

# 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

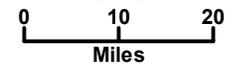
**Data Sources:**

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

\*Segment Map ID is referenced in LOS Report.

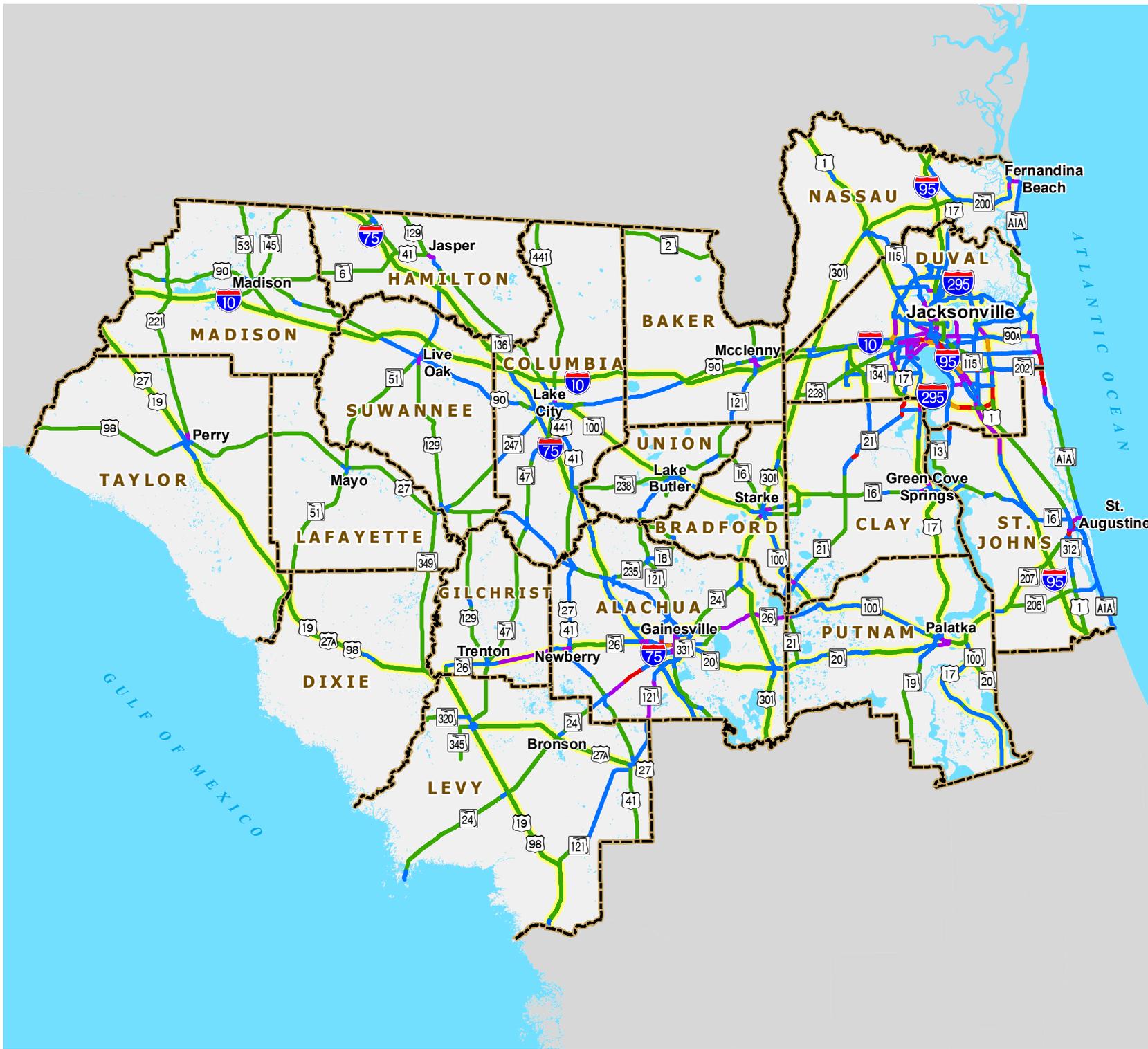
**Disclaimer:**

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

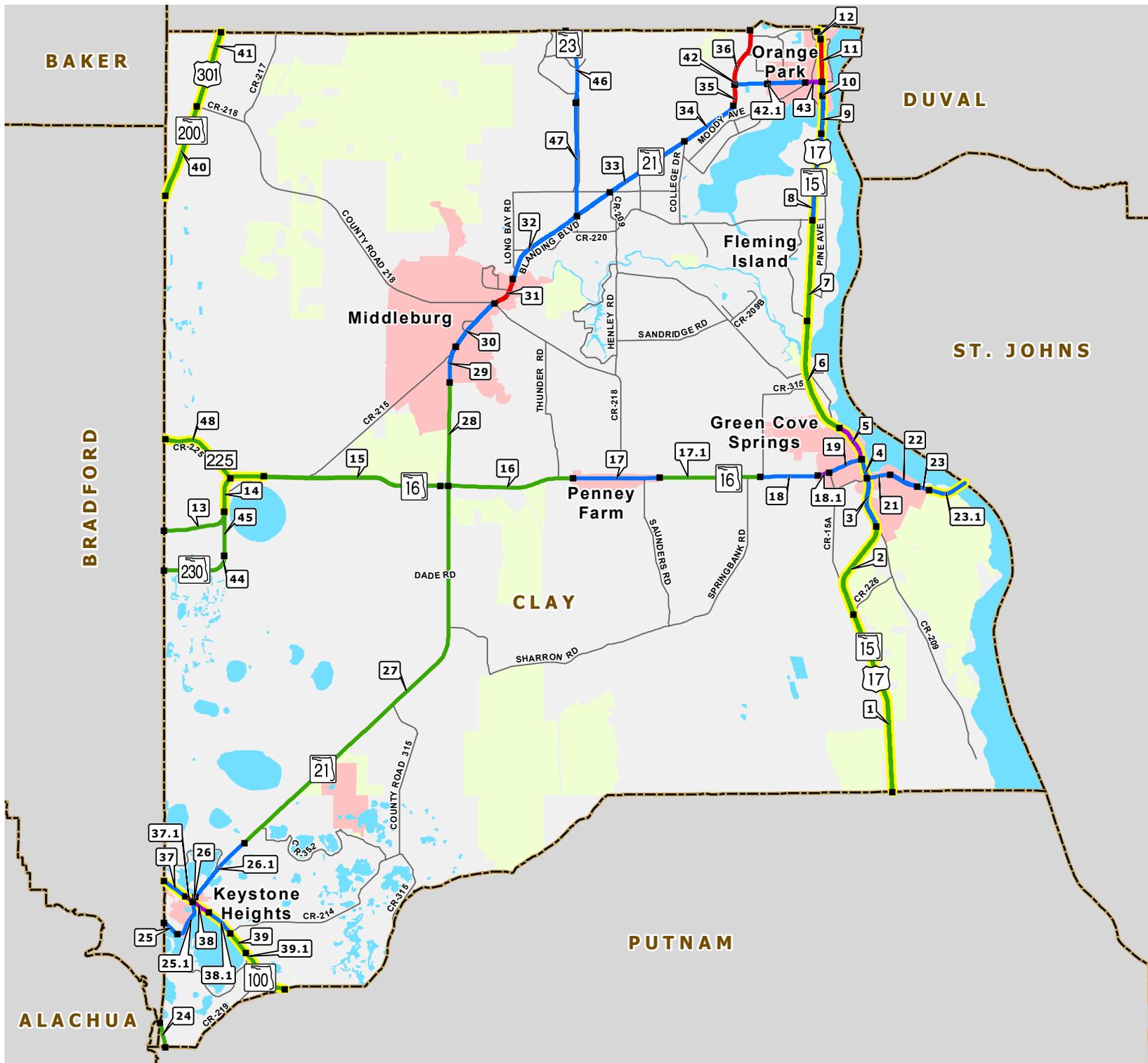


DISTRICT TWO  
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



**CLAY COUNTY**



# CLAY 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.

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DISTRICT TWO  
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# CLAY COUNTY GREEN COVE SPRINGS

## 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.

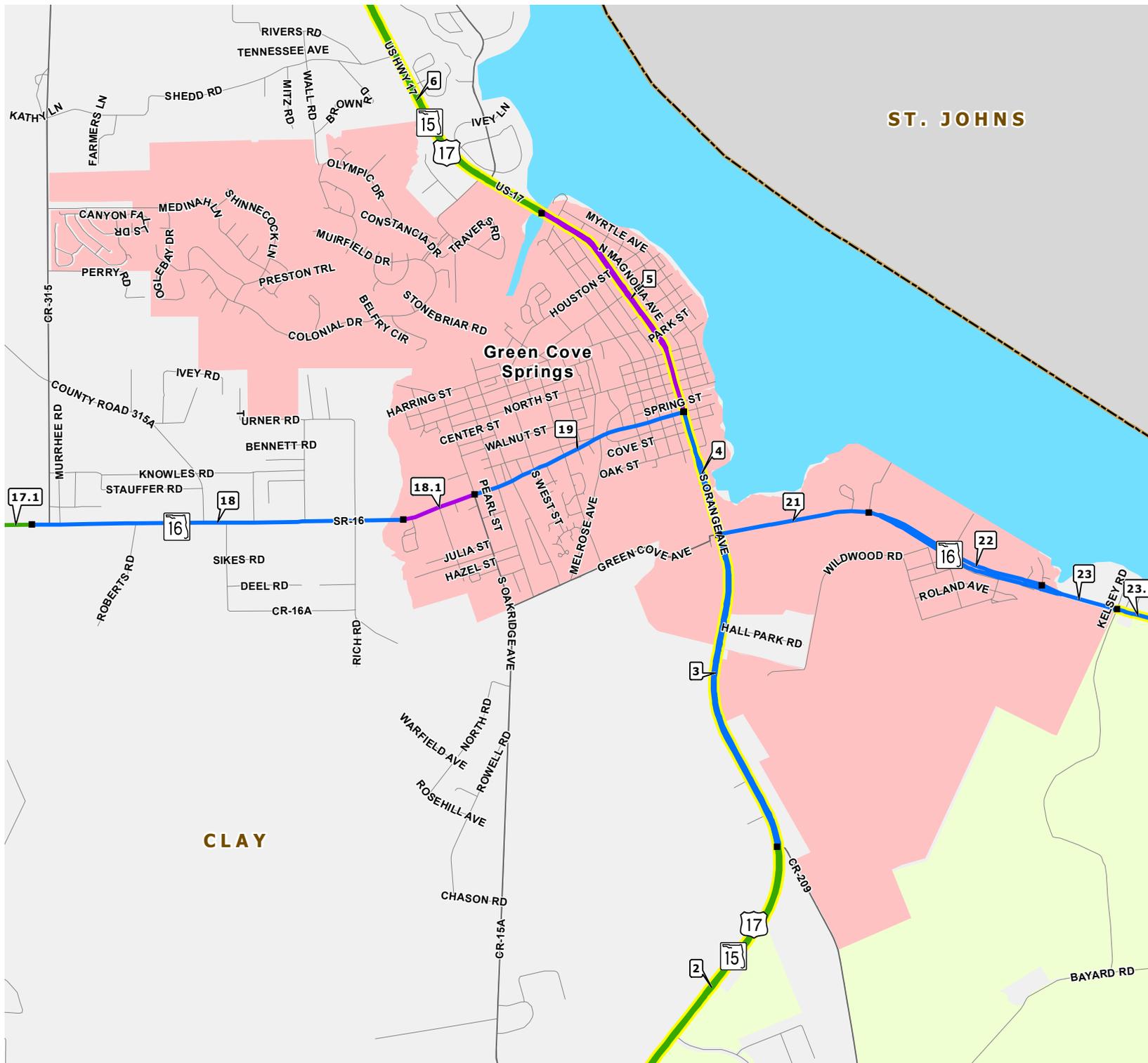
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DISTRICT TWO  
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# CLAY COUNTY KEYSTONE HEIGHTS

## 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:**

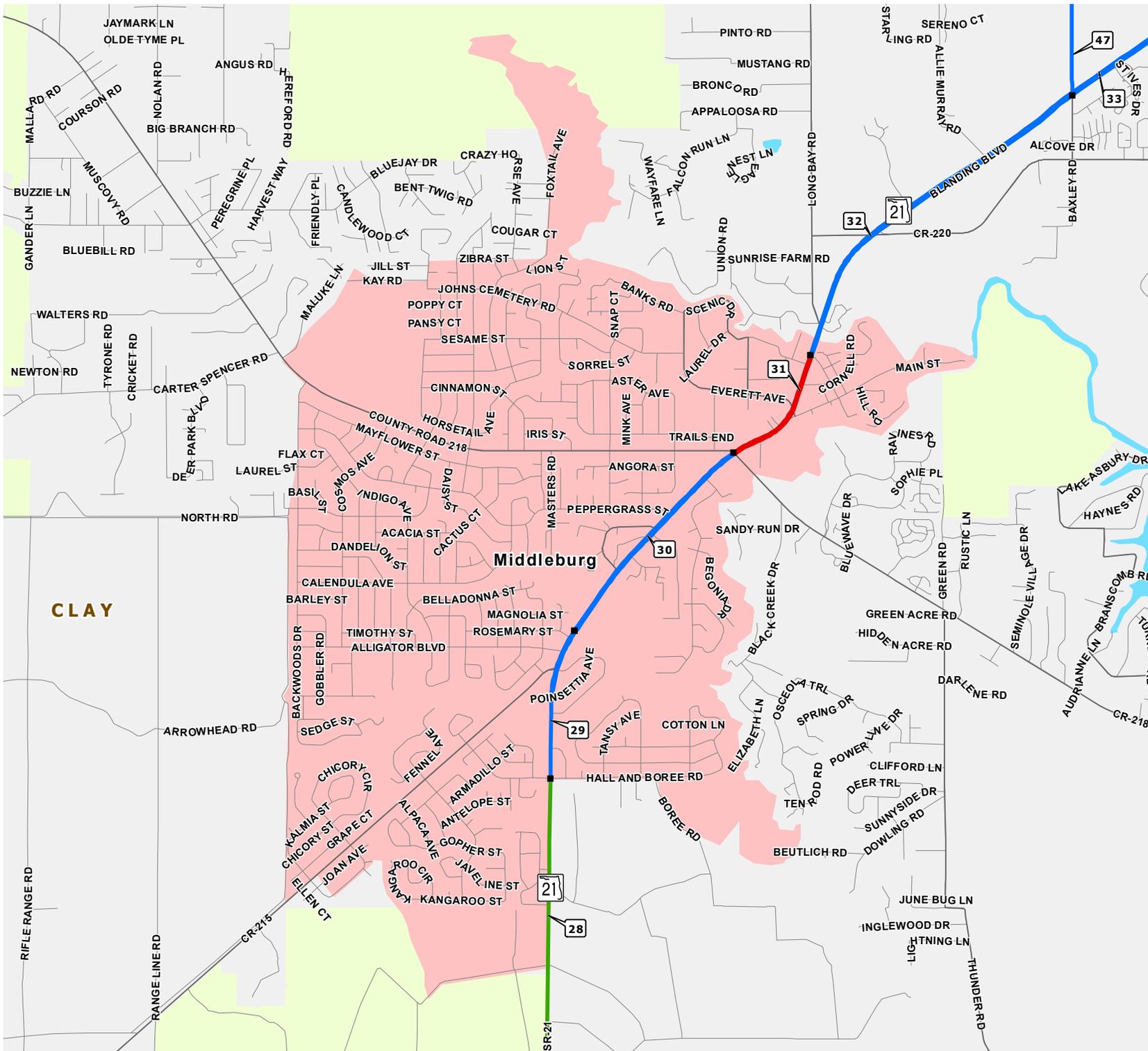
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# CLAY COUNTY MIDDLEBURG

## 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.

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# CLAY COUNTY ORANGE PARK

## 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.

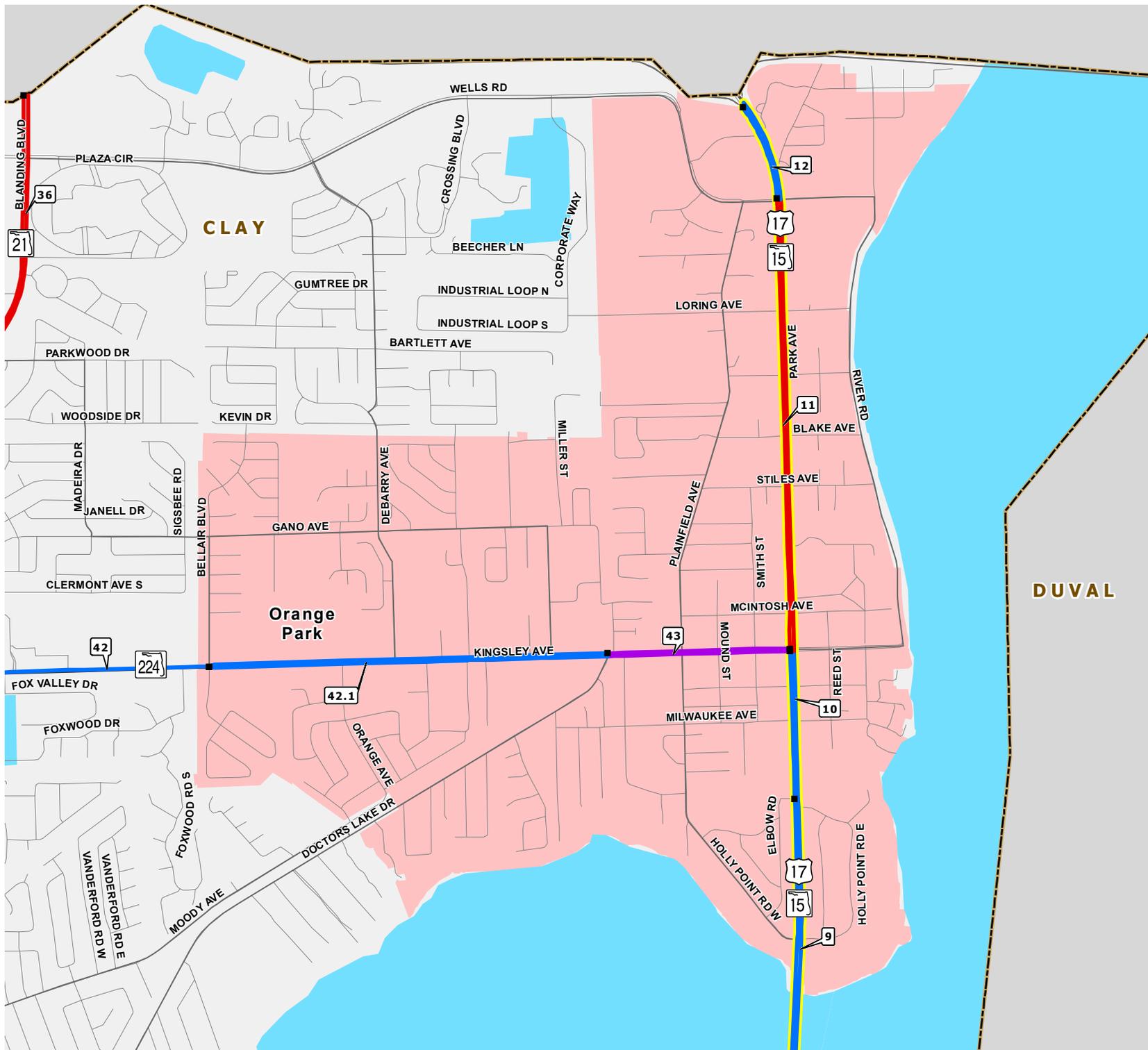
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DISTRICT TWO  
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# CLAY COUNTY PENNEY FARMS

## 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

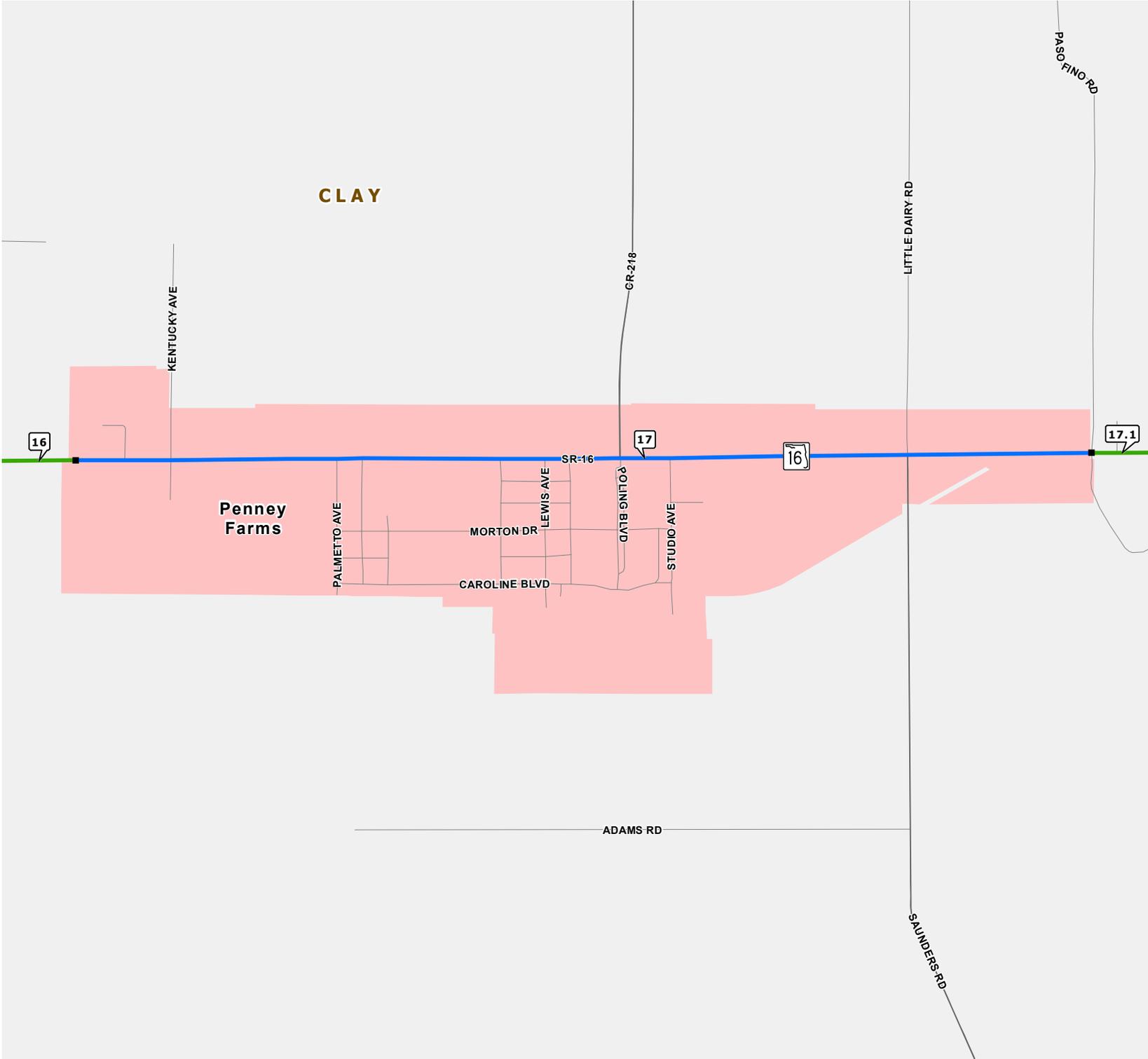
Data Sources:  
 1. FDOT Office of Transportation Statistics  
 2. Florida Geographic Data Library (FGDL)  
 \*Segment Map ID is referenced in LOS Report.

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## 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)																				
<b>Clay</b>																				
<b>SR 15*</b>	<b>1</b>	US 17	<b>From Putnam Co. Line to CR 226</b>																K	9.50%
Clay County	4/D	Highway Transition	<input type="checkbox"/>	5.86	60 MPH	710030	FDOT	C		4,460	608	722	B	Var	722	B	722	B		
							Local	C		4,460				1%						
<b>SR 15*</b>	<b>2</b>	US 17	<b>From CR 226 to CR 209 (S.C.L. of Green Cove Springs)</b>																K	9.00%
Clay County	4/D	Highway Transition	<input type="checkbox"/>	3.18	60 MPH	710195	FDOT	C		4,460	756	747	B	Var	765	B	882	B		
							Local	C		4,460				1%						
<b>SR 15*</b>	<b>3</b>	US 17	<b>From CR 209 (S.C.L. of Green Cove Springs) to SR 16 (East)</b>																K	9.00%
Green Cove Springs	4/D	Arterial I Urbanized	<input type="checkbox"/>	1.61	60 MPH	710196c	FDOT	D		3,580	1,008	999	C	Var	999	C	1,125	C		
							Local	D		3,580				1%						
<b>SR 15*</b>	<b>4</b>	US 17	<b>From SR 16 (East) to SR 16 (West)</b>																K	9.00%
Green Cove Springs	4/D	Arterial I Urbanized	<input type="checkbox"/>	0.63	45 MPH	710142	FDOT	D		3,580	1,593	1,652	C	Var	1,656	C	1,728	C		
						715016	Local	D		3,580				1%						
<b>SR 15*</b>	<b>5</b>	US 17	<b>From SR-16 (West) to N. City Limit (.09 m N of Governor St)</b>																K	9.00%
Green Cove Springs	4/D	Arterial II Urbanized	<input type="checkbox"/>	1.26	35 MPH	710147	FDOT	D		2,920	2,004	1,983	D	Var	1,980	D	2,205	D		
						715015	Local	D		2,920				1%						
						715019														
<b>SR 15*</b>	<b>6</b>	US 17	<b>From N. City Limit of Green Cove Springs to Margarets Walk Rd</b>																K	9.00%
Clay County	4/D	Highway Urbanized	<input type="checkbox"/>	3.78	55 MPH	710020	FDOT	D		5,900	2,475	2,460	B	Var	2,457	B	2,700	B		
						710147	Local	D		5,900				1%						
						713101														

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)

## Clay

<b>SR 15*</b>	<b>7</b>	US 17		<b>From Margarets Walk Rd to CR 220</b>															K	9.00%
Clay County	6/D	Highway Urbanized	<input type="checkbox"/>	3.22	55 MPH	710189c	FDOT Local	D D		8,840 8,840	3,200	3,262	B	1%	3,420	B	3,942	B		
<b>SR 15*</b>	<b>8</b>	US 17		<b>From CR-220 to Creighton Road</b>															K	9.00%
Clay County	6/D	Arterial I Urbanized	<input type="checkbox"/>	2.76	50 MPH	710035 710131	FDOT Local	D D		5,390 5,390	4,635	4,590	C	Var 1%	4,626	C	5,328	D		
<b>SR 15*</b>	<b>9</b>	US 17		<b>From Creighton Road to Elbow Rd</b>															K	9.00%
Orange Park	6/D	Arterial I Urbanized	<input type="checkbox"/>	1.20	45 MPH	710131	FDOT Local	D D		5,390 5,390	4,590	4,590	C	Var 1%	4,590	C	5,265	D		
<b>SR 15*</b>	<b>10</b>	US 17		<b>From Elbow Rd to SR 224 (Kingsley Ave)</b>															K	9.00%
Orange Park	6/D	Arterial I Urbanized	<input type="checkbox"/>	0.43	40 MPH	715005	FDOT Local	D D		5,390 5,390	4,320	4,455	C	Var 1%	4,554	C	5,247	C		
<b>SR 15*</b>	<b>11</b>	US 17		<b>From SR 224 (Kingsley Ave) to Wells Rd</b>															K	9.00%
Orange Park	6/D	Arterial I Urbanized	<input type="checkbox"/>	1.35	40 MPH	713140 715007	FDOT Local	D D		5,390 5,390	5,625	5,648	F	Var 1%	5,652	F	6,507	F		
<b>SR 15*</b>	<b>12</b>	US 17		<b>From Wells Rd to Duval Co. Line</b>															K	9.00%
Orange Park	8/D	Arterial I Urbanized	<input type="checkbox"/>	0.37	45 MPH	713140	FDOT Local	D D	17%	8,411 8,411	5,850	6,030	C	Var 1%	6,030	C	6,849	C		
<b>SR 16</b>	<b>13</b>			<b>From Bradford Co. Line to SR 230</b>															K	9.00%
Clay County	2/U	Highway Transition	<input type="checkbox"/>	2.12	60 MPH	280101c	FDOT Local	C D		1,550 2,190	432	441	B	Var 1%	441	B	504	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)

## Clay

<b>SR 16*</b>	<b>14</b>	<b>From SR 230 to Cr 16A/Kingsley Lake Drive</b>															K	9.50%
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	2.29	55 MPH	710108 710118	FDOT Local	C D		1,550 2,190	618	608	B	1%	636	B	741	B
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<b>SR 16</b>	<b>15</b>	<b>From Cr 16A/Kingsley Lake Drive to SR 21</b>															K	9.50%
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Clay County	4/D	Highway Transition	<input type="checkbox"/>	5.92	65 MPH	710104 710108	FDOT Local	C D		4,460 5,660	442	446	B	Var 1%	456	B	532	B
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<b>SR 16</b>	<b>16</b>	<b>From SR-21 to W. City Limits of Penney Farms</b>															K	9.00%
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	4.01	60 MPH	710007c	FDOT Local	C E		1,550 2,990	441	405	B	1%	432	B	495	B
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<b>SR 16</b>	<b>17</b>	<b>From W. City Limits (2400' E of Thunder Road) to Paso Fino Rd</b>															K	9.00%
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Penney Farms	2/U	Arterial I Transition	<input type="checkbox"/>	2.76	45 MPH	710158	FDOT Local	C C	-20%	1,040 1,040	756	747	C	1.4%	828	C	999	C
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<b>SR 16</b>	<b>17.1</b>	<b>From Paso Fino Rd to Urban Boundary of Geen Cove Springs</b>															K	9.00%
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	3.19	55 MPH	710158	FDOT Local	C E		1,550 2,990	756	747	B	1.4%	828	C	999	C
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<b>SR 16</b>	<b>18</b>	<b>From Urban Boundary (Chester Rd) to W. City Limit Of Green Cove Springs</b>															K	9.00%
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Clay County	2/U	Arterial I Urbanized	<input type="checkbox"/>	1.84	45 MPH	715001	FDOT Local	D E	5%	1,680 1,680	963	864	C	1%	918	C	1,062	C
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<b>SR 16</b>	<b>18.1</b>	<b>From W. City Limit (.23 m. W. of Sunset Ave) to South Oakridge Avenue</b>															K	9.00%
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Green Cove Springs	2/U	Arterial II Urbanized	<input type="checkbox"/>	0.37	35 MPH	715001	FDOT Local	D D	5%	1,396 1,396	963	864	D	1%	918	D	1,062	D
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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)

## Clay

<b>SR 16</b>	<b>19</b>	Idlewild Ave.		<b>From South Oakridge Avenue to US 17</b>														K	9.00%
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Green Cove Springs	4/U	Arterial II Urbanized	<input type="checkbox"/>	1.12	35 MPH	710151 715003 715004 715017	FDOT Local	D D	-5%	2,774 2,774	925	920	C	Var 1%	918	C	1,062	C
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<b>SR 16*</b>	<b>4</b>	US 17		<b>From SR 16 (East) to SR 16 (West)</b>														K	9.00%
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Green Cove Springs	4/D	Arterial I Urbanized	<input type="checkbox"/>	0.63	45 MPH	710142 715016	FDOT Local	D D		3,580 3,580	1,593	1,652	C	Var 1%	1,656	C	1,728	C
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<b>SR 16</b>	<b>21</b>			<b>From US 17 to Slow Tide Road</b>														K	9.00%
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Green Cove Springs	2/U	Arterial I Urbanized	<input type="checkbox"/>	0.75	45 MPH	710113c	FDOT Local	D D		1,600 1,600	1,233	1,287	C	Var 1%	1,287	C	1,395	C
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<b>SR 16</b>	<b>22</b>			<b>From Slow Tide Road to Red Cove Road.</b>														K	9.00%
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Green Cove Springs	4/D	Arterial I Urbanized	<input type="checkbox"/>	0.93	45 MPH	710015 710113c	FDOT Local	D D		3,580 3,580	1,134	1,076	C	Var 1%	1,080	C	1,224	C
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<b>SR 16</b>	<b>23</b>			<b>From Red Cove Rd to E. City Limit (Wildwood Rd)</b>														K	9.00%
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Green Cove Springs	2/U	Arterial I Urbanized	<input type="checkbox"/>	0.37	45 MPH	710015	FDOT Local	D D		1,600 1,600	1,035	864	C	1%	918	C	1,062	C
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<b>SR 16*</b>	<b>23.1</b>			<b>From E. City Limit of Green Cove Springs to Clay/St. Johns Co. Line</b>														K	9.00%
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Clay County	2/U	Arterial I Urbanized	<input type="checkbox"/>	0.96	45 MPH	710015	FDOT Local	D D		1,600 1,600	1,035	864	C	1%	918	C	1,062	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)

## Clay

<b>SR 21</b>	<b>24</b>	<b>From Putnam Co. Line to Bradford Co. Line</b>																	K	9.50%
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	0.82	55 MPH	760023	FDOT Local	C E		1,550 2,990	798	817	B	Var 1%	817	B	940	C
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<b>SR 21</b>	<b>25</b>	S Lawrence Blvd.	<b>From Bradford County Line to S. City Limit of Keystone Heights</b>																	K	9.00%
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Clay County	2/U	Arterial I Transition	<input type="checkbox"/>	0.55	45 MPH	710014	FDOT Local	C E		1,300 1,460	540	531	C	Var 1%	549	C	630	C
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<b>SR 21</b>	<b>25.1</b>	S Lawrence Blvd.	<b>From S. City Limit (Pointview Rd) to SR 100</b>																	K	9.00%
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Keystone Heights	2/U	Arterial II Transition	<input type="checkbox"/>	1.30	35 MPH	710014	FDOT Local	C D		580 1,200	540	531	C	Var 1%	549	C	630	D
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<b>SR 21</b>	<b>26</b>	N Lawrence Blvd.	<b>From SR 100 to N. City Limit (Citrus Ave)</b>																	K	9.00%
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Keystone Heights	2/U	Arterial II Transition	<input type="checkbox"/>	0.16	30 MPH	710164	FDOT Local	C D	5%	609 1,260	900	873	D	Var 1%	873	D	1,008	D
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<b>SR 21</b>	<b>26.1</b>	N Lawrence Blvd.	<b>From N. City Limit of Keystone Heights to Deer Springs Rd</b>																	K	9.00%
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Clay County	2/U	Arterial I Transition	<input type="checkbox"/>	2.32	60 MPH	710164	FDOT Local	C E		1,300 1,460	900	873	C	Var 1%	873	C	1,008	C
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<b>SR 21</b>	<b>27</b>	<b>From Deer Springs Rd to SR 16</b>																	K	9.50%
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	14.12	60 MPH	710119c 710164	FDOT Local	C D		1,550 2,190	774	750	B	Var 1%	760	B	874	C
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<b>SR 21</b>	<b>28</b>	<b>From SR 16 to S. City Limit of Middleburg</b>																	K	9.00%
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	3.28	60 MPH	710006	FDOT Local	C E		1,550 2,990	468	486	B	Var 1%	486	B	549	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)

### Clay

<b>SR 21</b>	<b>29</b>	Blanding Blvd.		<b>From S. City Limit (Hall and Boree Rd) to CR 215</b>														K	9.00%
Middleburg	2/D	Highway Urbanized	<input type="checkbox"/>	1.17	55 MPH	710233c	FDOT Local	D		2,170	1,512	1,527	C	Var 1%	1,584	D	1,827	D	
<b>SR 21</b>	<b>30</b>	Blanding Blvd.		<b>From CR 215 to CR 218</b>														K	9.00%
Middleburg	4/D	Arterial I Urbanized	<input type="checkbox"/>	1.86	55 MPH	710233c	FDOT Local	D		3,580	1,512	1,527	C	Var 1%	1,584	C	1,827	C	
<b>SR 21</b>	<b>31</b>	Blanding Blvd.		<b>From CR 218 to N. City Limit (Palmetto St)</b>														K	9.00%
Middleburg	4/D	Arterial II Urbanized	<input type="checkbox"/>	1.03	35 MPH	710025	FDOT Local	D		2,920	3,420	3,060	F	1%	3,303	F	3,807	F	
<b>SR 21</b>	<b>32</b>	Blanding Blvd.		<b>From N. City Limit of Middleburg to Old Jennings Rd</b>														K	9.00%
Clay County	4/D	Arterial I Urbanized	<input type="checkbox"/>	4.26	55 MPH	713213	FDOT Local	D E		3,580 3,580	3,375	3,330	C	Var 1%	3,330	C	3,780	F	
<b>SR 21</b>	<b>33</b>	Blanding Blvd.		<b>From Old Jennings Rd to College Dr</b>														K	9.00%
Clay County	6/D	Arterial I Urbanized	<input type="checkbox"/>	2.87	45 MPH	710050 713213	FDOT Local	D E		5,390 5,390	3,375	3,578	C	Var 1%	3,582	C	4,050	C	
<b>SR 21</b>	<b>34</b>	Blanding Blvd.		<b>From College Dr to Suzanne Ave</b>														K	9.00%
Clay County	6/D	Arterial I Urbanized	<input type="checkbox"/>	1.91	45 MPH	710122	FDOT Local	D E		5,390 5,390	4,635	4,545	C	1%	4,806	C	5,535	F	
<b>SR 21</b>	<b>35</b>	Blanding Blvd.		<b>From Suzanne Ave to SR 224/Kingsley Ave</b>														K	9.00%
Clay County	6/D	Arterial I Urbanized	<input type="checkbox"/>	0.71	45 MPH	710121	FDOT Local	D E		5,390 5,390	6,165	6,210	F	Var 1%	6,444	F	7,425	F	

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)

**Clay**

<b>SR 21</b>	<b>36</b>	Blanding Blvd.		<b>From SR 224/Kingsley Ave (SR-224) to Duval Co. Line</b>														K	9.00%
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Clay County	6/D	Arterial I Urbanized	<input type="checkbox"/>	1.87	45 MPH	710130	FDOT Local	D E		5,390 5,390	5,220	5,400	F	Var 1%	5,553	F	6,399	F
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<b>SR 23</b>	<b>46</b>	Branan Field Road		<b>From Duval Co. Line to Kindewood Dr</b>														K	9.00%
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Clay County	2/U	Arterial I Urbanized	<input type="checkbox"/>	2.28	55 MPH	710237	FDOT Local	D E		1,600 1,600	1,593	1,386	C	1%	1,521	D	1,755	F
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<b>SR 23</b>	<b>47</b>	Branan Field Road		<b>From Kindewood Dr. to SR 21</b>														K	9.00%
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Clay County	4/D	Arterial I Urbanized	<input type="checkbox"/>	3.69	0 MPH	710235c 710236	FDOT Local	D E		3,580 3,580	1,503	1,413 #	C	1.3%	1,602	C	1,926	C
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<b>SR 100*</b>	<b>37</b>	E Walker Dr.		<b>From Bradford Co. Line to NW City Limit of Keystone Heights</b>														K	9.00%
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Clay County	2/D	Arterial I Transition	<input type="checkbox"/>	0.84	45 MPH	710168	FDOT Local	C C		1,300 1,300	945	945	C	1%	990	C	1,143	C
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<b>SR 100*</b>	<b>37.1</b>	E Walker Dr.		<b>From NW City Limit (1800' NW. of SR 21) to SR 21</b>														K	9.00%
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Keystone Heights	2/D	Arterial II Transition	<input type="checkbox"/>	0.28	35 MPH	710168	FDOT Local	C C		580 580	945	945	D	1%	990	D	1,143	D
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<b>SR 100*</b>	<b>38</b>			<b>From SR 21 to E. City Limit (Lakeview Dr)</b>														K	9.00%
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Keystone Heights	2/U	Arterial II Transition	<input type="checkbox"/>	0.62	35 MPH	710110c	FDOT Local	C C		580 580	1,026	1,008	D	Var 1%	1,017	D	1,170	D
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<b>SR 100*</b>	<b>38.1</b>			<b>From E. City Limit of Keystone Heights to CR 214</b>														K	9.00%
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Clay County	2/U	Arterial I Transition	<input type="checkbox"/>	0.96	50 MPH	710110c	FDOT Local	C C	5%	1,365 1,365	1,026	1,008	C	Var 1%	1,017	C	1,170	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)

## Clay

<b>SR 100*</b>	<b>39</b>	<b>From CR 214 to SE. Urban Boundary (Twin Lakes Rd)</b>															K	9.50%
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	0.78	60 MPH	710063	FDOT Local	C		1,550	580	560	B	Var 1%	570	B	656	B
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<b>SR 100*</b>	<b>39.1</b>	<b>From SE. Urban Boundary (Twin Lakes Rd) to Putnam Co. Line</b>															K	9.50%
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	1.83	60 MPH	710063	FDOT Local	C		1,550	580	560	B	Var 1%	570	B	656	B
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<b>SR 200*</b>	<b>40</b>	US 301	<b>From Bradford Co. Line to CR 218</b>															K	9.50%
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Clay County	4/D	Highway Transition	<input type="checkbox"/>	3.05	65 MPH	710001c	FDOT Local	C		4,460	1,548	1,710	B	Var 1%	1,710	B	1,786	B
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<b>SR 200*</b>	<b>41</b>	US 301	<b>From CR-218 to Duval Co. Line</b>															K	9.00%
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Clay County	4/D	Highway Transition	<input type="checkbox"/>	2.49	65 MPH	723547	FDOT Local	C		4,460	1,539	1,467	B	Var 1%	1,467	B	1,629	B
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<b>SR 224</b>	<b>42</b>	Kingsley Ave.	<b>From SR 21 to Bellair Blvd</b>															K	9.00%
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Clay County	4/D	Arterial I Urbanized	<input type="checkbox"/>	1.04	40 MPH	710132	FDOT Local	D		3,580	2,745	2,610	C	Var 1%	2,709	C	3,123	C
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<b>SR 224</b>	<b>42.1</b>	Kingsley Ave.	<b>From Bellair Blvd to Doctors Lake Drive</b>															K	9.00%
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Orange Park	4/D	Arterial I Urbanized	<input type="checkbox"/>	1.19	40 MPH	710132	FDOT Local	D		3,580	2,700	2,565	C	1%	2,673	C	3,078	C
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<b>SR 224</b>	<b>43</b>	Kingsley Ave.	<b>From Doctors Lake Drive to US 17</b>															K	9.00%
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Orange Park	4/D	Arterial II Urbanized	<input type="checkbox"/>	0.55	35 MPH	715006	FDOT Local	D		2,920	3,038	2,858	D	1%	2,979	E	3,429	F
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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)

**Clay**

<b>SR 230</b>	<b>44</b>	<b>From Bradford Co. Line to Camp Blanding Military Res</b>															<b>K</b>	<b>9.50%</b>
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	2.24	55 MPH	710116c	FDOT Local	C D		1,550 2,190	266	247	B	1%	276	B	314	B
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<b>SR 230</b>	<b>45</b>	<b>From Camp Blanding Military Res to SR 16</b>															<b>K</b>	<b>9.50%</b>
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	1.30	55 MPH	710116c	FDOT Local	C D		1,550 2,190	266	247	B	1%	276	B	314	B
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<b>CR 225*</b>	<b>48</b>	<b>From Bradford County Line to SR 16</b>															<b>K</b>	<b>9.50%</b>
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Clay County	2/U	Highway Transition	<input type="checkbox"/>	2.66	55 MPH	710172	FDOT Local	C D		1,550 2,190	142	114	B	1%	124	B	142	B
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