

## Marion County Board of County Commissioners

Office of the County Engineer

412 SE 25th Ave. Ocala, FL 34471 Phone: 352-671-8686 Fax: 352-671-8687

March 13, 2025

BOWMAN DANE FRAY 4450 W EAU GALLIE BLVD STE 144 MELBOURNE, FL 32934

SUBJECT: TRAFFIC METHODOLOGY APPROVAL LETTER

PROJECT NAME: SECO ENERGY OCALA, FLORIDA

PROJECT #2025010025 APPLICATION: #32365 PARCEL #41200-012-00

Dear Dane,

The Traffic Methodology dated February 24, 2025 for the above referenced project was approved by Marion County on March 13, 2025. Please submit the Traffic Study in accordance with this approved Methodology.

Feel free to contact the Office of the County Engineer at (352) 671-8686 or <u>DevelopmentReview@marionfl.org</u> should you have questions.

Sincerely,

Your Development Review Team
Office of the County Engineer

# **Bowman**

## Memorandum

To: Marion County - County Engineer's office

FDOT – District 5 – Traffic Operations

From: Daniela Jurado, PE

Jessica Stord, EIT

Date: 2/24/2025

Re: SECO Energy Ocala, Florida – Traffic Study Methodology

This memorandum outlines the proposed methodology of the Traffic Study for the proposed SECO Energy Facility to be located west of the intersection of CR 475A and SW 128<sup>th</sup> Ave in Marion County, Florida. The site consists of the following parcels: 41200-012-00, 41200-020-00, 41200-020-01. Access is proposed via three full-access driveways along CR 475A, two are proposed as fleet and truck access and one as employees and visitor/vendor access. The southern most fleet/access driveway will serve as a secondary access. The site location and preliminary site plan is presented in **Attachment M-1**.

The purpose for the study is threefold: (i) to determine the number of trips generated by the proposed site; (ii) to determine the potential impact, if any, of the proposed development on the roadway network; (iii) to propose improvements, if required.

**Trip Generation. Table 1** displays the anticipated site trip generation for the proposed development. **Table 2** displays the anticipated truck trip generation for the proposed development. The Land Use Definitions and Rates Information is presented in **Attachment M-2**.

Table 1. Anticipated Site Trip Generation

Land Use	Land Use	Intensity	Units	D	aily Tri	ps	AM F	eak Ho	our <sup>(1)</sup>	PM P	eak H	our <sup>(1)</sup>
Land Ose	Code	intensity	Offics	Total	In	Out	Total	-In-	Out	Total	-In-	Out
		P	roposed Dev	velopmo	ent							
Utility	170	36.40	KSF	447	224	223	85	74	11	79	14	65
Warehousing	150	246.23	KSF	424	214	210	53	41	12	56	16	40
			Sub Total	871	438	433	138	115	23	135	30	105

Based on the Institute of Transportation Engineers Trip Generation, 11<sup>th</sup> Edition

(1) Peak Hour of Adjacent Street

Table 2. Anticipated Site Trip Truck Generation

Land Use	Land Use	Intensity	Units	Di	aily Tri	ps	AM Pe	ak Ho	ur <sup>(1)(2)</sup>	PM Peak Hour <sup>(1)(2)</sup>		
Land Ose	Code	intensity	Offics	Total	ln	Out	Total	ln	Out	Total	ln	Out
		P	roposed Dev	velopme	ent							
Utility	170	36.40	KSF	7	4	3	3	2	1	4	2	2
Warehousing	150	246.23	KSF	148	74	74	5	3	2	7	4	3
-			Sub Total	155	78	77	8	5	3	11	6	5

Based on the Institute of Transportation Engineers Trip Generation, 11 th Edition

(1) Peak Hour of Adjacent Street

(2) Per ITE no truck trips are anticipated during the AM and PM peak hours for Land Use 170 (Utility) therefore, for a conservative approach, the daily trips were split.

**Anticipated Distribution.** The anticipated trip distribution was developed based on the review of the population centers, land uses in the surrounding area, and the accessibility to the site. The regional trip distribution and background information is presented in **Attachment M-1.** 

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Traffic Study Methodology SECO Energy Ocala, Florida

Buildout Year. The proposed development is expected to be constructed and fully operational by the year 2027.

**Study Area.** Per the Ocala Marion TPO *Traffic Study Guidelines* and based on the anticipated roadway impact of the site, see **Attachment M-3**. The following intersections and roadway segment are proposed to be evaluated in the study:

Intersections: • CR 484 and CR 475A

CR 484 and I-75 NB Ramps
 CR 484 and I-75 SB Ramps

Access Driveways

**Roadway Segment:** 

• CR 475A (ID# 1930.1) - From CR 475B to CR 484

• CR 484 (ID# 2070) – From I-75 Ramp (E) to CR 475A

• CR 484 (ID# 2080) – From CR 475A to CR 475

**Data Collection Elements & Methodologies.** Intersection turning movements counts will be collected on an average weekday while the schools are in session during the morning 7:00 AM - 09:00 AM and evening 4:00 PM - 06:00 peak periods at the study area intersections.

Roadway AADT information will be extracted from the *Ocala Marion TPO Congestion Management Process 2023 State* of the System Report for the following roadway segments:

- CR 475A (1930.1) From CR 475B to CR 484
- CR 484 (2070) From I-75 Ramp (E) to CR 475A
- CR 484 (ID# 2080) From CR 475A to CR 475

**Growth Rate & Adjustments.** To account for the ambient background traffic growth rate, the counts will be affected by the respective roadway segment average growth rate provided in the Ocala Marion County TPO 2023 *State of the System Report* or a minimum growth rate of 1.00%, whichever is greater. The background information is presented in **Attachment M-4**.

The volumes will also be adjusted by the Marion County Seasonal Factor (SF) extracted from Florida Traffic Online. This factor will not be used to reduce volumes.

#### **Background Projects.**

- FPID 433651-1 Intersection Improvements on CR 484
- FDIP 452074-1 Lane addition to I-75 from SR 44 to SR 326.

**Analysis Periods & Times.** The analyses will be prepared for the weekday morning (7:00 AM - 09:00 AM) and evening (4:00 PM - 06:00 PM) peak hours for the following scenarios: 2025 Existing Conditions, 2027 No Build Conditions, and 2027 Build Conditions.

#### **Analyses to be Performed.** The following analysis will be included in the study:

- Capacity/LOS Analysis: Capacity Analysis will be performed for the analysis intersections for the analysis periods and scenarios in the study area section of this memorandum following the Highway Capacity Manual (HCM 6<sup>th</sup> Edition) methodologies using the computer software package Synchro 11.
- A roadway segment analysis will be performed for study area roadway segments for the directional PM peak hour service volumes.
- Turn Lane Warrant Analysis: A turn lane warrant analysis will be completed for the driveways to determine the need for auxiliary turn lanes per guidance provided by Section 6.2 and 6.3 of the 2023 FDOT Multimodal Access Management Guidebook, the analysis will be conducted per the criteria set forth in NCHRP 745 and NCHRP 457 unless engineering judgement indicates otherwise.
- Queue Analysis: 95th percentile queue lengths at the proposed driveways.

Should you have any questions please do not hesitate to contact me at djurado@bowman.com or 321.608.0498.

**Bowman** 

Traffic Study Methodology **SECO Energy Ocala, Florida** 

Sincerely,

Daniela S. Jurado, PE

Project Manager-Traffic Engineering

Bowman

#### **Attachments**

Attachment M-1. Site Location and Trip Distribution

Attachment M-2. Land Use Definitions and Rates Information

Attachment M-3. Study Area Determination

Attachment M-4. Growth Rate Background Information

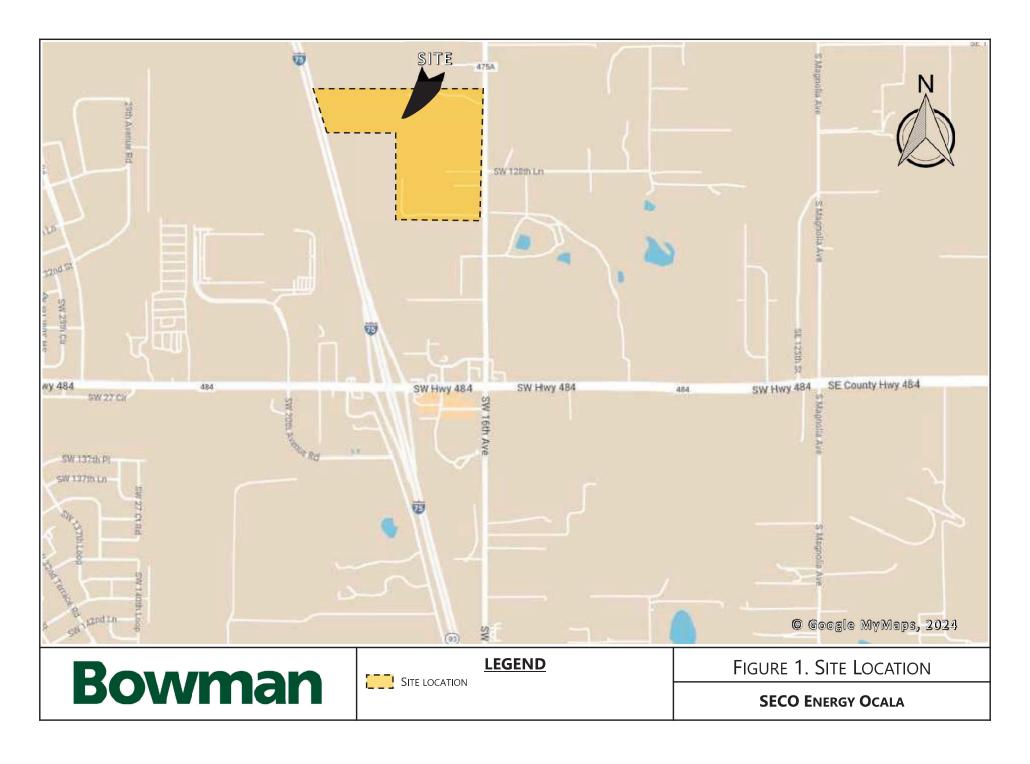
ATTACHMENT E

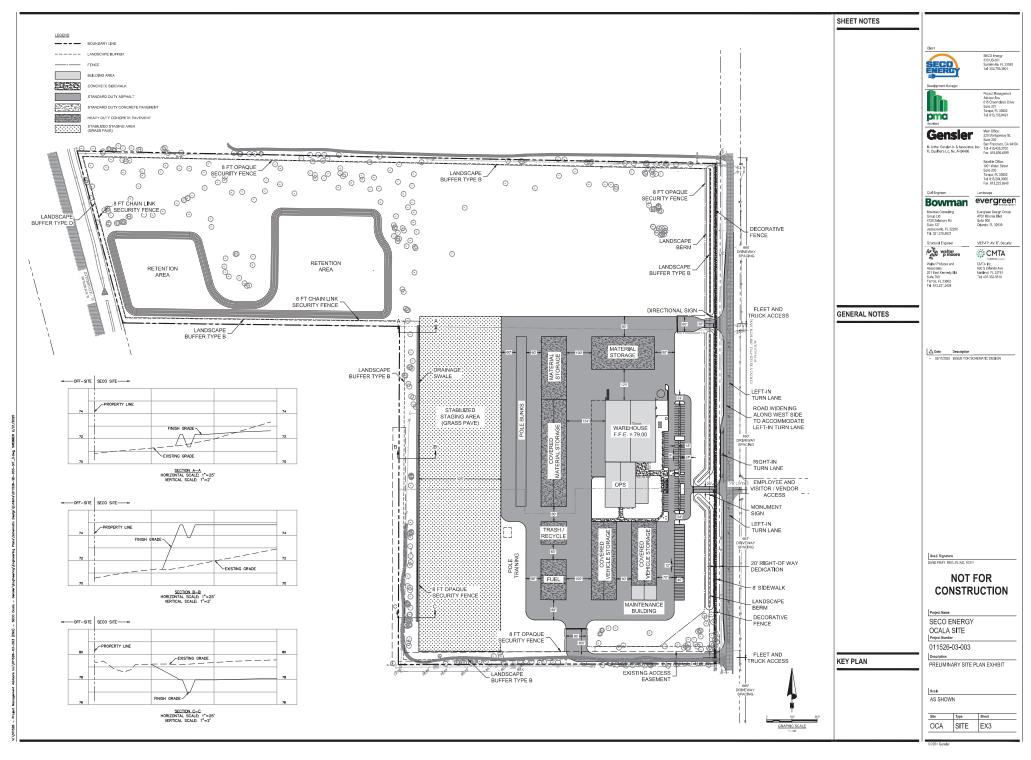
E-5

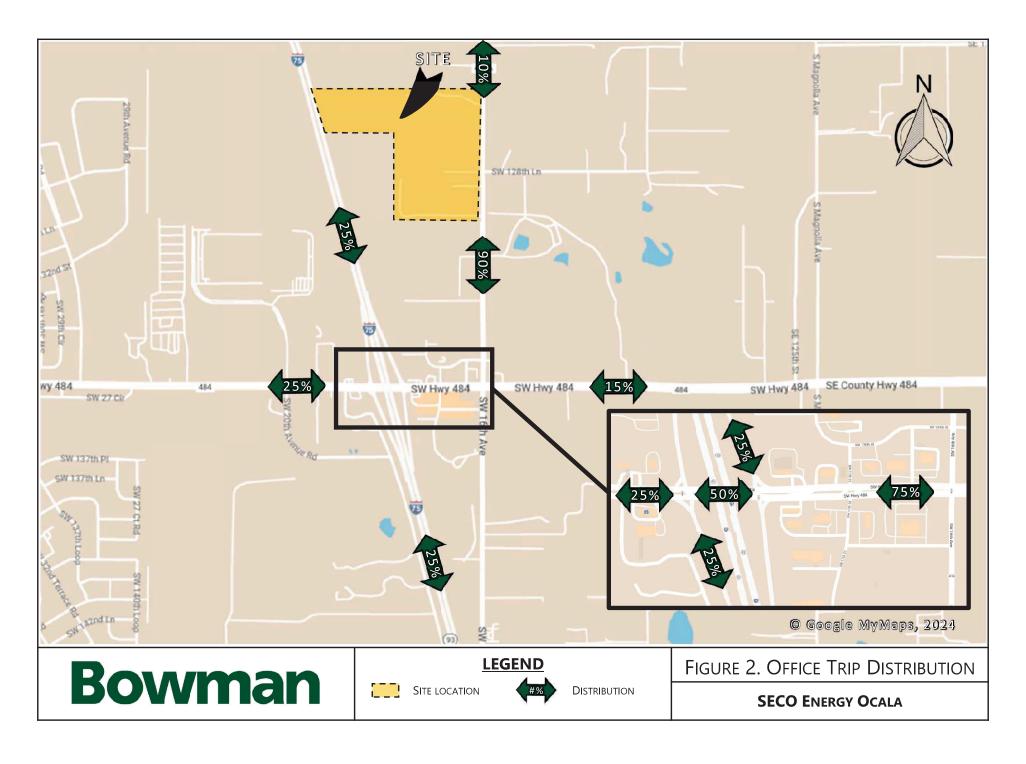
**Bowman** 

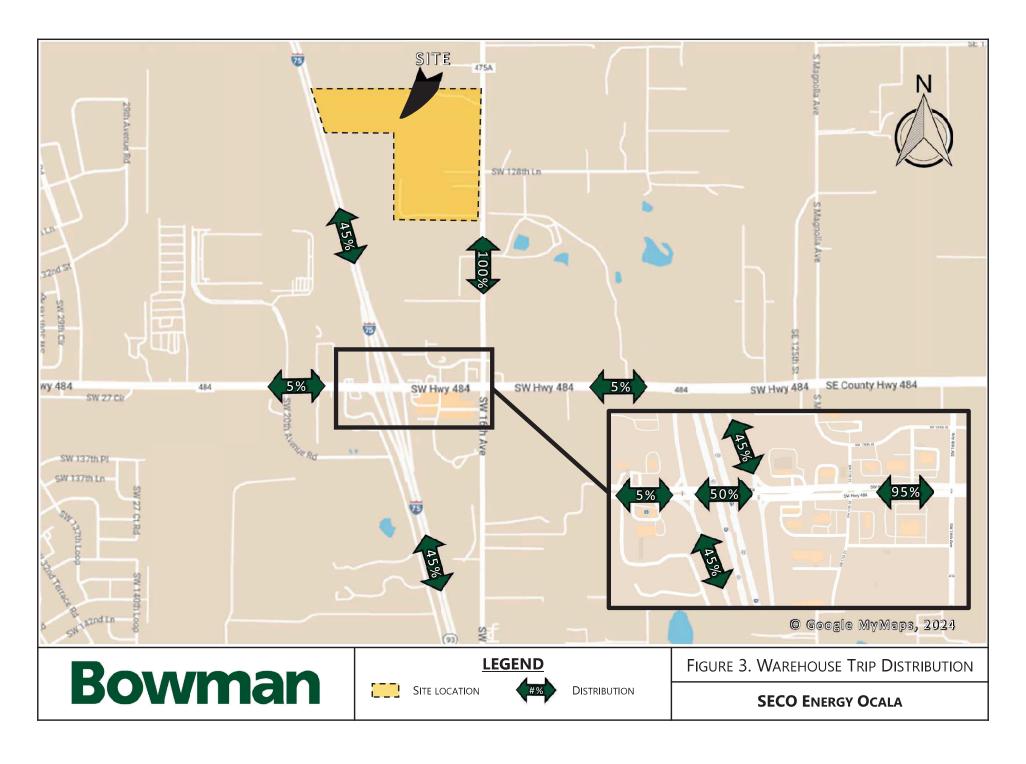
Traffic Study Methodology **SECO Energy Ocala, Florida** 

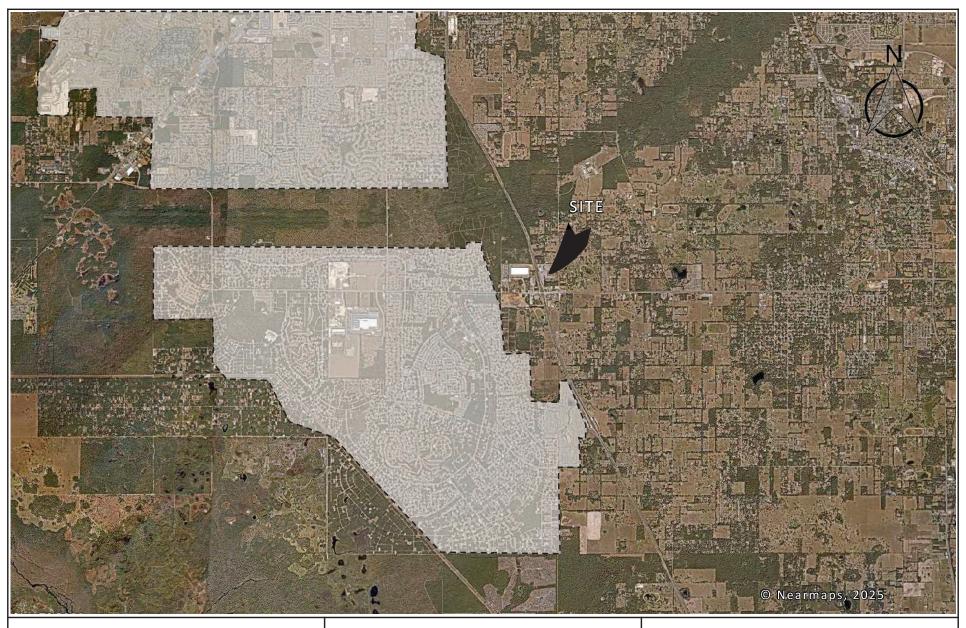
## **ATTACHMENT M-1**











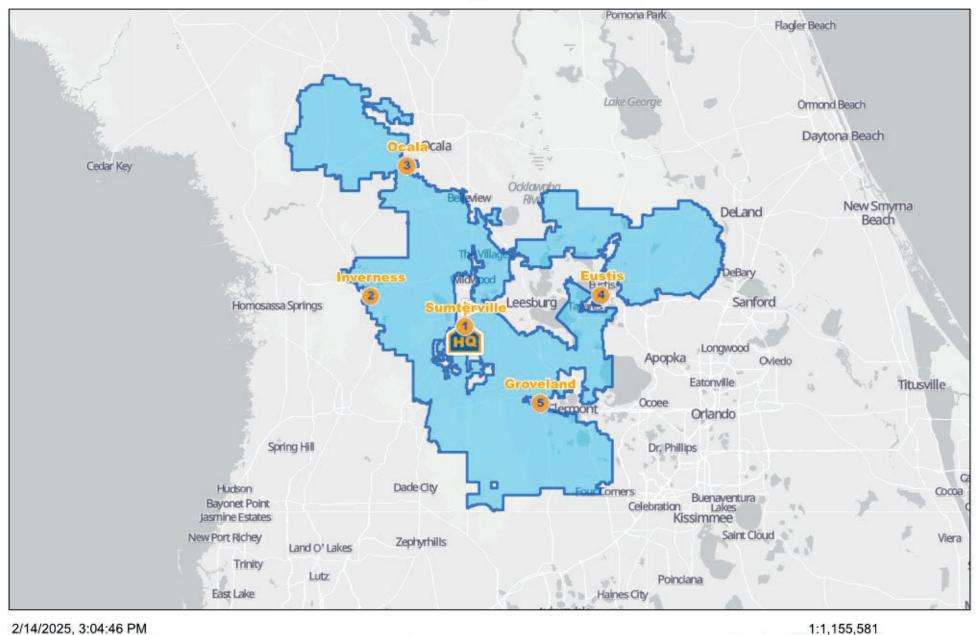
**Bowman** 

**LEGEND**Dense Residential Population Centers

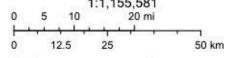
FIGURE 4. POPULATION CENTERS

**SECO ENERGY OCALA** 

## SECO Energy Service Area







Map data © OpenStreetMap contributors, Microsoft, Facebook, Inc. and its affiliates, Esri Community Maps contributors, Map layer by Esri

ATTACHMENT E

E-12

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Traffic Study Methodology **SECO Energy Ocala, Florida** 

## **ATTACHMENT M-2**

## Land Use: 170 **Utility**

#### **Description**

A utility is a free-standing building that can house office space, a storage area, and electromechanical or industrial equipment that support a local electrical, communication, water supply or control, or sewage treatment utility.

#### **Additional Data**

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/tripand-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Delaware, Oregon, and Texas.

#### Source Numbers

422, 443, 538, 876



## Utility (170)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

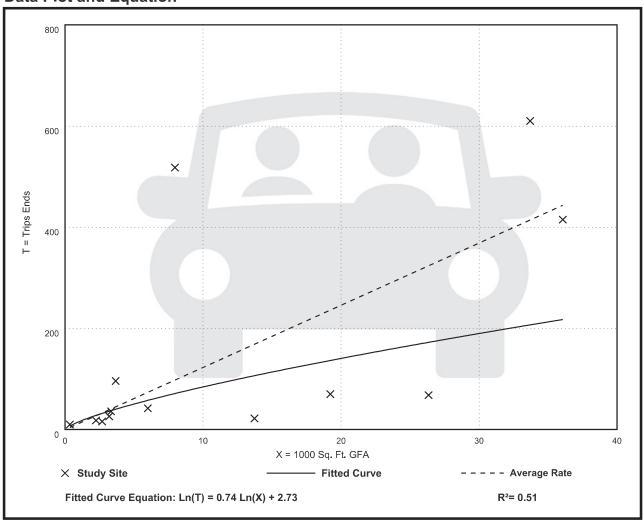
Setting/Location: General Urban/Suburban

Number of Studies: 13 Avg. 1000 Sq. Ft. GFA: 12

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
12.29	1.60 - 65.03	14.32





# **Utility**

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

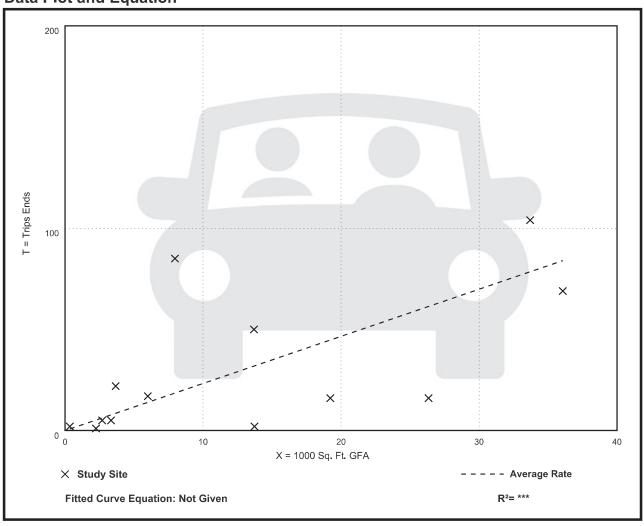
Setting/Location: General Urban/Suburban

Number of Studies: 13 Avg. 1000 Sq. Ft. GFA: 13

Directional Distribution: 87% entering, 13% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.33	0.15 - 10.67	2.34





# **Utility** (170)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

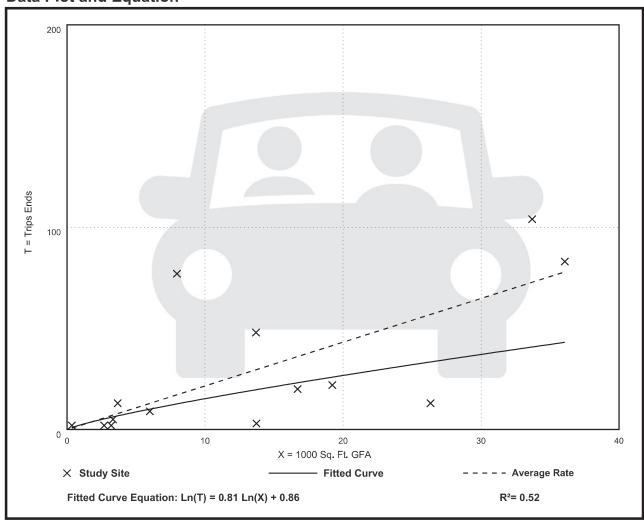
Setting/Location: General Urban/Suburban

Number of Studies: 14 Avg. 1000 Sq. Ft. GFA: 13

Directional Distribution: 18% entering, 82% exiting

#### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.16	0.22 - 9.67	2.00





# Land Use: 150 Warehousing

#### **Description**

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

#### **Additional Data**

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

#### **Source Numbers**

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940, 1050



# Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

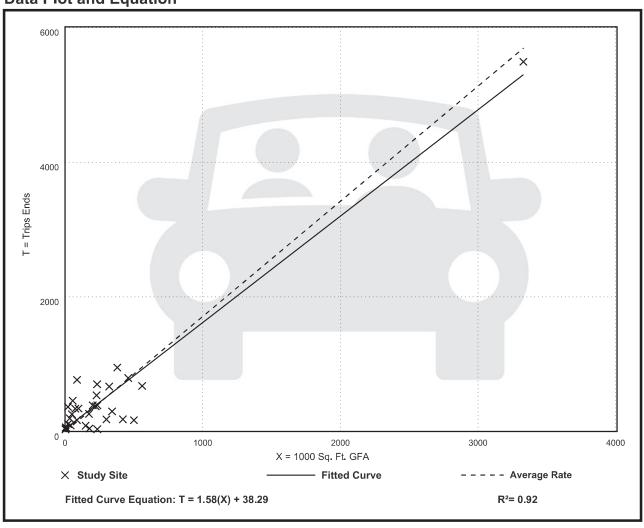
Setting/Location: General Urban/Suburban

Number of Studies: 31 Avg. 1000 Sq. Ft. GFA: 292

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48





# Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

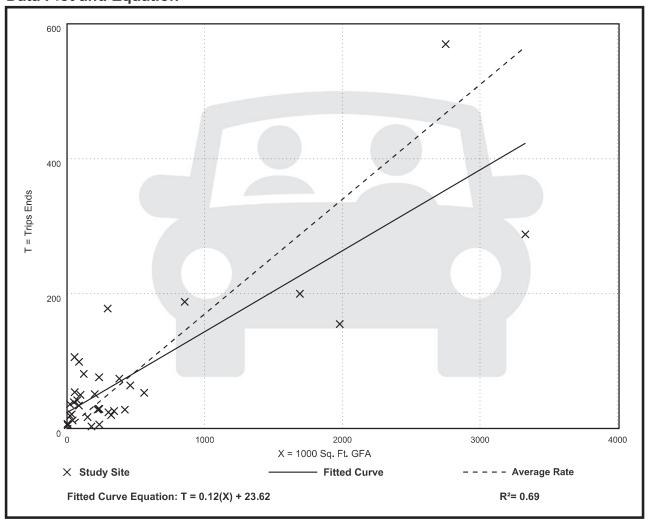
Setting/Location: General Urban/Suburban

Number of Studies: 36 Avg. 1000 Sq. Ft. GFA: 448

Directional Distribution: 77% entering, 23% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19





# Warehousing (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

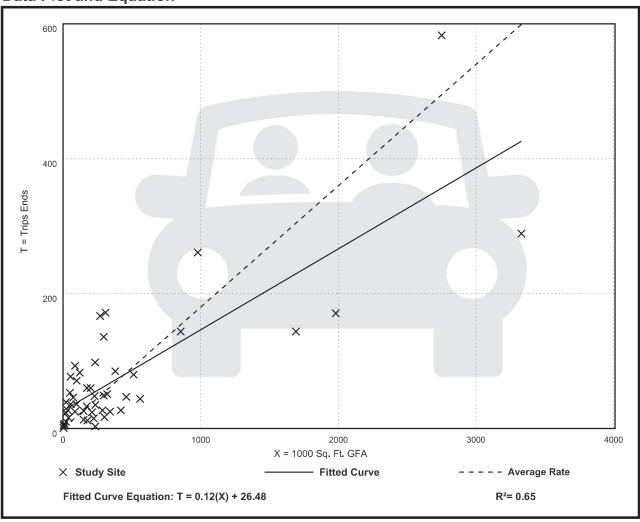
Setting/Location: General Urban/Suburban

Number of Studies: 49 Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18





ATTACHMENT E

E-21

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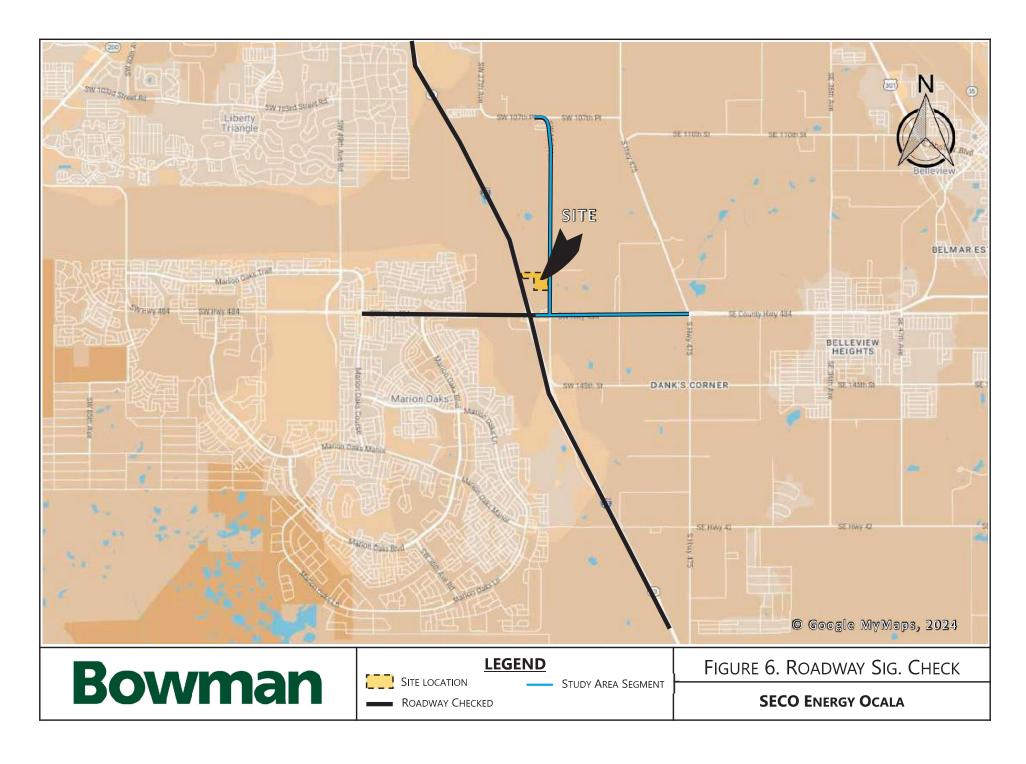
Traffic Study Methodology **SECO Energy Ocala, Florida** 

## **ATTACHMENT M-3**

#### Study Area Determination

Segment			Area	# of	2023	Daily Service	Future Daily	LOS	V/C	2027			Project Traffic			2027 Build		Exceed 3% of	Evceed
ID <sup>(1)</sup>	Roadway <sup>(1)</sup>	Segment <sup>(1)</sup>	Type <sup>(1)</sup>	Lanes <sup>(1)(2)</sup>	AADT <sup>(1)</sup>	Volume <sup>(1)</sup>	Service Volume <sup>(3)</sup>	Standards <sup>(1)</sup>	Ratio <sup>(1)</sup>	AADT <sup>(4)</sup>	Office Trip Dist % <sup>(5)</sup>	Office Peak Hour Trips <sup>(6)</sup>	Warehouse Trip Dist % <sup>(5)</sup>	Warehouse Peak Hour Trips <sup>(6)</sup>	Total Peak Hour Trips Assigned	Condition	Daily Service Volume		MAV?
1930.1	CR 475A	From CR 475B to CR 484	Urban	2	7,300	12,744	-	E	0.57	8,103	100%	447	100%	424	871	8,974	6.83%	Yes	No
2030	CR 484	From SW 45 Ave to I-75 Ramp (W)	Urban	4	33,000	35,820	-	E	0.92	34,320	25%	112	5%	21	133	34,453	0.37%	No	No
2060	CR 484	From I-75 Ramp (W) to I-75 Ramp (E)	Urban	6	33,500	53,910	-	D	0.62	34,840	50%	224	50%	212	436	35,276	0.81%	No	No
2070	CR 484	From I-75 Ramp (E) to CR 475A	Urban	4	33,500	35,820	-	D	0.94	34,840	85%	380	95%	403	783	35,623	2.19%	No	No
2080	CR 484	From CR 475A to CR 475	Urban	4	19,900	35,820	-	D	0.56	20,696	15%	67	5%	21	88	20,784	0.25%	No	No
2260.2	<b>I</b> -75	From Urban Area Boundary to CR 484	Urban	6/8	110,800	122,800	163,400	D	0.90	137,481	25%	112	45%	191	303	137,784	0.19%	No	No
2280	<b>I</b> -75	From CR 484 to SR 200	Urban	6/8	84,000	122,800	163,400	D	0.68	87,360	35%	156	45%	191	347	87,707	0.21%	No	No

- (1) Extracted from Ocala Marion TPO CMP Database August 2023
- (2) I-75 Expanded Based on FDIP 452074-1
- (3) Based on FDOT 2023 Multimodal Quality/Level of Service Handbook
- (4) Based Growth Rate Provided in Ocala Marion TPO CMP Database August 2023
- (5) Based on anticipated Figure 2. and Figure 3. Site Trip Distribution (for office and warehouse)
- (6) Extracted from Table 1. Anticipated Site Trip Generation



ATTACHMENT E

E-24

**Bowman** 

Traffic Study Methodology **SECO Energy Ocala, Florida** 

## **ATTACHMENT M-4**

#### Ocala Marion TPO CMP Database - August 2023

A. S. A. S
Column
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Column
A.     A.     A.     A.     A.     A.     A.     A.     A.   A.     A.
A.   A.   A.   A.   A.   A.   A.   A.
March
10
Column
A
Angle
10   10   10   10   10   10   10   10
Column
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March
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Column   C
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10   10   10   10   10   10   10   10
Column   C
Second   S
10   10   10   10   10   10   10   10
100   100
State
19   19   19   19   19   19   19   19
The column
15   15   15   15   15   15   15   15
Column   C
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10   10   10   10   10   10   10   10
10   10   10   10   10   10   10   10
10   10   10   10   10   10   10   10
1-10   1-10
Column   C
Column   C
Column   C
Col.
Control   Cont
Part   Col.
1965   C.   1975
1-10   1-10
100   C40
1-12   C4 2
1-10   1-10
469   C4 649   COMPT MAN
Sec.
1970   54.64   54.05
279   C444
180   180
1932   C4 464   S1   1955   C4   C2   C3   C4   C4   C4   C4   C4   C4   C4
19   C4 4864   U1641   V1641   V1841   V1842   V1844   V1644   V1844   V1644   V1844   V1644   V1844   V1644   V1844   V1644   V1844   V1644   V1844
240   CA 488
190
Mind   C4 84C   USBAN MARA NORMANN   C3 1444   2   COLACCO   MINSTERNATIO   C3 1.0   Fig.   C3 1.0   Fig.   C4 1.0   Fig.   F
1513   CA CS   COMPT (ME CA PEA   2 COALCES   COMPT (ME CA PEA   2 COALCES   COMPT (ME CA PEA   2 COALCES   COALCE
1864   1864
1892   C4 45   USBAN AFEA DOTROMY   E-95 T   2 AFTEN   UNINTERNATED   M.100   798   2 14.10   798   Rural   U   COUNTY   Critic CVP Hennet Roodway   C   6,20   0.64   0 4.196   7,60   0.55   0   0.65   0.65   0   0.65   0   0.65
ISS]   C4.57   SSOT   MISH AND ADDRESSAY 2   APRIL   MISH SUPERIOR   S4.10   Fig. 2   L410   Fig. 2   L410   Fig. 3   Line   V   COLUMN   Other Confess Analogue   C   L800   G.0.5   L300   L100   G.0.5   C   L800   G.0.5   L100   G.0.5   C   C   C   C   C   C   C   C   C
252   242   252
19:05 CR.075 93:151 NO.59X29THST8D 2 AVITABIN, UMINTERRIPTID 23:140 1.468 2 23:340 1.448 Uton U COVATY Other CAP Remork Rendery 6 for Counted N/A N/A 1.00% Mat Counted N/A N/A
505   545   \$1,059,079,079,079   51,041   2   \$1,041
1991 C1054 C1054 C1058 C1048 C2 MIRE NEW NEW C 1 1 12/4 64 2 12/4 64 1 1 10 10 10 10 10 10 10 10 10 10 10 10

#### Ocala Marion TPO CMP Database - August 2023

	ROAD NAME	FROM	то	LANES (2023)	FUNCTIONAL CLASSIFICATION	FLOW	FDOT CLASS	DALY SERVICE VOLUME (2023)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2023)	LANES (2028)	DALY SERVICE VOLUME (2028)	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	URBAN/ RURAL	DIMDED I	MAINTAINING AGENCY	NHS	ADOPTED LOS STANDARD	2023 AADT	2023 DALY VMSV	2023 DAILY LOS	GROWTH RATE	2028 AADT	2028 DAILY VIMSV 2028 DAILY LOS
1940.1		CR 464 URBAN AREA BOUNDARY	URBAN AREA BOUNDARY CR 475	2	ARTERIAL COLLECTOR	UNINTERRUPTED		29,340 14,130	1,449	2	29,340	1,449 738	Urban	U	COUNTY	Other CMP Network Roadway	t .	5,800 5,800	0.2	-	1.00%	6,300	0.21 8
1940.2 1950	CR 475A	CR 47S	SE 25 AV	2	COLLECTOR	UNINTERRUPTED		9,288	738 482	2	14,130 9,288	738 482	Rural Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	c c	2,000	0.41	C	1.00%	6,100 2,100	0.43 B 0.23 C
1960 1970		3E 25 AV	SE 36 AV US 301	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roodway Other CMP Network Roodway	E	2,000	0.16	-	1.00%	2,100	0.16 C
		SE 36 AV CR 475A	US 301 CB 475	2	COLLECTOR	UNINTERRUPTED	1	14,130	738	2	14,130	934 738	Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	c	2,100 5,300	0.16	6	1.00% 7.58%	2,200 7,600	0.17 C 0.54 B
1990.3	CR 484	LAMESHORE DR	E OF HENDRIX DR	2	ARTERIAL	UNINTERRUPTED		29,340	1,449	2	29,340	1,449	Urban	U	COUNTY	Other CMP Network Roadway	£	9,500	0.32	8	1.10%	10,000	0.34 8
1990.4	CR 484	E OF HENDRIX DR SW 102 AVE	SW 140 AVE SW 105 AV	2	ARTERIAL ARTERIAL	UNINTERRUPTED		19,170 29,340	959	2	19,170 29,340	999 1.649	Rural	U U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D F	9,500	0.5		1.10%	10,000	0.52 C
2010	CH 484	SW 105 AV	\$1,200	2	ARTERIAL	UNINTERRUPTED		29,340	1,449		29,340	1,649	Urban	U	COUNTY	Other CNP Network Readway	t	12,000	0.41	c	5,08%	15,900	0.52 C
2000.1 2030	C9 484	SR 200 SW 45 AV	SW 45 AV I-75 RAMP (W)	2	ARTERIAL ARTERIAL	INTERRUPTED	1	12,744 35,820	634		12,744 35,820	634 1,800	Urban	U.	COUNTY	Other CMP Network Roadway	E .	8,000 33,000	0.63		1.00%	8,400 34,700	0.66 C 0.97 D
	C8 484	1-75 RAMP OM	1-75 RAMP (E)	6	ARTERIAL	INTERRUPTED	1	53,910 35,820	2,718	6	53,910	2.718	Urban	D	COUNTY	Other CMP Network Roadway	D	33,500	0.62	ì	1.00%	35,200 35,200	0.65 C
2070 2080	CR 484	1-75 BAMP (E) CR 475A	CR 475A CR 475	4	ARTERIAL ARTERIAL	INTERRUPTED	1	35,820 35,820	1,830		35,820 35,820	1,800	Urban	D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D	33,500 19,900	0.94 0.56		1.00%	35,200 20,900	0.98 D
2090	C8 484	CR 475	CR 467	4	ARTERIAL	INTERRUPTED	1	35,820	1,800	4	35,820	1.800	Urban	D	COUNTY	Other CMP Network Readway	D	19,000	0.53	ì	1.00%	20,000	0.56 C
2110 2120.2	CR 484	CR 467 SI 132 ST RD	SE 132 ST RD US 441	2	ARTERIAL.	INTERRUPTED UNINTERRUPTED	1	35,820 29,340	1,800	4	35,820 29,340	1,800	Urban Urban	D	COUNTY	Other CMP Network Roodway Other CMP Network Roodway		17,900 8,400	0.5	C	1.00%	18,800 8,800	0.52 C 0.30 B
2150	E FORT KING ST	NE 1 AV	SE WATULA AVE		COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	ŧ	Not Counted	N/A	N/A	1.00%	Not Counted	N/A N/A
2160		SE WATULA AVE	SE 11 AV	2	COLLECTOR	INTERRUPTED	2	11,232	576	2	11,232	576	Urban	U	COUNTY	Other CMP Network Roadway	E	6,000	0.53	0	1.41%	6,400	0.57 D
2170 2180	E FORT KING ST E FORT KING ST	S:11 W S:15 W	SE 16 /W SE 22 /W	2	COLLECTOR	INTERRUPTED	2	11,232	756	2	11,232	576 756	Urban Urban	D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway		5,800 7,700	0.52	0	1.00%	6,100 8,100	0.54 D
2190	E FORT KING ST	SE 22 AV	SW 25 AV	2	COLLECTOR	INTERRUPTED	2	14,742	756	2	14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	í	6,800	0.46	c	1.00%	7,300	0.48 D
		SW 25 AV SE 30TH AVE	SE 30TH AVE SE 36 AV		COLLECTOR	INTERRUPTED	1	14,742 16,727	756 832	2 2	14,742	756 832	Urban Urban	D D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E F	7,800	0.53	-	3.77%	8,200 9,600	0.56 D 0.57 C
2220	E FORT KING ST	SE 31-AV	\$1.35	2	COLLECTOR	INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Roadway	Ę	7,800	0.61	С	1.00%	8,200	0.64 C
2230 2240		US 41 US 411	LAXESHORE DR BASELINE RD	2	ARTERIAL ARTERIAL	INTERRUPTED	2	11,232 22,785	576 1,124	2	11,232 22,785	576 1,124	Urban	D D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway		10,500	1.01 0.46	c c	1.00%	12,000	1.07 F
2260.1	1/5	COUNTY LINE IS	URBAN AREA BOUNDARY	6	INTERSTATE	FREEWAY		69,000	3,990	- 6	69,000	3,990	Rural	0%	STATE	NHS Interstate	C	110,800	1.61	F	6,02%	148,400	2.15 F
2260.2	1-75	URBAN AREA BOUNDARY	CR 484 S3.200	6	INTERSTATE	FREEWAY	_	122,900	6,080 6,080	6	122,800	6,080	Urban Urban	0%	STATE	NHS Interstate NHS Interstate		110,800	0.9	- 7	6.02%	148,400 88,300	1.21 F
2290	1-75	SR 200	SR 40	- 6	INTERSTATE	FREEWAY		122,800	6,090	6	122,800	6,080	Urban	ON	STATE	NHS Interstate	Ь	90,900	0.74	c	1.00%	96,500	0.78 C
2300 2310	175	SR 40 US 27	US 27 S8 326	6	INTERSTATE INTERSTATE	FREEWAY		122,800	6,080	6	122,800	6.080	Urban	0%	STATE	NHS Interstate NHS Interstate	D	90,200	0.73	+ 7	3.13%	105,300 86,300	0.86 D
2320.1	1-75	53 326	URSAN AREA BOUNDARY	- 6	INTERSTATE	FREEWAY		122,900	6,090	- 6	122,800	6,080	Urban	0%	STATE	NHS Interstate	D	68,400	0.57		1.25%	73,800	0.60 C
2320.2 2330	175	URBAN ARFA BOUNDARY	CR 318 COUNTY LINE ING	6	INTERSTATE INTERSTATE	FREEWAY		69,000 69,000	3,990	6	69,000 69,000	3,990	Rural	0%	STATE STATE	NHS Interstate NHS Interstate		69,400 74,200	1.01	В	1.75% 2.41%	73,800 83,600	1.07 D
2340.1		NE 20 ST	NE 8 AV	4	ARTERIAL	INTERRUPTED	2	30,420	3,990 1,530	4	30,420	1,530	Rural	D D	COUNTY	Other CMP Network Roodway	E	74,200 9,100	0.3	C	1.00%	9,600	0.32 C
2350		NE 8 AV	NE 28 ST NE 25 ST	- 4		INTERRUPTED	1	37,611	1,890	4	37,611	1,890	Urban	D	COUNTY	Other CMP Network Roadway		11,200	0.3	-	5.61%	14,700	0.39 C
2360 2370		NW 85 ST	NE 49 ST	2		INTERRUPTED	1	35,820 12,744	1,830 634		35,820 12,744	1,800 684	Urban	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	9,500	0.3		1.00%	11,300 10,300	0.81 C
2380	CR 200A / JACKSONVILLE RD	NE 49 ST	SR 326	2		INTERRUPTED	1	12,744	634	2	12,744	634	Urban	U	COUNTY	Other CMP Network Readway	E	7,900	0.62		1.00%	8,300	0.65 C
2390 2400.3	CR 200A / JACKSONVILLE BD CR 200A / JACKSONVILLE BD	URBAN AREA EQUNDARY	URSAN AREA BOUNDARY NE 101 ST	2	ARTERIAL ARTERIAL	UMINTERRUPTED	_	29,340 19,170	1,649	2	29,340 19,170	1,649 999	Rural	U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E D	6,900	0.34	- 8	1.00%	10,600 8,400	0.36 C 0.44 B
2410	CR 200A / LACKSONVILLE RD	NE 101 ST	US 301	2	ARTERIAL	UNINTERRUPTED		19,170	959	2	19,170	999	Rural	U	COUNTY	Other CMP Network Roadway	D	5,700	0.3	8	1.00%	5,900	0.31 B
2420 2430	MAGNOLIA AV N MAGNOLIA AV N	NE 1 AV SR 492	SE 492 NE JACKSONVILLE RD	2	COLLECTOR	INTERRUPTED	2	14,742 15,479	756 794	2	14,742 15,479	756 794	Urban	D D	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E	3,600 4,000	0.24		3,67%	3,800 4,800	0.26 C
2450	MAGNOLIA AV N	NE JACKSONVILLE RD	CR 200A	2	COLLECTOR	INTERRUPTED	2	14,742	756		14,742	756	Urban	D	COUNTY	Other CMP Network Roadway	1	1,100	0.1	ì	1.00%	1,100	0.10 C
2450 2470		CR 200A NE 1 AV	US 441 SR 40	2	COLLECTOR	INTERRUPTED	2	11,232 18,252	576	2	11,292 18,252	576 1,836	Urban	U O	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	į.	1,100 Not Counted	0.1 N/A	C N/A	1.00%	1,500 Not Counted	0.10 C N/A N/A
2510	NE LAV	SR 40	N MAGNOLIA AV	2	COLLECTOR	INTERRUPTED	2	18,252	1,836	2	18,252	1,836	Urban	0	COUNTY	Other CMP Network Roadway	E	Not Counted	N/A	N/A	1.0%	Not Courted	N/A N/A
2545 2550		US 441 N MAGNOLIA AV	N MAGNOLIA AV NE 8 AV	4	ARTERIAL ARTERIAL	INTERRUPTED		38,430 38,430	1,901		38,430 38,430	1,901 1,901	Urban	D	STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway	D	19,200	0.5	C C	1.00%	20,200	0.53 C
2570	SR 492 NE 127 ST RD	CR 314	NE 3 AV	2	COLLECTOR	UNINTERRUPTED		38,430 19,170	1,901	2	19,170	1,901	Rural	U	COUNTY	Other CMP Network Roadway	D D	19,200 Not Counted	0.3 N/A	N/A	1.00%	Not Courted	0.53 C N/A N/A
2590		NE 8 AV	NE 19 AV	4		INTERRUPTED		38,430	1,901		38,430	1,901	Urban	D	STATE	NHS - Non-Interstate Roadway	D	19,200	0.5		1.00%	20,200	0.53 C
	SR 492 SR 492	NE 19 AV NE 25 AV	NE 25 AV NE 36 AV	4	ARTERIAL ARTERIAL	INTERRUPTED	_	38,430 38,430	1,901		38,430	1,901 1,901	Urban Urban	D D	STATE	NHS - Non-Interstate Roadway NHS - Non-Interstate Roadway		19,600 19,100	0.51	C C	1.00%	20,600	0.54 C
2630		NE 36 AV	\$8.40	4	ARTERIAL	INTERRUPTED		38,430	1,901	4	58,430	1,901	Urban	D	STATE	NHS - Non-Interstate Readway	D	9,800	0.26	c	2.22%	11,000	0.29 C
2650.1 2670		CR 316 CR 200A	NE 145 AV NE 70 AV	2	COLLECTOR	UNINTERRUPTED		19,170 19,170	959	2	19,170 19,170	999 999	Rural	U U	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	D D	Not Counted 2,600	N/A 0.14	N/A 9	3,55%	Not Counted 3,100	N/A N/A 0.16 B
2700	NE 208 AV	NE 227 ST	CR 316								19,170	959		u u	COUNTY	Other Chill Hebend Sendon					1.00%		N/A N/A
2720 2730			CR 316		COLLECTOR	UNINTERRUPTED		19,170	359				Rural			Other Chir I William Records	D	Not Counted	N/A	N/A		Not Counted	
2740		CR 200A	NE 25 AV	2	COLLECTOR	UNINTERRUPTED INTERRUPTED	2	11,232	999 576 634		11,232	576 694	Rural Urban	U.	COUNTY	Other CMP Network Roadway Other CMP Network Roadway	E E	Not Counted 3,800 2,900	0.54	R/A C	1.00%	Not Counted 4,000	0.96 C
2760	NE 25 AV	CR 200A NE 25 AV SR 40	NE 25 AV NE 36 AV SR 492		COLLECTOR COLLECTOR ARTERIAL	UNINTERRUPTED INTERRUPTED INTERRUPTED	2 1	11,232 12,744 35,820	999 576 634 1,800	2 2	11,232 12,744 35,820	634 1,800	Rural Urban Urban Urban	U D	COUNTY COUNTY CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E E	2,900 6,900	0.94 0.18 0.19	R/A C C	1.00% 1.00% 1.00%	2,400 7,200	0.19 C 0.20 C
	NE 25 AV NE 25 AV	CR 200A NE 2S AV SR 40 SR 492	NE 25 AV NE 36 AV SR 492 NE 24 ST	2 4 2	COLLECTOR  COLLECTOR  ARTERIAL  COLLECTOR	UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	2 1 1 2	11,232 12,744 35,820 11,232	999 576 634 1,800 576	2 2 4	11,232 12,744 35,820 11,232	634 1,800 576	Urban Urban Urban	U D U	COUNTY COUNTY CITY OF OCALA COUNTY	Other CMP Network Roadway Other CMP Network Roadway Other CMP Network Roadway	E E	2,300 6,900 10,700	0.34 0.18 0.19 0.95	R/A C C C	1.00% 1.00% 1.00%	2,400 7,200 11,300	0.19 C 0.20 C 1.01 F
	ME 25 AV ME 25 AV ME 25 AV ME 25 AV	CR 200A NE 25 AV 58 40 58 492 NE 24 5T NE 35 ST	ME 25 AV ME 36 AV S8 492 ME 26 ST ME 35 ST ME 49 ST	2 2 4 2	COLLECTOR  COLLECTOR  ARTERIAL  COLLECTOR  COLLECTOR  COLLECTOR	UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	2 1 2 2 2	11,232 12,744 35,820	999 576 634 1,800 576 576	2 2 4 2	11,232 12,744 35,820	634 1,800		n 0 0	COUNTY COUNTY CITY OF OCALA	Other CMP Network Roadway Other CMP Network Roadway	E E E	2,900 6,900	0.94 0.18 0.19	R/A C C C E D	1.00% 1.00% 1.00%	2,400 7,200	0.19 C 0.20 C
2770 2780 2790	NE 25 AV NE 25 AV NE 25 AV NE 25 AV NE 25 AV	CR 200A ME 25 AV SR 407 SR 407 ME 24 37 ME 24 37 ME 26 37	Mt 25 AV NE 36 AV S4 492 NE 24 557 NE 35 517 NE 35 517 S5 3226	2 2 4 2 2 2 2	COLLECTOR  COLLECTOR  ARTERIAL  COLLECTOR  COLLECTOR  COLLECTOR  COLLECTOR	UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	2 1 1 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232	399 576 634 1,890 576 576 576 576	2 2 4 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232	634 1,890 576 576 576	Urban Urban Urban Urban Urban	n n n	COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY	Other CMP Network Readway	E E E	2,300 6,900 10,700 8,000 5,000 3,500	0.94 0.18 0.19 0.95 0.71 0.45	C C C E	1,00% 1,00% 1,00% 1,00% 1,00% 1,00%	2,400 7,200 11,300 8,400 5,300 3,700	0.19 C 0.20 C 1.01 F 0.25 D 0.47 D
2770 2780 2790 2890 2830	NE 25 AV NE 25 AV NE 25 AV NE 25 AV NE 25 AV	CR 200A NE 25 AV 58 40 58 492 NE 24 5T NE 35 ST	ME 25 AV ME 36 AV ME 36 AV ME 36 ST ME 35 ST ME 35 ST ME 45 ST SR 378 CR 200A ME 1 AV	2 2 4 2 2 2 2 2 2 2	COLLECTOR  COLLECTOR  ARTERIAL  COLLECTOR  COLLECTOR  COLLECTOR  COLLECTOR  COLLECTOR  COLLECTOR  COLLECTOR  COLLECTOR	UNINTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED INTERRUPTED	2 1 1 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232	399 576 634 1,800 576 576 576 576 576 576	2 2 4 2	11,232 12,744 35,820 11,232 11,232	634 1,800 576 576	Urban Urban Urban Urban	0 0 0	COUNTY COUNTY CITY OF OCALA COUNTY CDUNTY COUNTY COUNTY COUNTY COUNTY COUNTY COUNTY	Other CMP Network Readway Other CMP Network Readway Other CMP Network Readway Other CMP Network Readway	D E E E E E E E E E E E E E E E E E E E	2,300 6,900 10,700 8,000 5,600 3,500 2,300 Not Counted	0.94 0.18 0.19 0.95 0.71 0.45 0.31 0.2	C C C C C C C N/A	1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00%	2,460 7,260 11,300 8,460	0.19 C 0.20 C 1.01 F 0.25 D 0.47 D 0.33 C 0.21 C N/A N/A
2770 2780 2790 2890 2890 2890 2840	MI, 25 RV MI 25 RV MI 25 RV MI 25 RV MI 25 RV MI 26 ST MI 35T MI 35T	CR 200A  RE 25 AV  SE 4 40  SE 4 40  SE 4 50  SE 4 55  SE 5 55  SE	ME 25 AV ME 16 AV SA 452 ME 25 AT ME 45 ST ME 45 ST ST 126 CET 2000A MET 3 AV	2 2 4 2 2 2 2 2 2 2 2 2 2	COLLECTOR  COLLECTOR  ARTESIAL  COLLECTOR	UNINTERRUPTED INTERRUPTED	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232	999 576 634 1,899 576 576 576 576 576 576 576 576	2 2 4 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232	634 1,890 576 576 576 576 576	Urban Urban Urban Urban Urban Urban Urban	U D U U U U	COUNTY	Other CMP Network Roadway		2,300 6,900 10,700 8,000 5,800 3,500 2,300 Not Counted Not Counted	0.54 0.18 0.19 0.95 0.71 0.45 0.31 0.2 N/A	C C C C C C C C C C C C C C C C C C C	1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00%	2,400 7,200 11,300 11,300 8,400 5,300 3,700 2,400 Not Counted Not Counted	0.19 C 0.20 C 1.01 F 0.25 D 0.47 D 0.33 C 0.21 C N/A N/A N/A N/A
2770 2780 2790 2890 2890 2840 2850 2860	MS 22 60 MS 23 60 MS 23 60 MS 23 60 MS 23 71	CT 200A SE 25 AV SE 40 SE 40 SE 40 SE 4 45 SE 4 55 SE 4 60 SE 24 45 SE 46 SE 4 55 SE 4 60 SE 4 65 SE 5 6 65	NR 25.5 AV NR 16.0 AV SL 402 NR 25.5 T NR 25.5 T N	2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR COLLECTOR ARTERIAL COLLECTOR	UNINTERRUPTED INTERRUPTED	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232	999 575 634 1,899 576 576 576 576 576 576 576 576 576	2 2 4 2	11,232 12,744 55,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232	634 1,890 576 576 576 576 576	Urban Urban Urban Urban Urban Urban Urban	U U U U U U U U U U U U U U U U U U U	COUNTY	Other CMP Network Roadway		2,360 6,960 10,700 8,000 5,500 3,500 2,300 Not Counted Not Counted 4,000 1,860	0.94 0.18 0.19 0.71 0.46 0.31 0.2 N/A N/A 0.26 0.16	C C C C C C C N/A	1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00% 1,00%	2,400 7,200 11,000 8,400 5,300 3,700 2,400 Not Counted Not Counted Not Counted 4,900 1,900	0.19 C 0.20 C 1.01 F 0.20 C 0.21 C 0.22 C 0.
2770 2780 2790 2890 2890 2890 2850 2890 2870	146 23 60 146 23	C P. 2004.  \$1. 40.0  \$1.	M 25 AV  SA 482  SA 482  MI 25 T  MI 25 M	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR COLLECTOR ARTERIAL COLLECTOR	UNINTERLETED INTERNUPTED INTERNUPTED INTERRUPTED	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232	999 576 634 1,800 5776 5776 5776 5776 5776 5776 5776 57	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232	634 1,800 576 576 576 576 576 5776 5776 5776 57	Urban	0 0 0 0 0 0 0	COUNTY	Other CAPP Network Renders's Other		2,360 6,500 10,700 8,000 5,460 3,560 2,360 Not Counted Not Counted 4,000 1,360 10,100	0.94 0.18 0.19 0.95 0.71 0.45 0.11 0.2 N/A N/A 0.96 0.16 0.9	C C C C C C C N/A	1.00% 1.50% 1.50% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.50% 1.00% 1.50% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	2,400 7,200 11,300 8,400 5,300 3,700 2,400 Not Counted Not Counted 4,900 1,700 12,000	0.19 C 0.20 C 1.01 F 0.75 D 0.47 D 0.33 C 0.21 C N/A N/A N/A N/A N/A 1.02 C 0.17 C 0.17 C 0.17 C
2770 2780 2790 2890 2890 2890 2890 2890 2890 2890 28	NS 2.00 NS 2.0	CR 200A MS 25 MV SF 420 SF 420 MS 25 MS	M 2 5 60  34 492  34 492  34 492  48 455  48 455  48 455  48 455  34 266  48 456  48 4	2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR  ARTISIA, COLLECTOR ARTISIA, COLLECTOR	UNINTERRUPT ID INTERRUPT ID INT	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232	929 575 614 1,000 576 576 576 577 577 577 577 577 577 577	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11232 12744 85820 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232	\$34 1,800 576 576 576 576 576 576 576 576 576 576	Urban	D D D D D D D D D D D D D D D D D D D	COUNTY	Other CAP Telescol Sciedness Other CAP Telescol Sciedness		2,300 6,900 10,700 8,000 5,100 3,500 2,300 Not Counted Not Counted 4,000 18,000 10,100 8,000 7,200	0.94 0.18 0.19 0.05 0.71 0.45 0.31 0.2 N/A N/A 0.96 0.16 0.9 0.71	C C C C C C C N/A	1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	2,400 7,200 11,390 8,400 5,300 3,700 2,400 Not Counted Not Counted 4,500 1,700 1,700 1,700 3,400 3,400 8,400 8,600	0.19 C 0.20 C 1.01 F 2 0.20 C 1.00 C 1
2770 2780 2790 2890 2890 2890 2890 2890 2890 2880.1 2890 2890	NS 2.0.00 NS 2.0	CR 200A. M1, 25 AV. St 405 St 405 M2, 24, 27 M3, 25, 27	M 2 6 67  10 4 20  10	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR  COLLECTOR  ATTERIAL  COLLECTOR  C	UNIVERSITY ID  INTERPRETED  INTERRETED  INTERPRETED  INTERPRE	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11	929 578 634 1,8909 5776 5776 5776 5776 5776 5776 5776 577	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,237 12,744 35,820 11,237 11,232 11,232 11,232 11,237	634 1,800 576 576 576 576 576 576 576 576 576 576	Urban	U U U U U U U U U U U U U U U U U U U	COUNTY	Other CAP Network Residency		2,300 6,900 10,700 8,000 3,500 2,300 Non Counted Non Counted 1,000 1,800 1,000	0.54 0.18 0.19 0.05 0.72 0.45 0.31 0.2 N/A N/A 0.36 0.16 0.0 0.71 0.64	C C C C C C C N/A	1.006 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009 1.009	2,400 7,200 7,200 11,300 8,400 8,400 1,300 1,300 1,300 1,300 Not Courted Not Courted 1,900	0.19 C 0.20 C 1.01 F 2 C 0.20 C C 1.01 F 2 C 0.27 D 0.27 D 0.21 C 0.21 D 0.22 D 0.21 D 0.22 D
2770 2780 2790 2890 2890 2890 2890 2890 2890 2890 28	NY 3160 NY 1160 NY 116	CR 200A MS 25 MV SF 420 SF 420 MS 25 MS	M 2 5 60  34 492  34 492  34 492  48 455  48 455  48 455  48 455  34 266  48 456  48 4	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR  ARTISIA, COLLECTOR  ARTISIA, COLLECTOR	UNINTERRUPT ID INTERRUPT ID INT	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232 11,232	929 929 937 634 1,0000 576 577 376 577 577 577 577 577 577 577 577 577 5	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11232 12744 85820 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232 11232	\$34 1,800 576 576 576 576 576 576 576 576 576 576	Urban		COUNTY	Other CAP Telescol Sciedness Other CAP Telescol Sciedness		2,300 6,900 10,700 8,000 5,100 3,500 2,300 Not Counted Not Counted 4,000 18,000 10,100 8,000 7,200	0.94 0.18 0.19 0.05 0.71 0.45 0.31 0.2 N/A N/A 0.96 0.16 0.9 0.71	C C C C C C C N/A	1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	2,400 7,200 11,390 8,400 5,300 3,700 2,400 Not Counted Not Counted 4,500 1,700 1,700 1,700 3,400 3,400 8,400 8,600	0.19 C 0.20 C 1.01 F 2 0.20 C 1.00 C 1
2770 2780 2790 2890 2890 2890 2850 2860 2870 2880.1 2890 2990 2920 2920 2940	NY 33 AG  NY 3 AG  NY	C 930A 35 20 31 31 32 31 31 31 31 31 31 31 31 31 31 31 31 31	M 2 5 W M 2 M 2 W M 3 M 3 W M 3 M 3 M 3 M M 4 M 3 M 3 M 3 M M 4 M 3 M 3 M 3 M M 4 M 3 M 3 M 3 M M 4 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M 3 M M 5 M 3 M 3 M M 5 M 3 M 3 M M 5 M 3 M 3 M M 5 M 3 M 3 M M 5 M 3 M 3 M M 5 M 3 M 3 M M 5 M 3 M 3 M M 5 M 3 M 3 M M 5 M M 5 M 3 M M 5 M M 5 M 3 M M 5 M M 5 M 3 M M 5 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M 5 M 3 M M	2 2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR ARTISIG, COLLECTOR ARTISIG, COLLECTOR ATTENSA ATTENSA COLLECTOR CO	UNIVERSETTO INTERSETTO	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11	929 929 937 634 634 1,0000 937 937 937 937 937 937 937 937 937 939 944 634 634	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.232 12.244 55.820 11.212 11	\$34 1,800 576 576 576 576 576 576 576 576 576 576	Urban		COUNTY	Other, CAP February Students,  Other CAP February Students,    Other CAP February Students,		2,360 5,900 10,700 8,000 3,500 3,500 3,500 2,200 Non Counted Non Counted Non Counted Non Counted 10,000 1,200 10,100 10,000 10	0.54 0.18 0.19 0.05 0.71 0.45 0.31 0.2 N/A N/A 0.96 0.16 0.71 0.64 0.71 0.64 0.71 0.64 0.71 0.64 0.71 0.71	C C C C C C C C C C C C C C C C C C C	1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 4.10% 4.10% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	2,400 1,305 1,305 8,400 5,300 3,700 9,400 Not Courted 4,500 1,700	0.19 C 0.20 C 1.01 F 0.20 C 1.01 F 0.20 C 1.02 C 1.
2770 2780 2790 2890 2890 2890 2890 2890 2870 2890 2870 2890 2990 2990 2990 2990	NY 33 AG  NY 3 AG  NY	G 200A 32.09 34.00	M 2 5 AV  M 2 5 AV  M 4 2 5 AV  M 5 2 AV  M 6 2 AV  M 7 2 AV	2 2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR APTURES COLLECTOR APTURES COLLECTOR ATTERNA ATTERNA ATTERNA	UNIVERSITY ON THE STATE OF THE	2 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,820 11,232 11	929 929 935 940 940 940 940 940 940 940 940 940 940	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,244 55,820 11,232 11	\$34 1,805 576 576 576 576 576 576 576 576 576 57	Urban		COUNTY COUNTY CHY OF DCALA COUNTY	Other, CAP Hearth Students		2.360 19,700 19,700 8,000 3,500 3,500 3,500 19,700 Not Counted Not Counted 4,000 1,800 1,0	0.94 0.18 0.19 0.09 0.09 0.07 0.71 0.46 0.31 0.2 0.70 0.70 0.70 0.70 0.70 0.70 0.70	C C C C C C C N/A	1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00% 1.00%	2,460 7,280 11,300 8,400 5,300 3,700 7,480 Not Courted Not Courted Not Courted 1,900 1,900 1,900 8,400 8,400 1,900	0.19 C 0.20 C 1.01 S 1.
2770 2780 2780 2790 2890 2890 2890 2890 2890 2890 2890 28	NY 3160  NY 3160  NY 3160  NY 3160  NY 3170  NY	C 2004. 15.85 M 15.86 M 15.86 M 15.86 M 15.86 M 15.86 M 15.87	M 7.50 M M 100	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR ATTERIS, COLLECTOR ATTERIS, COLLECTOR ATTERIS, COLLECTOR	UNINTERRUPT ID INTERRUPT ID INT	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 13,840 11,237 11,237 11,232 11	999 999 1575 612 1600 1575 1600 1575 1575 1575 1575 1575 1575 1575 15	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.232 12.744 58.820 11.232 11	\$34 1,000 535 535 535 535 535 535 535 535 535	Urban		CDUNTY CDUNTY CTIV 04 DOALM CTIV 04 DOALM CDUNTY CD	Other, CAP Fleenth Rosphery		2.300 11.300 11.300 11.300 18.000 19.	0.54 0.19 0.19 0.05 0.07 0.05 0.27 0.65 0.31 0.2 0.45 0.50 0.16 0.9 0.10 0.96 0.10 0.06 0.10 0.20 0.41 0.72	C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	2,400 2,300 11,300 18,400 5,800 5,800 5,800 5,800 5,800 1,800 1,800 1,90	0.19   C   C   C   C   C   C   C   C   C
2772 2780 2780 2790 2890 2890 2890 2890 2890 2890 2890 2990 29	NY 3160  NY 3160  NY 3160  NY 3160  NY 3170  NY	C 939A 34.9 34.9 34.9 34.9 34.9 34.9 34.9 34.9	M 2 S W M 2 M 2 W M 3 M 3 M 2 M M 4 M 3 M 3 M 3 M 3 M 3 M 3 M 3 M 3 M 3	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR  COLLECTOR  ARTISAGE  COLLECTOR  C	UNINTERRUPT TO NYSBUPT	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 25,820 11,232 11	999 999 959 155 634 14000 576 1576 1576 1576 1576 1576 1576 1576	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.232 12.734 15.820 11.232 11.234 11.232 11	\$34 1,800 \$16 \$16 \$176 \$176 \$176 \$176 \$176 \$176 \$	Urban Rural Urban Rural Urban Urban Rural Urban Urban Urban Rural Urban	U U U U U U U U U U U U U U U U U U U	COUNTY COUNTY CITY OF OCALA COUNTY CO	Other, CAP February Students,  Other CAP February Students,    Other CAP February Students,   Other CAP February Students,   Other CAP February Students,   Other CAP February Students,   Other CAP February Students,   Other CAP February Students,   Other		2.300 5.900 18.700 18.700 3.800 3.800 3.800 3.800 3.800 3.800 3.800 3.800 18.100 3.800 19.200	0.54 0.15 0.15 0.15 0.55 0.77 0.45 0.37 0.2 8//A 0.56 0.31 0.30 0.30 0.30 0.30 0.30 0.30 0.30	C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	2,400 7,200 11,300 8,400 1,300 8,400 5,300 1,700 2,400 best Courted best Courted best Courted 1,900 1,900 1,900 1,900 1,000 1,	0.33   C   C   C   C   C   C   C   C   C
2772 2780 2780 2790 2890 2890 2890 2890 2870 2890 2870 2880.1 2890 2900 2940 2950 2940 2950 2940 2950 2960 2970 2980 2970 2980 2970 2980 2980 2980 2980 2980 2980 2980 298	NE 23 AGC  NE 23 AGC  NE 24 AGC	C 2004. M 25 M M	M 75 W M 15 W M	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR  COLLECTOR  ARTISAGE  COLLECTOR  C	ONNERSOUT D INTERPORT INTE	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 1 1 1 1	11,232 12,744 25,820 11,232 11	1,449 959	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.232 12.744 25.820 11.232 11.234 12.744	\$14   1,800   116	Urban		COUNTY COUNTY CHYCLE DOALS COUNTY COU	Other, CAP Hearth Studenty.		2.350 5.500 10,7	0.34 0.18 0.19 0.05 0.07 0.07 0.05 0.07 0.05 0.03 0.2 0.04 0.06 0.05 0.06 0.07 0.06 0.07 0.06 0.07 0.06 0.07 0.06 0.07 0.06 0.07 0.07	C C C C C C C C C C C C C C C C C C C	1.00% 1.	2,400 7,200 11,300 8,400 1,300 8,400 5,300 3,700 2,400 bet Courted bet Courted 1,900 1,900 1,900 1,900 1,000 8,400 8,500 1,000	0.35   C   1.05   C
2770 2785 2890 2890 2890 2890 2890 2890 2890 2890	NS 25 AG  NS 25	C 2004. M 2647 M	## 75.00  ## 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR  ATTERIO, COLLECTOR  ATTERIO, COLLECTOR  COLL	GRANTERHOUT ID  GRANTERHOUT IN  INTERNETTE I	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 1	11,232 12,744 15,840 11,722 11,232 12,244	999 999 999 999 999 999 999 999 999 99	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.237 12.744 \$5.820 11.237 11.232 12.244 12.245	\$34 1,800 576 576 576 576 576 576 576 576 576 576	Urban		COUNTY	Office COP Retained Students Copies Copies (Copies Copies		2,350 6,950 11,790 18,960 18,960 13,560 2,350 2,350 3,560 2,350 3,560 13,600 13	0.34 0.19 0.19 0.19 0.97 0.45 0.37 0.31 0.2 0.31 0.2 0.31 0.2 0.31 0.2 0.31 0.2 0.31 0.2 0.31 0.31 0.31 0.32 0.33 0.34 0.34 0.35 0.35 0.35 0.35 0.35 0.35 0.35 0.35	C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	2,450 7,200 11,300 8,450 8,450 8,450 1,700 2,450 Mol Courted Mol	131   C
2775 2785 2795 2895 2895 2895 2895 2895 2895 2895 28	NS 20 AG  NS 20	C 2004. M 25 W M	16 7 5 00 0 16 16 17 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	COLLECTOR  ATTEMAS  COLLECTOR  ATTEMAS  COLLECTOR  ATTEMAS  COLLECTOR  COLLEC	MARKEMENT D.  WITSERSTO.  WITS	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11,232 12,744 15,850 11,712 11,212 11,212 11,212 11,212 11,222 11,222 11,222 11,222 11,222 11,222 11,222 12,222 12,222 12,222 12,222 12,224 12,224 12,244 12,745 12,745	1,449 959	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.237 12.244 25.820 11.232 11.234 12.744 23.70 12.744 23.370 12.744 23.370 12.744 23.370 12.744 23.370 12.744 23.370 12.744 23.370 13.170	\$14   1,800   116	Urban		COUNTY CO	Other, COP February Students,  Other COP February Students,    Other COP February Students,   Other COP February Students,   Other COP February Students,   Other COP February Students,   Other COP February Students,   Other COP February Students,   Other		2,00   5,00   10,200   10,200   10,200   10,200   13,00   14,0	0.34 0.18 0.19 0.19 0.87 0.87 0.87 0.81 0.31 0.31 0.31 0.32 0.31 0.32 0.30 0.30 0.30 0.30 0.30 0.30 0.30	C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	2,450 7,250 11,300 8,400 8,400 8,400 1,200 8,400 1,200 8,400 1,200 8,400 8,400 1,200	0.15   C   1.00   C
2770 2780 2780 2780 2780 2890 2890 2890 2890 2890 2990 2990 29	NY 33 AG  NY 13	C 9396.  \$1.50	M 7.5 W M 15 W M	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CONSISTOR ORDISTOR OR	MARKEMENT D.  KINDBERTID  KIND	2 2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 15,820 11,212	1,449 959	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.237 12.244 25.870 11.237 11.232 11	\$14   \$1,000	Urban		COUNTY CO	Other, CAP Hearth Studenty, Ot		2,00   5,00   10,000	0.34 0.18 0.19 0.19 0.97 0.97 0.97 0.91 0.97 0.92 0.93 0.93 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	24/8   238   13.00   1	13   C   C   C   C   C   C   C   C   C
2779 2790 2790 2790 2790 2790 2790 2790	NS 30 AG  NS 25	C 2004. M 2547 M	## 75.00  ## 100  ## 100  ## 101  ## 101  ## 101  ## 101  ## 101  ## 101  ## 101  ## 101  ## 101  ## 101  ## 101  ## 101  ## 102  ## 103  ## 1	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CONSTITUTE  CONSTITUTE  APPRILIP  APPRILIP  CONSTITUTE  CONSTITUTE	JAMES LEMENT DE LA CONTRACTOR DE LA CONT	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 1 1 1 1	11,232 12,744 35,850 11,232 11,234 12,244 13,144 13,144 13,144 13,144 13,144 13,144 13,144 13,144 14,144 15,144	1,449 959	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.237 12.244 25.820 11.231 11.232	\$34 1,800 576 576 576 577 577 577 577 577 577 577	Urban		(0.08T) (0.08T	Other, CAP Research Students; Other CAP Resea		2,300 4,000 10,7000 10	0.34 0.18 0.19 0.19 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.9	C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	4-400 7-200 11-1000 1-200 11-1000 1-200 1-	18   C   C   C   C   C   C   C   C   C
2775 2775 2795 2795 2795 2795 2795 2795	NY 3160  NY 3160  NY 3160  NY 3170  NY	C 2004. 15.00 15.0	No. 25 and 15 an	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CONSISTOR  CONSISTOR  APPRINCIPATION  CONSISTOR  CONSIS	JAMES 1987 10  A TORANTIO AND	2 2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 58,820 11,222 11,222 11,232 11	1,449 959	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.217 12.244 85.820 11.217 11.217 11.217 11.217 11.217 11.217 11.217 11.227 11	\$14   \$15	Utban		COUNTY (COUNTY	Other, CAP Heaves I Roschway.		2,300 4,500 10,2	0.34 0.15 0.19 0.19 0.17 0.17 0.17 0.17 0.17 0.17 0.17 0.17	C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	4-400 1-200 1-1000 1-200 1-1000 1-20	1319   C
2779 2790 2790 2790 2790 2790 2790 2790	NE 23 AGC  NE 23 AGC  NE 24 AGC	C 2004. M 2547 M	16 7 5 00 00 16 16 16 16 16 16 16 16 16 16 16 16 16	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	GRASTICH	MARKENSPIED  KYRASPITED  KYRAS	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,232 12,744 35,850 11,232 11,234 12,244 13,144 13,144 13,144 13,144 13,144 13,144 13,144 13,144 14,144 15,144	1,449 959	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.237 12.244 25.820 11.231 11.232	\$14   \$100   \$10	Urban		(0.08T) (0.08T	Other, CAP Retards Students, Other CAP Retards Students, Other CAP Retards Students Other CAP Retards		2,300 4,000 10,7000 10	0.34 0.18 0.19 0.19 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.9	C C C C C C C C C C C C C C C C C C C	1.00% 1.00%	4-400 7-200 11-1000 1-200 11-1000 1-200 1-	18   C   C   C   C   C   C   C   C   C
2779 2730 2730 2730 2730 2730 2730 2730 2730	NE 3 16 16 17 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	C 2004. M 25 M 2 M 2 M 2 M 2 M 2 M 2 M 2 M 2 M 2	M 75 W M 15 W M	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CONSISTENT CONSISTENT APPRINCIPATION CONSISTENT CONSIST	IMPROVED TO	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,222 12,224 13,227 13	1,449 959 959 888 888 970 410 720 576 959 446	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.237 12.244 88.820 11.237	\$34   \$34   \$35	Urban		(0.08T)	Other, COP Hearth Studenty.  Other, COP Heart		2,300 16,200 16,	0.34 0.19 0.19 0.19 0.27 0.27 0.27 0.27 0.20 0.20 0.20 0.20	C C C C C C C C C C C C C C C C C C C	100% 100% 100% 100% 100% 100% 100% 100%	4-60 1-200 1-100 1-200 1	0.15   C   1.05   C
7775 7775 7775 7775 7775 7775 7775 777	NE 3 (A)	C 9304.  \$1,50 m  \$1,40 m  \$1,	M 7 5 W M 10 M M	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	GRASTICH	JAMES LEMENT ID  NOTES AND THE SECOND IN THE	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,222 12,224 13,225 14,225 14,225 14,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 11,225 12,224 12	1,449 959	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11.217 12.214 58.820 11.212	\$14   \$10	Urban Jahan Jaha Jaha		COUNTY CO	Other, CAP Hearth Studenty.		2,300 4,500 10,7	0.34 0.19 0.19 0.19 0.19 0.27 0.27 0.27 0.31 0.32 0.31 0.32 0.31 0.32 0.31 0.32 0.31 0.32 0.31 0.32 0.32 0.32 0.33 0.32 0.33 0.32 0.33 0.33	C C C C C C C C C C C C C C C C C C C	100% 100% 100% 100% 100% 100% 100% 100%	4480 1280 11300 14400 15300 15300 15300 15400 15	18   C   C   C   C   C   C   C   C   C
7375 7375 7376 7376 7376 7376 7387 7387 7387 7387	NE 2 16 16 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	C 2004. M 25 W M	## 75 W ## 100 W ## 1	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	GOALSTON	JAMES LEMENT DE LA VERSIONET D	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,222 12,244 15,450 11,222 11,224 11	1,449 959 959 888 888 970 410 720 576 959 446	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,227 11,227	\$14   \$1,000	Utban	U U U U U U U U U U U U U U U U U U U	COURT	Other, CAP Research Students, and Carlo Capital Students, and Capital Students, and Capital Students Students Students, and Capital Students St		2,300   2,300   1,500	0.34   0.19   0.19   0.19   0.19   0.19   0.55   0.	C C C C C C C C C C C C C C C C C C C	100% 100% 100% 100% 100% 100% 100% 100%	4-409 1-200 1-3-	14   C   C   C   C   C   C   C   C   C
2777 2775 2775 2775 2775 2775 2775 2775	NY 316 AC  NY 116 AC  NY 116 AC  NY 116 AC  NY 117 AC	(C.930A. 15.35 / 15.35	## 7500 ## 100	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CONSISTOR  CONSISTOR  APPRING  CONSISTOR  APPRING  CONSISTOR  CONS	JANKS (1987) 12  A CONTROLLED STATE OF	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,252 12,244 13,450 13,252 13,254 13,254 13,254 13,254 13,254 13,254 13,254 13,255 13	1,449 959 959 888 888 970 410 720 576 959 446	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11232 \$320 \$320 11232 1123	\$14   \$14   \$15	Urban	U U U U U U U U U U U U U U U U U U U	COUNTY CO	Other, CAP Hearth Studenty.  Other, CAP Heart		2,300 1,500	0.94   0.95   0.10   0.	C C C C C C C C C C C C C C C C C C C	100b.	4-409 1-200	1818   C
2779 2780 2790 2790 2790 2790 2790 2790 2790 279	NE 3 A A A A A A A A A A A A A A A A A A	C 2004. M 25 W M	M 7 5 W M 10 M M	2 2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	GOALSTON	JAMES CARPOTTO DE LA CONTROLLE	2 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,229 12,244 13,450 11,232 11	1,449 959 959 888 888 970 410 720 576 959 446	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,227 11,227	\$14   \$150   \$15	Ubban	U U U U U U U U U U U U U U U U U U U	COLUMN   C	Other, CAP Research Students; Other CAP Resea		2,300 1,500	0.94   0.19   0.19   0.19   0.19   0.19   0.19   0.19   0.19   0.10   0.	C C C C C C C C C C C C C C C C C C C	1005 1005 1006 1008 1008 1008 1109 1109 1109 1109 1109	4-409 1-200	1819   C
2379 2319 2320 2320 2320 2320 2320 2320 2320 232	NE 3 JA GO  NE 3 J	C 2004.  3.5 Sey  1.4 de  1.4	M 15 M M M M M M M M M M M M M M M M M M	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CONSISTOR  CONSISTOR  APPRING  CONSISTOR  CO	MARCHANITO	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,222 12,244 13,250 11,222 11,222 11,222 11,222 11,222 11,222 11,222 11,222 11,222 11,222 11,222 11,222 11,222 12,224 12	1,449 959 959 888 888 970 410 720 576 959 446	2 4 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,227 93,200 93,200 11,227 11,227 11,227 11,227 11,227 11,227 11,227 11,227 11,227 11,227 11,227 11,227 11,227 11,227 11,227 12,244 12,246 12,246 12,246 12,246 12,246 12,246 12,246 12,246 12,246 12,246 12,246 12,246 12,266	\$14   1,500	Ubban	U U U U U U U U U U U U U U U U U U U	COUNTY	Other, CAP Research Students,   Other, CAP Research Students,		2,300 1,500	0.94   0.19   0.19   0.19   0.19   0.10   0.15   0.15   0.15   0.21   0.22   0.24   0.25   0.25   0.25   0.26   0.27   0.27   0.27   0.28   0.27   0.28   0.27   0.29   0.27   0.29   0.27   0.27   0.28   0.27   0.28   0.29   0.29   0.29   0.29   0.29   0.20   0.	C C C C C C C C C C C C C C C C C C C	100b.	448 428 1280 1390 1490 1490 1490 1490 1490 1490 1490 14	18   C
2779 2790 2790 2790 2790 2790 2790 2790	NY 30 AG  NY 1 AG  NY	C 2004. M 25 W M	M 7 5 W M 10 M M	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	GOALSTON	JANKS (1987) 12  A STREET IN A	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,229 12,244 13,450 11,232 11	1,449 959 959 888 888 970 410 720 576 959 446	2 2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	11,227 11,227	\$14   \$150   \$15	Ubban	U U U U U U U U U U U U U U U U U U U	COLUMN   C	Other, CAP Research Students; Other CAP Resea		2,300 1,500	0.34	C C C C C C C C C C C C C C C C C C C	1005 1005 1006 1006 1006 1006 1006 1006	4-409 1-200	1819   C