concurrency Determination	6
Appendix	

#### LIST OF TABLES

1	Four Corners Mine Trip Generation	4
	Desoto Mine Trip Generation	
	Percent Level of Service Consumed	
4	Concurrency Analysis	9

#### LIST OF FIGURES

1	Project Location	2
•		-



#### INTRODUCTION

The purpose of this report is to provide the Transportation Analysis for the proposed mine to be located within western Desoto County along SR 70, as shown in Figure 1. This analysis was conducted in accordance with the criteria outlined in Florida Statute 380.06(24)(t), Florida Administrative Code 9J-2.045 and is consistent with the following Desoto County regulations:

- Desoto County Comprehensive Plan Traffic Circulation Element
- Desoto County Comprehensive Plan Capital Improvement Element
- Desoto County Land Development Regulation Article 5 Concurrency Determination
- Desoto County Phosphate Mining Ordinance (Ord. #2012-06) Section 2 Phosphate Mining Master Plan and Section 3 – Operating Permit

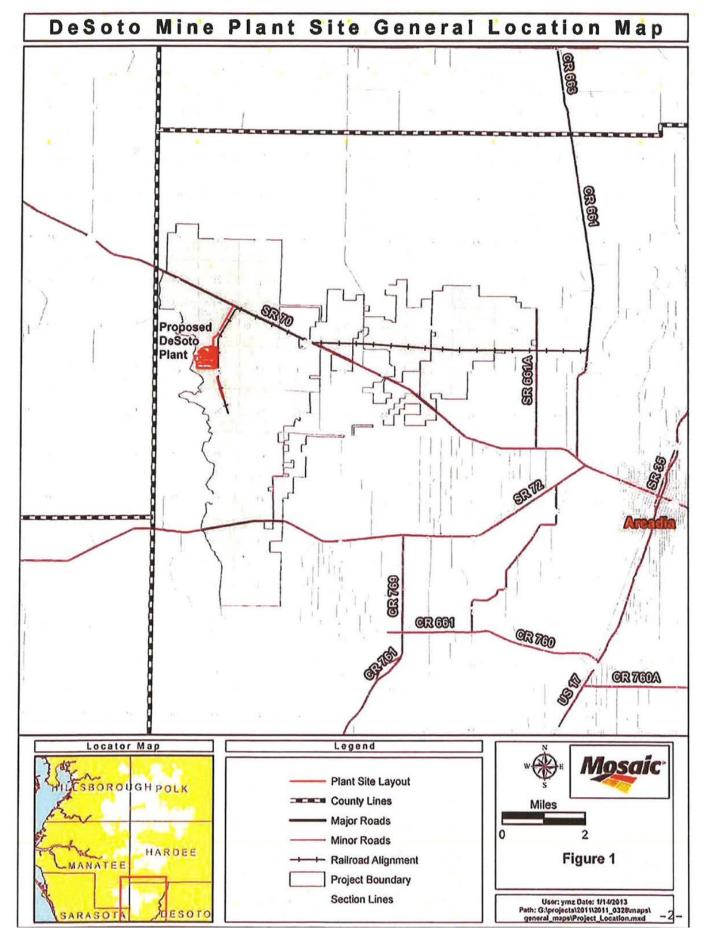
This report was conducted in accordance with the methodology outlined in the letter to Bartley Arrington, dated February 5, 2013 and the comments provided by Wade Trim, dated April 16, 2013. Both of these documents are included in the appendix of this report.

#### PROJECT DESCRIPTION

Mosaic Fertilizer, LLC proposes to develop the mine along SR 70 within Desoto County. The mine is to consist of the following:

- At full capacity the mine is estimated to have approximately 300 employees.
- The product from the mine is to be shipped via rail.
- The access to the main plant area is to be via SR 70.







#### ESTIMATED PROJECT TRAFFIC

The Institute of Transportation Engineers' (ITE) <u>Trip Generation Manual</u>, 10<sup>th</sup> Edition, 2017, does not contain trip generation data for a mine. Therefore, the trip generation utilized in this analysis was estimated based on data from the Four Corners Mine. The Desoto Mine is proposed to operate similar to the Four Corners Mine except the product from the Desoto Mine is to be shipped via rail, whereas the product is shipped via truck from the Four Corners Mine. Therefore, the following methodology was utilized to estimate the traffic associated with the Desoto Mine:

- 1) AM and PM peak hour counts were conducted at the Four Corners Mine entrance road to the plant.
- 2) During the counts in # 1, above, the number of product trucks was documented.
- 3) As of the date of the counts, there were 567 employees at the Four Corners Mine of which approximately 300 employees report to work at the Four Corners plant.
- 4) These trip rates were applied to the projected mine employees to estimate the traffic associated with the proposed Desoto Mine.

Table 1 summarizes the peak hour trip generation for the existing Four Corners Mine.

As shown in Table 2, the Desoto Mine is estimated to attract approximately 36 trip ends during the AM street peak hour and 55 trip ends during the PM street peak hour.

#### PROJECT TRIP DISTRIBUTION

The following distribution of project traffic was estimated based on development in the vicinity of the mine:



TABLE 1

## FOUR CORNERS MINE TRIP GENERATION (MINE ENTRANCE ROAD TO FOUR CORNERS PLANT)

ivery	Total	36	55
loyee/Del	In Out To	19 17 36	38
Emp	의	19	17
s (1)	Total	22 23 45	4
ect Truck	<u>In Out Total</u>	23	ω
Proj	드	22	9
	Total	81	69
Total (1)	Out Total	41 40 81	46
	드	41	23
	Employees	300	300
Time	<u>Period</u>	AM Street Peak Hour (8:00 AM to 9:00 AM)	PM Street Peak Hour (4:00 PM to 5:00 PM)

(1) Source: Video and machine count conducted by Lincks & Associates, Inc. on April 11, 2012, at the Four Corners Mine.

LINCKS & ASSOCIATES, INC.

TABLE 2

## DESOTO MINE TRIP GENERATION (MINE ENTRANCE ROAD TO FOUR CORNERS PLANT)

/ery		Total	36	55
Employee/Delivery	Trip Ends	<u>Out</u>	17	38
Emple	Т	듸	19	17
		Employees	300	300
	Time	Period	AM Street Peak Hour (8:00 AM to 9:00 AM)	PM Street Peak Hour (4:00 PM to 5:00 PM)

(1) Based on estimated trip generation at the Four Corners Mine.



- 50% to and from the east (via SR 70)
- 50% to and from the west (via SR 70)

#### ADJACENT TRANSPORTATION FACILITIES

As shown in Figure 1, the site is located south of SR 70 and east of the Manatee/Desoto County line. SR 70 is currently a two lane, undivided facility in the vicinity of the project with a posted speed limit of 60 MPH.

According to the Desoto County and FDOT five-year work programs, there are no capacity adding improvements budgeted in the vicinity of the project.

#### MINE LIFE

It is anticipated mining activities will start by 2025. The mine is projected to have a 15 year life.

#### PERCENT LEVEL OF SERVICE DETERMINATION

Table 3 provides the determination of the percentage of the adopted level of service capacity consumed by the project traffic. As shown in Table 3, the project traffic would consume less than 5% of the adopted level of service of SR 70 in the vicinity of the project.

#### CONCURRENCY DETERMINATION

A concurrency evaluation was conducted for SR 70 within the vicinity of the project based on the following formula:

> CLOS-ED = Surplus / Capacity CLOS = Total Capacity at adopted level of service ED = Existing Demand



TABLE 3

# PERCENT LEVEL OF SERVICE CONSUMED

LINCKS & ASSOCIATES, INC.

Project Percent	Colisuined	3.5%	3.4%	1.7%
		28	27	27
Adopted LOS	<u>Capacity (1)</u>	062	062	1,550
Adopted		o	o	ပ
Number of A	Lanes	2	2	7
Ĥ	2	Project	NE Pine Level Street	CR 661
Ľ		Desoto County Line	Project	NE Pine Level Street
	Roadway	SR 70		

(1) Source: 2012 FDOT Quality/Level of Service Handbook.

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Table 4 provides the concurrency analysis for the project. As shown, there is a surplus capacity within the vicinity of the project.



### TABLE 4

## **CONCURRENCY ANALYSIS**

Roadway	FDOT Count Station	From	To	Exist	ing Traffic WB	c (1) Total	EB	Capacity WB	Total	Sur	olus/Capa WB	acity Total
SR 70	0068	Road	NE Pine Level Street 257 196 453	257	196	453	430	360	430 360 790	173 164 337	164	337
	0002	NE Pine Level Street	CR 72	389	343	343 732	850	700	1,550	461	357	818
	0022	CR 72	US 17	622	708	708 1,330	200	850	1,550	78	142	220
(1) FDOT	counts - S	(1) FDOT counts - See Appendix.										





#### APPENDIX

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METHODOLOGY



LINCKS & ASSOCIATES, INC.



February 5, 2013

Mr. Bartley E. Arrington, PE Manager, Mine Permitting The Mosaic Company FishHawk Headquarters 13830 Circa Crossing Drive Lithia, FL 33547

Re: DeSoto Mine Lincks Project No. 11131

Dear Mr. Arrington,

The purpose of this letter is to establish the methodology to be utilized in the Transportation Analysis for the proposed mine to be located along SR 70 in Desoto County, as shown in Figure 1. In the preparation of the methodology, we have reviewed the following documents regarding any criteria that may be required to evaluate the project from a transportation standpoint.

- Desoto County Comprehensive Plan
   Traffic Circulation Element
- Desoto County Comprehensive Plan
   Conceptual Improvement Element
- Desoto County Land Development Regulations
   Article 5 Concurrency Determination
- Desoto County Phosphate Mine Ordinance
   Section 3 Operating Permit, Subset D Standard for Operating Permit Issues
- Florida Statute 380.06
   Developments of Regional Impact, (24) Statute of Exemptions
- Florida Administrative Code 9J-2.045
  Transportation Uniform Standard Rule

Based on the above, we propose the following methodology to evaluate the Traffic Impacts of the project:

5023 West Laurel Street Tampa, Florida 33607 813 289 0039 Telephone 813 287 0674 Telefax www.lincks.com Website Mr. Bartley E. Arrington, PE February 5, 2013 Page 2

#### Trip Generation

The Institute of Transportation Engineers' (ITE) <u>Trip Generation</u>, 9<sup>th</sup> Edition, 2012, does not contain trip generation data for mines. Therefore, we propose to utilize the trip generation data from the existing Four Corners Mine to establish the traffic associated with the Desoto Mine. The product from the Four Corners Mine is shipped via truck whereas the product from the Desoto Mine will be shipped via rail. Therefore, the trip generation for the Four Corners Mine will document the product traffic versus employee/deliveries. The independent variable to establish the trip generation will be employees.

Table 1 summarizes the trip generation for the Four Corners Mine and Table 2 summarizes the trip generation for the Desoto Mine.

#### Distribution

The distribution of the project traffic will be estimated based on residential and employment centers within the vicinity of the project.

#### Study Network

The study network includes the regional roadways in which the peak hour project traffic consumes 5% or more of the adopted level of service of the roadway.

#### Background Traffic

The following methodology will be utilized to determine the background traffic to be utilized in the analysis.

- 1) Lincks & Associates, Inc. will obtain/conduct PM peak hour counts along the roadways within the study network.
- 2) The counts will be adjusted to peak season based on the FDOT Seasonal Adjustment Factors for Desoto County.
- 3) The peak season peak hour traffic will be factored to the buildout year of the mine based on historical growth rates in the vicinity of the project.

#### Link Analysis

Link analysis will be conducted for those roadways in which the project traffic consumes 5% or more of the adopted level of service.

Mr. Bartley E. Arrington, PE February 5, 2013 Page 2

#### Intersection Analysis

Intersection capacity analysis will be conducted for the intersections along the roadways in which the project traffic consumes 5% or more of the adopted level of service of the roadways.

#### Improvements/Mitigation

If any improvements are required to allow the roadway(s)/intersection(s) to operate at an acceptable level of service, those improvements will be identified in the analysis.

If you have any further questions regarding this matter, please do not hesitate to contact me.

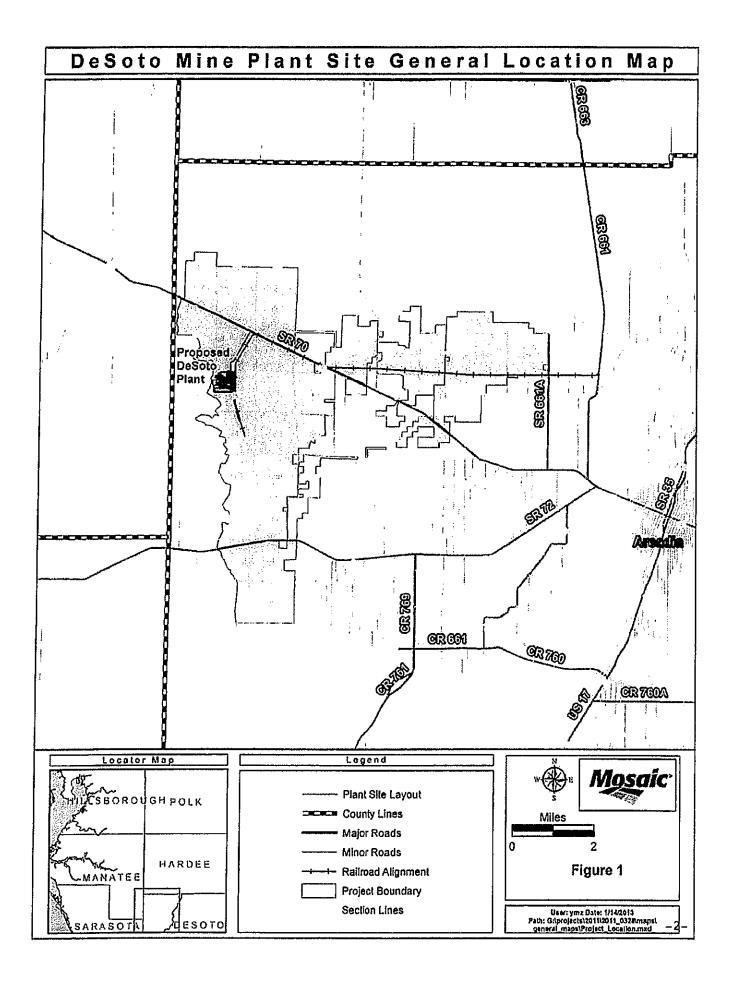
Sincerely,

LINCKS & ASSOCIATES, INC.

1 for

Steven J. Henry, P.E. President

SJH/cvc



LINCKS & ASSOCIATES, INC.

TABLE 1

FOUR CORNERS MINE TRIP GENERATION [ Mine Entrance Road to Four Corners Plant]

Total	141	36		135	55		
Ö	22	17		100	38		
<u>=</u>	119	19		35	17		
ont	19	23		15	ω		
드	22	22		10	9		
Fotal	182	81		160	69		
Ort	41	40		115	46		
드	141	41		45	23		
<u>Employees</u>	300	300		300	300		
<u>Peak Hour</u>	Generator (6-7 AM)	Street (8-9 AM)		Generator (3-4 PM)	Street (4-5 PM)		
	Employees In Out Total In Out Total	Employees         In         Out         Total         In         Out         Total           1)         300         141         41         182         22         19         41	Employees         In         Out         Total         In         Out         Total           300         141         41         182         22         19         41           300         41         40         81         22         23         45	Employees         In         Out         Total         In         Out         Total           300         141         41         182         22         19         41           300         41         40         81         22         23         45	Employees         In         Out         Total         In         Out         Total           300         141         41         182         22         19         41           300         41         40         81         22         23         45           300         45         115         160         10         15         25	Peak Hour         Employees         In         Out         Total         In         Out         Iotal         Iotal	Employees         In         Out         Total         In         Out         Total           300         141         41         182         22         19         41           300         41         40         81         22         23         45           300         45         115         160         10         15         25           300         23         46         69         6         8         14

(1) Source: Video and machine count conducted by Lincks & Associates, Inc. on April 11, 2012 at the Four Comers Mine.

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LINCKS & ASSOCIATES, INC.

(1) Based on estimated trip generation at the Four Corners Mine.

livery (1)	<u>Total</u> 141 36	135 55
Employee/Delivery Trip Ends (1)	9 22 1 1	38 38
Empl	년 19 19	35 17
	Employees 300 300	300 300
	<u>Peak Hour</u> Generator (6-7 AM) Street (8-9 AM)	Generator (3-4 PM) Street (4-5 PM)

TABLE 2

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DESOTO MINE TRIP GENERATION [ Mine Entrance Road to DeSoto Plant]

#### WADE TRIM COMMENTS



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#### Review of DeSoto Mine Pre-Application Document Transportation Methodology & Analysis

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Prepared by: Wade Trim, Inc. 8745 Henderson Road, Suite 220 Tampa, FL 33634 April 16, 2013

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#### Introduction

The Mosaic Company is proposing a new phosphate mine in western DeSoto County along SR 70. Lincks & Associates, Inc., on behalf of The Mosaic Company, prepared a pre-application transportation analysis of the proposed phosphate mine ("DeSoto Mine Pre-Application Document Transportation Methodology & Analysis" dated March 2013). Wade Trim, Inc. was tasked by DeSoto County to review the pre-application transportation analysis to assure compliance with the County's Phosphate Mining Ordinance (Ordinance 2012-06), Comprehensive Plan, and Land Development Regulations, and to assure the use of professional acceptable analysis.

The following provides comments and recommendations on the submitted pre-application transportation analysis.

#### **Comments/Recommendations**

The comments and recommendations are assembled in sequence with the information provided within the pre-application transportation analysis. Please note that the transportation analysis is comprised of a methodology letter from Steven J. Henry, P.E., Lincks & Associates, Inc. to Bartley Arrington, P.E., The Mosaic Company, dated March 5, 2013, and the actual transportation analysis. Because the methodology is also contained within the actual transportation analysis. These comments and recommendations reference back to the actual transportation analysis. These comments and recommendations may also necessitate revision to the methodology letter. As applicable, references to the appropriate County code provision or other regulatory or professionally accepted practice will be noted as part of the comment or recommendation.

#### Introduction – page 1

Comment: The introduction references the development of the transportation analysis consistent with the provisions of Florida Statute 380.06(24)(t) and Florida Administrative Code 9J-2.045. These references are appropriate given SR 70 is under the Florida Department of Transportation's (FDOT) jurisdiction and impacts to SR 70 from the proposed phosphate mine must be reviewed and approved by FDOT. However, the review of the transportation analysis must also be consistent with the regulations of DeSoto County.

Recommendation:

Revise the introduction to also reflect consistency with the following DeSoto County regulations:

- DeSoto County Comprehensive Plan Traffic Circulation Element;
- DeSoto County Comprehensive Plan Capital Improvement Element;

- DeSoto County Land Development Regulations Article 5 Concurrency Determination; and
- DeSoto County Phosphate Mining Ordinance (Ord. #2012-06) Section 2 – Phosphate Mining Master Plan and Section 3 – Operating Permit.

#### Project Description – page 1

Comment: The project description states the proposed mine will have a maximum of 300 employees at full capacity. It is important that this level of 300 employees is maintained consistently throughout the entire application process (not only within the transportation analysis) to maintain consistency in the overall analysis of the potential impacts of the proposed mine.

The project description states that the product will be shipped via rail. The submitted transportation analysis has no information regarding this proposed rail service and its impact on the county's transportation system. Section 2.B.19, DeSoto County Phosphate Mining Ordinance (Ord. # 2012-06), which identifies the analysis required for the review and approval of the Phosphate Mining Master Plan, states (*emphasis added*):

"A transportation analysis, to include estimates of vehicular and <u>rail</u> <u>traffic</u> and any other mode of transportation of materials and products leaving the applicant's property, and of raw materials entering the applicant's property, with emphasis given to any disruption of normal traffic movements caused by, and <u>any increase in rail movements</u>, vehicular traffic and <u>road deterioration</u> resulting from, the proposed phosphate mining activities."

The submitted transportation analysis only addresses the potential impact of vehicular traffic. It is silent to the impact of rail activity and potential road deterioration. Consequently, the submitted transportation analysis is not consistent with the requirements of the DeSoto County Phosphate Mining Ordinance.

#### **Recommendation:**

- Maintain consistency of 300 employees throughout the application.
- Revise transportation analysis to address the impact of rail on the county's transportation network. It is understood that the applicant will be pursuing the permitting of new rail crossings with FDOT and the County. It is acceptable to utilize the analysis prepared for the permitting of the new rail crossings to meet this requirement.

 Revise the transportation analysis to address existing road conditions (physical) and potential impact of project traffic to the road conditions.

#### Estimated Project Traffic – pages 1-5

- Comment: The use of trip generation data from the existing Four Corners Mine to estimate trip generation from the proposed DeSoto Mine and the results of Table 1 and Table 2 are acceptable professional practices given the absence of trip generation data from the Institute of Transportation Engineers (ITE) <u>Trip</u> <u>Generation</u>, 9<sup>th</sup> Edition, 2012. However, as stated above, there is no information provided regarding the amount of anticipated rail traffic.
- Recommendation: Provide information regarding the anticipated amount of rail traffic for analysis as stated above.

Project Trip Distribution - page 6

- Comment: The methodology to distribute traffic based on the location of residential and employment centers in relation to the project site is an acceptable professional practice. However, there is no analysis showing how the 50%/50% split was calculated.
- Recommendation: Provide analysis showing how the 50%/50% split was determined.

Adjacent Transportation Facilities – page 6

Comment: No comments. Acceptable as written.

Recommendation: No recommendations.

Mine Life – page 6

Comment: Acceptable as written.

Recommendation: No recommendations.

Percent Level of Service Determination – pages 6-8

Comment: The analysis includes a calculation of the proportion of the capacity of SR 70, based on the adopted level of service (LOS) from the County's Comprehensive Plan, that is consumed by the additional proposed mine trips. The methodology utilized relies on the Development of Regional Impact (DRI) Transportation Rule (F.A.C. 9J-2.045) that states if a proposed project consumes less than 5% of the level of service capacity of a road, then no analysis is required. Although phosphate mines are no longer considered DRIs [F.S. 380.06(24)(t)], the fact that the proposed mine is located on SR 70, which is under the jurisdiction of FDOT and is part of the State's Strategic Intermodal System (SIS) as an "Emerging SIS Facility", FDOT is required to assess the impact of the proposed mine on SR 70 based on the DRI Transportation Rule. However, the County still retains the right to implement its own local regulations. The County's procedure for determining concurrency is within the County Land Development Regulations (Article 5 – Section 5101). The County's procedure is a simple calculation of:

(CLOS + AC) – (ED + OAD) = Surplus/Deficit CLOS = Total Capacity at Adopted Level of Service AC = Additional Capacity from Committed Improvements ED = Existing Demand OAD = Other Approved Demand Unbuilt Developments

Given the current conditions in the County, the equation for this analysis can be simplified to:

CLOS-ED = Surplus/Capacity CLOS = Total Capacity at Adopted Level of Service ED = Existing Demand

If the results of this equation confirm there is surplus capacity, then it is fully confirmed no additional analysis is required. If a deficit is determined, then discussions should occur between the County and the applicant regarding appropriate mitigation that may be needed.

In review of Table 3 – Percent Level of Service Consumed, the following items should be further explained, revised or corrected:

The limits of the transportation analysis are from the DeSoto County line east to CR 661. Please provide explanation as to the termination of the analysis at CR 661 and not extending to US 17.

The Adopted LOS Capacity within Table 3 (1,550) is based on the FDOT's Peak Hour Two-Way Direction Generalized Table. However, Objective 1.1 and its policies of the Traffic Circulation Element of the County's Comprehensive Plan, which adopts the LOS for roads, are based on Peak Hour Peak Direction LOS standards. Also, the area type assumed for the LOS capacity within Table 3 is based on the "Developed Area less than 5,000" classification with FDOT's Generalized Table. However, the County's Traffic Circulation Element of the Comprehensive Plan, in Table II-2 of the Data and Analysis, states the current classification of SR 70 from the County line to CR 661 as "Rural Undeveloped". Table II-3 of the Data Analysis, which reflects anticipated future 2030 conditions, does upgrade the classification for this segment of SR 70 to "Rural Developed" (similar to the FDOT "Developed Area less than 5,000"). Based on a review of the existing development pattern along this corridor, it is more appropriate to analyze the segment of SR 70 from the County line east to NW Pine Level Street as "Rural Undeveloped" and maintain the "Developed Area Less than 5,000" classification on the segment from NW Pine Level Street to the eastern terminus of the analysis.

Recommendation: The following items should be further explained, revised or corrected:

- Provide calculation consistent with County Land Development Regulations (Article 5 – Section 5101): CLOS-ED = Surplus/Capacity.
- Explain justification of terminating the analysis at CR 661 and not extending to US 17.
- Revise the Adopted LOS Capacity within Table 3 to reflect capacity based on the FDOT 2012 Quality/Level of Service Handbook Peak Hour Directional Generalized Table with the classification from the County line to NE Pine Level Street as "Rural Undeveloped" (430 vehicles) and the remainder of the analysis segment as "Developed" (850 vehicles).

#### General Items

A unique aspect of the submitted transportation analysis for the proposed DeSoto Mine is the timing of the actual development and operation of the mine. The analysis states that the mine is proposed to start activities in 2021 and continue through 2036. This 13 year gap from the 2013 transportation analysis to start of impact in 2021 is somewhat a cause of concern given the potential for unforeseen changes, particularly outside the jurisdiction of the County, on SR 70 (i.e. development activities in Manatee County). It would be beneficial to include a condition as part of the development order for the Phosphate Mine Master Plan to require the transportation analysis be updated within 12 months prior to the start of operation of the mine in 2021 and again updated within 12 months prior to the renewal of each of its five (5)-year operating permits. These updates would then reflect the actual background traffic conditions at the time of operation and also document the actual impact of the mine operation during its mine life.

It appears from the submitted transportation analysis; the only connection point for vehicular access is along SR 70. Because SR 70 is under the jurisdiction of FDOT, any connections to SR 70 are fully under the permitting jurisdiction of FDOT. As part of the connection permitting with FDOT, any turn-lanes or deceleration or acceleration lanes required to protect the operational safety of SR 70 will be determined and permitted by FDOT.

#### END OF COMMENTS AND RECOMMENDATIONS

#### FOUR CORNERS MACHINE COUNTS



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Report generated on 4/17/2012 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)



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$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	149       10       72       27       0       21       148       0         22.4%       1.5%       10.8%       4.1%       0.0%       3.2%       22.3%       0.0%         32.4       1.5%       10.8%       4.1%       0.0%       3.2%       22.3%       0.0%         50       10       1.5%       10.8%       4.1%       0.0%       3.2%       22.3%       0.0%         50       1       10       1 <t< td=""><td>1:00 PM</td><td>0</td><td>0</td><td>. U</td><td></td><td>)</td><td>0</td><td>• c</td><td>) C</td><td>о с</td><td></td><td></td><td>&gt; &lt;</td><td><b>.</b> .</td><td>5 0</td><td>- •</td></t<>	1:00 PM	0	0	. U		)	0	• c	) C	о с			> <	<b>.</b> .	5 0	- •
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	22.4%     1.5%     10.8%     4.1%     0.0%     3.2%     27.3%     0.0%       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     1     1     1     1     1       1     1     2     1     1     1     1       1     1     1     1     1     1     1	22.4%     1.5%     10.8%     4.1%     0.0%     3.2%     22.3%     0.0%       Image: Second state	ov Total	ž	149	140	ç	7.7	20		2							2
Example         Example <t< td=""><td>Single         Single         Single&lt;</td><td>State       State       <th< td=""><td>ercent</td><td>2.1%</td><td>22.4%</td><td>22.4%</td><td>1.5%</td><td>10.8%</td><td>4.1%</td><td>0.0%</td><td>3.2%</td><td>148 22.3%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>1 0.2%</td><td>11.1%</td><td>665</td></th<></td></t<>	Single         Single<	State       State <th< td=""><td>ercent</td><td>2.1%</td><td>22.4%</td><td>22.4%</td><td>1.5%</td><td>10.8%</td><td>4.1%</td><td>0.0%</td><td>3.2%</td><td>148 22.3%</td><td>0.0%</td><td>0.0%</td><td>0.0%</td><td>1 0.2%</td><td>11.1%</td><td>665</td></th<>	ercent	2.1%	22.4%	22.4%	1.5%	10.8%	4.1%	0.0%	3.2%	148 22.3%	0.0%	0.0%	0.0%	1 0.2%	11.1%	665
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Constraint         Constra	5:00 AM         9:00 AM         6:00 AM         5:00 AM         5:00 AM         7:00 AM <t< td=""><td>Single         Single         Single&lt;</td><td>ADT</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Single         Single<	ADT															
Cond         Cond <th< td=""><td>6:00 AM         9:00 AM         6:00 AM         8:00 AM         8:00 AM         7:00 AM         <t< td=""><td>5:00 AM         9:00 AM         6:00 AM         8:00 AM         8:00 AM         11:00 AM         7:00 AM           38         2         16         4         19         19           3:00 PM         12:00 PM         12:00 PM         12:00 PM         12:00 PM           12         2         6         4         19</td><td>665</td><td></td><td>2017) 50 - 50 60 - 40</td><td></td><td></td><td>And a local lines.</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>No. of Concession, Name</td><td></td></t<></td></th<>	6:00 AM         9:00 AM         6:00 AM         8:00 AM         8:00 AM         7:00 AM <t< td=""><td>5:00 AM         9:00 AM         6:00 AM         8:00 AM         8:00 AM         11:00 AM         7:00 AM           38         2         16         4         19         19           3:00 PM         12:00 PM         12:00 PM         12:00 PM         12:00 PM           12         2         6         4         19</td><td>665</td><td></td><td>2017) 50 - 50 60 - 40</td><td></td><td></td><td>And a local lines.</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>No. of Concession, Name</td><td></td></t<>	5:00 AM         9:00 AM         6:00 AM         8:00 AM         8:00 AM         11:00 AM         7:00 AM           38         2         16         4         19         19           3:00 PM         12:00 PM         12:00 PM         12:00 PM         12:00 PM           12         2         6         4         19	665		2017) 50 - 50 60 - 40			And a local lines.									No. of Concession, Name	
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6:00 AM         6:00 AM         6:00 AM         6:00 AM         6:00 AM         5:00 PM         2:00 PM         2:10 PM <t< td=""><td>6:00 AM 9:00 AM 6:00 AM 8:00 AM 7:00 AM 7:00 AM 39 2 16 4 19 3:00 PM 12:00 PM 12 8 6 10</td><td>6:00 AM 9:00 AM 6:00 AM 8:00 AM 7:00 AM 7:00 AM 39 2 16 4 19 3:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12: 00 PM 12: 0 PM 12: 0</td><td>+</td><td>and the second se</td><td></td><td></td><td></td><td>No.</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Ì</td><td></td><td></td></t<>	6:00 AM 9:00 AM 6:00 AM 8:00 AM 7:00 AM 7:00 AM 39 2 16 4 19 3:00 PM 12:00 PM 12 8 6 10	6:00 AM 9:00 AM 6:00 AM 8:00 AM 7:00 AM 7:00 AM 39 2 16 4 19 3:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12: 00 PM 12: 0	+	and the second se				No.								Ì		
12:00 PM 5:00 PM 3:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 12:00 PM 2:00 PM	3:00 PM 12:00 PM 2:00 PM 12:00	3:00 PM 12:00 PM 2:00 PM 12:00		5:00 AM 2	6:00 AM 63	6:00 AM 39	9:00 AM 2	6:00 AM 16	8:00 AM		11:00 AM	7:00 AM				6:00 AM	5:00 AM	6:00 AM
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				3	2	12		81 no.4	WL 8121		8 8	10 10					3:00 PM	12:00 PW 53
			omments:															
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Type of report: Tube Count - Vehicle Classification Data	Tube Count	- Vehicle Cl	lassification	Data	SUMMA	RY - Tube	Count - V	SUMMARY - Tube Count - Vehicle Classification Data	ssificatio	n Data					Page 2 of 2
SPECIFIC LOCATION: 100 & fmm	CCATION:	Der Mine H 100 # fm	Nest	SR 37 (we	at SR 37 (west of split)								ğ	QC JOB #: 10728701	0728701
CITY/STATE: Duette, FL	E: Duette,	FL.										. VU	DI 14 Anr 14	DATE: Apr 11 2012 Apr 12 2012	WB
Start Time		Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle <6 Axle		6 Ax	×6 Axla	6 Axle >6 Axle Not	71 77 11
	cycles	Trailer	Long		6 Tire	Single	Single	Double	Double	Single Double Double Double Multi		Multi	Mute	Classified	Total
Grand Total	14	149	149	10	72	27	0	21	148	G		c	F	72	26K
Percent	2.1%	23,4%	22.4%	1.5%		4.1%	0.0%	3.2%	22.3%	0.0%	0.0%	0.0%	0.2%	11.1%	
ADT 665	(defences and and														
Comments:															

Report generated on 4/17/2012 9:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)



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L	j.	111-11	1					DATE	: Apr 11 2012 - Apr 11 2012
Start Time Mon	en i	Wed 11-Apr-12	nu	Ĩ	Average Weekday Hourly Traffic	Sat	Sun	Average Week Houriv Traffic	Average Week Profile
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Day Total		665			665			665	
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Average		2121221			8/2/201				
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PM Peak		12:00 PM			12:00 PM			12:00 PM	
		2			00			5	

#### FOUR CORNERS MINE ROAD

TRUCK COUNT (Video dated April 11, 2012)

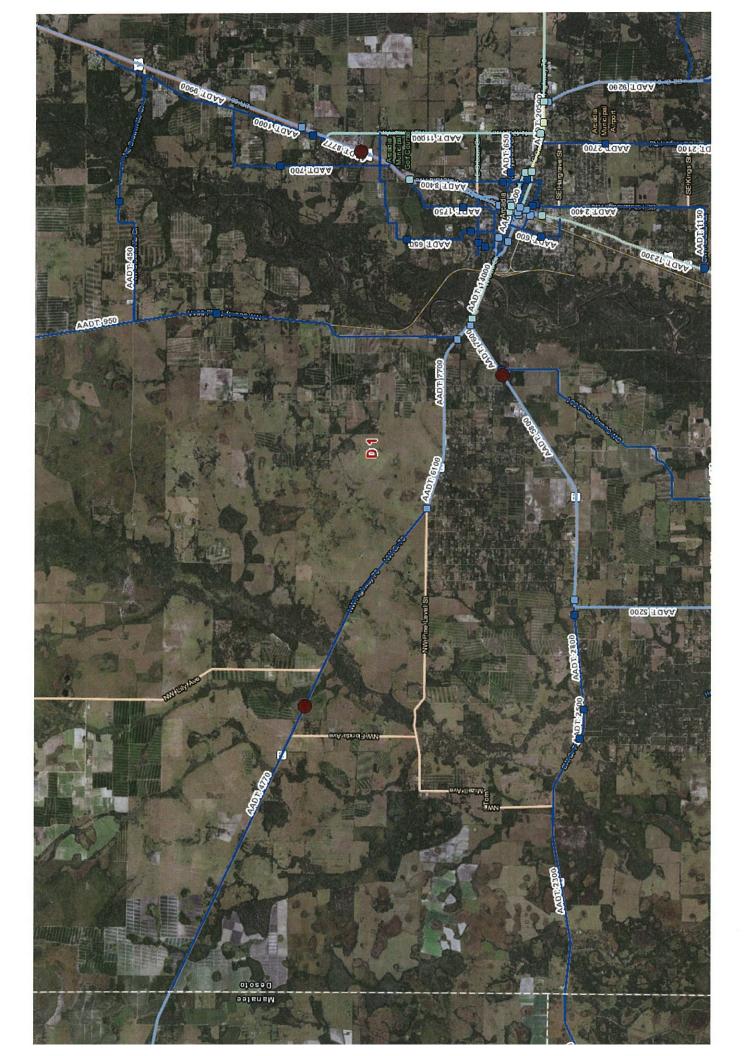
		Nu	mber of Tru	icks
		<u>ln</u>	<u>Out</u>	Total
8-8:15	AM	8	2	10
8:15-8:30	AM	5	6	11
8:30-8:45	AM	6	7	13
8:45-9	AM	<sup>*</sup> 3	8	11
4-4:15	РМ	2	3	5
4:15-4:30	PM	4	1	5
4:30-4:45	PM	0	3	3
4:45-5	PM	0	1	1

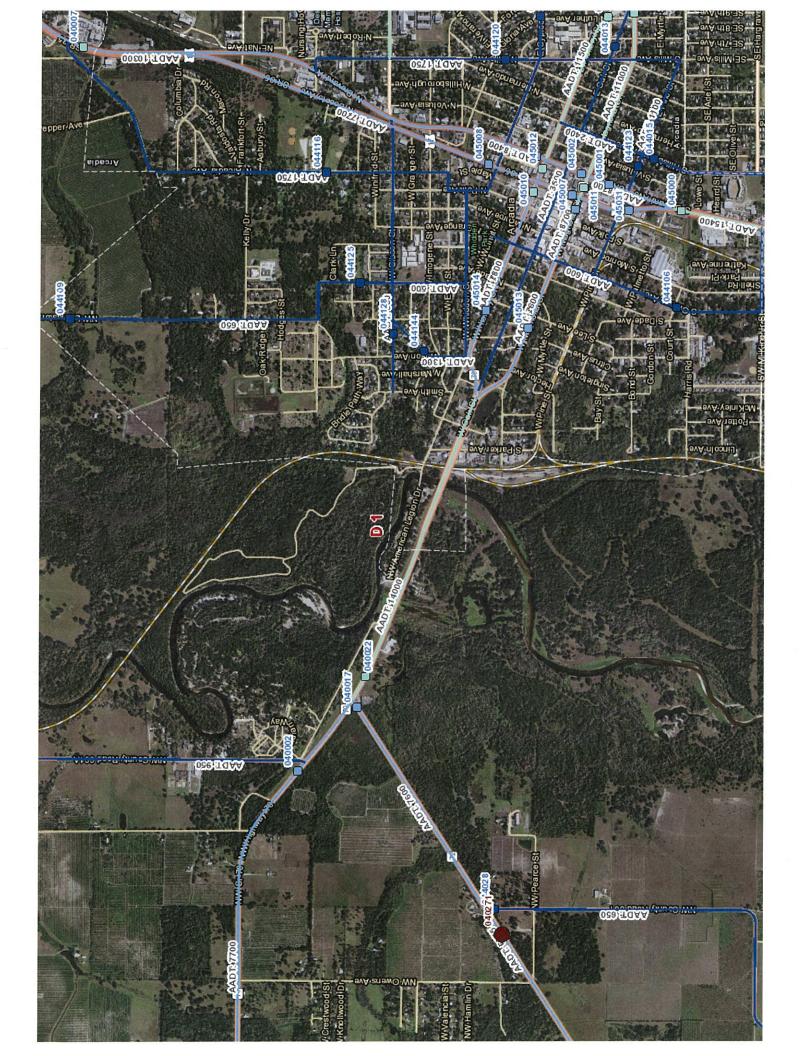


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#### FDOT COUNTS







## FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2018 HISTORICAL AADT REPORT

COUNTY: 04 - DESOTO

# SITE: 0068 - SR-70, 0.24 MILE SE OF NW MIZELL AVE., DESOTO CO.

T FACTOR	23.20	23.20	23.10	22.10	24.30	25.00	22.20	24.00	23.20	22.90	25.70	25.90	26.00	24.50	23.90	
D FACTOR	56.80	56.80	57.70	55.90	55.00	54.80	54.20	55.40	54.22	57.65	57.99	52.49	54.37	52.20	61.20	< < < L L
*K FACTOR	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	10.68	10.92	10.84	10.76	10.62	10.50	12.30	0 0 0 0
DIRECTION 2	W 2390	W 2262	W 2182	W 1987	W 1828	W 1713	W 1679	W 1667	W 1660	W 1712	W 1772	W 1915	W 1917	W 1972	W 2066	54
DIRECTION 1	E 2380	E 2238	E 2194	E 1968	E 1802	Е 1686	E 1653	E 1644	E 1637	E 1685	E 1733	E 1878	E 1907	Е 1913	E 1943	Ľ
AADT	4770 C	4500 C	4376 C	3955 C	3630 C	3399 C	3332 C	3311 C	3297 C	3397 C	3505 C	3793 C	3824 C	3885 C	4009 C	E 0000
YEAR	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	0000

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 \*K FACTOR:

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## FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2018 HISTORICAL AADT REPORT

## COUNTY: 04 - DESOTO

## SITE: 0002 - SR 70, NORTHWEST OF CR 661A

T FACTOR	18.80	17.70	17.70	17.70	17.40	17.40	18.00	18.40	18.40	18.00	17.80	20.20	21.30	22.90	22.90	23.20
D FACTOR	53.20	54.10	54.70	54.80	54.30	54.60	54.50	54.40	54.10	54.58	56.09	52.32	53.24	51.70	55.70	52.90
*K FACTOR	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	10.18	10.38	10.36	10.72	10.73	10.40	10.70	10.00
DIRECTION 2	W 3900	W 3600	W 3800	W 3400	W 3200	W 3100	W 3100	W 2700	W 2700	W 2800	W 3300	W 3400	W 3400	W 3100	W 3200	W 3000
I NOI	00	00	00	00	00	000	3100	00,	00,	00	00	00	00	00	00	00
DIRECTION	E 38	с С С	вс Э	E 34	Е Э]	ЭС ЭС	E 31	Е 27	E 27	E 28	е м ы	Е 34	с Э	е С Ш	Е 34	Э С
AADT	7700 F	7100 C	7600 F	6800 C	6300 F	6100 C	6200 C	5400 F	5400 C	5600 C	6600 C	6800 C	6900 C	6400 C	6600 C	6000 C
YEAR	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003

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 \*K FACTOR:

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## FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2018 HISTORICAL AADT REPORT

## COUNTY: 04 - DESOTO

	T FACTOR	15.60	15.60	15.30	13.80	12.60	12.60	14.20	13.20	13.20	12.60	17.40	16.40	17.90	18.60	18.60	18.60
	D FACTOR	53.20	54.10	54.70	54.80	54.30	54.60	54.50	54.40	54.10	54.58	56.09	52.32	53.24	51.70	55.70	52.90
DESOTO COUNTY	*K FACTOR	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	10.18	10.38	10.36	10.72	10.73	10.40	10.70	10.00
	DIRECTION 2	W 7000	W 7500	W 7,600	W 6800	W 6400	W 6200	W 5900	W 5700	W 5800	W 5900	W 6800	W 6800	W 6800	W. 6700	W 6400	W 6100
SOUTHEAST OF SR 72	DIRECTION 1	E 7000	E 7700	E //UU	E 7000	E 6400	E 6200	E 5900	E 5800	E 5900	E 6000	E 6700	E 6800	E 7100	E 6800	E 6400	E 6100
0022 - SR 70,	AADT	14000 C	15200 C	D UUEST	13800 C	12800 F	12400 C	11800 C	11500 F	11700 C	11900 C	13500 C	13600 C	13900 C	13500 C	12800 F	12200 C
SITE:	YEAR 	2018	2017	9T07	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003

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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 \*K FACTOR:

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FDOT GENERALIZED CAPACITY TABLES



LINCKS & ASSOCIATES, INC.

#### Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

		-			UI.	anizcu	Alcas			12/18/12
	INTER	RUPTED	FLOW FAC	LITIES			UNINTE	RUPTED FLO	<b>DW FACILITI</b>	and the second
	STATE S	IGNALI	ZED AR	TERIAI	۵. S			FREEWA	YS	
	Class I (40							Core Urban		
Lanes	Median	nipir or hiş B		. speeu nn D	E E	Lanes	B	Core of ball	D	Е
2	Undivided	*	16,800	17,700		4	47,400	64,000	77,900	84,600
4	Divided	41	37,900	39,800		6	69,900	95,200	116,600	130,600
6	Di vided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700
	Class II (35	mph or sle	wer noster	sneed liv	nit)	12	162,400	216,700	256,600	268,900
Lanes	Median	B	C	D	Ē			Urbanize	đ	
2	Undivided	*	7,300	14,800		Lanes	В	C	D	E
4	Divided	*	14,500	32,400		4	45,800	61,500	74,400	79,900
6	Divided	144	23,300	50,000	50,900	6	68,100	93,000	111,800	123,300
8	Divided	*	32,000	67,300	68,100	8	91,500	123,500	148,700	166,800
						10	114,800	156,000	187,100	210,300
	Non-State Si	anolized	Deadway	Adination			F	rceway Adjus	to an to	
	Alto	r correspond	ing state volu	ines			Auxiliary Lan		Ram	p
	•	by the indica	ited percent.)			Pres	ent in Both Dir		Meteri	
	Non-Slate	Signalized	Roadways	- 10%			+ 20,000		+ 5%	,
	Median		Lane Adju			Γ	ININTERR	UPTED FL	ом нісни	VAVS
		Exclusive			djustment	Lancs	Median	B		
Lanes	Median Divided	Loft Lane Yes	s Right I N		Factors +5%	2	Undivided		7,000 24,2	
2 2	Undivided	No	N		-20%	4	Divided		,800 65,6	
Multi	Undivided	Yes	N		-5%	6	Divided		7,700 98,30	
Multi	Undivided	No	N	0	-25%			·		
-	-	-	Ye	s	+ 5%		Uninterrupt	ed Flow High	way Adjustn	ients
						Lanes	Median	Exclusive left	lanes Adjus	siment factors
			ity Adjust			2	Divided	Yes		+5%
			nding two-di is table by 0.			Multi	Undivided	Yes		-5%
						Multi	Undivided	No		-25%
direc I Shoul	Illiply motorized clional roadway 1 Paved der/Bicycle	vehiele volu anes to deter volur	mine two-wa nes.)	y maximum	service	service an does not o application more spon not be use Calculation	nd are for the autom constitute a standard ros. The computer a cific planning appli- ed for corridor or in ons are based on pla	as two-way annual : oblic/truck modes us and should be used models from which it sations. The table as tersection design, wi maing applications o lity of Service Manu	nless specifically sta only for general pla is table is derived a d deriving compute here more refined to of the Highway Cap.	nted. This table mains bould be used for models should chaiques exist.
	Coverage	B	С	D	E	<sup>3</sup> Level of	service for the bicy	cic and pedestrian n	nodes in this table is	based on number
	-49%	* 2.100	2,900 6,700	7,600	19,700 >19,700			mber of bicyclists o		
-	0-84% -100%	2,100 9,300		19,700 >19,700	>19,700 **	<sup>3</sup> Busespe flow.	r hourshown are onl	y for the peak hour in	the single direction o	f the higher traffic
<b>A J</b> .			AN MODE		ubor of	* Camoi	be achieved using	table input value def	àults.	
direc	ttiply motorized tional readway is	ancs to deter volum	mine two-way	y maximum	service	volumes g	reater than level of	el of service letter g service D become F	because intersection	n capacities have
	lk Coverage -49%	B *	C *	D 2,800	E 9,500		e because there is a	mode, the level of s o maximum vehicle		
	0-84%	*	1,600	8,700	15,800					
-	-100%	3,800	10,700	17,400	>19,700					
	BUS MOD (Buses	E (Sched	uled Fixed	l Route) <sup>3</sup>			. *			
			C	D	Е	Source: Florida D	epartment of Transf	noitation		
Sidowal	1 Coverage				ا <del>ن</del> ا		أجاد سميما المراجع	2.7** · · · · · · · · · · · · · · · · · ·	e d'an trais an	
	k Coverage	B > 5				Systems F	langing Office	م . دومه ماند من من من من من من	a h aliana	1
0	k Coverage -84% -100%	в >5 >4	≥4 ≥3	≥3 ≥2	≥2 ≥1	Systems F www.dot.	lanning Office	systemetsm/los/dela	ult.slitin	

TABLE 1 (continued)

#### Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

r	<del></del>		<del>.</del>		<b>T</b>					12/18/12
	Uni	nterrupted	i Flow Fac	ilities		· · · · · · · · · · · · · · · · · · ·		Flow Facil	3	have f
INPUT VALUE ASSUMPTIONS					{	Piate 1	Arterials	_, .,	<u> </u>	ass l
	Freeways	Core Freeways	Hig	hways	СІ	ass l	Cli	ass II	Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	10	ų	u	น	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lancs (n,y)	n	n				1				
Median (n, nr, r)	<u> </u>		n	r	n	r	n	г	г	r
Terrain (l,r)	1 1	1	1	1	1	1	1	1	1	
% no passing zone			80			1				
Exclusive left turn lane impact (n, y)	<u> </u>		[n]	y	y	y y	у	у	y y	y
Exclusive right turn lanes (n, y)	<u> </u>		<u></u>		n	n	n n	81	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4		·		1		1		
	<u>.</u>	<u>لين</u>	I	I	r	J	1	I	I	- <b>k</b>
TRAFFIC CHARACTERISTICS	0.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2,5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98	L					
% left tums	<u> </u>				12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	с
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
			·			·····				·
MULTIMODAL CHARACTERIST	.cs					·····			- CO2/	
Paved shoulder/bicycle lane (n, y)									n, 50%, y	
Outside lane width (n, t, w)									<u>t</u>	1
Pavement condition (d, t, u)									t	<b> </b> ··· ;
On-street parking (n, y)										
Sidewalk (n, y)									. <u> </u>	n, 50%, y
Sidewalk/roadway separation(a, t, w)										1
Sidewalk protective barrier (n, y)									l	n
		LEVEL	OF SERV	ICE THR	ESHOLD:	s				
	Freeways		ways		Arte			Bicycle	Ped	Bus
		Two-Lane		Cla		Clas	is II			
Level of Service	Density	%ffs	Density	al		at		Score	Score	Buses/hr.
	<17		·····					C 2 75	1776	
В	≤17	> 83.3	≤ l7	> 31		> 22		≤2.75	≤ 2.75	≤6
С	≤24	> 75.0	≤ 24	> 23	mph	> 17		≤ 3.50	≤ 3.50	≤4
D	≤31	> 66.7	≤31	> 18	mph 🗌	> 13	mph 🔤	≤4.25	≤ 4.25	< 3
Е	≤ 39	> 58.3	≤ 35	> 15	mph	> 10	mph	≤ 5.00	≤ 5.00	<2
De - Dergent Free flow sneed		1			- F - 1					

% ffs = Percent free flow speed ats - Average travel speed

12/18/12

#### Generalized Annual Average Daily Volumes for Florida's Transitioning Areas and

1710			Areas C	over 5,00	0 Not I	n Urbaniz	ed Areas <sup>1</sup>	L	12/18/12	
	INTERRUPTED						RRUPTED FL			
ST	ATE SIGNAI	JZED AR	TERIAL	S			FREEW	AYS		
Cla Lanes Med	ss I (40 mph or lian B ivided * ded *		speed limit D 16,200 35,500	) E **	Lanes 4 6 8 10	B 44,100 65,100 85,100 106,200	C 57,600 85,600 113,700 141,700	D 68,900 102,200 135,200 168,800	111,000	
Lanes Med 2 Und 4 Divi 6 Divi Non-S	ivided * ded * ded * State Signalized (Alter correspo	C 6,500 9,900 16,000 d Roadway nding state vol- cated percent.)	D 13,300 28,800 44,900 Adjustme	E 14,200 31,600 47,600	Pres	F Auxiliary Lan sent in Both Dia + 20,000		Ra Mei	ump ering 5%	
Lanes Mca 2 Divid 2 Undi Multi Undi Multi Undiv – –	vided No vided Yes vided No  One-Way Fac ulliply the corresp	ve Exclines Right N N N N N Yi ility Adjust	usive A Lanes lo lo lo es tment irectional	adjustment Factors +5% -20% -5% -25% + 5%	Lanes 2 4 6 Lanes 2 Multi Multi	UNINTERR Median Undivided Divided Divided Uninterrupi Median Divided Undivided Undivided	B 9,200 1 35,300 4	C 17,300 24 19,600 62 14,500 94 hway Adjus	D E ,400 33,300 ,900 69,600 ,300 104,500	0
directional ro Paved Shoulder/Bio Lane Cover 0-49% 50-84% 85-100% (Multiply my directional ro Sidewalk Cov 0-49% 50-84% 85-100%	otorized vehicle vehicle vehicle vehicle vehicle vehicle vehicle vehicle voi 7,500 PEDESTR biorized vehicle voi adway lanes to det erage B * 3,800 MODE (Sche	contine two-wa umes.) C 2,600 5,500 19,500 IAN MOE lumes shown b lumes shown b lumes two-wa umes.) C * 1,600 10,500 duled Fixo	D ay maximum ay maximum b 6,100 18,400 >19,500 DE <sup>2</sup> etaw by num y maximum s D 2,800 8,600 17,100 ed Route)	E 19,500 >19,500 ** bber of service E 9,400 15,600 >19,500	<sup>1</sup> Values a service a does not applicati more spo not be us Calculati the Trans <sup>2</sup> Level o of motori <sup>3</sup> Buses p flow. • Canno * Not a volumes been reac	bown are presented and are for the autom constitute a standar pas. The computer r cilic planning appli ed for corridor or in ons are based on pla it Capacity and Quit factivice for the bic and vehicles, not m a hourshown are on the achieved using preser than level of hed. For the bicyck to be cauthere is n	as two-way annua abile/truck modes in and should be use models from which cations. The tables interscetion design intro of Service Mai intro of Service Mai yele and podestrian mber of bicyclists by for the peak hour i table input value du table input value du table input value du table input value du table input value du	unless specifically d only for genera d only for genera is deriving comp where isore refine of the fifghway C ausl. modes in life tab or pedestrians us in thosingle directly sfaults. grade. For the aut r because interes service leiter gra	lunes for levels of stated. This table planning xl should be used for user models should it tochniques exist. impacing Manual and is barod on number og the facility. n of the higher traffic omobile mode, ition enpacities have te (including F) is no	:r
Sidewalk Cov 0-84% 85-100%	> 5	$\frac{1}{2}$ in peak direct $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$ $\frac{1}{2}$	D $\geq 3$ $\geq 2$	E ≥2 ≥I	Systems I	epartment of Transy Planning Office Maje, fl uc planning		inult_shtmi		

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2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

TABLE 2 (continued)

E

#### Generalized Annual Average Daily Volumes for Florida's Transitioning and

#### Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE	Uninteri	upted Flo	w Facilities		5		crrupted interials	Flow Faci	1	158 [
ASSUMPTIONS		1					1		-	1
	Freeways	Hij	hways	CI	ass I		Ck	ass II	Bicycle	Pedestrian
ROADWAY CHARACTERISTICS		<del></del>	1 .				r · · ·	1	······	
Area type (t,uo)	1	1	1	t	t		t	<u>t</u>	1	1
Number of through lanes (both dir.)	4-10	2	4-6	2	4-	-	2	4-6	4	4
Posted speed (mph)	70	50	50	45	5		30	30	45	45
Free flow speed (mph)	75	55	55	50	5	<u>}</u>	35	35	50	50
Auxiliary lanes (n.y)	n	0	n	ļ						
Median (n, nr, r)		n	r	n	<u> </u>	_	n	<u>y</u>	r	r
Terrain (I,r)		1	<u> </u>	<u> </u>				<u>     l</u>		
% no passing zone		60								
Exclusive left turn lanc impact (n, y)		[n]	У	у	<u> </u>		У	у	у	у.
Exclusive right turn lanes (n, y)		<u> </u>	<u> </u>	n	<u></u>		n	<u> </u>	n	n
Facility length (mi)	8	5	5	1.8	2		2	2	2	2
Number of basic segments	4	L	L	i				1	1	L
TRAFFIC CHARACTERISTICS									<u> </u>	
Planning analysis hour factor (K)	0.090	0.090	0,090	0.090	0.0	90	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.5	70	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.0	00	1.000	000.1	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,9	50	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	) (	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95							
% left tums				12	12	!	12	12	12	12
% right turns				12	12	2	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals		1		5	4		10	10	4	6
Arrival type (1-6)				4	3		4	4	4	4
Signal type (a, c, p)				¢	¢		 c	c	c	¢
Cycle length (C)	_			120	15		120	150	120	120
Effective green ratio (g/C)				0.44	0.4		0.44	0.45	0.44	0.44
		J	<u> </u>	V.1-1	0.1	<u> </u>	0.13	0.10	0.11	U U I I
MULTIMODAL CHARACTERISTICS	s	<u></u>								
Paved shoulder/bicycle lane (n, y)								·	n, 50%, y	<u>n</u>
Outside lane width (n, t, w)									t	1
Pavement condition (d, t, u)									<u> </u>	
On-street parking (n, y)									<u>n</u>	n
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation (a, t, w)										l
Sidewalk protective barrier (n, y)		-								Π
	ĹEV	TT. OF ST	ERVICE TH	IDESHOL	.ns					
· · · · · · · · · · · · · · · · · · ·	Freeways		ways			ials		Bicycle	Ped	Bus
Level of		Two-Lane	F	Class			lass II			
Service	Density	%ffs	Density		<u> </u>			Score	Score	Buses/hr.
			<u> </u>	als			als			
В	≤17	> \$3.3	≤17	> 31 mj	<u> </u>		22 mph	≤2.75	≤2.75	≤6
C	≤24	> 75.0	≤24	> 23 mj	ph		l7 mph	≤ 3.50	≤ 3.50	≤4
. D	≤31	> 66.7	≤31	> 18 mj	ph	>	3 mph	≤ 4.25	≤ 4.25	< 3
Е	≤ 39	> 58.3	≤ 35	> 15 mj	ph	>	l0 mph	≤ 5.00	≤ 5.00	<2

% ffs = Percent free flow speed ats = Average travel speed

7	TABLE 3	z	Gene			-	Daily Volu ed Areas		lorida's		
·		·	D				an 5,000		ion <sup>1</sup>		12/18/12
	INITEO	DIDTEN	FLOW FA	-				RRUPTED		CILITIES	12/18/12
						\	DIAIIAIL				
Lanes	STATE S Median Undivided	IGNAL B	IZED AF C 12,900	D	E	Lancs	В 28,800	FREE\ C 43,00		D 2,300	E 60,000
2 4	Divided	*	29,300	•	0	4	43,000	43,00 64,00		2,300 8,300	92,500
4 6	Divided	2 <b>je</b>	45,200		0	8	57,500	85,40		4,400	123,500
	Non-State S (Allo	er correspon by the Indi	-	Adjustm			1	Freeway Ad Auxiliary resent in Bot + 20,	ljustment / Lanes h Directior	s	
	Median	& Turn Exclusi	Lane Adju ve Excl		Adjustment	1	UNINTERI	UPTED I	FLOW H	IGHWA	YS
Lanes	Median	Left Lar		Lanes	Factors			Rural Und	eveloped		
2	Divided	Yes		No	+5%	Lanes	Median	B	Ć	D	Е
2	Undivided	No	-	No In	-20%	2	Undivided	4,700	8,400	14,300	28,600
Multi Multi	Undivided Undivided	Yes No	-	10 10	-5% -25%	4	Di vided	25,700	40,300	51,000	57,900
	-	_	-	'es	+ 5%	6	Divided	38,800	60,400	76,700	86,800
	One-V	Way Fac	ility Adjus	tment		Lancs	Mcdian	Develope B	d Areas C	D	Е
	Multiply t	the corresp	onding two-c	lirectional		2	Undivided	8,700	16,400	23,100	31,500
	vo	olumes in t	his table by 0	.6		4	Divided	25,900	40,700	52,400	59,600
						6	Divided	38,800	61,000	78,400	89,500
	E Itiply motorized tional roadway I	vehicle vo lanes to det	ennine (wo-w	below by nu		Aiter L	OS B-D volun	e highway se	tion to the gment leng	passing Jane th	
		vola	incs.)			Lanes	Median	Exclusive			ent factors
	1	Rural Th	ideveloped			2	Divided	Ye	s	+	5%
Р	aved			•		Multi	Undivided	Ye	-		5%
	ier/Bicycle					Multi	Undivided	N	0	-2	5%
Lane	Coverage	В	С	D	E						
	-49%	堆	1,300	2,000	3,200		shown are presente ad are for the autor				
	)-84%	1,000	2,100	3,200	10,600	does not	constitute a standa	d and should be	used only for	gcoccal planni	og.
85-	-100%	2,600	3,900	18,500	>18,500	application more sno	ors. The computer cific planning appl	models from wh ications. The tab	ica this table i le and derivia	s derived shoul computer no	a oc used for dels should
	aved	Develop	ed Areas			not be us Calculati	ed for comidor or i ons are based on pi it Capacity and Qu	ateracetion desig	n, where more ons of the Hig	refined techni	ques exist.
	ler/Bicycle	-	-		_	<sup>2</sup> Levelor	f service for the bit	yele and perfect	ian modes in l	his table is has	ed on number
	Coverage	B	C	D	E		zed vehicles, not a				
-	-49%	*	2,300	4,900	15,600	• Cannol	t be achieved using	table input valu	e defaults.		
	-84% -100%	1,700 5,900	4,500 18,500	13,300 >18,500	18,500 ***	21	plicable for that le	-		the suite makes	maria
(Mul		DESTRI vehicle vol	IAN MOI umes shown b	)E <sup>2</sup> below by num	nber of	volumes j been reac	greater than level o hed. For the bicyc e because there is	f service D baco e mode, the leve	me F because l of service lei	intersection ea ter grade (inch	pocities have ding F) is not
		votu									
	k Coverage	в	C	D	Е						
-	49%	*	*	2,700	9,200	Source: Ebrida D	epartment of Trans	nonation			
	-84%	*	1,500	8,400	14,900	Systems I	Planning Office 👘	• • •	alar kar		
85-	100%	3,600	10,200	16,700	>19,200	REWIGO	state (Lusiphinning	vsystems/sin/los	default.shtm		

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2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

TABLE 3 (continued)

#### Generalized Annual Average Daily Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population

12/18/12

	1			· · · ·		1			·	
INPUT VALUE		Uninterr	upted Flov	v Facilities		 	Interru	pted Flow	Facilities	
ASSUMPTIONS	Freeways		Hig	iways		Απο	rials	Bic	ycle	Pedestna
ROADWAY CHARACTERISTIC	S									
Area type (ru, rd)	rural	າບ	ru	rd	rd	rd	rd	ทม	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n							1		1
Median (n, nr, r)		n	r	n	г	n	r	Г	г	n
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1
% no passing zone		20		60						1
Exclusive left turn lancs (n, y)		[n]	У	[n]	У	У	у	У	у	у
Exclusive right turn lanes (n, y)						ກ	n	n	n	n
Facility length (mi)	14	10	10	5	5	l.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS	l				·			ł	<u> </u>	. I
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	1.000	1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6,0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82		2.0	0.0		
% left turns	0.04	0.00	0.75	0.71	0.02	12	12		12	12
% right turns	·	<u></u>				12	12		12	12
	I								14	1
CONTROL CHARACTERISTICS	······			·					-	
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						C	¢	8	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERIST	TICS									
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								L	1	
Sidewalk (n, y)										n,50%;
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
		LEVEL	OFSER	VICE THR	ESHOLD	<u> </u>				
	÷			100 110	LONOLD	J. High:	vays		<u></u>	
Level of	Freew	ays	Two-L:	ane nu	Two-La	ane rd	Multil	une ru	Malti	anc rd
Service	Densi	ity	%isf	ais	%6		Don	sity	Det	sity
В	≤ 14		≤ 50	<u>&lt; 55</u>	> 83	.3	<u>ا ک</u>		<u> </u>	14
С	≤22		≤ 65	<u>&lt;</u> 50	> 75		52			22
D	≤ 29		≤80	<u>&lt;</u> 45	> 66		≤2			29
Е	≤ 36		> 80	< 40	> 58		≤3			34
Level of		Arterial			Bicy			Po	destrian	
Service	Maj	or City/Co			Sco				Score	
<u> </u>		>31 mpl			≤2.				≤2.75	
C		> 23 mpł			≤ 3.				≤ 3.50	
D		> 18 mpl			<u>≤</u> 4.				≤4.25	
E		> 15 mpi			≤ 5,			rd – Rumi	≤ 5.00	

%ist = Percent time spent following %fis - Percent of free flow speed ats - Average travel speed ru - Rural undeveloped rd = Rural developed

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

J.

#### Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas<sup>1</sup>

					015	12/1 12/1								
	INTERI	RUPTED FL	OW FACI	LITIES			UNINTE	RRUPTED	FLOW FA	ACILITIES				
	STATE S	IGNALIZ	ED ART	ERIAL	S		_	FREE	WAYS	-	-			
Lanes 2 4 6 8	Class I (40 Median Undivided Divided Divided Divided	) mph or high B * * *	er posted s C 1,510 3,420 5,250 7,090	peed limit) D 1,600 3,580 5,390 7,210	E ** **	Lanes 4 6 8 10 12	B 4,120 6,130 8,230 10,330 14,450	C 5,54 8,37 11,1( 14,04 18,88	70 10 00 11 40 14	D 6,700 0,060 3,390 6,840 2,030	E 7,190 11,100 15,010 18,930 22,860			
Lanes 2 4 6 8	Class II (35 Median Undivided Divided Divided Divided Non-State Si	i mph or slow B * * *	ver posted s C 660 1,310 2,090 2,880	peed limit D 1,330 2,920 4,500 6,060	E 1,410 3,040 4,590 6,130	Pres	F Auxiliary Lan sent in Both Dir ÷ 1,800		djustment	ts Ramp Metering + 5%				
	(Alte I	r corresponding by the indicated Signalized Ro	g state volum i percent.)	ies	1115									
Lanes 2 2 Multi Multi	Median Divided Undivided Undivided Undivided - Onc-V Multiply ti	& Turn La Exclusive Left Lanes Yes No - Vay Facility te correspond	Exclus Right L: No No No Ycs Adjustn: ing two-dire	ive A anes nent	djustment Factors +5% -20% -5% -25% + 5%	Lanes 2 4 6 Lanes 2 Multi	UNINTERR Median Undivided Divided Divided Uninterrupt Median Divided Undivided	B 770 3,300 4,950 ed Flow H	C 1,530 4,660 6,990 lighway A left lanes es	D 2,170 5,900 8,840	E 2,990 6,530 9,790 s nt factors %			
oirec Paved S Lan	B Itiply motorized tional roadway to houlder/Bicy e Coverage 0-49% 50-84% 55-100%	unes to determi volumes cle B * 190 830	MODE <sup>2</sup> ss shown bei ne two-way s.) C 260 600 1,770	D 680 1,770 >1,770	aber of service 1,770 >1,770 ***	are for the computer planning corridor of based on Cepacity <sup>2</sup> Level of of motori	Undivided thown are presented to automobile/track a standard and sho models from whiel applications. The ta or intersection desig planning applicatio and Quality of Serv f service for the bic: f service for	modes unless s uld be used onl i his table is die ble and derivin a, where more a, where more as of the Highwice Manual. re is and pedept mber of bizyel	wo-way volum pecifically stat y for general p rrived should b g computer m refund techniz vay Capacity h rian modes to i ints or padestri	ed. This table do planning application outed for more odds should not ques exist. Calcu Asnusl and the T this table is base lans using the fac	ervice and es not ions. The specific be used for lations are ransit d on number sility.			
direct	PER liply motorized i ional roadway la alk Coverage 0-49% 50-84% 5-100%	nes to determi volumes	s shown belo ne two-way i	ow by numi	ber of service E 850 1,420 >1,770	* Cannol ** Not sp volumes p bren recc	t be achieved using splitable for that lev greater than level of bad. For the bicycle le bocause there is n aults.	el of service le service D becc mode, the leve	tter grade, For me F because cl of service let	intersection cap tter grade (inchs	ac≩ics have ling F) is not			
Sidew	BUS MODE (Buses i alk Coverage 0-84% 5-100%	n peak hour in			3 E ≥2 ≥1	Systems F	epariment of Temss Planning Office State Russinfronting	·	<u>edefsolt shine</u>		а. 2 а. 2			

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

TABLE 4 (continued)

.

#### Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas

										12/18/12	
	Uninter	cunted Flo	w Facilities			<b>in</b> :	terrupted	Flow Facil	7		
INPUT VALUE ASSUMPTIONS				·	S	tate A	Arterials		C	ass 1	
	Freeways	: Hig	ghways -	CI	oss I		CI	ass II	Bicycle	Pedestria	
ROADWAY CHARACTERISTICS				_							
Area type (lu, u)	lu lu	u	u	l u	Ju		u u	u	u	u	
Number of through lanes (both dir.)	4-12	2	4-6	2	4-	8	2	4-8	4	4	
Posted speed (mph)	70	50	50	45	50	}	30	30	45	45	
Free flow speed (mph)	75	55	55	50	55	5	35	35	50	50	
Auxiliary lanes (n,y)	n							1		1	
Median (n, nr, r)		n	r	n	r		n	<u> </u>	r	r	
Terrain (l,r)		1	1	1	1		1	1	1	1	
% no passing zone	_	80	1					1			
Exclusive left turn lane impact (n, y)		[n]	у	у	У		у	У	У	у	
Exclusive right turn lanes (n, y)		1		n	n		n	п	n	n	
Facility length (mi)	4	5	5	2	2		1.9	1.8	2	2	
Number of basic segments	4								-		
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.05	0	0.090	0.090	0.090	0,090	
Directional distribution factor (D)	0.547	0,550	0.550	0.550	0.50	50	0.565	0.560	0.565	0.565	
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.00	ю	1.000	1.000	1.000	1.000	
Base saturation flow rate (pcphpl)	····	1,700	2,100	1,950	1,95	0	1,950	1,950	1,950	1,950	
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0		1.0	1.0	2.5	2.0	
Local adjustment factor	0.91	0.97	0.98								
% left turns		[	1	12	12		12	12	12	12	
% right turns				12	12		12	12	12	12	
CONTROL CHARACTERISTICS											
Number of signals		r	I	4	4		10 +	10	4	6	
Arrival type (1-6)				3	3		4	4	4	4	
Signal type (a, c, p)				c	c		¢	c	c	c	
Cycle length (C)				120	150	)	120	120	120	120	
Effective green ratio (g/C)			i	0.44	0.4		0.44	0.44	0.44	0.44	
MULTIMODAL CHARACTERISTICS			1				••	1		I	
Paved shoulder/bicycle lane (n, y)	<u></u>								n, 50%, y	n	
Outside lane width (n, t, w)									t	 t	
Pavement condition (d, t, u)									t	·	
On-street parking (n, y)		·							n	n	
Sidewalk (n, y)								·		n, 50%, y	
Sidewalk/roadway separation (a, t, w)	-								h	t t	
Sidewalk protective barrier (n, y)				· · · · · · ·						n	
	,,,,,,,,		ERVICE T	UDREUOI	ne				I		
	Freeways		ways	IKCORUL	Arteri	als		Bicycle	Ped	Bus	
		Two-Lane	Multilane	Close			lass II				
Level of Somion	Density	%ffs	Density	Class I				Score	Score	Buses/hr.	
<u> </u>			· ·	als			ais .	1275	1275		
	≤17	> 83.3	≤17	> 31 mph			2 mph	≤ 2.75	≤ 2.75	≤0	
С	≤24	> 75.0	≤24	> 23 mph			7 mph	≤ 3.50	≤ 3.50	≤4	
D	≤31	> 66.7	≤31	9 l8 mp	~		3 mph	≤ 4.25	≤4.25	< 3	
E	≤ 39	> 58.3	≤35	> 15 mp	h	>	0 mph	≤ 5.00	≤ 5.00	<2	

% fis = Percent free flow speed ats = Average travel speed

12/18/12

TABLE 5			ur Two-Way Volumes for Florida's nsitioning and 00 Not In Urbanized Areas <sup>1</sup> 12/18/11						
	/ PTED FLOW FAC		ver 5,00	U Not Ir					2/18/12
					QIANALEI	RUPTED F		11165	
STATE SIG	NALIZED AR	FERIAL	S	Lancs	В	FREEW C	AYS D		Е
Class I (40 m Lanes Median 2 Undivided 4 Divided 6 Divided	bh or higher posted B C * 1,300 * 3,060 * 4,690	speed limit) D 1,460 3,200 4,820	E ** **	Lanes 4 6 8 10	3,970 5,860 7,660 9,550	5,190 7,710 10,230 12,750	6,20 9,19	0 0 0	6,460 9,990 3,500 7,010
Class II (35 m Lanes Median 2 Undivided 4 Divided 6 Divided	ph or slower posted B C * 580 * 890 * 1,440	speed limit D 1,200 2,590 4,040	) E 1,280 2,850 4,280	Pres	F Auxiliary Land ent in Both Dira + 1,800		R Ma	lamp storing - 5%	
(Alter co by t	alized Roadway A rresponding state volu he indicated percent.) nalized Roadways		nts						
E Lanes Median Lo 2 Divided 2 Undivided Multi Undivided Multi Undivided One-Way Multiply the o	Turn Lanc Adju:         xclusive       Exclusive         xclusive       Exclusive         xclusive       Right I         Yes       No         No       No         No       No         No       No         y Facility Adjustnorresponding two-diles in this table by 0.0	sive A Lanes ) ) ) ) s ment rectional	djustment Factors +5% -20% -5% -25% + 5%	Lanes 2 4 6	NINTERR Median Undi vided Di vided Di vided Uninterrupt Median Di vided Undi vided Undi vided	B 820 3,170 4,750	C 1,550 4,460 6,700 hway Adju	D 2,190 5,660 8,480	E 2,990 6,260 9,400 factors
(Multiply motorized veh directional roadway lance Paved Shoulder/Bicycle Lane Coverage 0-49% 50-84% 85-100%	B C * 140 170 500 670 1,760 STRIAN MOD	2000 by num y maximum y 550 1,650 >1,760 E <sup>2</sup> 2000 by num	E 1,760 >1,760 **	are for the constitute computer planning a corrider o based on p Capacity a <sup>2</sup> Level of of thotoriz J Buses per flow. • Cannot	nown are presented automobile/truck ( a standard and sho models from which piplications. The tai r intersection design shanning application and Quality of Serv service for the bicy ed vehicles, not au thour shown are only be achieved using to picable for that lev	nodes unless spec old be used only if this tuble is deriv- ble and deriving c a, where more refl is of the Highway ice Manual. The and polestrian unber of bicyclicits y for the peak hour able input value d	ifeally stood. The or general plannic outputter models a laced techniques of Capace by Manual n modes in this tal or pedestrians us in thesingle direct isfuults.	is table does ag application d for more sp hould not be xist. Calculat 1 and the Tran ble is based o sing the facilities ion of the high	not ns. The welfic used for ions are nsit on number ty. ter traffic
(Buses in po	B C * * 150 340 950 Scheduled Fixed tak hour in peak direct	ion)		volumes g been reach	rester than level of ed. For the bicycle because there is a	service D become mode, the level o	F because interse f service letter gra	ection capaci ade (includio	tics have g F) is not
Sidewalk Coverage 0-84% 85-100%	$\begin{array}{ccc} B & C \\ >5 & \geq 4 \\ >4 & \geq 3 \end{array}$	D ≥3 ≥2	E ≥2 ≥i	Florida De Systems P	partment of Transp lanning Office late, flux/nlunnine/		faaltshim		

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

TABLE 5 (continued)

#### Generalized Peak Hour Two-Way Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninter	rupted Flo	w Facilities		Sto	Interrupte ite Arterials	d Flow Fac		ities Class 1		
ASSUME 110AS	Freeways	Hi	ghways	CI	ass [		Class II	Bicycle	Pedestria		
ROADWAY CHARACTERISTICS			<u></u>			,			_		
Area type (t,uo)	t	<u> </u>	t	<u>t</u>	t	t	t	t	t		
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4		
Posted speed (mph)	70	50	50	45	50	30	30	45	45		
Free flow speed (mph)	75	55	55	50	55	35	35	50	50		
Auxiliary lanes (n,y)	n	n	n								
Median (n, лг, г)		n	ſ	n	У	n	У	r	r		
Terrain (I,r)	1	1	1	l	1	1	1	1			
% no passing zone		60									
Exclusive left turn lane impact (n, y)		[n]	у	y	У	y y	у	У	у		
Exclusive right turn lanes (n, y)				n	n	n	n	n	n		
Facility length (mi)	8	5	5	1.8	2	2	2	2	2		
Number of basic segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.09	0.090	0.090	0.090	0.090		
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.57	) 0.570	0.565	0.570	0.570		
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.00	) 1.000	1.000	1.000	1.000		
Base saturation flow rate (pcphpl)	·   · · · ·	1,700	2,100	1,950	1,950	) 1,950	1,950	1,950	1,950		
Heavy vehicle percent	9,0	4.0	4.0	2,0	3.0	2.0	3.0	3.0	3,0		
Local adjustment factor	0.85	0.97	0.95	<b>-</b>							
% left turns				12	12	12	12	12	12		
% right turns				12	12	12	12	12	12		
CONTROL CHARACTERISTICS					<b>.</b>				l		
Number of signals		1	11	5	4	10	10	4	6		
Arrival type (1-6)	••••	<u> </u>		4	3	4	4	4	4		
Signal type (a, c, p)		1		¢	c			c	c		
Cycle length (C)		· · · ·	<u>  </u>	120	150	120	150	120	120		
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44		
		•	L								
MULTIMODAL CHARACTERISTIC	\$		1 <b>- 1</b>		· · · · · ·			1. 004	<u>г</u>		
Paved shoulder/bicycle lane (n, y)		[					-	n, 50%, y	n		
Outside lane width (n, t, w)								t	t		
Pavement condition (d, t, u)	_							<u>t</u>	ļ		
On-street parking (n, y)								<u>n</u>	n		
Sidewalk (n, y)			<u>                                     </u>						n, 50%, j		
Sidewalk/roadway separation (a, t, w)									t		
Sidewalk protective barrier (n, y)			<u> </u>						<u>n</u>		
	LEV	EL OF SE	ERVICE TH	IRESHOL	/DS						
	Freeways	Higi	iways	Arterials		ls	Bicycle	Ped	Bus		
Level of Service	Density	Two-Lane	<b>└───</b> ∤	· · · · · · · · · · · · · · · · · · ·		Class II	Score	Score	Buses/hr.		
~		%ffs	Density	ats		ats					
B	≤ 17	> 83.3	≤17	<u> </u>		> 22 mph	≤ 2.75	≤ 2.75	≤6		
С	≤ 24	> 75.0	_ ≲24			> 17 mph	≤ 3.50	≤ 3.50	≤4		
D	≤31	> 66.7	≤31	> 18 mp		> 13 mph	≤ 4.25	≤ 4.25	< 3		
Е	≤ 39	> 58.3	≤ 35	> 15 mp	oh 🛛	> 10 mph	≤ 5.00	≤ 5.00	<2		

% fis = Percent free flow speed ats = Average travel speed

TABLE 6		R	ural Und	levelop	Way Volun ed Areas an 5,000 l	and P <b>opulat</b> i	ion <sup>1</sup>		<u>12/18/12</u>
INTERRU	PTED FLOW FAC	Cilities			UNINTE	RUPTED	FLOW FA	CILITIES	
STATE SIG Lanes Median 2 Undivided 4 Divided 6 Divided	B C # 1,220 * 2,790 * 4,300	TERIAL D 1,350 2,890 4,350	E **	Lanes 4 6 8	B 3,020 4,510 6,040	FREEV C 4,51 6,72 8,97	0 5	D 5,490 5,220 9,960	E 6,300 9,720 12,970
(Alter c by	alized Roadway presponding state volu- the indicated percent.) gnalized Roadways	umes	nts			reeway Ad Auxiliary cesent in Bot + 1,8	Lanes h Direction		
	Tura Lane Adju Exclusive Exclu		djustment	1	JNINTERR	UPTED I	LOW H	IGHWAY	2S
Lanes Median L 2 Divided 2 Undivided Multi Undivided Multi Undivided	eft Lanes Right Yes N No N Yes N No N - Ye	Lanes o o o o	Factors +5% -20% -5% -25% + 5%	Lanes 2 4 6	Median Undivided Divided Divided	Rural Und B 440 2,440 3,680	eveloped C 790 3,820 5,730	D 1,350 4,840 7,280	E 2,710 5,500 8,240
Multiply the	y Facility Adjust corresponding two-d nes in this table by 0.	irectional		Lanes 2 4 6	Median Undivided Divided Divided	Develope B 820 2,460 3,680	d Areas C 1,550 3,860 5,790	D 2,190 4,970 7,440	E 2,990 5,660 8,500
BIC (Multiply matorized vel	YCLE MODE		her of	Alter L	OS B-D volum	sing Lane . es in proport highway se	tion to the r	assing lane	length to
directional roadway lane	s to detennine (wo-wo volumes.)			Lanes	Uninterrupt Median	Exclusive	left lanes	Adjustme	nt factors
Ru. Paved Shoulder/Bicycle Lane Coverage	ral Undeveloped B C	D	E	2 Multi Multi	Divided Undivided Undivided	Ye Ye No	s	+5 -5% -25	%
0-49% 50-84% 85-100%	* 120 100 200 250 370	190 310 1,760	300 >1,010 >1,760	are for th constitute	hown are presented e automobile/truck a standard and sho models from which	modes unless sp uid be used only	ectifically state for general p	d. This table do lanning applicat	cs not ions. The
Do Paved Shoulder/Bicycle Lanc Coverage	eveloped Areas B C	D	E	planning corridor o based on	applications. The ta or intersection design planning application	ble and deriving n, where more r ns of the Highw	s computer mo clined techniq	dels should not ucs exist. Calcu	be used for lations are
0-49% 50-84% 85-100%	* 220 170 430 560 1,760	460 1,270 >1,760	1,480 >1,760 **	<sup>2</sup> Level of motori	and Quality of Serv fservice for the bicy zed vehicles, not nu be achieved using (	cle and pedestr mber of bicycli	sts or pedestria		
(Multiply motorized veh directional roadway lanes	to determine two-wa volumes.)	elow by numl y maximum s	ervice	** Not ap volumes ; been read	plicable for that lev greater than level of bod. For the bicycle e because there is n	el of service let service D beco mode, the leve	ter grade. For t me F bocause i Lof service lett	intersection capa or grade (includ	icities have ing F) is not
Sidewalk Coverage 0-49% 50-84% 85-100%	B C * * * 120 320 940	D 220 780 1,560	E 840 1,390 >1,820	Florida Department of Transportation					

TABLE 6 (continued)

#### Generalized Peak Hour Two-Way Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population

12/18/12

		P								
INPUT VALUE		Uninterr	upted Flow	v Facilities			Interru	pted Flow	Facilities	
ASSUMPTIONS	Freeways		Hig	iways		Апе	erials	Bic	ycle	Pedestria
ROADWAY CHARACTERISTIC	s									
Area type (ru, rd)	rural	Ū	nu	rđ	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n							]	_	
Median (n, nr, r)		n	r	n	r	n	Г	٦ ا	r	п
Terrain (l,r)	1	1	1	1	1	1	1		1	1
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	у	[n]	<u> </u>	у	у	У	у	у
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4							<u> </u>		
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	000,1	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	2
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
AULTIMODAL CHARACTERIST	5109									
Paved shoulder/bicycle lane (n, y)	105				i			n,50%,y	n,50%,y	n
Outside lane width (n, l, w)		,						t	t	t
Pavement condition (d, t, w)								t	t	<b>-</b>
Sidewalk (n, y)					ł			<u>.</u>		n,50%
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										<u>,</u> п
			05 05 0			t			······	
		LEVEL	OF SERV	/ICE THR	ESHOLD	S Hight				· · · · · ·
Level of	Freew	'nys 🚽	Two-L:	<u> </u>	Two-f.a	<u> </u>	Multil		Multíl	na rd
Service	Dens	hr.	%tsf	ats	1 wort.a		Der		Den	
B	 ≤ 14		≤ 50	<u>&lt;</u> 55	> \$3	-	 ≤	-		14 ·
	≤22		<u>≤ 65</u>	< 50	> 75		<u>≥≥</u> ≤2		<u></u>	
D					> 66					
E	<u>≤29</u> ≤36		<u>≤80</u> >80	<u>&lt; 45</u> < 40	> 58		<u>&gt;&gt;</u>		<u></u>	
	200	,	~ 00	<u> </u>	~ 30				≦:	
Level of	Arterials				Bicy	olo	· _ [	D.	destrian	
Service	Mai	or City/Co			Sco				Score	
B	maj	>31  mph							<u>≤2.75</u>	
c		> 23 mpl		_		<u>≤2.75</u>			<u>≤ 2.75</u> ≤ 3.50	
D		> 18 mph			≤ 3.50 ≤ 4.25					
E		> 15 mph						<u>≤ 4.25</u>		
				≤ 5.00				<u>≤ 5.00</u>		

%1st = Percent time spent following %11s = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

#### Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas<sup>1</sup>

						annzeu	111040				12/18/12
	INTER	RUPTED FI	OW FAC	ILITIES			UNINTE	RRUPTED	FLOW F	ACILITIES	
	STATE S	IGNALIZ	ED ART	TERIAL	S				WAYS		
Lancs I 2 3 4	Class I (40 Median Undivided Divided Divided Divided	) nıph or high B * * *	er posted s C 830 1,910 2,940 3,970	peed limit) D 880 2,000 3,020 4,040	E **	Lanes 2 3 4 5 6	B 2,260 3,360 4,500 5,660 7,900	( 3,0 4,5 6,0 7,6 10,3	20 80 80 80	D 3,660 5,500 7,320 9,220 (2,060	E 3,940 6,080 8,220 10,360 12,500
		mnh ar clau	•		<b>`</b>		Ť	reeway A	dinetmon	te	
Lanes 1 2 3 4	Median Undivided Divided Divided Divided	5 mph or slov B * * *	C 370 730 1,170 1,610	D 750 1,630 2,520 3,390	E 800 1,700 2,560 3,420		Auxiliary Lane + 1,000	reeway A	ແງ້ຕະເມເຊັນ	Ramp Metering + 5%	
		ignalized R r correspondin by the indicate Signalized R	g state volut d percent.)	nes	nts						
Lanes l l Multi Multi	Median Divided Undivided Undivided Undivided Undivided	& Turn La Exclusive Left Lanes Yes No Yes No	ne Adjus Exclus Right L No No No No	sive A anes	djustment Factors +5% -20% -5% -25%	Lanes 1 2 3	UNINTERR Median Undivided Divided Divided	UPTED B 420 1,810 2,720	FLOW I C 840 2,560 3,840	HIGHWAX D 1,190 3,240 4,860	¥S E 1,640 3,590 5,380
-	Multiply	- Vay Facility the correspondence lumes in this t	nding direc	nent tional	+ 5%	Lancs I Multi Multi	Uninterrupt Median Divided Undivided Undivided	Exclusive Y Y	lighway A left lanes es es io	Adjustment Adjustme +5 -5' -25	nt factors % %
direct Paved S Lan	B liply motorized ional roadway h houlder/Bicy e Coverage 0-49%	anes to determi volume:	es shown be ine two-way			are for th constitute computer planning corridor o based on Capacuy	liown are presented a automobile/truck is a a standard and sho models from which applications. The ta or intersection desig phaning application and Quality of Serv	modes unless s ukl be used on this table is d ble and derivir n, where more ns of the High ice Manuel.	pecifically sta ly for general crived should ig computer in refined technical vay Capacity	ted. This table do planning applicat be used for more redels should not inues exist. Calcu Manual and the T	tions. The specific be used for lations are rankit
	50-84%	110	340	1,000	>1,000	ofmotori	f service for the bicy zed vehicles, not nu	wher of bicycl	ists or pedesti	this lebic is base films using the fac	d on number sility.
(Mul direct Sidew	5-100% PEI tiply motorized ional roadway is alk Coverage 0-49% 50-84% 5-100%	ines to determi volumes	s shown bel ne two-way	low by numi		flow. * Cannol ** Not ap volumes j been recc	r bour shown are only the achieved using i plicable for that leve greater than level of hod. For the bicyc is a because there is mults.	able input vak el of service le service D bee mode, the lev	ie defaults, iter grade. Fo ome F because el of service le	r the sulomobile e intersection cap ster grade (includ	mode, acties have ling F) is not
J	BUS MODI	E <b>(Schedul</b> n pezk hour in	ed Fixed	I Route)	3						
1	(Buses) alk Coverage 0-84% 5-100%		$C \\ \geq 4 \\ \geq 3$	on) ⊇ 3 ≥ 2	E ≥2 ≥1	Systems F	epartment of Transp Janning Office <u>state, A. v&amp; ohanning</u>		ricial dan		

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

Generalized Peak Hour Directional Volumes for Florida's

(continued)			ι	Urbanized Areas 12/18								
INPUT VALUE	Uninterr	upted Flor	v Fncilities		s		terrupted i Arterials	Flow Facil	ilities Class I			
ASSUMPTIONS		112	<b>.</b>		ass l			ass II		Pedestria		
	Freeways	I Hug	hways		355 4			155 11	Bicycle	recesina		
ROADWAY CHARACTERISTICS Area type (lu, u)	llu	υ	u	u	l u		u	u	u	u		
Number of through lanes (both dir.)	4-12	2	4-6	2	4	_	2	4-8	4	4		
Posted speed (mph)	70	50	50	45	5		30	30	45	45		
Free flow speed (mph)	75	55	55	50	5		35	35	50	50		
Auxiliary lanes (n,y)		33				5			- 50			
Median (n, nr, r)	n				<u> </u>			r r	r	г		
Terrain (l,r)	1	<u>n</u> 1	r 1	n			 [					
% no passing zone		80		<sup>1</sup>	<b>-</b>		<u>`</u>					
Exclusive left turn lane impact (n, y)		[n]	У	У	y y	•	У	y	у	y		
Exclusive right turn lanes (n, y)		- <u>Enl</u>		n	<u>л 7</u>			n	n	n n		
Facility length (mi)	4	5	5	2	2		1.9	1.8	2	2		
Number of basic segments	4						1					
TRAFFIC CHARACTERISTICS		<u>I</u>	1	I	1	<sup>1</sup>	t	<u> </u>	J	1		
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.0	on l	0.090	0.090	0.090	0.090		
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.5		0.565	0.560	0.565	0.565		
Peak hour factor (PHF)	1.000	1.000	1.000	1,000	1.0		1.000	1.000	1.000	1.000		
Base saturation flow rate (pcphpl)	1.000	1,700	2,100	1,950	1.9	_	1,950	1,950	1,950	1,950		
Heavy vehicle percent	4,0	2,0	2,100	1.950	1.9		L.0	1.930	2.5	2.0		
Local adjustment factor	0.91	0.97	0.98	1.0	<u> </u>	<u> </u>				2.0		
% left turns	0.91	0.57	0.90	12	12	<u>,</u>	12	12	12	12		
% right turns	· · · · ·		···	12	12		12	12	12	12		
		I	<u>I,</u>	12	1 14	-		1		14		
CONTROL CHARACTERISTICS			ri					r	1			
Number of signals	_ <u></u>			4	4		10	10	4	6		
Arrival type (1-6)				3	3		4	4	4	4		
Signal type (a, c, p)				C	c		C	c	C	c		
Cycle length (C)				120	15		120	120	120	120		
Effective green ratio (g/C)				0.44	0.4	5	0.44	0.44	0.44	0.44		
MULTIMODAL CHARACTERISTICS	5											
Paved shoulder/bicycle lane (n, y)									n, 50%, y	ก		
Outside lane width (n, t, w)									1	t		
Pavement condition (d, t, w)									t			
On-street parking (n, y)									n	ก		
Sidewalk (n, y)										n, 50%,		
Sidewalk/roadway separation (a, t, w)										<u>t</u>		
Sidewalk protective barrier (n, y)										n		
	LEV	EL OF SI	ERVICETI	IRESHO	LDS							
	Freeways	ays Highways			Arter	ials		Bicycle	Ped	Bus		
Level of	Domites	Two-Lane	Multilane	Class J		C	Class II	S	C	Buses/hr.		
Service	Density	%ffs	Density	ais			als	Score	Score	GOSCS/NT.		
В	≤17	> 83.3	≤17	> 31 mph				≤2.75	≤ 2.75	≤6		
С	≤24	> 75.0	≤ 24	> 23 mph			17 mph	≤ 3.50	≤ 3.50	4		
D	≤31	> 66.7	≤31	> 18 mp				≤ 4.25	≤ 4.25	<3		
E	≤ 39	> 58.3	≤ 35	> 15 mph		····			≤ 5.00	<2		

% ffs = Percent free flow speed ats = Average travel speed

#### Generalized Peak Hour Directional Volumes for Florida's

#### Transitioning and Areas Over 5 000 Not In Urbanized Areas<sup>1</sup>

			A	reas O	ver 5,00	,000 Not In Urbanized Areas <sup>1</sup>						
	INTERR	IUPTED F	LOW FAC	ILITIES		UNINTERRUPTED FLOW FACILITIES						
	STATE SI	GNALE	ZED ART	CERIAL	S			FREE	WAYS			
Lanes 1 2 3	Class I (40 Median Undivided Divided Divided				) E	Lanes 2 3 4 5	B 2,200 3,260 4,260 5,300	C 2,81 4,28 5,68 7,08	: 30 30 30	D 3,440 5,100 6,760 8,440	E 3,580 5,540 7,500 9,440	
Lanes 1 2 3	Class II (35 Median Undivided Divided Divided Non-State Sig	B * * gnalized F	C 330 500 810 Roadway A	D 680 1,460 2,280 Adjustme	E 720 1,600 2,420		F Auxiliary Lane ≁ 1,000	reewny A	d justmen l	ts Ramp Metering + 5%		
		y the indicat										
Lanes	Median	Exclusive Left Lanes		sive A .anes	djustment Factors	Lanes	JNINTERR Median	UPTED I B 450	FLOW F C 850	IIGHWAY D 1,200	Y <b>S</b> E 1,640	
1 2 Multi Multi	Divided Undivided Undivided Undivided	Yes No Yes No	No No No	1	+5% -20% -5% -25%	1 2 3	Undivided Divided Divided	430 1,740 2,610	2,4 <i>5</i> 0 3,680	3,110 4,660	3,440 5,170	
-	Multiply	the corresp	Yes by Adjustr onding direc table by 1.2	uent tional	+ 5%	Lanes I Multi Multi	Uninterrup( Median Divided Undivided Undivided	ed Flow H Exclusive Ye Ye N	left lanes es es	Adjustment Adjustme +5 -54 -25	nt factors % %	
direc Shoul	Bl tiply motorized v tional roadway la Paved der/Bicycle Coverage	vehicle volur	nine (wo-way	low by num		<sup>1</sup> Values s are for th constitute computer planning corridor o based on Capac ky	bown are presented a automobile/inuck ea standard and sbo imodels from whic applications. The ti or intersection desig planning application and Quality of Serv	modes unless s uld be used onl h this table is do ble and derivin m, where more ns of the Highw vice Manual	pecifically stal y for general ( crived should ) g computer m refined techni wy Capacity )	ted. This table do planning applicat be used for more ordels showid not ques exist. Calcu Manual and the T	es not ions. The specific be used for lations are ransit	
( 5	)-49% 0-84%	* 100	140 280	320 940	1,000 >1,000 **	of motoria <sup>3</sup> Buses pe	service for the bic and vehicles, not an r hour shown are on	unber of bicycl	ists or polestr	iers using the fee	diy.	
(Mul	5-100% PED tiply motorized v ional roadway lar	ehicle volun	іле (wo-way	low by num	berof	** Not ap volumes   been reac	be achieved using plicable for that lo reater than level of hed. For the bicyck	rel of service le Eservice D bece e mode, the leve	tter grøde. For me F because Hof service fe	intersection cap tter grade (inclus	cities have ling F) is not	
( 5	lk Coverage 0-49% 0-84% 0-100%	B * * 200	C * 80 540	D 140 440 880	E 480 \$00 >1,000	achievab) value defi	s because there is a	o waring a	hicle volume i	hreshold using th	tuqui eld	
;	BUS MODE (Buses in		iled Fixed n peak direct		3							
C	lk Coverage -84% -100%	B > 5 > 4	C ≥4 ≥3	D ≥3 ≥2	E ≥2 ≥1	Systems F	epartment of Trans lanning Office state flustplanning		default shim			

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

.

TABLE 8 (continued)

#### Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and

#### Areas Over 5,000 Not In Urbanized Areas

12/18/12

		Interrupted Flow Facilities							
INPUT VALUE	Uninter	rapted Flo	w Facilities	·		e Arterials	FIOW PACE	Class I	
ASSUMPTIONS		1		·					η
	freeways	Hig	zhways	Cl	ass I	C	lass []	Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	1	1	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50		30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n		1				
Median (n, nr, r)		n	r	n	У	n	у	г	r
Terrain (l,r)	1	1	<u> </u>	1	l l	1	1	1	1
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	у	у	У	у	у	у	У
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4		l		L				
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95		<u> </u>				1
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals		1		5	4	10	10	4	6
Arrival type (1-6)		1		4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)			<b></b>	120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0,44	0.45	0.44	0.44
	I	I	!						
CONTROL CHARACTERISTICS		· · · · · · · · · · · · · · · · · · ·		· · · · ·	<u> </u>		·····	L- 509/ 11	
Paved shoulder/bicycle lane (n, y)								n, 50%, y	
Outside lane width (n, t, w)								<u>t</u>	1
Pavement condition (d, t, u)		[						t	
On-street parking (n, y)								n	n
Sidewalk (n, y)							ļ	ļ	n, 50%, y
Sidewalk/roadway separation (a, t, w)								<u> </u>	t
Sidewalk protective barrier (n, y)								L	n
	LEV	EL OF SE	RVICE TH	IRESHOL	.DS				
	Freeways		iways		Arteria	ls	Bicycle	Ped	Bus
Level of	Two-Lane Multilane		Class I	L I	Class II		·		
Service	Density	%fTs	Density	ats		ats	Score	Score	Buses/hr.
В	≤ 17	> 83.3	≤17	> 31 mp	ph	> 22 mph	≤ 2.75	≤ 2.75	≤6
C	≤24	> 75.0	<u> </u>	> 23 mp		-	≤ 3.50	<u>≤ 3.50</u>	0 _≤4
								<u> </u>	
D	≤ 31	> 66.7	≤31	> 18 mp				≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph		> 10 mph	≤ 5.00	≤ 5.00	<2

% it's = Percent free flow speed ats = Average travel speed

#### Generalized Peak Hour Directional Volumes for Florida's

#### Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population<sup>1</sup> 12/18/12 **UNINTERRUPTED FLOW FACILITIES INTERRUPTED FLOW FACILITIES** FREEWAYS STATE SIGNALIZED ARTERIALS Lanes Median B С D E Lanes В С D E \*\* Undivided \* 670 740 2 1,680 2,500 3,040 3,500 1 \*\* 2,500 4,560 5,400 2 Divided 1,530 1,580 3 3,720 2,400 3 Divided 2,360 \*\* 3,360 4,980 6,080 7,200 4 Freeway Adjustments Non-State Signalized Roadway Adjustments (Alter corresponding state volumes Auxiliary Lanes by the indicated percent.) Present in Both Directions Non-State Signalized Roadways - 10% + 1,000 Median & Turn Lane Adjustments UNINTERRUPTED FLOW HIGHWAYS Exclusive Exclusive Adjustment Median Left Lanes **Right Lanes** Factors Lanes **Rural Undeveloped** Divided 1 Yes No +5% D Lanes Median В С Е Undivided Nø No -20% 1 740 1,490 240 430 Undivided 1 Multi Undivided Yes No -5% 2 Divided 1,340 2,100 2,660 3,020 Undivided No -25% Multi No 4,000 3 2,020 3,150 4.530 Divided + 5% Yes **Developed Areas One-Way Facility Adjustment** Lanes Median В С D E Multiply the corresponding directional 1,200 1,640 Undivided 450 850 1 volumes in this table by 1.2 1,350 2 Divided 2,730 3,110 2,120 3 Divided 2.020 3.180 4,090 4.670 **Passing Lane Adjustments** Alter LOS B-D volumes in proportion to the passing lane length to BICYCLE MODE<sup>2</sup> the highway segment length (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service Uninterrupted Flow Highway Adjustments volumes.) Exclusive left lanes Adjustment factors Lanes Median Divided Yes +5% 1 **Rural Undeveloped** Multi Undivided Ycs -5% Paved Shoulder/Bicycle Undivided -25% Multi No Lane Coverage B С D Έ 70 0-49% 110 170 50-84% <sup>1</sup>Values shown are presented as peak hour directional volumes for levels of service and 60 120 180 580 are for the automobile/truck modes unless specifically stated. This table does not 85-100% 140 210 1,000 >1,000 constitute a standard and should be used only for general planting applications. The computer models from which this table is derived should be used for more specific **Developed** Areas planning applications. The table and deriving computer models should not be used for condor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Paved Shoulder/Bicycle С Lane Coverage В D Е Capacity and Quality of Service Manual. 0-49% \* 120 260 840 <sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number 100 50-84% 240 720 1,000 of motorized vehicles, not number of bicyclists or pedestrians using the facility. 1,000 85-100% 320 >1,000 \*\* \* Cannot be achieved using table input value defaults, PEDESTRIAN MODE<sup>2</sup> \*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service been reached. For the bioycle mode, the level of service letter grade (including P) is not volumes.) achievable because there is no maximum vehicle volume threshold using table input value defaults. Sidewalk Coverage В С D E Source: 0-49% \* \* 120 460 \* 50-84% 80 430 770 Florida Department of Transportation 85-100% 180 520 860 >1,000 Systems Plunning Office www.dot.state.fl.us/phaniog/systems/sm/los/default.shunt

TABLE 9 (continued)

#### Generalized Peak Hour Directional Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population

12/18/12

•	De	velope	SU MICC	Areas Less Than 5,000 Population 12/							
INPUT VALUE		Uninterru	pted Flow	Facilities			Interrup	oted Flow )	Facilities		
ASSUMPTIONS	Freeways	· · · · · · · · · · · · · · · · · · ·	High	ways		Aric	rials	Bic	ycle	Pedestrian	
ROADWAY CHARACTERISTIC	s										
Area type (ru, rd)	rural	ru	n	rdi	rd	rd	rd	ru	rd	rd	
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2	
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45	
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50	
Auxiliary lanes (n,y)	n										
Median (n, nr, r)		Π	r	n	r	n	r	r	r	n	
Terrain (l,r)	1		1	1	1	I	l	1	1	1	
% no passing zone	······	20		60			-				
Exclusive left turn lanes (n, y)		[n]	У	[n]	У	у	у	y	у	У	
Exclusive right turn lanes (n, y)						n	ก	n	n	n	
Facility length (nu)	14	10	10	5	5	1.9	2.2	4	2	2	
Number of basic segments	4		10							f	
Number of basic segments								L	L	2	
TRAFFIC CHARACTERISTICS							0.007	0.000	0.000	1 0 00-	
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550	
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950	
Heavy vehicle percent	12.0	5,0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0	
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					<u> </u>	
% left tums						12	12		12	12	
% right turns						· 12	12		12	12	
CONTROL ON A CTEDICTICS					7						
CONTROL CHARACTERISTICS	·					5	6	2	4	4	
Number of signals						3	3	3	3	3	
Arrival type (1-6)						c	c	a	a	a	
Signal type (a, c, p)			~			90	90	60	90	90	
Cycle length (C)						0.44	0.44	0.37	0.44	0.44	
Effective green ratio (g/C)						0.44	V.44	0.57	1 0.11	1 0.44	
MULTIMODAL CHARACTERIS	TICS										
Paved shoulder/bicycle lane (n, y)								n.50%.y	n.50%,y	n	
Outside lane width (n, t, w)								t	t (	1	
Payement condition (d, t, u)								t	1		
Sidewalk (n, y)										n,50%,	
Sidewalk/roadway separation(a, t.w)										t	
Sidewalk protective barrier (n, y)					<del></del>			1		ת	
<u>bildendii protoco co y y </u>			00.000								
		LEVE	OF SER	VICE THE	GESHOLL	75 High	WOUP				
Level of	Free	vays			(D)	ane rd		lane ni	Mult	lane rd	
Service			Two-L							nsity	
	Den		%tsf		*/			nsity			
В	<u>≤ l</u>		<u>≤ 50</u>	<u>&lt;</u> 55	> 8			14		14	
c	<u>≤ 2</u>		≤ 65	<u>&lt; 50</u>	>7			22		22	
D	≤ 29 ≤ 80			<u>&lt;</u> 45	> 6			29		29	
E	<u>≤</u> 3	6	> 80	<u>&lt;</u> 40	> 5	8.3	5	34	<u></u>	34	
								<u> </u>			
Level of	Arterials				Bic	Bicycle		P	edestrian		
Service	Major City/Co.(ats)		o.(ats)	Sc		Score		Score		<u> </u>	
В	> 31 mph		h		≤2.75			≤2.75			
с		> 23 mp	h		≤ 3.50			≤ 3.50			
D		> 18 mp	h			.25		≤ 4.25			
E		> 15 mp			≤5	6.00			≤ 5.00		
								<u> </u>			

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

#### RAILROAD ANALYSIS



#### TRANSPORTATION ANALYSIS

#### DESOTO MINE – RAILROAD CROSSING OF SR 70 WEST OF ARCADIA, FLORIDA

Prepared For

MOSAIC FERTILIZER, LLC

Prepared By



LINCKS & ASSOCIATES, INC. Engineers - Planners Tampa, Florida TRANSPORTATION ANALYSIS DESOTO MINE -- RAILROAD CROSSING OF SR 70 WEST OF ARCADIA FLORIDA

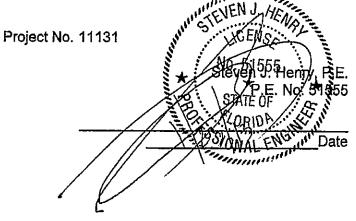
**Prepared For** 

#### MOSAIC FERTILIZER, LLC

Prepared By

LINCKS & ASSOCIATES, INC. 5023 West Laurel Street Tampa, Florida 33607 813-289-0039 State of Florida Authorization No. EB0004638

January, 2013





LINCKS & ASSOCIATES, INC.

#### TABLE OF CONTENTS

	Page
Introduction	1
Estimated Project Traffic	1
Project Trip Distribution	3
Adjacent Transportation Facilities	6
Mine Life	6
Background Traffic	6
Arterial Analysis	
Appendix	••••

#### LIST OF TABLES

1	Four Corners Mine Trip Generation	4
2	Desoto Mine Trip Generation	.5
3	Estimated Background Plus Project Traffic	8
4	Arterial Analysis	9

#### LIST OF FIGURES

1	Project Location	.2
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#### LINCKS & ASSOCIATES, INC.

#### INTRODUCTION

Mosaic Fertilizer, LLC is proposing a mine along SR 70 within western Desoto County, as shown in Figure 1. The product from the mine is proposed to be shipped via rail. Therefore, a new rail crossing of SR 70 is proposed. It is estimated that there will be up to eight (8) trains per day entering/exiting the mine and crossing SR 70. It is further estimated that the trains will take approximately ten (10) minutes to cross SR 70.

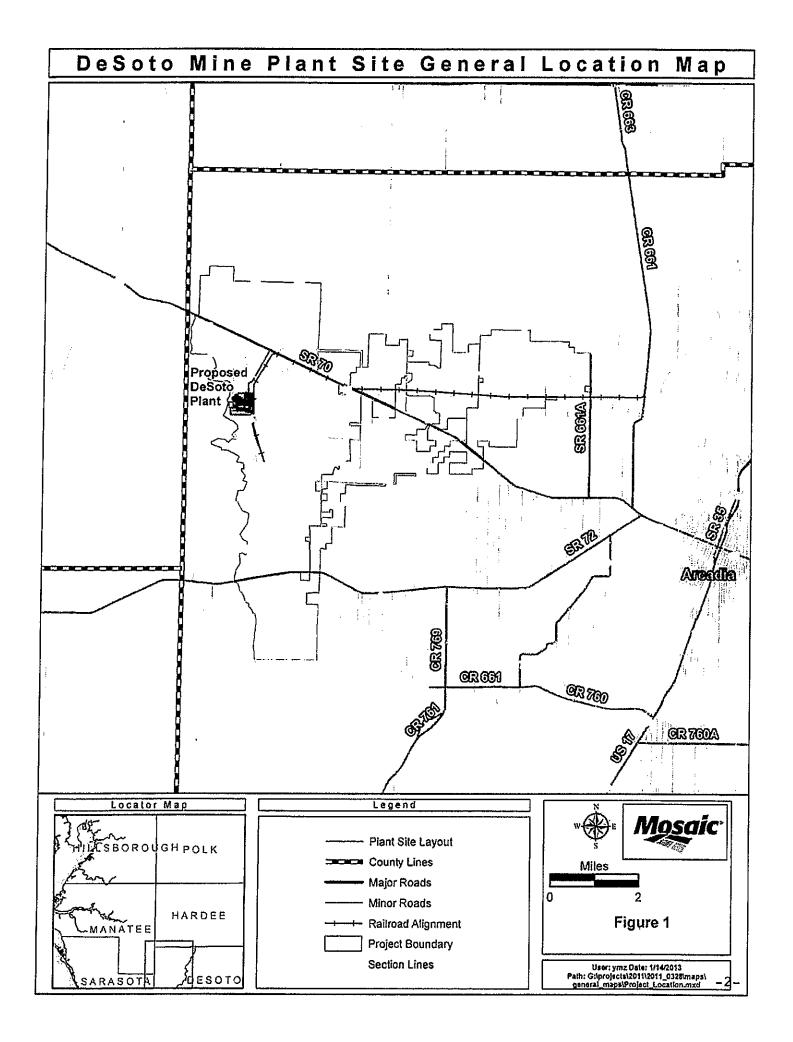
This analysis will evaluate the impact of the rail crossing on SR 70. As a worst case analysis, the impact of the rail crossing will evaluate four (4) scenarios which are as follows:

- AM Peak Hour of the Generator
- AM Street Peak Hour
- PM Peak Hour of the Generator
- PM Street Peak Hour

#### ESTIMATED PROJECT TRAFFIC

The Institute of Transportation Engineers' (ITE) <u>Trip Generation</u>, 9th Edition, 2012, does not contain trip generation data for a mine. Therefore, the trip generation utilized in this analysis was estimated based on data from the Four Corners Mine. The Desoto Mine is proposed to operate similar to the Four Corners Mine except the product from the Desoto Mine is to be shipped via rail, whereas the product is shipped via truck from the Four





Corners Mine. Therefore, the following methodology was utilized to estimate the traffic associated with the Desoto Mine:

- AM and PM peak hour counts were conducted at the Four Corners Mine entrance road to the plant.
- 2) During the counts in # 1, above, the number of product trucks was documented.
- 3) As of the date of the counts, there were 567 employees at the Four Corners Mine of which approximately 300 employees report to work at the Four Corners plant.
- 4) These trip rates were applied to the projected mine employees to estimate the traffic associated with the proposed Desoto Mine.

Table 1 summarizes the peak hour trip generator for the existing Four Corners Mine.

As shown in Table 2, the Desoto Mine is estimated to attract approximately 141 trip ends during the generator AM peak hour and 36 during the AM street peak hour. During the generator PM peak hour, the mine is estimated to attract 135 trip ends and 57 trip ends during the street peak hour.

#### **PROJECT TRIP DISTRIBUTION**

The following distribution of project traffic was estimated based on development in the



LINCKS & ASSOCIATES, INC.

LINCKS & ASSOCIATES, INC.

(1) Source: Video and machine count conducted by Lincks & Associates, Inc. on April 11, 2012 at the Four Corners Mine.

livery	<u>In Out Total</u> 119 22 141 19 17 36	135 55
oyee)/De	-1 23 <mark>(ort</mark>	100 38
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ks (1)	<u>In Out Total</u> 22 19 41 22 23 45	25 14
uct Truc	23 19 <u>Out</u> 23	1 <del>5</del> 8
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	In Out Total 141 41 182 41 40 81	160 69
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i	티 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	45 23
	<u>Employees</u> 300 300	300 300
	<u>Peak Hour</u> Generator (6-7 AM) Street (8-9 AM)	Generator (3-4 PM) Street (4-5 PM)

TABLE 1

FOUR CORNERS MINE TRIP GENERATION [ Mine Entrance Road to Four Corners Plant]

-4--

LINCKS & ASSOCIATES, INC.



TABLE 2

DESOTO MINE TRIP GENERATION [ Mine Entrance Road to DeSoto Plant]

livery	<u>Total</u> 141 36	135 55
Employee/Delivery Trip Ends	22 0 <u>ut</u>	100 38
Emp	<u>미</u> 119 19	35 17
	Employees 300 300	300 300
	<u>reak rour</u> Generator (6-7 AM) Street (8-9 AM)	Generator (3-4 PM) Street (4-5 PM)

(1) Based on estimated trip generation at the Four Corners Mine.

-5-

vicinity of the mine:

- 50% to and from the north (via SR 70)
- 50% to and from the south (via SR 70)

### ADJACENT TRANSPORTATION FACILITIES

As shown in Figure 1, the site is located south of SR 70 and east of the Manatee/Desoto County line. SR 70 is currently a two lane, undivided facility in the vicinity of the project with a posted speed limit of 60 MPH.

According to the Desoto County and FDOT five-year work programs, there are no capacity adding improvements budgeted in the vicinity of the project.

#### MINE LIFE

It is anticipated mining activities will start by 2021. The mine is projected to have a 15 year life. Therefore, a future year of 2036 was utilized for this analysis.

#### BACKGROUND TRAFFIC

The estimated mine completion is the year 2036. Therefore, the following methodology was utilized to estimate the 2036 background traffic.



 Lincks & Associates, Inc. conducted 72-hour machine counts on SR 70 in the vicinity of the project.

A copy of the machine counts are included in the appendix of the report.

- The averaged machine counts in number 1, above, were adjusted to peak season based on the FDOT seasonal adjustment factors for Desoto County. See Table A-1 in the appendix of this report.
- 3. Based on historical FDOT counts in the vicinity of the project, there has been no historical growth in the last seven (7) years. Therefore, the peak season volumes in # 2, above, were adjusted to the year 2036 utilizing a 1.0 percent per year growth rate.

Table 3 summarizes the 2036 background plus project traffic on SR 70 in the vicinity of the project.

#### ARTERIAL ANALYSIS

To evaluate the impact the proposed railroad crossing would have on the operation of SR 70, the crossing was treated as if it were a signal. The characteristics were then input into the 2012 FDOT ARTPLAN software to evaluate the operation. As shown in Table 4, with the 2036 background plus project traffic, SR 70 should operate at an acceptable level of service with the addition of the proposed railroad crossing.



LINCKS & ASSOCIATES, INC.

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## TABLE 4

#### ARTERIAL ANALYSIS

	Time	2036 Backg Project	
Roadway	Period	Speed	LOS
SR 70	Generator (6-7 AM)	57.15	A
	Street (8-9 AM)	57.19	A
	Generator (3-4 PM)	56.96	A
	Street (4-5 PM)	57.06	A







## FOUR CORNERS MACHINE COUNTS



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LINCKS & ASSOCIATES, INC.

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Page 2 of 2	072870 EB	r 11 201	Total		630				
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SUMMARY - Tube Count - Vehicle Classification Data t of split)		E A vla	Single Double Double Double	10.7					
/ehicle Cl		<5 Avla	Double	\$	214				
e Count - 1				Ł		ļ			
.RY - Tub		1	Single	20	3.2%				
n Data SUMMA SR 37 (west of split)		2 Axle	6 Tire	69					
n Data SR 37 (we		Buses		2	1.1%				
classification Rd west of		2 Axle	Long	161	25.6%				
t - Vehicle (	t: 100 # fi FL	Motor- Cars &	cycles Trailer	149	23.7%				
Tube Coun	CCATION E: Duette,	Motor-	cycles	ო	0.5%				
Type of report: Tube Count - Vehicle Classification LOCATION: Four Corner Mine Rd west of	SPECIFIC LOCATION: 100 ft from CITY/STATE: Duette, FL	Start Time		Grand Total	Percent		ADT 630	Comments:	

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Report generated on 4/17/2012 9:13 AM

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SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

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#### FOUR CORNERS MINE ROAD

#### TRUCK COUNT (Video dated April 11, 2012)

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		Nu	mber of Tru	cks
	•	İn	Out	Total
6-6:15	AM	8	4	12
6:15-6:30	AM	4	7	11
6:30-6:45	AM	5	4	9
6:45-7	AM	5	4	9
8-8:15	АМ	8	2	10
8:15-8:30	AM	5	6	11
8:30-8:45	AM	6	7	13
8:45-9	AM	3	8	11
3-3:15	PM	3	8	11
3:15-3:30	PM	2	3	5
3:30-3:45	PM	2	1	3
3:45-4	PM	3	3	6
4-4:15	РМ	2	3	5
4:15-4:30	PM	4	1	5
	PM	Ō	3	3
	PM	Ō	1	1



# SR 70 MACHINE COUNTS

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LINCKS & ASSOCIATES, INC.

-OCATION:	LOCATION: SR 70 east of Manatee/Desot	ist of Mana	atee/Desn	to County Line	ine										Page 1 of
SPECIFIC LOCATION: CITY/STATE: Desoto, F	CATION E: Desoto,	: 100 ft from FL	mo										σā	QC JOB #: 10753701 DIRECTION: EB/WB	10753701 : EB/WB
Start Time	Motor-		2 Axle	Buses	2 Axle	3 Axle	4 Axle	ch Avla	E AVIA	- A 4	- A			DATE: Apr 24 2012	4 2012
	cycles	Trailer	Long		6 Tire	Single	Single	Double	Double	Double	so Axie Multi	6 Axle Multi	>6 Axle Mutri	Classified	Total
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40       9       14       7       3       8       61       1         50       13       19       12       8       14       7       1       20       53       0         58       12       18       7       1       20       53       0       1         72       9       21       5       0       7       38       12       43       1         72       9       21       5       0       7       38       0       7       38       0         72       5       13       2       0       7       38       0       0       0       1       10       0       0       1       10       0       0       1       10       0       0       0       1       10       0<	40       9       14       7         50       13       19       14       7         53       12       18       21       4         72       9       21       5       13       7         32       5       13       12       15       5         32       5       13       12       15       5         32       5       13       2       2       2         14       2       8       0       0       0         18       2       13       2       13       2         19.5%       3.8%       7.0%       2.5%       2.5%         700 AM       7.00A       2.00 AM       11:00 AM       11:00 AM         72       12       24       16       6         5:00 PM       4:00 PM       12:00 PM       2:00 PM       72         72       18       22       12       21       12	S	18	51	3	0	0	0	10	269
50     13     19     12     8     14     48     3       58     12     18     7     1     20     53     0       72     9     21     5     0     7     38     1       43     12     15     2     0     7     38     0       20     5     11     0     0     5     35     0       14     2     8     0     0     5     35     0       14     2     8     0     0     5     35     0       18     2     13     2     0     7     31     0       18     2     9     0     0     1     10     0       788     154     285     1.4%     4.4%     18.8%     0.5%       19.5%     3.8%     7.0%     2.5%     1.4%     4.4%     18.8%     0.5%       788     154     285     1.4%     4.4%     18.8%     0.5%       788     7.0%     2.5%     1.4%     4.4%     18.8%     0.5%       789     7.0     2.5%     1.4%     4.4%     18.8%     0.5%       70     12     24     11:00 AM	50     13     19     12       53     12     18     7       53     12     15     5       72     9     21     5       32     5     11     0       20     5     13     12       14     2     8     0       18     2     13     2       73     12     154     28       14     2     8     0       18     2     5     0       19.5%     3.8%     7.0%     2.5%       700     19.5%     3.8%     7.0%       72     12     24     16       72     18     22     16       72     18     22     12       73     20     13     20	n	œ	61	-	0	0	0	7	243
58       12       18       7       1       20       53       0         72       9       21       5       0       7       38       0         43       12       15       2       0       7       38       0         32       5       11       0       0       5       35       0         32       5       11       0       0       5       37       0         14       2       8       0       0       5       27       0         18       2       6       0       0       1       10       0         18       2       5       10       5       14%       4.4%       18%       0.5%         788       154       2.8%       7.0%       2.5%       1.4%       4.4%       18.%       0.5%         788       7.0%       2.5%       1.4%       4.4%       18.%       0.5%         788       3.8%       7.0%       2.5%       1.4%       4.4%       1.6%       0.5%         789       3.8%       7.0%       2.5%       1.4%       4.4%       18.%       0.5%         730	58     12     18     7       63     18     21     4       72     9     21     4       43     12     15     5     11       20     5     13     2       14     2     8     0       18     7.0%     2.5%       19.5%     3.8%     7.0%     2.5%       700 AM     7.00 AM     11:00 AM       72     12     24     16       72     12     24     16       72     18     2.00 PM     12:00 PM	••	4	48	e	o	0	4	12	276
63     18     21     4     3     12     43     1       72     9     21     5     0     7     38     0       43     12     15     2     0     5     35     0       32     5     11     0     0     5     35     0       14     2     8     0     0     5     27     0       18     2     5     13     2     0     7     31     0       18     2     5     0     0     0     1     10     0       788     154     285     100     55     14%     18.8%     0.5%       788     154     285     1.4%     18.8%     0.5%       78     155%     3.8%     7.0%     2.5%     1.4%     18.8%     0.5%       78     16     0     6     3     0.5%     0.5%       78     16     10.0     55     1.4%     18.8%     0.5%       72     12     24     16     10     5     22       72     12     24     16     10     5     5       72     12     24     16     10     5 <td>63     18     21     4       72     9     21     5       43     12     15     2       32     5     11     0       32     5     13     2       14     2     8     0       18     2     13     2       14     2     8     0       18     2     5     10       788     154     285     100       788     154     285     100       788     3.8%     7.0%     2.5%       700 AM     7.00 AM     11:00 AM       72     12     24     16       72     18     220 PM     16       72     18     22     12</td> <td>•</td> <td>20</td> <td>53</td> <td>0</td> <td>0</td> <td>0</td> <td>C</td> <td>Ę</td> <td>284</td>	63     18     21     4       72     9     21     5       43     12     15     2       32     5     11     0       32     5     13     2       14     2     8     0       18     2     13     2       14     2     8     0       18     2     5     10       788     154     285     100       788     154     285     100       788     3.8%     7.0%     2.5%       700 AM     7.00 AM     11:00 AM       72     12     24     16       72     18     220 PM     16       72     18     22     12	•	20	53	0	0	0	C	Ę	284
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43       12       15       2       0       5       35       0         20       5       11       0       0       5       27       0         20       5       13       2       0       7       31       0         14       2       8       0       0       5       20       0         18       2       5       10       0       3       15       0         788       154       285       100       55       1800       761       22         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         788       155       100       55       1800       761       22         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         700       8.00       11.00       55       100       60       5       5         8.00       4.16       10       8.00       11.00       50       6       5         72       12 <td>43       12       15       15       2         32       5       11       0         20       5       13       2         14       2       8       0         18       154       285       100         19.5%       3.8%       7.0%       2.5%         19.5%       3.8%       7.0%       2.5%         700       7.0       8:00       0         730       7:00       2.4       16         72       12       24       16         72       12       24       16         72       13       22       12         72       13       22       12         72       18       22       12</td> <td>0</td> <td>7</td> <td>38</td> <td>0</td> <td>0</td> <td></td> <td></td> <td>) (T</td> <td>281</td>	43       12       15       15       2         32       5       11       0         20       5       13       2         14       2       8       0         18       154       285       100         19.5%       3.8%       7.0%       2.5%         19.5%       3.8%       7.0%       2.5%         700       7.0       8:00       0         730       7:00       2.4       16         72       12       24       16         72       12       24       16         72       13       22       12         72       13       22       12         72       18       22       12	0	7	38	0	0			) (T	281
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20       5       13       2       0       7       31       0         14       2       8       0       0       5       20       0         18       2       5       0       0       3       15       0         18       2       5       100       55       180       761       22         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         70.5       2.5%       1.4%       4.4%       18.8%       0.5%         70.5       3.8%       7.0%       2.5%       1.4%       18.8%       0.5%         70.5       3.8%       7.0%       2.5%       1.4%       18.8%       0.5%         72       12       24       16       10       16       60       5         72       18       2.2       12       8       20       61       3       3         72       18       22       12       8       20       61       60       61       3       3         72	20     5     13     2       14     2     8     0       18     2     5     0       6     1     0     0       788     154     285     100       19.5%     3.8%     7.0%     2.5%       700     3.8%     7.0%     2.5%       8:00 AM     7:00 AM     8:00 AM     11:00 AM       72     12     24     16       5:00 PM     4:00 PM     12:00 PM     2:00 PM       72     18     22     12	0	i un	27	. 0			, c	4	150
14       2       8       0       0       5       20       0         18       2       5       0       0       0       3       15       0         18       154       285       100       55       180       761       22         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       6.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       6.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       6.4%       18.8%       0.5%         19.5%       2.5%       1.4%       6.0       6.6%       5.5%       0.5%         10.50       3.00       8:00       11:00 <am< td="">       8:00<am< td="">       11:00<am< td="">       11:00<am< td="">       11:00<am< td="">       12:00       5.00       61       5       5.00       61       5       5.00       61       3       3.00       61       3       3.00       5       5       5       5       5       5       5       5       5       5       5       5<td>14     2     8     0       18     2     5     0       6     1     0     0       788     154     285     100       19.5%     3.8%     7.0%     2.5%       700     3.8%     7.0%     2.5%       700     3.8%     7.0%     2.5%       700     4     2.6     100       72     12     24     16       72     18     22     12       72     18     22     12</td><td>0</td><td>-</td><td>i So</td><td>0</td><td>Ċ</td><td></td><td></td><td>¢</td><td>8 7 7</td></am<></am<></am<></am<></am<>	14     2     8     0       18     2     5     0       6     1     0     0       788     154     285     100       19.5%     3.8%     7.0%     2.5%       700     3.8%     7.0%     2.5%       700     3.8%     7.0%     2.5%       700     4     2.6     100       72     12     24     16       72     18     22     12       72     18     22     12	0	-	i So	0	Ċ			¢	8 7 7
18       2       5       0       0       3       15       0         788       154       285       100       55       180       761       22         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       4.4%       18.8%       0.5%         19.5%       3.8%       7.0%       2.5%       1.4%       18.8%       0.5%         19.5%       5.0       100       50       8:00       11:00       50       50       50       50       50       50       50       50       50       50       50       51       3       300       50       51       3       3       50       51       3       3       50       51       3       3       50       51       3       3       50       51       3       3       3       3       3       3       3 <td< td=""><td>18         2         5         0           6         1         0         0         0           788         154         285         100           19.5%         3.8%         7.0%         2.5%           700         3.8%         7.0%         2.5%           8:00 AM         7:00 AM         11:00 AM         11:00 AM           72         12         24         16           72         18         22         12           72         18         22         12           72         18         22         12</td><td>0</td><td>. un</td><td>20</td><td>0</td><td>• c</td><td></td><td>• =</td><td></td><td>3 6</td></td<>	18         2         5         0           6         1         0         0         0           788         154         285         100           19.5%         3.8%         7.0%         2.5%           700         3.8%         7.0%         2.5%           8:00 AM         7:00 AM         11:00 AM         11:00 AM           72         12         24         16           72         18         22         12           72         18         22         12           72         18         22         12	0	. un	20	0	• c		• =		3 6
6         1         0         0         0         1         10         0           788         154         285         100         55         180         761         22           19.5%         3.8%         7.0%         2.5%         1.4%         4.4%         18.8%         0.5%           19.5%         3.8%         7.0%         2.5%         1.4%         4.4%         18.8%         0.5%           19.5%         3.8%         7.0%         2.5%         1.4%         4.4%         18.8%         0.5%           19.5%         3.8%         7.00         11:00         11:00         8:00         11:00         11:00         11:00         5         5:00 PM         11:00 PM         11:00 AM         5:00 PM         11:00 PM         11:00 AM         5:00 PM         11:00 PM         11:00 AM         5:00 PM         11:00 PM         10:00 PM         11:00 PM <t< td=""><td>6         1         0         0         0           788         154         285         100           19.5%         3.8%         7.0%         2.5%           700         3.8%         7.0%         2.5%           700         8.00 AM         71:00 AM         11:00 AM           72         12         24         16           72         13         22         12           72         18         22         12</td><td>0</td><td>ς,</td><td>15</td><td>0</td><td>C</td><td></td><td></td><td>  +-</td><td>52</td></t<>	6         1         0         0         0           788         154         285         100           19.5%         3.8%         7.0%         2.5%           700         3.8%         7.0%         2.5%           700         8.00 AM         71:00 AM         11:00 AM           72         12         24         16           72         13         22         12           72         18         22         12	0	ς,	15	0	C			+-	52
788         154         285         100         55         180         761         22           19.5%         3.8%         7.0%         2.5%         1.4%         4.4%         18.8%         0.5%           19.5%         3.8%         7.0%         2.5%         1.4%         4.4%         18.8%         0.5%           19.5%         3.8%         7.0%         2.5%         1.4%         4.4%         18.8%         0.5%           19.5%         3.8         7.0         4.4%         18.8%         0.5%           3:00 AM         7:00 AM         8:00 AM         11:00 AM         10:00 AM         8:00 AM         11:00 AM           72         12         24         16         10         16         60         5           72         18         220 PM         2:00 PM         2:00 PM         1:00 PM         1:00 PM         1:00 PM         13:00 PM           72         18         22         12         28         20         61         3         3	788     154     285     100       19.5%     3.8%     7.0%     2.5%       100     3.8%     7.0%     2.5%       101     102     100     100       102     12     24     16       72     12     24     16       72     18     22     12       72     18     22     12	0	• •	: <del>2</del>	0	0			- *-	2 Q
19:5%     3.8%     7.0%     2.5%     1.4%     4.4%     18.8%     0.5%       Image: State of the st	19.5%     3.8%     7.0%     2.5%       ISO AN     7.00 AM     8:00 AM     11:00 AM       72     12     24     16       72     13     22     12       72     18     22     12		180	761	22	0	0		105	4045
Total         Total <th< td=""><td>S:00 AM         7:00 AM         8:00 AM         11:00 AM           72         12         24         16           72         13         22         12           72         18         22         12</td><td></td><td>4.4%</td><td>18.8%</td><td>0.5%</td><td>0.0%</td><td>0.0%</td><td></td><td>2.6%</td><td></td></th<>	S:00 AM         7:00 AM         8:00 AM         11:00 AM           72         12         24         16           72         13         22         12           72         18         22         12		4.4%	18.8%	0.5%	0.0%	0.0%		2.6%	
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sport generated on 5/1/2012 3:21 PM SOURCE: Ounlis, LLC (http://www.qualitycounts.net)						SOURCE: Q	uality Cour	nls, LLC (http	illeup.www.cualit	ycounts.ne

Alte         Blues         ZAM         JAME         State         FANIE         Service         SAME         FANIE         DIRECTION:           0.3         1         2         0 </th <th>E. Desslo, F.L.         Diffection: Diffection:         Diffection: bits: And bits: A</th> <th>TY/STATE: Desc art Time Moto 2:00 AM cycle 1:00 AM</th> <th>SPECIFIC LOCATION: 100 ft from</th> <th>aree/Lesot</th> <th>o County L</th> <th>ine</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>đ</th> <th>0 JOB #: 1</th> <th>0753701</th>	E. Desslo, F.L.         Diffection: Diffection:         Diffection: bits: And bits: A	TY/STATE: Desc art Time Moto 2:00 AM cycle 1:00 AM	SPECIFIC LOCATION: 100 ft from	aree/Lesot	o County L	ine								đ	0 JOB #: 1	0753701
Witches         Table         Fixed         State         <	Zaxie         Buses         Zaxie         Fire         Single         Couble         Double         Do         Do         Do <thd< th=""><th></th><th>oto, FL</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th><u></u></th><th>RECTION: MTF: Anr 2</th><th>EBMB</th></thd<>		oto, FL											<u></u>	RECTION: MTF: Anr 2	EBMB
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4       79       38       5       15       12       6       11       40       1       0       0       1 </td <td>38       5       15       12       6       11       40       11         45       12       12       6       6       7       40       1         51       10       15       8       5       13       56       0         51       10       15       8       5       13       56       0         52       16       20       3       3       11       49       0         53       16       21       6       0       1       30       0       0         51       5       20       8       3       11       49       0       0       14       40       1         53       16       21       6       3       13       31       30       0       1       30       0       1       1       30       0       1       1       1       31       31       0       1</td> <td>8:00 AM 1</td> <td>109</td> <td>58</td> <td>13</td> <td>17</td> <td>11</td> <td></td> <td>- α</td> <td>5 5</td> <td>4 7</td> <td><b>-</b> &lt;</td> <td><b>-</b> -</td> <td> C</td> <td>n i</td> <td>285</td>	38       5       15       12       6       11       40       11         45       12       12       6       6       7       40       1         51       10       15       8       5       13       56       0         51       10       15       8       5       13       56       0         52       16       20       3       3       11       49       0         53       16       21       6       0       1       30       0       0         51       5       20       8       3       11       49       0       0       14       40       1         53       16       21       6       3       13       31       30       0       1       30       0       1       1       30       0       1       1       1       31       31       0       1	8:00 AM 1	109	58	13	17	11		- α	5 5	4 7	<b>-</b> <	<b>-</b> -	C	n i	285
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6       92       51       10       15       8       5       13       50       7       0       0       2       11         2       117       53       28       53       16       20       8       3       11       40       0       0       0       0       1       1         2       137       63       12       27       6       0       1       30       0       0       0       0       0       1       1         2       137       63       12       27       6       0       1       30       0	51     10     15     8     5     13     50     0       52     16     20     8     3     11     49     0       53     28     29     2     2     13     48     1       63     16     27     6     0     11     30     0       51     5     20     8     0     7     36     0       51     5     20     8     0     7     36     0       51     1     13     3     0     1     21     0       51     1     13     3     0     1     21     0       51     1     1     3     0     1     21     0       51     2     1     0     0     1     14     0       730     203     304     97     46     154     174%     0.3%       730     5.1%     7.6%     2.4%     1.2%     3.9%     17.4%     0.3%       730     2.1%     7.6%     2.4%     1.2%     3.9%     17.4%     0.3%       73     28     33     12     6     1     14     56       73     28     3			29	ស	2 2	e en	2 e	ې ۲	8 2		<b>-</b>	<b>-</b> 0		17	239
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2       117       53       28       23       2       13       48       7       0       0       10       10         1       137       63       16       21       6       3       13       31       1       0       0       0       0       0       0       0       0       13       35       15       15       20       13       31       11       13       30       0       1       30       0       0       0       0       0       13       14       15       30       0       1       10       0       13       11       13       30       0       1       20       0       0       0       0       14       12       14       12       0       0       0       0       14       14       12       14       12       0       0       0       0       0       14       14       14       14       14       16       14       14       16       14       14       16       14       14       16       14       14       16       14       14       16       14       14       16       14       14       16       14	53       28       29       2       2       13       48       1         63       12       27       6       0       11       30       0         51       5       20       8       0       7       36       0         51       5       20       8       0       7       36       0         31       11       13       3       0       1       21       30       0         27       3       3       2       0       1       21       30       0         13       1       7       0       0       1       18       0       1       14       0 <td></td> <td></td> <td>52</td> <td>16</td> <td>20</td> <td>• œ</td> <td><b>,</b> , ,</td> <td>5 5</td> <td>99</td> <td><b>,</b> ,</td> <td>5 &lt;</td> <td><b>-</b> -</td> <td>5</td> <td>5</td> <td>260</td>			52	16	20	• œ	<b>,</b> , ,	5 5	99	<b>,</b> ,	5 <	<b>-</b> -	5	5	260
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	68     16     21     6     3     13     31       63     12     27     6     0     11     30     0       31     11     13     3     0     1     21     30       27     3     20     8     0     7     36     0       27     3     3     2     0     1     21     30       27     3     3     2     0     1     21     0       16     4     2     3     0     1     14     0       790     203     304     97     46     154     690     13       790     203     304     97     46     12%     39%     174%     0.3%       730     203     304     97     46     12%     39%     174%     0.3%       730     28     33     12%     6     11     66     2     2       730     28     33     12%     6     11     56     2       73     28     29     8     5     13     54     2       69     28     8     5     13     54     2     2		~	53	<b>78</b>	5			: 2	â	2 4	-	<b>)</b> (	<b>&gt;</b> (	ωġ	253
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$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	· 51       5       20       8       0       7       36       0         31       11       13       3       0       1       21       0       0         27       3       3       2       0       1       21       0       0         16       4       2       3       0       1       18       0       1         790       203       304       97       46       154       690       13         790       203       304       97       46       12%       39%       174%       0.3%         790       203       304       97       46       12%       39%       174%       0.3%         730       203       304       97       46       12%       39%       174%       0.3%         730       28       33       12%       6       11       60       2       1         730       28       33       12       6       11       56       2       2         730       28       29       8       5       13       54       2       2         69       28       3       3 </td <td></td> <td>Ţ</td> <td>ខ</td> <td>12</td> <td>27</td> <td>ч С</td> <td>. 0</td> <td>; 5</td> <td>2 8</td> <td></td> <td></td> <td><b>&gt;</b> c</td> <td><b>.</b> .</td> <td>זימ</td> <td>805</td>		Ţ	ខ	12	27	ч С	. 0	; 5	2 8			<b>&gt;</b> c	<b>.</b> .	זימ	805
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SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

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itart Time 12:00 AM	SK /U 68 DCATION	EDUATION: SR /U East of Manatee/Desoto County Line SPECIFIC LOCATION: 100 ft from CITY/STATE: Desoto, FL	itee/Desot im	o County L	e								σΞά	QC JOB #: 10753 DIRECTION: WB	10753701 I: WB
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Type of report: Tube Count - Vehicle Classification Data	Tube Count	- Vehicle Cli	assification	Data	SUMMAF	ZY - Tube	Count - V	SUMMARY - Tube Count - Vehicle Classification Data	ssification	n Data					Page 4 of 4
SPECIFIC LOCATION: 100 ft from CITY/STATE: Desoto, FL	OCATION:	storman 1. 100 ft fro FL	iee/neso(( m	o county L	ine							l	55 I	QC JOB #: 10753701 DIRECTION: WB	0753701 WB
Start Time		ars & railer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	4 Axte <5 Axte 5 Axte >6 Axte <6 Axte 6 Axte 5 Axte	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	UAIE: Apr 24 2012 - Apr 26 2012 the >6 Axle Not Total	26 2012 Total
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Report generated on 5/1/2012 3:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

FDOT SEASONAL ADJUSTMENT FACTORS

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LINCKS & ASSOCIATES, INC.

2011 P	eak	Seaso	n Facto	er (	Category	Report	-	Report Type: A	$\mathbf{L}\mathbf{L}$
Categor	y: (	0400	DESOTO	COI	UNTYWIDE				
								MOCE: 0.9	20

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Maak	Batan	SF	MOCF: 0.88
Week			
1	01/01/2011 - 01/01/2011	0.96	1.10
2	01/02/2011 - 01/08/2011	0.96	1.10
3	01/09/2011 - 01/15/2011	0.95	1.09
4	01/16/2011 - 01/22/2011	0.93	1.06
* 5	01/23/2011 - 01/29/2011	0.91	1.04
* 6	01/30/2011 - 02/05/2011	0.89	1.02
* 7	02/06/2011 - 02/12/2011	0.87	0.99
* 8	02/13/2011 - 02/19/2011	0.85	0.97
* 9	02/20/2011 - 02/26/2011	0.85	0.97
*10	02/27/2011 - 03/05/2011	0.85	0.97
*11	03/06/2011 - 03/12/2011	0.85	0.97
*12	03/13/2011 - 03/19/2011	0.85	0.97
*13	03/20/2011 - 03/26/2011	0.86	0.98
*14	03/27/2011 - 04/02/2011	0.88	1.01
*15	04/03/2011 - 04/09/2011	0.89	1.02
<b>≁1</b> 6	04/10/2011 - 04/16/2011	0.91	1.04
*17	04/17/2011 - 04/23/2011	0.92	1.05
18	04/24/2011 - 04/30/2011	0.94	1.07
19	05/01/2011 - 05/07/2011	0.95	1.09
20	05/08/2011 - 05/14/2011	0.97	1.11
21	05/15/2011 - 05/21/2011	0.98	1.12
22	05/22/2011 - 05/28/2011	1.00	1.14
23	05/29/2011 - 06/04/2011	1.03	1.18
24	06/05/2011 - 06/11/2011	1.05	1.20
25	06/12/2011 - 06/18/2011	1.07	1.22
26	06/19/2011 - 06/25/2011	1.09	1.25
27	06/26/2011 - 07/02/2011	1.11	1.27
28	07/03/2011 - 07/09/2011	1.13	1.29
29	07/10/2011 - 07/16/2011	1.15	1.31
30	07/17/2011 - 07/23/2011	1.16	1.33
31	07/24/2011 - 07/30/2011	1.16	1.33
32	07/31/2011 - 08/06/2011	1,17	1.34
33	08/07/2011 - 08/13/2011	1.17	1,34
34	08/14/2011 - 08/20/2011	1.18	1.35
35	08/21/2011 - 08/27/2011	1.17	1.34
36	08/28/2011 - 09/03/2011	1.17	1.34
37	09/04/2011 - 09/10/2011	1.17	1.34
38	09/11/2011 - 09/17/2011	1.17	1.34
39	09/18/2011 - 09/24/2011	1.15	1.31
40	09/25/2011 - 10/01/2011	1.14	1.30
41	10/02/2011 - 10/08/2011	1.12	1.28
42	10/09/2011 - 10/15/2011	1.11	1.27
43	10/16/2011 - 10/22/2011	1.08	1.23
44	10/23/2011 ~ 10/29/2011	1.06	1.21
45	10/30/2011 - 11/05/2011	1.03	1,18
46	11/06/2011 - 11/12/2011	1.01	1.15
47	11/13/2011 - 11/19/2011	0.99	1.13
48	11/20/2011 - 11/26/2011	0.98	1.12
49	11/27/2011 - 12/03/2011	0.97	1.11
50	12/04/2011 - 12/10/2011	0.97	1.11
51	12/11/2011 - 12/17/2011	0.96	1.10
	12/18/2011 - 12/24/2011	0.96	1.10
53	12/25/2011 - 12/31/2011	0.95	1.09

\* Peak Season

Page 1 of 3

## PEAK SEASON TRAFFIC CALCULATION



LINCKS & ASSOCIATES, INC.

### TABLE A-1

# PEAK SEASON TRAFFIC

<b>Direction</b>	<u>Date</u>	<u>6-7 AM</u>	<u>8-9 AM</u>	<u>3-4 PM</u>	<u>4-5 PM</u>
EB	4/24/2013	58	103	158	180
	4/25/2013	62	152	134	148
	4/26/2013	<u>50</u>	<u>114</u>	<u>174</u>	<u>164</u>
	Average	57	123	155	164
	Peak Season	61	132	166	175
WB	4/24/2013	114	167	142	153
	4/25/2013	120	139	150	158
	4/26/2013	<u>127</u>	<u>153</u>	<u>131</u>	<u>142</u>
	Average	120	153	141	151
	Peak Season	128	164	151	162

## FDOT HISTORICAL COUNTS



LINCKS & ASSOCIATES, INC.

#### Florida Department of Transportation Transportation Statistics Office 2011 Historical AADT Report

County: 04 - DESOTO

Year	AADT	Di	rection 1	Di	rection 2	*K Factor	D Factor	T Factor
	2211 0		1644		1662			~ ~ ~ ~
2011	3311 C	E		Ŵ	1667	9.50	55.40	24.00
2010	3297 C	E	1637	W	1660	10.68	54.22	23.20
2009	3397 C	Е	1685	W	1712	10.92	57.65	22.90
2008	3505 C	Е	1733	W	1772	10.84	57.99	25.70
2007	3793 C	Е	1876	N	1915	10.76	52.49	25.90
2006	3824 C	Е	1907	W	1917	10.62	54.37	26.00
2005	3885 C	E	1913	W	1972	10.50	52.20	24.50
2004	4009 C	E	1943	W	2066	12.30	61.20	23.90
2003	3900 F	Б		W		10.40	55.80	23.20
2002	3737 C	Е	1853	W	1884	10.40	55.80	24.20
2001	3553 C	Е	1764	W	1789	10.80	56.50	23.80
2000	3524 C	Е	1751	W	1773	10.80	54.40	29.10
1999	3543 C	Е	1756	W	1787	10.90	63.30	30.50
1998	3260 C	E	1624	W	1636	10.80	54.40	10.70
1997	3085 C	E	1544	W	1541	11.10	57.90	15.50
1996	2972 C	Е	1500	W	1472	13.00	58.60	14.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate S = Second Year Estimate; T = Third Year Estimate; X = Unknown \*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

#### ARTPLAN PRINTOUTS



LINCKS & ASSOCIATES, INC.

# **ARTPLAN 2012 Conceptual Planning Analysis**

Analyst		Arterial Name	SR 70	Study Period	Standard K
Date Prepared	1/10/2013 8:52:58 AM	From	From the west	Modal Analysis	Auto Only
lgency		To	Railroad Crossing	Program	ARTPLAN 2012
Area Typa	Rural Developed	Peak Direction	Westbound	Version Date	12/12/2012
Arterial Class		1			

#### **Project Information**

#### **Arterial Data**

K	0.09 PHF	0.9 Control/Type
D	0.54 % Heavy Vehicles	39 Base Sat. Flow Rate 1950

#### **Automobile Intersection Data**

Cross Stre	Cycle et Length	Thru g/C	Arr. Type	INT # Dir:Lanes	% Left Turns	% Right Turn <b>s</b>	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Railroad Crossing	24	0.8	3 3	1	0	0	No	Protected	N/A	N/A	N/A	No

#### Automobile Segment Data

Segment #	Length;	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type:	On-Street Parking	Parking Activity
1 (to Railroad Crossing)	10560	4501	219	1	55	60	None	No	N/A

#### **Automobile LOS**

Segment #		Mymt y Rate	Adj. Sat. Flow Rate	V/c	Control Delay	Int. Appr LOS		e Ratio	Speed (mph)	
1 (to Rallroad Crossing)		243	1098	3 0.267	4.51		A	0.00	57.15	- <u> </u>
Arterial Length 2.0045	Yeighted g/C	##	FFS Delay	6.27	Threshold Delay	0.00	Auto Speed	57.15	Auto LOS	A

#### **Automobile Service Volumes**

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	8	C	D	E
Lanes		Hourl	y Volume In Peak Dir	ection	
1	900	960	***	***	***
2	1830	1940	***	***	***
3	2770	2920	***	***	***
4	3700	3900	***	***	***
	900	960		A CALL AND	
Lanes	[	Hourly	Volume In Both Dire	ctions	
2	1670	1770	***	***	***
4	3390	3590	***	***	***
б	5130	5400	***	***	***
8	6860	7220	***	***	***
	1670	1770			1999 - 1999 <b>* * *</b> 1993 - 1994 -
Lanes		Ann	ual Average Daily Tra	offic	
2	18600	19700	***	***	***
4	37700	39800	***	***	***
6	57000	60000	***	***	***
8	76200	80300	***	***	***
	, 18600	19700	***		***

\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens. \*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details. # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct. ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

# **ARTPLAN 2012 Conceptual Planning Analysis**

Analyst		Arterial Name	Study Period	Standard K
Date Prepared	1/10/2013 8:52:58 AM	From the west	Modal/Analysis	Auto Only
Agency		To Railroad Crossing	Program	ARTPLAN 2012
Кгез Туре	Rural Developed	Peak Direction Westbound	Version Date	12/12/2012
Arterial Class		1		

#### **Project Information**

#### **Arterial Data**

K	0.09 PHF	0.9 Control Type	FullyActuated
D	0.54 % Heavy Vehicles	39 Base Sat: Flow Rate	1950

#### Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Агг. Туре	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Railroad Crossing	240	0.83	3	1	0	0	No	Protected	N/A	N/A	N/A	No

#### Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Railroad Crossing)	10560	4358	212	1	55	60	None	No	N/A

#### **Automobile LOS**

Segment #	Thru Mymt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Appr LOS		e Ratio	Speed (mph)	Segment LOS
1 (to Railroad Crossing)	236	1093	7 0.259	4.47		A	0.00	57.19	A
1 12,00451	ghted ## /C ##	FFS Delay	6.19	Threshold Delay	0.00	Auto Speed	57.19	Auto LOS	<b>A</b>

#### **Automobile Service Volumes**

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	G	E
Lanes		Houri	y Volume In Peak Dir	ection	
1	900	960	***	***	***
2	1830	1940	***	***	***
3	2770	2920	***	***	***
4	3700	3900	***	***	***
1002 200 <b>*</b> 200 - 200	900	960	***	***	***
Lanes		Hourly	Volume In Both Dire	ctions	
2	1670	1770	***	***	***
4	3390	. 3590	***	***	***
6	5130	5400	***	***	***
8	6860	7220	***	***	***
	1670	1770	5.555 <b>**</b> * 7.5 %		336 <b>***</b> 6931
Lanes		Ann	ual Average Daily Tra	Iffic	
2	18600	19700	***	***	***
4	37700	39800	***	***	***
6	57000	60000	***	<b>浙:</b> b 祚	<b>x</b> ##
8	76200	80300	***	***	***
	18600	//////19700	<b>**</b> *	***	

\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens. \*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details. # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct. ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

# **ARTPLAN 2012 Conceptual Planning Analysis**

Analyst	Arterial Name	SR 70	Study Period	Standard K
Date:Prepared 1/10/2013 8:52:58 AM	From	From the west	Modal Analysis	Auto Only
Agency	TO	Railroad Crossing	Program	ARTPLAN 2012
Area Type Rural Developed	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1			
File Name C:\Users\Michael\Document	s\DeSoto\SR 70 Artplan -	PM Generator.x	ap	
User Notes PM Generator Peak Hour			- ,	· · · · · · · · · · · · · · · · · · ·

#### **Project Information**

#### **Arterial Data**

K	0.09 ( <b>PHF</b>	0.9 Control Type FullyActuated
D	0.54 % Heavy Vehicles	39 Base Sat: Flow Rate 1950

#### **Automobile Intersection Data**

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Railroad Crossing	240	0.83	3	1	0	0	No	Protected	N/A	N/A	N/A	No

#### **Automobile Segment Data**

Segment #	Length	AADT.	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Rallroad Crossing)	10560	5262	256	1	55	60	None	No	N/A

#### **Automobile LOS**

Segment #		u Mvmt w Rate	Adj. Sat. Flow Rate	v/c	Control. Delay	Int. Appr LOS		ie Ratio	Speed (mph)	Segment LOS
1 (to Railroad Crossing	3)	284	1108	0.309	4.73		A	0.00	56.96	A
Arterial Length 2.0045	Weighted g/C	##	FFS Delay	6.70	Threshold Delay	0.00	Auto Speed	56.96	Auto LOS	A

#### **Automobile Service Volumes**

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/in.

	A	В	C	D	E
Lanes		Houri	y Volume In Peak Dir	ection	
1	900	960	***	***	***
2	1830	1940	***	***	***
3	2770	2920	***	***	***
4	3700	3900	***	***	***
	900	960	***	***	***
Lanes	[	Hourly	Volume In Both Dire	ctions	
2	1670	1770	***	***	***
4	3390	3590	***	***	***
6	5130	5400	***	***	***
8	6860	7220	***	***	***
ich Soldensels article suisels	1670	1770		(1997) (199 <b>4) (</b> 1997)	
Lanes		······································	ual Average Daily Tra	ffic	
2	18600	19700	****	***	***
4	37700	39800	***	***	***
6	57000	60000	#**	***	***
8	76200	80300	***	***	***
	18600	19700		1	

\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens. \*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details.

# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly. ## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct. ### Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

# **ARTPLAN 2012 Conceptual Planning Analysis**

Analyst	Arterial Name	Study Period	Standard K
Date Prepared 1/10/2013 8:52:58 AM	From the west	Modal Analysis	Auto Only
Agency	To Railroad Crossing	Program	ARTPLAN 2012
Area Type	Peak Direction Eastbound	Version Date	12/12/2012
Arterial Class	1		
File Name C:\Users\Michael\Documen	ts\DeSoto\SR 70 Artplan - PM Street.xap		
User Notes		·····	···· · · · · · · · · · · · · · · · · ·

#### **Project Information**

#### **Arterial Data**

κ	0.09 PMF	0.9 Control Type	ullyActuated
D	0.54 % Heavy Vehicles	39 Base Sat. Flow Rate	1950

#### **Automobile Intersection Data**

Cross Street	Cycle Length	Thrú g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Railroad Crossing	240	0.83	3	1	0	0	No	Protected	N/A	N/A	N/A	No

#### Automobile Segment Data

Segment#	Length	AADT	Hourly Vol.	SEG: # Dir:Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Railroad Crossing)	10560	4871	237	1	55	60	None	No	N/A

#### **Automobile LOS**

Segment #		ı Mvmt v Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Appr LOS		ie Ratio		Segment : LOS
1 (to Railroad Crossing)		263	1103	0.288	4.62		A	0.00	57.06	A
Arterial Length 2.0045 W	eighted g/C	##	FFS Delay	6.48	Threshold Delay	0.00	Auto Speed	57.06	Auto LOS	A

#### **Automobile Service Volumes**

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/in.

	A	В	C	D	E
Lanes		Houri	y Volume In Peak Dir	ection	
1	900	960	***	***	***
2	1830	1940	***	***	***
3	2770	2920	***	***	***
4	3700	3900	***	***	***
a start and the start of the st	900	960	***	(	***
Lanes		Hourly	/ Volume In Both Dire	ections	
2	1670	1770	***	***	***
4	3390	3590	***	***	***
6	5130	5400	***	***	***
8	6860	7220	***	***	***
	1670	1770	- 6.5 St. *** (2.6) []	1.0.0 (2.*** S. 0.2.)	1. A. A. <b>***</b>
Lanes		Апп	ual Average Daily Tra	offic	
2	18600	19700	***	***	***
4	37700	39800	***	***	***
6	57000	60000	***	***	***
8	76200	80300	***	***	***
	18600	19700			5.9497-957 <b>.000</b> 7

\* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens. \*\* Cannot be achieved based on input data provided.

\*\*\* Not applicable for that level of service letter grade. See generalized tables notes for more details. # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.

## Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.

### Intersection capacity (les) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

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# **Economic Impacts of Development and Operations of the Mosaic** Phosphate Mine in Desoto County, Central Florida

### Final Project Report to the Mosaic Company

Alan W. Hodges, Ph.D., Extension Scientist, and Christa D. Court, Ph.D., Assistant Scientist University of Florida, Institute of Food & Agricultural Sciences Food & Resource Economics Department, Gainesville, FL

September 5, 2018



Dragline mining for phosphate at the Four Corners Lonesome Mine (Credit Florida Department of Environmental Protection)

### **Table of Contents**

Exe	cutive Summary	4
	Table ES1. Summary of economic impacts of the Mosaic phosphate mine in Desoto County, FL, first nine years	
	Table ES2. Summary of economic impacts of the Mosaic phosphate mine in the five-county region in central Florida, first nine years	7
1. I	ntroduction	8
	Table 1.1. Profile of phosphate and other mineral mining and fertilizer manufacturing industries in the United States in 2016	
	Table 1.2. Profile of phosphate mining and fertilizer manufacturing industries in Florida in 2016	
	Figure 1.1. Employment trend in phosphate rock mining and phosphatic fertilizer manufacturing industries in Florida, 2013-16	
	Figure 1.2. Output trend in phosphate rock mining and phosphatic fertilizer manufacturing industries in Florida, 2013-16	1
	Figure 1.3. Industry output, exports and value added trend in nonmetallic mineral mining and fertilizer manufacturing industries in Florida, 2001-16	2
	Figure 1.4. Employment trend in nonmetallic mineral mining and fertilizer manufacturing industries in Florida, 2001-16	2
2. P	Project Data and Methods 1	3
	Figure 2.1. Map of Mosaic Company lands and processing facilities in central Florida 1	6
	Figure 2.2. Boundary map of the Mosaic phosphate mine in Desoto County, Florida 1	6
	Figure 2.3. Route map of the water supply pipeline for the Mosaic phosphate mine in Desoto County, Florida	7
	Figure 2.4. Map of the mining plan sequence for the Mosaic phosphate mine in Desoto County, Florida	7
	Figure 2.5. Map of Desoto County and five-county economic study region in central Florida 1	8
	Figure 2.6. Output, value added and intermediate commodity expenditures for the phosphate mining industry in central Florida in 2016 used to modify model for Desoto County	9
	Table 2.1. Budgeted development costs by industry sector and year for the Mosaic phosphate         mine in Desoto County, Florida	0
	Table 2.2. Land use of mined area for the Mosaic phosphate mine in Desoto County, Florida 2	0
	Table 2.3. Value of agricultural land use displaced by mining for the Mosaic phosphate mine in Desoto County, Florida	1
	Table 2.4. Industry profile of Desoto County, Florida in 2016    2016	.1
	Table 2.5. Industry profile of the five-county region in central Florida in 2016	2
3. E	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3
E	conomic Impacts in Desoto County	3

Table 3.1. Summary of economic impacts of the Mosaic phosphate mine development and annualoperating revenues in Desoto County, FL24
Table 3.2. Economic impacts by major industry group for development of the Mosaic phosphate         mine in Desoto County, Florida
Table 3.3. Economic impacts by major industry group for annual operations revenues to theMosaic phosphate mine in Desoto County, Florida
Table 3.4. State-local and federal government tax impacts of the Mosaic phosphate mine in      Desoto County, Florida      27
Economic Impacts in the Five-county Region of Central Florida
Table 3.5. Summary of economic impacts of the Mosaic phosphate mine in the five-county region in central Florida         29
Table 3.6. Economic impacts by major industry group for development spending on the Mosaicphosphate mine in the five-county region in central Florida30
Table 3.7. Economic impacts by major industry group for annual operations revenues for theMosaic phosphate mine in the five-county region in central Florida31
Table 3.8. State-local and federal government tax impacts of the Mosaic phosphate mine in thefive-county region in central Florida32
4. Literature and Information Sources Cited
Appendix: Glossary of Economic Impact Analysis Terms

#### **Executive Summary**

The Mosaic Company plans to develop a new phosphate mine and beneficiation plant on approximately 18,287 acres of land in northwest Desoto County, Florida. Historically, the land was used for agricultural purposes, primarily cattle grazing, citrus and vegetable crops. Development/construction of the mine will occur over a six year period, then mining operations will commence and reach full production two years later, and continue for 14.5 years. The extracted phosphate ore will be processed into phosphate rock at a new on-site separation/beneficiation plant, then shipped to one of the company's existing three fertilizer manufacturing plants in Polk and Hillsborough Counties.

This report details an analysis that was commissioned by the company to estimate the economic impacts of development and operations of the mine in Desoto County, and a five-county region (Desoto, Sarasota, Hardee, Manatee, and Polk counties), in support of informed public policy for local government permitting decisions.

The analysis was conducted using a project development budget, timeline, operating employment, and phosphate rock production volumes and prices from the company, together with economic models for the county and region created using the *IMPLAN* software and associated datasets (IMPLAN Group LLC) that enable estimation of regional multiplier effects for direct spending or revenues, indirect supply chain activity, and induced household and government spending. Total development costs were provided by the company for processing plant construction, earthmoving/sitework, utilities, mining equipment, water supply pipeline, railroad spur, engineering services, and project management. Construction of a water supply pipeline is proposed to extend 36.2 miles from the company's existing wellfields in southwest Polk County to the new mine, which could limit new groundwater withdrawals in DeSoto County. Approximately 10 percent of the construction contractors and trades employees are expected to be hired from Desoto County, and about 30 percent from the five-county region. At full production in year three of operations, the mine will produce about 6.12 million short tons of phosphate rock annually that will be converted to 3.67 million tons of phosphate fertilizer for sale to domestic and international markets at an estimated price of \$36 per ton of phosphate rock. Ongoing phosphate mining operations will employ 200 fulltime workers.

Total economic impacts of the new phosphate mine in Desoto County and the five-county region are summarized in Tables ES1 and ES2, respectively. In the county, impacts of development capital expenditures were estimated at 1,427 job-years, \$53.17 million (M) in labor income (employee wages, benefits, proprietor income), \$81.18 M in value added contributions to Gross Regional Product, and \$163.21 M in industry output or revenues, including direct, indirect, and induced multiplier effects

4

(Table ES1). The total job-years (one job for one year) would represent an average of 285 jobs over the five year development period. In addition, mine development spending in the county will generate \$4.063 M in tax revenues to state and local governments, including sales, property and severance taxes, and \$11.47 M in federal government taxes, including payroll and personal income taxes. The total impact of annual mining operations revenues in the county were estimated at 777 jobs, \$39.57 M in labor income, \$139.15 M in value added, and \$275.71 M in output, including direct, indirect and induced multiplier effects. Mining operations will generate annual tax revenues of \$19.24 M to state and local governments, including severance taxes on phosphate ore, and \$12.31 M to the federal government. The mine will displace an average of 457 acres per year of current agricultural land uses for citrus and beef cattle (pasture) production valued at \$0.83 M, which will have an offsetting negative impact of -17 jobs, -\$0.77 M in value added, and \$27,000 in state-local taxes. The total combined impacts in the county of mine development and operations, net of agricultural production losses, are estimated at 2,187 job-years, \$92.17 M in labor income, \$219.56 M in value added, and \$437.55 M in output. The combined total employment impacts included 1,211 direct job-years, indirect multiplier effects of 273 job-years, and induced effects of 703 job-years. As an annual average, these impacts represent 1,045 jobs, \$49.63 M in labor income, \$154.61 M in value added, and \$306.98 M in industry output (Table ES1). These impacts constitute 8.5 percent total county employment and 21.0 percent of county Gross Regional Product (GRP) in 2016.

In the five-county region total economic impacts of development were estimated at 6,138 job-years or an average of 1,228 jobs, \$289.76 M in labor income, \$433.32 M in value added, and \$779.68 M in industry output (Table ES2). Mine development spending in the region will generate \$24.83 M in tax revenues to state and local governments and \$68.27 M in federal government taxes. The total impact of annual mining operations revenues in the county were estimated at 1,841 jobs, \$91.67 M in labor income, \$224.98 M in value added, and \$421.61 M in output. Mining operations will generate annual tax revenues of \$25.75 M to state and local governments and \$26.41 M to the federal government. Agricultural production losses due to land use change will cause a loss of -25 jobs, -\$1.12 M in value added, and \$55,600 in state-local taxes in the region. The total combined impacts in the region of mine development and operations, net of agricultural production losses, are estimated at 7,954 job-years, \$380.64 M in labor income, \$657.18 M in value added and \$1,199.31 M in industry output. The combined total included employment impacts of 2,873 direct job-years, indirect multiplier effects of 1,083 job-years, and induced effects of 3,998 job-years. As an annual average, these impacts represent 3,043 jobs, \$148.84 M in labor income, \$310.53 M in value added, and \$575.56 M in industry output, that constitute 0.4 percent of total regional employment and GRP, respectively, in 2016 (Table ES2).

Activity	Impact Type	Employment (Job-Years)	Labor Income (M\$)	Value Added-GDP (M\$)	Industry Output- Revenues (M\$)
	Direct Effect	1,021	\$37.90	\$54.90	\$117.85
Development	Indirect Effect	121	\$4.28	\$6.71	\$13.42
Spending, years 1-6	s 1-6 Induced Effect 285 \$10.99	\$19.56	\$31.95		
	Total Effect	<u>1,427</u>	<u>\$53.17</u>	<u>\$81.18</u>	<u>\$163.21</u>
	Direct Effect	200	\$16.70	\$100.83	\$207.22
Operations 7.0	Indirect Effect	155	\$6.01	\$9.81	\$22.37
Revenues, years 7-9 (annualized)	Induced Effect	422	\$16.86	\$28.51	\$46.13
	Total Effect	<u>777</u>	<u>\$39.57</u>	<u>\$139.15</u>	<u>\$275.71</u>
	Direct Effect	-10	-\$0.34	-\$0.43	-\$0.83
Agricultural	Indirect Effect	-4	-\$0.13	-\$0.15	-\$0.24
Production Loss, annual	Induced Effect	-3	-\$0.10	-\$0.19	-\$0.31
	Total Effect	<u>-17</u>	<u>-\$0.57</u>	-\$0.77	<u>-\$1.38</u>
	Direct Effect	1,211	\$54.27	\$155.30	\$324.24
Total All Activities	Indirect Effect	273	\$10.15	\$16.37	\$35.55
Net of Ag Production Loss	Induced Effect	703	\$27.75	\$47.88	\$77.76
	Total Effect	<u>2,187</u>	<u>\$92.17</u>	<u>\$219.56</u>	<u>\$437.55</u>
Annual average all activities		1,045	\$49.63	\$154.61	\$306.98
Percent of county in 2016		8.5%	10.1%	21.0%	23.2%
Operations and ag loss as percent of county in 2016		6.2%	7.9%	18.8%	20.7%

Table ES1. Summary of economic impacts of the Mosaic phosphate mine in Desoto County, FL, first nine years

Values in 2018 dollars.

Operations revenues reflect incremental annual amounts.

Employment includes fulltime and part-time workers.

Labor income includes employee wages, benefits, and proprietor income. Source: *IMPLAN* model for Desoto County FL, 2016, modified to add phosphate mining sector.

Project Activity	Impact Type	Employment (Job-Years)	Labor Income (M\$)	Value Added- GDP (M\$)	Industry Output- Revenues (M\$)
	Direct Effect	2,687	\$141.05	\$187.29	\$360.80
Development	Indirect Effect	757	\$35.21	\$52.19	\$92.71
Spending, years 1-6	Induced Effect	2,695	\$113.50	\$193.83	\$326.17
	Total Effect	<u>6,138</u>	<u>\$289.76</u>	<u>\$433.32</u>	<u>\$779.68</u>
	Direct Effect	200	\$16.70	\$100.83	\$207.22
Operations 7.0	Indirect Effect	331	\$18.61	\$29.60	\$55.85
Revenues, years 7-9 (annualized)	Induced Effect	1,310	\$56.36	\$94.54	\$158.54
	Total Effect	<u>1,841</u>	<u>\$91.67</u>	<u>\$224.98</u>	\$421.61
	Direct Effect	-14	-\$0.35	-\$0.43	-\$0.83
Agricultural	Indirect Effect	-4	-\$0.15	-\$0.19	-\$0.31
Production Loss, annual	Induced Effect	-7	-\$0.29	-\$0.50	-\$0.85
	Total Effect	<u>-25</u>	<u>-\$0.79</u>	<u>-\$1.12</u>	<u>-\$1.98</u>
	Direct Effect	2,873	\$157.41	\$287.69	\$567.19
Total All Activities	Indirect Effect	1,083	\$53.67	\$81.61	\$148.26
Net of Ag Production Loss	Induced Effect	3,998	\$169.56	\$287.87	\$483.86
	Total Effect	<u>7,954</u>	<u>\$380.64</u>	<u>\$657.18</u>	<u>\$1,199.31</u>
Annual average all activities		3,043	\$148.84	\$310.53	\$575.56
Percent of region in 2	016	0.4%	0.5%	0.6%	0.6%
Operations and ag los region in 2016	s as percent of	0.3%	0.3%	0.4%	0.4%

**Table ES2.** Summary of economic impacts of the Mosaic phosphate mine in the five-county region in central Florida, first nine years

Values in 2018 dollars.

Operations revenues reflect incremental annual amounts.

Employment includes fulltime and part-time workers.

Labor income includes employee wages, benefits, and proprietor income.

Source: IMPLAN model for Desoto, Hardee, Polk, Manatee and Sarasota Counties, FL, 2016

#### 1. Introduction

The State of Florida is the largest producer of mined phosphate rock in the United States (U.S.), and is a leading producer globally. Refined phosphate rock is used in fertilizers, animal feed supplements, food preservatives, and many other industrial products. Phosphorous derivatives from phosphate rock, such as ammonium phosphate, diammonium phosphate and superphosphate, are essential nutrients used for agricultural crop production, and play a key role in the global food supply.

In the U.S. in 2016, phosphate rock mining employed 1,829 fulltime and part-time workers, with \$2.001 billion (B) in industry output (revenues), and \$1.031 B in value added or Gross Domestic Product (Table 1.1). Phosphatic fertilizer manufacturing in the U.S. employed 6,423 workers, with output of \$13.888 B, exports of \$3.045 B, and value added of \$3.363 B. Phosphate mining and fertilizer manufacturing are relatively high wage industries, with average labor income per worker of \$94,805 and \$127,961, respectively. These labor income values for the industry represent wages, salaries, commissions, and benefits such as health and life insurance, retirement and other forms of cash and non-cash equivalents. The broader industry encompassing all nonmetallic mineral mining and chemical fertilizers, employed 29,662 workers, with \$35.454 B in industry output, \$3.812 B in exports, and \$9.607 B in value added (Table 1.1). According to IbisWorld, phosphate and other mineral mining industry revenues in the U.S. are projected to grow to \$10.93 B in 2021, representing a 29.7 percent increase from 2016, while all fertilizer manufacturing revenues are projected to grow to \$24.04 B, a 3.6 percent increase.

The State of Florida currently has 27 phosphate mines, of which 6 are currently active, covering more than 430,900 acres, with 3,000 to 6,000 acres mined annually (FDEP). Phosphate mining began in Florida in 1883 in Alachua County. Mining currently occurs in Hillsborough, Manatee, Hardee, and Citrus Counties in central Florida in the "Bone Valley" region, covering approximately 1.3 million acres. Mining also occurs in Hamilton County in north Florida and Martin and Volusia Counties elsewhere in the state. In 2016, the phosphate mining industry in Florida employed 1,146 workers (fulltime and part-time), and produced \$1.224 B in output, with \$537 million (M) in exports, and \$616 M in value added contributions to Gross State Product (Table 1.2). Phosphatic fertilizer manufacturing in Florida employed 2,892 workers, with output of \$6.058 B, \$5.547 B in exports, and value added of \$1.319 B. In 2015, the leading counties for phosphate rock mining in terms of output were Polk (\$572 M), Hardee (\$58 M), and Hillsborough (\$45 M), while the leading counties for phosphatic fertilizer manufacturing were Polk (\$2.938 B), Hillsborough (\$2.381 B), Hamilton (\$1.044 B), and Manatee (\$319 M). Note that Hamilton County also has significant mining operations, but the facility there is

8

classified as a fertilizer manufacturer since it is an integrated mining and processing operation. Phosphate mining and fertilizer manufacturing employment in Florida declined by 19.7 and 24.3 percent, respectively, during 2013-16 (Figure 1.1). Phosphate rock mining output in Florida grew by 44 percent during this same period, or an average annual rate of 14.7 percent, while phosphatic fertilizer manufacturing output declined by 14.0 percent or 4.7 percent annually in inflation-adjusted terms (Figure 1.2).

The broad industry for all nonmetallic mineral mining and fertilizer manufacturing in Florida employed 6,073 workers in 2016, with \$8.645 B in output, \$6.211 B in exports, and \$2.227 B in value added. During the period 2001-16, the broad fertilizer mining-processing industry cluster in Florida grew by an average of 8.8 percent annually in output, 7.3 percent in exports, and 8.0 percent in value added, in inflation-adjusted terms (Figure 1.3), reflecting steadily growing worldwide demand for crop nutrients, however, employment declined by 25.4 percent, or 1.7 percent annually, due to automation and increasing worker productivity (Figure 1.4).

Datum	Phosphate rock mining	Other nonmetallic mineral mining	Phosphatic fertilizer manufacturing	Nitrogenous fertilizer manufacturing	Fertilizer mixing	Total all fertilizer ingredient mining and manufacturing
Employment (fulltime, part-time jobs)	1,829	3,223	6,423	8,819	9,370	29,662
Output (M\$)	2,001	704	13,888	12,512	6,350	35,454
Employee Compensation (M\$)	163	200	769	999	592	2,722
Proprietor Income (M\$)	11	34	53	232	391	720
Other Property Type Income (M\$)	818	144	2,335	1,732	598	5,627
Tax on Production and Imports (M\$)	40	14	206	185	94	538
Labor Income (M\$)	173	234	822	1,230	983	3,442
Total Value Added (M\$)	1,031	392	3,363	3,147	1,674	9,607
Output Per Worker (\$)	1,094,307	218,533	2,162,389	1,418,672	677,684	1,195,264
Labor Income Per Worker (\$)	94,805	72,523	127,961	139,499	104,896	116,039
Total Commodity Exports (M\$)	2	268	3,045	497	0	3,812
Intermediate Commodity Imports (M\$)	57	482	2,001	4,716	0	7,256
Institutional Commodity Imports (M\$)	3	28	132	237	0	401
Total Imports (M\$)	60	510	2,133	4,953	0	7,656

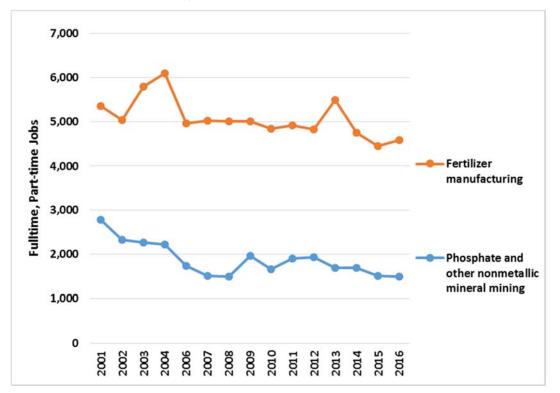
Table 1.1. Profile of phosphate and of	ther mineral mining and fertilize	r manufacturing industries in the
United States in 2016		

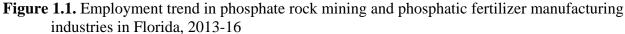
Source: IMPLAN Group, LLC

	34-Phosphate rock mining	170-Phosphatic fertilizer manufacturing
Employment (Jobs)	1,146	2,892
Output (M\$)	1,224.2	6,057.7
Employee Compensation (M\$)	108.8	346.6
Proprietor Income (M\$)	-5.3	4.0
Other Property Type Income (M\$)	484.8	887.0
Tax on Production and Imports (M\$)	27.9	81.0
Total Value Added (M\$)	616.1	1,318.6
Commodity Trade		
Foreign Exports (M\$)	1.1	1,023.9
Domestic Exports (M\$)	535.5	4,523.4
Total Foreign and Domestic Exports (M\$)	536.6	5,547.3
Intermediate Imports (M\$)	20.5	295.5
Institutional Imports (M\$)	0.2	13.7
Total Imports (M\$)	20.6	309.2

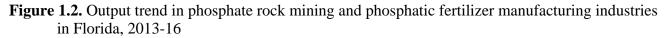
Table 1.2. Profile of phosphate mining and fertilizer manufacturing industries in Florida in 2016

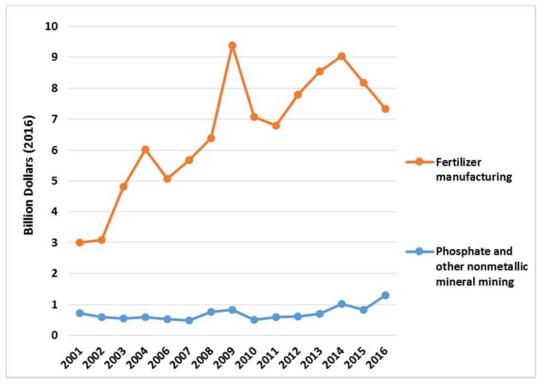
Source: IMPLAN



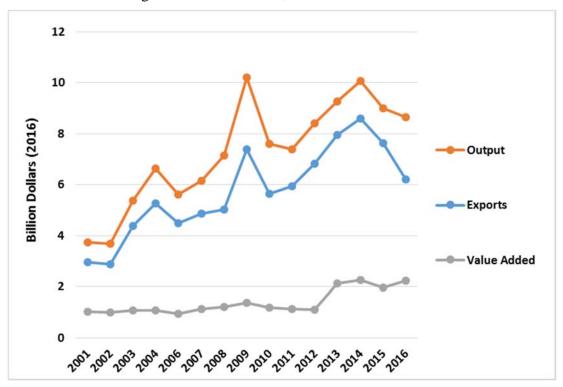


Source: IMPLAN



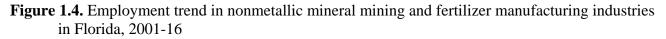


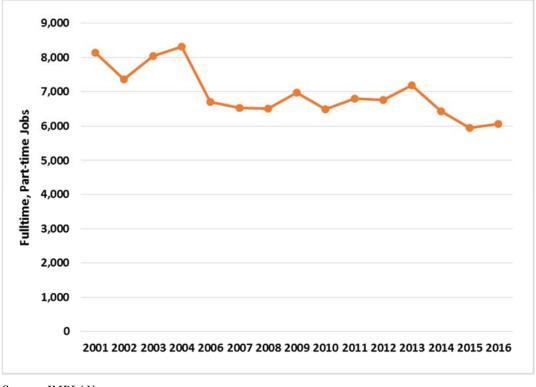
Source: IMPLAN



**Figure 1.3.** Industry output, exports and value added trend in nonmetallic mineral mining and fertilizer manufacturing industries in Florida, 2001-16

Source: IMPLAN. Note, data missing for 2005.





Source: IMPLAN

#### 2. Project Data and Methods

A map of Mosaic Company phosphate mine lands and processing facilities in Polk, Hardee, Hillsborough, Manatee, and Desoto counties in central Florida is shown in Figure 2.1. The company currently has four mining beneficiation plants in Polk, Hardee, Hillsborough and Manatee Counties, and four fertilizer processing plants at Bartow and New Wales in Polk County, Plant City (temporarily idled), and Riverview in Hillsborough County. The new phosphate mine will be established in the northwest quadrant of Desoto County, approximately five miles northwest of the city of Arcadia (Figure 2.2). Construction of a water supply pipeline is proposed to extend 36.2 miles from the company's existing wellfields in southwest Polk County to the new mine in Desoto County, which could limit new groundwater withdrawals in DeSoto County (Figure 2.3). A map of the mining plan sequence over a 15 year period is shown in Figure 2.5.

According to the project timeline for development of the phosphate mine and beneficiation plant, planning and engineering will run for a 6 year (72 months) period, including beneficiation plant and railroad spur construction (40 months), mine site development (23 months), and water supply pipeline construction (42 months).

Budgeted capital expenditures for the new phosphate mine in Desoto County include planning/design, utilities, access roads, pumping systems, clay settling and water storage areas, process water recirculation systems, surface water outfalls, clarification ponds, railroad spur, water supply pipeline, mining equipment, and phosphate ore beneficiation plant process equipment for washing, feed preparation, flotation, water systems, and reagents. Total capital development costs are projected by the company at \$1,757 million (M), including \$403 M for the beneficiation plant construction labor, \$605 M for plant equipment, \$202 M for sitework, \$145 M for water pipeline construction, and \$149 M for engineering services, and \$116 M for utilities, as well as amounts less than \$100 M for mining equipment, railroad spur construction, and salaries for company oversight personnel to manage construction contractors. Costs for the water supply pipeline were allocated to Desoto County based on the share of the overall length of pipeline in the county.

At full production in the third year of operations, the mine will produce about 6.12 million short tons of phosphate rock annually. Based on an expected average price of \$36 per ton of phosphate rock in 2025, the mine output is valued at \$222.68 M annually. Ongoing phosphate mining operations will employ 200 fulltime workers. All phosphate rock will be shipped by rail to one of the company's existing processing plants in Polk and Hillsborough Counties for conversion into approximately 3.67 million tons annually of phosphate fertilizer that will be exported to domestic and international markets through shipping facilities at the Port of Tampa.

13

Current land uses for the land to be mined in Desoto County are summarized in Table 2.2. The predominant agricultural uses are for citrus and beef cattle (pasture) production. The phosphate mining operations will displace an average of 457 acres per year of current agricultural land uses, valued at \$0.83 M annually, based on average values per acre of citrus in Florida (USDA-NASS) and average annual budgeted returns for beef cow-calf operations (UF-IFAS), as shown in Table 2.3. These values were considered for estimation of offsetting negative economic impacts of the Desoto phosphate mine.

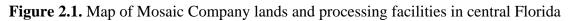
Regional economic impact analysis of the new phosphate mine were evaluated using economic models for Desoto County and the five-county region (Desoto, Sarasota, Hardee, Manatee, and Polk Counties). A map of the regional study areas is shown in Figure 2.5. The models were constructed with the *IMPLAN* economic impact analysis input-output/social accounting system software and 2016 regional data (IMPLAN Group, LLC). Such models enable estimation of direct, indirect, and induced effect economic multipliers for all company activities within the study areas. Direct effects represent the on-site capital spending and operating revenues for ongoing mining operations, while indirect effects represent supply chain activity and induced effects represent employee household and government spending (Miller and Blair, 2007). The county and regional economic models were constructed with the *IMPLAN* commodity tradeflows specification, with all social accounts included internally in the models except business inventories. Relevant to this study, *IMPLAN* features specific industry sectors for phosphate mining, mining support services, and phosphatic fertilizer manufacturing. However, because phosphate mining does not currently exist in Desoto County, it was necessary to add this sector to the model using parameters for output, value added and intermediate commodity purchases per worker from the five-county regional model, as shown in Figure 2.6.

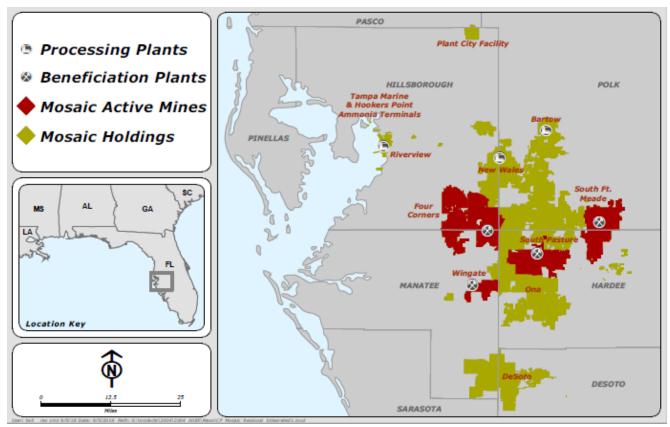
A glossary of economic impact analysis terms is provided in the Appendix. For further details on economic impact analysis methodology, see Hodges et al (2017).

A profile of major industry groups in Desoto County and the five-county study region in 2016 are shown in Tables 2.4 and 2.5, respectively. The economy of Desoto County had a total workforce of 12,340 fulltime and part-time jobs, value added or Gross Regional Product (GRP) of \$736 M and total industry output or business revenues of \$1,323 M (Table 2.4). The largest industry groups in the county based on employment were agriculture-forestry-fisheries (2,761 jobs), government (1,705 jobs), transportation and warehousing (1,382 jobs) and retail trade (1,060 jobs), while the largest sectors in terms of GRP were agriculture-forestry-fisheries (\$123.4 M), government (\$119.9 M), real estate/rentals (\$83.5 M), and transportation/warehousing (\$78.6 M). In the five-county region, the overall economy had a workforce of 723,436 jobs, GRP of \$53,299 M and industry output of \$100,438 M (Table 2.5). The largest industry groups in the region in terms of employment were health and

social services (83,995 jobs), retail trade (81,501 jobs), and accommodation and food services (60,268 jobs), while the largest industries in terms of GRP were real estate and rentals (\$8,244 M), health and social services (\$5,465 M), government (\$4,568 M) and manufacturing (\$4,286 M). The phosphate mining industry in the region had 862 jobs and contributed \$447 M to GRP, and phosphatic fertilizer manufacturing had 1,477 jobs and \$650 M in GRP. This information was used to assess the relative economic impacts or percentage change in overall activity in the county and region due to the new phosphate mine.

Development cost and operating revenues and employment for the project were entered into the *IMPLAN* models for analysis at the county and region, respectively. Development capital expenditures and incremental annual operating revenues were entered separately for each year of the project, and the software applied industry-specific output deflators to express values in model year (2016) dollars, in order to maintain the correct output to employee ratios for analysis, then applied GDP deflators to express the impact results in current (2018) dollars. Note that incremental year-overyear revenue amounts for the first three years of operations to stabilization were used to avoid double counting of economic impacts. The IMPLAN software automatically imputes the employment, employee compensation and property income for a given level of industry sales (capital spending or operating revenues), based on regional industry averages. For operations, the permanent employment of 200 workers was also entered in the model for the first year to override the imputed employment, then zero thereafter to avoid double-counting. Importantly, based on guidance from Mosaic Company project engineers, the analysis assumed that 10 percent of the construction contractors and trades employees for the project would be hired from Desoto County, and 25 percent from the five-county region, as shown under the "local purchase percentage" column in the tables. For engineering services, the average share of services that are sourced from local service providers in each region was used: 17.5 percent in Desoto County, 73.4 percent in the five-county region. Similarly, for mining machinery and equipment purchases, it was zero (meaning industry does not exist) in Desoto County, and 1.83 percent in the five-county region.





Source: Mosaic Company

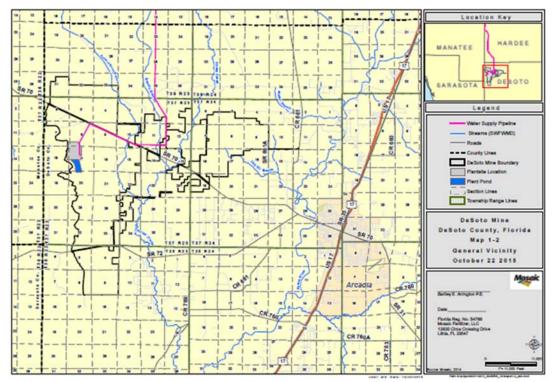
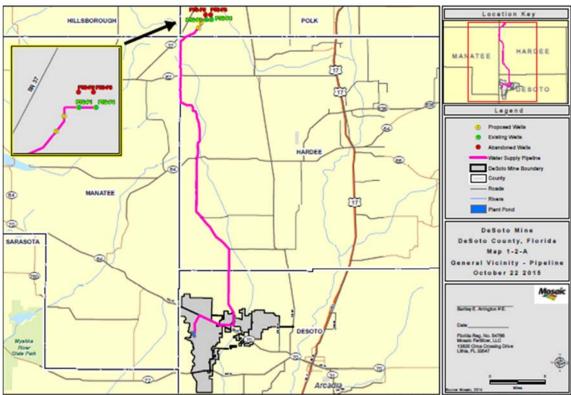


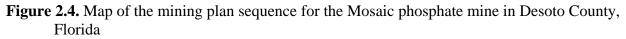
Figure 2.2. Boundary map of the Mosaic phosphate mine in Desoto County, Florida

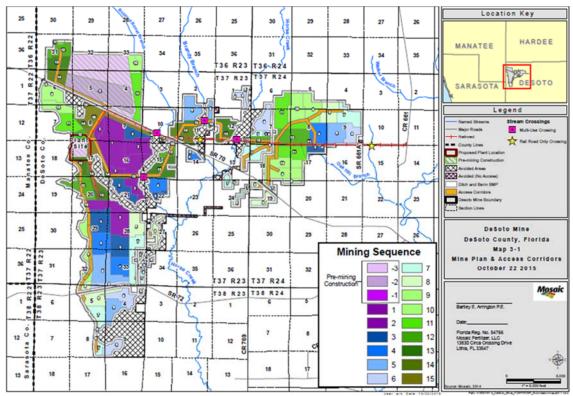
Source: Mosaic Company



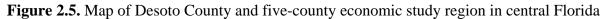
**Figure 2.3.** Route map of the water supply pipeline for the Mosaic phosphate mine in Desoto County, Florida

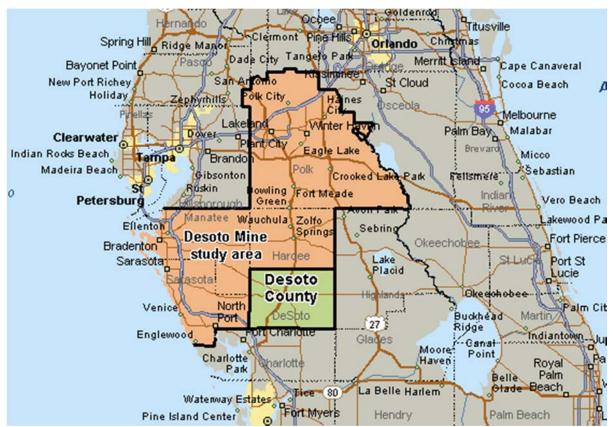
Source: Mosaic Company





Source: Mosaic Company





Source: Microsoft MapPoint software

Figure 2.6. Output, value added and intermediate commodity expenditures for the phosphate mining industry in central Florida in 2016 used to modify model for Desoto County

nployment			
E-alarme-t-	Total		
Employment:	861.6		
tput, Value Added			
	Edit Options		
	Edit totals then up	date per worker value	es.
	Edit per worker va	lues then update.	
	Total	Per Worker	National Per Worker
Output (Value of Production):	\$903,924,400	\$1,049,123	\$1,094,307
Value Added:			
Employee Compensation:	\$78,959,610	\$91,643	\$88,977
Proprietor Income:	(\$4,939,208)	(\$5,733)	\$5,827
Other Property Type Income:	\$351,852,500	\$408,371	\$447,293
Tax on Production and Imports:	\$20,929,980	\$24,292	\$21,683
Total Value Added	\$446,802,900	\$518,574	\$563,780
		L	ock
Intermediate Expenditures:	\$457,121,500	\$530,550	\$530,527
Reset Industry	Upda	Zero Out Industry	
			Save

Source: IMPLAN Group LLC, IMPLAN software and regional economic data.

IMPLAN Industry	Total	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Sector				Million Dollar	S		
Nonresidential construction (earthmoving, sitework, access roads, pipeline, railroad spur)	\$434.3	\$0.0	\$20.7	\$159.8	\$172.9	\$67.7	\$13.1
Subtotal Nonresidential construction in Desoto County (allocated share of pipeline)	\$330.3	\$0.0	\$5.9	\$130.1	\$143.2	\$38.0	\$13.1
Utility construction	\$116.3	\$0.0	\$16.6	\$33.2	\$33.2	\$33.2	\$0.0
Manufacturing construction (beneficiation plant)	\$403.2	\$0.0	\$0.0	\$100.8	\$121.0	\$121.0	\$60.5
Mining equipment manufacturing (mine, beneficiation plant)	\$644.2	\$0.0	\$0.0	\$151.2	\$181.5	\$201.1	\$110.4
Architecture & engineering services	\$149.0	\$24.4	\$29.3	\$29.3	\$29.3	\$29.3	\$7.3
Phosphate Rock Mining (salaries and benefits for supervisory company employees)	\$10.0	\$1.6	\$2.0	\$2.0	\$2.0	\$2.0	\$0.5
Total	\$1,757.0	\$26.1	<u>\$68.6</u>	<u>\$476.3</u>	<u>\$539.9</u>	\$454.3	\$191.9

# **Table 2.1.** Budgeted development costs by industry sector and year for the Mosaic phosphate mine in Desoto County, Florida

Source: Mosaic Company

### Table 2.2. Land use of mined area for the Mosaic phosphate mine in Desoto County, Florida

Land Use Category	Acreage
Other Hay/Non Alfalfa	6
Watermelons	1
Peaches	3
Other Tree Crops	1
Citrus	9
Open Water	6
Developed/Open Space	1,663
Developed/Low Intensity	191
Developed/Medium Intensity	36
Developed/High Intensity	15
Barren	8
Evergreen Forest	1
Shrubland	315
Grass/Pasture	2,753
Woody Wetlands	2,551
Herbaceous Wetlands	222
Oranges	5,076
Total	12,857
Total pasture and oranges	7,829

Source: USDA-NASS, Cropscape online cropland area mapping application.

Agricultural Land Use	Average mined area per year (acres)	Average annual value (\$/acre)	Displaced annual value
Citrus (oranges)	297	\$2,586	\$766,976
Pasture	161	\$377	\$60,629
Total	<u>457</u>		<u>\$827,605</u>

**Table 2.3.** Value of agricultural land use displaced by mining for the Mosaic phosphate mine in Desoto County, Florida

Sources: average values per acre from citrus price and yields (USDA-NASS, 2016) and cow-calf budget (Prevatt, 2015)

#### Table 2.4. Industry profile of Desoto County, Florida in 2016

NAICS Industry Group	Employment (Fulltime, Part-time Jobs)	Labor Income (M\$)	Value Added- GDP (M\$)	Industry Output (M\$)
11 Agriculture, Forestry, Fishing & Hunting	2,761	\$98.6	\$123.4	\$215.3
21 Mining	6	\$0.2	\$0.6	\$1.1
22 Utilities	44	\$4.4	\$24.1	\$54.9
23 Construction	765	\$27.6	\$43.5	\$105.6
31-33 Manufacturing	285	\$19.1	\$27.8	\$106.8
42 Wholesale Trade	285	\$13.1	\$29.8	\$52.8
44-45 Retail trade	1,060	\$28.8	\$46.5	\$76.6
48-49 Transportation & Warehousing	1,382	\$62.9	\$78.6	\$149.6
51 Information	15	\$0.7	\$1.6	\$4.4
52 Finance & insurance	249	\$9.2	\$18.8	\$46.7
53 Real estate & rental	296	\$4.7	\$83.5	\$137.2
54 Professional, scientific & tech services	246	\$9.5	\$12.7	\$27.8
55 Management of companies	53	\$2.0	\$2.6	\$7.5
56 Administrative & waste services	745	\$18.0	\$21.5	\$39.8
61 Educational services	20	\$0.3	\$0.3	\$0.8
62 Health & social services	787	\$37.3	\$43.1	\$75.7
71 Arts, entertainment & recreation	131	\$1.7	\$2.9	\$6.7
72 Accommodation & food services	699	\$15.5	\$28.3	\$49.2
81 Other services	809	\$39.9	\$26.6	\$42.4
92 Government & non NAICs	1,705	\$97.8	\$119.9	\$122.6
Total	<u>12,340</u>	<u>\$491.1</u>	<u>\$736.0</u>	<u>\$1,323.4</u>

Note: values are before model modification.

Source: IMPLAN Group LLC, IMPLAN software and county economic data.

NAICS Industry Group	Employment (Fulltime, Part- time Jobs)	Labor Income (M\$)	Value Added- GDP (M\$)	Industry Output (M\$)
11 Agriculture, Forestry, Fishing & Hunting	21,209	\$715.8	\$826.2	\$1,417.1
21 Mining	2,480	\$90.9	\$508.7	\$1,160.2
Phosphate rock mining	862	\$74.0	\$446.8	\$903.9
22 Utilities	1,695	\$228.5	\$1,105.9	\$2,266.3
23 Construction	47,319	\$2,087.6	\$3,376.5	\$7,145.0
31-33 Manufacturing	38,329	\$2,384.5	\$4,286.3	\$16,372.3
Phosphatic fertilizer manufacturing	1,477	\$173.1	\$649.9	\$3,070.8
42 Wholesale Trade	22,715	\$1,514.9	\$3,132.4	\$4,964.2
44-45 Retail trade	81,501	\$2,483.3	\$3,971.0	\$6,379.2
48-49 Transportation & Warehousing	25,395	\$1,214.7	\$1,573.9	\$3,268.1
51 Information	7,610	\$515.5	\$1,195.5	\$3,146.5
52 Finance & insurance	37,400	\$1,708.8	\$2,851.2	\$7,379.1
53 Real estate & rental	42,229	\$772.7	\$8,244.4	\$13,181.0
54 Professional, scientific & tech services	43,661	\$2,649.5	\$3,216.3	\$5,463.8
55 Management of companies	9,158	\$913.1	\$1,151.0	\$2,014.9
56 Administrative & waste services	57,332	\$1,751.5	\$2,248.8	\$3,561.2
61 Educational services	12,707	\$432.8	\$459.1	\$692.1
62 Health & social services	83,995	\$4,746.5	\$5,464.6	\$8,842.2
71 Arts, entertainment & recreation	20,340	\$515.0	\$996.1	\$1,674.7
72 Accommodation & food services	60,268	\$1,385.4	\$2,158.2	\$3,843.1
81 Other services	49,590	\$1,815.6	\$1,966.0	\$2,943.3
92 Government & non NAICs	58,504	\$3,730.7	\$4,567.5	\$4,724.0
Total	723,436	<u>\$31,657.3</u>	<u>\$53,299.4</u>	<u>\$100,438.1</u>

### **Table 2.5.** Industry profile of the five-county region in central Florida in 2016

Source: IMPLAN Group LLC, *IMPLAN* software and regional economic data for Polk, Hardee, Desoto, Manatee and Sarasota Counties.

#### 3. Economic Impact Results

Total economic impacts of the new phosphate mine in Desoto County and the five-county region are summarized in Tables 3.1 through 3.8.

#### **Economic Impacts in Desoto County**

In Desoto county, impacts of development capital expenditures of the Mosaic phosphate mine were estimated at 1,427 job-years, \$53.17 million (M) in labor income (employee wages, benefits, proprietor income), \$81.18 M in value added contribution to Gross Regional Product (GRP), and \$163.21 M in industry output or revenues, including direct, indirect, and induced multiplier effects (Table 3.1). The total job-years (one job for one year) would represent an average of 285 jobs over the five year development period. In addition, mine development spending in the county will generate \$4.06 M in tax revenues to state and local governments and \$11.47 M in federal government taxes. The total impact of annual mining operations revenues in the county were estimated at 777 jobs, \$39.57 M in labor income, \$139.15 M in value added, and \$275.71 M in output. The displaced agricultural land uses for citrus and beef cattle (pasture) production valued at \$0.83 M will have an offsetting negative impact of -17 jobs, -\$0.77 M in value added, and \$27,000 in state-local taxes. The total combined impacts in the county of mine development and operations, net of agricultural production losses, are estimated at 2,187 job-years, \$92.17 M in labor income, \$219.56 M in value added, and \$437.55 M in output. The combined total included employment impacts of 1,211 direct job-years, indirect multiplier effects of 273 job-years, and induced effects of 703 job-years (Table 3.1)

As an annual average, these impacts represent 1,045 jobs, \$49.63 M in labor income, \$154.61 M in value added, and \$306.98 M in industry output, that constitute 8.5 percent and 21.0 percent of total county employment and GRP, respectively, in 2016.

Economic impacts by major industry group in Desoto County from phosphate mine development and ongoing operations are summarized in Tables 3.2 and 3.3, respectively. The largest impacts for mine development will be in the construction sector with 805 job-years and \$42.50 M in value added, followed by professional-scientific-technical services (247 job-years, \$9.59 M), retail trade (62 job-years, \$2.71 M) and government (54 job-years, \$3.89 M), as well as several other major sectors with employment impacts of at least 20 job-years (Table 3.2). For ongoing mining operations, the largest impacts in the county will be in the mining sector with 200 jobs and \$100.84 M in value added, followed by government (102 jobs, \$7.29 M), retail trade (70 jobs, \$3.13 M) and construction (69 jobs, \$3.93 M) (Table 3.3).

Mining operations will generate annual tax revenues in Desoto County of \$19.24 M to state and local governments, and \$12.31 M to the federal government, as shown in Table 3.4. The largest state-local operating impacts will be severance taxes for phosphate (\$10.80 M, calculated at \$1.80 per ton of ore), sales tax (\$3.60 M) and property tax (personal and other, \$2.81 M). The largest federal tax impacts are to payroll taxes for social insurance (Social Security), both employer and employee portions (\$5.17 M), and personal income tax (\$2.74 M). Mine development in the county over the five year period will generate state and local government tax revenues of \$4.06 M, including \$1.68 M in sales tax and \$1.31 M in property tax, plus \$11.47 M in federal tax revenues, including payroll taxes (\$6.40 M) and personal income tax (\$3.75 M).

Activity	Impact Type	Employment (Job-Years)	Labor Income (M\$)	Value Added-GDP (M\$)	Industry Output- Revenues (M\$)
	Direct Effect	1,021	\$37.90	\$54.90	\$117.85
Development	Indirect Effect	121	\$4.28	\$6.71	\$13.42
Spending	Induced Effect	285	\$10.99	\$19.56	\$31.95
	Total Effect	<u>1,427</u>	<u>\$53.17</u>	<u>\$81.18</u>	<u>\$163.21</u>
	Direct Effect	200	\$16.70	\$100.83	\$207.22
Annual Operations	Indirect Effect	155	\$6.01	\$9.81	\$22.37
Revenues	Induced Effect	422	\$16.86	\$28.51	\$46.13
	Total Effect	<u>777</u>	<u>\$39.57</u>	<u>\$139.15</u>	<u>\$275.71</u>
	Direct Effect	-10	-\$0.34	-\$0.43	-\$0.83
Agricultural	Indirect Effect	-4	-\$0.13	-\$0.15	-\$0.24
Production Loss, annual	Induced Effect	-3	-\$0.10	-\$0.19	-\$0.31
	Total Effect	<u>-17</u>	<u>-\$0.57</u>	<u>-\$0.77</u>	<u>-\$1.38</u>
	Direct Effect	1,211	\$54.27	\$155.30	\$324.24
Total All Activities	Indirect Effect	273	\$10.15	\$16.37	\$35.55
Net of Ag Production Loss	Induced Effect	703	\$27.75	\$47.88	\$77.76
	Total Effect	<u>2,187</u>	<u>\$92.17</u>	<u>\$219.56</u>	<u>\$437.55</u>
Annual average all activities		1,045	\$49.63	\$154.61	\$306.98
Percent of county in 2	2016	8.5%	10.1%	21.0%	23.2%
Operations and ag loss as percent of county in 2016		6.2%	7.9%	18.8%	20.7%

**Table 3.1.** Summary of economic impacts of the Mosaic phosphate mine development and annual operating revenues in Desoto County, FL

Values in 2018 dollars.

Operations revenues reflect incremental annual amounts.

Employment includes fulltime and part-time workers.

Labor income includes employee wages, benefits, and proprietor income.

Source: IMPLAN model for Desoto County FL, 2016, modified to add phosphate mining sector.

NAICS Industry Group	Employment (Job-Years)	Labor Income (\$1000)	Value Added (\$1000)	Industry Output (\$1000)
11 Agriculture, Forestry, Fishing & Hunting	2	\$84	\$99	\$172
21 Mining	9	\$783	\$4,721	\$9,701
22 Utilities	1	\$64	\$306	\$652
23 Construction	805	\$29,286	\$42,501	\$84,819
31-33 Manufacturing	5	\$313	\$467	\$1,178
42 Wholesale Trade	23	\$1,048	\$2,387	\$4,211
44-45 Retail trade	62	\$1,685	\$2,705	\$4,458
48-49 Transportation & Warehousing	25	\$1,148	\$1,493	\$3,200
51 Information	1	\$54	\$111	\$308
52 Finance & insurance	14	\$548	\$1,112	\$2,707
53 Real estate & rental	17	\$276	\$4,976	\$8,188
54 Professional- scientific & tech services	247	\$9,218	\$9,585	\$27,804
55 Management of companies	3	\$110	\$143	\$422
56 Administrative & waste services	42	\$1,078	\$1,308	\$2,325
61 Educational services	1	\$14	\$17	\$44
62 Health & social services	39	\$1,897	\$2,182	\$3,755
71 Arts- entertainment & recreation	8	\$75	\$131	\$330
72 Accommodation & food services	41	\$930	\$1,652	\$2,891
81 Other services	29	\$1,417	\$1,394	\$2,017
92 Government & non NAICS	54	\$3,145	\$3,887	\$4,031
Total	<u>1,427</u>	<u>\$53,175</u>	<u>\$81,178</u>	\$163,215

# **Table 3.2.** Economic impacts by major industry group for development of the Mosaic phosphate mine in Desoto County, Florida

Estimates include direct, indirect, and induced multiplier effects.

Source: IMPLAN model for Desoto County FL, 2016, modified to add phosphate mining sector.

NAICS Industry Group	Employment (Jobs)	Labor Income (\$1000)	Value Added (\$1000)	Industry Output (\$1000)
11 Agriculture, Forestry, Fishing & Hunting	4	\$130	\$154	\$276
21 Mining	200	\$16,707	\$100,839	\$207,243
22 Utilities	3	\$245	\$1,336	\$3,028
23 Construction	69	\$2,542	\$3,929	\$9,502
31-33 Manufacturing	1	\$42	\$60	\$176
42 Wholesale Trade	24	\$1,110	\$2,527	\$4,459
44-45 Retail trade	70	\$1,934	\$3,133	\$5,119
48-49 Transportation & Warehousing	28	\$1,397	\$1,808	\$3,864
51 Information	1	\$65	\$137	\$375
52 Finance & insurance	31	\$1,232	\$2,132	\$5,377
53 Real estate & rental	19	\$349	\$5,991	\$10,159
54 Professional- scientific & tech services	30	\$1,064	\$1,405	\$2,924
55 Management of companies	19	\$731	\$951	\$2,803
56 Administrative & waste services	40	\$999	\$1,225	\$2,403
61 Educational services	1	\$18	\$22	\$55
62 Health & social services	50	\$2,419	\$2,783	\$4,794
71 Arts- entertainment & recreation	7	\$85	\$151	\$364
72 Accommodation & food services	43	\$979	\$1,782	\$3,107
81 Other services	34	\$1,608	\$1,493	\$2,166
92 Government & non NAICS	102	\$5,913	\$7,292	\$7,519
Total	<u>777</u>	<u>\$39,569</u>	<u>\$139,150</u>	<u>\$275,714</u>

<b>Table 3.3.</b> Economic impacts by major industry group for annual operations revenues to the Mosaic
phosphate mine in Desoto County, Florida

Estimates include direct, indirect, and induced multiplier effects.

Source: IMPLAN model for Desoto County FL, 2016, modified to add phosphate mining sector.

Tax Item	Development Spending (\$1000)	Annual Operations Revenues (\$1000)	Annual Agriculture Production Loss (\$1000)	
Dividends	\$13	\$48	-0.1	
Social Ins Tax- Employee Contribution	\$0	\$0	0.0	
Social Ins Tax- Employer Contribution	\$0	\$0	0.0	
TOPI: Sales Tax	\$1,682	\$3,599	-10.5	
TOPI: Property Tax	\$1,313	\$2,810	-8.2	
TOPI: Motor Vehicle License	\$33	\$71	-0.2	
TOPI: Severance Tax (phosphate)	\$2	\$10,800	0.0	
TOPI: Other Taxes	\$326	\$697	-2.0	
TOPI: S/L Non-Taxes	\$254	\$544	-1.6	
Corporate Profits Tax	\$115	\$435	-0.8	
Personal Tax: Income Tax	\$0	\$0	0.0	
Personal Tax: Non-Taxes (Fines- Fees)	\$267	\$195	-3.0	
Personal Tax: Motor Vehicle License	\$40	\$29	-0.4	
Personal Tax: Property Taxes	\$16	\$11	-0.2	
Personal Tax: Other Tax (Fish/Hunt)	\$3	\$2	0.0	
Total State and Local Tax	<u>\$4,063</u>	<u>\$19,243</u>	<u>-27.1</u>	
Social Ins Tax- Employee Contribution	\$3,438	\$2,666	-33.4	
Social Ins Tax- Employer Contribution	\$2,960	\$2,499	-21.7	
TOPI: Excise Taxes	\$256	\$547	-1.6	
TOPI: Custom Duty	\$96	\$206	-0.6	
TOPI: Fed Non-Taxes	\$12	\$26	-0.1	
Corporate Profits Tax	\$957	\$3,626	-6.9	
Personal Tax: Income Tax	\$3,751	\$2,740	-42.2	
Total Federal Tax	<u>\$11,470</u>	<u>\$12,311</u>	<u>-106.4</u>	

# **Table 3.4.** State-local and federal government tax impacts of the Mosaic phosphate mine in Desoto County, Florida

Estimates include direct, indirect and induced multiplier effects.

Source: *IMPLAN* model for Desoto County FL, 2016, modified to add phosphate mining sector, and information on phosphate severance tax rates.

#### **Economic Impacts in the Five-county Region of Central Florida**

In the five-county region comprised of Desoto, Hardee, Polk, Manatee, and Sarasota Counties, total economic impacts of development were estimated at 6,138 job-years or an average of 1,228 jobs, \$289.76 M in labor income, \$433.32 M in value added, and \$779.68 M in industry output (Table 3.5). The total impact of annual mining operations revenues in the five-county region were estimated at 1,841 jobs, \$91.67 M in labor income, \$224.98 M in value added, and \$421.61 M in output. Mining operations will generate annual tax revenues of \$14.95 M to state and local governments and \$26.41 M to the federal government. Agricultural production losses due to land use change will cause a loss of -25 jobs, -\$1.12 M in value added, and \$55,600 in state-local taxes in the region. The total combined impacts in the region of mine development and operations, net of agricultural production losses, are estimated at 7,954 job-years or an average of 3,043 ongoing jobs, \$380.64 M in labor income, \$657.18 M in value added, and \$1,199.31 M in industry output. The combined total included employment impacts of 2,873 direct job-years, indirect multiplier effects of 1,083 job-years, and induced effects of 3,998 job-years.

As an annual average, these impacts represent 3,043 jobs, \$148.84 M in labor income, \$310.53 M in value added, and \$575.56 M in industry output, that constitute 0.4 percent of total regional employment and GRP, respectively, in 2016.

Economic impacts by major industry group in the region from phosphate mine development and ongoing operations are summarized in Tables 3.6 and 3.7, respectively. The largest impacts for mine development will be in the construction sector with 2,053 job-years and \$140.02 M in value added, followed by professional-scientific-technical services (1,105 job-years, \$73.88 M), retail trade (452 job-years, \$21.80 M), and health and social services (432 job-years, \$28.95 M), as well as several other major sectors with employment impacts of over 100 job-years (Table 3.6). For ongoing mining operations, the largest impacts in the region will be in the mining sector with 218 jobs and \$102.23 M in value added, followed by retail trade (194 jobs, \$9.39 M), health and social services (193 jobs, \$12.84 M), and construction (162 jobs, \$11.61 M) (Table 3.7).

Mining operations will generate annual state and local government tax revenues in the region of \$25.75 M and federal government taxes of \$26.41 M (Table 3.8). The largest state-local operating impacts will be to severance taxes (\$10.80 M), sales tax (\$6.96 M) and personal and other property tax (\$4.58 M), while the largest federal tax impacts are to payroll taxes (social insurance taxes or Social Security) for both employer and employee portions (\$11.45 M), and personal income tax (\$8.00 M). Mine development over the six year development period will generate state and local government tax

28

revenues in the region of \$24.83 M, including \$11.22 M in sales tax and \$7.39 M in property tax, plus \$68.27 M in federal tax revenues, including payroll taxes (\$34.91 M) and personal income tax (\$25.40 M).

Project Activity	Impact Type	Employment (Job-Years)	Labor Income (M\$)	Value Added- GDP (M\$)	Industry Output- Revenues (M\$)
	Direct Effect	2,687	\$141.05	\$187.29	\$360.80
Development	Indirect Effect	757	\$35.21	\$52.19	\$92.71
Spending	Induced Effect	2,695	\$113.50	\$193.83	\$326.17
	Total Effect	<u>6,138</u>	\$289.76	<u>\$433.32</u>	<u>\$779.68</u>
	Direct Effect	200	\$16.70	\$100.83	\$207.22
Annual Operations	Indirect Effect	331	\$18.61	\$29.60	\$55.85
Revenues	Induced Effect	1,310	\$56.36	\$94.54	\$158.54
	Total Effect	<u>1,841</u>	<u>\$91.67</u>	<u>\$224.98</u>	<u>\$421.61</u>
	Direct Effect	-14	-\$0.35	-\$0.43	-\$0.83
Agricultural	Indirect Effect	-4	-\$0.15	-\$0.19	-\$0.31
Production Loss, annual	Induced Effect	-7	-\$0.29	-\$0.50	-\$0.85
	Total Effect	-25	-\$0.79	-\$1.12	<u>-\$1.98</u>
	Direct Effect	2,873	\$157.41	\$287.69	\$567.19
Total All Activities	Indirect Effect	1,083	\$53.67	\$81.61	\$148.26
Net of Ag Production Loss	Induced Effect	3,998	\$169.56	\$287.87	\$483.86
	Total Effect	<u>7,954</u>	\$380.64	<u>\$657.18</u>	<u>\$1,199.31</u>
Annual average all activities		3,043	\$148.84	\$310.53	\$575.56
Percent of region in 2	Percent of region in 2016		0.5%	0.6%	0.6%
Operations and ag loss as percent of region in 2016		0.3%	0.3%	0.4%	0.4%

**Table 3.5.** Summary of economic impacts of the Mosaic phosphate mine in the five-county region in central Florida

Values in 2018 dollars.

Operations revenues reflect incremental annual amounts.

Employment includes fulltime and part-time workers.

Labor income includes employee wages, benefits, and proprietor income.

Source: IMPLAN model for Desoto, Hardee, Polk, Manatee and Sarasota Counties, FL, 2016

NAICS Industry Group	Employment (Job-Years)	Labor Income (\$1000)	Value Added (\$1000)	Industry Output (\$1000)
11 Agriculture, Forestry, Fishing & Hunting	5	\$189	\$239	\$404
21 Mining	12	\$840	\$4,897	\$10,240
22 Utilities	5	\$544	\$2,457	\$4,940
23 Construction	2,053	\$94,573	\$140,021	\$255,433
31-33 Manufacturing	58	\$5,297	\$7,247	\$20,539
42 Wholesale Trade	119	\$8,033	\$16,610	\$26,209
44-45 Retail trade	452	\$13,764	\$21,802	\$34,958
48-49 Transportation & Warehousing	96	\$4,971	\$6,146	\$12,452
51 Information	39	\$2,708	\$6,090	\$15,992
52 Finance & insurance	161	\$7,114	\$11,594	\$30,833
53 Real estate & rental	238	\$4,486	\$46,542	\$74,221
54 Professional- scientific & tech services	1,105	\$70,352	\$73,882	\$150,359
55 Management of companies	30	\$2,988	\$3,766	\$6,602
56 Administrative & waste services	352	\$11,460	\$15,128	\$23,201
61 Educational services	67	\$2,292	\$2,430	\$3,691
62 Health & social services	432	\$24,995	\$28,954	\$46,750
71 Arts- entertainment & recreation	75	\$1,683	\$2,997	\$5,385
72 Accommodation & food services	320	\$7,302	\$11,310	\$20,255
81 Other services	262	\$9,842	\$10,825	\$16,261
92 Government & non NAICs	257	\$16,324	\$20,379	\$20,958
Total	<u>6,138</u>	<u>\$289,760</u>	<u>\$433,317</u>	<u>\$779,684</u>

**Table 3.6.** Economic impacts by major industry group for development spending on the Mosaic phosphate mine in the five-county region in central Florida

Estimates include direct, indirect, and induced multiplier effects.

Source: IMPLAN model for Desoto, Hardee, Polk, Manatee, and Sarasota Counties, FL, 2016

NAICS Industry Group	Employment (Jobs)	Labor Income (\$1000)	Value Added (\$1000)	Industry Output (\$1000)
11 Agriculture, Forestry, Fishing & Hunting	3	\$91	\$113	\$195
21 Mining	218	\$17,310	\$102,231	\$210,222
22 Utilities	6	\$696	\$3,075	\$6,484
23 Construction	162	\$7,284	\$11,610	\$24,622
31-33 Manufacturing	7	\$414	\$842	\$2,693
42 Wholesale Trade	52	\$3,497	\$7,231	\$11,410
44-45 Retail trade	194	\$5,913	\$9,391	\$15,016
48-49 Transportation & Warehousing	43	\$2,276	\$2,831	\$5,807
51 Information	18	\$1,259	\$2,804	\$7,237
52 Finance & insurance	89	\$4,141	\$6,545	\$16,876
53 Real estate & rental	103	\$2,098	\$20,640	\$32,937
54 Professional- scientific & tech services	136	\$8,495	\$10,374	\$17,602
55 Management of companies	47	\$4,784	\$6,030	\$10,571
56 Administrative & waste services	121	\$3,817	\$4,916	\$7,996
61 Educational services	30	\$1,008	\$1,068	\$1,624
62 Health & social services	193	\$11,083	\$12,838	\$20,739
71 Arts- entertainment & recreation	31	\$715	\$1,288	\$2,306
72 Accommodation & food services	125	\$2,839	\$4,467	\$7,986
81 Other services	112	\$4,168	\$4,532	\$6,811
92 Government & non NAICs	154	\$9,787	\$12,152	\$12,473
Total	<u>1,841</u>	<u>\$91,674</u>	<u>\$224,980</u>	\$421,608

Table 3.7. Economic impacts by major industry group for annual operations revenues for the Mosaic	;
phosphate mine in the five-county region in central Florida	

Estimates include direct, indirect, and induced multiplier effects.

Source: IMPLAN model for Desoto, Hardee, Polk, Manatee, and Sarasota Counties, FL, 2016

Tax Item	Development Spending (\$1000)	Annual Operations Revenues (\$1000)	Annual Agriculture Production Loss (\$1000)
Dividends	\$86	\$85	-0.2
Social Ins Tax- Employee Contribution	\$0	\$0	0.0
Social Ins Tax- Employer Contribution	\$0	\$0	0.0
TOPI: Sales Tax	\$11,223	\$6,963	-24.5
TOPI: Property Tax	\$7,386	\$4,583	-16.1
TOPI: Motor Vehicle License	\$205	\$127	-0.4
TOPI: Severance Tax	\$13	\$10,800	0.0
TOPI: Other Taxes	\$1,665	\$1,033	-3.6
TOPI: S/L Non-Taxes	\$1,214	\$753	-2.6
Corporate Profits Tax	\$659	\$654	-1.5
Personal Tax: Income Tax	\$0	\$0	0.0
Personal Tax: Non-Taxes (Fines-Fees)	\$1,996	\$628	-5.5
Personal Tax: Motor Vehicle License	\$266	\$84	-0.7
Personal Tax: Property Taxes	\$94	\$30	-0.3
Personal Tax: Other Tax (Fish/Hunt)	\$22	\$7	-0.1
Total State and Local Tax	<u>\$24,829</u>	<u>\$25,746</u>	<u>-55.6</u>
Social Ins Tax- Employee Contribution	\$18,584	\$5,983	-47.3
Social Ins Tax- Employer Contribution	\$16,329	\$5,462	-34.9
TOPI: Excise Taxes	\$1,732	\$1,075	-3.8
TOPI: Custom Duty	\$654	\$406	-1.4
TOPI: Fed Non-Taxes	\$82	\$51	-0.2
Corporate Profits Tax	\$5,491	\$5,442	-12.6
Personal Tax: Income Tax	\$25,397	\$7,995	-70.6
Total Federal Tax	<u>\$68,270</u>	<u>\$26,413</u>	<u>-170.8</u>

**Table 3.8.** State-local and federal government tax impacts of the Mosaic phosphate mine in the five-county region in central Florida

Estimates include direct, indirect, and induced multiplier effects.

Source: IMPLAN model for Desoto, Hardee, Polk, Manatee, and Sarasota Counties, FL, 2016

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#### **Appendix: Glossary of Economic Impact Analysis Terms**

**Contribution** (economic) represents the gross change in economic activity associated with an industry, event, or policy in an existing regional economy.

**Employee compensation** is comprised of wages, salaries, commissions, and benefits such as health and life insurance, retirement and other forms of cash or non-cash compensation.

**Employment** is a measure of the number of jobs involved, including full-time, part-time, and seasonal positions. It is not a measure of full-time equivalents (FTE).

**Exports** are sales of goods to customers outside the region in which they are produced, which represents a net inflow of money to the region. This also applies to sales of goods and services to customers visiting from other regions.

**Final Demand** represents sales to final consumers, including households, governments, and exports from the region.

**Gross Regional Product** is a measure of total economic activity in a region, or total income generated by all goods and services. It equals the total value added by all industries in that region, and is equivalent to Gross Domestic Product for the nation.

*IMPLAN* is a computer-based input-output modeling system that enables users to create regional economic models and multipliers for any region consisting of one or more counties or states in the United States. The current version of the *IMPLAN* software, version 3, accounts for commodity production and consumption for 536 industry sectors, 10 household income levels, taxes to local/state and federal governments, capital investment, imports and exports, transfer payments, and business inventories. Regional datasets for individual counties or states are purchased separately.

**Impact or total impact** is the net change in total regional economic activity (e.g., output or employment) resulting from a change in final demand, direct industry output, or direct employment, estimated based on regional economic multipliers.

Imports are purchases of goods and services originating outside the region of analysis.

**Income** is the money earned within the region from production and sales. Total income includes labor income such as wages, salaries, employee benefits, and business proprietor income, plus other property income.

**Taxes on Production and Imports** are taxes paid to governments by individuals or businesses for property, excise, and sales taxes, but do not include income taxes.

**Input-Output (I-O) model and Social Accounting Matrix (SAM)** is a representation of the transactions between industry sectors within a regional economy that captures what each sector purchases from every other sector to produce its output of goods or services. Using such a model, flows of economic activity associated with any change in spending or employment may be traced backwards through the supply chain.

**Local** refers to goods and services that are sourced from within the region, which may be defined as a county, multi-county cluster, or state. Non-local refers to economic activity originating outside the region.

**Margins** represent the portion of the purchaser price accruing to the retailer, wholesaler, and producer/manufacturer in the supply chain. Typically, only the retail margins of many goods purchased by consumers accrue to the local region, as the wholesaler, shipper, and manufacturer often lie outside the local area.

**Multipliers** capture the total effects, both direct and secondary, in a given region, generally as a ratio of the total change in economic activity in the region relative to the direct change. Multipliers are derived from an I-O model of the regional economy. Multipliers may be expressed as ratios of sales, income, or employment, or as ratios of total income or employment changes relative to direct sales. Multipliers express the degree of interdependency between sectors in a region's economy and therefore vary considerably across regions and sectors. A **sector-specific multiplier** gives the total changes to the economy associated with a unit change in output or employment in a given sector (i.e., the **direct or initial economic effect**) being evaluated. **Indirect effects multipliers** represent the changes in sales, income, or employment within the region in backward-linked industries supplying goods and services to businesses (e.g., increased sales in input supply firms resulting from more nursery industry sales). **Induced effects multipliers** represent the increased sales within the region from household spending of the income earned in the direct and supporting industries for housing, utilities, food, etc. An **imputed multiplier** is calculated as the ratio of the total impact divided by direct effect for any given measure (e.g., output, employment).

**Other property income** represents income received from investments such as corporate dividends, royalties, property rentals, or interest on loans.

**Output** is the dollar value of a good or service produced or sold, and is equivalent to sales revenues plus changes in business inventories.

**Producer prices** are the prices paid for goods at the factory or point of production. For manufactured goods, the purchaser price equals the producer price plus a retail margin, a wholesale margin, and a transportation margin. For services, the producer and purchaser prices are equivalent.

**Proprietor income** is income received by non-incorporated private business owners or self-employed individuals.

Purchaser prices are the prices paid by the final consumer of a good or service.

**Region or Regional Economy** is the geographic area and the economic activity it contains for which impacts are estimated. It may consist of an individual county, an aggregation of several counties, a state, or aggregation of states. These aggregations are sometimes defined on the basis of worker commuting patterns.

**Sector** is an individual industry or group of industries that produce similar products or services, or have similar production processes. Sectors are classified according to the North American Industrial Classification System (NAICS).

**Value Added** is a broad measure of income, representing the sum of employee compensation, proprietor income, other property income, indirect business taxes and capital consumption (depreciation). Value added is a commonly used measure of the contribution of an industry to a regional economy because it avoids double counting of intermediate sales.