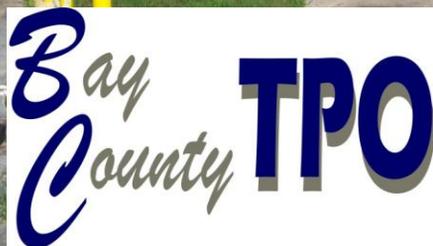


Bay County TPO Congestion Management Process Plan

Adopted January 2012

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Introduction

The Congestion Management Process Plan (CMPP) is an annually published document that manages and identifies deficient systems. Systems noted as deficient are further evaluated using a ranking criterion to determine the priority of the deficient system. The Congestion Management Study Team uses the prioritization to determine which segments to be studied.

1.1 Federal Requirement

The CMP is mandated by the Federal rules implementing ISTEA and TEA 21. These rules stipulate that the metropolitan planning process in areas with populations over 200,000:

“Must include the development of a CMP (Congestion Management Process) that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies...”

Florida Department of Transportation (FDOT) policy extends this stipulation to all metropolitan planning organizations in an effort to emphasize mobility management.

SAFETEA: LU is a federal transportation law that will provide federal funding for highway and transit improvements through 2009. This law was designed to provide aid to many challenges facing our communities such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing inter-modal connectivity, and protecting the environment. All SAFETEA-LU requirements will be adhered to in their entirety.

The former Congestion Management System is now the Congestion Management Process (23 CFR 450.320)

SAFETEA-LU requires that, for the CMP:

- “The transportation planning process shall address congestion management through a process that provides for effective management and operation”
- for management and operations, LRTP’s shall contain “Operational and management strategies to improve the performance of existing transportation facilities”

There are Seven Key CMP Components:

1. Area of Application
2. System Definition (Modes and Network)
3. Performance measures



4. Performance Monitoring Plan
5. Identification and Evaluation of Strategies
6. Monitoring Strategy Effectiveness
7. Implementation and Management

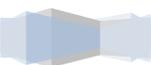
House Bill 7207- Trust Funds Growth Management has released power to local governments to continue to pursue concurrency within its Comprehensive Plan or Land Development Code, if they so desire. Concurrency is a shorthand expression for a set of land use regulations. Previously, Florida's Legislature required concurrency to ensure that new development does not outstrip the government's ability to handle it. In order for a development to meet concurrency, local governments must have enough roadway capacity to serve each proposed development. Concurrency also requires that local government to have capacity in storm water, parks, solid waste, water, sewer, and mass transit facilities to serve each proposed development. The CMPP is not intended to be a document either measuring or gauging Concurrency.

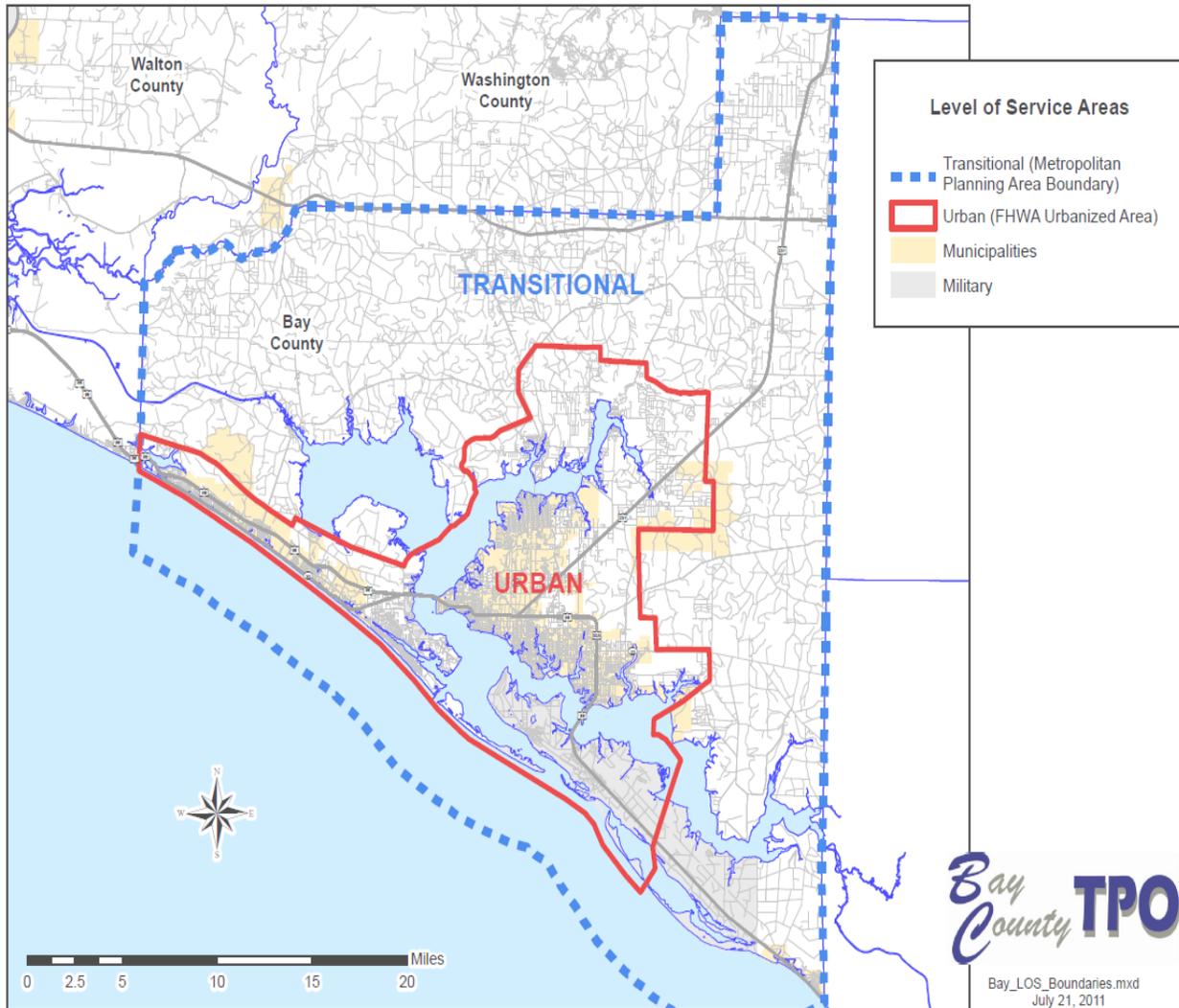
1.2 Study Area

The Bay County Urbanized Area is located in the southern portion of Bay County in Northwest Florida. The Bay County Congestion Management Process Plan is developed for and implemented within the planning area.

The southern study area boundary is formed by the Gulf of Mexico. The western boundary is formed by the Walton County line and West Bay, while the Gulf County line and the Tyndall Air Force Base military boundary form the eastern boundary. The northern border generally follows CR388 north of Southport and Bayou George to include the Port of Panama City Industrial Park. This boundary is determined jointly by the TPO and FDOT after review of census population data to reflect the area expected to be urbanized in the next 20 years.

Significant geographic features include the Gulf of Mexico, North, East and West Bays, St. Andrew's Bay, the Intercoastals Waterway and numerous smaller creeks and bayous. A major land use feature in this region is Tyndall Air Force Base, located south of Panama City on a peninsula.

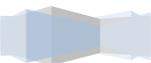




Map 1.2: TPO Boundary and LOS Area

1.3 Plan Coordination

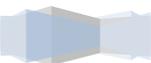
One stage of updating the CMPP is the formation of the CMST. The team encompasses Technical Coordinating Committee, Bicycle Pedestrian Advisory Committee, Citizen’s Advisory Committee, Florida Department of Transportation (FDOT) and any other interested citizen. The team identifies a deficient roadway segment to study and recommend short-term mitigation strategies to implement in order to relieve congestion on the analyzed segment. In alternating years, the team will choose a deficient area to study in order to develop recommendations; and the following year, monitor recommended implementations.



After each segment is discussed and studied by the CMST, staff will present the recommendations to the TPO. Staff will also provide reports to FDOT and local government staff regarding CMST recommendations and monitor actions taken.

The TPO seeks to involve citizens during the decision-making processes. This is especially important to integrate citizens at this stage because congestion levels are largely related to driver perception and identifying projects to relieve congestion without adding capacity often requires significant creativity. As a result, the Bay County TPO has developed a process to involve citizens in different ways at several points in the process and at every level of decision-making.

In an effort to further increase Public Involvement, TPO Staff conducts field interviews, surveys, or host public workshops with impacted residents, business, and other stakeholders near or around impacted area in order to collect relevant data about the study area. Outreach notifications are advertised in the largest circulation publications, distribution of flyers and/or the use of electronic emails.



Congestion Management Network

The CMPP networks are composed of state roads and major county roads. The Bay County TPO has a total of 294.44 miles of analyzing network.

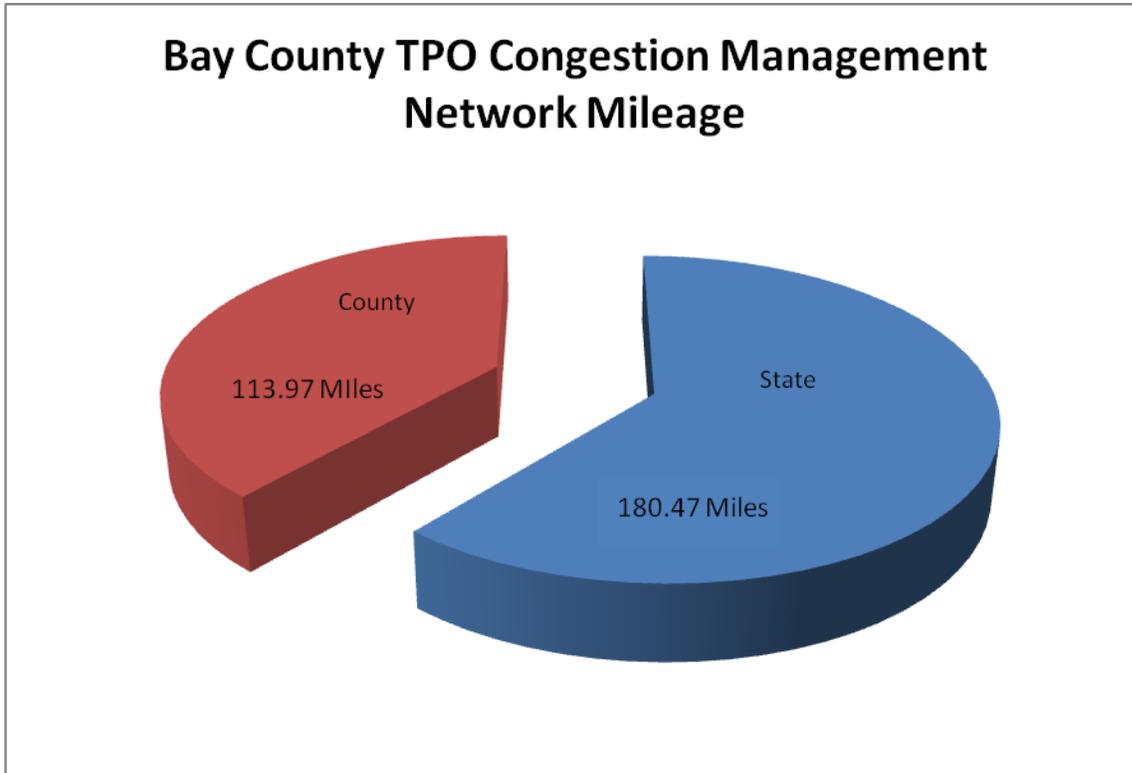
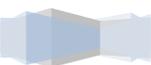
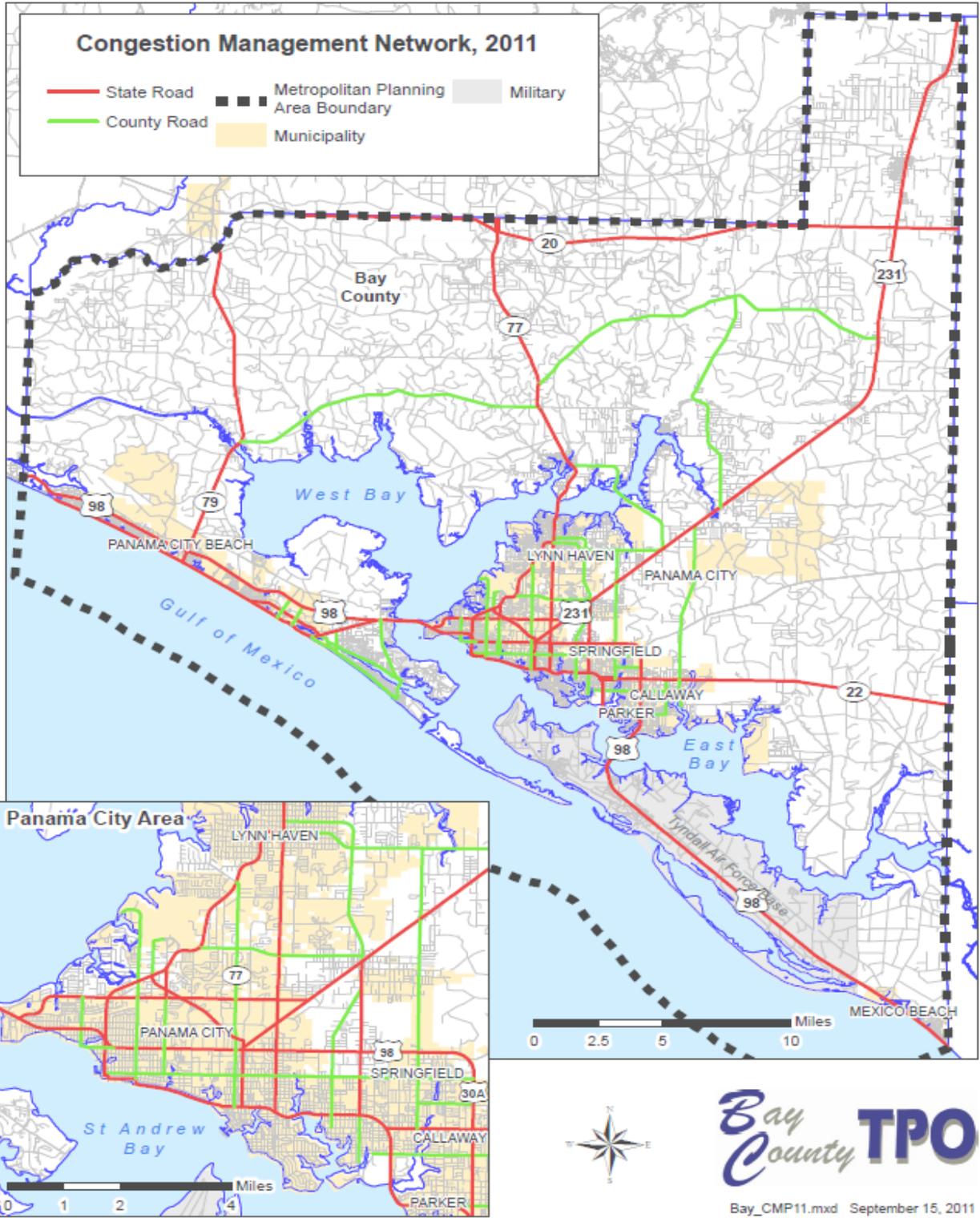


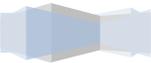
Figure 2.0: Congestion Management Roadway Mileage

The Bay County Urbanized Area includes an integrated system of highways, airports, rail systems, multi-modal, and inter-modal facilities. Regional roadway corridors serving the Urbanized Area include US98, US231 and SR20. Other major urban arterials include SR77 (Martin Luther King Jr. Boulevard), SR 390 (St. Andrews Boulevard), SR22 (Wewa Highway) and CR2327 (Transmitter Road).





Map 2.0: Congestion Management Process Plan Networks



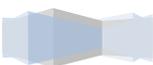
Major bridge facilities include the Hathaway Bridge connecting Panama City Beach with Panama City via US98 and the Dupont Bridge connecting Panama City to Tyndall Air Force Base and points east along US98. Other bridge facilities include B.V. Buchanan Bridge (SR 79) and North Bridge (SR 77). Intermodal connections are provided by the Northwest Florida Beaches International Airport, the Port of Panama City and Greyhound bus service in Panama City.

2.1 Existing Transportation Systems

The Bay Town Trolley (BTT), a fixed route service with deviation has operated in Bay County since December 1995. Santa Ynez Valley Transportation Services operates the BTT through a contract with the TPO. Trips cost \$1.50 for the general public and \$0.75 for senior citizens, the disabled, and students with proper identification. Children age 5 and under ride for free. The service operates Monday through Saturday from 6:00 a.m. to 8:00 p.m., except on designated holidays.

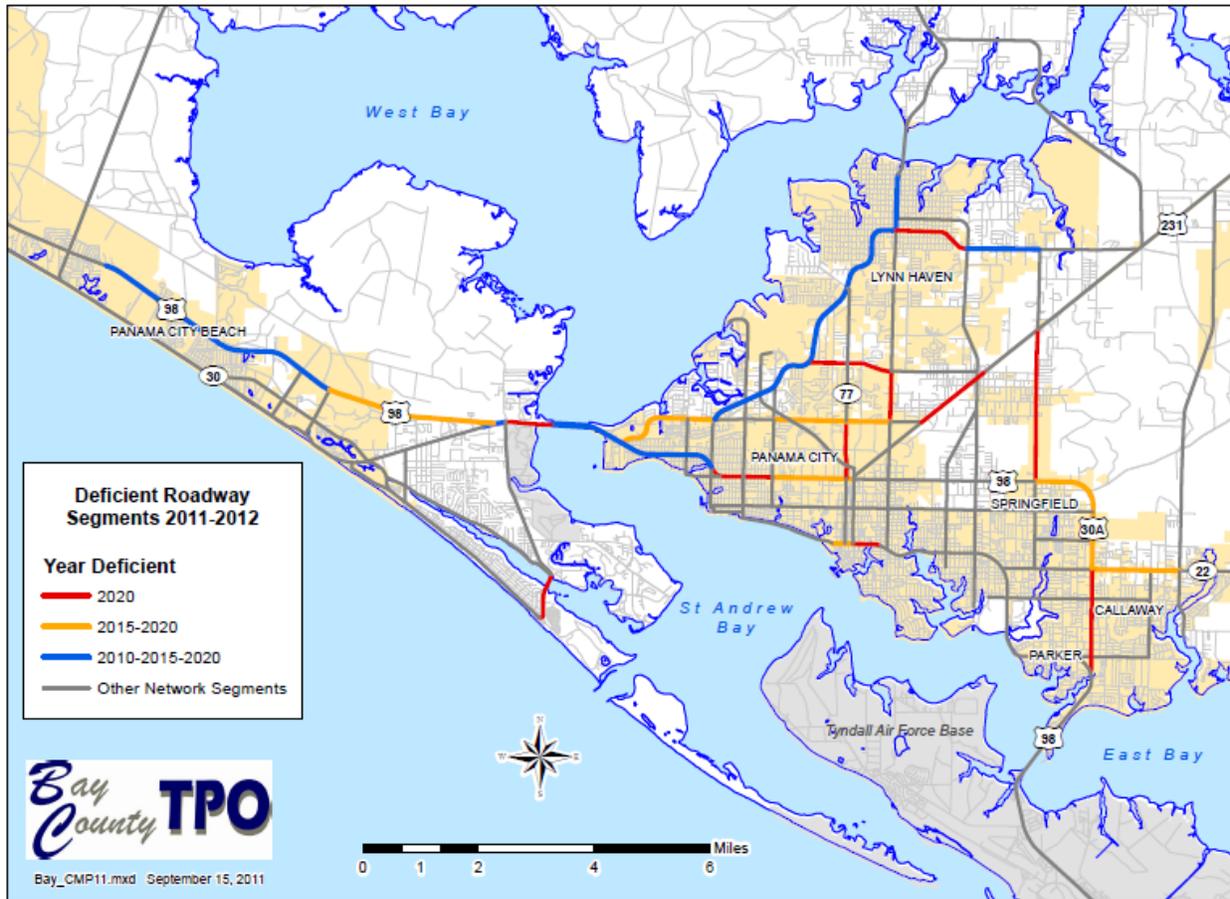
The Commuter Assistance Program, Ride On, funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council, offers employer based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program matches commuters with a computer database with mapping capabilities to assist in forming car and vanpools.

Since the CMP is a mobility management plan, it also considers bicycle and pedestrian facilities. The TPO's Bicycle and Pedestrian Plan, which shows the location of existing and needed bicycle and pedestrian features, will serve as basis for this analysis. An update to the Bicycle Pedestrian Master plan was adopted June 2011.



Congested Corridors

Congested segments identified in the CMPP are characterized by maximizing their prescribed LOS standard and maximum volume. These segments are illustrated in Map 3.0. There are 140 segments analyzed for deficiencies. Of the 146 segments, 7.53% of the segments were congested in 2010. In the future, it is expected for corridors deficiency to increase 12.33% (2015) and 19.86% (2020). Table 3.0a denotes the congested systems specific localities. Although a facility may not be congested in current analytical year, future projected years are included.



Map 3.0: Congestion Management Process Plan Deficient Segments

Table 3.0: Bay County Deficient State and County Roads

BAY COUNTY URBANIZED AREA CONGESTED SEGMENTS					
State Roads					
Road	From	TO	2010	2015	2020
SR 22 (WEWA HIGHWAY)	SR 30A/US 98/TYNDALL PARKWAY	CR 2315/STAR AVENUE	NO	YES	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	MANDY LANE	BECKRICH ROAD/CR 3033	YES	YES	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	BECKRICH ROAD/CR 3033	SR 30/US 98A/FRONT BEACH ROAD	NO	YES	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	SR 30/US 98A/FRONT BEACH ROAD	THOMAS DRIVE (CR 3031)	YES	YES	YES
SR 30 A (US 98) (PANAMA CITY BEACH PARKWAY)	THOMAS DRIVE (CR 3031)	HATHAWAY BRIDGE (WEST APPROACH)	NO	NO	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	HATHAWAY BRIDGE (WEST APPROACH)	D AVENUE	YES	YES	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	D AVENUE	23RD STREET	YES	YES	YES
SR 30A (US 98) (15TH STREET)	23RD STREET	SR 390/BECK AVENUE	YES	YES	YES
SR 30A (US 98) (15TH STREET)	SR 390/BECK AVENUE	CR 327/LISENBY AVENUE	NO	NO	YES
SR 30A (US 98) (15TH STREET)	CR 327/LISENBY AVENUE	US 231/SR75/HARRISON AVENUE	NO	YES	YES
SR 30A (US 98) (15TH STREET)	CR 2327/TRANSMITTER ROAD	SR 22/WEWA HIGHWAY	NO	YES	YES
SR 30A (US 98) (TYNDALL PARKWAY)	SR 22/WEWA HIGHWAY	BUSINESS 98	NO	NO	YES
SR 30 (BUSINESS 98)	6TH STREET	US 231/SR 75/HARRISON AVENUE	NO	YES	YES
SR 30 (BUSINESS 98)	US 231/SR 75/HARRISON AVENUE	HAMILTON AVENUE	NO	NO	YES
SR 75 (US 231)	CR 368/ 23RD STREET	SR2312/ BALDWIN ROAD	NO	NO	YES
SR 77	SR 368/ 23RD STREET	CR 2312/ BALDWIN ROAD	NO	NO	YES
SR 77	SR 390/W.14TH STREET	4TH STREET	YES	YES	YES
SR 368 (23RD STREET)	US 98/SR 30A	SR 390/BECK AVENUE/ST. ANDREWS BOULEVARD	NO	YES	YES
SR 368 (23RD STREET)	LISENBY AVENUE	SR 77/MLK BOULEVARD	NO	YES	YES



Road	From	TO	2010	2015	2020
SR 389 (East Avenue)	SR30A/US98/15 th Street	US 231/SR75	No	No	Yes
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	SR 368/23RD STREET	SR 327/LISENBY AVENUE	YES	YES	YES
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	SR 327/LISENBY AVENUE	CR 2312/BALDWIN ROAD	YES	YES	YES
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	CR 2312/BALDWIN ROAD	JENKS AVENUE/NORTH SHORE ROAD	YES	YES	YES
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	JENKS AVENUE/NORTH SHORE ROAD	SR 77/OHIO AVENUE	YES	YES	YES
County Roads					
CR 2312 (BALDWIN ROAD)	ST. ANDREWS BOULEVARD	SR 77	NO	NO	YES
CR 2327 (TRANSMITTER ROAD)	US 98	US 231	NO	NO	YES
CR 2341 (JENKS AVENUE)	US 98	23RD STREET	NO	NO	YES
CR 3031 (THOMAS DRIVE)	THOMAS DRIVE (CR 392)	NORTH LAGOON DRIVE	NO	NO	YES
CR 390	SR 77	CR 389	NO	NO	YES
CR 390	CR 389	CR 2327	YES	YES	YES

3.1 Deficient Segments Evaluation

The CMPP Technical Ranking applies criteria deemed important by the TPO to determine which roadways to study first. Each segment is awarded points in nine categories. The points and categories are not only based on the severity of congestion, but also on the significance of the roadway to the community. These nine criteria and accompanying point structure are outlined below.

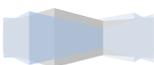


Table 3.1a: Technical Ranking Criteria

CATEGORY	CRITERIA	RANKING
Programming Status	No phases funded in the Capital Improvement Program (CIP) or TIP	4
	PD&E scheduled for a project	3
	Design scheduled for a project	2
	Right of way acquisition scheduled for a project	1
	Construction of major project scheduled	0
Existing Volume to Capacity Ratio (applies to current analytical year and projected years)	1.0 to 1.24	1
	1.25 to 1.49	3
	1.5 or greater	5
Backlogged or Constrained Status	Not backlogged or constrained	0
	Either constrained or backlogged	3
Evacuation Route	Not designated as an evacuation route	0
	Designated as an evacuation route	3
Intermodal Connectivity		
Part A	Not designated as a National Highway System (NHS)	0
	Designated as a National Highway System (NHS)	4
Part B	Not designated as an Intermodal Connector to the NHS	0
	Designated Intermodal Connector to the NHS	3
Multi-Modal Connectivity		
Part A	Segment does contain existing bicycle or sidewalk facilities	0
	Segment does not contain existing bicycle or sidewalk facilities	2
Part B	Part of a fixed-route transit route	0
	Not part of a fixed-route transit route	2
Previous CMP Priority	Project was not on the previous CMPP priority list	0
	Project was on the previous CMPP priority list	2

Since congestion mitigation strategies cannot be identified for all of these roadways simultaneously, a systematic method for determining which segments to study first had to be devised. The product of the CMPP Technical Ranking results in a numerically ranked list, it does not overturn any project priority list approved by the TPO. Table 3.0a was further evaluated using the technical ranking criteria to create a set of priorities noted in Table 3.1b.



Table 3.1b: Prioritized Deficient Roads

Bay County CMP Roadway Technical Ranking Table															
Road	From	To	Prog.	2	2	2	Back.	Evac.	Inter modal	Inter modal	Multi-Modal	Multi-Modal	Prev.	Total	Rank-
				0	0	0									
			Status	V	V	V									
				/	/	/									
				C	C	C									
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	SR 30/US 98A/FRONT BEACH ROAD	THOMAS DRIVE (CR 3031)	4	5	5	5	0	3	4	0	0	0	2	28	1
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	D AVENUE	23RD STREET	4	5	5	5	0	3	4	0	0	0	2	28	1
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	SR 368/23RD STREET	SR 327/LISENBY AVENUE	2	5	5	5	0	3	0	3	0	2	2	27	2
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	SR 327/LISENBY AVENUE	CR 2312/BALDWIN ROAD	2	5	5	5	0	3	0	0	0	2	2	24	3
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	CR 2312/BALDWIN ROAD	JENKS AVENUE/NORTH SHORE ROAD	2	3	3	5	0	3	0	0	2	2	2	22	4

Road	From	To	Prog. Status	2010 V/C	2011 V/C	2012 V/C	Back. Const	Evac. Route	Inter modal Part A	Inter modal Part B	Multi-Modal Part A	Multi-Modal Part B	Prev. Priority	Total Points	Ranking
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	HATHAWAY BRIDGE (WEST APPROACH)	D AVENUE	4	1	1	3	0	3	4	0	0	0	2	18	5
SR 30A (US 98) (15TH STREET)	23RD STREET	SR 390/BECK AVENUE	4	1	1	3	0	3	4	0	0	0	2	18	5
SR 77	SR 390/W.14TH STREET	4TH STREET	4	1	1	3	0	3	4	0	0	2	0	18	5
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	JENKS AVENUE/NORTH SHORE ROAD	SR 77/OHIO AVENUE	4	1	3	5	0	3	0	0	0	2	0	18	5
CR 390	CR 389	CR 2327	4	1	1	3	0	3	0	0	2	2	2	18	5
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	MANDY LANE	BECKRICH ROAD/CR 3033	4	1	3	3	0	3	0	0	0	0	2	16	6
SR 30A (US 98) (15TH STREET)	CR 2327/TRANSMITTER ROAD	SR 22/WEWA HIGHWAY	4	1	1	1	0	3	4	0	0	0	2	16	6
SR 30A (US 98) (15TH STREET)	CR 327/LISENBY AVENUE	US 231/SR75/HARRISON AVENUE	4	0	1	1	0	3	4	0	0	0	2	15	7

Road	From	To	Prog. Status	2 0 1 0 0	2 0 1 0	2 0 2 0	Back. Const	Evac. Route	Inter modal Part A	Inter modal Part B	Multi-Modal Part A	Multi-Modal Part B	Prev. Priority	Total Points	Ranking
SR 30A (US 98) (15TH STREET)	SR 390/BECK AVENUE	CR 327/LISENBY AVENUE	4	0	0	1	0	3	4	0	0	0	2	14	8
SR 75 (US 231)	CR 368/ 23RD STREET	SR2312/ BALDWIN ROAD	4	0	0	1	0	3	4	0	0	2	0	14	8
SR 30A (US 98) (TYNDALL PARKWAY)	SR 22/WEWA HIGHWAY	BUSINESS 98	4	1	1	1	0	3	0	3	0	0	0	13	9
SR 77	SR 368/ 23RD STREET	CR 2312/ BALDWIN ROAD	4	0	0	1	0	3	4	0	0	0	0	12	10
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	BECKRICH ROAD/CR 3033	SR 30/US 98A/FRONT BEACH ROAD	4	0	1	1	0	3	0	0	0	0	2	11	11
SR 30 A (US 98) (PANAMA CITY BEACH PARKWAY)	THOMAS DRIVE (CR 3031)	HATHAWAY BRIDGE (WEST APPROACH)	4	0	1	1	0	3	0	0	0	0	2	11	11
SR 30 (BUSINESS 98)	US 231/SR 75/HARRISON AVENUE	HAMILTON AVENUE	4	0	0	1	0	0	4	0	0	0	2	11	11
SR 368 (23RD STREET)	US 98/SR 30A	SR 390/BECK AVENUE/ST. ANDREWS BLVD	4	0	1	1	0	3	0	0	0	0	2	11	11

Road	From	To	Prog. Status	2 0 1 0 0	2 0 1 0 5	2 0 2 0	Back. Const	Evac. Route	Inter modal Part A	Inter modal Part B	Multi-Modal Part A	Multi-Modal Part B	Prev. Priority	Total Points	Ranking
SR 368 (23RD STREET)	LISENBY AVENUE	SR 77/MLK BOULEVARD	4	0	1	1	0	3	0	0	0	0	2	11	11
CR 2327 (TRANSMITTER ROAD)	US 98	US 231	4	0	0	1	0	0	0	0	2	2	2	11	11
CR 2341 (JENKS AVENUE)	US 98	23RD STREET	4	0	0	1	0	0	0	0	2	2	2	11	11
SR 22 (WEWA HIGHWAY)	SR 30A/US 98/TYNDALL PARKWAY	CR 2315/STAR AVENUE	2	0	1	1	0	3	0	0	0	0	2	9	12
CR 390	SR 77	CR 389	4	0	0	1	0	0	0	0	2	0	2	9	12
SR 30 (BUSINESS 98)	6TH STREET	US 231/SR 75/HARRISON AVENUE	4	0	1	1	0	0	0	0	0	0	2	8	13
CR 2312 (BALDWIN ROAD)	ST. ANDREWS BOULEVARD	SR 77	0	0	0	1	0	0	0	0	2	2	2	7	14
CR 3031 (THOMAS DRIVE)	THOMAS DRIVE (CR 392)	NORTH LAGOON DRIVE	0	0		1	0	0	0	0	2	2	2	7	14
SR 389 (East Avenue)	SR30A/US98/ 15 th Street	US 231/SR75	4	0	0	1	0	0	0	0	0	0	2	8	15

3.2 Trends and Impacts

Determining the exact causes of traffic congestion is difficult, but traffic and population growth patterns in Bay County mirror national trends leading to increases in traffic congestion.

Causes of congestion are either recurring or non-recurring. Non-recurring congestion occurs as a result of unplanned or sporadic events. These events range from everyday traffic crashes or natural disasters like hurricanes.

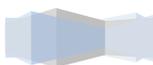
The CMPP is primarily concerned with reducing *recurring* congestion. Recurring congestion is the predictable delay experienced by travelers on the same facilities at the same time each day. It results from the high volumes of vehicles using the same roadway or intersections at peak times of the day or year.

Recurring congestion is often blamed on growth in population and employment and the trend toward smaller households. The Urbanized area is experiencing an increase in population while employment growth has slowed down from previous years. The slowdown in employment and higher gas prices may be the predominant factor in traffic counts declines. In most years growth in traffic is outpacing population growth.

This trend is caused by a number of factors. First, like most Americans, travelers in northwest Florida prefer the automobile. Automobile preference has led to an increase in the number of single occupancy vehicle (SOV) trips. Second, since about 1950, the proportion of adults who drive to work has been increasing. This has led to an increase in trip making. In addition, the number of drivers traveling further distances to work has been increasing. The increases in commute distance results from a lack of a jobs-housing balance and low-density development patterns. The proportion of goods shipped via the surface transportation system has grown versus other modes like rail, air and water. Finally, the number of vehicles traveling on the road has increased due to a lack of modal options. That is, many travelers have no other choice than to use their car as the only occupant.

3.3 Strategies to Reduce Congestion

There are two categories of congestion management strategies, those that focus on the demand-side and those that focus on the supply side. Demand side measures reduce the number of travelers using the system by increasing vehicle occupancy, increasing transit ridership and altering travel patterns (time of day facility is used). Supply-side measures increase the capacity (supply) of the transportation system by adding new lanes or roadways in order to improve traffic flow.



Developing a comprehensive plan including both demand and supply-side strategies is the challenge undertaken by the CMST. Examples of strategies the team might consider are listed in figure 3.3.

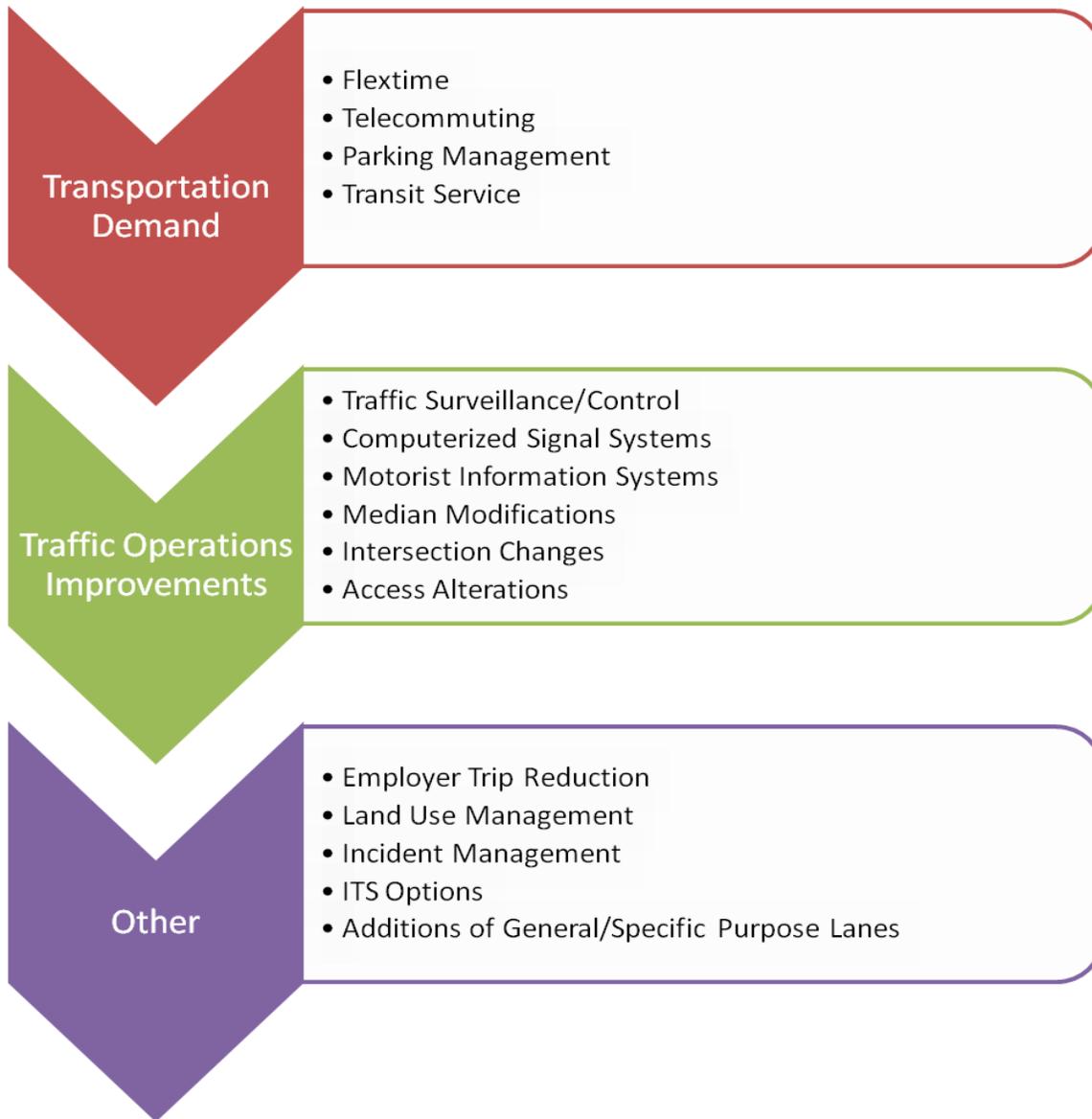
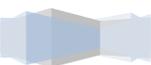


Figure 3.3: Congestion Mitigation Strategies



Performance Measures

There are numerous ways to measure congestion. Examples include roadway and transit level of service (LOS), crash rates, transit headways, vehicle miles traveled; vehicle hours traveled and travel delay. Some of these measures require intricate data collection efforts, model simulations, or off-line calculations to develop accurate measurements. The technical ranking table includes performance measures to assess the extent of congestion.

4.1 Daily Vehicle Miles Traveled (DVMT)

DVMT is the product of AADTs and length of segment. The following graphs depict the DVMT for each county LOS area such as Urbanized, Transitional, Undeveloped Rural, and Rural Developed. In some instances, each analyzed segment is prescribed with a specific FDOT traffic station number, if traffic volumes aren't available for a particular station for the 2010 analysis, then this may cause a variation in AADT which may be reflective in the DVMT growth.

Another interesting factor to highlight is that the growth from 2010 to 2015 DVMT will increase 10.41% for most of state and major county roads. This replicated phenomenon within the state and major county roads could be possibly rated to the 2% growth projections and no associated decline in AADT.

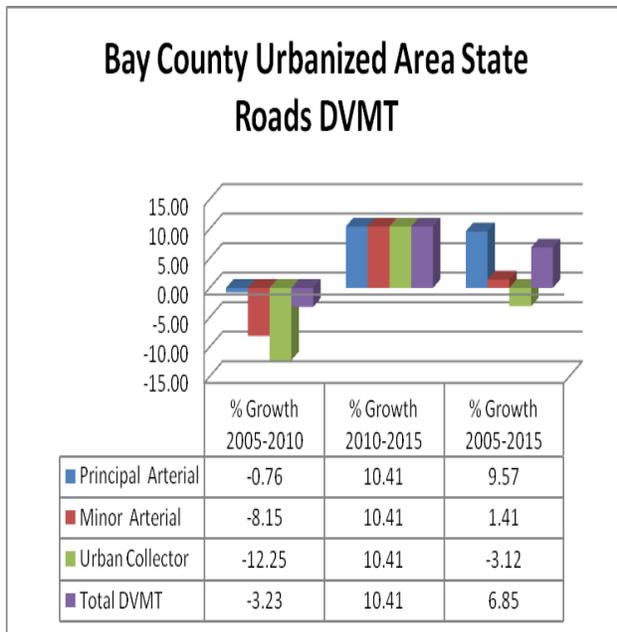


Figure 4.1a: Urbanized State Roads DVMT

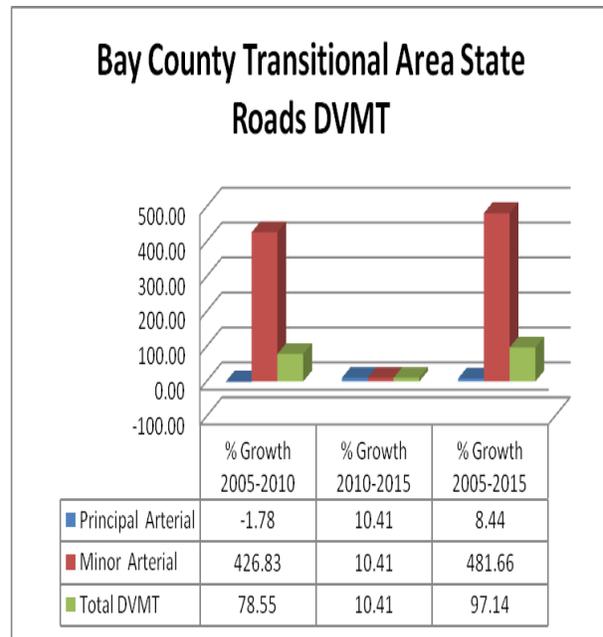


Figure 4.1b: Transitional State Roads DVMT



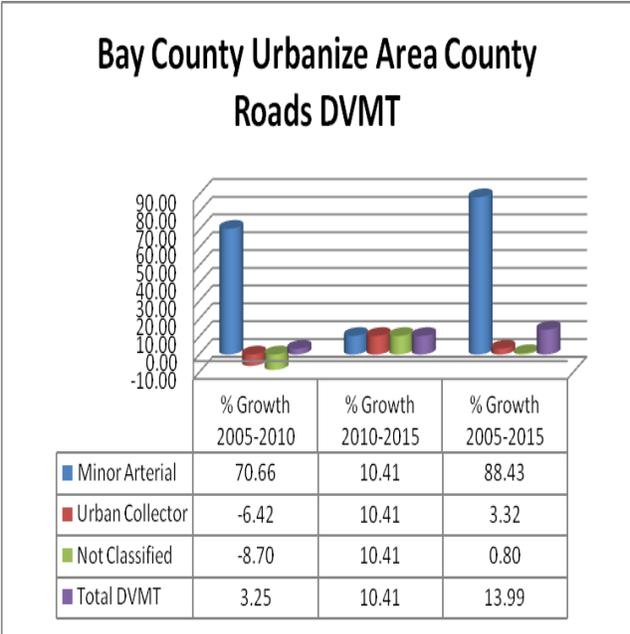


Figure 4.1c: Urbanized County Roads DVMT

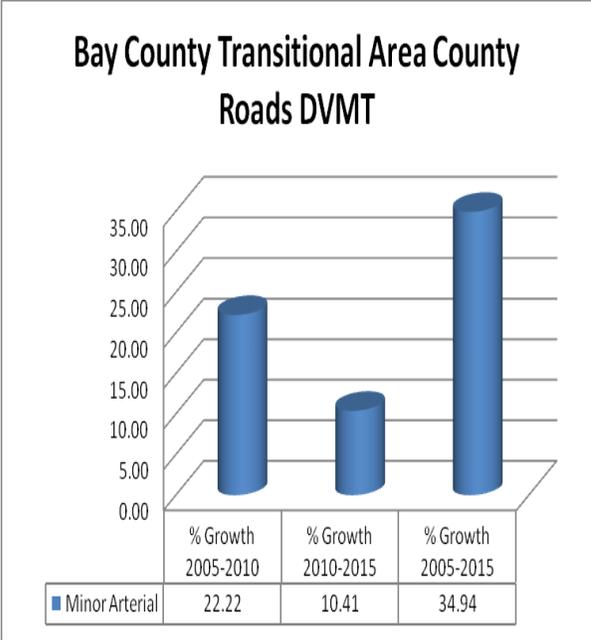
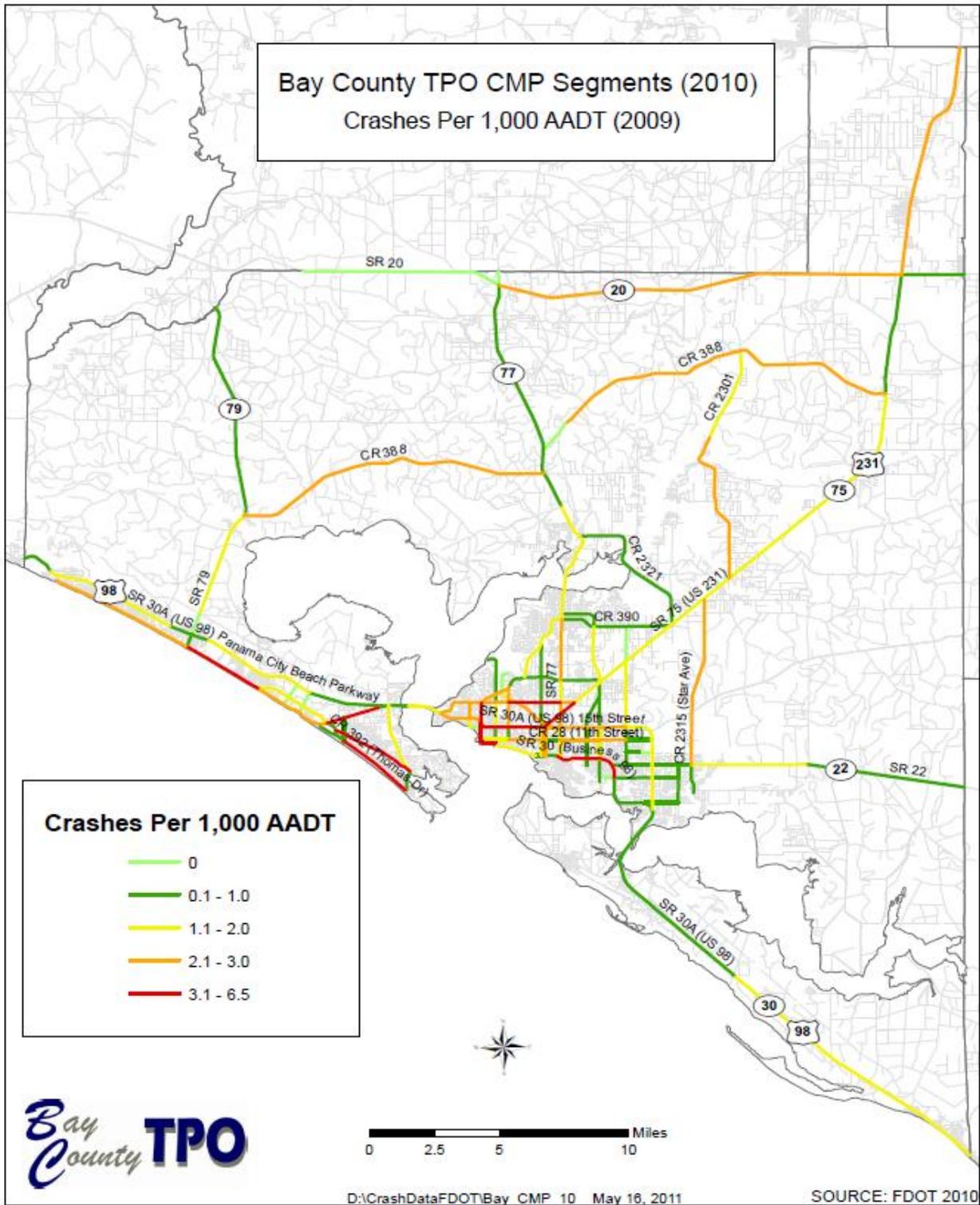


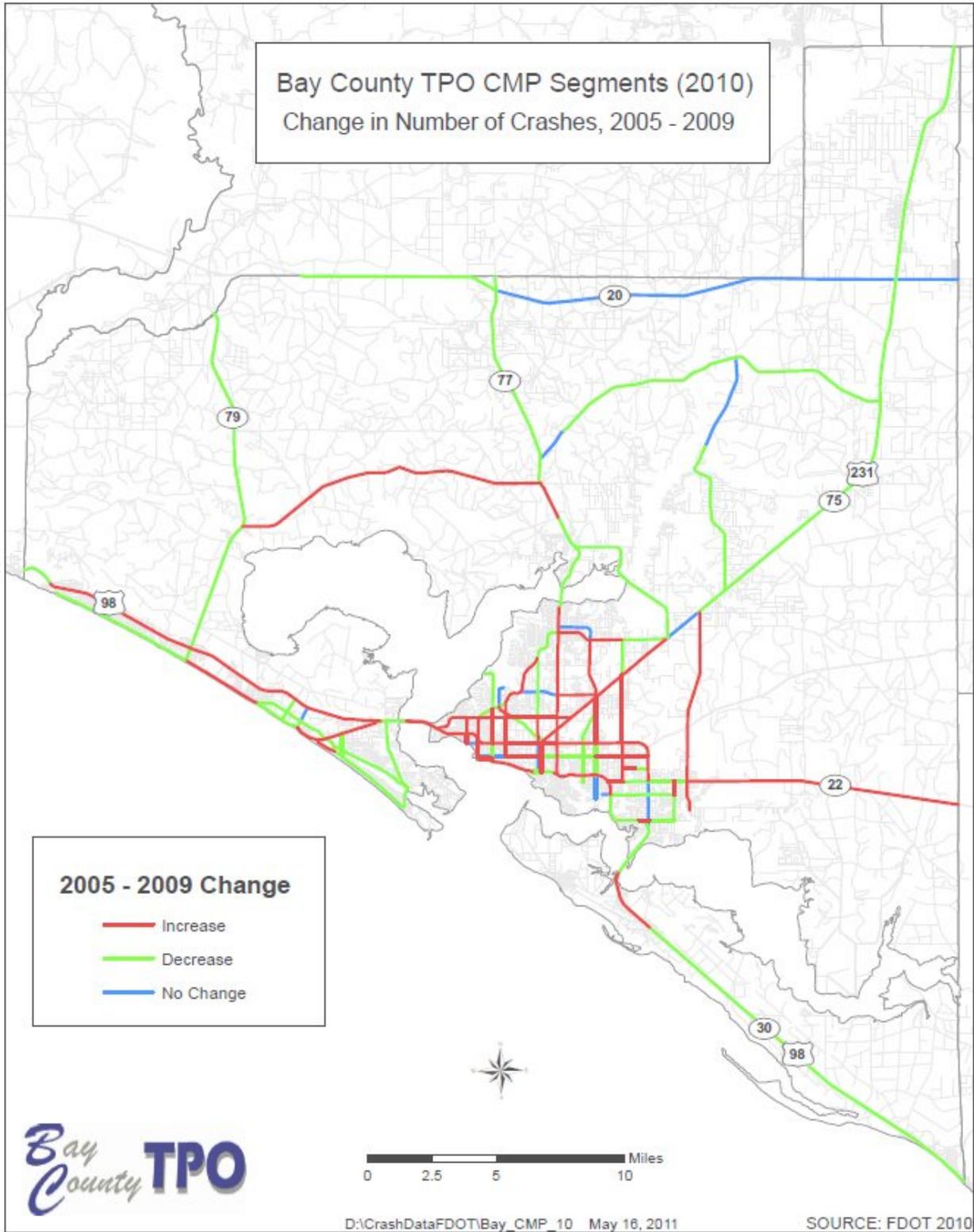
Figure 4.1d: Transitional County Roads DVMT



4.2 Crashes per AADT



Map 4.2a: Crashes per AADT



Map 4.2b: Change in Crashes

4.3 Congestion Management Networks Level of Service

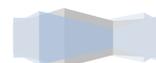
This section presents the Level of Service (LOS) analysis tables for state roadways and selected county roadways located in Bay County. The analysis is based on the 2009 Quality/Level of Service Handbook and the generalized LOS tables contained within.

The generalized level of service tables are recommended for general planning applications in estimating highway level of service and assisting in implementing the level of service standards. These tables and planning computer models from which they were derived should *not* be used for corridor or intersection design where more refined techniques exist. Corridors with level of service deficiencies require the use of more sophisticated traffic operations models to identify specific improvements.

The tables includes historical counts for each segment beginning with 2002 (in most cases), the latest available counts and forecasted five and ten year AADT. Two percent was used as the annual growth factor as it was determined to reflect the average annual increase of traffic volumes in Bay County. Other information contained in the tables includes: the functional classification of the roadway, the facility type, the total number of signals on the segment, the number of signals per mile, the segment length, the LOS area, the LOS standard and corresponding maximum allowable volume for the segment, the FDOT count stations for the segment, the current Annual Average Daily Traffic (AADT) count for each station, the historical counts and corresponding LOS. All of the analysis information contained in these tables is based on the 2009 Quality/Level of Service Handbook.

For the CMPP, FDOT's Level of Service Categories (A through F) for roadways is used as an initial indicator of vehicle congestion.

See Appendix A for Table



4.4 Multi-Modal LOS (M-M LOS) Tables

The M-M LOS tables identify the availability of bicycle and pedestrian facilities and transit availability.

Bicycle and Pedestrian

In this portion of the CMPP, the 2011 Bay County TPO Bicycle Pedestrian plan was used to denote the LOS for bicycle and pedestrian facilities. The purpose of the 2011 Bicycle Pedestrian plan was to provide an updated facility need and prioritization of the 2005 plan which is updated every five years. The plan analyzed the CMPP networks. Within this plan, the bicycle LOS (BLOS) and pedestrian LOS (PLOS) are also identified.

The BLOS and PLOS was determined by a more sophisticated state approved model. This methodology was used to update the 2011 Bicycle and Pedestrian Master Plan. In order to determine the BLOS, its respective model analyzes variables such as; average effective width of the outside through lane motorized vehicle volumes, motorized vehicle speeds, heavy vehicle (truck) volumes, and pavement conditions. However, the PLOS model considers completely different elements when determining the LOS for pedestrians. The model considers the existence of a sidewalk, lateral separation of pedestrians from motorized vehicles, motorized vehicle volumes and motorized vehicle speeds. From each model, an equation is produced in order to calculate the LOS for bicyclists and pedestrians. At the end of the computation, a score is generated and LOS determined. Since some of the segments lengths have been divided into smaller lengths, the average of the scores was used to determine the LOS.

Transit Analysis

For the purpose of this Congestion Management Plan, the level of service for fixed-route transit is based on the State of Florida Department of Transportation *2009 Quality/Level of Service Handbook* and only considers: (1) bus stops along the identified roadway segment; (2) the number of buses per peak hour in the peak direction; and (3) the percentage of sidewalk coverage.

Other performance measures have recently been identified through the Transit Development Plan Major Update process. A Transit Development Plan (TDP) is required for grant program recipients as outlined in Section 341.052, Florida Statutes and per Rule 14-73.001. A TDP shall be the provider's planning, development, and operational guidance document, based on a ten-year planning horizon and covers the year for which funding is sought and the nine subsequent years. A TDP shall be used in developing the Department's five-year Work Program, the Transportation Improvement Program, and the Department's Program and Resource Plan. A TDP shall be adopted by a provider's governing body and shall be updated every five years.

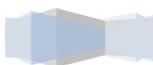


In Bay County, transit services are provided by Bay Town Trolley. The provider's governing body and grant program recipient is the Bay County Transportation Planning Organization (TPO). The Transit Development Plan (TDP) Five-Year Major Update is scheduled to be adopted on September 28, 2011 by the Bay County TPO. A copy of the draft TDP can be found on the West Florida Regional Planning Council's website at: <http://www.wfrpc.org/baydocuments>. The TDP will be finalized after FDOT review and approval.

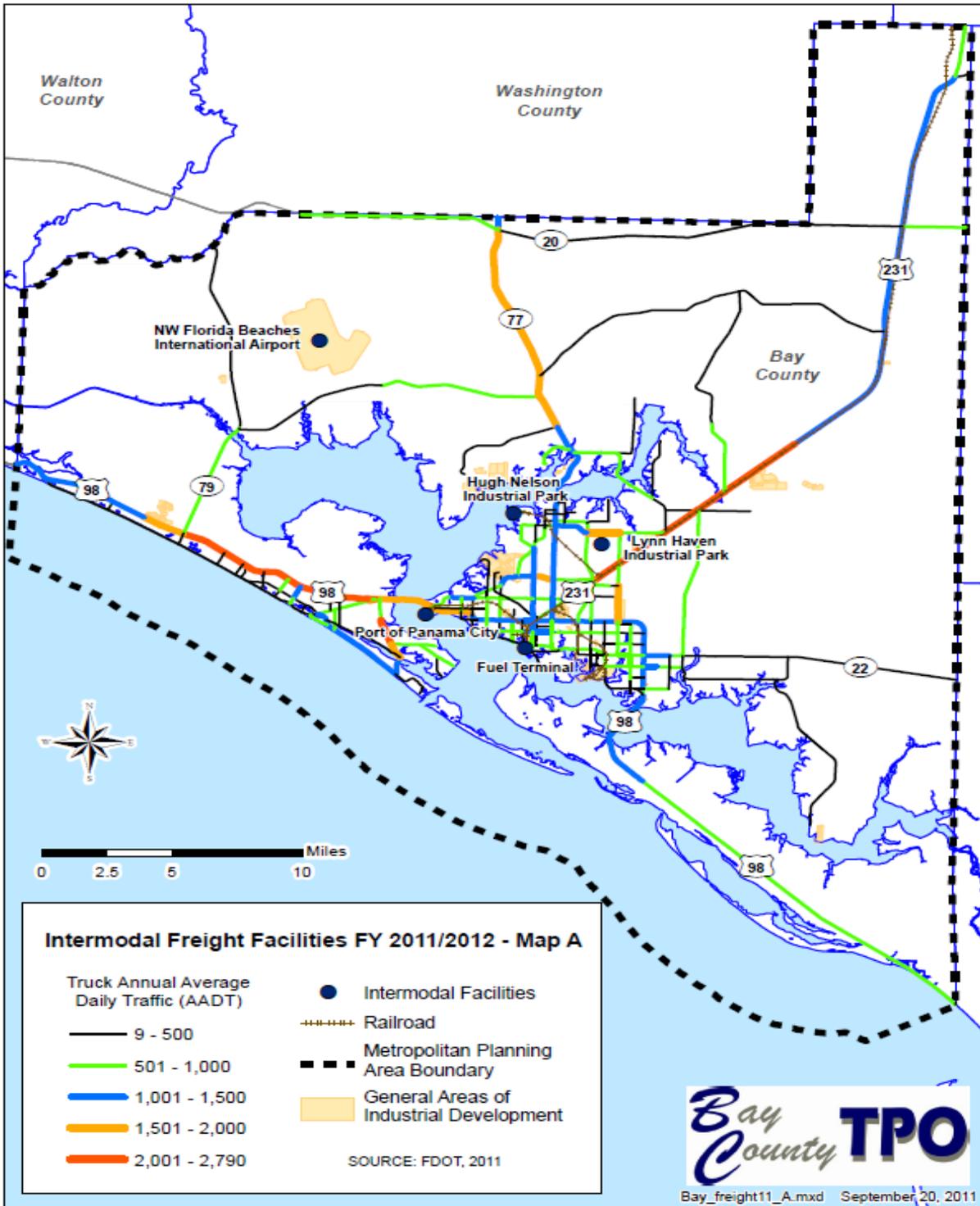
In the TDP, the evaluation measures that are used throughout the performance review are divided into two major categories: operational measures and financial measures. These categories are further subdivided to include service, vehicle, employee and effectiveness measures for operations and expense & revenue and efficiency measures for financial. Operational measures indicate the productivity and effectiveness of day-to-day transit operations. Financial measures indicate the overall expenses and revenues as well as the cost efficiency of the system.

Annual updates in the form of a progress report on the ten-year implementation program are also required. The annual progress report shall include: (1) past year's accomplishments compared to the original implementation program; (2) analysis of any discrepancies between the plan and its implementation for the past year and steps that will be taken to attain original goals and objectives; (3) any revisions to the implementation program for the coming year; (4) revised implementation program for the tenth year; (5) added recommendations for the new tenth year of the updated plan; (6) a revised financial plan; and (7) a revised list of projects or services needed to meet the goals and objectives, including project for which funding may not have been identified.

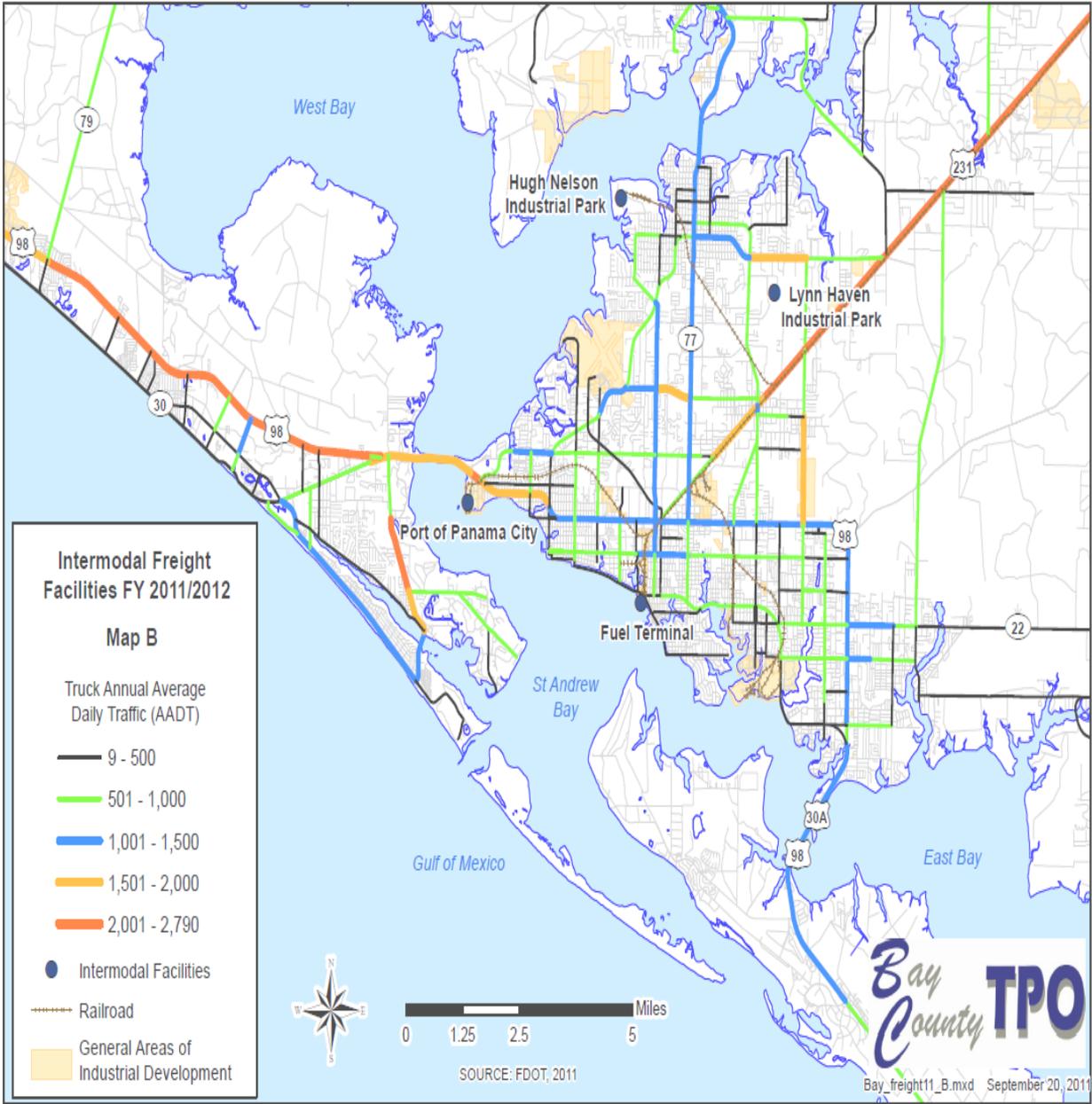
See Appendix B for Table



4.5 Intermodal Freight Facilities



Map 4.5a: Intermodal Freight Facilities FY 2011/2012



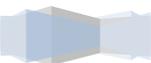
Map 4.5b: Intermodal Freight Facilities FY 2011/2012



Conclusion

As noted previously in this document, the CMPP uses FDOT LOS standards as the measure for determining congestion. However, there are far more sophisticated measures for determining the nature and duration of traffic congestion. The CMPP is a continually evolving process, and therefore in future updates to this plan staff hopes to include such tools as, intersection studies and Art Plan analysis of the study segment corridors in order to better define and rectify traffic congestion in Bay County.

This CMPP has identified the overall level of congestion in the urbanized area and has highlighted the most congested areas. The plan attempts to delineate some of the causes and impacts of congestion. The plan also defines a methodology for developing congestion management strategies. Attention is paid in this methodology to non-traditional activities like Transportation Demand Management or Land Use strategies. The methodology for strategy development includes a process for integrating these congestion mitigation strategies into the planning process through the Transportation Improvement Program and TPO Priorities. Thus, the 2011 update to the CMPP constitutes a fully operational management system.



APPENDIX A

CONGESTION MANAGEMENT PROCESS PLAN

2010 LEVEL OF SERVICE TABLES

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 20																	
Washington County Line to SR77	Principal Arterial	2	Undivided	1	0.13	7.95	Trans	(C) 14,100	249	3,000	2002	2,600	B	(C) 750	139	B	
Segment is on the Strategic Intermodal System. Count station 249 from Washington County was used. 0.000 - 7.733 Roadway ID 46050000											2003	2,600	B		139	B	
											2004	2,800	B		139	B	
											2005	3,000	B		149	B	
											2006	3,300	B		160	B	
											2007	3,300	B		176	B	
											2008	3,000	B		160	B	
											% of MV	2009	2,900		B	155	B
											21.28%	2010	3,000		B	160	B
											23.49%	2015	3,312		B	177	B
											25.94%	2020	3,657	B	195	B	
SR77 to SR 75 / US231	Principal Arterial	2	Undivided	1	0.06	15.7	Trans	(C) 14,100	192T	1,879	2002	1,695	B	(C) 750	90	B	
Segment is on the Strategic Intermodal System. 7.733 - 23.449 Roadway ID 46050000											2003	1,734	B		93	B	
											2004	1,852	B		99	B	
											2005	1,980	B		106	B	
											2006	2,053	B		110	B	
											2007	1,974	B		105	B	
											2008	1,847	B		99	B	
											% of MV	2009	1,864		B	99	B
											14.60%	2010	2,058		B	110	B
											16.11%	2015	2,272		B	121	B
											17.79%	2020	2,509	B	134	B	
SR 75 / US231 to Calhoun County Line	Principal Arterial	2	Undivided	0	0	2.42	Trans	(C) 15,100	1	3,800	2002	3,500	B	(C) 800	187	B	
											2003	3,400	B		181	B	
											2004	3,900	B		208	B	
											2005	3,700	B		197	B	
											2006	4,100	B		219	B	
											2007	4,100	B		219	B	
											2008	4,200	B		224	B	
											% of MV	2009	3,600		B	192	B
											25.17%	2010	3,800		B	203	B
											27.78%	2015	4,196		B	224	B
											30.68%	2020	4,632	B	247	B	
23.449 - 25.871 Roadway ID 46050000																	

Updated 2011, using 2010 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR22																	
Wewa Highway SR 30 / Business 98 to CR 2327/Transmitter Road 0.000 - 0.561 Roadway ID 46080000	Minor Arterial	2	Undivided	1	1.79	0.56	Urbanized	(D) 16,500	5016	11,500	2002	12,300	C	(D) 880	656	C	
											2003	12,000	C		640	C	
											2004	12,000	C		640	C	
											2005	12,500	C		667	C	
											2006	13,000	C		694	C	
											2007	13,000	C		694	C	
											2008	12,000	C		640	C	
											% of MV	2009	12,500		C	667	C
											69.70%	2010	11,500		C	614	C
											76.95%	2015	12,697		C	677	C
											84.96%	2020	14,018		C	748	C
CR 2327/Transmitter Road to SR 30A / US 98 / Tyndall Parkway 0.561 - 1.560 Roadway ID 46080000	Minor Arterial	2	Undivided	2	2	1	Urbanized	(D) 15,200	5192 1601	9,900 12,100	2002	11,850	D	(D) 810	632	D	
											2003	11,000	D		587	D	
											2004	10,450	C		558	C	
											2005	11,700	D		624	D	
											2006	11,850	D		632	D	
											2007	11,850	D		632	D	
											2008	11,450	D		611	D	
											% of MV	2009	11,750		D	627	D
											72.37%	2010	11,000		D	587	D
											79.90%	2015	12,145		D	648	D
											88.22%	2020	13,409		D	715	D
SR 30A/ US 98 / Tyndall Parkway to CR 2315 / Star Avenue 1.560 - 3.069 Roadway ID 46080000	Minor Arterial	2	Undivided	2	1.32	1.51	Urbanized	(D) 16,500	5189 5195	14,000 18,000	2002	15,350	C	(D) 880	819	C	
											2003	16,500	D		880	F*	
											2004	16,400	D		875	D	
											2005	19,100	F*		1,019	F*	
											2006	18,000	F*		960	F*	
											2007	18,000	F*		960	F*	
											2008	16,000	D		854	D	
											% of MV	2009	18,750		F*	1,000	F*
											96.97%	2010	16,000		D	854	D
											107.06%	2015	17,665		F*	942	F*
											118.21%	2020	19,504		F*	1,041	F*

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR22 (cont.)																	
CR 2315 / Star Avenue to Bay County Urbanized Boundary (west of Callaway Road) 3.069 - 7.500 Roadway ID 46080000	Minor Arterial	2	Undivided	0	0	4.42	Urbanized	(D) 22,200	1625	7,200	2002	6,600	B	(D) 1,140	341	B	
											2003	6,700	B		346	B	
											2004	7,300	B		377	B	
											2005	7,400	B		383	B	
											2006	7,800	B		403	C	
											2007	7,800	B		403	C	
											2008	7,300	B		377	B	
											% of MV	2009	7,300		B	377	B
											32.43%	2010	7,200		B	372	B
											35.81%	2015	7,949		C	411	C
											39.53%	2020	8,777		C	454	C
Bay County Urbanized Boundary (west of Callaway Road) to Gulf County Line (MPA Boundary) 7.500 - 13.681 Roadway ID 46080000	Minor Arterial	2	Undivided	0	0	6.18	Trans	(C) 15,100	260 13	4,300 NA	2002	3,800	B	(C) 800	203	B	
											2003	3,700	B		197	B	
											2004	4,200	B		224	B	
											2005	3,900	B		208	B	
											2006	4,400	B		235	B	
											2007	4,500	B		240	B	
											2008	3,500	B		187	B	
											% of MV	2009	3,900		B	208	B
											28.48%	2010	4,300		B	229	B
											31.44%	2015	4,748		B	253	B
											34.71%	2020	5,242		B	280	B
SR 30A (US98)																	
Walton County line to Front Beach Road 0.000 - 1.106 Roadway ID 46010000 0.000 - 0.677 Roadway ID 46010001	Principal Arterial	4	Divided	1	0.59	1.7	Urbanized	(D) 36,700	284	17,500	2002	13,000	B	(D) 1,960	694	B	
											2003	14,800	B		790	B	
											2004	15,700	B		838	B	
											2005	17,600	B		939	B	
											2006	19,000	B		1,014	B	
											2007	19,200	B		1,024	B	
	2008	15,300	B	816	B												
	% of MV	2009	16,800	B	896	B											
	47.68%	2010	17,500	B	934	B											
	52.65%	2015	19,321	B	1,031	B											
	58.13%	2020	21,332	B	1,138	B											

Updated 2011, using 2010 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR30A (US98) (cont.)																
Panama City Beach Parkway Front Beach Road to Cobb Road 0.000 - 5.177 Roadway ID 46160000	Principal Arterial	4	Divided	0	0	4.9	Urbanized	(D) 64,300	216	17,900	2002	16,300	B	(D) 3,320	843	B
										22,500	2003	16,400	B		848	B
											2004	16,650	B		861	B
											2005	19,300	B		998	B
											2006	20,150	B		1,042	B
											2007	20,250	B		1,047	B
											2008	17,200	B		889	B
										% of MV	2009	18,000	B		931	B
										31.42%	2010	20,200	B		1,044	B
										34.68%	2015	22,302	B		1,153	B
										38.30%	2020	24,624	B		1,273	B
										Cobb Road to the beginning of the six-lane section 5.177 - 5.694 Roadway ID 46160000	Principal Arterial	4	Divided		0	0
	2003	21,500	B	1,112	B											
	2004	25,000	B	1,293	B											
	2005	29,000	B	1,499	B											
	2006	30,000	B	1,551	B											
	2007	30,000	B	1,551	B											
	2008	30,500	B	1,577	B											
% of MV	2009	27,500	B	1,422	B											
48.21%	2010	31,000	B	1,603	B											
53.23%	2015	34,227	B	1,770	B											
58.77%	2020	37,789	C	1,954	C											
Beginning of the six-lane section to SR 79 5.694 - 6.067 Roadway ID 46160000	Principal Arterial	6	Divided	1	2.2	0.45	Urbanized	(D) 50,300	276					31,000		
											2003	21,500	C	1,147	C	
											2004	25,000	C	1,334	C	
											2005	29,000	C	1,547	C	
											2006	30,000	C	1,601	C	
											2007	30,000	C	1,601	C	
											2008	30,500	C	1,627	C	
										% of MV	2009	27,500	C	1,467	C	
										61.63%	2010	31,000	C	1,654	C	
										68.04%	2015	34,227	C	1,826	C	
										75.13%	2020	37,789	C	2,016	C	

Updated 2011 using 2010 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS												
SR30A (US98) (cont.)																												
Panama City Beach Parkway SR79 to Mandy Lane 6.067 - 6.760 Roadway ID 46160000	Principal Arterial	6	Divided	0	0	0.7	Urbanized	(D) 96,400	275	38,000	2002	25,500	B	(D) 4,980	1,318	B												
											2003	27,000	B		1,396	B												
											2004	32,000	B		1,654	B												
											2005	36,000	B		1,861	B												
											2006	37,000	B		1,913	B												
											2007	37,000	B		1,913	B												
											2008	34,500	B		1,784	B												
											% of MV	2009	31,500		B	1,629	B											
											39.42%	2010	38,000		B	1,965	B											
											43.52%	2015	41,955		B	2,169	B											
											48.05%	2020	46,322		B	2,395	B											
											Mandy Lane to R. Jackson Boulevard 6.760 - 11.290 Roadway ID 46160000	Principal Arterial	4		Divided	5	1.111	4.5	Urbanized	(D) 36,700	277	44,000	2002	31,500	C	(D) 1,960	1,681	C
											2003												32,000	C	1,707		C	
2004	32,500	C	1,734	C																								
2005	38,000	F*	2,027	F*																								
2006	37,500	F*	2,001	F*																								
2007	37,500	F*	2,001	F*																								
2008	36,500	D	1,947	D																								
% of MV	2009	42,500	F*	2,267	F*																							
119.89%	2010	44,000	F*	2,347	F*																							
132.37%	2015	48,580	F*	2,592	F*																							
146.15%	2020	53,636	F*	2,861	F*																							
R. Jackshon Boulevard to SR 30 / US 98A / Front Beach Road 11.290 - 13.937 Roadway ID 46160000	Principal Arterial	4	Divided	1	0.34	2.94	Urbanized	(D) 36,700	203	36,500	2002			25,500									B	(D) 1,960	1,360		B	
2003											28,000			B									1,494		B			
2004											28,000	B	1,494	B														
2005											26,000	B	1,387	B														
2006											30,000	C	1,601	C														
2007											30,000	C	1,601	C														
2008											31,500	C	1,681	C														
% of MV											2009	33,000	C	1,761	C													
99.46%											2010	36,500	D	1,947	D													
109.81%											2015	40,299	F*	2,150	F*													
121.24%											2020	44,493	F*	2,374	F*													

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR30A (US98) (cont.)																	
Panama City Beach Parkway SR 30 / US 98A / Front Beach Road to Thomas Drive / CR 3031 15.769 - 16.117 Roadway ID 46010000	Principal Arterial	4	Divided	1	5	0.2	Urbanized	(D) 28,200	100	47,500	2002	44,000	F*	(D) 1,500	2,347	F*	
											2003	48,500	F*		2,587	F*	
											2004	43,500	F*		2,321	F*	
											2005	43,500	F*		2,321	F*	
											2006	43,500	F*		2,321	F*	
											2007	44,370	F*		2,367	F*	
											2008	45,257	F*		2,414	F*	
											% of MV	2009	41,000		F*	2,187	F*
											168.44%	2010	47,500		F*	2,534	F*
											185.97%	2015	52,444		F*	2,798	F*
											205.33%	2020	57,902		F*	3,089	F*
											<i>NOTE: 2007 & 2008 AADTs were estimated with a 2% growth</i>						
Thomas Drive / CR 3031 to Hathaway Bridge (west approach) 16.117 - 16.673 Roadway ID 46010000	Principal Arterial	6	Divided	1	1.25	0.8	Urbanized	(D) 55,300	1609	50,000	2002	NA	NA	(D) 2,940	NA	NA	
											2003	65,000	F*		3,468	F*	
											2004	68,000	F*		3,628	F*	
											2005	68,000	F*		3,628	F*	
											2006	69,500	F*		3,708	F*	
											2007	48,000	C		2,561	C	
											2008	54,000	D		2,881	D	
											% of MV	2009	54,000		D	2,881	D
											90.42%	2010	50,000		C	2,668	C
											99.83%	2015	55,204		D	2,945	F*
											110.22%	2020	60,950		F*	3,252	F*
											Hathaway Bridge (west approach) Bullnose W end of bridge to Bullnose E end of bridge 1.211 - 1.953 Roadway ID 46010100	Principal Arterial	6		Divided	1	0.87
2003	57,000	F*	3,041	F*													
2004	56,500	F*	3,014	F*													
2005	62,500	F*	3,334	F*													
2006	64,000	F*	3,414	F*													
2007	65,000	F*	3,468	F*													
2008	55,000	D	2,934	D													
% of MV	2009	61,500	F*	3,281	F*												
108.50%	2010	60,000	F*	3,201	F*												
119.79%	2015	66,245	F*	3,534	F*												
132.26%	2020	73,140	F*	3,902	F*												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR30A (US98) (cont.)																	
Bullnose E end of bridge to 23rd Street	Principal Arterial	6	Divided	1	6.67	0.15	Urbanized	(C) 19,700	5221 5084	60,000 NA	2002	53,500	F*	(D) 2,330	2,854	F*	
											2003	57,000	F*		3,041	F*	
											2004	56,500	F*		3,014	F*	
											2005	62,500	F*		3,334	F*	
											2006	64,000	F*		3,414	F*	
											2007	65,000	F*		3,468	F*	
											2008	55,000	F*		2,934	F*	
											% of MV	2009	61,500		F*	3,281	F*
											304.57%	2010	60,000		F*	3,201	F*
											336.27%	2015	66,245		F*	3,534	F*
											371.27%	2020	73,140		F*	3,902	F*
Segment is on the Strategic Intermodal System.																	
0.742 - 1.295 Roadway ID 46020000																	
15th Street 23rd Street to SR 390/ Beck Avenue	Principal Arterial	4	Divided	2	1.21	1.67	Urbanized	(D) 36,700	5083 5082 5081	NA 39,000 NA	2002	35,500	C	(D) 1,960	1,894	D	
											2003	37,000	F*		1,974	F*	
											2004	38,500	F*		2,054	F*	
											2005	38,000	F*		2,027	F*	
											2006	39,000	F*		2,081	F*	
											2007	39,000	F*		2,081	F*	
											2008	35,500	C		1,894	D	
											% of MV	2009	37,000		F*	1,974	F*
											106.27%	2010	39,000		F*	2,081	F*
											117.33%	2015	43,059		F*	2,297	F*
											129.54%	2020	47,541		F*	2,536	F*
Roadway ID 46020000																	
SR 390 / Beck Avenue to CR 327 / Lisenby Avenue	Principal Arterial	4	Divided	2	1.8	1.13	Urbanized	(D) 36,700	5043 5204	32,500 31,000	2002	30,750	C	(D) 1,960	1,641	C	
											2003	30,500	C		1,627	C	
											2004	34,250	C		1,827	C	
											2005	31,000	C		1,654	C	
											2006	33,750	C		1,801	C	
											2007	33,750	C		1,801	C	
											2008	36,500	D		1,947	D	
											% of MV	2009	32,250		C	1,721	C
											86.51%	2010	31,750		C	1,694	C
											95.52%	2015	35,055		C	1,870	C
											105.46%	2020	38,703		F*	2,065	F*
Roadway ID 46020003																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR30A (US98) (cont.)																	
15th Street CR 327 / Lisenby Avenue to US231 / SR 75 / Harrison Avenue 1.136 - 2.547 Roadway ID 46020003	Principal Arterial	4	Divided	4	2.84	1.41	Urbanized	(D) 33,200	5142 1615 5131	32,000 34,000 32,500	2002	33,500	E*	(D) 1,770	1,787	E*	
											2003	32,850	D		1,753	D	
											2004	34,500	E*		1,841	E*	
											2005	32,800	D		1,750	D	
											2006	32,667	D		1,743	D	
											2007	32,167	D		1,716	D	
											2008	36,333	F*		1,938	F*	
											% of MV	2009	30,833		D	1,645	D
											98.89%	2010	32,833		D	1,752	D
											109.19%	2015	36,250		F*	1,934	F*
											120.55%	2020	40,023		F*	2,135	F*
											US231 / SR 75 / Harrison Avenue to SR77 / MLK Boulevard 2.547 - 3.141 Roadway ID 46020003	Principal Arterial	4		Divided	1	1.69
2003	23,500	B	1,254	B													
2004	25,500	B	1,360	B													
2005	24,500	B	1,307	B													
2006	24,000	B	1,280	B													
2007	24,000	B	1,280	B													
2008	22,500	B	1,200	B													
% of MV	2009	22,000	B	1,174	B												
65.40%	2010	24,000	B	1,280	B												
72.20%	2015	26,498	B	1,414	B												
79.72%	2020	29,256	B	1,561	C												
SR77 / MLK Boulevard to CR 2327 / Transmitter Road 3.141 - 5.680 Roadway ID 46020003	Principal Arterial	4	Divided	3	1.18	2.55	Urbanized	(D) 36,700	5038T 1638 1620 1608	NA				2002			
										NA	2003	26,455	B	1,411	B		
										29,000	2004	29,680	C	1,583	C		
										NA	2005	30,700	C	1,638	C		
											2006	31,000	C	1,654	C		
											2007	31,500	C	1,681	C		
											2008	27,000	B	1,440	B		
										% of MV	2009	26,000	B	1,387	B		
										79.02%	2010	29,000	B	1,547	B		
										87.24%	2015	32,018	C	1,708	C		
										96.32%	2020	35,351	C	1,886	C		

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR30A (US98) (cont.)																	
15th Street	Principal Arterial	4	Divided	2	0.82	2.33	Urbanized	(D) 36,700	5161 5193	34,500 39,000	2002	32,750	C	(D) 1,960	1,747	C	
CR 2327 / Transmitter Road to SR 22 / Wewa Highway 5.680 - 8.014 Roadway ID 4602003											2003	35,500	C		1,894	D	
											2004	35,750	D		1,907	D	
											2005	40,800	F*		2,177	F*	
											2006	40,250	F*		2,147	F*	
											2007	40,250	F*		2,147	F*	
											2008	34,750	C		1,854	C	
											% of MV	2009	34,750		C	1,854	C
											100.14%	2010	36,750		F*	1,961	F*
											110.56%	2015	40,575		F*	2,165	F*
											122.07%	2020	44,798		F*	2,390	F*
Tyndall Parkway	Principal Arterial	4	Divided	4	2.19	1.8	Urbanized	(D) 33,200	5194 5187 5181	33,500 NA 23,000	2002	28,750	D	(D) 1,770	1,534	D	
SR22 / Wewa Highway to Business 98 8.014 - 9.813 Roadway ID 4602003											2003	27,500	D		1,467	D	
											2004	28,250	D		1,507	D	
											2005	31,000	D		1,654	D	
											2006	30,000	D		1,601	D	
											2007	30,000	D		1,601	D	
											2008	27,750	D		1,480	D	
											% of MV	2009	27,000		D	1,440	D
											85.09%	2010	28,250		D	1,507	D
											93.95%	2015	31,190		D	1,664	D
											103.72%	2020	34,437		E*	1,837	E*
Business 98 to Tyndall Bridge (south end)	Principal Arterial	4	Divided	1	0.47	2.15	Urbanized	(D) 36,700	5182	28,000	2002	29,000	B	(D) 1,960	1,547	B	
9.092 - 14.214 Roadway ID 4602000											2003	28,500	B		1,520	B	
											2004	28,000	B		1,494	B	
											2005	29,000	B		1,547	B	
											2006	29,000	B		1,547	B	
											2007	29,000	B		1,547	B	
											2008	25,500	B		1,360	B	
											% of MV	2009	26,500		B	1,414	B
											76.29%	2010	28,000		B	1,494	B
											84.24%	2015	30,914		C	1,649	C
											93.00%	2020	34,132		C	1,821	C

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS												
SR30A (US98) (cont.)																												
Tyndall Bridge (south end) to Tyndall Drive 0.000 - 2.673 Roadway ID 46030000	Principal Arterial	4	Divided	2	0.75	2.67	Urbanized	(D) 36,700	1624	22,000	2002	26,000	B	(D) 1,960	1,387	B												
											2003	26,000	B		1,387	B												
											2004	24,000	B		1,280	B												
											2005	26,000	B		1,387	B												
											2006	25,500	B		1,360	B												
											2007	25,500	B		1,360	B												
											2008	23,000	B		1,227	B												
											% of MV	2009	25,000		B	1,334	B											
											59.95%	2010	22,000		B	1,174	B											
											66.18%	2015	24,290		B	1,296	B											
											73.07%	2020	26,818		B	1,431	B											
											Tyndall Drive to Bay Urbanized Boundary (2.5 mi E of Ammo Road) 2.673 - 6.870 Roadway ID 46030000	Principal Arterial	2		Undivided	0	0	4.19	Urbanized	(D) 22,200	214	6,900	2002	6,500	B	(D) 1,140	336	B
																							2003	6,800	B		352	B
																							2004	6,700	B		346	B
2005	7,300	B	377	B																								
2006	7,700	B	398	B																								
2007	7,900	C	408	C																								
2008	6,200	B	321	B																								
% of MV	2009	6,900	B	357	B																							
31.08%	2010	6,900	B	357	B																							
34.32%	2015	7,618	B	394	B																							
37.89%	2020	8,411	C	435	C																							
Bay Urbanized Boundary (2.5 mi E of Ammo Road) to Gulf County Line / Bay MPA Boundary 6.870 - 18.433 Roadway ID 46030000	Principal Arterial	2	Undivided	0	0	11.58	Trans	(C) 15,100	214	6,900				2002									6,500	B	(C) 800		347	B
														2003									6,800	B			363	B
														2004									6,700	B			357	B
											2005	7,300	B	389	B													
											2006	7,700	B	411	B													
											2007	7,900	B	421	C													
											2008	6,200	B	331	B													
											% of MV	2009	6,900	B	368	B												
											45.70%	2010	6,900	B	368	B												
											50.45%	2015	7,618	B	406	B												
											55.70%	2020	8,411	C	449	C												

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR30 (US98A)																	
Front Beach Road US98 to SR79 1.729 - 7.426 Roadway ID 46010000	Minor Arterial	2	Undivided	1	0.17	5.96	Urbanized	(D) 16,500	125 181 124	10,500 2,800 4,100	2002	6,300	B	(D) 880	336	B	
											2003	6,467	B		345	B	
											2004	7,033	B		375	B	
											2005	7,600	B		405	B	
											2006	7,067	B		377	B	
											2007	7,067	B		377	B	
											2008	6,333	B		338	B	
											% of MV	2009	6,033		B	322	B
											35.15%	2010	5,800		B	309	B
											38.81%	2015	6,404		B	342	B
											42.85%	2020	7,070		B	377	B
Front Beach Road SR79 to SR 392 / Hutchinson Blvd West / Middle Beach Road 7.426 - 10.408 Roadway ID 46010000 0.000 - 1.166 Roadway ID 46010005	Minor Arterial	2	Undivided	4	1.28	3.16	Urbanized	(D) 16,500	101 166T	NA 11,767	2002	12,600	C	(D) 880	672	C	
											2003	12,368	C		660	C	
											2004	12,389	C		661	C	
											2005	13,500	C		720	C	
											2006	14,155	C		755	C	
											2007	11,379	C		607	C	
											2008	11,598	C		619	C	
											% of MV	2009	11,970		C	639	C
											71.32%	2010	11,767		C	628	C
											78.74%	2015	12,992		C	693	C
											86.93%	2020	14,344		C	765	C
Beckrich Road to R. Jackshon Boulevard 1.166 to 0.254 Roadway ID 46010005 10.649 - 12.442 Roadway ID 46010000	Minor Arterial	2	Undivided	3	1.53	1.96	Urbanized	(D) 16,500	102	11,500	2002	17,300	F*	(D) 880	923	F*	
											2003	15,500	D		827	D	
											2004	17,500	F*		934	F*	
											2005	21,000	F*		1,120	F*	
											2006	13,500	C		720	C	
											2007	13,500	C		720	C	
											2008	8,900	B		475	B	
											% of MV	2009	16,000		D	854	D
											69.70%	2010	11,500		C	614	C
											76.95%	2015	12,697		C	677	C
											84.96%	2020	14,018		C	748	C

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS												
SR30 (US98A) (cont)																												
Beckrich Road / CR 30D R. Jackshon Boulevard 12.442 - 13.694 Roadway ID 46010000	Minor Arterial	2	Undivided	0.87	2.36	1.25	Urbanized	(D) 15,200	103	11,500	2002	13,500	D	(D) 810	720	D												
											2003	13,000	D		694	D												
											2004	13,500	D		720	D												
											2005	16,000	E*		854	E*												
											2006	18,000	F*		960	F*												
											2007	18,000	F*		960	F*												
											2008	17,000	F*		907	F*												
											% of MV	2009	19,500		F*	1,040	F*											
											75.66%	2010	11,500		D	614	D											
											83.53%	2015	12,697		D	677	D											
											92.23%	2020	14,018		D	748	D											
											SR 292/Hutchinson Boulevard (Middle Beach Road) North Thomas Drive to SR30A (US98) Panama City Beach Parkway 13.694 - 15.769 Roadway ID 46010000																	
											SR 292/Hutchinson Boulevard (Middle Beach Road) North Thomas Drive to SR30A (US98) Panama City Beach Parkway 13.694 - 15.769 Roadway ID 46010000	Minor Arterial	4		Divided	4	0.175	2.28	Urbanized	(D) 36,700	98 99	21,300 21,300	2002	18,100	B	(D) 1,960	966	B
2003	17,850	B	952	B																								
2004	21,250	B	1,134	B																								
2005	23,500	B	1,254	B																								
2006	21,400	B	1,142	B																								
2007	21,400	B	1,142	B																								
2008	21,750	B	1,160	B																								
% of MV	2009	21,400	B	1,142	B																							
58.04%	2010	21,300	B	1,136	B																							
64.08%	2015	23,517	B	1,255	B																							
70.75%	2020	25,965	B	1,385	B																							
SR30 (Business 98)																												
US98 / SR30A to CR 385/ Frankford Avenue 2.962 - 4.292 Roadway ID 46020000	Minor Arterial	2	Undivided	3	2.16	1.33	Urbanized	(D) 15,200	5080 5077	11,200 5,000				2002									9,950	C	(D) 810		531	C
											2003	10,250	C	547	C													
											2004	6,650	C	355	C													
											2005	8,100	C	432	C													
											2006	8,700	C	464	C													
											2007	8,700	C	464	C													
											2008	7,800	C	416	C													
											% of MV	2009	8,050	C	429	C												
											53.29%	2010	8,100	C	432	C												
											58.84%	2015	8,943	C	477	C												
											64.96%	2020	9,874	C	527	C												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR30 (Business 98) (cont)																	
CR 385 / Frankford Avenue to 6th Street 4.292 - 6.002 Roadway ID 46020000	Minor Arterial	2	Undivided	1	0.63	1.73	Urbanized	(D) 16,500	5152 5075 5076	11,700 13,500 11,000	2002	14,100	C	(D) 880	752	C	
											2003	13,167	C		702	C	
											2004	10,933	C		583	C	
											2005	11,900	C		635	C	
											2006	13,167	C		702	C	
											2007	13,167	C		702	C	
											2008	12,233	C		653	C	
											% of MV	2009	11,900		C	635	C
											73.13%	2010	12,066		C	644	C
											80.74%	2015	13,322		C	711	C
											89.14%	2020	14,708		C	785	C
											6th Street to US 231 / SR 75 / Harrison Avenue 6.002 - 6.362 Roadway ID 46020000	Minor Arterial	2		Undivided	3	8.33
2003	13,000	E*	694	E*													
2004	12,000	E*	640	E*													
2005	13,000	E*	694	E*													
2006	14,000	E*	747	E*													
2007	14,000	E*	747	E*													
2008	14,000	E*	747	E*													
% of MV	2009	11,500	D	614	D												
96.64%	2010	11,500	D	614	D												
106.70%	2015	12,697	E*	677	E*												
117.80%	2020	14,018	E*	748	E*												
US 231 / SR 75 / Harrison Avenue to Hamilton Avenue 6.362 - 6.839 Roadway ID 46020000	Minor Arterial	2	Undivided	2	4	0.48	Urbanized	(D) 15,200	5073	13,000				2002			
											2003	17,000	F*	907	F*		
											2004	16,500	F*	880	F*		
											2005	15,700	E*	838	E*		
											2006	17,000	F*	907	F*		
											2007	17,000	F*	907	F*		
											2008	17,000	F*	907	F*		
											% of MV	2009	15,000	D	800	D	
											85.53%	2010	13,000	D	694	D	
											94.43%	2015	14,353	D	766	D	
											104.26%	2020	15,847	E*	845	E*	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR30 (Business 98) (cont)																
Hamilton Avenue to CR 3026 / Cherry Street Excl Left 6.839 - 9.619 Roadway ID 46020000	Minor Arterial	4	Undivided	7	2.51	2.78	Urbanized	(D) 31,540	5022 5067 T 5069 5068 5071	15,100	2002	19,475	C	(D) 1,681	1,039	C
										NA	2003	19,300	C		1,030	C
										20,400	2004	18,262	C		974	C
										16,600	2005	19,900	C		1,062	C
										NA	2006	20,475	C		1,092	C
											2007	20,600	C		1,099	C
											2008	19,067	C		1,017	C
										% of MV	2009	18,333	C		978	C
										55.06%	2010	17,366	C		926	C
										60.79%	2015	19,173	C		1,023	C
										67.12%	2020	21,169	C		1,129	C
										Cherry Street to US98 / SR30A / Tyndall Parkway						
Cherry Street to US98 / SR30A / Tyndall Parkway Excl Left 9.619 - 12.064 Roadway ID 46020000	Minor Arterial	2	Undivided	2	0.81	2.44	Urbanized	(D) 16,500	1603 5176 5178	9,800	2002	9,800	C	(D) 880	523	C
										8,400	2003	10,567	C		564	C
										9,100	2004	9,967	C		532	C
											2005	9,900	C		528	C
											2006	9,533	C		509	B
											2007	9,533	C		509	B
											2008	8,567	B		457	B
										% of MV	2009	8,567	B		457	B
										55.15%	2010	9,100	B		485	B
										60.89%	2015	10,047	C		536	C
										67.23%	2020	11,093	C		592	C
										SR75 (US231)						
Business 98 / 6th Street to CR 28 / 11th Street Excl Left 0.000 - 0.620 Roadway ID 46040000	Principal Arterial	4	Undivided	2	3.3	.62	Urbanized	(D) 31,540	5032 315 T 5030	8,100	2002	11,374	C	(D) 1,681	607	C
										8,621	2003	10,585	C		565	C
										NA	2004	10,961	C		585	C
											2005	10,300	C		550	C
											2006	10,294	C		549	C
											2007	10,400	C		555	C
											2008	9,365	C		500	C
										% of MV	2009	8,186	C		437	C
										26.51%	2010	8,361	C		446	C
										29.27%	2015	9,231	C		492	C
										32.31%	2020	10,192	C		544	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																												
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS												
SR75 (US231) (cont)																												
CR 28 / 11th Street to US98 / SR 30A / 15th St. 0.620 - 1.124 Roadway ID 46040000	Principal Arterial	4	Undivided	2	3.92	0.5	Urbanized	(D) 31,540	5028	10,300	2002	15,000	C	(D) 1,681	800	C												
											2003	13,900	C		742	C												
											2004	13,200	C		704	C												
											2005	13,300	C		710	C												
											2006	13,000	C		694	C												
											2007	13,000	C		694	C												
											2008	13,100	C		699	C												
											% of MV	2009	10,600		C	566	C											
											32.66%	2010	10,300		C	550	C											
											36.06%	2015	11,372		C	607	C											
											39.81%	2020	12,556		C	670	C											
											US98 / SR 30A / 15th Street to CR 368 / 23rd Street	Principal Arterial	4		Divided	3	1.96	1.52	Urbanized	(C) 35,500	5025 1604	15,300 17,700	2002 2003 2004 2005 2006 2007 2008	15,100 15,350 16,950 17,500 17,850 17,850 18,550	B B B B B B B	(C) 1,890	806 819 904 934 952 952 990	B B B B B B B
											Segment is on the Strategic Intermodal System.										% of MV	2009	15,400	B	822		B	
1.124 - 2.644 Roadway ID 46040000										46.48%	2010	16,500	B	880	B													
										51.32%	2015	18,217	B	972	B													
										56.66%	2020	20,113	B	1,073	B													
CR 368/ 23rd Street to SR 2312 / Baldwin Road	Principal Arterial	4	Divided	1	0.071	1.4	Urbanized	(C) 35,500	5196	30,000	2002 2003 2004 2005 2006 2007 2008	23,000 19,400 28,500 33,000 31,500 31,500 30,500	B B B C C C C	(D) 1,890	1,227 1,035 1,520 1,761 1,681 1,681 1,627	B B B C C C C												
Segment is on the Strategic Intermodal System.										% of MV	2009	28,000	B		1,494	B												
2.644 - 4.043 Roadway ID 46040000										84.51%	2010	30,000	C		1,601	C												
										93.30%	2015	33,122	C		1,767	C												
										103.01%	2020	36,570	D*		1,951	D*												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR75 (US231) (cont)																	
SR 2312 / Baldwin Road to CR 2327 / Transmitter Road	Principal Arterial	4	Divided	1	0.84	1.18	Urbanized	(C) 35,500	5169	26,500	2002	18,500	B	(C) 1,890	987	B	
											2003	21,500	B		1,147	B	
											2004	25,000	B		1,334	B	
											2005	27,500	B		1,467	B	
											2006	29,500	C		1,574	C	
											2007	29,500	C		1,574	C	
											2008	29,500	C		1,574	C	
											% of MV	2009	26,500		B	1,414	B
											74.65%	2010	26,500		B	1,414	B
											82.42%	2015	29,258		B	1,561	C
91.00%	2020	32,303	C	1,723	C												
Segment is on the Strategic Intermodal System.																	
4.043 - 5.225 Roadway ID 46040000																	
CR 2327 / Transmitter Road to CR 390	Principal Arterial	4	Divided	1	0.45	2.21	Urbanized	(C) 35,500	1630	27,000	2002	25,000	B	(C) 1,890	1,334	B	
											2003	24,500	B		1,307	B	
											2004	28,500	B		1,520	B	
											2005	30,500	C		1,627	C	
											2006	31,000	C		1,654	C	
											2007	31,000	C		1,654	C	
											2008	31,500	C		1,681	C	
											% of MV	2009	27,500		B	1,467	B
											76.06%	2010	27,000		B	1,440	B
											83.97%	2015	29,810		C	1,590	C
92.71%	2020	32,913	C	1,756	C												
Segment is on the Strategic Intermodal System.																	
5.225 - 7.434 Roadway ID 46040000																	
CR 390 to CR 2293 / Star Avenue	Principal Arterial	4	Divided	3	1.79	1.68	Urbanized	(C) 35,500	84	22,500	2002	21,500	B	(C) 1,890	1,147	B	
											2003	22,500	B		1,200	B	
											2004	23,000	B		1,227	B	
											2005	24,500	B		1,307	B	
											2006	24,500	B		1,307	B	
											2007	24,500	B		1,307	B	
											2008	24,500	B		1,307	B	
											% of MV	2009	22,500		B	1,200	B
											63.38%	2010	22,500		B	1,200	B
											69.98%	2015	24,842		B	1,325	B
77.26%	2020	27,427	B	1,463	B												
Segment is on the Strategic Intermodal System.																	
7.434 - 9.115 Roadway ID 46040000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR75 (US231) (cont)																	
CR 2293 / Star Avenue to Jonny Lane	Principal Arterial	4	Divided	1	0.21	4.77	Urbanized	(C) 35,500	82	20,200	2002	24,000	B	(C) 1,890	1,280	B	
											2003	26,000	B		1,387	B	
											2004	23,500	B		1,254	B	
											2005	26,500	B		1,414	B	
											2006	26,500	B		1,414	B	
											2007	26,500	B		1,414	B	
											2008	26,500	B		1,414	B	
											% of MV	2009	23,000		B	1,227	B
											56.90%	2010	20,200		B	1,078	B
											62.82%	2015	22,302		B	1,190	B
69.36%	2020	24,624	B	1,314	B												
Segment is on the Strategic Intermodal System.																	
9.115 - 13.859 Roadway ID 46040000																	
Jonny Lane to CR 388	Principal Arterial	4	Divided	1	0.15	6.53	Trans	(C) 32,100	93	12,200	2002	12,300	B	(C) 1,710	656	B	
											2003	14,100	B		752	B	
											2004	15,200	B		811	B	
											2005	14,400	B		768	B	
											2006	13,900	B		742	B	
											2007	14,100	B		752	B	
											2008	12,200	B		651	B	
											% of MV	2009	13,900		B	742	B
											38.01%	2010	12,200		B	651	B
											41.96%	2015	13,470		B	719	B
46.33%	2020	14,872	B	793	B												
Segment is on the Strategic Intermodal System.																	
13.859 - 20.415 Roadway ID 46040000																	
CR388 to SR 20	Principal Arterial	4	Divided	1	0.21	4.8	Trans	(C) 32,100	283 53 9907 T	NA	2002	14,115	B	(C) 1,710	753	B	
										NA	2003	14,500	B		774	B	
										14,238	2004	14,996	B		800	B	
											2005	15,200	B		811	B	
											2006	15,436	B		824	B	
											2007	15,716	B		838	B	
											2008	14,528	B		775	B	
										% of MV	2009	14,835	B		791	B	
										44.36%	2010	14,238	B		760	B	
										48.97%	2015	15,720	B		839	B	
54.07%	2020	17,356	B	926	B												
Segment is on the Strategic Intermodal System.																	
20.415 - 25.233 Roadway ID 46040000																	

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR75 (US231) (cont)																	
SR20 to Jackson County Line Segment is on the Strategic Intermodal System. 25.223 - 34.764 Roadway ID 46040000	Principal Arterial	4	Divided	0	0	9.54	Trans	(C) 45,400	97 131 359 T	6,100 9,900 11,220	2002	8,500	B	(C) 2,420	453	B	
											2003	8,550	B		456	B	
											2004	10,850	B		579	B	
											2005	10,300	B		550	B	
											2006	10,121	B		540	B	
											2007	10,318	B		550	B	
											2008	11,533	B		615	B	
											% of MV	2009	10,238		B	546	B
											19.99%	2010	9,073		B	484	B
											22.07%	2015	10,018		B	534	B
											24.36%	2020	11,060		B	590	B
SR77																	
SR 30 / Business 98 to CR 28 / 11th Street 0.000 - 0.713 Roadway ID 46060000	Urban Collector	4	Divided	2	2.74	.71	Urbanized	(D) 33,200	5033 1607	18,200 13,400	2002	11,150	C	(D) 1,770	595	C	
											2003	14,250	C		760	C	
											2004	15,100	C		806	C	
											2005	16,200	C		864	C	
											2006	16,350	C		872	C	
											2007	16,350	C		872	C	
											2008	14,350	C		766	C	
											% of MV	2009	15,350		C	819	C
											47.59%	2010	15,800		C	843	C
											52.54%	2015	17,444		C	931	C
											58.01%	2020	19,260		C	1,028	C
CR 28 / 11th Street to SR 30A/ US98/ 15th Street 0.713 - 1.215 Roadway ID 46060000	Principal Arterial	4	Divided	1	1.92	0.5	Urbanized	(D) 36,700	5035	19,700	2002	13,000	B	(D) 1,960	694	B	
											2003	14,700	B		784	B	
											2004	14,700	B		784	B	
											2005	16,900	B		902	B	
											2006	20,000	B		1,067	B	
											2007	20,000	B		1,067	B	
											2008	19,500	B		1,040	B	
											% of MV	2009	20,500		B	1,094	B
											53.68%	2010	19,700		B	1,051	B
											59.27%	2015	21,750		B	1,160	B
											65.43%	2020	24,014		B	1,281	B

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR77 (cont.)																	
SR 30A/ US98/ 15th Street to SR 368 / 23rd Street 1.215 - 2.212 Roadway ID 46060000	Principal Arterial	4	Divided	3	3	1	Urbanized	(D) 33,200	1627 5037	24,500 28,000	2002	20,200	C	(D) 1,770	1,078	C	
											2003	22,000	C		1,174	C	
											2004	26,500	D		1,414	D	
											2005	29,500	D		1,574	D	
											2006	30,500	D		1,627	D	
											2007	29,500	D		1,574	D	
											2008	27,250	D		1,454	D	
											% of MV	2009	25,750		D	1,374	D
											79.07%	2010	26,250		D	1,400	D
											87.30%	2015	28,982		D	1,546	D
											96.38%	2020	31,999		D	1,707	D
											SR 368 / 23rd Street to CR 2312 / Baldwin Road 2.212 - 3.089 Roadway ID 46060000	Principal Arterial	4		Divided	2	2.27
2003	24,000	C	1,280	C													
2004	27,500	D	1,467	D													
2005	27,000	D	1,440	D													
2006	27,500	D	1,467	D													
2007	27,500	D	1,467	D													
2008	28,000	D	1,494	D													
% of MV	2009	27,000	D	1,440	D												
84.34%	2010	28,000	D	1,494	D												
93.12%	2015	30,914	D	1,649	D												
102.81%	2020	34,132	E*	1,821	E*												
CR 2312 / Baldwin Road to SR 390 / W. 14th Street 3.089 - 5.523 Roadway ID 46060000	Principal Arterial	4	Divided	3	1.24	2.43	Urbanized	(D) 36,700	1635 5210 308 T	27,500				2002			
										NA	2003	24,800	B	1,323	B		
										30,986	2004	27,435	B	1,464	B		
											2005	29,600	C	1,579	C		
											2006	29,494	C	1,574	C		
											2007	29,417	C	1,569	C		
											2008	27,282	B	1,455	B		
										% of MV	2009	27,014	B	1,441	B		
										79.68%	2010	29,243	B	1,560	C		
										87.97%	2015	32,287	C	1,722	C		
										97.13%	2020	35,647	D	1,902	D		

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR77 (cont.)																	
SR390 / W. 14th Street to 4th Street	Principal Arterial	4	Divided	2	2.08	0.96	Urbanized	(C) 25,000	5003 5002 5011 5001	27,000 NA 26,500 NA	2002	21,750	C	(C) 1,330	1,160	C	
											2003	22,100	C		1,179	C	
											2004	25,750	D*		1,374	D*	
											2005	25,750	D*		1,374	D*	
											2006	28,250	D*		1,507	D*	
											2007	28,250	D*		1,507	D*	
											2008	26,500	D*		1,414	D*	
											% of MV	2009	26,250		D*	1,400	D*
											107.00%	2010	26,750		D*	1,427	D*
											118.14%	2015	29,534		D*	1,576	D*
130.43%	2020	32,608	D*	1,740	D*												
4th Street to CR2300	Principal Arterial	4	Divided	1	0.31	3.96	Urbanized	(C) 35,500	3 4 1632	16,700 27,000 23,000	2002	17,233	B	(C) 1,890	919	B	
											2003	17,267	B		921	B	
											2004	19,300	B		1,030	B	
											2005	19,000	B		1,014	B	
											2006	19,933	B		1,063	B	
											2007	20,150	B		1,075	B	
											2008	18,533	B		989	B	
											% of MV	2009	22,000		B	1,174	B
											62.63%	2010	22,233		B	1,186	B
											69.15%	2015	24,547		B	1,310	B
76.34%	2020	27,102	B	1,446	B												
CR2300 to CR388W	Principal Arterial	4	Divided	1	0.66	1.52	Urbanized	(C) 35,500	5	16,000	2002	13,500	B	(C) 1,890	720	B	
											2003	14,500	B		774	B	
											2004	14,500	B		774	B	
											2005	14,000	B		747	B	
											2006	14,500	B		774	B	
											2007	15,000	B		800	B	
											2008	14,200	B		758	B	
											% of MV	2009	14,400		B	768	B
											45.07%	2010	16,000		B	854	B
											49.76%	2015	17,665		B	942	B
54.94%	2020	19,504	B	1,041	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR77 (cont.)																	
CR388W to CR 388E	Principal Arterial	4	Divided	1	1.06	0.94	Urbanized	(C) 35,500	105	15,200	2002	11,600	B	(C) 1,890	619	B	
											2003	12,500	B		667	B	
											2004	12,000	B		640	B	
											2005	13,000	B		694	B	
											2006	13,500	B		720	B	
											2007	14,000	B		747	B	
											2008	13,600	B		726	B	
											% of MV	2009	14,100		B	752	B
											42.82%	2010	15,200		B	811	B
											47.27%	2015	16,782		B	895	B
52.19%	2020	18,529	B	989	B												
Segment is on the Strategic Intermodal System.																	
11.959 - 12.922 Roadway ID 46060000																	
CR 388E to SR 20	Principal Arterial	4	Divided	1	0.15	6.86	Trans	(C) 32,100	106	10,500	2002	8,300	B	(C) 1,710	443	B	
											2003	8,500	B		453	B	
											2004	9,200	B		491	B	
											2005	9,300	B		496	B	
											2006	9,600	B		512	B	
											2007	9,800	B		523	B	
											2008	9,600	B		512	B	
											% of MV	2009	10,100		B	539	B
											32.71%	2010	10,500		B	560	B
											36.11%	2015	11,593		B	618	B
39.87%	2020	12,799	B	683	B												
Segment is on the Strategic Intermodal System.																	
12.922 - 19.907 Roadway ID 46060000																	
SR20 to Washington County Line	Principal Arterial	4	Divided	0	0	0.53	Trans	(C) 45,400	107	8,700	2002	NA	NA	(C) 2,420	NA	NA	
											2003	NA	NA		NA	NA	
											2004	7,000	B		373	B	
											2005	7,100	B		379	B	
											2006	8,000	B		427	B	
											2007	8,200	B		437	B	
											2008	7,500	B		400	B	
											% of MV	2009	7,800		B	416	B
											19.16%	2010	8,700		B	464	B
											21.16%	2015	9,606		B	512	B
23.36%	2020	10,605	B	566	B												
Segment is on the Strategic Intermodal System.																	
19.907 - 20.440 Roadway ID 46060000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR79																	
SR 30 / US 98A / Front Beach Road to SR 30A / US98 / Panama City Beach Parkway 0.000 - 0.551 Roadway ID 46090000	Minor Arterial	2	Undivided	1	2	0.53	Urbanized	(D) 15,200	117	7,900	2002	7,300	C	(D) 810	389	C	
											2003	7,200	C		384	C	
											2004	6,700	C		357	C	
											2005	8,500	C		453	C	
											2006	8,700	C		464	C	
											2007	8,700	C		464	C	
											2008	7,200	C		384	C	
											% of MV	2009	8,500		C	453	C
											51.97%	2010	7,900		C	421	C
											57.38%	2015	8,722		C	465	C
63.36%	2020	9,630	C	514	C												
SR 30A / US98 / Panama City Beach Parkway to Bay Urbanized Boundary (north of Power Line Road) (north of Power Line Road) 0.551 - 1.500 Roadway ID 46090000	Minor Arterial	4	Divided	0	0	0.97	Urbanized	(D) 64,300	258	8,000	2002	4,900	B	(D) 3,320	261	B	
											2003	6,600	B		352	B	
											2004	7,600	B		405	B	
											2005	8,000	B		427	B	
											2006	8,000	B		427	B	
											2007	7,900	B		421	B	
											2008	6,500	B		347	B	
											% of MV	2009	7,800		B	416	B
											12.44%	2010	8,000		B	427	B
											13.74%	2015	8,833		B	471	B
15.17%	2020	9,752	B	520	B												
Bay Urbanized Boundary (north of Power Line Road) to CR388 1.500 - 5.788 Roadway ID 46090000	Minor Arterial	4	Divided	0	0	4.25	Trans	(C) 45,400	118	8,400	2002	8,300	B	(C) 2,420	443	B	
											2003	5,700	B		304	B	
											2004	8,500	B		453	B	
											2005	7,700	B		411	B	
											2006	8,000	B		427	B	
											2007	8,000	B		427	B	
											2008	6,200	B		331	B	
											% of MV	2009	6,900		B	368	B
											18.50%	2010	8,400		B	448	B
											20.43%	2015	9,274		B	495	B
22.55%	2020	10,240	B	546	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR79 (cont)																	
CR388 to Washington County Line / Bay County MPA Boundary	Minor Arterial	4	Divided	0	0	8.6	Trans	(C) 45,400	138	5,800	2002	5,000	B	(C) 2,420	267	B	
											2003	4,200	B		224	B	
											2004	6,400	B		341	B	
											2005	6,300	B		336	B	
											2006	6,400	B		341	B	
											2007	6,400	B		341	B	
											2008	5,100	B		272	B	
											% of MV	2009	6,200		B	331	B
											12.78%	2010	5,800		B	309	B
											14.10%	2015	6,404		B	342	B
15.57%	2020	7,070	B	377	B												
Segment is on the Strategic Intermodal System. 5.788 - 14.348 Roadway ID 46090000																	
SR327 (Lisenby Avenue)																	
SR 368 / 23rd Street to SR390 / St. Andrews Boulevard	Urban Collector	2	Undivided	2	3.39	0.59	Urbanized	(C) 10,500	1617 5150	NA 3,700	2002	4,600	C	(C) 560	245	C	
											2003	5,100	C		272	C	
											2004	5,300	C		283	C	
											2005	5,200	C		277	C	
											2006	5,200	C		277	C	
											2007	5,200	C		277	C	
											2008	4,900	C		261	C	
											% of MV	2009	4,300		C	229	C
											35.24%	2010	3,700		C	197	C
											38.91%	2015	4,085		C	218	C
42.96%	2020	4,510	C	241	C												
Segment is on the Strategic Intermodal System. 1.001 - 1.590 Roadway ID 46002000																	
SR368 (23rd Street)																	
US 98 / SR 30A to SR390 Beck Avenue/ St. Andrews Boulevard	Minor Arterial	4	Divided	3	1.64	1.83	Urbanized	(C) 35,500	5222 5200 5087	28,500 32,500 36,500	2002	27,100	B	(C) 1,890	1,446	B	
											2003	28,433	B		1,517	B	
											2004	28,650	B		1,528	B	
											2005	33,000	C		1,761	C	
											2006	32,167	C		1,716	C	
											2007	32,167	C		1,716	C	
											2008	30,833	C		1,645	C	
											% of MV	2009	31,333		C	1,672	C
											91.55%	2010	32,500		C	1,734	C
											101.08%	2015	35,883		D*	1,914	D*
111.60%	2020	39,617	F*	2,114	F*												
Segment is on the Strategic Intermodal System. 0.000 - 0.989 Realignment - US 98/30A to Mound Ave/End Realignment Roadway ID 46140001 1.198- 2.061 Mound Ave/End Realignment to SR 390 Roadway ID 46140000 Beck Ave/St Andrews Blvd																	

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR368 (23rd Street)																	
SR390 / Beck Avenue / St. Andrews Boulevard to CR 327 / Lisenby Avenue 0.000 - 1.028 Roadway ID 46001000	Minor Arterial	4	Divided	2	1.92	1.03	Urbanized	(D) 36,700	5134 5203	NA 27,500	2002	22,500	B	(D) 1,960	1,200	B	
											2003	24,000	B		1,280	B	
											2004	28,000	B		1,494	B	
											2005	29,000	B		1,547	B	
											2006	28,500	B		1,520	B	
											2007	28,500	B		1,520	B	
											2008	34,000	C		1,814	C	
											% of MV	2009	26,500		B	1,414	B
											74.93%	2010	27,500		B	1,467	B
											82.73%	2015	30,362		C	1,620	C
											91.34%	2020	33,522		C	1,788	C
Lisenby Avenue to SR77 / MLK Boulevard 1.028 - 3.033 Roadway ID 46001000	Minor Arterial	4	Divided	8	4	2	Urbanized	(D) 33,200	5125 5207 1616 5211 5198 T	31,000	2002	23,800	C	(D) 1,770	1,270	C	
										NA	2003	31,112	D		1,660	D	
										30,500	2004	35,237	F*		1,880	F*	
										33,000	2005	36,700	F*		1,958	F*	
										NA	2006	36,875	F*		1,967	F*	
											2007	37,125	F*		1,981	F*	
											2008	37,000	F*		1,974	F*	
										% of MV	2009	32,333	D		1,725	D	
										94.88%	2010	31,500	D		1,681	D	
										104.75%	2015	34,779	E*		1,855	E*	
										115.66%	2020	38,398	F*		2,049	F*	
SR77 / MLK Boulevard to US231 / SR 75 3.033 - 3.578 Roadway ID 46001000	Minor Arterial	4	Divided	1	1.82	0.54	Urbanized	(D) 36,700	5197 5167	23,500	2002	18,500	B	(D) 1,960	987	B	
										16,400	2003	17,600	B		939	B	
											2004	22,100	B		1,179	B	
											2005	23,300	B		1,243	B	
											2006	23,000	B		1,227	B	
											2007	23,000	B		1,227	B	
											2008	20,850	B		1,112	B	
										% of MV	2009	18,750	B		1,000	B	
										54.36%	2010	19,950	B		1,064	B	
										60.02%	2015	22,026	B		1,175	B	
										66.26%	2020	24,319	B		1,297	B	

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR389 (East Avenue) (cont)																	
SR 30 / Business 98 / 5th Street to SR 30A / US98 / 15th Street 0.000 - 1.246 Roadway ID 46130000	Urban Collector	2	Undivided	2	1.61	1.24	Urbanized	(D) 16,500	5056 5093 1612	6,900 7,400 8,300	2002	8,900	B	(D) 880	475	B	
											2003	8,300	B		443	B	
											2004	8,267	B		441	B	
											2005	8,900	B		475	B	
											2006	8,500	B		453	B	
											2007	8,500	B		453	B	
											2008	7,533	B		402	B	
											% of MV	2009	8,433		B	450	B
											45.65%	2010	7,533		B	402	B
											50.41%	2015	8,317		B	444	B
											55.65%	2020	9,183		B	490	B
SR 30A / US98 / 15th Street to US 231 / SR 75																	
SR 30A / US98 / 15th Street to US 231 / SR 75 1.246 - 3.030 Roadway ID 46130000	Urban Collector	2	Undivided	1	1.12	1.78	Urbanized	(D) 16,500	5054 1622 5053	14,000 9,800 18,500	2002	16,400	D	(D) 880	875	D	
											2003	15,033	C		802	C	
											2004	15,467	D		825	D	
											2005	15,300	C		816	C	
											2006	15,067	C		804	C	
											2007	15,067	C		804	C	
											2008	15,033	C		802	C	
											% of MV	2009	15,167		C	809	C
											85.45%	2010	14,100		C	752	C
											94.35%	2015	15,568		D	831	D
											104.17%	2020	17,188		F*	917	F*
SR390 (Beck Avenue/St. Andrews Boulevard)																	
SR 30 / US98 to SR 368 / 23rd Street 0.000 - 0.824 Roadway ID 46140005	Minor Arterial	2	Undivided	2	2.43	.82	Urbanized	(D) 15,200	5089 5202	6,100 7,400	2002	6,350	C	(D) 810	339	C	
											2003	6,450	C		344	C	
											2004	6,450	C		344	C	
											2005	6,700	C		357	C	
											2006	7,200	C		384	C	
											2007	7,200	C		384	C	
											2008	6,050	C		323	C	
											% of MV	2009	6,500		C	347	C
											44.41%	2010	6,750		C	347	C
											49.03%	2015	7,453		C	360	C
											54.13%	2020	8,228		C	398	C

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR390 (Beck Avenue/St. Andrews Boulevard) (cont)																	
SR 368 / 23rd Street to SR 327 / Lisenby Avenue	Minor Arterial	2	Undivided	3	2.48	1.22	Urbanized	(C) 10,500	5147 1614	21,000 19,000	2002	16,000	E*	(C) 560	854	E*	
											2003	16,500	F*		880	F*	
											2004	18,250	F*		974	F*	
											2005	18,000	F*		960	F*	
											2006	18,750	F*		1,000	F*	
											2007	18,750	F*		1,000	F*	
											2008	18,250	F*		974	F*	
											% of MV	2009	20,000		F*	1,067	F*
											190.48%	2010	20,000		F*	1,067	F*
											210.30%	2015	22,082		F*	1,178	F*
232.19%	2020	24,380	F*	1,301	F*												
Segment is on the Strategic Intermodal System.																	
1.198 - 3.239																	
Roadway ID 46140000																	
SR 327 / Lisenby Avenue to CR 2312 / Baldwin Road	Minor Arterial	2	Undivided	1	1.23	0.78	Urbanized	(C) 15,400	5145	24,000	2002	20,000	F*	(D) 880	1,067	F*	
											2003	22,500	F*		1,200	F*	
											2004	24,000	F*		1,280	F*	
											2005	22,000	F*		1,174	F*	
											2006	22,500	F*		1,200	F*	
											2007	22,500	F*		1,200	F*	
											2008	24,000	F*		1,280	F*	
											% of MV	2009	23,500		F*	1,254	F*
											155.84%	2010	24,000		F*	1,280	F*
											172.06%	2015	26,498		F*	1,414	F*
189.97%	2020	29,256	F*	1,561	F*												
Segment is on the Strategic Intermodal System.																	
3.239 - 4.023																	
Roadway ID 46140000																	
CR 2312 / Baldwin Road to Jenks Avenue/ North Shore Road	Minor Arterial	2	Undivided	1	0.67	1.5	Urbanized	(C) 15,400	1618 5208	18,000 20,500	2002	16,650	F*	(D) 880	888	F*	
											2003	18,000	F*		960	F*	
											2004	19,400	F*		1,035	F*	
											2005	21,000	F*		1,120	F*	
											2006	19,700	F*		1,051	F*	
											2007	19,700	F*		1,051	F*	
											2008	19,000	F*		1,014	F*	
											% of MV	2009	19,500		F*	1,040	F*
											125.00%	2010	19,250		F*	1,027	F*
											138.01%	2015	21,254		F*	1,134	F*
152.37%	2020	23,466	F*	1,252	F*												
Segment is on the Strategic Intermodal System.																	
4.023 - 5.530																	
Roadway ID 46140000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR390 (Beck Avenue/St. Andrews Boulevard) (cont)																	
Jenks Avenue/ North Shore Road to SR 77 / Ohio Avenue	Minor Arterial	2	Undivided	2	1.31	1.52	Urbanized	(C) 15,400	1636 5004	22,000 16,000	2002	15,750	D*	(C) 820	840	D*	
											2003	15,900	D*		848	D*	
											2004	18,500	F*		987	F*	
											2005	20,800	F*		1,110	F*	
											2006	19,500	F*		1,040	F*	
											2007	19,500	F*		1,040	F*	
											2008	19,000	F*		1,014	F*	
											% of MV	2009	18,750		F*	1,000	F*
											123.38%	2010	19,000		F*	1,014	F*
											136.22%	2015	20,978		F*	1,119	F*
150.40%	2020	23,161	F*	1,236	F*												
Segment is on the Strategic Intermodal System.																	
5.530 - 7.053 Roadway ID 46140000																	
SR391 (Airport Road)																	
SR 75 / US 231 to 23rd Street	Urban Collector	2	Undivided	5	3.97	1.55	Urbanized	(D) 15,200	5223 5206 5027	NA 4,400 5,700	2002	6,400	C	(D) 810	341	C	
											2003	6,200	C		331	C	
											2004	6,500	C		347	C	
											2005	6,350	C		339	C	
											2006	6,350	C		339	C	
											2007	6,350	C		339	C	
											2008	5,700	C		304	C	
											% of MV	2009	5,400		C	288	C
											33.22%	2010	5,050		C	269	C
											36.68%	2015	5,576		C	297	C
40.50%	2020	6,156	C	328	C												
23rd Street to SR 390 / St. Andrews Boulevard	Urban Collector	2	Undivided	1	1.41	0.69	Urbanized	(D) 16,500	1605	3,600	2002	6,400	B	(D) 880	341	B	
											2003	5,900	B		315	B	
											2004	5,700	B		304	B	
											2005	5,200	B		277	B	
											2006	5,000	B		267	B	
											2007	5,000	B		267	B	
											2008	5,200	B		277	B	
											% of MV	2009	4,600		B	245	B
											21.82%	2010	3,600		B	192	B
											24.09%	2015	3,975		B	212	B
26.60%	2020	4,388	B	234	B												
1.554 - 2.273 Roadway ID 46110000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR392 (Hutchison Boulevard)																	
SR 30 / US 98A / Front Beach Road to CR 3033 / Beckrich Road 0.166 - 2.090 Roadway ID 46010002	Minor Arterial	4	Divided	4	1.92	2.09	Urbanized	(D) 36,700	281 285	5,900 12,500	2002	8,400	B	(D) 1,960	448	B	
											2003	7,800	B		416	B	
											2004	10,050	B		536	B	
											2005	10,800	B		576	B	
											2006	11,500	B		614	B	
											2007	11,500	B		614	B	
											2008	11,600	B		619	B	
											% of MV	2009	9,250		B	493	B
											25.07%	2010	9,200		B	491	B
											27.68%	2015	10,158		B	542	B
											30.56%	2020	11,215		B	598	B
CR 3033 / Beckrich Road to SR 30 / US 98A / Front Beach Road 2.090 - 3.283 Roadway ID 46010002	Minor Arterial	4	Divided	3	2.52	1.19	Urbanized	(D) 33,200	280	21,300	2002	14,200	C	(D) 1,770	758	C	
											2003	19,100	C		1,019	C	
											2004	21,500	C		1,147	C	
											2005	21,500	C		1,147	C	
											2006	21,500	C		1,147	C	
											2007	21,500	C		1,147	C	
											2008	24,000	C		1,280	C	
											% of MV	2009	19,200		C	1,024	C
											64.16%	2010	21,300		C	1,136	C
											70.83%	2015	23,517		C	1,255	C
											78.21%	2020	25,965		D	1,385	D

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR28 (11th St)																
Beck Avenue to Lisenby Avenue 1.905 - 2.967 Roadway ID # 4651000	Urban Collector	2	Undivided	2	1.9	1.05	Urbanized	(D) 14,850	5048 5049 5050	5,100	2002	7,400	B	(D) 792	395	B
										5,900	2003	6,500	B		347	B
										6,400	2004	7,233	B		386	B
											2005	7,000	B		373	B
											2006	6,600	B		352	B
											2007	6,600	B		352	B
											2008	5,833	B		311	B
										% of MV	2009	5,633	B		301	B
										39.06%	2010	5,800	B		309	B
										43.12%	2015	6,404	B		342	B
										47.61%	2020	7,070	B		377	B
Lisenby Avenue to Harrison Avenue 2.967 - 4.375 Roadway ID # 4651000	Urban Collector	2	Undivided	3	2.1	1.43	Urbanized	(D) 13,680	5051 1611	10,000	2002	11,500	D	(D) 729	614	D
										NA	2003	12,500	D		667	D
											2004	13,500	D		720	D
											2005	12,000	D		640	D
											2006	11,000	D		587	D
											2007	11,000	D		587	D
											2008	10,500	D		560	D
										% of MV	2009	10,000	D		534	D
										73.10%	2010	10,000	D		534	D
										80.71%	2015	11,041	D		589	D
										89.11%	2020	12,190	D		650	D
Harrison Avenue to SR77 4.375 - 4.971 Roadway ID # 4651000	Urban Collector	2	Undivided	1	1.64	0.61	Urbanized	(D) 14,850	5055	10,000	2002	13,100	C	(D) 792	699	C
											2003	11,000	C		587	C
											2004	10,900	C		582	C
											2005	11,500	C		614	C
											2006	11,000	C		587	C
											2007	11,000	C		587	C
											2008	10,000	C		534	C
										% of MV	2009	10,000	C		534	C
										67.34%	2010	10,000	C		534	C
										74.35%	2015	11,041	C		589	C
										82.09%	2020	12,190	C		650	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR28 (11th St) (cont.)																	
SR77 to East Avenue 4.971 - 6.477 Roadway ID # 4651000	Urban Collector	2	Undivided	3	2	1.5	Urbanized	(D) 13,680	5091	8,300	2002	10,300	D	(D) 729	550	D	
											2003	9,100	C		485	C	
											2004	9,500	D		507	D	
											2005	9,900	D		528	D	
											2006	9,500	D		507	D	
											2007	9,500	D		507	D	
											2008	9,400	C		501	C	
											% of MV	2009	8,900		C	475	C
											60.67%	2010	8,300		C	443	C
											66.99%	2015	9,164		C	489	C
73.96%	2020	10,118	D	540	D												
East Avenue to Transmitter Road 6.477 - 7.512 Roadway ID # 4651000	Urban Collector	2	Undivided	2	1.9	1.05	Urbanized	(D) 14,850	5172	5,200	2002	6,100	B	(D) 792	325	B	
											2003	5,800	B		309	B	
											2004	6,200	B		331	B	
											2005	6,800	B		363	B	
											2006	6,500	B		347	B	
											2007	6,500	B		347	B	
											2008	6,900	B		368	B	
											% of MV	2009	5,700		B	304	B
											35.02%	2010	5,200		B	277	B
											38.66%	2015	5,741		B	306	B
42.69%	2020	6,339	B	338	B												
Transmitter Rd to US98 (Tyndall Pkwy) 7.512 - 8.515 Roadway ID # 4651000	Urban Collector	2	Undivided	0	0	1	Urbanized	(D) 22,200	5213	1,500	2002	1,700	B	(D) 1,140	88	B	
											2003	1,900	B		98	B	
											2004	1,700	B		88	B	
											2005	1,800	B		93	B	
											2006	1,700	B		88	B	
											2007	1,700	B		88	B	
											2008	1,500	B		78	B	
											% of MV	2009	1,500		B	78	B
											6.76%	2010	1,500		B	78	B
											7.46%	2015	1,656		B	86	B
8.24%	2020	1,828	B	95	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR327 (Lisenby Avenue)																
10th St. to US98 0.000 - 0.647 Roadway Id # 46000016	Not Classified	2	Undivided	1	2	0.5	Urbanized	(D) 13,680	5133	5,000	2002	5,100	C	(D) 729	272	C
											2003	5,400	C		288	C
											2004	6,300	C		336	C
											2005	5,500	C		293	C
											2006	5,800	C		309	C
											2007	5,800	C		309	C
											2008	5,900	C		315	C
										% of MV	2009	5,600	C		299	C
										36.55%	2010	5,000	C		267	C
										40.35%	2015	5,520	C		295	C
44.55%	2020	6,095	C	325	C											
CR385 (Frankford Avenue)																
US98 to 23rd St. 0.000 - 1.001 Roadway Id # 46002000	Urban Collector	2	Undivided	1	1	1	Urbanized	(D) 14,850	5132 5205	10,000	2002	9,100	C	(D) 792	485	C
											2003	9,200	C		491	C
											2004	10,250	C		547	C
											2005	10,500	C		560	C
											2006	10,250	C		547	C
											2007	10,250	C		547	C
											2008	9,400	C		501	C
										% of MV	2009	8,900	C		475	C
										63.64%	2010	9,450	C		504	C
										70.26%	2015	10,434	C		557	C
77.57%	2020	11,519	C	615	C											
Bus98 to US98 0.000 - 0.609 Roadway Id # 46560001	Urban Collector	2	Undivided	1	1.42	0.7	Urbanized	(D) 14,850	5046	7,000	2002	7,400	B	(D) 792	395	B
											2003	6,900	B		368	B
											2004	6,100	B		325	B
											2005	7,100	B		379	B
											2006	7,800	B		416	B
											2007	7,800	B		416	B
											2008	6,800	B		363	B
										% of MV	2009	7,100	B		379	B
										47.14%	2010	7,000	B		373	B
										52.04%	2015	7,729	B		412	B
57.46%	2020	8,533	B	455	B											

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR385 (Frankford Avenue) (cont.)																
US98 to 23rd St. 0.609 - 1.608 Roadway Id # 46560001	Urban Collector	2	Undivided	1	1	1	Urbanized	(D) 14,850	5126 5127	NA	2002	7,400	B	(D) 792	395	B
											2003	7,200	B		384	B
											2004	6,700	B		357	B
											2005	7,700	B		411	B
											2006	8,300	B		443	B
											2007	8,300	B		443	B
											2008	7,700	B		411	B
										% of MV	2009	7,600	B		405	B
										52.53%	2010	7,800	B		416	B
										57.99%	2015	8,612	B		459	C
64.03%	2019	9,508	C	507	C											
23rd St to St. Andrews Blvd 1.608 - 1.930 Roadway Id # 46560001	Urban Collector	2	Undivided	1	3.03	0.33	Urbanized	(D) 13,680	1610	4,400	2002	4,000	C	(D) 729	213	C
											2003	3,800	C		203	C
											2004	3,900	C		208	C
											2005	4,200	C		224	C
											2006	4,300	C		229	C
											2007	4,300	C		229	C
											2008	4,500	C		240	C
										% of MV	2009	4,600	C		245	C
										32.16%	2010	4,400	C		235	C
										35.51%	2015	4,858	C		259	C
39.21%	2020	5,364	C	286	C											
St. Andrews Blvd to Roadway Terminus 1.930 - 3.627 Roadway Id # 46560001	Urban Collector	2	Undivided	0	0	1.72	Urbanized	(D) 22,200	5148	3,900	2002	3,100	B	(D) 1,140	160	B
											2003	3,100	B		160	B
											2004	3,100	B		160	B
											2005	3,300	B		171	B
											2006	3,300	B		171	B
											2007	3,300	B		171	B
											2008	3,900	B		202	B
										% of MV	2009	3,800	B		196	B
										17.57%	2010	3,900	B		202	B
										19.40%	2015	4,306	B		223	B
21.41%	2020	4,754	B	246	B											

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR388																	
SR 79 to Airport Entrance Note: FDOT Mile Post Used 0.000 - 4.147 Roadway ID # 46070000	Minor Arterial	2	Undivided	0	0	4.17	Urbanized	(C) 15,600	271	4,600	2002	NA	NA	(C) 800	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	NA	NA		NA	NA	
											% of MV	2009	NA		NA	NA	NA
											29.49%	2010	4,600		B	245	B
											32.56%	2015	5,079		B	271	B
35.94%	2020	5,607	B	299	B												
Segment is on the Strategic Intermodal System.																	
Airport Entrance to SR 77 4.147 - 12.339 Roadway ID # 46070000	Minor Arterial	2	Undivided	1	0.12	8.17	Urbanized	(C) 13,860	128	5,200	2002	NA	NA	(C) 738	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	NA	NA		NA	NA	
											% of MV	2009	NA		NA	NA	NA
											37.52%	2010	5,200		B	277	B
											41.42%	2015	5,741		B	306	B
45.73%	2020	6,339	B	338	B												
SR 77 to Bay Urban Boundary 0.000 - 1.450 Roadway ID # 46640000	Minor Arterial	2	Undivided	0	0	1.44	Urbanized	(D) 22,200	104	1,550	2002	1,450	B	(D) 1,140	75	B	
											2003	1,500	B		78	B	
											2004	1,550	B		80	B	
											2005	1,450	B		75	B	
											2006	1,550	B		80	B	
											2007	1,550	B		80	B	
											2008	1,600	B		83	B	
											% of MV	2009	1,550		B	83	B
											6.98%	2010	1,550		B	80	B
											7.71%	2015	1,711		B	91	B
8.51%	2020	1,889	B	101	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR388 (cont)																	
Bay Urban Boundary to US 231 1.450 - 15.197 Roadway ID # 46640000	Minor Arterial	2	Undivided	0	0	13.76	Trans.	(C) 15,100	237	1,100	2002	800	B	(C) 800	43	B	
											2003	900	B		48	B	
											2004	950	B		51	B	
											2005	900	B		48	B	
											2006	950	B		51	B	
											2007	950	B		51	B	
											2008	1,300	B		69	B	
											% of MV	2009	1,100		B	59	B
											7.28%	2010	1,100		B	59	B
											8.04%	2015	1,214		B	65	B
8.88%	2020	1,341	B	72	B												
CR392 (Thomas Dr)																	
South Thomas Dr (CR 745) Front Beach Rd to Thomas Dr 0.000 - 0.856 Roadway ID # 46170000	Urban Collector	2	Undivided	0	0	0.85	Urbanized	(D) 22,200	202	5,500	2002	7,200	B	(D) 1,140	384	B	
											2003	7,200	B		384	B	
											2004	7,900	C		421	C	
											2005	9,900	C		528	C	
											2006	9,400	C		501	C	
											2007	9,400	C		501	C	
											2008	10,500	C		560	C	
											% of MV	2009	11,500		C	614	C
											24.77%	2010	5,500		B	293	B
											27.35%	2015	6,072		B	324	B
30.20%	2020	6,704	B	358	B												
North Thomas Dr (CR 392/N) Front Beach Rd to Joan Ave 0.000 - 1.025 Roadway ID # 46170500	Urban Collector	2	Undivided	1	1.44	1.02	Urbanized	(D) 14,850	201 210	11,000 10,000	2002	10,800	C	(D) 792	576	C	
											2003	11,450	C		611	C	
											2004	11,250	C		600	C	
											2005	13,800	C		736	C	
											2006	14,000	D		747	D	
											2007	14,000	D		747	D	
											2008	12,150	C		648	C	
											% of MV	2009	13,250		C	707	C
											70.71%	2010	10,500		C	560	C
											78.07%	2015	11,593		C	618	C
86.19%	2020	12,799	C	683	C												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR392 (Thomas Dr) (cont)																	
Joan Ave to Thomas Dr (CR3030) 1.025 - 4.110 Roadway ID # 46170500	Urban Collector	4	Divided	1	0.32	3.12	Urbanized	(D) 33,030	253	10,400	2002	12,100	B	(D) 1,764	646	B	
											2003	12,000	B		640	B	
											2004	12,400	B		662	B	
											2005	12,800	B		683	B	
											2006	13,300	B		710	B	
											2007	13,000	B		694	B	
											2008	11,000	B		587	B	
											% of MV	2009	12,000		B	640	B
											31.49%	2010	10,400		B	555	B
											34.76%	2015	11,482		B	613	B
38.38%	2020	12,678	B	676	B												
CR2301																	
US231 to Bay Urban Boundary 0.000 - 6.240 Roadway ID # 4661000	Major Collector	2	Undivided	0	0	6.11	Urbanized	(D) 22,200	236 316 317	7,500 3,200 2,200	2002	6,200	B	(D) 1,140	321	B	
											2003	7,300	B		377	B	
											2004	7,900	C		408	C	
											2005	4,500	B		233	B	
											2006	4,967	B		257	B	
											2007	5,100	B		264	B	
											2008	4,567	B		236	B	
											% of MV	2009	4,433		B	229	B
											19.37%	2010	4,300		B	222	B
											21.39%	2015	4,748		B	245	B
23.61%	2020	5,242	B	271	B												
Bay Urban Boundary to CR 388 6.240 - 9.997 Roadway ID # 4661000	Major Collector	2	Undivided	0	0	3.85	Urbanized	(D) 22,200	211	1,100	2002	750	B	(D) 1,140	39	B	
											2003	700	B		36	B	
											2004	1,000	B		52	B	
											2005	1,100	B		57	B	
											2006	1,200	B		62	B	
											2007	1,200	B		62	B	
											2008	1,200	B		62	B	
											% of MV	2009	1,200		B	62	B
											4.95%	2010	1,100		B	57	B
											5.47%	2015	1,214		B	63	B
6.04%	2020	1,341	B	69	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR2312 (Baldwin Rd)																	
St. Andrews Blvd to SR77	Urban Collector	2	Undivided	4	2.86	1.4	Urbanized	(D) 13,680	5209 5216	9,400 15,000	2002	10,950	D	(D) 729	584	D	
											2003	11,050	D		590	D	
											2004	11,300	D		603	D	
											2005	11,700	D		624	D	
											2006	11,800	D		630	D	
											2007	11,800	D		630	D	
St. Andrews to Minnesota Avenue scheduled to be 4-laned after 2014. 0.000 - 1.458 Roadway ID 46000006		4	Divided	4	2.86	1.458	Urbanized	(D) 29,880			2008	12,450	D	(D) 1,593	664	D	
											% of MV	2009	13,000		D	694	D
											89.18%	2010	12,200		D	651	D
											98.46%	2015	13,470		D	719	D
											108.71%	2020	14,872		F*	793	F*
SR77 to US231 0.000 - 1.458 Roadway ID 46600000	Urban Collector	2	Undivided	1	0.67	1.61	Urbanized	(D) 14,850	1637 5157	9,000 7,000	2002	8,900	C	(D) 792	475	C	
											2003	8,650	C		461	C	
											2004	8,550	B		456	B	
											2005	8,800	C		469	C	
											2006	9,100	C		485	C	
											2007	9,100	C		485	C	
										2008	9,100	C	485		C		
										% of MV	2009	9,400	C		501	C	
										53.87%	2010	8,000	B		427	B	
										59.48%	2015	8,833	C		471	C	
65.67%	2020	9,752	C	520	C												
CR3026 (Cherry St)																	
Everitt Ave to Business 98 0.698 - 1.030 Roadway ID # 46020004	Urban Collector	2	Undivided	1	3.03	0.33	Urbanized	(D) 13,680	1613	2,300	2002	2,600	C	(D) 729	134	C	
											2003	2,000	C		103	C	
											2004	2,200	C		114	C	
											2005	2,100	C		109	C	
											2006	2,500	C		129	C	
											2007	2,500	C		129	C	
										2008	2,100	C	109		C		
										% of MV	2009	2,600	C		134	C	
										16.81%	2010	2,300	C		119	C	
										18.56%	2015	2,539	C		131	C	
20.49%	2020	2,804	C	145	C												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR3026 (Cherry St) (cont.)																	
Business 98 to US 98 0.000 - 1.462 Roadway ID # 46503000	Urban Collector	2	Undivided	1	0.68	1.47	Urbanized	(D) 14,850	5188 1626	8,600 5,100	2002	6,850	B	(D) 792	365	B	
											2003	6,600	B		352	B	
											2004	6,500	B		347	B	
											2005	7,200	B		384	B	
											2006	7,450	B		397	B	
											2007	7,450	B		397	B	
											2008	7,400	B		395	B	
											% of MV	2009	6,850		B	365	B
											46.13%	2010	6,850		B	365	B
											50.93%	2015	7,563		B	403	B
56.23%	2020	8,350	B	445	B												
US 98 to Berthe Ave (CR2323) 1.462 - 2.463 Roadway ID # 46503000	Urban Collector	2	Undivided	2	2	1	Urbanized	(D) 13,680	5185 5183	11,500 7,500	2002	10,750	D	(D) 729	574	D	
											2003	10,400	D		555	D	
											2004	10,450	D		558	D	
											2005	10,600	D		566	D	
											2006	10,850	D		579	D	
											2007	10,850	D		579	D	
											2008	10,450	D		558	D	
											% of MV	2009	9,950		D	531	D
											69.44%	2010	9,500		D	507	D
											76.67%	2015	10,489		D	560	D
84.65%	2020	11,580	D	618	D												
CR2321																	
SR 77 to CR 2302 1.907-3.566 Roadway ID # 46630000	Urban Collector	2	Undivided	0	0	1.6	Urbanized	(D) 22,200	291 307	4,400 6,600	2002	4,800	B	(D) 1,140	248	B	
											2003	4,100	B		212	B	
											2004	4,400	B		227	B	
											2005	4,800	B		248	B	
											2006	5,400	B		279	B	
											2007	5,500	B		284	B	
											2008	5,850	B		302	B	
											% of MV	2009	5,450		B	282	B
											24.77%	2010	5,500		B	284	B
											27.35%	2015	6,072		B	314	B
30.20%	2020	6,704	B	347	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR2321 (cont)																	
CR 2302 to US 231 1.907 - 8.050 Roadway ID # 46630000	Urban Collector	2	Undivided	0	0	4.6	Urbanized	(D) 22,200	252 314	8,100 5,500	2002	4,800	B	(D) 1,140	256	B	
											2003	4,100	B		219	B	
											2004	4,400	B		235	B	
											2005	5,333	B		285	B	
											2006	6,233	B		333	B	
											2007	8,200	C		437	C	
											2008	7,500	B		400	C	
											% of MV	2009	6,900		B	368	B
											30.63%	2010	6,800		B	363	B
											33.82%	2015	7,508		B	401	C
37.34%	2020	8,289	C	442	C												
CR2323 (Berthe Ave/Boat Race Rd)																	
Business 98 to US 98 0.000 - 0.358 Roadway ID # 46531000	Urban Collector	2	Undivided	1	2.7	0.37	Urbanized	(D) 13,680	5214	3,600	2002	3,100	C	(D) 729	165	C	
											2003	3,700	C		197	C	
											2004	4,100	C		219	C	
											2005	3,100	C		165	C	
											2006	3,300	C		176	C	
											2007	3,300	C		176	C	
											2008	2,500	C		133	C	
											% of MV	2009	2,400		C	128	C
											26.32%	2010	3,600		C	192	C
											29.05%	2015	3,975		C	212	C
32.08%	2020	4,388	C	234	C												
US98 to Berthe Ave 0.358 - 1.351 Roadway ID # 46531000	Urban Collector	2	Undivided	1	1	1	Urbanized	(D) 14,850	5180	6,200	2002	6,600	B	(D) 792	352	B	
											2003	6,500	B		347	B	
											2004	6,800	B		363	B	
											2005	7,200	B		384	B	
											2006	6,700	B		357	B	
											2007	6,700	B		357	B	
											2008	5,800	B		309	B	
											% of MV	2009	6,200		B	331	B
											41.75%	2010	6,200		B	331	B
											46.10%	2015	6,845		B	365	B
50.89%	2020	7,558	B	403	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR2323 (Berthe Ave/Boat Race Rd) (cont)																	
Boat Race Road to Cherry Street 1.351 - 2.340 Roadway ID # 46531000	Urban Collector	2	Undivided	0	0	1	Urbanized	(D) 22,200	5184	3,400	2002	3,600	B	(D) 1,140	186	B	
											2003	3,400	B		176	B	
											2004	3,900	B		202	B	
											2005	5,100	B		264	B	
											2006	4,100	B		212	B	
											2007	4,100	B		212	B	
											2008	4,500	B		233	B	
											% of MV	2009	3,300		B	171	B
											15.32%	2010	3,400		B	176	B
											16.91%	2015	3,754		B	194	B
18.67%	2020	4,145	B	214	B												
Cherry Street to SR22 (Wewa Hwy) 2.340 - 2.868 Roadway ID # 46531000	Urban Collector	2	Undivided	1	1.96	0.51	Urbanized	(D) 14,850	1629	4,400	2002	3,100	B	(D) 792	165	B	
											2003	3,300	B		176	B	
											2004	3,400	B		181	B	
											2005	3,300	B		176	B	
											2006	3,900	B		208	B	
											2007	3,900	B		208	B	
											2008	4,100	B		219	B	
											% of MV	2009	4,300		B	229	B
											29.63%	2010	4,400		B	235	B
											32.71%	2015	4,858		B	259	B
36.12%	2020	5,364	B	286	B												
CR2327 (Transmitter Rd)																	
Wewa Hwy to US 98 0.000 - 1.509 Roadway ID 46540000	Urban Collector	2	Undivided	1	0.67	1.5	Urbanized	(D) 14,850	5101 5124	7,800 6,300	2002	6,450	B	(D) 792	344	B	
											2003	6,450	B		344	B	
											2004	6,750	B		360	B	
											2005	7,900	B		421	B	
											2006	7,900	B		421	B	
											2007	7,900	B		421	B	
											2008	6,900	B		368	B	
											% of MV	2009	6,800		B	363	B
											47.47%	2010	7,050		B	376	B
											52.42%	2015	7,784		B	415	B
57.87%	2020	8,594	B	458	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
US98 to US 231 1.509 - 4.144 Roadway ID 46540000	Minor Arterial	2	Undivided	1	0.38	2.62	Urbanized	(D) 14,850	1621 5162 1623	10,200	2002	12,150	C	(D) 792	648	C
										NA	2003	12,850	C		686	C
											2004	13,250	C		707	C
											2005	14,200	D		758	D
											2006	14,050	D		750	D
											2007	14,050	D		750	D
											2008	12,750	C		680	C
										% of MV	2009	12,800	C		683	C
										84.85%	2010	12,600	C		672	C
										93.68%	2015	13,911	D		742	D
										103.43%	2020	15,359	F*		819	F*
CR2327 (Transmitter Rd) (cont.)																
US231to CR 390 0.000 - 1.390 Roadway ID 46000001	Minor Arterial	2	Undivided	1	0.59	1.7	Urbanized	(D) 14,850	1639	5,600	2002	5,300	B	(D) 792	283	B
											2003	5,200	B		277	B
											2004	5,600	B		299	B
											2005	5,600	B		299	B
											2006	5,600	B		299	B
											2007	5,600	B		299	B
											2008	5,300	B		283	B
										% of MV	2009	7,300	B		389	B
										37.71%	2010	5,600	B		299	B
										41.64%	2015	6,183	B		330	B
										45.97%	2020	6,826	B		364	B
CR 2341 (Jenks Avenue)																
6th St to US98 0.000 - 1.124 Roadway ID 46560006	Urban Collector	2	Undivided	2	0.89	1.79	Urbanized	(D) 14,850	5153 5116 5212	5,400	2002	14,650	D	(D) 792	782	D
											2003	9,900	C		528	C
											2004	10,767	C		574	C
											2005	10,200	C		544	C
											2006	10,433	C		557	C
											2007	10,433	C		557	C
											2008	10,433	C		557	C
										% of MV	2009	9,833	C		525	C
										55.22%	2010	8,200	B		437	B
										60.97%	2015	9,053	C		483	C
										67.31%	2020	9,996	C		533	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2341 (Jenks Avenue) (cont.)																
US98 to 23rd St 1.124 - 2.124 Roadway ID 46560006	Urban Collector	2	Undivided	3	3	1	Urbanized	(D) 13,680	5217 5219	11,900	2002	13,400	D	(D) 729	715	D
										11,400	2003	13,550	D		723	D
											2004	13,350	D		712	D
											2005	13,100	D		699	D
											2006	13,100	D		699	D
											2007	13,100	D		699	D
											2008	13,400	D		715	D
										% of MV	2009	12,100	D		646	D
										85.16%	2010	11,650	D		622	D
										94.02%	2015	12,863	D		686	D
										103.81%	2020	14,201	E*		758	E*
23rd St to Baldwin Road 2.124 - 3.129 Roadway ID 46560006	Urban Collector	2	Undivided	1	1	1	Urbanized	(D) 14,850	5218	11,500	2002	11,500	C	(D) 792	614	C
											2003	12,700	C		678	C
											2004	11,500	C		614	C
											2005	12,000	C		640	C
											2006	12,000	C		640	C
											2007	12,000	C		640	C
											2008	12,000	C		640	C
										% of MV	2009	12,500	C		667	C
										77.44%	2010	11,500	C		614	C
										85.50%	2015	12,697	C		677	C
										94.40%	2020	14,018	D		748	D
Baldwin Road to SR390 3.129 - 4.451 Roadway ID 46560006	Urban Collector	2	Undivided	1	0.75	1.33	Urbanized	(D) 14,850	5220	11,000	2002	10,000	C	(D) 792	534	C
											2003	9,600	C		512	C
											2004	10,500	C		560	C
											2005	11,000	C		587	C
											2006	10,000	C		534	C
											2007	10,000	C		534	C
											2008	11,000	C		587	C
										% of MV	2009	11,000	C		587	C
										74.07%	2010	11,000	C		587	C
										81.78%	2015	12,145	C		648	C
										90.30%	2020	13,409	C		715	C

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR3030 (Thomas Dr)																	
North Lagoon Driveto Thomas Dr (CR392)	Urban Collector	2	Undivided	1	1.19	0.84	Urbanized	(D) 14,850	279	12,500	2002	14,500	D	(D) 792	774	D	
											2003	14,500	D		774	D	
											2004	15,500	F*		827	F*	
											2005	16,000	F*		854	F*	
											2006	16,500	F*		880	F*	
											2007	16,500	F*		880	F*	
Under Construction 5-laned. 3.309 - 4.136 Roadway ID 46521500		4	Divided	1	1.19	0.84	Urbanized	(D) 33,030			2008	13,000	C	(D) 1,764	694	C	
											% of MV	2009	15,000		F*	800	F*
											84.18%	2010	12,500		C	667	C
											92.94%	2015	13,801		C	736	C
											102.61%	2020	15,237		F*	813	F*
CR 3031 (Thomas Dr)																	
North Lagoon Drive to US 98 0.000 - 2.830 Roadway ID 46522500	Urban Collector	4	Divided	5	1.72	2.9	Urbanized	(D) 33,030	200 292 293	25,000 14,200 21,000	2002	18,700	B	(D) 1,764	998	B	
											2003	18,200	B		971	B	
											2004	18,767	B		1,001	B	
											2005	19,500	B		1,040	B	
											2006	20,033	B		1,069	B	
											2007	20,200	B		1,078	B	
											2008	24,100	B		1,286	B	
											% of MV	2009	24,033		B	1,282	B
											60.75%	2010	20,066		B	1,071	B
											67.07%	2015	22,154		B	1,182	B
											74.05%	2020	24,460		B	1,305	B
CR389 (12th St)																	
US231 to CR 390 0.000 - 2.285 Roadway ID 46500000	Urban Collector	2	Undivided	3	1.29	2.32	Urbanized	(D) 14,850	1619	7,300	2002	6,800	B	(D) 792	363	B	
											2003	7,300	B		389	B	
											2004	7,200	B		384	B	
											2005	7,900	B		421	B	
											2006	7,700	B		411	B	
											2007	7,700	B		411	B	
											2008	8,500	B		453	B	
											% of MV	2009	7,600		B	405	B
											49.16%	2010	7,300		B	389	B
											54.27%	2015	8,060		B	430	B
											59.92%	2020	8,899		C	475	C

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR389 (12th St) (cont)																	
CR390 to SR 77 2.285 - 3.952 Roadway ID # 46500000	Minor Arterial	2	Undivided	1	0.59	1.68	Urbanized	(D) 14,850	5005 1633	7,600 6,200	2002	6,500	B	(D) 792	347	B	
											2003	6,350	B		339	B	
											2004	7,000	B		373	B	
											2005	7,700	B		411	B	
											2006	7,200	B		384	B	
											2007	7,200	B		384	B	
											2008	7,750	B		413	B	
											% of MV	2009	7,050		B	376	B
											46.46%	2010	6,900		B	368	B
											51.30%	2015	7,618		B	406	B
56.64%	2020	8,411	B	449	B												
CR390																	
SR77 to CR389 0.000 - 1.341 Roadway ID # 46600000	Urban Collector	2	Undivided	1	0.74	1.35	Urbanized	(D) 14,850	5098 1634	13,000 12,500	2002	12,500	C	(D) 792	667	C	
											2003	13,000	C		694	C	
											2004	11,000	C		587	C	
											2005	14,100	D		752	D	
											2006	13,250	C		707	C	
											2007	13,250	C		707	C	
											2008	13,250	C		707	C	
											% of MV	2009	12,500		C	667	C
											85.86%	2010	12,750		C	680	C
											94.79%	2015	14,077		D	751	D
104.66%	2020	15,542	F*	829	F*												
CR389 to CR2327 1.341 - 2.598 Roadway ID # 46600000	Minor Arterial	2	Undivided	1 way	0.79	1.27	Urbanized	(D) 14,850	1640	16,500	2002	13,500	C	(D) 792	720	C	
											2003	15,000	F*		800	F*	
											2004	14,500	D		774	D	
											2005	15,500	F*		827	F*	
											2006	15,500	F*		827	F*	
											2007	15,500	F*		827	F*	
											2008	15,000	F*		800	F*	
											% of MV	2009	15,000		F*	800	F*
											111.11%	2010	16,500		F*	880	F*
											122.68%	2015	18,217		F*	972	F*
135.44%	2020	20,113	F*	1,073	F*												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR390 (cont)																	
CR2327 to US231 2.598 - 4.308 Roadway ID # 46600000	Urban Collector	2	Undivided	1	0.59	1.7	Urbanized	(D) 14,850	1631	7,400	2002	5,800	B	(D) 792	309	B	
											2003	6,300	B		336	B	
											2004	7,100	B		379	B	
											2005	8,000	B		427	B	
											2006	8,500	B		453	B	
											2007	8,500	B		453	B	
											2008	7,100	B		379	B	
											% of MV	2009	9,700		C	517	C
											49.83%	2010	7,400		B	395	B
											55.02%	2015	8,170		B	436	B
60.74%	2020	9,021	C	481	C												
CR22/2337 (Sherman Ave)																	
3rd St. to 15th St. Bus 98 (5th St) to 3rd St 0.000 - 0.252 Roadway ID # 46532000 Bus 98 (5th St) to 15th St. 0.000 - 1.248 Roadway ID # 46000010	Urban Collector	2	Undivided	3	2.44	1.49	Urbanized	(D) 13,680	5160 5225 1602	2,200 5,400 3,300	2002	4,350	C	(D) 729	232	C	
											2003	4,200	C		224	C	
											2004	4,000	C		213	C	
											2005	4,300	C		229	C	
											2006	4,033	C		215	C	
											2007	4,033	C		215	C	
											2008	4,100	C		219	C	
											% of MV	2009	4,100		C	219	C
											26.56%	2010	3,633		C	194	C
											29.32%	2015	4,011		C	214	C
32.37%	2020	4,429	C	236	C												
15th St to East Ave. 0.000 - 1.360 Roadway ID # 46500002	Urban Collector	2	Undivided	0	0	1.36	Urbanized	(D) 22,200	5170	5,400	2002	6,600	B	(D) 1,140	341	B	
											2003	6,100	B		315	B	
											2004	6,000	B		310	B	
											2005	6,800	B		352	B	
											2006	6,600	B		341	B	
											2007	6,600	B		341	B	
											2008	7,300	B		377	B	
											% of MV	2009	6,600		B	341	B
											24.32%	2010	5,400		B	279	B
											26.86%	2015	5,962		B	308	B
29.65%	2020	6,583	B	340	B												

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR2315 (Star Ave)																	
Cole Ridge Road to Wewa Highway 0.000 - 1.155 Roadway ID # 460506000	Urban Collector	2	Undivided	1	0.63	1.59	Urbanized	(D) 14,850	1641	4,600	2002	7,000	B	(D) 792	373	B	
											2003	5,000	B		267	B	
											2004	4,900	B		261	B	
											2005	5,700	B		304	B	
											2006	5,300	B		283	B	
											2007	5,300	B		283	B	
											2008	4,800	B		256	B	
											% of MV	2009	4,700		B	251	B
											30.98%	2010	4,600		B	245	B
											34.20%	2015	5,079		B	271	B
37.76%	2020	5,607	B	299	B												
Wewa Highway to US 231 1.155 - 7.852 Roadway ID # 460506000	Urban Collector	2	Undivided	1	0.1493	6.7	Urbanized	(D) 14,850	268 269	7,600	2002	4,000	B	(D) 792	213	B	
										8,300	2003	5,900	B		315	B	
											2004	6,100	B		325	B	
											2005	6,800	B		363	B	
											2006	7,150	B		381	B	
											2007	7,350	B		392	B	
											2008	7,150	B		381	B	
										% of MV	2009	7,250	B		387	B	
										53.54%	2010	7,950	B		424	B	
										59.11%	2015	8,777	C		468	C	
65.26%	2020	9,691	C	517	C												
CR2322 (7th St)																	
Transmitter Rd to Bob Little Rd 0.519 - 1.015 Roadway ID # 46560012	Not Classified	2	Undivided	0	0	0.5	Urbanized	(D) 22,200	5174 5179	3,300	2002	4,200	B	(D) 1,140	217	B	
										4,800	2003	3,900	B		202	B	
											2004	4,100	B		212	B	
											2005	4,500	B		233	B	
											2006	4,200	B		217	B	
											2007	4,200	B		217	B	
											2008	3,550	B		184	B	
										% of MV	2009	4,050	B		209	B	
										18.24%	2010	4,050	B		209	B	
										20.14%	2015	4,472	B		231	B	
22.24%	2020	4,937	B	255	B												

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR2322 (7th St) (cont)																	
Bob Little Rd to US98 (Tyndall Pkwy) 1.015 - 1.520 Roadway ID # 46560012	Not Classified	2	Undivided	1	2	0.5	Urbanized	(D) 13,680	5173	6,300	2002	5,800	C	(D) 729	309	C	
											2003	5,500	C		293	C	
											2004	5,900	C		315	C	
											2005	6,900	C		368	C	
											2006	6,500	C		347	C	
											2007	6,500	C		347	C	
											2008	7,000	C		373	C	
											% of MV	2009	6,700		C	357	C
											46.05%	2010	6,300		C	336	C
											50.85%	2015	6,956		C	371	C
56.14%	2020	7,680	C	410	C												
CR30A (Michigan Ave)																	
23rd St to Bus 98 0.000 - 0.628 Roadway Id # 46510000	Urban Collector	2	Undivided	1	1.59	0.63	Urbanized	(D) 14,850	5201 5102	4,900 NA	2002	5,200	B	(D) 792	277	B	
											2003	5,200	B		277	B	
											2004	5,700	B		304	B	
											2005	5,900	B		315	B	
											2006	5,900	B		315	B	
											2007	5,900	B		315	B	
											2008	5,300	B		283	B	
											% of MV	2009	5,000		B	267	B
											33.00%	2010	4,900		B	261	B
											36.43%	2015	5,410		B	289	B
40.22%	2020	5,973	B	319	B												
US 98 to 15th St 0.628 - 0.960 Roadway Id # 46510000	Urban Collector	2	Undivided	1	3.03	0.33	Urbanized	(D) 13,680	5104	1,800	2002	2,500	C	(D) 729	133	C	
											2003	2,400	C		128	C	
											2004	2,100	C		112	C	
											2005	1,900	C		101	C	
											2006	1,900	C		101	C	
											2007	1,600	C		85	C	
											2008	1,500	C		80	C	
											% of MV	2009	1,400		C	75	C
											13.16%	2010	1,800		C	96	C
											14.53%	2015	1,987		C	106	C
16.04%	2020	2,194	C	117	C												

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
15th St																	
Buss 98 to Michigan 0.960 - 1.402 Roadway Id # 46510000	Urban Collector	2	Undivided	1	1.69	0.59	Urbanized	(D) 14,850	5105 5106	1,600 2,000	2002	2,800	B	(D) 792	149	B	
											2003	2,350	B		125	B	
											2004	2,200	B		117	B	
											2005	2,200	B		117	B	
											2006	2,100	B		112	B	
											2007	2,100	B		112	B	
											2008	1,750	B		93	B	
											% of MV	2009	1,600		B	85	B
											12.12%	2010	1,800		B	96	B
											13.38%	2015	1,987		B	106	B
14.78%	2020	2,194	B	117	B												
CR30B (Joan Avenue)																	
Thomas Drive to Front Beach Rd 0.000 - 0.903 Roadway Id # 46590002	Not Classified	2	Undivided	2	2.15	0.93	Urbanized	(D) 13,680	204	8,100	2002	8,500	C	(D) 729	453	C	
											2003	8,700	C		464	C	
											2004	9,100	C		485	C	
											2005	11,000	D		587	D	
											2006	10,500	D		560	D	
											2007	10,500	D		560	D	
											2008	10,000	D		534	D	
											% of MV	2009	9,300		C	496	C
											59.21%	2010	8,100		C	432	C
											65.37%	2015	8,943		C	477	C
72.18%	2020	9,874	D	527	D												
CR3030 (North Lagoon Dr)																	
North Thomas Drive to Thomas Dr (CR3031) 0.000 - 3.326 Roadway ID # 46521500	Urban Collector	2	Undivided	2	0.66	3.33	Urbanized	(D) 14,850	205 206	3,000 2,100	2002	2,500	B	(D) 792	133	B	
											2003	2,550	B		136	B	
											2004	3,150	B		168	B	
											2005	3,600	B		192	B	
											2006	3,500	B		187	B	
											2007	3,500	B		187	B	
											2008	3,000	B		160	B	
											% of MV	2009	3,250		B	173	B
											17.17%	2010	2,550		B	136	B
											18.96%	2015	2,815		B	150	B
20.93%	2020	3,108	B	166	B												

Updated 2011, using 2010 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR3033 (Beckrich Rd)																	
Front Beach Rd to Hutchison Blvd 0.00 - 0.276 Roadway ID # 46651000	Urban Collector	2 SB 1 NB	Undivided	1	3.57	0.28	Urbanized	(D) 25,239	278	5,600	2002	7,800	C	(D) 1,346	416	C	
											2003	6,800	C		363	C	
											2004	9,400	C		501	C	
											2005	8,700	C		464	C	
											2006	8,000	C		427	C	
											2007	9,100	C		485	C	
											2008	5,900	C		315	C	
											% of MV	2009	4,200		C	224	C
											22.19%	2010	5,600		C	299	C
											24.50%	2015	6,183		C	330	C
27.05%	2020	6,826	C	364	C												
CR3033 (R Jackson Blvd) (cont.)																	
Hutchinson Blvd to US98 (Panama City Beach Blvd) 0.276 - 0.876 Roadway ID # 46651000	Urban Collector	2	Undivided	1	1.67	0.6	Urbanized	(D) 14,850	207	12,000	2002	6,500	B	(D) 792	347	B	
											2003	7,000	B		373	B	
											2004	8,900	C		475	C	
											2005	11,000	C		587	C	
											2006	11,000	C		587	C	
											2007	11,000	C		587	C	
											2008	10,500	C		560	C	
											% of MV	2009	11,800		C	630	C
											80.81%	2010	12,000		C	640	C
											89.22%	2015	13,249		C	707	C
98.50%	2020	14,628	D	780	D												
CR30H (Alf Coleman Rd)																	
Front Beach Rd to Hutchison Blvd 0.000 - 0.341 Roadway ID # 46590000	Not Classified	2	Undivided	1	2.85	0.35	Urbanized	(D) 13,680	208	3,900	2002	4,400	C	(D) 729	235	C	
											2003	3,500	C		187	C	
											2004	3,400	C		181	C	
											2005	4,000	C		213	C	
											2006	3,800	C		203	C	
											2007	3,800	C		203	C	
											2008	3,200	C		171	C	
											% of MV	2009	1,500		C	80	C
											28.51%	2010	3,900		C	208	C
											31.48%	2015	4,306		C	230	C
34.75%	2020	4,754	C	254	C												

Updated 2011, using 2010 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR30H (Alf Coleman Rd) (cont)																	
Hutchinson Blvd to US98 (Panama City Beach Blvd) 0.341 - 0.935 Roadway ID # 46590000	Not Classified	2	Undivided	1	1.64	0.61	Urbanized	(D) 14,850	209	6,900	2002	2,800	B	(D) 792	149	B	
											2003	2,800	B		149	B	
											2004	3,100	B		165	B	
											2005	4,600	B		245	B	
											2006	4,000	B		213	B	
											2007	4,000	B		213	B	
											2008	5,800	B		309	B	
											% of MV	2009	7,800		B	416	B
											46.46%	2010	6,900		B	368	B
											51.30%	2015	7,618		B	406	B
56.64%	2020	8,411	B	449	B												
East Ave																	
Watson St to Bus 98 0.000 - 0.936 Roadway ID 46523000		2	Undivided	2	1.03	0.97	Urbanized	(D) 14,850	5063 5058 5059	2,600 2,400 1,100	2002	2,400	B	(D) 792	128	B	
											2003	2,100	B		112	B	
											2004	2,167	B		116	B	
											2005	2,100	B		112	B	
											2006	2,233	B		119	B	
											2007	2,233	B		119	B	
											2008	1,933	B		103	B	
											% of MV	2009	1,767		B	94	B
											13.69%	2010	2,033		B	108	B
											15.12%	2015	2,245		B	120	B
16.69%	2020	2,478	B	132	B												
CR391 (Airport Rd)																	
St. Andrews Blvd to Panama City/Bay County Airport 2.243 - 3.090 Roadway ID 46110001	Urban Collector	2	Undivided	0	0	0.94	Urbanized	(D) 22,200	5144	1,600	2002	2,600	B	(D) 1,140	134	B	
											2003	2,300	B		119	B	
											2004	2,100	B		109	B	
											2005	2,000	B		103	B	
											2006	2,100	B		109	B	
											2007	4,700	B		243	B	
											2008	3,400	B		176	B	
											% of MV	2009	3,200		B	165	B
											7.21%	2010	1,600		B	83	B
											7.96%	2015	1,767		B	91	B
8.79%	2020	1,950	B	101	B												

Updated 2011, using 2010 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

APPENDIX B

CONGESTION MANAGEMENT PROCESS PLAN

2010 MULTI-MODAL LEVEL OF SERVICE TABLES

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR 20																	
Washington County Line to SR77 Roadway ID 46050000	Principal Arterial	2	Undivided	1	0.13	7.74	Trans	(C) 14,100	249	3,000	1.99	B	4.43	D*	0%	0	NA
Segment is on the Florida Intrastate Highway System. Count station 249 from Washington County was used.																	
SR77 to SR 75 / US231 Roadway ID 46050000	Principal Arterial	2	Undivided	1	0.06	15.7	Trans	(C) 14,100	192T	1,879	0.16	A	4.23	D*	0%	0	NA
Segment is on the Florida Intrastate Highway System.																	
SR 75 / US231 to Calhoun County Line Roadway ID 46050000	Principal Arterial	2	Undivided	0	0	2.42	Trans	(C) 15,100	1	3,800	2.30	B	4.25	D*	0%	0	NA

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count.' 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. 'Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR22																		
Wewa Highway SR 30 / Business 98 to CR 2327/Transmitter Road Roadway ID 46080000	Minor Arterial	2	Undivided	1	1.79	0.56	Urbanized	(D) 16,500	5016	11,500	3.07	C	4.54	E*	0%	1	F	
CR 2327/Transmitter Road to SR 30A / US 98 / Tyndall Parkway Roadway ID 46080000	Minor Arterial	2	Undivided	2	2	1	Urbanized	(D) 15,200	5192 1601	9,900 12,100	3.07	C	4.54	E*	0%	1	F	
SR 30A/ US 98 / Tyndall Parkway to CR 2315 / Star Avenue Roadway ID 46080000	Minor Arterial	2	Undivided	2	1.32	1.51	Urbanized	(D) 16,500	5189 5195	14,000 18,000	3.52	D*	5.35	E*	25%	0	F	

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR22 (cont.)																		
CR 2315 / Star Avenue to Bay County Urbanized Boundary (west of Callaway Road) Roadway ID 46080000	Minor Arterial	2	Undivided	0	0	4.42	Urbanized	(D) 22,200	1625	7,200	3.04	C	4.66	E*	0%	0	F	
Bay County Urbanized Boundary (west of Callaway Road) to Gulf County Line Roadway ID 46080000	Minor Arterial	2	Undivided	0	0	6.18	Trans	(C) 15,100	260 13	4,300 NA	2.79	C	4.48	D*	0%	0	NA	
SR 30A (US98)																		
Walton County line to Front Beach Road Roadway ID 46010000	Principal Arterial	4	Divided	1	0.59	1.7	Urbanized	(D) 36,700	284	17,500	3.25	C	4.47	D*	0%	0	F	

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count. 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. *Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
Panama City Beach Parkway Front Beach Road to Cobb Road Roadway ID 46160000	Principal Arterial	4	Divided	0	0	4.9	Urbanized	(D) 64,300	216 273	17,900 22,500	2.15	B	4.08	D*	0%	0	F
Cobb Road to the beginning of the six-lane section Roadway ID 46160000	Principal Arterial	4	Divided	0	0	0.46	Urbanized	(D) 64,300	276	31,000	3.94	D*	5.50	E*	0%	0	F
Beginning of the six-lane section to SR 79	Principal Arterial	6	Divided	1	2.2	0.45	Urbanized	(D) 50,300	276	31,000	4.83	E*	4.02	D*	100%	0	F

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
Panama City Beach Parkway SR79 to Mandy Lane Roadway ID 46160000	Principal Arterial	6	Divided	0	0	0.7	Urbanized	(D) 96,400	275	38,000	4.83	E*	4.02	D*	100%	0	F
Mandy Lane to Beckrich Road / CR 3033 Roadway ID 46160000	Principal Arterial	4	Divided	5	1.111	4.5	Urbanized	(D) 36,700	277	44,000	4.31	D*	5.96	F*	25%	0	F
Beckrich Road / CR 3033 to SR 30 / US 98A / Front Beach Road Roadway ID 46160000	Principal Arterial	4	Divided	1	0.34	2.94	Urbanized	(D) 36,700	203	36,500	4.03	D*	5.83	F*	0%	0	F

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/112 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
Panama City Beach Parkway SR 30 / US 98A / Front Beach Road to Thomas Drive / CR 3031 Roadway ID 46010000	Principal Arterial	4	Divided	1	5	0.2	Urbanized	(D) 28,200	100	47500	3.76	D*	3.74	D*	100%	0	F
Thomas Drive / CR 3031 to Hathaway Bridge (west approach) Roadway ID 46010000	Principal Arterial	6	Divided	1	1.25	0.8	Urbanized	(D) 55,300	1609	50,000	3.90	D*	4.43	D*	100%	1	E
Hathaway Bridge (west approach) to D Avenue Roadway ID 46020000	Principal Arterial	6	Divided	2	1.61	1.3	Urbanized	(D) 55,300	5221 5084	60,000 NA	2.87	C	5.07	E*	100%	0	F
D Avenue to 23rd Street Roadway ID 46020000	Principal Arterial	6	Divided	1	6.67	0.15	Urbanized	(C) 19,700	5221 5084	60,000 NA	2.87	C	5.07	E*	100%	0	F
Segment is on the Florida Intrastate Highway System. Roadway ID 46020000																	

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count.' 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. 'Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/12Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
15th Street 23rd Street to SR 390/ Beck Avenue Roadway ID 46020000	Principal Arterial	4	Divided	2	1.21	1.67	Urbanized	(D) 36,700	5083 5082 5081	NA 3,900 NA	3.38	C	4.38	D*	100%	1	E
SR 390 / Beck Avenue to CR 327 / Lisenby Avenue Roadway ID 46020003	Principal Arterial	4	Divided	2	1.8	1.13	Urbanized	(D) 36,700	5043 5204	32,500 31,000	4.67	E*	4.39	D*	100%	1	E
CR 327 / Lisenby Avenue to US231 / SR 75 / Harrison Avenue Roadway ID 46020003	Principal Arterial	4	Divided	4	2.84	1.41	Urbanized	(D) 33,200	5142 1615 5131	32,000 34,000 32,500	4.85	E*	4.76	E*	75%	1	E

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
15th Street US231 / SR 75 / Harrison Avenue to SR77 / MLK Boulevard Roadway ID 46020003	Principal Arterial	4	Divided	1	1.69	0.59	Urbanized	(D) 36,700	5040	24,000	4.98	E*	5.18	E*	0%	1	F
SR77 / MLK Boulevard to CR 2327 / Transmitter Road Roadway ID 46020003	Principal Arterial	4	Divided	3	1.18	2.55	Urbanized	(D) 36,700	5038T 1638 1620 1608	NA NA 29,000 NA	4.91	E*	4.82	E*	40%	1	F
CR 2327 / Transmitter Road to SR 22 / Wewa Highway Roadway ID 46020003	Principal Arterial	4	Divided	2	0.82	2.33	Urbanized	(D) 36,700	5161 5193	34,500 39,000	5.05	E*	5.94	F*	0%	0	F

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR30A (US 98) (cont.)																		
Tyndall Parkway SR22 / Wewa Highway to Business 98 Roadway ID 46020003	Principal Arterial	4	Divided	4	2.19	1.8	Urbanized	(D) 33,200	5194 5187 5181	33,500 NA 23,000	4.93	E*	4.06	D*	100%	1	E	
Business 98 to Tyndall Bridge (south end) Roadway ID 4602000	Principal Arterial	4	Divided	1	0.47	2.15	Urbanized	(D) 36,700	5182	28,000	4.69	E*	4.68	E*	45%	0	F	
Tyndall Bridge (south end) to Tyndall Drive Roadway ID 46030000	Principal Arterial	4	Divided	2	0.75	2.67	Urbanized	(D) 36,700	1624	22,000	3.02	C	4.88	E*	0%	0	F	

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR30A (US 98) (cont.)																		
Tyndall Drive to Bay Urbanized Boundary (2.5 mi E of Ammo Road) Roadway ID 46030000	Principal Arterial	2	Undivided	0	0	4.19	Urbanized	(D) 22,200	214	6,900	3.45	C	4.68	E*	0%	0	F	
Bay Urbanized Boundary (2.5 mi E of Ammo Road) to Gulf County Line / Bay MPA Boundary Roadway ID 46030000	Principal Arterial	2	Undivided	0	0	11.58	Trans	(C) 15,100	214	6,900	3.67	D*	3.76	D*	25%	0	NA	
SR30 (US98A)																		
Front Beach Road US98 to SR79 Roadway ID 46010000	Minor Arterial	2	Undivided	1	0.17	5.59	Urbanized	(D) 16,500	125 181 124	10,500 2,800 4,100	2.15	B	3.78	D*	0%	1	F	

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count. 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR30 (US98A)																		
Front Beach Road SR79 to SR 392 / Hutchinson Blvd West / Middle Beach Road Roadway ID 46010000	Minor Arterial	2	Undivided	4	1.28	3.16	Urbanized	(D) 16,500	101 166T	NA 11,767	3.21	C	3.01	C	42%	1	F	
SR 392 / Hutchinson Boulevard West/ Middle Beach Road to Beckrich Road/ CR 30D Roadway ID 46010000	Minor Arterial	2	Undivided	3	1.53	1.96	Urbanized	(D) 16,500	102	11,500	3.23	C	5.05	E*	0%	0	F	
Beckrich Road / CR 30D to SR 392 / Hutchinson Boulevard East/ Middle Beach Road/ North Thomas Drive Roadway ID 46010000	Minor Arterial	2	Undivided	0.87	2.36	1.25	Urbanized	(D) 15,200	103	11,500	3.23	C	5.34	E*	0%	0	F	

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count.' 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. 'Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR30 (US98A)																		
SR 292/Hutchinson Boulevard (Middle Beach Road) North Thomas Drive to SR30A (US98) Panama City Beach Parkway Roadway ID 46010000	Minor Arterial	4	Divided	4	0.175	2.28	Urbanized	(D) 36,700	98 99	21,300 21,300	4.71	E*	3.41	C	100%	0	F	
SR30 (Business 98)																		
US98 / SR30A to CR 385/ Frankford Avenue Roadway ID 46020000	Minor Arterial	2	Undivided	3	2.16	1.33	Urbanized	(D) 15,200	5080 5077	11,200 5,000	2.69	C	2.57	C	100%	1	E	
CR 385 / Frankford Avenue to 6th Street Roadway ID 46020000	Minor Arterial	2	Undivided	1	0.63	1.73	Urbanized	(D) 16,500	5152 5075 5076	11,700 13,500 11,000	4.23	D*	4.11	D*	50%	0	F	

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR30 (Business 98)																		
6th Street to US 231 / SR 75 / Harrison Avenue Roadway ID 46020000	Minor Arterial	2	Undivided	3	8.33	0.34	Urbanized	(D) 11,900	1606	11,500	4.43	D*	3.42	C	100%	0	F	
US 231 / SR 75 / Harrison Avenue to Hamilton Avenue Roadway ID 46020000	Minor Arterial	2	Undivided	2	4	0.48	Urbanized	(D) 15,200	5073	13,000	4.36	D*	3.82	D*	100%	1	E	
Hamilton Avenue to CR 3026 / Cherry Street Roadway ID 46020000	Minor Arterial	4	Undivided	7	2.51	2.78	Urbanized	(D) 31,540	5022 5067 T 5069 5068 5071	15,100 NA 20,400 16,600 NA	4.38	D*	3.19	C	100%	0	F	

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR30 (Business 98)																		
Cherry Street to US98 / SR30A / Tyndall Parkway Roadway ID 46020000	Minor Arterial	2	Undivided	2	0.81	2.44	Urbanized	(D) 16,500	1603 5176 5178	9,800 8,400 9,100	2.87	C	4.20	D*	0%	0	F	
SR75 (US231)																		
Business 98 / 6th Street to CR 28 / 11th Street Roadway ID 46040000	Principal Arterial	4	Undivided	2	3.3	.62	Urbanized	(D) 31,540	5032 315 T 5030	8,100 8,621 NA	2.70	C	2.26	B	100%	1	E	
CR 28 / 11th Street to US98 / SR 30A / 15th Street Roadway ID 46040000	Principal Arterial	4	Undivided	2	3.92	0.5	Urbanized	(D) 31,540	5028	10,300	2.87	C	2.50	B	100%	1	E	

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR75 (US231) (cont)																		
US98 / SR 30A / 15th Street to CR 368 / 23rd Street	Principal Arterial	4	Divided	3	1.96	1.52	Urbanized	(C) 35,500	5025 1604	15,300 17,700	3.76	D*	3.83	D*	50%	1	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46040000																		
CR 368 / 23rd Street to SR 2312 / Baldwin Road	Principal Arterial	4	Divided	1	0.71	1.40	Urbanized	(C) 35,500	5196	30,000	3.76	D*	3.83	D*	50%	0	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46040000																		
SR 2312 / Baldwin Road to CR 2327 / Transmitter Road	Principal Arterial	4	Divided	1	0.84	1.18	Urbanized	(C) 35,500	5169	26,500	3.96	D*	5.48	E*	0%	0	F	
Segment is on the Florida Intrastate Highway System.																		

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR75 (US231) (cont)																		
CR 2327 / Transmitter Road to CR 390	Principal Arterial	4	Divided	1	0.45	2.21	Urbanized	(C) 35,500	1630	27,000	3.96	D*	5.48	E*	0%	0	F	
Roadway ID 46040000							Segment is on the Florida Intrastate Highway System.											
CR 390 to CR 2293 / Star Avenue	Principal Arterial	4	Divided	3	1.79	1.68	Urbanized	(C) 35,500	84	22,500	3.78	D*	5.20	E*	0%	0	F	
Roadway ID 46040000							Segment is on the Florida Intrastate Highway System.											
CR 2293 / Star Avenue to Jonny Lane	Principal Arterial	4	Divided	1	0.21	4.77	Urbanized	(C) 35,500	82	20,200	3.97	D*	5.68	F*	0%	0	F	
Roadway ID 46040000							Segment is on the Florida Intrastate Highway System.											

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR75 (US231) (cont)																		
Jonny Lane to CR 388	Principal Arterial	4	Divided	1	0.15	6.53	Trans	(C) 32,100	93	12,200	6.88	F*	4.73	E*	50%	0	NA	
Roadway ID 46040000							Segment is on the Florida Intrastate Highway System.											
CR388 to SR 20	Principal Arterial	4	Divided	1	0.21	4.8	Trans	(C) 32,100	283 53 9907 T	NA NA 14,238	6.27	F*	4.49	D*	50%	0	NA	
Roadway ID 46040000							Segment is on the Florida Intrastate Highway System.											
SR20 to Jackson County Line	Principal Arterial	4	Divided	0	0	9.54	Trans	(C) 45,400	97 131 359 T	6,100 9,900 11,220	4.71	E*	4.46	D*	17%	0	NA	
Roadway ID 46040000							Segment is on the Florida Intrastate Highway System.											

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR77																		
SR 30 / Business 98 to CR 28 / 11th Street Roadway ID 46060000	Urban Collector	4	Divided	2	2.74	.71	Urbanized	(D) 33,200	5033 1607	18,200 13,400	3.21	C	3.21	C	100%	1	E	
CR 28 / 11th Street to SR 30A/ US98/ 15th Street Roadway ID 46060000	Principal Arterial	4	Divided	1	1.92	0.5	Urbanized	(D) 36,700	5035	19,700	3.35	C	3.52	D*	100%	1	E	
SR 30A/ US98/ 15th Street to SR 368 / 23rd Street Roadway ID 46060000	Principal Arterial	4	Divided	3	3	1	Urbanized	(D) 33,200	1627 5037	24,500 28,000	4.07	D*	4.46	D*	50%	1	F	

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count.' 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. 'Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR77 (cont.)																		
SR 368 / 23rd Street to CR 2312 / Baldwin Road Roadway ID 46060000	Principal Arterial	4	Divided	2	2.27	0.88	Urbanized	(D) 33,200	5158	28,000	3.59	D*	3.52	D*	0%	1	F	
CR 2312 / Baldwin Road to SR 390 / W. 14th Street Roadway ID 46060000	Principal Arterial	4	Divided	3	1.24	2.43	Urbanized	(D) 36,700	1635 5210 308 T	27,500 NA 30,986	4.17	D*	4.45	D*	58%	1	F	
SR390 / W. 14th Street to 4th Street Roadway ID 46060000	Principal Arterial	4	Divided	2	2.08	0.96	Urbanized	(C) 25,000	5003 5002 5011 5001	27,000 NA 26,500 NA	4.56	E*	3.94	D*	100%	0	F	
Segment is on the Florida Intrastate Highway System.																		

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR77 (cont.)																		
4th Street to CR2300	Principal Arterial	4	Divided	1	0.31	3.96	Urbanized	(C) 35,500	3 4 1632	16,500 19,900 22,000	1.70	B	3.76	D*	75%	0	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46060000																		
CR2300 to CR388W	Principal Arterial	4	Divided	1	0.66	1.52	Urbanized	(C) 35,500	5	14,400	3.01	C	5.13	E*	0%	0	F	
Roadway ID 46060000																		
CR388W to CR 388E	Principal Arterial	4	Divided	1	1.06	0.94	Urbanized	(C) 35,500	105	14,100	3.01	C	4.91	E*	0%	0	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46060000																		

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR77 (cont.)																		
CR 388E to SR 20 Roadway ID 46060000	Principal Arterial	4	Divided	1	0.15	6.86	Trans	(C) 32,100	106	15,200	5.32	E*	4.91	E*	0%	0	NA	
Segment is on the Florida Intrastate Highway System.																		
SR20 to Washington County Line Roadway ID 46060000	Principal Arterial	4	Divided	0	0	0.53	Trans	(C) 45,400	107	8,700	3.87	D*	4.71	E*	0%	0	NA	
Segment is on the Florida Intrastate Highway System.																		
SR79																		
SR 30 / US 98A / Front Beach Road to SR 30A / US98 / Panama City Beach Parkway Roadway ID 46090000	Minor Arterial	2	Undivided	1	2	0.53	Urbanized	(D) 15,200	117	7,900	2.45	B	4.12	D*	0%	0	F	

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR79, continued																		
SR 30A / US98 / Panama City Beach Parkway to Bay Urbanized Boundary (north of Power Line Road)	Minor Arterial	4	Divided	0	0	0.97	Urbanized	(D) 64,300	258	8,000	2.45	B	3.77	D*	50%	0	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46090000																		
Bay Urbanized Boundary (north of Power Line Road) to CR388	Minor Arterial	4	Divided	0	0	4.25	Trans	(C) 45,400	118	8,400	1.69	B	3.40	C	50%	0	NA	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46090000																		
CR388 to Washington County Line / Bay County MPA Boundary	Minor Arterial	2	Undivided	0	0	8.6	Trans	(C) 45,400	138	5,800	2.70	C	4.24	D*	0%	0	NA	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46090000																		

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count.' 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. 'Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2011/112Transportation Planning Organization Congestion Management Process.

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR327 (Lisenby Avenue)																		
SR 368 / 23rd Street to SR390 / St. Andrews Boulevard	Urban Collector	2	Undivided	2	3.39	0.59	Urbanized	(C) 10,500	1617 5150	NA 3,700	3.53	D*	4.10	D*	100%	1	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46002000																		
SR368 (23rd Street)																		
US 98 / SR 30A to SR390 Beck Avenue/ St. Andrews Boulevard	Minor Arterial	4	Divided	3	1.64	1.83	Urbanized	(C) 35,500	5222 5200 5087	28,500 32,500 36,500	3.57	D*	4.16	D*	100%	1	E	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46140000																		
SR390 / Beck Avenue / St. Andrews Boulevard to CR 327 / Lisenby Avenue	Minor Arterial	4	Divided	2	1.92	1.03	Urbanized	(D) 36,700	5134 5203	NA 27,500	4.73	E*	3.96	D*	100%	1	E	
Roadway ID 46001000																		

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR368 (23rd Street) (cont.)																		
Lisenby Avenue to SR77 / MLK Boulevard Roadway ID 46001000	Minor Arterial	4	Divided	8	4	2	Urbanized	(D) 33,200	5125 5207 1616 5211 5198 T	31,000 NA 30,500 33,000 NA	4.84	E*	4.31	D*	100%	1	E	
SR77 / MLK Boulevard to US231 / SR 75 Roadway ID 46001000	Minor Arterial	4	Divided	1	1.82	0.54	Urbanized	(D) 36,700	5197 5167	23,500 16,400	4.46	D*	4.04	D*	60%	1	F	
SR389 (East Avenue)																		
SR 30 / Business 98 / 5th Street to SR 30A / US98 / 15th Street Roadway ID 46130000	Urban Collector	2	Undivided	2	1.61	1.24	Urbanized	(D) 16,500	5056 5093 1612	6,900 7,400 8,300	2.34	B	4.07	D*	0%	0	F	

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR389 (East Avenue) (cont)																		
SR 30A / US98 / 15th Street to US 231 / SR 75	Urban Collector	2	Undivided	1	1.12	1.78	Urbanized	(D) 16,500	5054 1622 5053	14,000 9,800 18,500	3.28	C	5.02	E*	0%	0	F	
Roadway ID 46130000																		
SR390 (Beck Avenue/St. Andrews Boulevard)																		
SR 30 / US98 to SR 368 / 23rd Street	Minor Arterial	2	Undivided	2	2.43	.82	Urbanized	(D) 15,200	5089 5202	6,100 7,400	2.41	B	3.91	D*	0%	1	F	
Roadway ID 46140005																		
SR 368 / 23rd Street to SR 327 / Lisenby Avenue	Minor Arterial	2	Undivided	3	2.48	1.22	Urbanized	(C) 10,500	5147 1614	21,000 19,000	3.68	D*	5.79	F*	0%	0	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46140000																		

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an estimated count. 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
SR390 (Beck Avenue/St. Andrews Boulevard)(cont.)																		
SR 327 / Lisenby Avenue to CR 2312 / Baldwin Road	Minor Arterial	2	Undivided	1	1.23	0.78	Urbanized	(C) 15,400	5145	24,000	3.68	D*	5.79	F*	0%	0	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46140000																		
CR 2312 / Baldwin Road to Jenks Avenue/ North Shore Road	Minor Arterial	2	Undivided	1	0.67	1.5	Urbanized	(C) 15,400	1618 5208	18,000 20,500	3.78	D*	5.79	F*	0%	0	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46140000																		
Jenks Avenue/ North Shore Road to SR 77 / Ohio Avenue	Minor Arterial	2	Undivided	2	1.31	1.52	Urbanized	(C) 15,400	1636 5004	22,000 16,000	2.89	C	4.89	E*	33%	0	F	
Segment is on the Florida Intrastate Highway System.																		
Roadway ID 46140000																		

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR391 (Airport Road)																	
SR 75 / US 231 to 23rd Street Roadway ID 46110000	Urban Collector	2	Undivided	5	3.97	1.55	Urbanized	(D) 15,200	5223 5206 5027	NA 4,400 5,700	2.95	C	3.95	D*	0%	0	F
23rd Street to SR 390 / St. Andrews Boulevard Roadway ID 46110000	Urban Collector	2	Undivided	1	1.41	0.69	Urbanized	(D) 16,500	1605	3,600	2.01	B	3.65	D*	0%	0	F
SR392 (Hutchison Boulevard)																	
SR 30 / US 98A / Front Beach Road to CR 3033 / Beckrich Road Roadway ID 461010002	Minor Arterial	4	Divided	4	1.92	2.09	Urbanized	(D) 36,700	281 285	5,900 12,500	4.66	E*	4.18	D*	50%	1	E
SR392 (Hutchison Boulevard) (cont)																	
CR 3033 / Beckrich Road to SR 30 / US 98A / Front Beach Road Roadway ID 461010002	Minor Arterial	4	Divided	3	2.52	1.19	Urbanized	(D) 33,200	280	21,300	3.87	D*	3.01	C	83%	1	E

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
											CR28 (11th St)						
Beck Avenue to Lisenby Avenue	Urban Collector	2	Undivided	2	1.9	1.05	Urbanized	(D) 14,850	5048 5049 5050	5,100 5,900 6,400 5,800	2.50	B	2.46	B	100%	1	E
Lisenby Avenue to Harrison Avenue	Urban Collector	2	Undivided	3	2.1	1.43	Urbanized	(D) 13,680	5051 1611	10,000	2.75	C	2.46	B	100%	1	E
Harrison Avenue to SR77	Urban Collector	2	Undivided	1	1.64	0.61	Urbanized	(D) 14,850	5055	10,000	3.36	C	3.03	C	100%	1	E

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR28 (11th St) (cont.)																	
SR77 to East Avenue	Urban Collector	2	Undivided	3	2	1.5	Urbanized	(D) 13,680	5091	8,300	3.89	D*	3.56	D*	67%	NA	NA
East Avenue to Transmitter Road	Urban Collector	2	Undivided	2	1.9	1.05	Urbanized	(D) 14,850	5172	5,200	4.14	D*	4.81	E*	0%	NA	NA
Transmitter Rd to US98 (Tyndall Pkwy)	Urban Collector	2	Undivided	0	0	1	Urbanized	(D) 22,200	5213	1,500	1.47	A	3.16	C	0%	1	F*

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR327 (Lisenby Avenue)																	
11th St. to US98	Not Classified	2	Undivided	1	2	0.5	Urbanized	(D) 13,680	5133	5,000	3.63	D*	4.04	D*	0%	NA	NA
US98 to 23rd St.	Urban Collector	2	Undivided	1	1	1	Urbanized	(D) 14,850	5132 5205	10,000 8,900	2.99	C	3.86	D*	38%	NA	NA
CR385 (Frankford Avenue)																	
Bus98 to US98	Urban Collector	2	Undivided	1	1.42	0.7	Urbanized	(D) 14,850	5046	7,000	2.54	C	2.61	C	100%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR385 (Frankford Avenue) (cont.)																	
US98 to 23rd St.	Urban Collector	2	Undivided	1	1	1	Urbanized	(D) 14,850	5126 5127	N/A 7,800	2.53	C	4.05	D*	0%	NA	NA
23rd St to St. Andrews Blvd	Urban Collector	2	Undivided	1	3.03	0.33	Urbanized	(D) 13,680	1610	4,400	2.32	B	3.68	D*	0%	NA	NA
St. Andrews Blvd to Roadway Terminus	Urban Collector	2	Undivided	0	0	1.72	Urbanized	(D) 22,200	5148	3,900	3.65	D*	3.94	D*	NA	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR388																	
SR79 to Airport Entrance	Minor Arterial	2	Undivided	0	0	4.17	Urbanized	(C) 15,600	271	4,600	1.29	A	4.14	D*	0%	NA	NA
Segment is on the Florida Intrastate Highway System.																	
Airport Entrance to SR 77 Note: FDOT Mile Post Use	Minor Arterial	2	Undivided	1	0.12	8.17	Urbanized	(C) 13,860	128	5,200	1.29	A	4.14	D*	0%	NA	NA
SR 77 to Bay Urban Boundary	Minor Arterial	2	Undivided	0	0	1.44	Urbanized	(D) 19,980	104	1,550	2.62	C	3.96	D*	NA	NA	NA
Bay Urban Boundary to US 231	Minor Arterial	2	Undivided	0	0	7.52	Trans.	(C) 13,590	237	1,100	2.34	B	3.82	D*	0%	NA	NA

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count.' 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. *Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS			
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS	
CR392 (Thomas Dr)																		
South Thomas Dr Front Beach Rd to Thomas Dr	Urban Collector	2	Undivided	0	0	0.85	Urbanized	(D) 22,200	202	5,500	N/A	N/A	N/A	N/A	N/A	NA	NA	
North Thomas Dr Front Beach Rd to Joan Ave	Urban Collector	2	Undivided	1	1.44	0.69	Urbanized	(D) 14,850	201 210	11,000 10,000	3.83	D*	4.82	E*	0%	1	F*	
Joan Ave to Thomas Dr (CR3031)	Urban Collector	4	Divided	1	0.32	3.12	Urbanized	(D) 33,030	253	10,400	3.04	C	2.96	C	75%	1	F*	

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR2301																	
US231 to Bay Urban Boundary	Major Collector	2	Undivided	0	0	6.11	Urbanized	(D) 22,200	236 316 317	7,500 3,200 2,200	2.07	B	3.91	D*	0%	NA	NA
Bay Urban Boundary to CR 388	Major Collector	2	Undivided	0	0	3.85	Urbanized	(D) 22,200	211	1,100	0.00	A	3.93	D*	0%	NA	NA
CR2312 (Baldwin Rd)																	
St. Andrews Blvd to to SR77	Urban Collector	2	Undivided	4	2.86	1.4	Urbanized	(D) 13,680	5209 5216	9,400 15,000	3.28	C	3.92	D*	29%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR2312 (Baldwin Rd) (cont.)																	
SR77 to US231	Urban Collector	2	Undivided	1	0.67	1.5	Urbanized	(D) 14,850	1637 5157	9,000 7,000	3.78	D*	4.15	D*	23%	NA	NA
CR3026 (Cherry St)																	
Everitt Ave to Business 98	Urban Collector	2	Undivided	1	3.03	0.33	Urbanized	(D) 13,680	1613	2,300	2.78	C	3.29	C	0%	NA	NA
Business 98 to US 98	Urban Collector	2	Undivided	1	0.68	1.47	Urbanized	(D) 14,850	5188 1626	6,850	3.79	D*	4.36	D*	0%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR3026 (Cherry St) (cont.)																	
US 98 to Berthe Ave (CR2323)	Urban Collector	2	Undivided	2	2	1	Urbanized	(D) 13,680	5185 5183	11,500 7,500	2.27	B	4.12	D*	0%	NA	NA
CR2321																	
SR 77 to CR 2302	Urban Collector	2	Undivided	0	0	4.7	Urbanized	(D) 19,980	291 307	4,400 6,600	4.03	D*	4.52	E*	0%	NA	NA
CR 2302 to US 231	Urban Collector	2	Undivided	1	1.59	1.6	Urbanized	(D) 14,850	252 314	8,100 5,500	4.43	D*	4.69	E*	NA	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
											CR2323 (Berthe Ave/Boat Race Rd)						
Business 98 to US 98	Urban Collector	2	Undivided	1	2.7	0.37	Urbanized	(D) 13,680	5214	3,600	3.04	C	4.12	D*	0%	1	F*
US98 to Berthe Ave	Urban Collector	2	Undivided	1	1	1	Urbanized	(D) 14,850	5180	6,200	3.81	D*	4.23	D*	0%	NA	NA
Boat Race Road to Cherry Street	Urban Collector	2	Undivided	0	0	1	Urbanized	(D) 22,200	5184	3,400	3.36	C	3.13	C	50%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR2323 (Berthe Ave/Boat Race Rd)(cont.)																	
Cherry Street to SR22 (Wewa Hwy)	Urban Collector	2	Undivided	1	1.96	0.51	Urbanized	(D) 14,850	1629	4,400	3.49	C	3.21	C	50%	NA	NA
CR2327 (Transmitter Rd)																	
Wewa Hwy to US 98	Urban Collector	2	Undivided	1	0.67	1.5	Urbanized	(D) 14,850	5101 5124	7,800 6,300	4.43	D*	4.61	E*	0%	1	F
US98 to US 231	Minor Arterial	2	Undivided	1	0.38	2.62	Urbanized	(D) 14,850	1621 5162 1623	10,200 N/A 15,000	5.28	E*	5.44	E*	0%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR2327 (Transmitter Rd) (cont.)																	
US231to CR 390	Minor Arterial	2	Undivided	1	0.59	1.7	Urbanized	(D) 14,850	1639	5,600	2.79	C	4.20	D*	8%	NA	NA
CR 2341 (Jenks Avenue)																	
6th St to US98	Urban Collector	2	Undivided	2	0.89	1.79	Urbanized	(D) 14,850	5153 5116 5212	5,400 7,500 11,700	3.84	D*	3.88	D*	40%	NA	NA
US98 to 23rd St	Urban Collector	2	Undivided	3	3	1	Urbanized	(D) 13,680	5217 5219	11,900 11,400	4.67	E*	3.25	C	100%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR2341 (Jenks Avenue) (cont.)																	
23rd St to Baldwin Road	Urban Collector	2	Undivided	1	1	1	Urbanized	(D) 14,850	5218	11,500	4.65	E*	5.08	E*	0%	NA	NA
Baldwin Road to SR390	Urban Collector	2	Undivided	1	0.75	1.33	Urbanized	(D) 14,850	5220	11,000	4.58	E*	4.90	E*	0%	NA	NA
CR3031 (Thomas Dr)																	
Thomas Dr (CR392) to North Lagoon Drive	Urban Collector	2	Undivided	1	1.19	0.84	Urbanized	(D) 14,850	279	12,500	N/A	N/A	N/A	N/A	0-49%	1	F

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count.' 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. 'Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR3031 (Thomas Dr) (cont.)																	
North Lagoon Drive to US 98	Urban Collector	4	Divided	5	1.72	2.9	Urbanized	(D) 33,030	200 292 293	25,000 14,200 2,100	3.32	C	4.42	D*	5%	1	F
CR389 (12th St)																	
US231 to CR 390	Urban Collector	2	Undivided	3	1.29	2.32	Urbanized	(D) 14,850	1619	7,300	4.60	E*	4.82	E*	0%	NA	NA
CR390 to SR 77	Minor Arterial	2	Undivided	1	0.59	1.68	Urbanized	(D) 14,850	5005 1633	7,600 6,200	3.92	D*	4.50	D*	0%	NA	NA

Updated 2011, using 2009 FDOT Generalized Q / LOS Tables whereas the Bicycle & Pedestrian scores used in this report were derived from adopted 2011 Bike/Ped Plans. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. 'E' following the count indicates an 'estimated count.' 'T' following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Planning Purposes Only. 'Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR390 SR77 to CR389	Urban Collector	2	Undivided	1	0.74	1.35	Urbanized	(D) 14,850	5098 1634	13,000 12,500	4.70	E*	4.91	E*	13%	NA	NA
CR389 to CR2327	Minor Arterial	2	Undivided	1	0.79	1.27	Urbanized	(D) 14,850	1640	16,500	4.89	E*	5.51	F*	NA	NA	NA
CR2327 to US231	Urban Collector	2	Undivided	1	0.59	1.7	Urbanized	(D) 14,850	1631	7,400	4.42	D*	4.87	E*	0%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR22/2337 (Sherman Ave)																	
3rd St. to 15th St.	Urban Collector	2	Undivided	3	2.44	1.23	Urbanized	(D) 13,680	5160 5225 1602	2,200 5,400 3,300	2.81	C	3.03	C	50%	NA	NA
15th St to East Ave.	Urban Collector	2	Undivided	0	0	1.36	Urbanized	(D) 22,200	5170	5,400	3.92	D*	4.33	D*	0%	NA	NA
CR2315 (Star Ave)																	
Cole Ridge Road to Wewa Highway	Urban Collector	2	Undivided	1	0.63	1.59	Urbanized	(D) 14,850	1641	4,600	3.69	D*	4.09	D*	0%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR2315 (Star Ave) (cont.)																	
Wewa Highway to US 231	Urban Collector	2	Undivided	1	0.47	2.12	Urbanized	(D) 14,850	268 269	7,600 8,300	4.91	E*	5.04	E*	5%	NA	NA
CR2322 (7th St)																	
Transmitter Rd to Bob Little Rd	Not Classified	2	Undivided	0	0	0.5	Urbanized	(D) 22,200	5174 5179	3,300 4,800	0.00	A	3.31	C	0%	1	F
Bob Little Rd to US98 (Tyndall Pkwy)	Not Classified	2	Undivided	1	2	0.5	Urbanized	(D) 13,680	5173	6,300	3.41	C	4.05	D*	0%	1	F

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR30A (Michigan Ave)																	
15th St to US98	Urban Collector	2	Undivided	1	3.03	0.33	Urbanized	(D) 13,680	5104	1,800	1.72	B	2.96	C	0%	NA	NA
US98 to 23rd St	Urban Collector	2	Undivided	1	1.59	0.63	Urbanized	(D) 14,850	5201 5102	4,900 N/A	2.28	B	2.27	B	100%	NA	NA
15th St																	
Michigan Ave to US98	Urban Collector	2	Undivided	1	1.69	0.59	Urbanized	(D) 14,850	5105 5106	1,600 2,000	0.00	A	1.98	B	80%	1	E

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR30B (Joan Avenue)																	
Thomas Drive to Front Beach Rd	Not Classified	2	Undivided	2	2.15	0.93	Urbanized	(D) 13,680	204	8,100	4.23	D*	4.70	E*	0%	NA	NA
CR3030 (North Lagoon Dr)																	
North Thomas Drive to Thomas Dr (CR3031)	Urban Collector	2	Undivided	2	0.66	3.04	Urbanized	(D) 14,850	205 206	3,000 2,100	2.48	B	3.35	C	25%	NA	NA
CR3033 (Beckrich Rd)																	
Front Beach Rd to Hutchison Blvd	Urban Collector	2 SB 1 NB	Undivided	1	3.57	0.28	Urbanized	(D) 25,239	278	5,600	0.69	A	2.26	B	100%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
CR3033 (Beckrich Rd) (cont.)																	
Hutchinson Blvd to US98 (Panama City Beach Blvd)	Urban Collector	2	Undivided	1	1.67	0.6	Urbanized	(D) 14,850	207	12,000	2.72	C	2.73	C	100%	NA	NA
CR30H (Alf Coleman Rd)																	
Front Beach Rd to Hutchison Blvd	Not Classified	2	Undivided	1	2.85	0.35	Urbanized	(D) 13,680	208	3,900	1.63	B	2.69	C	50%	NA	NA
Hutchinson Blvd to US98 (Panama City Beach Blvd)	Not Classified	2	Undivided	1	1.64	0.61	Urbanized	(D) 14,850	209	6,900	4.19	D*	4.12	D*	25%	NA	NA

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Score	LOS	Score	LOS	Sidewalk % Coverage	Buses per Hour	LOS
East Ave																	
Watson St to Bus 98		2	Undivided	2	1.03	0.97	Urbanized	(D) 14,850	5063 5058 5059	2,600 2,400 1,100	0.00	A	2.31	B	38%	NA	NA
CR391 (Airport Rd)																	
St. Andrews Blvd to Panama City/Bay County Airport	Urban Collector	2	Undivided	0	0	0.94	Urbanized	(D) 19,980	5144	1,600	3.69	D*	3.70	D*	0%	NA	NA
Roadway ID 46110000																	

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Appendix C

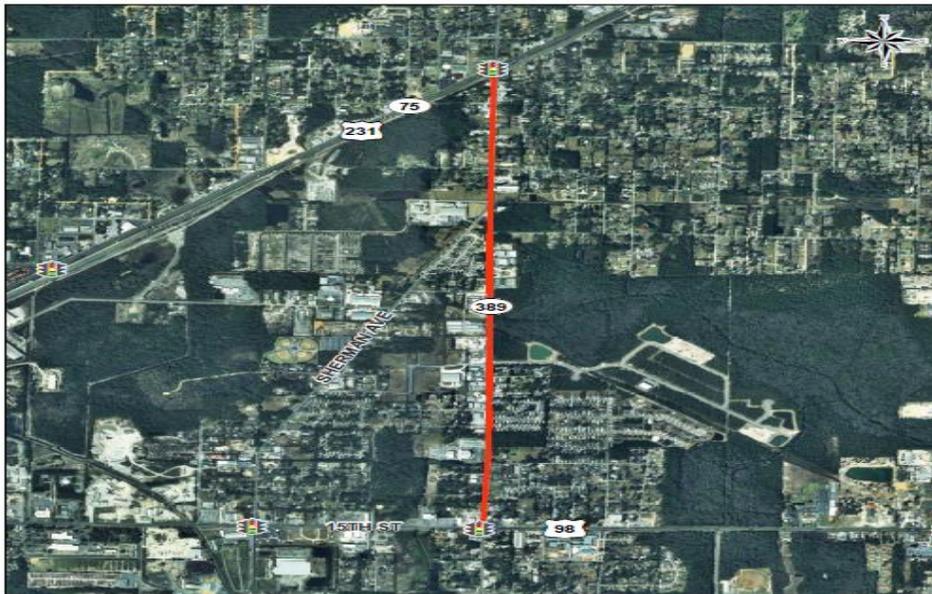
Congestion Management Study Report

Background: Each year the Congestion Management Process Plan (CMPP) is updated indicating the Level of Service for state and major county roads in the Bay County Transportation Planning Organizations (TPO). After the TPO approves the plan, the Congestion Management Study Team (CMST) is organized to analyze and discuss short-term solutions to alleviating congestion for studied corridor.

The objective of the team is to select and analyze a deficient segment and formulate short-term solutions to alleviate congestion. The CMST used Table Technical Ranking table located in Appendix D of the 2010 CMPP. The team selected SR 389/East Avenue from US 98/15th Street to SR 75/US 231.

Study Area Description:

<i>CORRIDOR:</i> SR 389	<i>JURISDICTION:</i> State Road System
<i>BEGIN POINT:</i> SR 30A/US 98/ 15 th Street	<i>FUNTIONAL CLASSIFICATION:</i> Urban Collector
<i>END POINT:</i> US 231/SR 75	<i>TRAFFIC CONTROL:</i> 2 Traffic Lights
<i>CORRIDOR LENGTH:</i> 1.78Miles	<i>LOS Standard:</i> D
<i>LANE CONFIGURATION:</i> 2-lane	<i>Maximum Volume:</i> 16,500



Recommendations: The recommendations provided are based on the Bay County TPO's CMST discussion, Man on the Street Surveys, and Congestion Mitigation Strategy Evaluation Checklists that were provided by the TPO staff. The primary focus of the Bay County TPO CMST was to derive short-range solutions to alleviating congestion on the study segment. The following recommendations were concluded:

- ∩ Transit Services
- ∩ Surveillance/Control
- ∩ Computerized Signal Systems
- ∩ Intersection Changes
- ∩ Access Alterations
- ∩ Incident Management

Implementation: In order for the recommendations in this summary report to be effective, there must be continued support and coordination with various local governments and agencies. TPO staff will continue to coordinate by telephone, email, letters, meetings, or any other means available to ensure that these recommendations are adhered to and have the opportunity to help reduce congestion on SR 389/East Avenue. The congestion mitigation strategies recommended will be monitored over the following year to denote implementation status.

Note: Italicized words and phrases are defined in this glossary.

- Acceleration lane – A freeway lane extending from the on ramp gore to where it's taper ends.
- Acceptable range – The limits of input values for use in FDOT's *preliminary engineering software*.
- Accessibility – The dimension of *mobility* that addresses the ease in which travelers can engage in desired activities.
- Accuracy – The degree of a measure's conformity to a true value.
- Actuated – Same as *actuated control*.
- Actuated control – All *approaches* to the *signalized intersection* have *vehicle* detectors with each *phase* subject to a minimum and maximum *green time* and some phases may be skipped if no vehicle is detected.
- Add-on/drop-off lanes – Roadway lanes added before an intersection and dropped after the intersection.
- Adjacent – In this Handbook a categorization of *sidewalk/roadway separation* less than or equal to 3.0 feet.
- Adjusted bus frequency – In this Handbook the *bus frequency* times *adjustment factors* that account for pedestrian *LOS*, *pedestrian crossing difficulty*, *obstacles to bus stops*, and *span of service*.
- Adjusted capacity – In this Handbook the base capacity times the effect of many *roadway variables* and *traffic variables*.
- Adjusted frequency – Same as *adjusted bus frequency*.
- Adjusted saturation flow rate – In this Handbook the *base saturation flow rate* times the effect of many *roadway variables* and *traffic variables*.
- Adjustment factor – In the *software* a multiplicative factor applied to the *base saturation flow rate* to represent a prevailing condition.
In the *Generalized Tables* additive or multiplicative factors to adjust *service volumes*.
- All way stop control – An intersection with stop sign at all approaches.
- Analysis type – In *HIGHPLAN* a choice between a *facility* analysis or a *segment* analysis.
- Annual average daily traffic (AADT) – The volume passing a point or segment of a roadway in both directions for 1 year divided by the number of days in the year.
- Approach – The set of lanes comprising one leg of an intersection or interchange.
- Approach delay – The sum of stopped-time *delay* and the time lost in decelerating to a stop and accelerating to a steady speed.
- Area type – In this Handbook a general categorization of an extent of surface based primarily on the degree of urbanization.
- Areawide analysis – An evaluation within a geographic boundary.
- Arrival type – A general categorization of the quality of signal progression.
- Arterial – 1) A signalized roadway that primarily serves thru traffic with average *signalized intersection spacing* of 2.0 miles or less.
A state facility that is not on *freeway*.
A type of roadway based on FDOT functional classification.
- ARTPLAN – FDOT's arterial planning software for calculating *level of service* and *service volume tables* for *interrupted flow* roadways.
- ATS – Same as *average travel speed*.

GLOSSARY

- Auto – Same as *automobile*.
- Auto outside lane width – Same as *outside lane width*.
- Automobile – 1) A motorized vehicle with 4 or less wheels touching the pavement during normal operation.
2) In this Handbook, all motorized vehicle traffic using a roadway, except for *buses*.
- Auxiliary lane – An additional lane on a *freeway* connecting an on ramp of one interchange to the off ramp of the downstream interchange.
- Average daily traffic – The total traffic volume during a given time period (more than a day and less than a year) divided by the number of days in that time period.
- Average travel speed (ATS) – The facility length divided by the average travel time of all vehicles traversing the facility, including all stopped delay times.
- Base capacity – Same as *base saturation flow rate for uninterrupted flow roadways*.
- Base conditions – The best possible characteristic in terms of capacity for a given type of facility.
- Base saturation flow rate – The maximum steady flow rate, expressed in passenger cars per hour per lane, at which passenger cars can cross a *point on interrupted flow roadways*.
- Basic segment – In this Handbook the length of a *freeway* in which operations are unaffected by interchanges.
- Bicycle – A mode of travel with two wheels in tandem, propelled by human power.
- Bicycle lane – In this Handbook a *designated* or *undesignated* portion of roadway for bicycles adjacent to motorized vehicle lanes.
- Bicycle LOS Model – The *operational methodology* from which this Handbook's bicycle quality/level of service analyses are based.
- Bicycle level of service – A numerical value calculated by the *Bicycle LOS Model* that corresponds to a *bicycle level of service*.
- Bicycle pavement condition – Same as *pavement condition*.
- BLOS – Same as *bicycle level of service score*.
- Boundaries – In this Handbook the geographical limits associated with *FDOT's Statewide Minimum Level of Service Standards* for the *State Highway System* or its MPO Administrative Manual.
- Bus – In this Handbook a self-propelled, rubber-tired roadway vehicle designed to carry a substantial number of passengers and traveling on a *scheduled fixed route*.
- Bus frequency – The number of buses which have a potential to stop on a given *segment* in one direction of flow in a one hour time period.
- Bus span of service – The number of hours in a day of bus service along a *route segment*.
- Bus stop – An area where *bus* passengers wait for, board, alight, and transfer.
- Capacity – The maximum sustainable flow rate at which persons or vehicles reasonably can be expected to traverse a *point* or a uniform section of roadway during a given time period under prevailing conditions.
As typically used in this Handbook, the maximum number of vehicles that can pass a point in a one hour time period under prevailing *roadway, traffic and control conditions*.
- Capacity analysis – Same as *highway capacity analysis*.
- Capacity constrained – A condition in which traffic *demand* exceeds the capacity of a roadway.
- Class – Same as *roadway class*.

GLOSSARY

- Collector – A roadway providing land access and traffic circulation with residential, commercial and industrial areas.
- Community – In this Handbook outside of an urban or urbanized area, an incorporated place or a developed but unincorporated area with a population of 500 or more identified in the appropriate *local government comprehensive plan*.
- Conceptual planning – Same as *preliminary engineering*.
- Concurrency – A systematic process utilized by local governments to ensure that new development does not occur unless adequate infrastructure is in place to support growth.
- Congestion – Condition in which traffic demand approaches or exceeds the available capacity of the transportation facility(ies).
- Constrained – Same as *capacity constrained*.
- Constrained roadway – A roadway on the *State Highway System* that FDOT will not expand by 2 or more thru lanes because of physical, environmental, or policy constraints.
- Continuous left turn lane – Same as two-way left-turn lane.
- Control – A variable or characteristic typically associated with a traffic signal.
A variable or characteristic associated with a stop sign, yield sign, flashing device and other similar measures.
- Control characteristics – Same as control.
- Control delay – The component of delay that results when a signal causes traffic to reduce speed or to stop.
- Control type – Same as signal type.
- Control variables – Parameters associated with roadway controls.
- Controlled access highway – A non-limited access highway whose access connections, median openings, and traffic signals are highly regulated.
- Corridor – A set of essentially parallel transportation facilities for moving people and goods between two points.
- Critical intersection – Same as critical signalized intersection.
- Critical signalized intersection – The signalized intersection with the lowest volume to capacity ratio (v/c), typically the one with the lowest effective green ratio (g/C) for the thru movement.
- Cycle length (C) – The time it takes a traffic signal to go through one complete sequence of signal indications.
- D factor – Same as directional distribution factor.
- Daily tables – In this Handbook, *Service Volume Tables* presented in terms of *annual average daily traffic*.
- Deceleration lane – A *freeway* lane extending from the taper to the off ramp gore.
- Delay – The additional travel time experienced by a traveler.
- Demand – The number of persons or vehicles desiring service on a roadway.
- Demand traffic – Same as *demand*.
- Density – The number of vehicles, averaged over time, occupying a given length of lane or roadway; usually expressed as vehicles per mile or vehicles per mile per lane.
- Design hour factor – In this Handbook the proportion of annual average daily traffic occurring during the 30th highest hour of the design year.
- Designated – A type of bicycle lane at least 5 feet in width and having a bicycle logo and a direction arrow painted on it.
- Desirable – In this Handbook a categorization of pavement condition that is new or recently resurfaced pavement.

GLOSSARY

- Developed areas – All areas not rural undeveloped.
Same as rural developed areas.
- Development of regional impact (DRI) – A development which, because of its character, magnitude, or location, would substantially affect the health, safety, or welfare of citizens of more than one county in Florida, as defined in Section 380.06(1), Florida Statutes, implemented by Rule 9J-2, Florida Administrative Code, and coordinated by the regional planning agency.
- Directional distribution factor (D) – The proportion of an hour's total *volume* occurring in the higher volume direction.
- Diverge area – Same as *off ramp influence area*.
- Divided – As used in the *Generalized Tables*, a roadway with a *median*.
- Driver population – A *traffic variable* included as part of the *local adjustment factor* that describes driver familiarity with a roadway and accounts for such differences in driving habits as those between commuters and other drivers.
- Driver population factor – The *factor* associated with *driver population*.
- Dual left-turn lanes – Two lanes designated exclusively for left turns at a signalized intersection.
- Effective green ratio (g/C) – Typically in this Handbook the ratio of the *effective green time (g)* for the thru movement at a signal intersection to its *cycle length (C)*.
The ratio of the *effective green time (g)* for a movement at a signal intersection to its *cycle length (C)*.
- Effective green time (g) – The time allocated for the *thru movement* to proceed; calculated as the *thru movement green* plus yellow plus all red indication times less the lost time.
- Effective lanes – Same as *number of effective lanes*.
- Exclusive left effective green ratio – The ratio of the effective green time (g) from an exclusive left turn lane for the peak traffic flow direction at a signal intersection to its cycle length (C).
- Exclusive left turn lanes – Same as *left turn lanes*.
- Exclusive left turn storage length – The total amount of storage length in feet for *exclusive left turn lanes*.
- Exclusive right turn lanes – Storage area designated to only accommodate right turning vehicles.
- Exclusive thru lane – Any intrastate highway lane that is designated exclusively for intrastate travel, is physically separated from any *general-use lane*, and the access to which is highway regulated. These lanes may be used for *high occupancy vehicles (HOVs)*, and express buses during peak travel hours if the level of service standards can be maintained.
- Exclusive turn lane – A storage area designated to only accommodate left or right turning vehicles; in this Handbook the turn lane must be long enough to accommodate enough turning vehicles to allow the free flow of the *thru movement*.
- Expanded intersections – Same as *add-on/drop-off lanes*.
- Facility – A length of roadway composed of *points* and *segments*.
A generic term including *points, segments* or *roadways*.
- Factor – A value by which a given quantity is multiplied, divided, added or subtracted in order to indicate a difference in measurement.
- FDOT – Florida Department of Transportation.
- FHWA – Federal Highway Administration.
- Five-lane section – A roadway with 4 thru lanes, 2 in each direction separated by a *two-way left-turn lane*; in the *Generalized Tables*, a five-lane section is treated as a roadway with 4 lanes and a *median*.

GLOSSARY

- Florida Intrastate Highway System (FIHS) – An interconnected statewide system of *limited access* facilities and *controlled access* facilities developed and managed by FDOT to meet standards and criteria established for the FIHS. It is part of the *State Highway System*, and is developed for high-speed and high-volume traffic movements. The FIHS also accommodates high occupancy vehicles (HOVs), express bus transit and in some *corridors*, interregional, and high-speed intercity passenger rail service. Access to abutting land is subordinate to movement of traffic and such access must be prohibited or highly regulated.
- Flow rate – In this Handbook the equivalent hourly rate at which vehicles pass a point on a roadway for a 15-minute time period.
- Free flow delay – The additional travel time represented by the difference between the time associated with a roadway's *free flow speed* and *average travel speed*.
- Free flow speed (FFS) – In this Handbook the average speed of vehicles under low flow traffic conditions and not under the influence of signals, stops signs or other fixed causes of interruption, generally assumed to be 5 mph over the *posted speed* limit.
- FREEPLAN – FDOT's *freeway* planning software for calculating *level of service* and *service volume tables*.
- Freeway – A multilane, divided highway with at least 2 lanes for exclusive use of traffic in each direction and full control of ingress and egress.
- Freeway interchange influence area – Same as *interchange*.
- Freeway segment – In this Handbook a basic *segment*, interchange or toll plaza.
- FSUTMS – Florida Standard Urban Transportation Modeling System; Florida's software that forecasts travel demand.
- Fully actuated control – Same as *actuated control*.
- Functional classification – The assignment of roads into systems according to the character of service they provide in relation to the total road network.
- g/C – Same as *effective green ratio*.
- Generalized Service Volume Tables – *Maximum service volumes* based on areawide *roadway, traffic* and *control* variables and presented in tabular form.
- Generalized planning – A broad type of planning application such as statewide analyses, initial problem identification, and future year analyses; in this Handbook typically performed by use of the *Generalized Tables*.
- Generalized Tables – Same as *Generalized Service Volume Tables*.
- General-use lane – Any Intrastate highway lane not exclusively designated for long distance, high-speed travel. In urbanized areas these lanes include high occupancy vehicle (HOV) lanes that are not physically separated from other travel lanes.
- Gore – The point located immediately between the left edge of a ramp pavement and the right edge of the roadway pavement at a *merge* or *diverge area*.
- Green time (G) – The duration in seconds of the green *indication* for a given movement at a signalized intersection.
- Growth management concepts – The ideas necessary for use in careful planning for urban growth so as to responsibly balance the growth of the infrastructure required to support a community's residential and commercial growth with the protection of its natural systems (land, air, water).
- Guideline – Based on FDOT's Standard Operating System (Topic No: 025-020-002-d), a recommended process intended to provide efficiency and uniformity to the implementation of policies, procedures, and standards; a guideline is intended to provide general program direction with maximum flexibility.
- Handbook – Based on FDOT's Standard Operating System (Topic No: 025-020-002-d), technical instructions or techniques used to assist or train users in performing specific functions.
- HCM – Same as *Highway Capacity Manual*.

GLOSSARY

- Headway - The time, in seconds, between two successive vehicles as they pass a point on a roadway.
- Heavily congested - Same as *congestion*.
- Heavy vehicle - A FHWA vehicle classification of 4 or higher, essentially vehicles with more than 4 wheels touching the pavement during normal operation.
- Heavy vehicle factor (HV) - The *adjustment factor* for *heavy vehicles*.
- High-occupancy vehicle (HOV) lane - A *freeway* lane reserved for the use of vehicles with a preset minimum number occupants; such vehicles often include buses, taxis, and carpools.
- HIGHPLAN - FDOT's software for calculating levels of service and *service volume tables* for *two-lane highways* and *multilane highways*.
- Highway - 1) An *uninterrupted flow roadway* that is not a freeway.
2) A generic term meaning the same as *roadway*.
3) A *roadway* with all the transportation elements within the right-of-way.
- Highway capacity analysis - An examination of the maximum of vehicles or persons that can reasonably be expected to pass a point on a roadway during a specified time period under prevailing roadway, traffic, and control conditions.
- Highway Capacity Manual (HCM) - The Transportation Research Board document on highway capacity and quality of service.
- Highway Capacity Software (HCS) - A software package faithfully replicating the *Highway Capacity Manual*.
- Highway mode - In this Handbook, either *automobile, bicycle, bus, or pedestrian*.
- HIGHPLAN - FDOT's *uninterrupted flow highway* planning software for calculating *level of service* and *service volume tables*.
- Highway system structure - Same as *transportation system structure*.
- Indication - In this Handbook, the green, yellow or red appearance of a *signal* to a motorist.
- Interchange - In this Handbook the influence area associated with the *off ramp influence area, overpass/underpass, and on ramp influence area* of a connection to a *freeway*.
- Interchange influence area - Same as *interchange*.
- Interchange spacing - The distance between the centerlines of *freeway interchanges*.
- Interrupted flow - A category of roadways characterized by signals, stop signs or other fixed causes of periodic delay or interruption to the traffic stream with average spacing less than or equal to 2.0 miles apart.
- Intersection - The same as *signalized intersection*, unless specifically noted.
- Intersection influence area - In this Handbook a *segment* of an *uninterrupted flow highway* influenced by an *isolated intersection*.
- Interval - A period of time in which all traffic signal *indications* remain constant.
- Intrastate highways - Highways on the *Florida Intrastate Highway System (FIHS)*.
- Isolated intersection - An *intersection* occurring along an *uninterrupted flow highway*.
- K factor (K) - Same as *planning analysis hour factor*.
- K_{100} - The ratio of the 100th highest traffic volume hour of the year to the *annual average daily traffic*.
- Lanes - Same as *number of thru lanes*, unless specifically noted.

GLOSSARY

- Large urbanized area – An *MPO urbanized area* greater than 1,000,000 population; in Florida these 7 areas consist of the following central cities: Ft. Lauderdale, Jacksonville, Miami, Orlando, St. Petersburg, Tampa, and West Palm Beach.
- Lateral clearance – Clearance distance from edges of outside lanes to fixed obstructions.
- Left turn lanes – In this Handbook storage areas designated to only accommodate left turning vehicles; a left turn lane must be long enough to accommodate enough left turning vehicles to allow the free flow of the *thru movement*.
- Level of service (LOS) – A quantitative stratification of the *quality of service* to a typical traveler of a service or facility into six letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality; a discrete stratification of a *quality of service* continuum.
- Level of service (LOS) analysis – A quantitative examination of traveler *quality of service* provided by a transportation facility or service.
- Level of Service Standards – Same as *Statewide Minimum Level of Service Standards* for the *State Highway System*.
- LOS threshold delay – Same as *threshold delay*.
- Level terrain – A combination of horizontal and vertical alignments that permits *heavy vehicles* to maintain approximately the same running speed as passenger cars; this generally includes short grades of no more than 1 to 2 percent.
- Limited access highway – Same as *freeway*.
- Link – Same as *section*; for quality/level of service analyses this term is discouraged for use.
- Load factor – The ratio of passengers actually carried to the total passenger capacity of a bus.
- Local adjustment factor – In this Handbook an adjustment factor FDOT uses to adjust *base saturation flow rates* or *base capacities* to better match actual Florida traffic volumes; mostly consists of a driver population factor and an area type factor.
- Local Government Comprehensive Plan (LGCP) – Any county or municipal plan that meets the requirements of subsections 163.3177 and 163.3178 of the Florida Statutes.
- LOS – Same as *level of service*.
- LOS standards – Same as *Statewide Minimum Level of Service Standards* for the *State Highway System*.
- Maintain – Continuing operating conditions at a level that prevents significant degradation.
- Major city/county roadway – A roadway not on the *State Highway System* whose roadway, traffic and control characteristics are similar to those classified as state minor arterials.
- Maximum acceptable value – The highest value for a traffic variable FDOT will accept when developing, reviewing or approving a LOS analysis.
- Maximum service volume – The highest number of vehicles for a given *level of service*.
- Measure of effectiveness – A quantitative parameter indicating the performance of a transportation facility or service.
- Median – Areas at least 10 feet wide that are restrictive or non-restrictive that separate opposing-direction mid-block traffic lanes and that, on arterials, contain turn lanes that allow left turning vehicles to exit from the thru traffic lanes.
A mathematical measure of central tendency in which the value selected in an ordered set of values below and above which there is an equal number of values.
- Median factor – A *factor* by which a service volume is multiplied to account for the effects of the existence of a *median*.
- Median type – A classification of roadway medians as *restrictive, non-restrictive, or no median*.
- Merge area – Same as on *ramp influence area*.

GLOSSARY

- Mid-block – In this Handbook the part of a roadway between two signalized intersections.
- Minimum acceptable speed – In this Handbook the lowest average travel speed criterion for a given level of service as applied to two-lane highways in *developed areas*.
- Minimum acceptable value – The lowest value for a traffic variable FDOT will accept when developing, reviewing or approving a LOS analysis.
- Mobility – The movement of people and goods.
- Mode – A method of travel; in this Handbook a *highway mode*.
- Motorized mode – A method of travel by *automobile or bus*.
- Motorized vehicle – Same as *vehicle*.
- Movement – A flow of vehicles or people in a given direction.
- MPO – Metropolitan Planning Organization.
- Multilane – Having more than one *thru lane* in the analysis direction.
- Multilane highway – A non-freeway roadway with 2 or more lanes in each direction and, although occasional interruptions to flow at signalized intersections may exist, is generally uninterrupted flow.
- Multimodal – In this Handbook more than one *highway mode*.
- Multimodal Transportation District – An area in which secondary priority is given to *vehicle* mobility and primary priority is given to assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit (F.S. 163.3180(15)).
- Narrow – In this Handbook a categorization of *outside lane width* less 11.0 feet.
- No passing zone – In this Handbook a segment of a two-lane highway along which passing is prohibited in the analysis direction.
- Non-restrictive median – A type of *median* (i.e., painted) that provides no pedestrian refuge.
- Non-state roadway – A roadway not on the *State Highway System*.
- Not Achievable – In this Handbook a situation in which a given level of service cannot be obtained because of the *roadway, traffic and control variables* and level of service thresholds used.
- Not Applicable – In this Handbook a situation in which a given level of service is not relevant because of the *roadway, traffic and control variables* and level of service thresholds used.
- Number of directional thru lanes – The number of *thru lanes* in a single direction.
- Number of effective lanes – In terms of capacity the equivalent number of *thru lanes*. Typically the number is expressed as a fraction (e.g., 2.7) to reflect the partial beneficial effects of freeway *auxiliary lanes* or arterial *add-on/drop-off lanes*.
- Number of thru lanes – The number of lanes relevant to an analysis of a roadway's level of service.
Usually two-directional (the *software* will convert to one direction for analysis purposes).
For arterials:
- usually at the *signalized intersection*, not mid-block.
 - usually thru and shared-right-turn lanes.
 - may be a fractional number reflecting *add-on/drop-off lanes* or other special lane utilization considerations.
 - using the *Generalized Tables* the number at major *signalized intersections*.
- For freeways and uninterrupted flow highways:
- does not include *auxiliary lanes* between 2 points.
 - usually the predominant number of thru lanes between 2 points.
- Obstacle to bus stop – A physical barrier between a *sidewalk* and a *bus stop*.

GLOSSARY

- Off peak – The course of the lower flow of traffic.
A time period not representing a *peak hour*.
- Off ramp influence area – The geographic limits affecting the *capacity* of a freeway associated with traffic exiting a *freeway*.
- On ramp influence area – The geographic limits affecting the *capacity* of a freeway associated with traffic entering a *freeway*.
- One-way – A type of roadway in which vehicles are allowed to move in only one direction.
- Operational analysis – A detailed analysis of a roadway’s present or future level of service, as opposed to a generalized planning analysis or preliminary engineering analysis.
- Operational model – In this Handbook the use of the full methodologies contained in the 2000 Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model, Transit Capacity and Quality of Service Manual or other source to conduct an *operational analysis*.
- Other signalized roadway – A signalized roadway not on the *State Highway System* and also considered by the local government of jurisdiction not to be a *major city/county roadway*.
- Other state roads – Roads on the *State Highway System*, which are not part of the Florida Intrastate Highway System.
- Other urbanized area – An *MPO* urbanized area less than 1,000,000 population.
- Outside lane – A roadway’s motorized vehicle *thru lane* closest to the edge of pavement.
- Outside lane width – In this Handbook the width in feet of a roadway’s motorized vehicle *thru lane* closest to the edge of pavement.
- Oversaturated – A traffic condition in which *demand* exceeds *capacity*.
- Passing lane – A lane added to provide passing opportunities in one direction of travel on a two-lane highway. *Two-way left-turn lanes* are not considered passing lanes.
- Paved shoulder/bicycle lane – In this Handbook pavement at least 3 feet in width separated by a solid pavement marking from the outside motorized vehicle *thru lane* to the edge of pavement.
- Pavement condition – In this Handbook the general classification of the roadway surface where bicycling generally occurs.
- Peak direction – The course of the higher flow of traffic.
- Peak hour – In this Handbook a 1 hour time period with high volume.
- Peak hour factor (PHF) – The ratio of the hourly volume to the peak 15-minute flow rate for that hour; specifically $\text{hourly volume} / (4 \times \text{peak 15-minute volume})$.
- Peak season – The 13 consecutive weeks with the highest daily volumes for an area.
- Peak Season Weekday Average Daily Traffic (PSWADT) – The *average daily traffic* for Monday through Friday during the peak season.
- Peak to daily ratio – The ratio of the highest 1 hour volume of a day to the daily volume.
- Pedestrian – An individual traveling on foot.
- Pedestrian accessibility – In this Handbook the ease in which a pedestrian can reach a bus stop.
- Pedestrian crossing difficulty – In this Handbook a generalization of how hard it is for a pedestrian to go from one side of a roadway to the other side.
- Pedestrian LOS Model – The operational methodology from which this Handbook’s pedestrian quality/level of service analyses are based.
- Pedestrian level of service score – A numerical value calculated by the *Pedestrian LOS Model* that corresponds to a pedestrian level of service.

GLOSSARY

- Pedestrian refuge** – In this Handbook a raised or grassed area at least 5 feet but less than 10 feet in width that separates opposing mid-block traffic lanes, and allows pedestrians to cross a roadway.
- Pedestrian/Sidewalk/Roadway separation** – The lateral distance in feet from the outer edge of pavement to where a pedestrian walks on a *sidewalk*.
- Percent free flow speed** – The percentage of vehicle *average travel speed* to *free flow speed*.
- %FFS** – Same as *percent free flow speed*.
- Percent left turns** – The percentage of vehicles performing a left-turning movement at a signalized intersection.
- Percent no passing zone** – In this Handbook the percentage of a two-lane highway along which passing is prohibited in the analysis direction.
- Percent right turns** – The percentage of vehicles performing a right-turning movement at a signalized intersection.
- Percent time spent following** – The average percent of total travel time that vehicles must travel in *platoons* behind slower vehicles due to inability to pass on a two-lane highway.
- Percent turns from exclusive turn lanes** – The percentage of vehicles approaching an intersection served by *exclusive turn lanes* and not part of the *thru movement*.
- Performance measure** – A *qualitative* or *quantitative* factor used to evaluate a particular aspect of travel quality.
- Phase** – The part of a traffic signal's *cycle* allocated to any combination of traffic movements receiving the right-of-way simultaneously during one or more intervals.
- PHF** – Same as *peak hour factor*.
- Planning analysis hour factor (K)** – The ratio of the traffic volume in the study hour to the *annual average daily traffic*.
- Planning application** – In this Handbook the use of default values and simplifying assumptions to an *operational model* to address a roadway's present or future level of service.
- Planning horizon** – A time period, typically 20 years, applicable to the analysis of a project, roadway or service.
- Platoon** – A group of vehicles traveling together as a group, either voluntarily or involuntarily because of signal control, geometrics or other factors.
- PLOS** – Same as *pedestrian level of service score*.
- Point** – A boundary between *segments*; in this Handbook usually a signalized intersection, but may be other places where modal users enter, leave, or cross a facility, or roadway characteristics change.
- Posted speed** – The maximum speed at which vehicles are legally allowed to travel over a roadway segment.
- Precision** – The range of accurate and acceptable numerical answers.
- Preliminary engineering** – Engineering analyses performed to support decisions related to design concept and scope, e.g., need for improvement, design controls and standards, traffic, alternative alignment, preliminary design, conceptual design plans.
- Preliminary engineering software** – A type of planning application detailed enough to reach a decision on design concept and scope, conducting alternatives analyses, and performing other technical analyses; in this Handbook typically performed by use of accompanying planning software
- Pretimed** – Same as *pretimed control*.
- Pretimed control** – Traffic signal control in which the *cycle length*, *phase plan*, and phase times are preset and repeated continuously according to a preset plan.
- Prevailing conditions** – Existing circumstances that primarily include roadway, traffic, and control conditions, but may also include weather, construction, incidents, lighting and area type.
- QOS** – Same as *quality of service*.
- Quality of service (QOS)** – A user based perception of how well a service or facility is operating.

GLOSSARY

- Quality of travel – The dimension of *mobility* that addresses traveler satisfaction with a facility or service.
- Quality/level of service – A combination of the broad quality of service and more detailed level of service concepts.
(Q/LOS)
- Quantity of travel – The dimension of *mobility* that addresses the magnitude of use of a facility or service.
- Restrictive median – A type of *median* that is not painted (e.g., grassed, raised).
- Roadway – A general categorization of an open way for persons and vehicles to traverse; in this Handbook it encompasses streets, arterials, freeways, highways and other facilities.
- Roadway characteristics – Same as *roadway variables*.
- Roadway class – Categories of *arterials* and *two-lane highways*; arterials are primarily grouped by signal density; two-lane highways are primarily grouped by area type.
- Roadway variables – Parameters associated with roadways.
- Rolling terrain – A combination of horizontal and vertical alignments causing *heavy vehicles* to reduce their running speed substantially below that of passenger cars, but not to operate at crawl speeds for a significant amount of time.
- Route – As used in the *Transit Capacity and Quality of Service Manual*, a designated, specified path to which a bus is assigned.
- Route segment – As used in the *Transit Capacity and Quality of Service Manual*, a portion of a bus route ranging from 2 stops to the entire length of the *route*.
- Running speed – The distance a vehicle travels divided by the travel time the vehicle is in motion.
- Running time – The portion of travel time during which a vehicle is in motion.
- Rural – Same as *rural area*.
- Rural area – 1) In the Generalized Tables and software, areas that are not *urbanized areas*, *transitioning areas*, or *urban areas*.
2) In FDOT's Statewide Minimum Level of Service Standards for the State Highway System, areas not included in transportation concurrency management areas, urbanized areas, transitioning areas, urban areas, or communities.
- Rural developed areas – Portions of *rural areas* that are generally cities and other population areas with less than 5,000 population or along coastal roadways.
- Rural undeveloped areas – Portions of *rural areas* with no or minimal population or development.
- Scheduled fixed route – In this Handbook bus service provided on a repetitive, fixed-schedule basis along a specific route with buses stopping to pick up and deliver passengers to specific locations.
- Seasonal factor – A factor used to adjust for the variation in traffic over the course of a year.
- Section – A group of consecutive *segments* that have similar roadway characteristics, traffic characteristics and, as appropriate, control characteristics for a mode of travel.
A characteristic describing laneage (i.e., three-lane section, five-lane section, seven-lane section).
- Segment – A portion of a facility defined by 2 end points; usually the length of roadway from one signalized intersection to the next signalized intersection.
- Segmentation – The partitioning of roadways for analysis purposes.
- Semiactuated – Same as *semiactuated control*.
- Semiactuated control – Signal control of an intersection in which the *thru movement* on the designated main roadway gets the unused *green time* from side movements because of limited or no vehicle activation from side movements.
- Service measure – A specific performance measure used to assign a level of service to a set of operating conditions for a transportation facility or service.

GLOSSARY

- Service volume – Same as *maximum service volume*.
- Service Volume Table – *Maximum service volumes* based on roadway, traffic and control variables and presented in tabular form.
- Seven-lane section – A roadway with 6 thru lanes, 3 in each direction separated by a two-way left-turn lane; in the *Generalized Tables*, a seven-lane section is treated as a roadway with 6 lanes and a median.
- Shared lane – A roadway lane shared by 2 or 3 traffic movements; in Florida a shared lane usually serves thru and right turning traffic movements.
- Sidewalk – A paved walkway for pedestrians at the side of a roadway.
- Sidewalk/roadway protective barrier – Physical barriers separating pedestrians on *sidewalks* and *motorized vehicles*.
- Sidewalk/roadway separation – The lateral distance in feet from the outside edge of pavement to the inside edge of the *sidewalk*.
- Signal – In this Handbook:
A *traffic control device* regulating the flow of traffic with green, yellow and red indications.
A traffic control device that routinely stops vehicles during the study period; excluded from this definition are flashing yellow lights, railroad crossings, draw bridges, yield signs, and other control devices.
- Signal density – The number of *signalized intersections* per mile.
- Signal type – The kind of traffic signal (*actuated, pretimed or semiactuated*) with respect to the way its *cycle length, phase plan, and phase times* are operated.
- Signalization characteristics – Same as *control*.
- Signalized intersection – A place where 2 roadways cross and have a signal controlling traffic movements.
- Signalized intersection spacing – The distance between *signalized intersections*.
- Software – FDOT's ARTPLAN, FREEPLAN, and HIGHPLAN preliminary engineering computer programs.
- Span of service – Same as *bus span of service*.
- Speed – In this Handbook the same as *average travel speed*, unless specifically noted.
- Speed limit – Same as *posted speed*.
- Standard – A Florida Department of Transportation formally established criterion for a specific or special activity to achieve a desired level of quality.
- Standards – Same as Statewide Minimum Level of Service Standards for the State Highway System.
- State Highway System (SHS) – All roadways that the Florida Department of Transportation operates and maintains; the State Highway System consists of the Florida Intrastate Highway System and other state roads.
- Statewide Minimum Level of Service Standards for the State Highway System – FDOT's Rule Chapter No. 14-94 to be used in the planning and operation of the State Highway System.
- Strategic Intermodal System (SIS) – Florida's system of transportation facilities and serves of statewide and interregional significance.
- Study hour – An hour period on which to base quality/level of service analyses of a facility or service.
- Study period – Same as *study hour*.
A length in time including a future year of analysis.
- Subsegment – A further breakdown of *segments*; in this Handbook primarily used for pedestrian level of service analysis where pedestrian roadway elements change between signalized intersections.

GLOSSARY

- System – A combination of facilities or services forming a *network*.
A combination of facilities selected for analysis.
- T – *Heavy vehicle factor*
- T7F – TRANSYT 7F – Software maintained by University of Florida. (similar to Synchro)
- Termini – In this Handbook the beginning and end points of a facility.
- Terrain – A general classification used for analyses in lieu of specific grades.
- Three-lane section – A roadway with 2 *thru lanes* separated by a *two-way left-turn lane*; in the Generalized Tables, a three-lane section is treated as a roadway with 2 lanes and a *median*; an exclusive passing lane on a two-lane highway is not considered a three-lane section.
- Threshold – The breakpoints between level of service differentiations.
- Threshold delay – The additional travel time represented by the difference between the time associated with a roadway's generally accepted speed (LOS D threshold in urbanized areas and LOS C threshold in non-urbanized areas) and *average travel speed*.
- Thru effective green ratio – The ratio of the *effective green time* (*g*) for the thru movement at a signal intersection to its *cycle length* (*C*).
(*g/C*)
- Thru lanes – Same as *number of thru lanes*.
- Thru movement – In this Handbook the traffic stream with the greatest number of vehicles passing directly through a point. Typically this is the straight-ahead movement, but occasionally it may be a turning movement.
- Traffic – A characteristic associated with the flow of vehicles.
- Traffic characteristics – Same as *traffic variables*.
- Traffic pressure – Effect of decreased vehicle *headways* under high-volume conditions as drivers are anxious to minimize their travel time.
- Traffic variables – Parameters associated with *traffic*.
- Transit – In this Handbook, the same as *bus*.
- Transit Capacity and Quality of Service Manual – The document and operational methodology from which this Handbook's bus quality/level of service analyses are based.
(TCQSM)
- Transit system structure – The Transit Capacity and Quality of Service Manual's analytical methodology of transit stops, route segments, and system.
- Transitioning – In the text of this Handbook, the same as *transitioning area*.
In the software of this Handbook, the same as *transitioning/urban*.
- Transitioning area – An area that exhibits characteristics between *rural* and *urbanized/urban*.
- Transitioning/urban – The grouping of transitioning areas and urban areas into one analysis category in the *Generalized Tables* and software.
- Transportation Concurrency Management Area – A geographically compact area designated in a *local government comprehensive plan* where intensive development exists, or is planned, so as to ensure adequate mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of an existing downtown and any designated redevelopment area, protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, bicycling, walking, and other alternatives to the single-occupant automobile. A transportation concurrency management area may be established in a comprehensive plan in accordance with Rule 9J-5.0057, F.A.C.
(TCMA)

GLOSSARY

- Transportation planning boundaries – Precisely defined lines that delineate geographic areas. These boundaries are used throughout transportation planning in Florida; their mapping is described in FDOT’s Procedure Topic Number 525-010-024b.
- Transportation system structure – In this Handbook the 2000 Highway Capacity Manual’s analytical methodology of *points, segments, facilities, corridors, and areawide analysis*.
- Travel time – The average time spent by vehicles traversing a roadway.
- Truck – In this Handbook the same as *heavy vehicle*.
- Truck factor (T) – In this Handbook the same as *heavy vehicle factor (HV)*.
- Two-lane highway – A roadway with one lane in each direction on which passing maneuvers must be made in the opposing lane and, although occasional interruptions to flow at signalized intersections may exist, is generally *uninterrupted flow*.
- Two-way – Movement allowed in either direction.
- Two-way left-turn lane – A lane that simultaneously serves left turning vehicles traveling in opposite directions.
- Two-way stop control – The type of *traffic control* at an intersection where drivers on the minor street or a driver turning left from the major street wait for a gap in major-street traffic to complete a maneuver.
- Typical – In this Handbook a categorization of:
- outside lane width greater than or equal to 11.0 feet and less than 13.5 feet.
 - pavement condition of most of Florida’s roadways.
 - sidewalk/roadway separation greater than 3.0 feet and less than or equal to 8.0 feet.
- Undesignated – A type of *bicycle lane* usually at least 4 feet in width and does not contain a bicycle logo.
- Undesirable – In this Handbook a categorization of *pavement condition* with noticeable cracks and/or ruts in it.
- Undivided – As used in the Generalized Tables, a roadway with no *median*.
- Uninterrupted flow – A category of roadway not characterized by signals, stop signs or other fixed causes of periodic delay or interruption to the traffic stream.
- Uninterrupted flow highway – A non-freeway roadway that generally has *uninterrupted flow* (a combination of roadway segments which have average signalized intersection spacing greater than 2.0 miles); a two-lane highway or a multilane highway.
- Urban area – A place with a population between 5,000 and 50,000 and not in an *urbanized area*. The applicable boundary includes the Census’s urban area and the surrounding geographical area agreed upon by the FDOT, the local government, and the Federal Highway Administration (FHWA). The boundaries are commonly called FHWA Urban Area Boundaries and include those areas expected to develop medium density before the next decennial census.
- A general characterization of places where people live and work.
- Urban infill – A land development strategy aimed at directing higher density residential and mixed-use development to available sites in developed areas to maximize the use of adequate existing infrastructure; often considered an alternative to low density land development.
- Urbanized area – An area within an MPO’s designated urbanized area boundary. The minimum population for an urbanized area is 50,000 people.
- Based on the Census, any area the U.S. Bureau of Census designates as urbanized, together with any surrounding geographical area agreed upon by the FDOT, the relevant Metropolitan Planning Organization (MPO), and the Federal Highway Administration (FHWA), commonly called the FHWA Urbanized Area Boundary. The minimum population for an urbanized area is 50,000.
- Utilization – The dimension of *mobility* that addresses the quantity of operations with respect to *capacity*.
- v/c – The ratio of *demand flow rate* to *capacity* of a signalized intersection, segment or facility.
- Vehicle – In this Handbook, a motorized mode of transportation, unless specifically noted.

GLOSSARY

- Volume – In this Handbook usually the number of vehicles, and occasionally persons, passing a point on a roadway during a specified time period, often 1 hour; a volume may be measured or estimated, either of which could be a constrained value or a hypothetical demand volume.
- Weaving distance – A length of freeway over which traffic streams cross paths through lane changing maneuvers.
- Weighted effective green ratio – In this Handbook the average of the *critical intersection's* thru *g/C* and the average of all the other signalized intersections' thru *g/Cs* along the arterial facility.
- Weighted *g/C* – Same as *weighted effective green ratio*.
- Wide – In this Handbook a categorization of:
- outside lane width greater than or equal to 13.5 feet.
 - sidewalk/roadway separation greater than 8.0 feet.
- Worst case – In this Handbook for:
- arterials, *the critical intersection*.
 - freeways, usually the off ramp *influence area of an interchange*.