

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

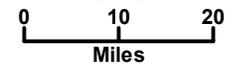
Data Sources:

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

*Segment Map ID is referenced in LOS Report.

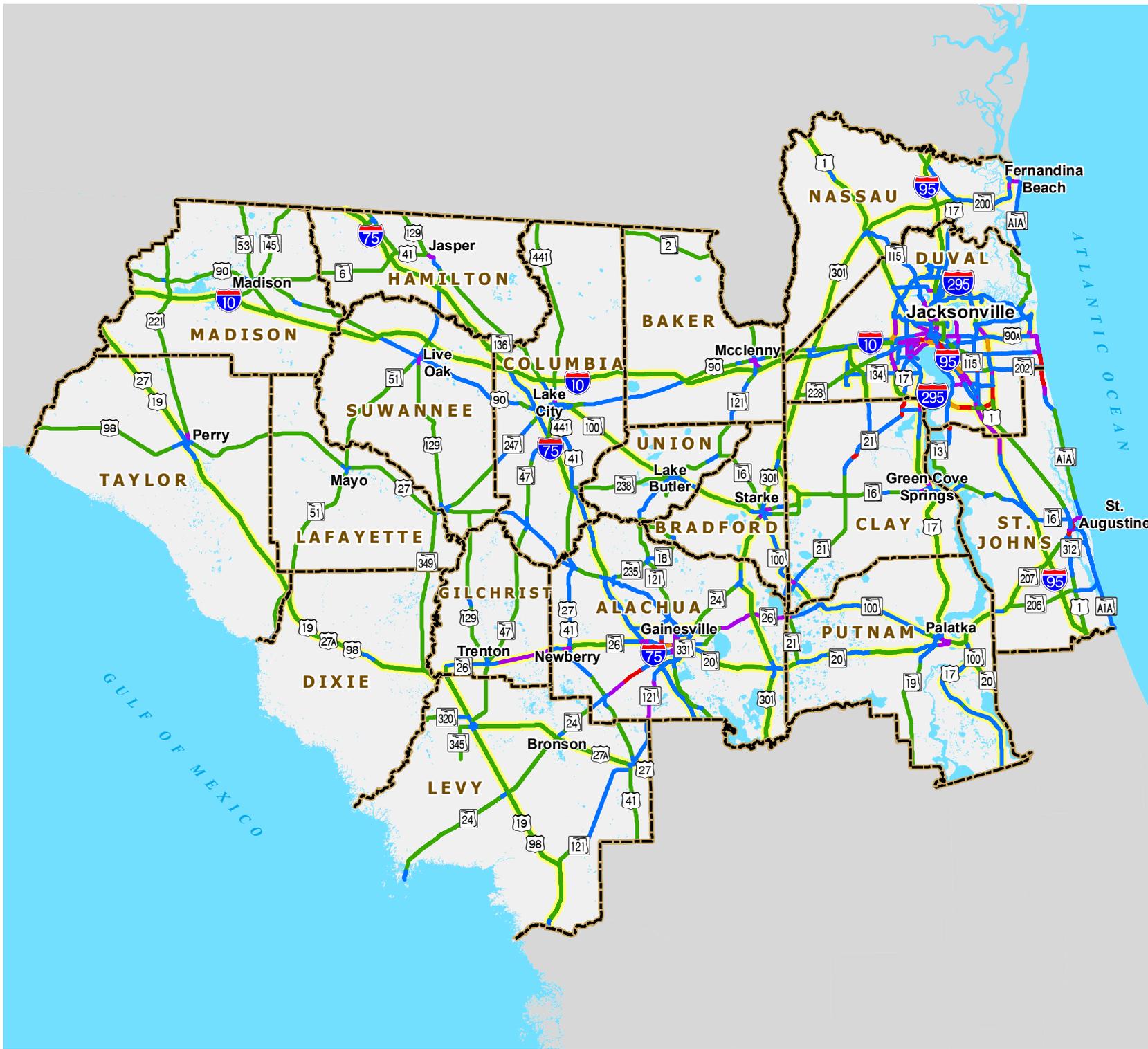
Disclaimer:

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



DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



UNION COUNTY

UNION 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

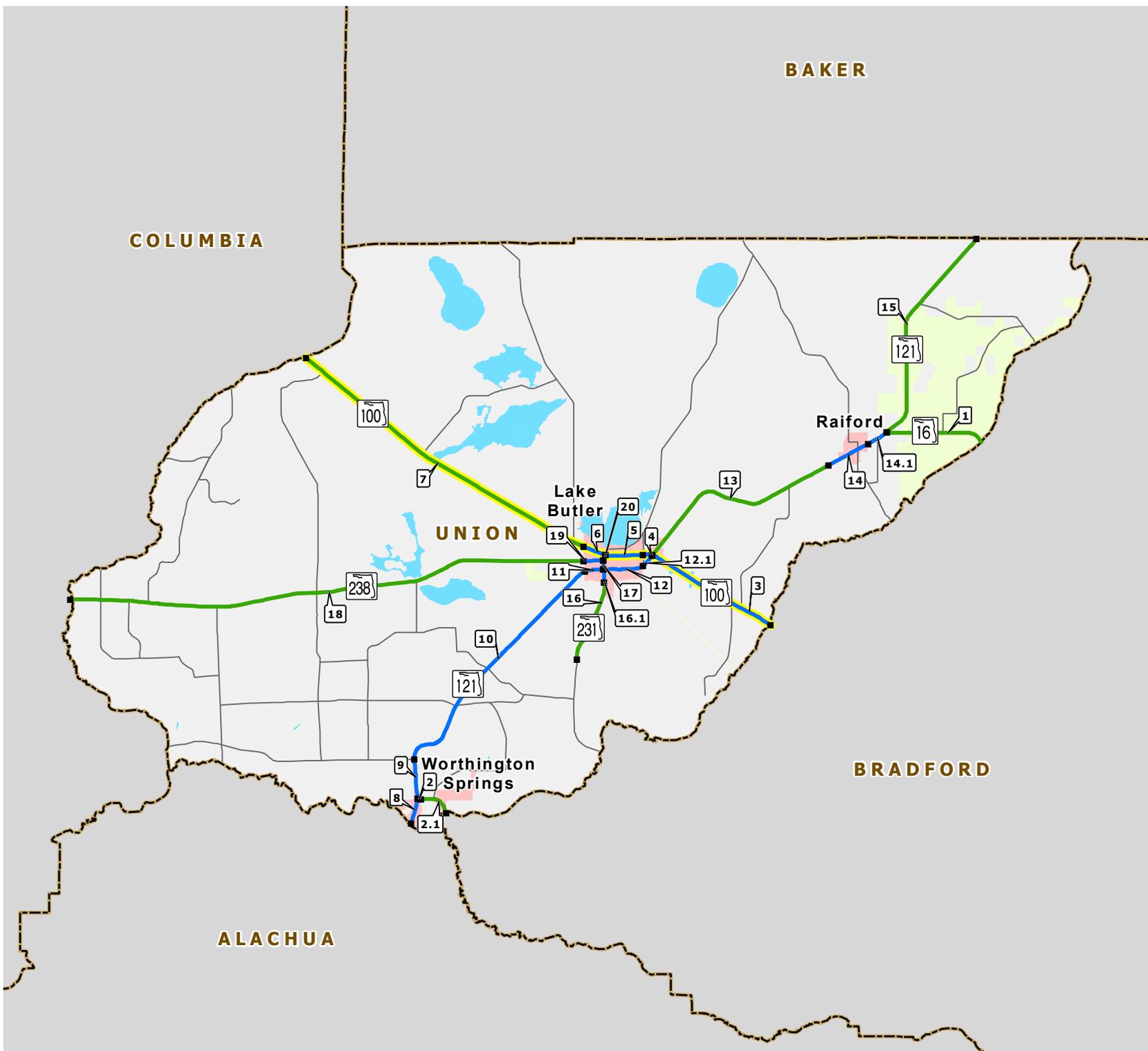
Data Sources:
 1. FDOT Office of Transportation Statistics
 2. Florida Geographic Data Library (FGDL)
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DISTRICT TWO
 LEVEL OF SERVICE REPORT

SEPTEMBER 2015



COLUMBIA

BAKER

UNION

BRADFORD

ALACHUA

Lake Butler

Raiford

Worthington Springs

UNION COUNTY LAKE BUTLER

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.

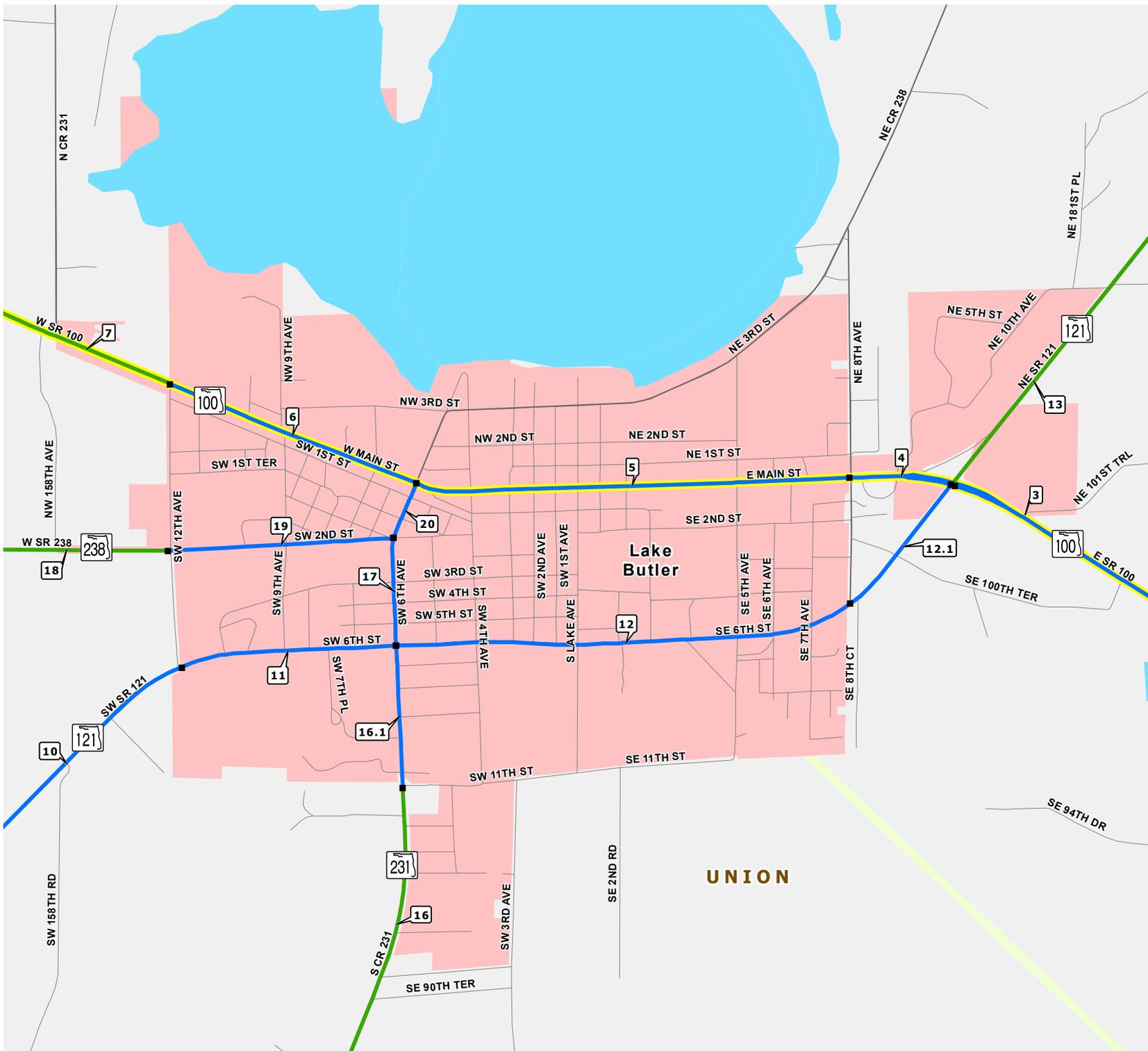
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015





UNION COUNTY RAIFORD

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

UNION COUNTY WORTHINGTON 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.

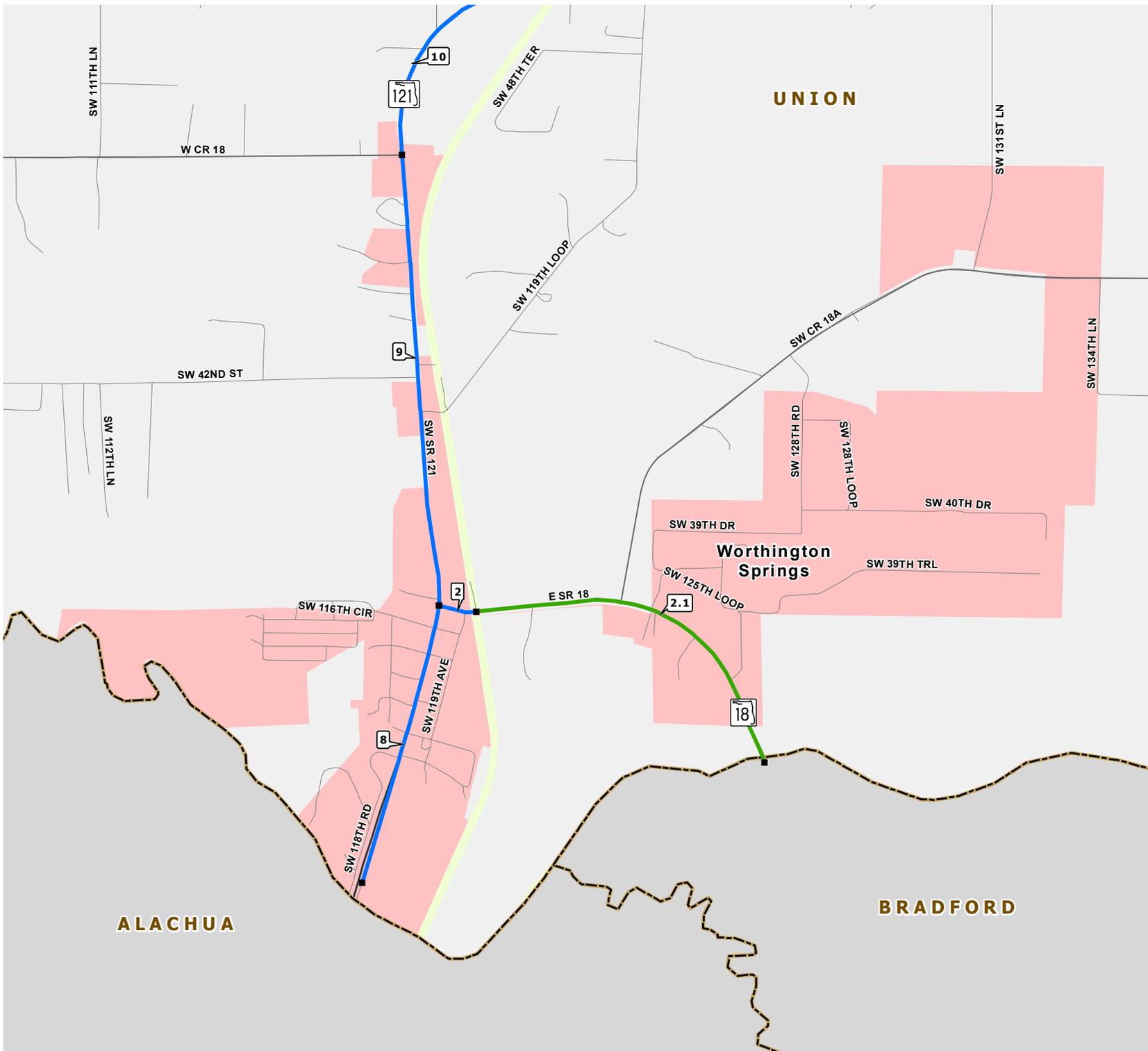
Disclaimer:

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DISTRICT TWO
LEVEL OF SERVICE REPORT

SEPTEMBER 2015



ALACHUA

UNION

BRADFORD

Worthington Springs

2014 DISTRICT TWO LOS ANALYSIS

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)

Union

SR 16	1	From SR 121 to Bradford Co. Line																K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	2.65	45 MPH	390102c	FDOT Local	C D		790 1,350	266	256	B	1%	276	B	314	B
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SR 18	2	From SR 121 to SW 120th Ct																K	9.50%
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Worthington Springs	2/U	Arterial Community	<input type="checkbox"/>	0.08	30 MPH	390040c	FDOT Local	C D		1,220 1,350	76	81	C	Var 1%	86	C	95	C
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SR 18	2.1	From SW 120th Ct to Bradford Co. Line																K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	0.81	40 MPH	390040c	FDOT Local	C D		790 1,350	76	81	B	Var 1%	86	B	95	B
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SR 100*	3	From Bradford Co. Line to SR 121																K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	3.52	60 MPH	390100c	FDOT Local	C C		790 790	475	466	C	1%	484	C	560	C
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SR 100*	4	E Main St.	From SR 121 to E. City Limit of Lake Butler																K	9.50%
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Lake Butler	2/D	Arterial I Transition	<input type="checkbox"/>	0.24	40 MPH	390108	FDOT Local	C C		1,300 1,300	551	570	C	Var 1%	570	C	656	C
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SR 100*	5	E Main St.	From E. City Limit (NE 8th Ave) to SR 231																K	9.50%
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Lake Butler	2/U	Arterial II Transition	<input type="checkbox"/>	0.97	30 MPH	390108 390112 395009 395010	FDOT Local	C C	5%	609 609	627	603	C	Var 1%	618	D	712	D
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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)

Union

SR 100* 6	W Main St.	From SR 231 to SW 12 Avenue															K	9.50%
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Lake Butler	2/D	Arterial I Transition	<input type="checkbox"/>	0.60	40 MPH	390114	FDOT	C		1,300	385	366	C	Var	370	C	437	C
						395003	Local	C		1,300				1%				

SR 100* 7		From SW 12 Avenue to Columbia Co. Line															K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	8.67	60 MPH	290018c	FDOT	C		790	318	294	B	1%	323	B	370	B
						390114	Local	C		790								

SR 121 8	SR 18/ Main St.	From Alachua Co. Line to SR 18															K	9.50%
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Worthington Springs	2/U	Arterial Community	<input type="checkbox"/>	0.65	35 MPH	390025	FDOT	C		1,220	475	442	C	1%	466	C	532	C
						390026	Local	D		1,350								

SR 121 9		From SR 18 to CR 18															K	9.50%
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Worthington Springs	2/U	Arterial Community	<input type="checkbox"/>	1.02	35 MPH	390004c	FDOT	C		1,220	504	472	C	1%	504	C	580	C
						390025	Local	D		1,350								
						390026												

SR 121 10		From CR 18 to SW City Limit of Lake Butler															K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	6.70	60 MPH	390004c	FDOT	C		790	508	484	C	1%	513	C	589	C
						390025	Local	D		1,350								

SR 121 11	SE 6th St.	From SW. City Limit (SW 12 Ave) to SR 231															K	9.50%
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Lake Butler	2/D	Arterial II Transition	<input type="checkbox"/>	0.49	35 MPH	390004c	FDOT	C		580	613	537	C	1%	580	C	665	D
						395005	Local	D		1,200								

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)																			

Union

SR 121	12	SE 6th St.	From SR 231 to SE. City Limit (SW 8th Ave)															K	9.50%
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Lake Butler	2/D	Arterial II Transition	<input type="checkbox"/>	1.04	35 MPH	390137 395006	FDOT Local	C D		580 1,200	580	556	C	Var 1%	580	C	665	D
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SR 121	12.1	SE 6th St.	From SE. City Limit of Lake Butler to SR 100															K	9.50%
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Union County	2/D	Arterial I Transition	<input type="checkbox"/>	0.35	40 MPH	390137	FDOT Local	C D		1,300 1,460	484	504	C	Var 1%	513	C	589	C
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SR 121	13		From SR 100 to W. City Limit of Raiford (Ne 222nd Ct.)															K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	5.59	60 MPH	390007 390010c	FDOT Local	C D		790 1,350	461	437	B	1%	466	C	532	C
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SR 121	14		From W. City Limit (Ne 222nd Ct.) to E. City Limit (Danson Ln)															K	9.50%
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Raiford	2/U	Arterial Community	<input type="checkbox"/>	1.16	40 MPH	390010c	FDOT Local	C C		1,220 1,220	466	456	C	Var 1%	466	C	532	C
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SR 121	14.1		From E. City Limit of Raiford to SR 16															K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	0.59	60 MPH	390010c	FDOT Local	C D		790 1,350	466	456	C	Var 1%	466	C	532	C
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SR 121	15		From SR 16 to Baker Co. Line															K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	5.83	60 MPH	390008 390009	FDOT Local	C D		790 1,350	332	352	B	Var 1%	352	B	390	B
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SR 231	16		From Airport Road to S. City Limit of Lake Butler															K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	2.18	55 MPH	390041c	FDOT Local	C D		790 1,350	361	314	B	1%	342	B	390	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)

Union

SR 231	16.1			From SW 11th St to SR 121														K	9.50%
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Lake Butler	2/U	Arterial I Transition	<input type="checkbox"/>	0.32	45 MPH	390041c	FDOT	C		1,300	361	314	C	1%	342	C	390	C
							Local	D		1,460								

SR 231	17	SW 6th Ave.		From SR 121 to SR 238														K	9.50%
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Lake Butler	2/U	Arterial II Transition	<input type="checkbox"/>	0.24	35 MPH	390041c	FDOT	C		580	390	352	C	1%	370	C	428	C
						395014	Local	D		1,200								

SR 238	18			From Columbia Co. Line to SW 12 Avenue (Lake Butler)														K	9.50%
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Union County	2/U	Highway Rural	<input type="checkbox"/>	13.35	60 MPH	390014c	FDOT	C		790	202	200	B	Var	200	B	228	B
						390115	Local	D		1,350				1%				

SR 238	19	SW 2nd St.		From SW 12 Avenue (Lake Butler) to SR 231														K	9.50%
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Lake Butler	2/U	Arterial I Transition	<input type="checkbox"/>	0.50	45 MPH	390115	FDOT	C		1,300	228	218	C	Var	218	C	247	C
						395004	Local	D		1,460				1%				

SR 238	20	SW 2nd St.		From SR 231 to SR 100														K	9.50%
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Lake Butler	2/U	Arterial II Transition	<input type="checkbox"/>	0.14	35 MPH	395001	FDOT	C		580	446	456	C	Var	456	C	522	C
							Local	D		1,200				1%				