

FLORIDA STATE HIGHWAY SYSTEM LEVEL OF SERVICE REPORT

2014



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO

September 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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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

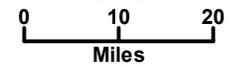
Data Sources:

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

*Segment Map ID is referenced in LOS Report.

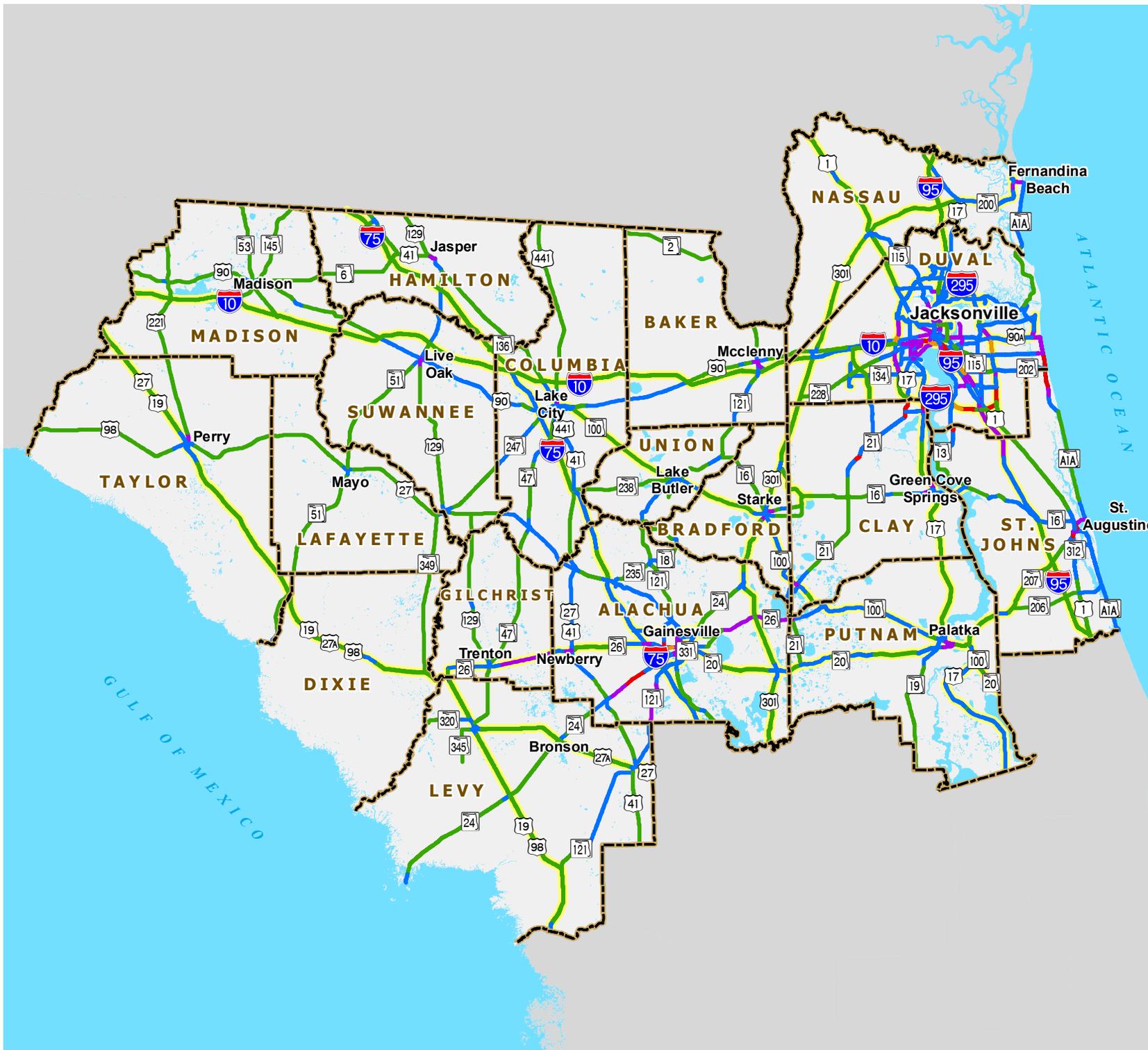
Disclaimer:

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

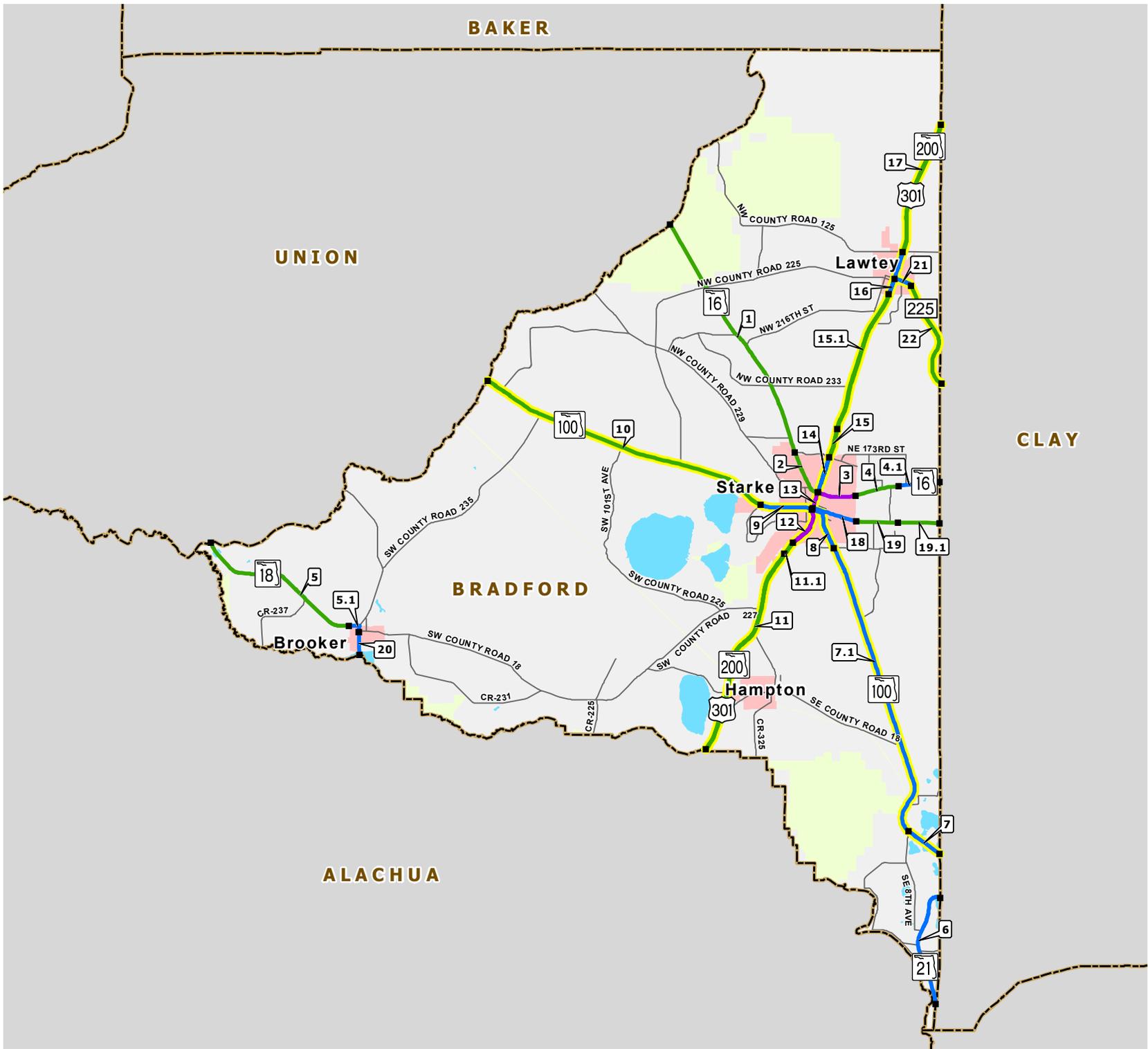


DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



BRADFORD COUNTY



BRADFORD 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

BRADFORD COUNTY BROOKER

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.

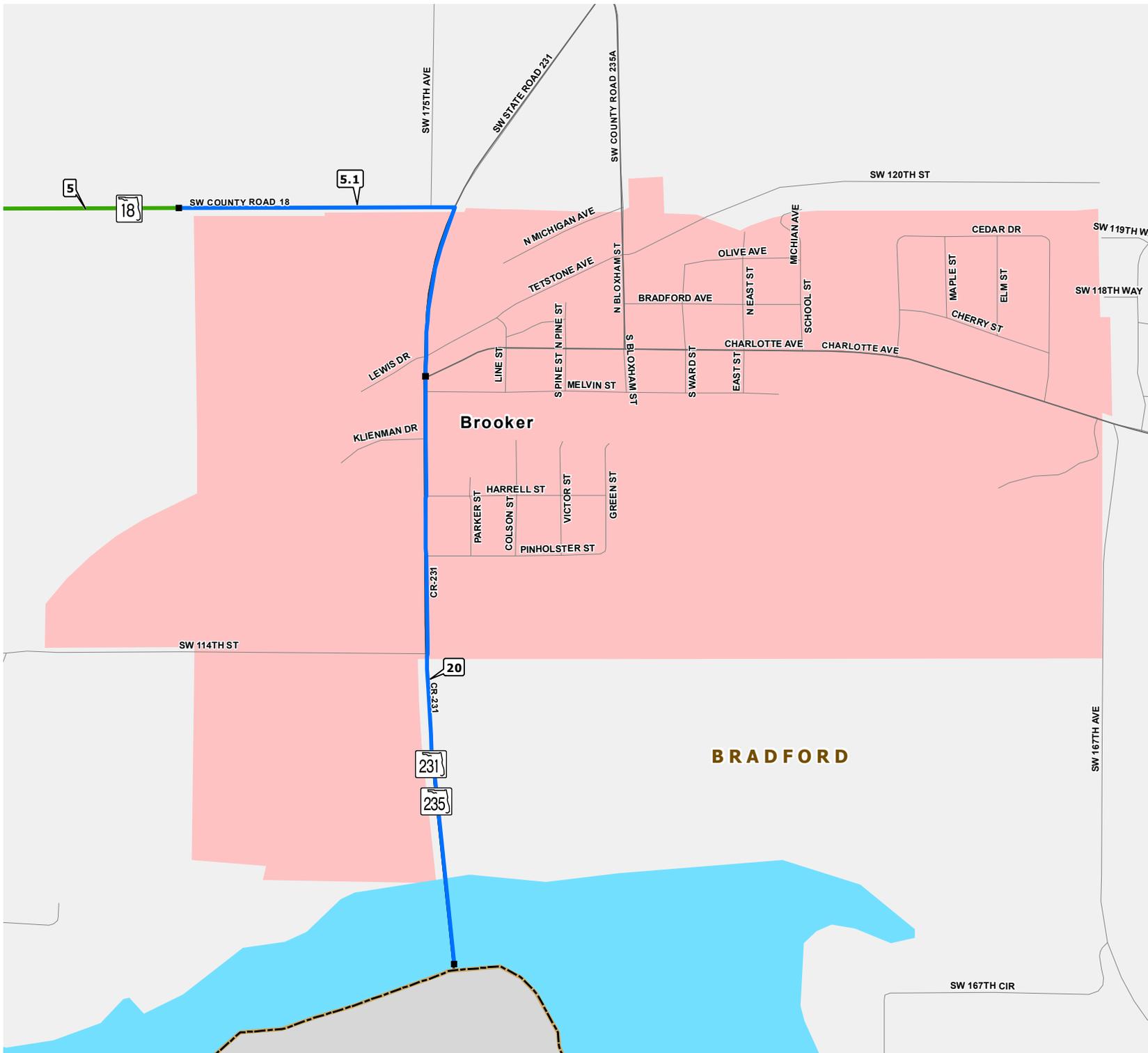
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



BRADFORD COUNTY LAWTEY

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.

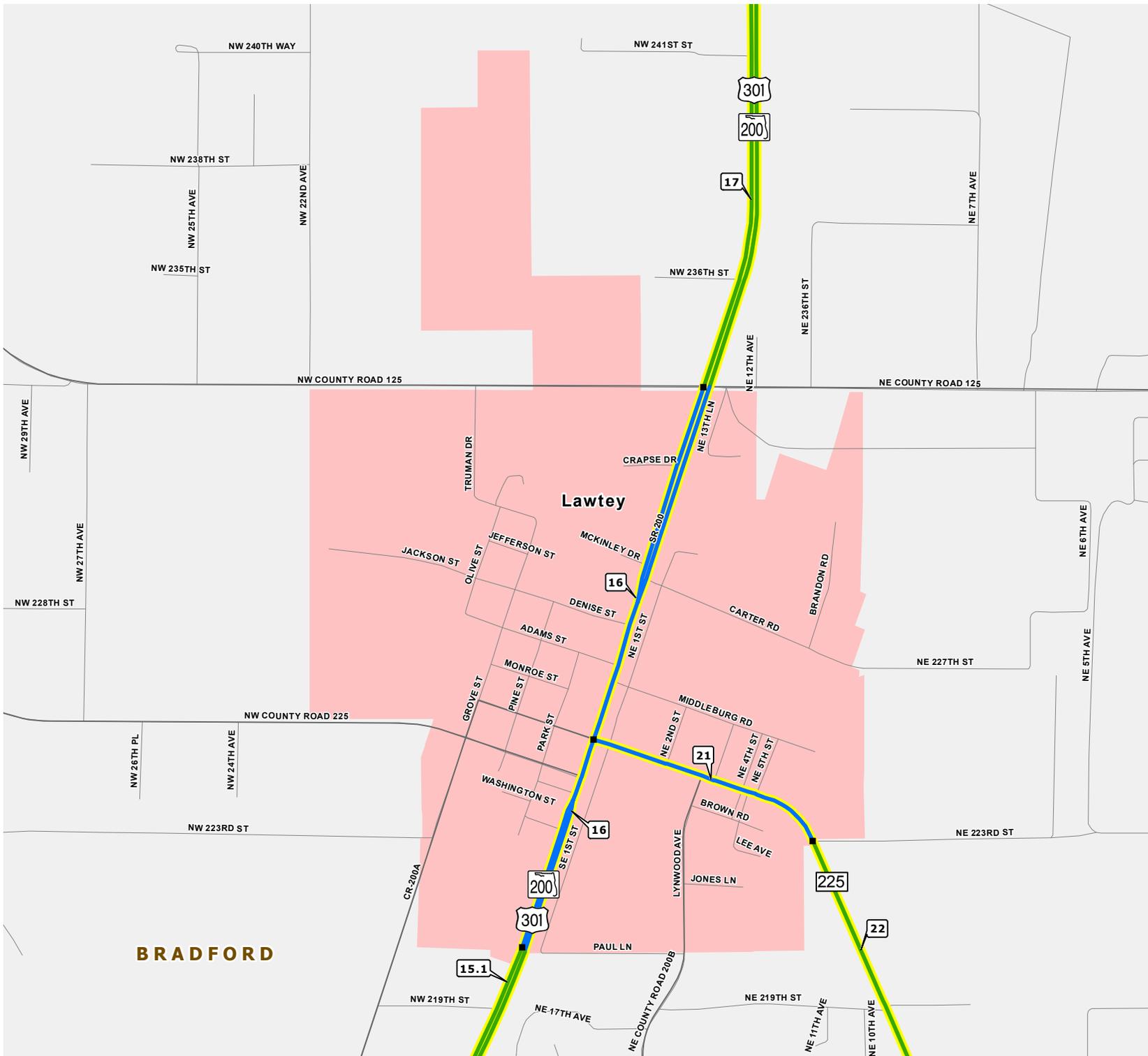
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



BRADFORD

BRADFORD COUNTY STARKE

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

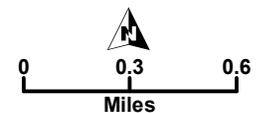
Data Sources:

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

*Segment Map ID is referenced in LOS Report.

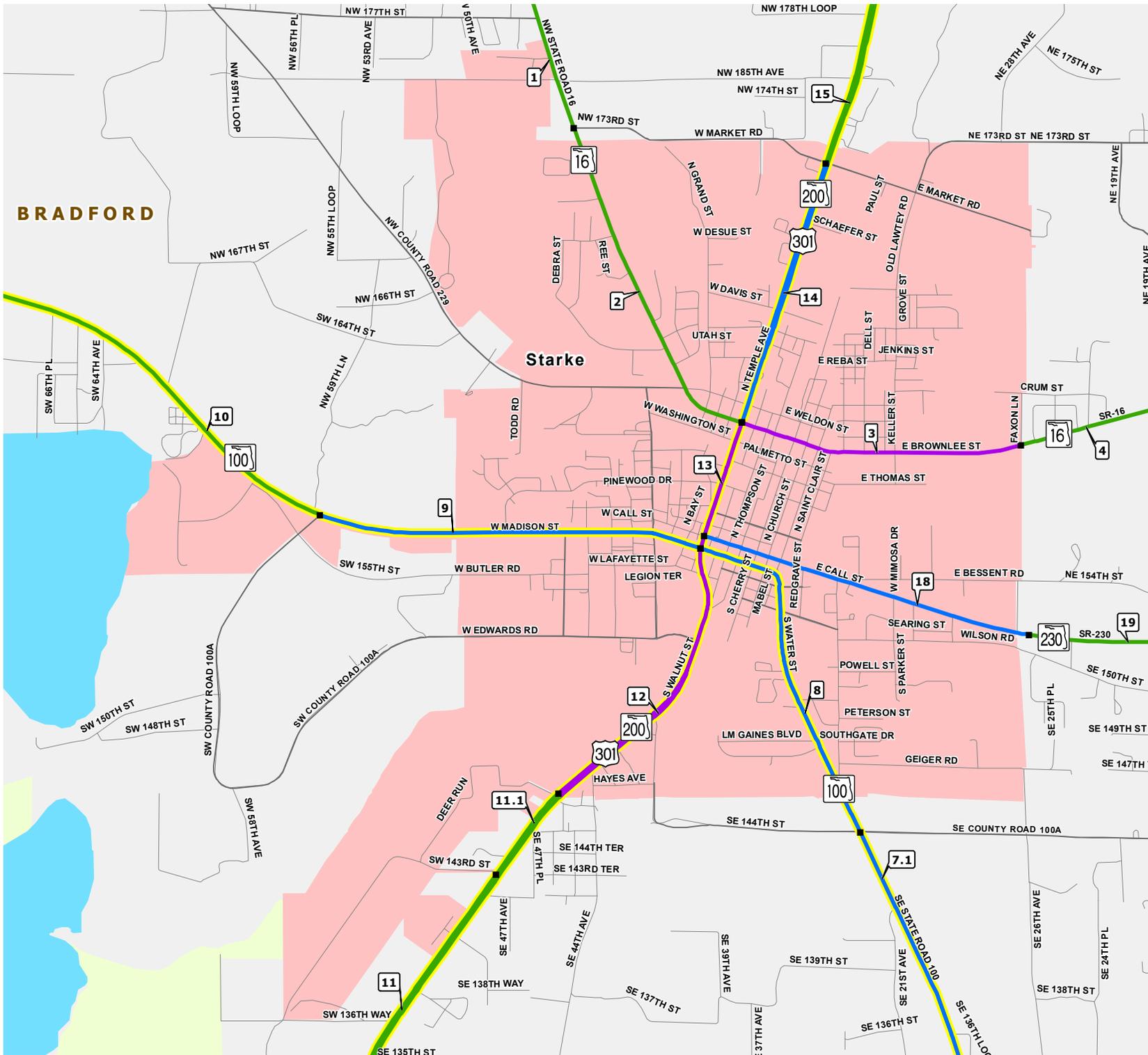
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



BRADFORD

Starke

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)

Bradford

SR 16	1	From Union Co. Line to W. Market Road																	K	9.50%
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Bradford County	2/U	Highway	<input type="checkbox"/>	7.76	60 MPH	280110	FDOT	C		790	394	399	B	Var	408	B	475	C
		Rural				280117c	Local	D		1,350				1%				

SR 16	2	Railford Rd.	From W. Market Road to US 301																	K	9.50%
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Starke	2/U	Highway	<input type="checkbox"/>	1.43	40 MPH	280110	FDOT	C		1,550	515	484	B	1%	504	B	580	B
		Transition				280117c	Local	D		2,190								
						285008												
						285024												

SR 16	3	E Brownlee St.	From US 301 to E. City Limit (Faxon Ln)																	K	9.00%
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Starke	2/U	Arterial II	<input type="checkbox"/>	1.15	30 MPH	280101c	FDOT	C		580	612	594	D	Var	594	D	675	D
		Transition				285003	Local	D		1,200				1%				
						285023												

SR 16	4	From E. City Limit of Starke to E. Starke Urb Bndy (1250' E. of 17th St)																	K	9.00%
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Bradford County	2/U	Highway	<input type="checkbox"/>	1.31	60 MPH	280101c	FDOT	C		1,550	432	441	B	Var	441	B	504	B
		Transition					Local	D		2,190				1%				

SR 16	4.1	From E. Starke Urb Bndy (1250' E. of 17th St) to Clay Co. Line																	K	9.00%
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Bradford County	2/U	Highway	<input type="checkbox"/>	1.24	60 MPH	280101c	FDOT	C		790	432	441	C	Var	441	C	504	C
		Rural					Local	D		1,350				1%				

SR 18	5	From Union Co. Line to E. City Limit of Brooker																	K	9.50%
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Bradford County	2/U	Highway	<input type="checkbox"/>	5.20	60 MPH	280056c	FDOT	C		790	66	66	B	Var	66	B	76	B
		Rural					Local	D		1,350				1%				

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)

Bradford

SR 18	5.1			From E. City Limit (1600' W. of CR 231) to CR 18														K	9.50%
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Brooker	2/U	Arterial Community	<input type="checkbox"/>	0.51	35 MPH	280056c	FDOT Local	C		1,220	66	66	C	Var 1%	66	C	76	C
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SR 21	6			From Putnam Co. Line to Clay Co. Line														K	9.50%
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Bradford County	2/U	Arterial I Transition	<input type="checkbox"/>	3.56	45 MPH	710014 760023	FDOT Local	C D		1,300 1,460	684	689	C	Var 1%	694	C	798	C
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SR 100*	7	W Madison St.		From Clay County line to CR 21B														K	9.00%
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Bradford County	2/U	Highway Transition	<input type="checkbox"/>	1.16	60 MPH	710168	FDOT Local	C D	5%	1,628 2,300	945	945	C	1%	990	C	1,143	C
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SR 100*	7.1	W Madison St.		From CR 21B to CR 100A (South Starke)														K	9.50%
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Bradford County	2/U	Highway Rural	<input type="checkbox"/>	9.01	60 MPH	280048	FDOT Local	C D		790 1,350	551	580	C	Var 1%	580	C	627	C
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SR 100*	8	E Madison St.		From CR 100A (South Starke) to US 301														K	9.00%
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Starke	2/U	Arterial I Transition	<input type="checkbox"/>	1.43	45 MPH	280015c 285015 285025	FDOT Local	C C		1,300 1,300	765	741	C	Var 1%	765	C	882	C
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SR 100*	9	W Madison St.		From US 301 to CR 100A (West Starke)														K	9.00%
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Starke	2/U	Arterial I Transition	<input type="checkbox"/>	1.55	60 MPH	280137 285020 285021	FDOT Local	C C	5%	1,365 1,365	690	684	C	Var 1%	693	C	801	C
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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)

Bradford

SR 100* 10	SR 231/237/ W. Madison St.	From CR 100A (West Starke) to Union County Line															K	9.50%
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Bradford County	2/U	Highway Rural	<input type="checkbox"/>	9.02	60 MPH	280073c 280138	FDOT Local	C D		790 1,350	394	406	B	Var 1%	408	B	466	C
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SR 200* 11	US 301	From Alachua Co. Line to Urban Boundary of Starke															K	9.50%
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Bradford County	4/D	Highway Rural	<input type="checkbox"/>	6.43	65 MPH	280018c 280105	FDOT Local	C B		3,820 2,440	2,320	2,377	B	Var 1%	2,432	B	2,802	C
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SR 200* 11.1	US 301	From Urban Boundary (2000' S of 146th St) to SW City Limit of Starke															K	9.00%
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Bradford County	4/D	Highway Transition	<input type="checkbox"/>	0.40	55 MPH	280105	FDOT Local	C C		4,460 4,460	2,475	2,520	B	Var 1%	2,610	B	3,006	B
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SR 200* 12	US 301	From SW City Limit (SE 146th St) to SR 100															K	9.00%
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Starke	4/D	Arterial II Transition	<input type="checkbox"/>	1.24	30 MPH	285013 285017	FDOT Local	C C		890 890	2,588	2,498	D	1%	2,610	E	3,006	F
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SR 200* 13	US 301	From SR 100 to SR 16															K	9.00%
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Starke	4/D	Arterial II Transition	<input type="checkbox"/>	0.54	30 MPH	285001 285002	FDOT Local	C C		890 890	2,318	2,182	D	1%	2,358	D	2,709	E
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SR 200* 14	US 301	From SR 16 to N. City Limit (Market Rd)															K	9.00%
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Starke	4/D	Arterial I Transition	<input type="checkbox"/>	1.10	45 MPH	280100 285009	FDOT Local	C C		3,060 3,060	1,724	1,714	C	Var 1%	1,719	C	1,890	C
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SR 200* 15	US 301	From N. City Limit of Starke to Urban Boundary (NW 178th Lp)															K	9.00%
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Bradford County	4/D	Highway Transition	<input type="checkbox"/>	0.89	55 MPH	280100	FDOT Local	C C		4,460 4,460	1,566	1,665	B	Var 1%	1,665	B	1,665	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)

Bradford

SR 200*	15.1	US 301	From Urban Boundary of Starke to S. City Limit of Lawtey															K	9.50%
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Bradford County	4/D	Highway Rural	<input type="checkbox"/>	4.34	65 MPH	280150	FDOT Local	C B		3,820 2,440	1,586	1,510	B	Var 1%	1,520	B	1,748	B
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SR 200*	16	US 301	From S. City Limit (1500' S of Ford Dr) to CR 125															K	9.50%
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Lawtey	4/D	Arterial Community	<input type="checkbox"/>	1.33	45 MPH	280150	FDOT Local	C C		2,790 2,790	1,586	1,510	C	Var 1%	1,520	C	1,748	C
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SR 200*	17	US 301	From CR 125 to Clay Co. Line															K	9.50%
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Bradford County	4/D	Highway Rural	<input type="checkbox"/>	3.98	65 MPH	710001c	FDOT Local	C B		3,820 2,440	1,548	1,710	B	Var 1%	1,710	B	1,786	B
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SR 230	18	E Call St.	From US 301 to SE City Limit (Valley Rd)															K	9.00%
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Starke	2/U	Arterial I Transition	<input type="checkbox"/>	1.37	45 MPH	280119 285019c 285022	FDOT Local	C D		1,300 1,460	378	354	C	1%	387	C	441	C
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SR 230	19		From SE. City Limit of Starke to Urban Boundary (14th St)															K	9.00%
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Bradford County	2/U	Highway Transition	<input type="checkbox"/>	1.24	55 MPH	280119	FDOT Local	C D		1,550 2,190	333	324	B	1%	351	B	405	B
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SR 230	19.1		From Urban Boundary (14th St) to Clay Co. Line															K	9.00%
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Bradford County	2/U	Highway Rural	<input type="checkbox"/>	1.23	55 MPH	280119	FDOT Local	C D		790 1,350	333	324	B	1%	351	B	405	B
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SR 231	20	SR 231/235	From S.C.L. of Brooker to CR 18															K	9.50%
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Brooker	2/U	Arterial Community	<input type="checkbox"/>	0.66	55 MPH	280022c	FDOT Local	C		1,220	304	304	C	Var 1%	304	C	352	C
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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)

Bradford

SR 235	20	SR 231/235		From S.C.L. of Brooker to CR 18														K	9.50%
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Brooker	2/U	Arterial Community	<input type="checkbox"/>	0.66	55 MPH	280022c	FDOT Local	C		1,220	304	304	C	Var 1%	304	C	352	C
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CR 225*	22			From SE. City Limits of Lawtey to Bradford County line														K	9.50%
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Bradford County	2/U	Highway Rural	<input type="checkbox"/>	1.53	45 MPH	289100	FDOT Local	C B		790 440	171	171	B	Var 1%	180	B	209	B
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CR 225*	21			From US 301 to SE. City Limits (NE 223rd St)														K	9.50%
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Lawtey	2/U	Arterial Community	<input type="checkbox"/>	0.56	30 MPH	280246	FDOT Local	C C		1,220 1,220	228	218	C	Var 1%	228	C	256	C
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