

FLORIDA STATE HIGHWAY SYSTEM LEVEL OF SERVICE REPORT

2014



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO

Ugr vgo dgt 2015

FLORIDA DEPARTMENT OF TRANSPORTATION

2198 Edison Avenue, Jacksonville, Florida 32204-2730

GROWTH MANAGEMENT PLANNING OFFICE

The Department's Level of Service (LOS) Report provides analysis consistent with the adopted Florida Department of Transportation LOS Standards for all the State Road and Strategic Intermodal System facilities, and the locally adopted LOS for the Counties and Municipalities within District Two. The analysis is based on the information contained in the Local Governments' adopted Comprehensive Plans and FDOT's Generalized LOS Tables. This report provides historic volumes (2013 and 2014), projected volumes, and the estimated LOS for the years 2019 and 2035.

Strategic Intermodal System (SIS): Florida's Strategic Intermodal System is a transportation system that consists of the following:

- Statewide and regionally significant facilities and services (**strategic**)
- All modes of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (**intermodal**)
- Integrated individual facilities, services, modes of transportation and linkages into a single, integrated transportation network (**system**)

Florida's SIS was established in 2003 to enhance Florida's economic competitiveness by focusing limited state resources on those transportation facilities that are critical to Florida's economy and quality of life. In this report, SIS facilities are identified based on the following definitions:

1. Existing SIS – Highway corridors that play a critical role in moving people and goods to and from other nations and states, and among economic regions within Florida. (Required to be on the Florida Intrastate Highway System (FIHS) or National Highway System (NHS) serving major markets in Alabama and Georgia.)
2. Emerging SIS – Highway corridors that are of statewide or interregional significance, but do not currently meet the criteria for inclusion as SIS. These facilities meet different thresholds today and are potential candidates for inclusion in future updates as SIS. (Required to be on the FIHS or State Highway System (SHS) serving Rural Areas of Critical Concern.)
3. SIS Connector – Highways that connect SIS hubs to SIS corridors. (May be either on the SHS or off-system.)
4. Emerging SIS Connector – Highways that connect SIS hubs to SIS corridors. (May be either on the SHS or off-system.)

Disclaimer: FDOT LOS analysis found in this Report is based on FDOT's 2013 LOS standards published 12/18/12. The tables include traffic projections that are based on ten years of historical counts (when available). The Department's LOS Report does not incorporate any vested trips from the Local Governments' Concurrency programs and therefore may not be consistent with the Local Governments' Concurrency tables.

If you need assistance, please contact:

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District Growth and Development/Modeling Supervisor
(904) 360-5647
ameera.sayeed@dot.state.fl.us

FDOT District Two Level of Service Glossary

Road: Interstate or State Road designation. State Roads are presented in numeric order. Individual roads are generally presented from west to east and south to north as they run through the county. Off system roads that are classified as SIS Connectors are listed last.

Location: Indicates if the segment is within the County or another local jurisdiction.

Map ID: Segment number shown on reference maps. Each segment number only occurs once within a county. Segments have been renumbered to occur sequentially and reflect changes made to better reflect the network.

Local: Local name for the segment. This may include other State Road or Federal designations. The hierarchy is S.R./U.S./local name.

Lanes: The number of lanes in both directions for 2-way roads and directional for 1-way facilities. D = Divided, U = Undivided, 1W= One-Way. A designation of 4/2 indicates the number of lanes on a freeway, plus auxiliary lanes. All freeways are divided.

4/D = 4 lane divided

4/U = 4 lane undivided

3/1W = 3 lane one-way

4/2 = 4 lane freeway plus 2 auxiliary lanes

Facility: Indicates the roadway classification and relates directly to the Level of Service Tables published by the Department of Transportation. Freeway reflects a limited access facility, typically an interstate with high speeds moving long distance traffic. Highway reflects occasional signalization with speeds over 50 miles per hour. Arterials are normally found within urban or urbanized areas with posted speeds less than 50 miles per hour, and are classified based on posted speed.

Area Type: Area type relates directly to the Minimum Level of Service Standards (Table 8.1) published by the Department of Transportation in the Level of Service Handbook.

Urbanized Areas over 500,000 = areas defined as urbanized in the latest census (1,000 people per square mile with a total population of 500,000 or more). In District Two this only applies to the Jacksonville urban area. Table 1 in the Level of Service Handbook.

Urbanized Areas under 500,000 = areas defined as urbanized in the latest census (1,000 people per square mile with a total population under 500,000 and over 50,000). In District Two this only applies to Gainesville and St. Augustine. Table 1 in the Level of Service Handbook.

Transitioning = areas between the urbanized boundary as defined in the last census (1,000 people per square mile with a total over 50,000) and those areas within the Metropolitan Planning Organization boundary. Table 2 in the Level of Service Handbook.

Urban = areas defined as urban in the latest census (1,000 people per square mile with a total population over 5,000). Table 2 in the Level of Service Handbook.

Community = incorporated areas outside urban and urbanized areas, or unincorporated developed areas having 500 population or more identified by local governments in their local comprehensive plans and located outside of urban or urbanized areas. For the purpose of LOS, Communities fall under Rural Developed Areas. Table 3 in the Level of Service Handbook.

Rural = all areas that fall outside the Urbanized, Transitioning, Urban, and Community designations. Rural areas are areas which do not meet any other area criteria. Table 3 in the Level of Service Handbook.

Committed: Indicates if improvements are planned for construction on the segment within the first three years of the work program and have been included.

Miles: Length of the segment in miles.

Speed: Posted speed.

Count Station #: Reference numbers of the count stations used for determining the traffic volume on the segment. If multiple 2-way count stations are used, the values are averaged. Count stations from adjacent segments may be included for long rural segments. The first two digits of the count station number indicate the county in which the counts were collected. No letter after the count station number indicates the volume is computed from data collected in the current year. A “c” after the station number indicates it is a current year classification count.

Std Source: Indicates the FDOT and the local government level of service standard.

LOS STD: The minimum level of service standard. Presented for the Peak Hour.

MSV Adj: This is an adjustment factor applied to the Maximum Service Volume published in the LOS tables.

| Lanes | Median | Left-turn Lanes | Adjustment Factors |
|-------|-----------|-----------------|--------------------|
| 2 | Divided | Yes | + 5% |
| 2 | Undivided | No | - 20% |
| Multi | Undivided | Yes | - 5% |
| Multi | Undivided | No | - 25% |

To estimate the maximum service volume on a 1-way segment, a factor of 60 percent is applied to the equivalent 2-way facility.

Maximum Service Volume (MSV): The maximum Peak Hour service volume based on the minimum level of service. All values are based on the latest published FDOT Generalized LOS Tables.

2013 Count: Peak hour, bidirectional count for the year 2012. The volumes reported on segments for 2012 may be different from

last year due to changes in segment breaks, a change in K factors, and the addition or deletion of count sites.

2014 Count: Peak hour, bidirectional count for the year 2013 using the listed count sites.

LOS: The Level of Service based on the 2014 counts.

Growth Rate: The growth rate on the segment is based on the straight line trend of the last ten years of data.

- *Trended Forecast:* This is a straight line trended value based on linear growth over the last ten years. A trended volume for the current year and future years is calculated. All trended values will be greater than the current year volume.
- *1 Percent Forecast:* If the 10 year trend is less than 1 percent, a 1 percent trend is assumed as the growth rate from the current year.
- *Variable Forecast:* If the trend line forecast is below the current AADT, the current AADT value is used until it falls below the trended value. This normally occurs within a short period of time. A **Var** designation is shown to indicate that the forecast is based on a 0 percent growth rate until the volume intersects the trend line, at which point the trend line values are used. The trend line growth rate is posted below the **Var** designation.

Projections:

2019: Estimated Peak Hour traffic volumes for the year 2019.

LOS: the Level of Service based on the estimated 2019 volumes.

2035: Estimated Peak Hour traffic volumes for the year 2035.

LOS: the Level of Service based on the estimated 2035 volumes.

K: The K value derived from the standard K methodology adopted by the FDOT Level of Service Office. This value is a statewide average for the facility type and area type. This value is used to calculate the peak hour volume based on the AADT.

County: Although not labeled, the county for which the table applies is identified in the top left corner of the table. Counties are presented in alphabetical order.

Segment Description: All roadway segments are defined in a From and To format. All segment breaks were reviewed in 2013. Minor changes have been made to reflect changes in municipal boundaries and capacity projects. For a clearer understanding of which agency is responsible for the LOS on a segment, all segments have been broken when crossing city limits. The criteria for determining where to place segment breaks includes the intersection of state roads, where the area type changes, where the facility type changes, where the number of lanes changes, the posted speed changes significantly, or the volume of traffic changes significantly.

DISTRICT 2 OVERVIEW

2014 PEAK HOUR LEVEL OF SERVICE

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- SIS Roadway
- County Boundary
- Water Body

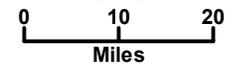
Data Sources:

1. FDOT Office of Transportation Statistics
2. Florida Geographic Data Library (FGDL)

*Segment Map ID is referenced in LOS Report.

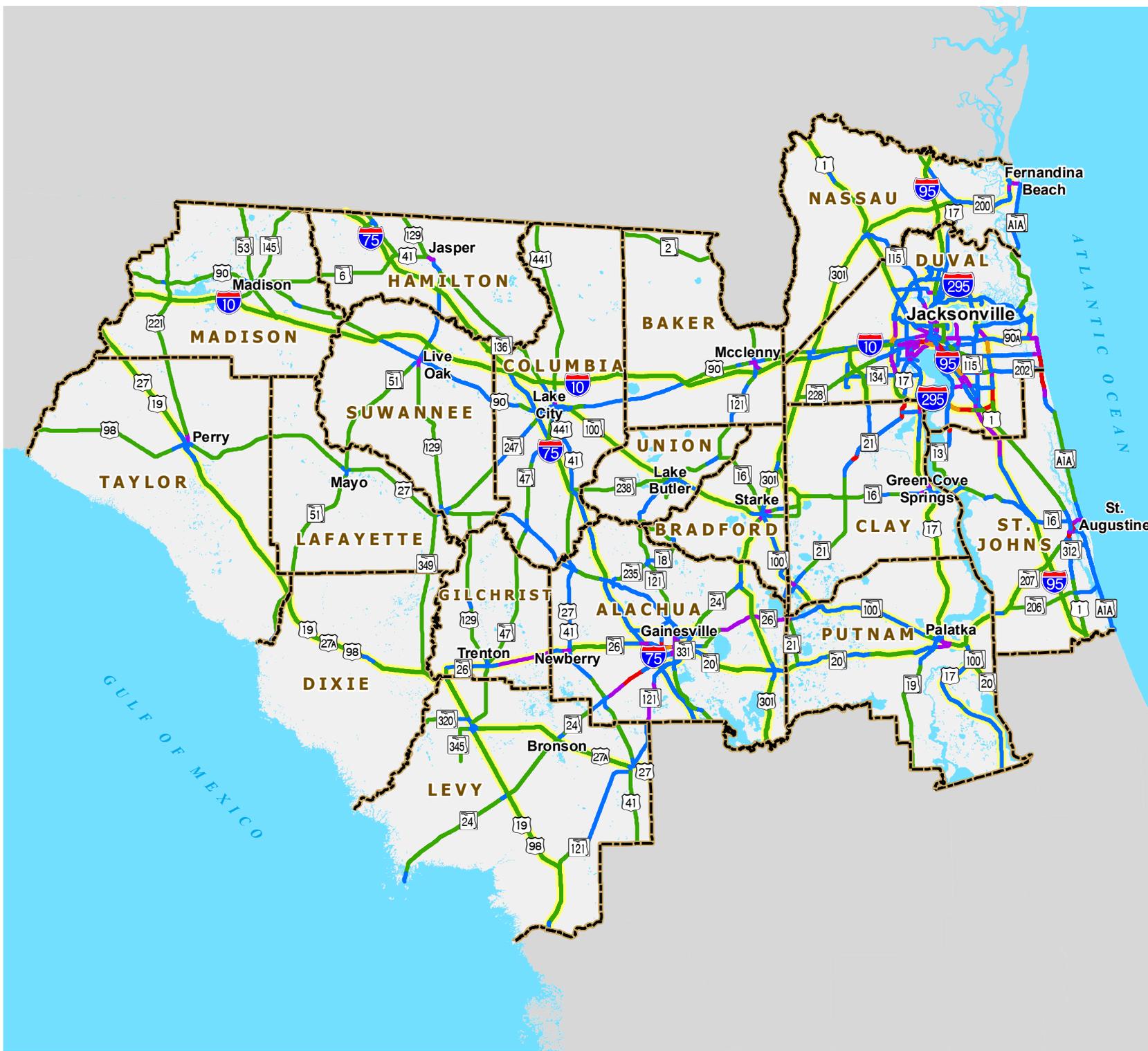
Disclaimer:

This document is for general planning purposes only. It is not intended for precise measurements.



DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



BAKER COUNTY

BAKER COUNTY OVERVIEW

2014 PEAK HOUR LEVEL OF SERVICE

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Segment Break
- 15 Segment Map ID*
- SIS Roadway
- County Boundary
- City Limits
- Nature Preserve
- Water Body

Data Sources:

1. FDOT Office of Transportation Statistics
2. Florida Geographic Data Library (FGDL)

*Segment Map ID is referenced in LOS Report.

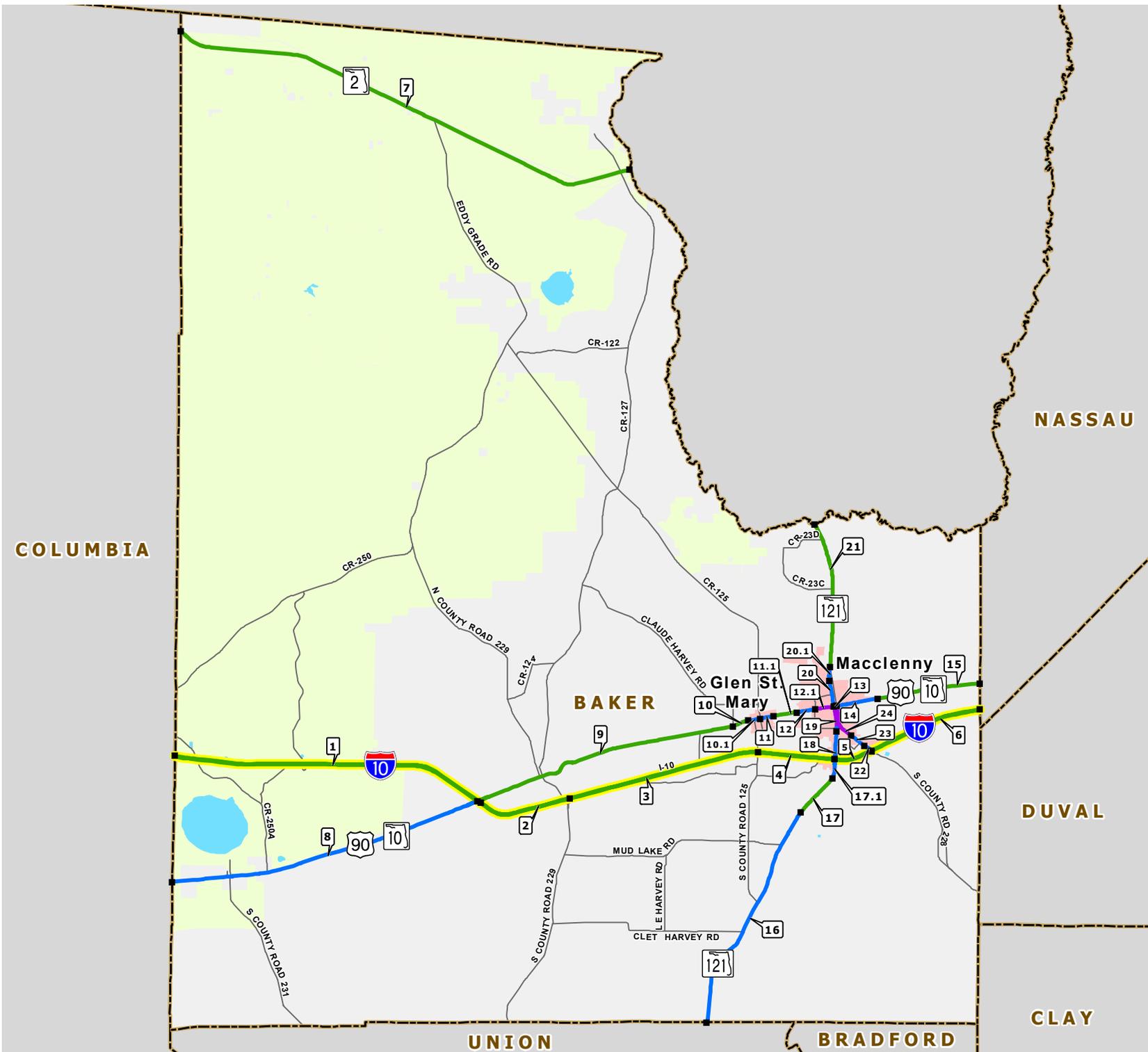
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



BAKER COUNTY GLEN ST. MARY

2014 PEAK HOUR LEVEL OF SERVICE

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Segment Break
- 15 Segment Map ID*
- SIS Roadway
- County Boundary
- + City Limits
- Nature Preserve
- Water Body

Data Sources:

1. FDOT Office of Transportation Statistics
2. Florida Geographic Data Library (FGDL)

*Segment Map ID is referenced in LOS Report.

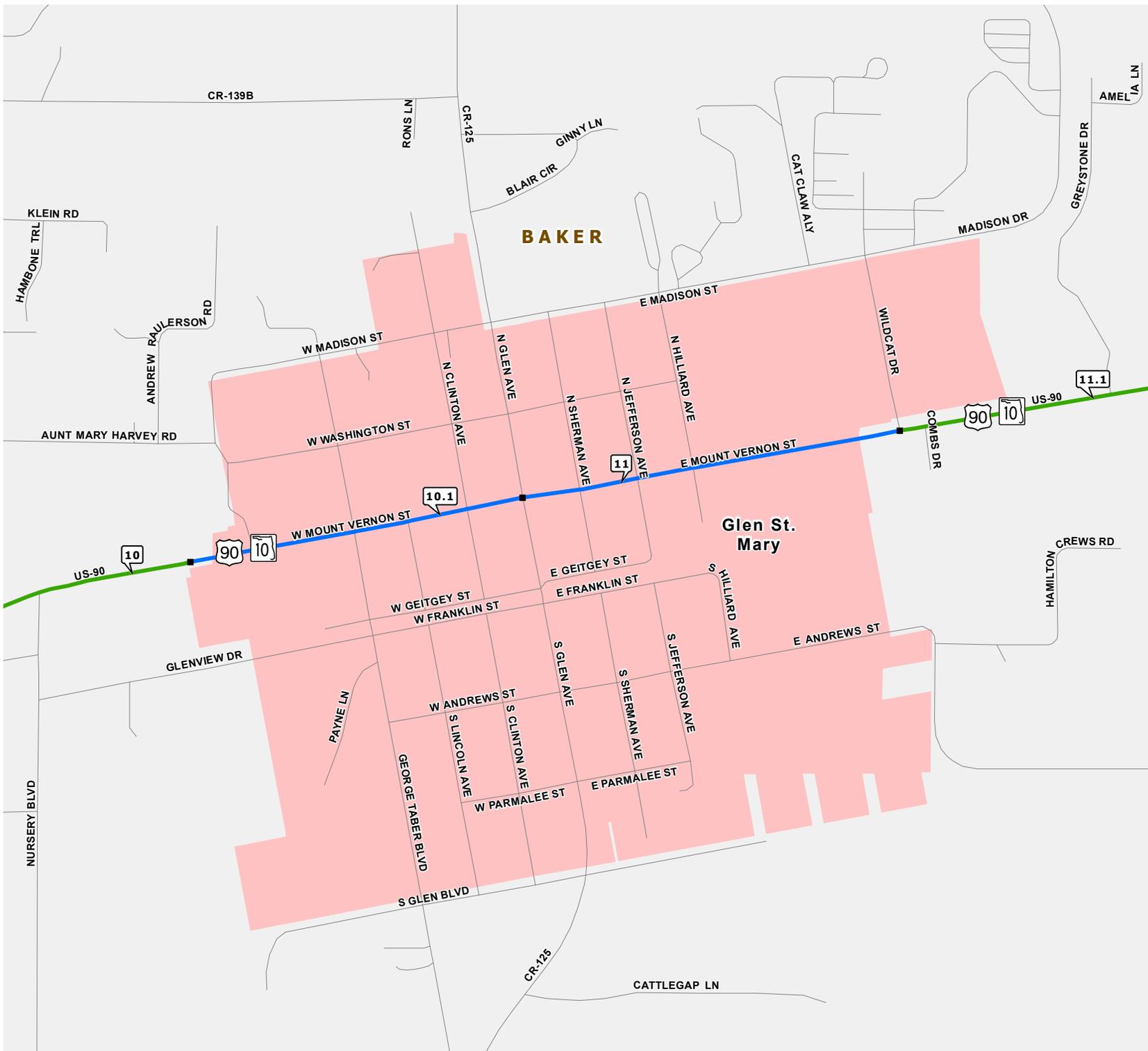
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



BAKER COUNTY MACCLENNY

2014 PEAK HOUR LEVEL OF SERVICE

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Segment Break
- 15 Segment Map ID*
- SIS Roadway
- County Boundary
- City Limits
- Nature Preserve
- Water Body

Data Sources:

1. FDOT Office of Transportation Statistics
2. Florida Geographic Data Library (FGDL)

*Segment Map ID is referenced in LOS Report.

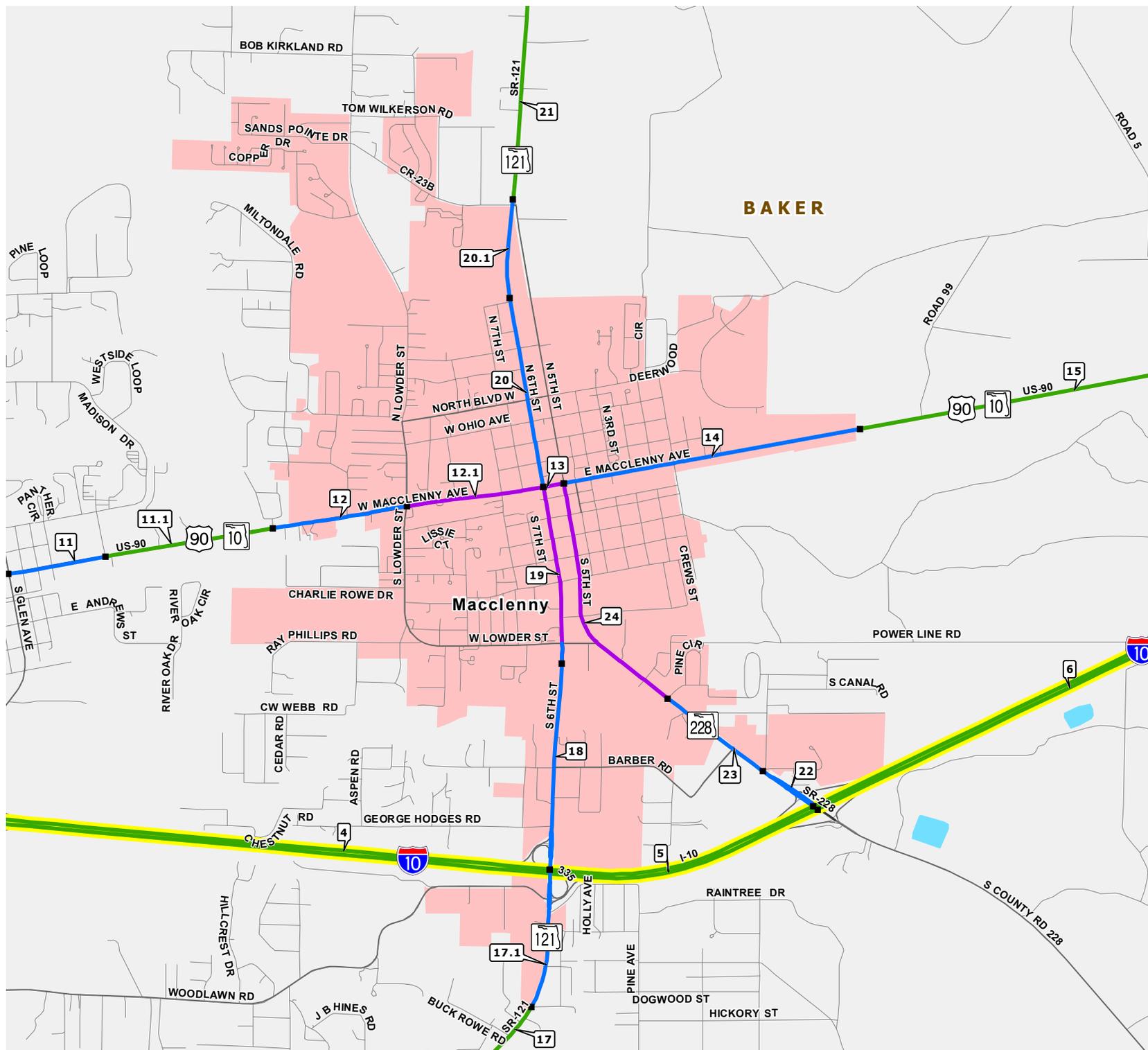
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



2014 DISTRICT TWO LOS ANALYSIS

| Road | Map ID | Local | Segment Description | | | | | | | | | | | | | | | | |
|----------|--------|----------|---------------------|-------|-------|---------|--------|-----|------|------------|---------|---------|-----|--------|---------|-----|---------|-----|--|
| Location | Lanes | Facility | Committed | Miles | Speed | Count | Std | LOS | MSV | MaxService | 2013 | 2014 | LOS | Growth | 2019 | LOS | 2035 | LOS | |
| | | AreaType | | | | Station | Source | STD | Adj. | Volume | Traffic | Traffic | | Rate | Traffic | | Traffic | | |

(All volumes are Peak Hour, Bidirectional)

Baker

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|--------------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------|---------------|
| I-10* | 1 | From Columbia Co. Line to SR 10/US 90 | | | | | | | | | | | | | | | | K | 10.50% |
|--------------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------|---------------|

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|--------------|-----|------------------|--------------------------|------|--------|---------|---------------|--------|--|----------------|-------|-------|---|-----------|-------|---|-------|---|
| Baker County | 4/D | Freeway Rural | <input type="checkbox"/> | 9.53 | 70 MPH | 299936c | FDOT Local | C C | | 4,510 4,510 | 2,090 | 2,157 | B | Var 1% | 2,163 | B | 2,499 | B |
|--------------|-----|------------------|--------------------------|------|--------|---------|---------------|--------|--|----------------|-------|-------|---|-----------|-------|---|-------|---|

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| I-10* | 2 | From SR 10/US 90 to CR-127/229 | | | | | | | | | | | | | | | | K | 10.50% |
|--------------|----------|---------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------|---------------|

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| Baker County | 4/D | Freeway Rural | <input type="checkbox"/> | 2.87 | 70 MPH | 270131c | FDOT Local | C C | | 4,510 4,510 | 1,995 | 2,100 | B | Var 1% | 2,110 | B | 2,436 | B |
|--------------|-----|------------------|--------------------------|------|--------|---------|---------------|--------|--|----------------|-------|-------|---|-----------|-------|---|-------|---|

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|--------------|----------|----------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------|---------------|
| I-10* | 3 | From CR-127/229 to CR-125 | | | | | | | | | | | | | | | | K | 10.50% |
|--------------|----------|----------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|----------|---------------|

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| Baker County | 4/D | Freeway Rural | <input type="checkbox"/> | 5.93 | 70 MPH | 270132 | FDOT Local | C C | | 4,510 4,510 | 2,090 | 2,205 | B | Var 1% | 2,205 | B | 2,541 | B |
|--------------|-----|------------------|--------------------------|------|--------|--------|---------------|--------|--|----------------|-------|-------|---|-----------|-------|---|-------|---|

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| I-10* | 4 | From CR-125 to SR 121 | | | | | | | | | | | | | | | | K | 10.50% |
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| Baker County | 4/D | Freeway Rural | <input type="checkbox"/> | 2.35 | 70 MPH | 270133 | FDOT Local | C C | | 4,510 4,510 | 2,572 | 2,625 | B | Var 1% | 2,625 | B | 2,950 | B |
|--------------|-----|------------------|--------------------------|------|--------|--------|---------------|--------|--|----------------|-------|-------|---|-----------|-------|---|-------|---|

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| I-10* | 5 | From SR 121 to SR 228 | | | | | | | | | | | | | | | | K | 10.50% |
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| Baker County | 4/D | Freeway Rural | <input type="checkbox"/> | 1.17 | 70 MPH | 270135 | FDOT Local | C C | | 4,510 4,510 | 2,100 | 2,026 | B | Var 1% | 2,026 | B | 2,216 | B |
|--------------|-----|------------------|--------------------------|------|--------|--------|---------------|--------|--|----------------|-------|-------|---|-----------|-------|---|-------|---|

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| I-10* | 6 | From SR 228 to Nassau Co. Line | | | | | | | | | | | | | | | | K | 10.50% |
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| Baker County | 4/D | Freeway Rural | <input type="checkbox"/> | 3.60 | 70 MPH | 273134 | FDOT Local | C C | | 4,510 4,510 | 2,205 | 2,100 | B | 1% | 2,468 | B | 2,835 | B |
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| Road | Map ID | Local | Segment Description | | | | | | | | | | | | | | | | |
|----------|--------|-------------------|---------------------|-------|-------|---------------|------------|---------|----------|-------------------|--------------|--------------|-----|-------------|--------------|-----|--------------|-----|--|
| Location | Lanes | Facility AreaType | Committed | Miles | Speed | Count Station | Std Source | LOS STD | MSV Adj. | MaxService Volume | 2013 Traffic | 2014 Traffic | LOS | Growth Rate | 2019 Traffic | LOS | 2035 Traffic | LOS | |

(All volumes are Peak Hour, Bidirectional)

Baker

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| SR 2 | 7 | | | From Columbia Co. Line to Georgia State Line | | | | | | | | | | | | | | K | 9.50% |
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| Baker County | 2/U | Highway Rural | <input type="checkbox"/> | 14.70 | 60 MPH | 270053c | FDOT Local | C D | | 790 1,350 | 33 | 48 | B | Var 1% | 48 | B | 48 | B |
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|--------------|----------|-------|--|---------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 10 | 8 | US 90 | | From Columbia Co. Line to I-10 | | | | | | | | | | | | | | K | 9.50% |
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| Baker County | 2/U | Highway Rural | <input type="checkbox"/> | 9.62 | 60 MPH | 290112 | FDOT Local | C D | | 790 1,350 | 513 | 494 | C | 1.8% | 589 | C | 741 | C |
|--------------|-----|---------------|--------------------------|------|--------|--------|------------|--------|--|--------------|-----|-----|---|------|-----|---|-----|---|

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| SR 10 | 9 | US 90 | | From I-10 to CR 138 B | | | | | | | | | | | | | | K | 9.50% |
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| Baker County | 2/U | Highway Rural | <input type="checkbox"/> | 8.20 | 60 MPH | 270001 | FDOT Local | C D | | 790 1,350 | 152 | 190 | B | Var 1.3% | 200 | B | 238 | B |
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| SR 10 | 10 | US 90 | | From CR 139 B to W. City Limit of Glen St Mary | | | | | | | | | | | | | | K | 9.00% |
|--------------|-----------|-------|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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| Baker County | 2/U | Highway Transition | <input type="checkbox"/> | 0.51 | 60 MPH | 270024 | FDOT Local | C D | | 1,550 2,190 | 468 | 486 | B | Var 1% | 486 | B | 558 | B |
|--------------|-----|--------------------|--------------------------|------|--------|--------|------------|--------|--|----------------|-----|-----|---|-----------|-----|---|-----|---|

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| SR 10 | 10.1 | US 90 | | From W. City Limit (Stoddard St) to CR-125 | | | | | | | | | | | | | | K | 9.00% |
|--------------|-------------|-------|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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| Glen St Mary | 2/U | Arterial I Transition | <input type="checkbox"/> | 0.36 | 40 MPH | 270024 | FDOT Local | C | 5% | 1,365 | 468 | 486 | C | Var 1% | 486 | C | 558 | C |
|--------------|-----|-----------------------|--------------------------|------|--------|--------|------------|---|----|-------|-----|-----|---|-----------|-----|---|-----|---|

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|--------------|-----------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 10 | 11 | US 90 | | From CR-125 to E. City Limit (Wildcat Dr) | | | | | | | | | | | | | | K | 9.00% |
|--------------|-----------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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| Glen St Mary | 4/D | Arterial I Transition | <input type="checkbox"/> | 0.41 | 40 MPH | 270023 | FDOT Local | C | | 3,060 | 837 | 828 | C | Var 1% | 855 | C | 981 | C |
|--------------|-----|-----------------------|--------------------------|------|--------|--------|------------|---|--|-------|-----|-----|---|-----------|-----|---|-----|---|

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|--------------|-------------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 10 | 11.1 | US 90 | | From E. City Limit of Glen St. Mary to W. City Limit of Macclenny | | | | | | | | | | | | | | K | 9.00% |
|--------------|-------------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|--------------|-----|--------------------|--------------------------|------|--------|--------|------------|--------|--|----------------|-----|-----|---|----|-------|---|-------|---|
| Baker County | 4/D | Highway Transition | <input type="checkbox"/> | 0.70 | 40 MPH | 270114 | FDOT Local | C D | | 4,460 5,660 | 954 | 972 | B | 1% | 1,044 | B | 1,206 | B |
|--------------|-----|--------------------|--------------------------|------|--------|--------|------------|--------|--|----------------|-----|-----|---|----|-------|---|-------|---|

| Road | Map ID | Local | Segment Description | | | | | | | | | | | | | | | | |
|----------|--------|-------------------|---------------------|-------|-------|---------------|------------|---------|----------|-------------------|--------------|--------------|-----|-------------|--------------|-----|--------------|-----|--|
| Location | Lanes | Facility AreaType | Committed | Miles | Speed | Count Station | Std Source | LOS STD | MSV Adj. | MaxService Volume | 2013 Traffic | 2014 Traffic | LOS | Growth Rate | 2019 Traffic | LOS | 2035 Traffic | LOS | |

(All volumes are Peak Hour, Bidirectional)

Baker

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|--------------|-----------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 10 | 12 | US 90 | From W. City Limit (St. Mary's Dr) to Lowder St | | | | | | | | | | | | | | | K | 9.00% |
|--------------|-----------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|-----------|-----|-----------------------|--------------------------|------|--------|--------|------------|-----|--|----------------|-----|-----|---|----|-------|---|-------|---|
| Macclenny | 4/D | Arterial I Transition | <input type="checkbox"/> | 0.58 | 40 MPH | 270114 | FDOT Local | C D | | 3,060 3,200 | 954 | 972 | C | 1% | 1,044 | C | 1,206 | C |
|-----------|-----|-----------------------|--------------------------|------|--------|--------|------------|-----|--|----------------|-----|-----|---|----|-------|---|-------|---|

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|--------------|-------------|-------|---------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 10 | 12.1 | US 90 | From Lowder St to SR-121 | | | | | | | | | | | | | | | K | 9.00% |
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|-----------|-----|------------------------|--------------------------|------|--------|--------|------------|-----|----|--------------|-----|-----|---|--------|-----|---|-----|---|
| Macclenny | 2/U | Arterial II Transition | <input type="checkbox"/> | 0.57 | 30 MPH | 275003 | FDOT Local | C D | 5% | 609 1,260 | 738 | 792 | D | Var 1% | 792 | D | 918 | D |
|-----------|-----|------------------------|--------------------------|------|--------|--------|------------|-----|----|--------------|-----|-----|---|--------|-----|---|-----|---|

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|--------------|-----------|-------|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 10 | 13 | US 90 | From SR 121 to SR 228 | | | | | | | | | | | | | | | K | 9.00% |
|--------------|-----------|-------|------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|-----------|-----|------------------------|--------------------------|------|--------|--------|------------|-----|--|--------------|-----|-----|---|--------|-----|---|-----|---|
| Macclenny | 2/U | Arterial II Transition | <input type="checkbox"/> | 0.09 | 30 MPH | 275002 | FDOT Local | C D | | 580 1,200 | 747 | 693 | D | Var 1% | 693 | D | 756 | D |
|-----------|-----|------------------------|--------------------------|------|--------|--------|------------|-----|--|--------------|-----|-----|---|--------|-----|---|-----|---|

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|--------------|-----------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 10 | 14 | US 90 | From SR 228 to E. City Limit (3000' E of Dugger St) | | | | | | | | | | | | | | | K | 9.00% |
|--------------|-----------|-------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|-----------|-----|------------------------|--------------------------|------|--------|------------------|------------|-----|--|--------------|-----|-----|---|----|-----|---|-----|---|
| Macclenny | 2/U | Arterial II Transition | <input type="checkbox"/> | 1.25 | 30 MPH | 275004 275015 | FDOT Local | C D | | 580 1,200 | 482 | 482 | C | 1% | 504 | C | 585 | D |
|-----------|-----|------------------------|--------------------------|------|--------|------------------|------------|-----|--|--------------|-----|-----|---|----|-----|---|-----|---|

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|--------------|-----------|-------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 10 | 15 | US 90 | From E. City Limit of Macclenny to Nassau Co. Line | | | | | | | | | | | | | | | K | 9.50% |
|--------------|-----------|-------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|--------------|-----|---------------|--------------------------|------|--------|-------------------|------------|-----|--|--------------|-----|-----|---|----|-----|---|-----|---|
| Baker County | 2/U | Highway Rural | <input type="checkbox"/> | 3.16 | 60 MPH | 273009c 275015 | FDOT Local | C D | | 790 1,350 | 361 | 361 | B | 1% | 380 | B | 446 | C |
|--------------|-----|---------------|--------------------------|------|--------|-------------------|------------|-----|--|--------------|-----|-----|---|----|-----|---|-----|---|

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|---------------|-----------|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 121 | 16 | | From Union Co. Line to NE FLA Hospital Ent | | | | | | | | | | | | | | | K | 9.50% |
|---------------|-----------|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|--------------|-----|---------------|--------------------------|------|--------|-------------------|------------|-----|--|--------------|-----|-----|---|--------|-----|---|-----|---|
| Baker County | 2/U | Highway Rural | <input type="checkbox"/> | 7.24 | 60 MPH | 270006c 390008 | FDOT Local | C D | | 790 1,350 | 499 | 522 | C | Var 1% | 542 | C | 627 | C |
|--------------|-----|---------------|--------------------------|------|--------|-------------------|------------|-----|--|--------------|-----|-----|---|--------|-----|---|-----|---|

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|---------------|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 121 | 17 | | From NE FLA Hospital Ent to Jeff Starling Rd (S. City Limit of Macclenny) | | | | | | | | | | | | | | | K | 9.00% |
|---------------|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|--------------|-----|--------------------|--------------------------|------|--------|---------|------------|-----|--|----------------|-----|-----|---|--------|-----|---|-----|---|
| Baker County | 2/D | Highway Transition | <input type="checkbox"/> | 1.37 | 60 MPH | 270006c | FDOT Local | C D | | 1,550 2,190 | 639 | 675 | B | Var 1% | 702 | B | 801 | B |
|--------------|-----|--------------------|--------------------------|------|--------|---------|------------|-----|--|----------------|-----|-----|---|--------|-----|---|-----|---|

| Road | Map ID | Local | Segment Description | | | | | | | | | | | | | | | | |
|----------|--------|----------|---------------------|-------|-------|---------|--------|-----|------|------------|---------|---------|-----|--------|---------|-----|---------|-----|--|
| Location | Lanes | Facility | Committed | Miles | Speed | Count | Std | LOS | MSV | MaxService | 2013 | 2014 | LOS | Growth | 2019 | LOS | 2035 | LOS | |
| | | AreaType | | | | Station | Source | STD | Adj. | Volume | Traffic | Traffic | | Rate | Traffic | | Traffic | | |

(All volumes are Peak Hour, Bidirectional)

Baker

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|---------------|-------------|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 121 | 17.1 | | | From S. City Limit of Macclenny (Jeff Starling Rd) to I-10 | | | | | | | | | | | | | | K | 9.00% |
|---------------|-------------|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|-----------|-----|--------------------------|--------------------------|------|--------|---------|-------|---|--|-------|-----|-----|---|-----|-----|---|-----|---|
| Macclenny | 2/D | Arterial I Transition | <input type="checkbox"/> | 0.59 | 45 MPH | 270006c | FDOT | C | | 1,300 | 639 | 675 | C | Var | 702 | C | 801 | C |
| | | | | | | | Local | D | | 1,460 | | | | 1% | | | | |

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|---------------|-----------|-----------|--|-------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 121 | 18 | S 6th St. | | From I-10 to Lowder St | | | | | | | | | | | | | | K | 9.00% |
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|-----------|-----|--------------------------|--------------------------|------|--------|--------|-------|---|--|-------|-------|-------|---|-----|-------|---|-------|---|
| Macclenny | 4/D | Arterial I Transition | <input type="checkbox"/> | 0.93 | 45 MPH | 270106 | FDOT | C | | 3,060 | 1,035 | 1,143 | C | Var | 1,143 | C | 1,296 | C |
| | | | | | | | Local | D | | 3,200 | | | | 1% | | | | |

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|---------------|-----------|-----------|--|--------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 121 | 19 | S 6th St. | | From Lowder St to SR 10/US 90 | | | | | | | | | | | | | | K | 9.00% |
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|-----------|-----|---------------------------|--------------------------|------|--------|--------|-------|---|----|-------|-----|-----|---|----|-----|---|-------|---|
| Macclenny | 2/D | Arterial II Transition | <input type="checkbox"/> | 0.66 | 30 MPH | 270105 | FDOT | C | 5% | 609 | 963 | 927 | D | 1% | 963 | D | 1,116 | D |
| | | | | | | 275017 | Local | D | | 1,260 | | | | | | | | |

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|---------------|-----------|-----------|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 121 | 20 | N 6th St. | | From SR 10/US 90 to N. City Limit (Margarett St) | | | | | | | | | | | | | | K | 9.00% |
|---------------|-----------|-----------|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|-----------|-----|---------------------------|--------------------------|------|--------|--------|-------|---|--|-------|-----|-----|---|----|-----|---|-----|---|
| Macclenny | 2/U | Arterial II Transition | <input type="checkbox"/> | 0.80 | 30 MPH | 270007 | FDOT | C | | 580 | 477 | 474 | C | 1% | 495 | C | 567 | C |
| | | | | | | 275012 | Local | D | | 1,200 | | | | | | | | |
| | | | | | | 275014 | | | | | | | | | | | | |

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|---------------|-------------|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 121 | 20.1 | | | From N. City Limit of Macclenny to Urban Boundary (CR 228) | | | | | | | | | | | | | | K | 9.00% |
|---------------|-------------|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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| Macclenny | 2/U | Arterial I Transition | <input type="checkbox"/> | 0.41 | 50 MPH | 270007 | FDOT | C | | 1,300 | 378 | 378 | C | 1% | 396 | C | 450 | C |
| | | | | | | | Local | D | | 1,460 | | | | | | | | |

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|---------------|-----------|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 121 | 21 | | | From Urban Boundary of Macclenny to Georgia State Line | | | | | | | | | | | | | | K | 9.50% |
|---------------|-----------|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|--------------|-----|------------------|--------------------------|------|--------|---------|-------|---|--|-------|-----|-----|---|----|-----|---|-----|---|
| Baker County | 2/U | Highway Rural | <input type="checkbox"/> | 4.40 | 60 MPH | 270007 | FDOT | C | | 790 | 325 | 327 | B | 1% | 342 | B | 399 | B |
| | | | | | | 270232c | Local | D | | 1,350 | | | | | | | | |

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|---------------|-----------|-----------|--|-----------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 228 | 22 | S 5th St. | | From I-10 to W M Barber Rd | | | | | | | | | | | | | | K | 9.00% |
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|-----------|-----|--------------------------|--------------------------|------|--------|---------|-------|---|--|-------|-----|-----|---|------|-------|---|-------|---|
| Macclenny | 4/D | Arterial I Transition | <input type="checkbox"/> | 0.27 | 45 MPH | 270120c | FDOT | C | | 3,060 | 999 | 927 | C | 3.4% | 1,197 | C | 1,764 | C |
| | | | | | | | Local | D | | 3,200 | | | | | | | | |

| Road | Map ID | Local | Segment Description | | | | | | | | | | | | | | | | |
|----------|--------|----------|---------------------|-------|-------|---------|--------|-----|------|------------|---------|---------|-----|--------|---------|-----|---------|-----|--|
| Location | Lanes | Facility | Committed | Miles | Speed | Count | Std | LOS | MSV | MaxService | 2013 | 2014 | LOS | Growth | 2019 | LOS | 2035 | LOS | |
| | | AreaType | | | | Station | Source | STD | Adj. | Volume | Traffic | Traffic | | Rate | Traffic | | Traffic | | |

(All volumes are Peak Hour, Bidirectional)

Baker

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|---------------|-----------|-----------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 228 | 23 | S 5th St. | From W M Barber Rd to SE City Limit of Macclenny | | | | | | | | | | | | | | | K | 9.00% |
|---------------|-----------|-----------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|-----------|-----|--------------------------|--------------------------|------|--------|---------|-------|---|--|-------|-----|-----|---|------|-------|---|-------|---|
| Macclenny | 2/U | Arterial I Transition | <input type="checkbox"/> | 0.50 | 45 MPH | 270120c | FDOT | C | | 1,300 | 999 | 927 | C | 3.4% | 1,197 | C | 1,764 | F |
| | | | | | | | Local | D | | 1,460 | | | | | | | | |

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|---------------|-----------|-----------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|
| SR 228 | 24 | S 5th St. | From SE City Limit (Wolfe Dr) to SR 10/US 90 | | | | | | | | | | | | | | | K | 9.00% |
|---------------|-----------|-----------|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|-------|

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|-----------|-----|---------------------------|--------------------------|------|--------|---------|-------|---|--|-------|-----|-----|---|------|-----|---|-------|---|
| Macclenny | 2/U | Arterial II Transition | <input type="checkbox"/> | 1.06 | 30 MPH | 270120c | FDOT | C | | 580 | 795 | 723 | D | 2.4% | 909 | D | 1,224 | E |
| | | | | | | 275007 | Local | D | | 1,200 | | | | | | | | |
| | | | | | | 275018 | | | | | | | | | | | | |