

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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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

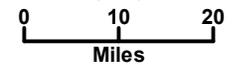
Data Sources:

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

*Segment Map ID is referenced in LOS Report.

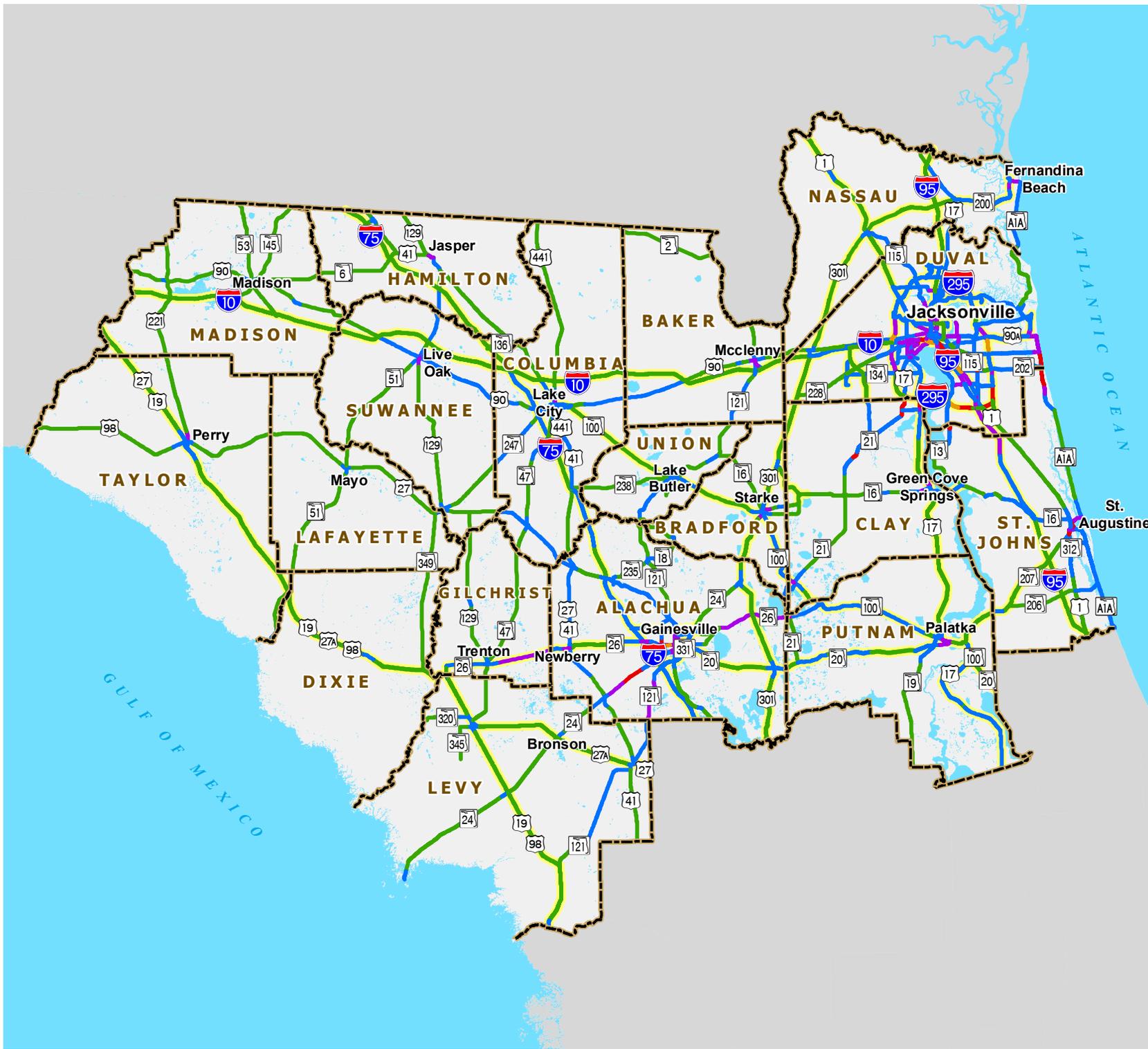
Disclaimer:

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



DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



MADISON COUNTY

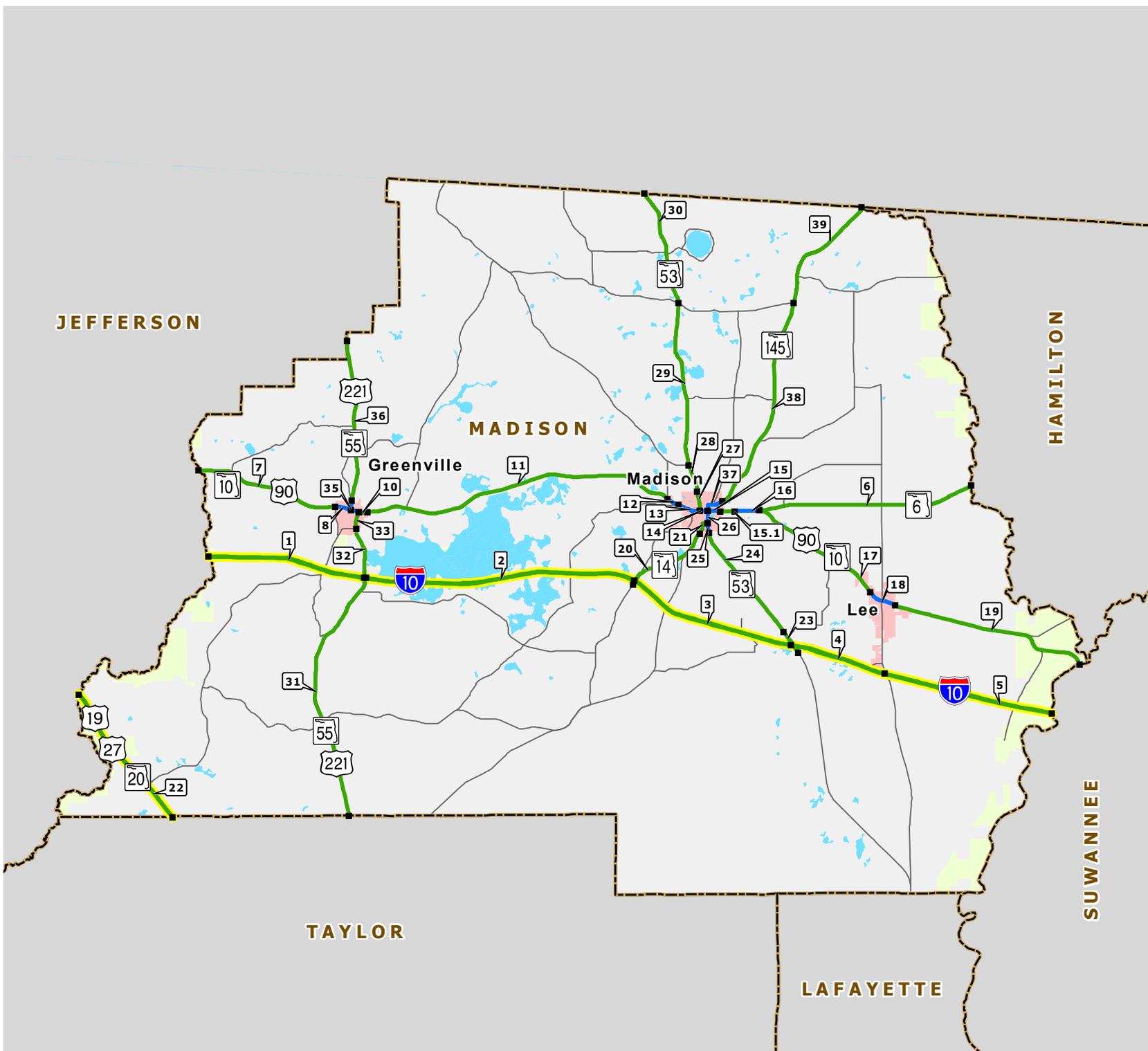
MADISON COUNTY OVERVIEW

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
 LEVEL OF SERVICE REPORT
 SEPTEMBER 2015

MADISON COUNTY GREENVILLE

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.

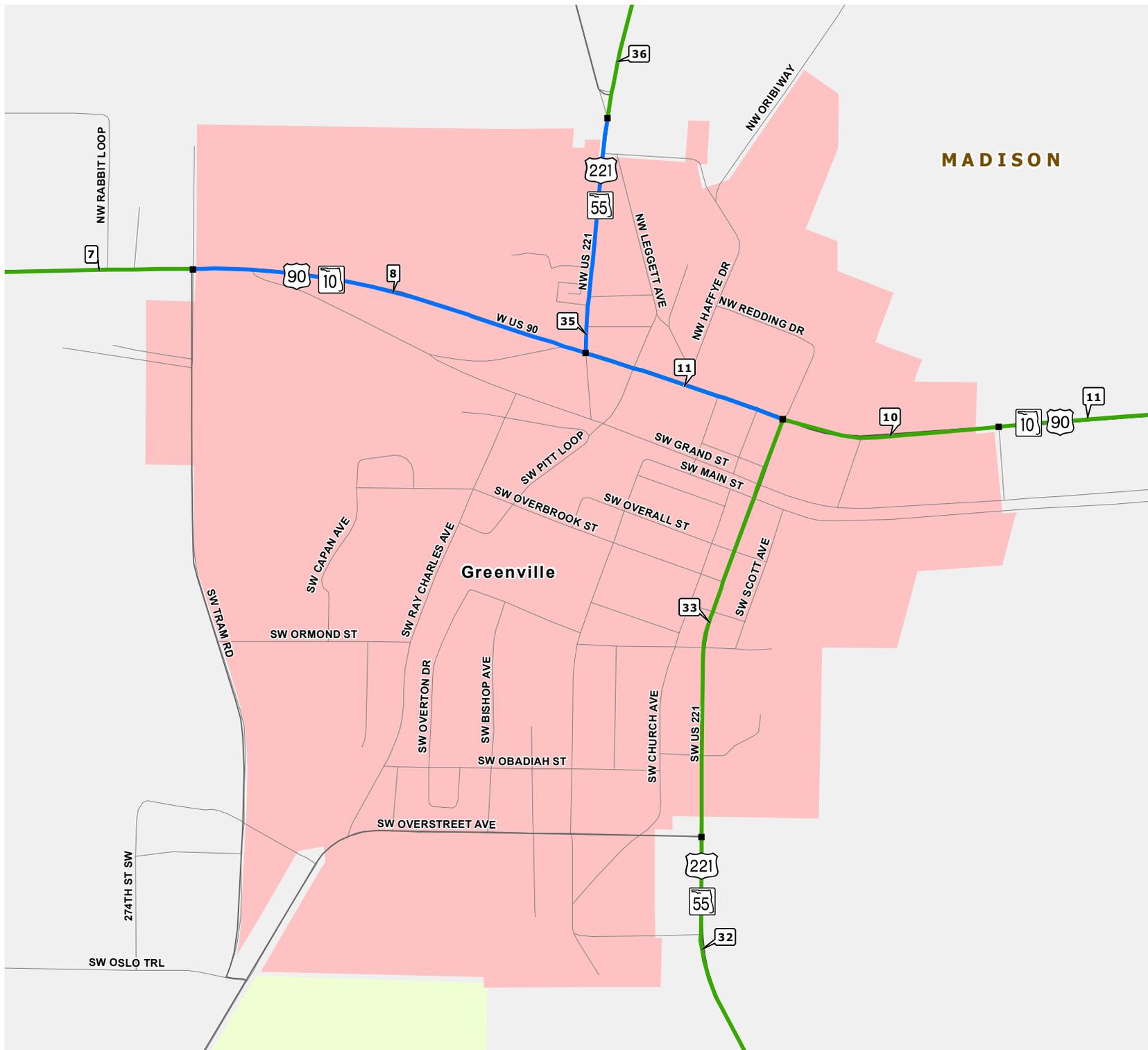
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



MADISON COUNTY

LEE

2014 PEAK HOUR LEVEL OF SERVICE

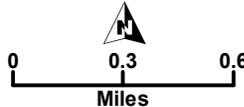
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- Segment Break
- 15 Segment Map ID*
- SIS Roadway
- County Boundary
- City Limits
- Nature Preserve
- Water Body

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

*Segment Map ID is referenced in LOS Report.

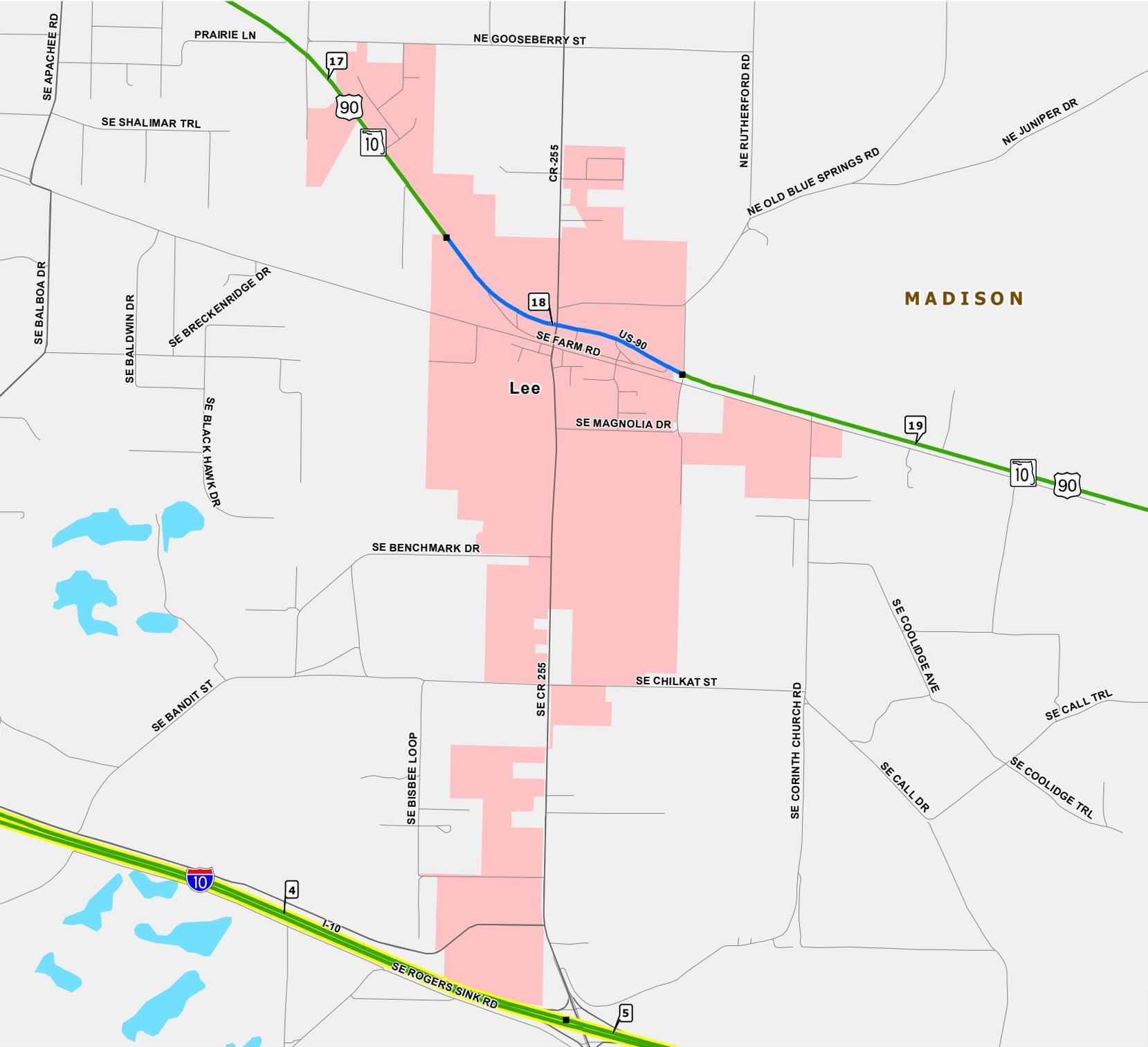
Disclaimer:

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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)

Madison

I-10*	1	From Jefferson Co. Line to SR 55																K	10.50%
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Madison County	4/D	Freeway Rural	<input type="checkbox"/>	6.06	70 MPH	542007 549901c	FDOT Local	C C		4,510 4,510	2,611	2,205 #	B	1%	2,520	B	2,898	B
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I-10*	2	From SR 55 to SR 14																K	10.50%
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Madison County	4/D	Freeway Rural	<input type="checkbox"/>	10.21	70 MPH	350238	FDOT Local	C C		4,510 4,510	2,258	2,142	B	1%	2,300	B	2,646	B
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I-10*	3	From SR 14 to SR 53																K	10.50%
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Madison County	4/D	Freeway Rural	<input type="checkbox"/>	6.52	70 MPH	350237	FDOT Local	C C		4,510 4,510	2,079	2,016	B	1%	2,184	B	2,510	B
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I-10*	4	From SR 53 to CR 255																K	10.50%
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Madison County	4/D	Freeway Rural	<input type="checkbox"/>	3.72	70 MPH	350236	FDOT Local	C C		4,510 4,510	1,838	1,942	B	1%	2,100	B	2,426	B
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I-10*	5	From CR 255 to Suwannee Co. Line																K	10.50%
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Madison County	4/D	Freeway Rural	<input type="checkbox"/>	6.49	70 MPH	350235	FDOT Local	C C		4,510 4,510	2,142	1,932	B	1%	2,132	B	2,457	B
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SR 6	6	From US 90 to Hamilton Co. Line																K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	8.14	60 MPH	350023c 350079	FDOT Local	C D		790 1,350	176	169	B	1%	180	B	209	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)

Madison

SR 10	7	US 90	From Jefferson Co. Line to 274th St															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	5.51	60 MPH	350001 350036c	FDOT Local	C C		790 790	171	166	B	1%	171	B	200	B
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SR 10	8	US 90	From 274th St to SR 55 W															K	9.50%
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Greenville	2/U	Arterial Community	<input type="checkbox"/>	0.60	60 MPH	350036c	FDOT Local	C C		1,220 1,220	180	171	C	1%	190	C	218	C
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SR 10	9	US 90	From SR 55 W to SR 55 E															K	9.50%
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Greenville	4/U	Highway Dev Community	<input type="checkbox"/>	0.31	40 MPH	355020	FDOT Local	C C		3,860 3,860	390	352	B	1%	390	B	446	B
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SR 10	10	US 90	From SR 55 E to E. City Limit (Sanford Ln)															K	9.50%
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Greenville	4/U	Highway Dev Community	<input type="checkbox"/>	0.33	40 MPH	350102 355017	FDOT Local	C C		3,860 3,860	247	261	B	1%	276	B	323	B
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SR 10	11	US 90	From E. City Limit of Greenville to Picker Lane															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	11.93	60 MPH	350009 350102	FDOT Local	C C		790 790	204	233	B	1%	256	B	294	B
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SR 10	12	US 90	From Picker Lane to Captain Brown Road															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	0.46	50 MPH	350051	FDOT Local	C C		790 790	551	522	C	1%	560	C	646	C
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SR 10	13	US 90	From Captain Brown Road to SR 53															K	9.50%
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Madison	4/D	Arterial Community	<input type="checkbox"/>	0.85	40 MPH	350279c 355021	FDOT Local	C D		2,790 2,890	914	905	C	Var 1%	922	C	1,064	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)

Madison

SR 10	14	US 90	From SR 53 W to SR 53 E															K	9.50%
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Madison	4/D	Arterial Community	<input type="checkbox"/>	0.29	40 MPH	355001 355002	FDOT Local	C D		2,790 2,890	1,012	1,036	C	Var 1%	1,064	C	1,226	C
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SR 10	15	US 90	From SR 53 / SR 145 to E. City Limit (Davis St)															K	9.50%
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Madison	4/D	Arterial Community	<input type="checkbox"/>	0.49	40 MPH	350044 355024	FDOT Local	C D		2,790 2,890	860	817	C	1%	893	C	1,036	C
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SR 10	15.1	US 90	From E. City Limit of Madison to NE Yellow Pine Ave															K	9.50%
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Madison County	4/D	Highway Rural	<input type="checkbox"/>	0.55	40 MPH	350044	FDOT Local	C C		3,820 3,820	732	694	B	1%	779	B	902	B
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SR 10	16	US 90	From NE Yellow Pine Ave to SR 6															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	0.95	50 MPH	350104c	FDOT Local	C C	5%	830 830	494	513	C	Var 1%	522	C	598	C
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SR 10	17	US 90	From SR 6 to N. City Limit of Lee															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	5.22	60 MPH	350064 350216	FDOT Local	C C		790 790	318	304	B	1%	323	B	370	B
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SR 10	18	US 90	From N. City Limit (School Entrance) to CR 414															K	9.50%
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Lee	2/U	Arterial Community	<input type="checkbox"/>	1.13	40 MPH	350064	FDOT Local	C C		1,220 1,220	285	285	C	Var 1%	285	C	332	C
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SR 10	19	US 90	From CR 414 to Suwannee Co. Line															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	7.60	60 MPH	350064	FDOT Local	C C		790 790	285	285	B	Var 1%	285	B	332	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)

Madison

SR 14	20	From I-10 to SW. City Limit of Madison															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	3.34	55 MPH	350069 350231c	FDOT Local	C D		790 1,350	314	299	B	1%	323	B	370	B
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SR 14	21	S Range St./ Millinor St.	From SW. City Limit (700' N. of CR 360) to SR 53															K	9.50%
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Madison	2/U	Highway Dev Community	<input type="checkbox"/>	0.56	35 MPH	355008 355009	FDOT Local	C D		1,550 2,190	361	361	B	Var 1%	361	B	418	B
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SR 20*	22	US 19 /27	From Taylor Co. Line to Jefferson Co. Line															K	9.50%
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Madison County	4/D	Highway Rural	<input type="checkbox"/>	5.79	65 MPH	380028	FDOT Local	C C		3,820 3,820	380	456	B	Var 1%	466	B	532	B
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SR 53	23	From CR 4005 to SE Balboa																	K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	0.96	45 MPH	355031	FDOT Local	C D		790 1,350	294	266	B	1%	294	B	342	B
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SR 53	24	From SE Balboa to S. City Limit of Madison																	K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	4.71	60 MPH	350095c	FDOT Local	C D		790 1,350	390	361	B	Var 0%	361	B	361	B
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SR 53	25	From S. City Limit (500' S. of Moore St) to SR 14																	K	9.50%
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Madison	2/U	Arterial Community	<input type="checkbox"/>	0.33	35 MPH	350095c	FDOT Local	C D		1,220 1,350	390	361	C	Var 0%	361	C	361	C
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SR 53	26	Duval St.	From SR 14 to US 90															K	9.50%
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Madison	2/U	Arterial Community	<input type="checkbox"/>	0.49	35 MPH	355006 355007	FDOT Local	C D		1,220 1,350	618	613	C	Var 1%	618	C	684	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)

Madison

SR 53	27	N Washington St.	From US 90 to N.City Limit (870' N. of 3rd Pl)														K	9.50%
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Madison	2/U	Highway Dev Community	<input type="checkbox"/>	0.73	45 MPH	350061 350119	FDOT Local	C D		1,550 2,190	218	238	B	Var 1%	238	B	266	B
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SR 53	28	N Washington St.	From N. City Limit of Madison to CR 146														K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	1.05	45 MPH	350061	FDOT Local	C D		790 1,350	209	238	B	Var 1%	238	B	266	B
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SR 53	29		From CR 146 to CR 150														K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	6.20	60 MPH	350015	FDOT Local	C D		790 1,350	162	180	B	Var 1%	180	B	209	B
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SR 53	30		From CR 150 to Georgia State Line														K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	4.39	60 MPH	350017c	FDOT Local	C D		790 1,350	90	76	B	1%	76	B	95	B
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SR 55	31	US 221	From Taylor Co. Line to I-10														K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	9.76	60 MPH	350003	FDOT Local	C C		790 790	124	104	B	1%	114	B	133	B
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SR 55	32	US 221	From I-10 to CR 150														K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	1.91	60 MPH	350026c	FDOT Local	C C		790 790	218	209	B	1%	218	B	256	B
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SR 55	33	US 221	From CR 150 to US 90														K	9.50%
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Greenville	2/U	Highway Dev Community	<input type="checkbox"/>	0.64	35 MPH	350026c 355012	FDOT Local	C C		1,550 1,550	242	214	B	1%	238	B	276	B
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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)

Madison

SR 55	9	US 90	From SR 55 E to SR 55 W															K	9.50%
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Greenville	4/U	Highway Dev Community	<input type="checkbox"/>	0.31	40 MPH	355020	FDOT	C		3,860	390	352	B	1%	390	B	446	B
							Local	C		3,860								

SR 55	35	US 221	From SR 10 to CR 140															K	9.50%
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Greenville	2/U	Arterial Community	<input type="checkbox"/>	0.69	35 MPH	350033	FDOT	C		1,220	176	162	C	1%	180	C	209	C
						355015	Local	C		1,220								

SR 55	36	US 221	From CR 140 to Jefferson Co. Line															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	6.04	60 MPH	350002	FDOT	C		790	104	90	B	Var	95	B	104	B
							Local	C		790				1%				

SR 145	37	E Livingston St./ N Duval St.	From US 90 to E. City Limit (1450' E. of CR 591)															K	9.50%
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Madison	2/U	Arterial Community	<input type="checkbox"/>	0.82	35 MPH	355005	FDOT	C		1,220	402	405	C	Var	408	C	446	C
						355028	Local	D		1,350				1%				
						355029												

SR 145	38	NE Colin Kelly Hwy.	From E. City Limit of Madison to CR 150															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	8.20	60 MPH	350022	FDOT	C		790	361	380	B	Var	380	B	428	B
							Local	D		1,350				1%				

SR 145	39	NE Colin Kelly Hwy.	From CR 150 to Georgia State Line															K	9.50%
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Madison County	2/U	Highway Rural	<input type="checkbox"/>	4.72	60 MPH	350092c	FDOT	C		790	276	266	B	1%	276	B	323	B
							Local	D		1,350								