

Florida-Alabama TPO Congestion Management Process Plan

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Introduction

This Congestion Management Process Plan (CMPP) is an annual publication which monitors the Florida-Alabama TPO area transportation systems for congestion. Systems that are identified as deficient are ranked for prioritization; and the Congestion Management Study Team (CMST) later decides which congested segment(s) should be analyzed in order to recommend mitigation strategies.

1.1 Federal Requirement

As stated in the Code of Federal Regulations (CFR) 450.320, during the transportation planning process, Transportation Management Area (TMA) shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operation management strategies.

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”

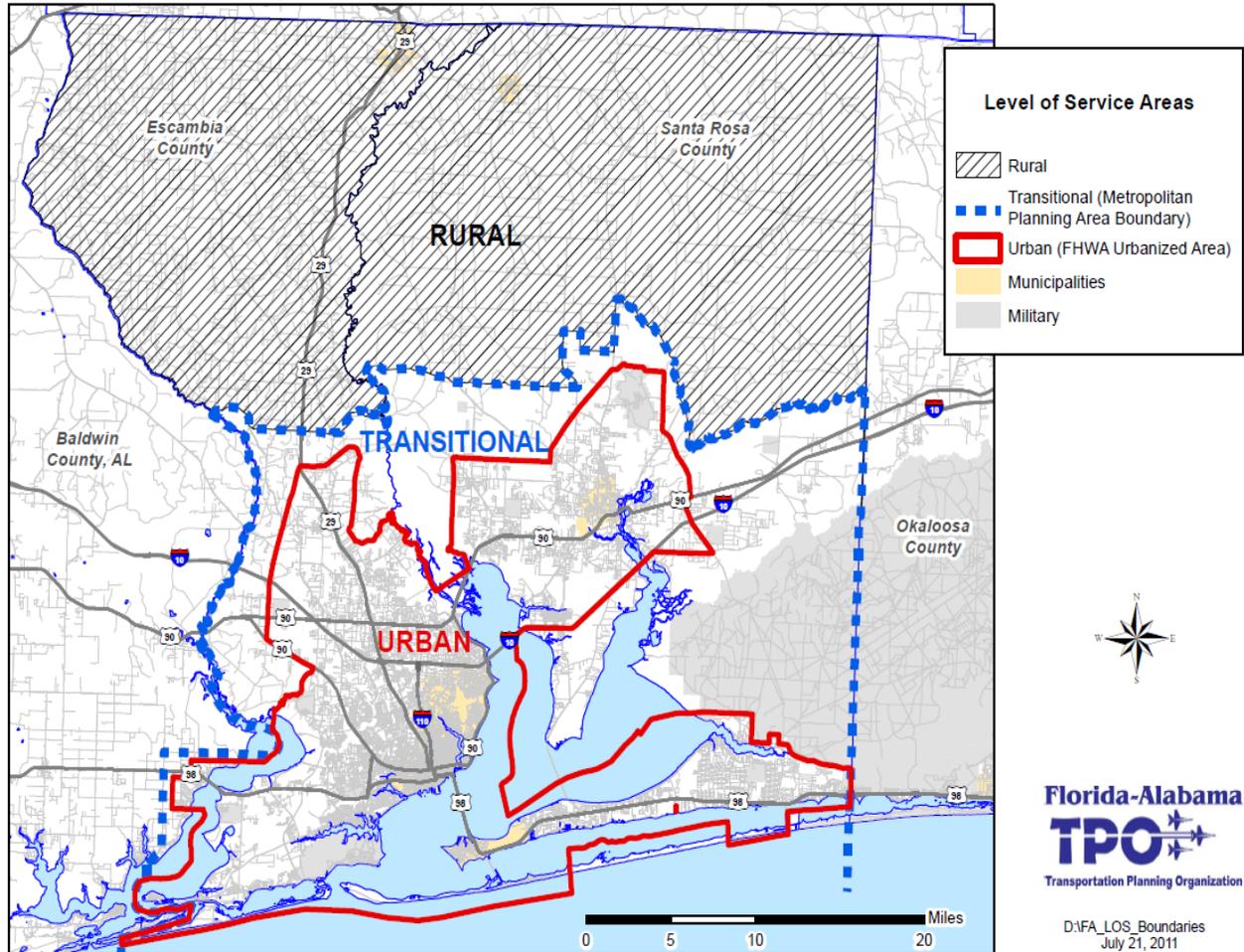
There are Seven Key CMP Components:

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 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 Florida-Alabama Urbanized Area is located in the southern portions of Escambia and Santa Rosa Counties in the Northwest Florida Panhandle. In 2003, the area expanded to include a section of Alabama. The Congestion Management Process Plan is developed for and implemented within portions of southern Escambia County, including Pensacola and the coastal communities of Pensacola Beach and Perdido Key, and southern sections of Santa Rosa County including Milton, Gulf Breeze and Navarre and Lillian, Alabama.



Map 1.2: TPO Boundary and LOS Area

Significant geographic features include, Perdido, Pensacola, Escambia and East Bays, the Santa Rosa Sound, the Perdido, Escambia, Blackwater and Yellow Rivers and numerous smaller creeks and bayous. There are two barrier islands, Santa Rosa Island and Perdido Key, which protect mainland communities. Although both of these islands are developed, the National Park Service controls significant tracts of land as part of the Gulf Islands National Seashore. Both counties also have large portions of land devoted to military activity.

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 Florida Alabama 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 largest circulation publications, distribution of flyers and/or the use of electronic emails.

Congestion Management Network

The CMPP networks consist of state and major county roads totaling 558.529 miles. In the figure below, the facility mileage is broken down by county.

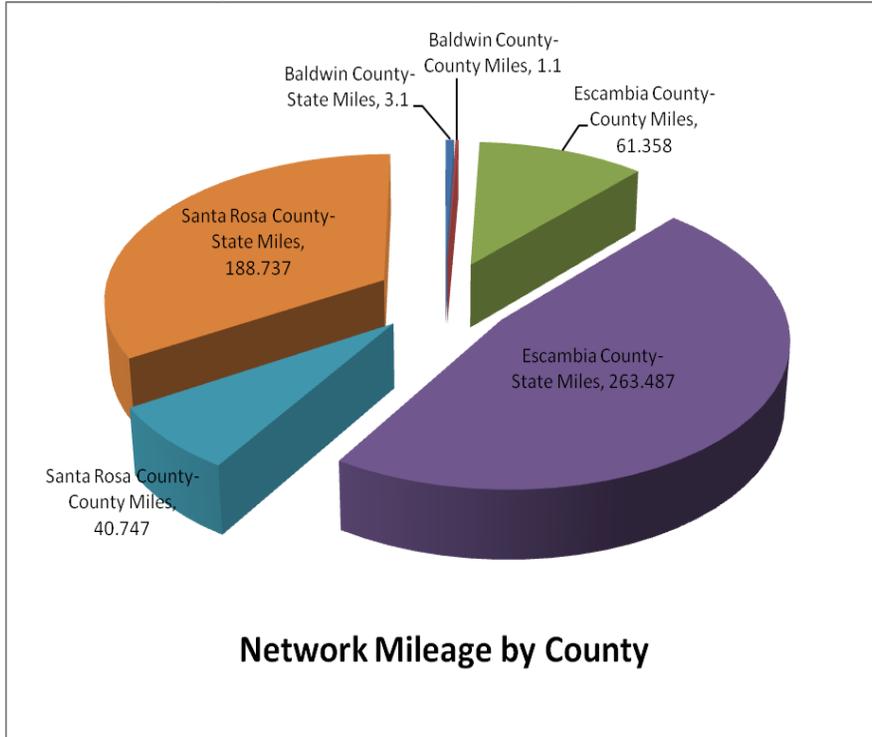
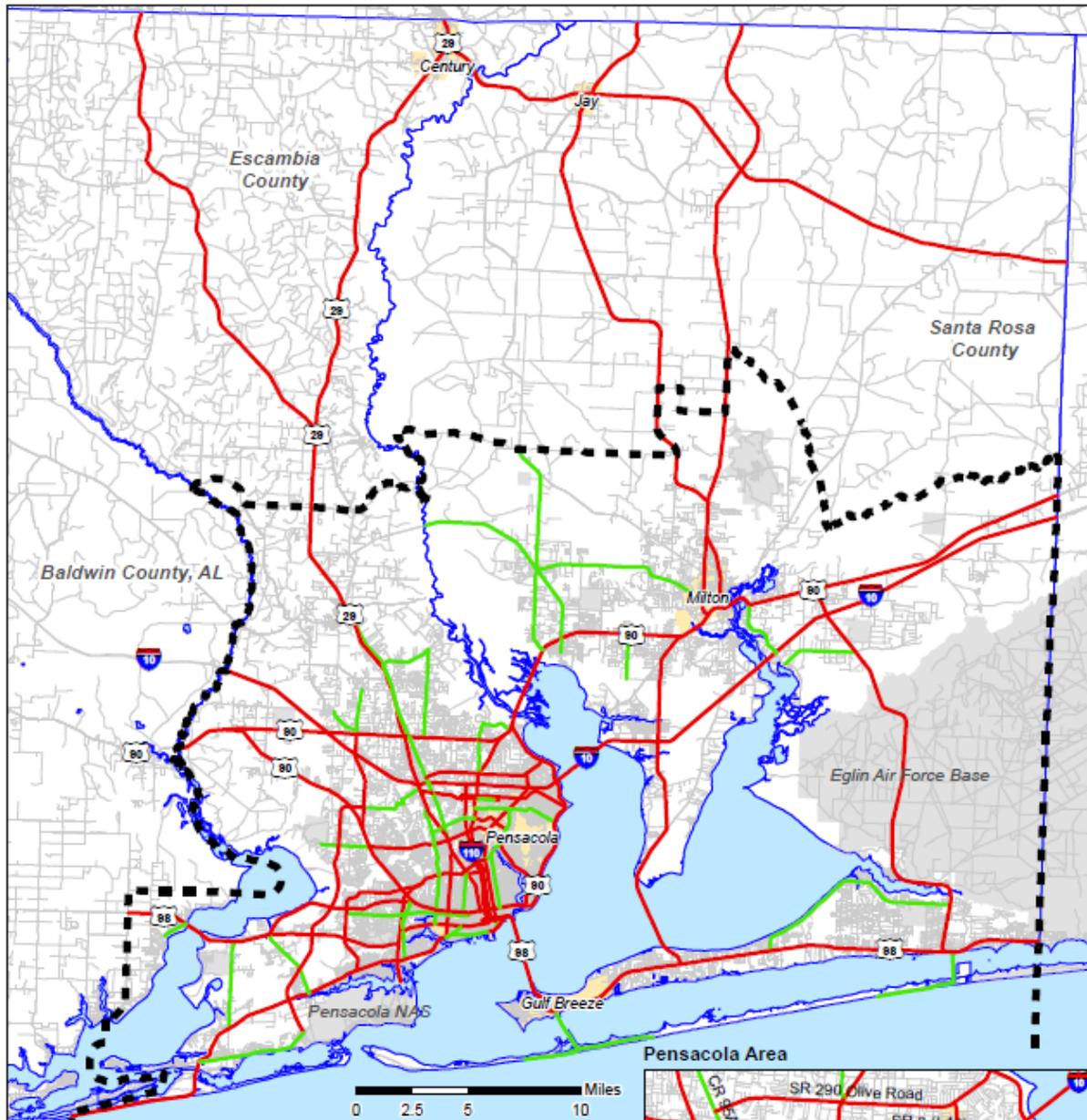


Figure 2.0: Congestion Management Roadway Mileage

Regional roadway corridors serving the area include Interstate 10, Interstate 110, US98, US29, US90, US90A, SR87, and SR292. Other major urban arterial corridors include SR291 (Davis Highway), SR289 (Ninth Avenue), SR296 (Brent Lane), SR295 (Fairfield Drive/New Warrington Road/Navy Boulevard) and SR281 (Avalon Boulevard).



Congestion Management Network, 2011

- State Road
- County Road
- Metropolitan Planning Area Boundary
- Municipality
- Military



CMP_Network11.mxd September 14, 2011



Map 2.0: Congestion Management Process Plan Networks

Major bridge facilities include the US98/Pensacola Bay Bridge, the I-10 Escambia Bay Bridge, the Bob Sikes Bridge, a toll bridge connecting Gulf Breeze with Pensacola Beach and the Navarre Bridge (connecting Navarre with Navarre Beach). The Garcon Point Bridge, a toll bridge, was completed and opened to traffic in May 1999. It provides direct access between the northern and southern sections of Santa Rosa County. Construction of a high-rise facility over Bayou Chico was also completed in spring 1999. This bridge replaces the last remaining drawbridge in the area. A number of other area bridges cross the Blackwater River, Escambia River, the Intercoastals Waterway and several other smaller creeks and bayous.

2.1 Existing Transportation Systems

The network of transportation facilities in the Urbanized Area includes an integrated transportation system of limited access highways, toll bridges, fixed route and Paratransit bus service, on and off road bicycle and pedestrian facilities, and inter-modal transfer facilities. Multi-Modal and Inter-Modal connections are provided by the Pensacola Gulf Coast Regional Airport, Peter Prince Airport, the Port of Pensacola, Greyhound, the Escambia County Area Transit transfer facility, and several park-n-ride facilities.

Escambia County Area Transit (ECAT) provides fixed-route bus service. ECAT operates 19 local bus routes and the Beach Jumper route. The majority of the routes operate on Saturdays, but service is not generally offered on Sundays or on major holidays. The basic charge for riding an ECAT bus is \$1.75, but students with proper identification can ride for \$1.25, children with a height equal to or shorter than the top of the fare box ride can ride for free, senior citizens, disabled riders, and Medicare card holders pay \$0.85. ECAT also offers weekly, monthly and other special discount passes.

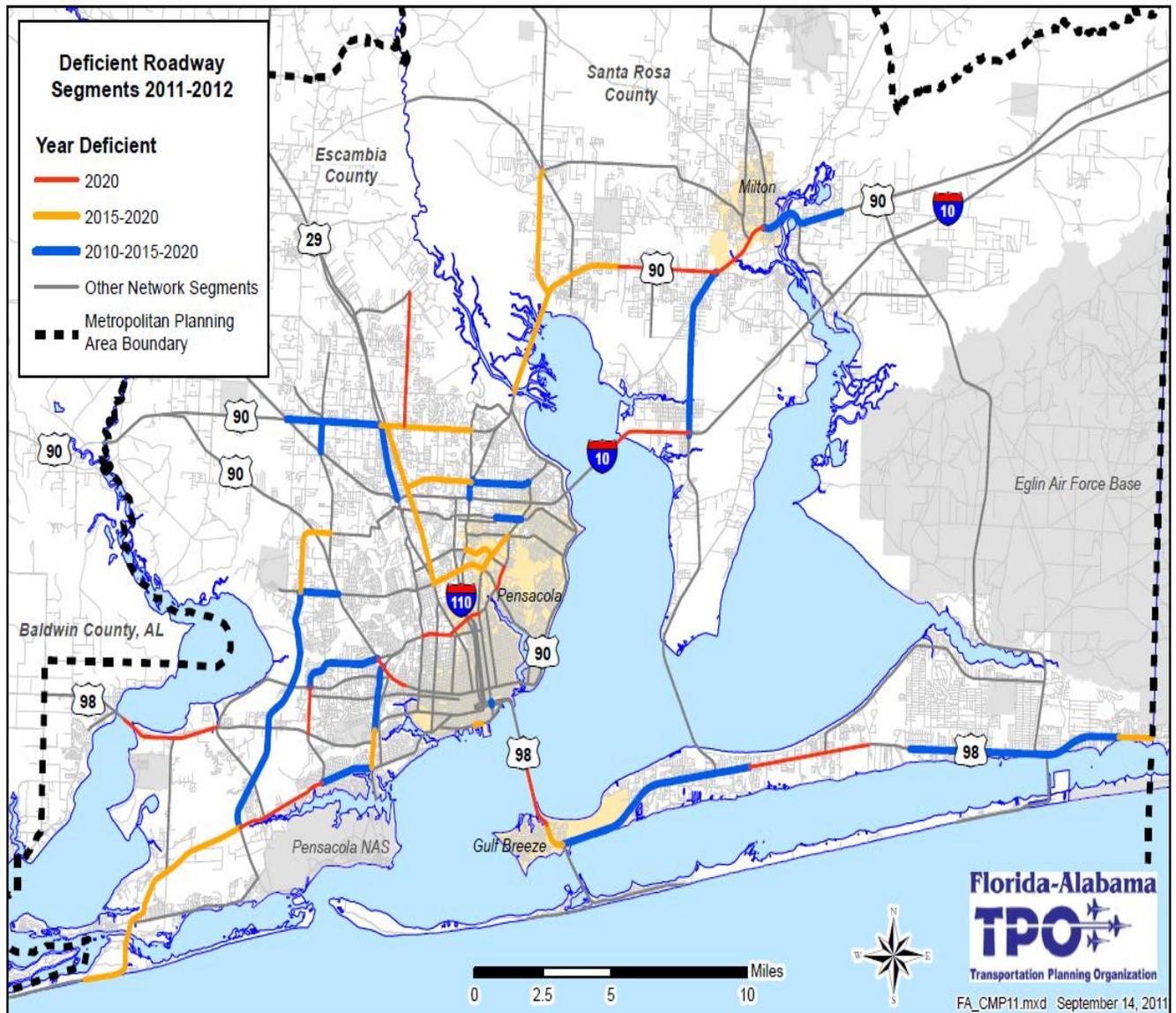
In Florida, each county has a designated Community Transportation Coordinator that is responsible for providing or arranging all trips supported with government funds for transportation disadvantaged individuals residing in the county. Pensacola Bay Transportation has provided services to Escambia and Santa Rosa Counties since December 2004.

The Ride On program, 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 coordinates users on a computer database with mapping capabilities to assist in forming carpools and vanpools.

Since the CMPP is a mobility management plan, it also accounts for bicycle and pedestrian interests. 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 occurred in 2010.

Congested Corridors

Segments identified in the CMPP having an average annual daily traffic (AADT) count greater than its prescribed Level of Service (LOS) Standard and maximum volume are noted as falling. In the Florida-Alabama CMPP, there are 220 roadway segments. Currently, about 8.18% of the roadway segments are congested. In projected years 2015 and 2020, congestion will continue to increase to 14.55% and 20.45%, respectfully. These facilities are illustrated in the map below. Table 3.0a and Table 3.0b denote the congested systems specific locality. 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 3.0a: Escambia County Deficient State and County Roads

ESCAMBIA COUNTY URBANIZED AREA CONGESTED SEGMENTS					
STATE ROADS					
Road	From	TO	2010	2015	2020
SR 10 (US 90A) (NINE MILE RD)	I-10 / SR 8	US 29 / SR 95	YES	YES	YES
SR 10 (US 90A) (NINE MILE RD)	US 29 / SR 95	UNIVERSITY PARKWAY	NO	YES	YES
SR 10A (US 90) (MOBILE HWY)	FAIRFIELD DR./ SR 727	KIRK STREET	NO	NO	Yes
SR 30 (US 98)	ALABAMA LINE	SR 298 / LILLIAN HWY	NO	NO	YES
SR 95 (US 29)	I-10 / SR 8	NINE MILE RD / SR 10 / US 90A	YES	YES	YES
SR 173 (BLUE ANGEL PKWY)	SORRENTO RD / SR 292	LILLIAN HWY / SR 298	YES	YES	YES
SR 173 (BLUE ANGEL PKWY)	LILLIAN HWY / SR 298	SAUFLEY FIELD RD / CR296	YES	YES	YES
SR 173 (BLUE ANGEL PKWY)	SAUFLEY FIELD RD / CR296	PINE FOREST RD / SR 297	NO	YES	YES
SR 289 (9th AVENUE)	CHASE STREET	GREGORY STREET/ SR 30	YES	YES	YES
SR 289 (9th AVENUE)	BAYOU BLVD/ SR 296	LANGLEY AVE.	NO	YES	YES
SR 290 (OLIVE RD)	OLD PALAFOX HWY / CR 95A	DAVIS HWY / SR 291	NO	YES	YES
SR 290 (OLIVE RD)	DAVIS HWY / SR 291	9TH AVE / SR 289	YES	YES	YES
SR 291 (DAVIS HWY)	I-10/ SR 8	UNIVERSITY PARKWAY	YES	YES	YES
SR 292 (SORRENTO RD)	OLD RIVER RD. (WEST)	DOUG FORD DR	NO	YES	YES
SR 292 (SORRENTO RD)	DOUG FORD DRIVE	BLUE ANGEL PARKWAY / SR 173	NO	YES	YES
SR 292 (GULF BEACH HIGHWAY)	BLUE ANGEL PARKWAY / SR 173	FAIRFIELD DRIVE (SR 727)	NO	NO	YES
SR 292 (GULF BEACH HIGHWAY)	FAIRFIELD DRIVE (SR 727)	NAVY BOULEVARD / SR 295	YES	YES	YES
SR 295 (NAVY BLVD)	SR 292 / BARRANCAS AVE	SR 295 / NEW WARRINGTON RD	NO	YES	YES
SR 295 (NEW WARRINGTON RD)	NAVY BLVD / US 98	MOBILE HWY INTERCHANGE	YES	YES	YES
SR 295 (FAIRFIELD DRIVE)	W ST / CR 453	SR 289 / 9TH AVE	NO	NO	YES
SR 296 (BRENT LANE)	SR95 / PALAFOX HWY	SR 289 / 9TH AVE	NO	YES	YES
SR 297 (PINE FOREST RD)	I-10 / SR 8	NINE MILE RD / US 90A / SR 10	YES	YES	YES
SR 727 (FAIRFIELD DR)	SR 30/US98/DR. FARIN DRIVE	LILLIAN HIGHWAY/SR 298	NO	NO	YES
SR 727 (FAIRFIELD DR)	LILLIAN HWY / SR 298	MOBILE HWY / US 90 / SR 10A	YES	YES	YES
SR 742 (CREIGHTON RD)	LANIER DR	SR 289/ 9TH AVE	YES	YES	YES
SR 750 (AIRPORT BOULEVARD)	DAVIS HIGHWAY	9TH AVENUE	NO	YES	YES
County Roads					
CR95A (OLD PALAFOX HWY)	PENSACOLA BLVD	NINE MILE RD	NO	YES	YES
CR 296 (SAUFLEY FIELD RD)	MOBILE HWY	BLUE ANGEL PARKWAY	YES	YES	YES
CR 749 (CHEMSTRAND RD)	NINE MILE RD	OLD CHEMSTRAND RD	NO	NO	YES
MAIN STREET	BAYLEN STREET	TARRAGONA STREET	NO	YES	YES

Table 3.0b: Santa Rosa County Deficient State and County Roads

SANTA ROSA COUNTY URBANIZED AREA CONGESTED SEGMENTS					
STATE ROADS					
Road	From	TO	2010	2015	2020
SR 8 (I-10)	ESCAMBIA COUNTY LINE	SR 281/ AVALON BLVD	NO	NO	YES
SR 10 (US 90)	ESCAMBIA COUNTY LINE	EAST SPENCER FIELD ROAD	NO	YES	YES
SR 10 (US 90)	EAST SPENCER FIELD ROAD	SR 281/AVALON BOULEVARD	NO	NO	YES
SR 10 (US 90)	SR281 (AVALON BLVD.)	SR87 (STEWART ST)	NO	NO	YES
SR 10 (US 90)	SR87 (STEWART STREET)	AIRPORT RD	YES	YES	YES
SR 30 (US 98)	ESCAMBIA COUNTY LINE	FAIRPOINT RD	NO	NO	YES
SR 30 (US 98)	FAIRPOINT DR	SR399 (PENSACOLA BEACH BLVD)	NO	YES	YES
SR 30 (US 98)	SR399/PENSACOLA BEACH BOULEVARD	EAST END OF NAVAL OAKS/GULF BREEZE CITY LIMITS	YES	YES	YES
SR 30 (US 98)	EAST END OF NAVAL LIVE OAKS	CR191B (SOUNDSIDE DR.)	YES	YES	YES
SR 30 (US 98)	CR 191B	FL-AL & OK-WL URBANIZED AREA BOUNDARIES	NO	NO	YES
SR 30 (US 98)	EDGEWOOD DR.	BELLE MEADE CIRCLE	YES	YES	YES
SR 30 (US 98)	BELLE MEADE CIRCLE	OKALOOSA COUNTY LINE (FL-AL MPA BOUNDARY)	NO	YES	YES
SR 281(AVALON BLVD)	I-10/SR 8 RAMP	US 90/SR 10	YES	YES	YES
COUNTY ROADS					
CR 197A (WOODBINE RD)	US 90/SR 10	CR197/CHUMUCKLA HIGHWAY	NO	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. Additional Studies, such as the Pensacola Beach Traffic and Parking Study, can be utilized by the Study Team.

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 (standards for current analytical year , projected 5, and 10 year)	1.00 to 1.24	1
	1.25 to 1.49	3
	1.50 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) route	0
	Designated as an NHS route	4
Part B	Not a designated Intermodal Connector to the NHS	0
	A 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 3.0b.

Table 3.1b: Prioritized Deficient Roads

Escambia County and Santa Rosa County CMP Roadway Technical Ranking Table																
County	Road	From	To	P r o g r a m s	2 0 0 5 / V C	2 0 0 5 / V C	2 0 0 5 / V C	Back. Constr.	Evac. Route	Inter modal Part A	Inter modal Part B	Multi- Modal Part A	Multi- Modal Part B	P r e v i o r i t y	Total Points	Rank- ing
Santa Rosa	SR 30 (US 98)	SR399/PENSACOLA BEACH BOULEVARD	EAST END OF NAVAL OAKS/GULF BREEZE CITY LIMITS	4	3	3	5	0	3	4	3	0	2	2	29	1
Escambia	SR 750 (AIRPORT BLVD)	DAVIS HIGHWAY	9TH AVENUE	4	5	5	5	0	3	0	3	0	0	2	27	2
Santa Rosa	SR 30 (US 98)	EAST END OF NAVAL LIVE OAKS	CR191B (SOUNDSIDE DR.)	4	1	1	3	0	3	4	3	0	2	2	23	3
Santa Rosa	SR 30 (US 98)	EDGEWOOD DR.	BELLE MEADE CIRCLE	4	1	1	3	0	3	4	3	0	2	2	23	3
Santa Rosa	SR 10 (US 90)	SR281 (AVALON BLVD.)	SR87 (STEWART ST)	4	1	3	3	0	3	4	0	0	2	2	22	4
Santa Rosa	SR 30 (US 98)	BELLE MEADE CIRCLE	OKALOOSA COUNTY LINE (FL-AL MPA BOUNDARY)	4	0	1	1	0	3	4	3	2	2	2	22	4

County	Road	From	To	P r o g r a m s	2	2	2	Back. Constr.	Evac Route	Inter modal Part A	Inter modal Part B	Multi- Modal Part A	Multi- Modal Part B	P r e v i o r i t y	Total Points	Rank- ing
					0	0	0									
					/	/	/									
Santa Rosa	SR 30 (US 98)	CR 191B	FL-AL & OK-WL URBANIZED AREA BOUNDARIES	4	0	0	1	0	3	4	3	2	2	2	21	5
Santa Rosa	SR 10 (US 90)	SR87 (STEWART STREET)	AIRPORT RD	4	1	1	3	0	3	4	0	0	2	2	20	6
Escambia	SR 291(DAVIS HWY)	I-10/ SR 8	UNIVERSITY PARKWAY	4	1	3	3	3	3	0	0	0	0	2	19	7
Escambia	SR 297 (PINE FOREST RD)	I-10 / SR 8	NINE MILE RD / US 90A / SR 10	4	3	5	5	0	0	0	0	0	0	2	19	7
Escambia	SR 95 (US 29)	I-10 / SR 8	NINE MILE RD / SR 10 / US 90A	4	1	1	3	0	3	4	0	0	0	2	18	8
Escambia	SR 173 (BLUE ANGEL PKWY)	LILLIAN HWY / SR 298	SAUFLEY FIELD RD / CR296	4	1	3	3	0	3	0	0	0	2	2	18	8
Escambia	CR 296 (SAUFLEY FIELD RD)	MOBILE HWY	BLUE ANGEL PARKWAY	4	1	3	5	0	3	0	0	0	0	2	18	8
Santa Rosa	SR 30 (US 98)	FAIRPOINT DR	SR399 (PENSACOLA BEACH BLVD)	4	0	1	1	0	3	4	3	0	0	2	18	8

County	Road	From	To	P r o g r a m s	2 0 1 0 / C	2 0 1 1 / C	2 0 1 2 / C	Back. Constr. .	Evac . Rout e	Inter modal Part A	Inter modal Part B	Multi- Modal Part A	Multi- Modal Part B	P r e v . P r i o r i t y	Total Points	Rank- ing
Escambia	SR 10 (US 90A) (NINE MILE RD)	I-10 / SR 8	US 29 / SR 95	1	1	3	3	0	3	0	2	2	0	2	17	9
Escambia	SR 289 (9th AVENUE)	CHASE STREET	GREGORY STREET/ SR 30	4	3	5	5	0	0	0	0	0	0	0	17	9
Santa Rosa	SR 10 (US 90)	ESCAMBIA COUNTY LINE	EAST SPENCER FIELD ROAD	4	0	1	1	0	3	4	0	0	2	2	17	9
Santa Rosa	SR 30 (US 98)	ESCAMBIA COUNTY LINE	FAIRPOINT RD	4	0	0	1	0	3	4	3	0	0	2	17	9
Escambia	SR 173 (BLUE ANGEL PKWY)	SORRENTO RD / SR 292	LILLIAN HWY / SR 298	4	1	1	3	0	3	0	0	0	2	2	16	10
Escambia	SR 292 (GULF BEACH HIGHWAY)	FAIRFIELD DRIVE (SR 727)	NAVY BOULEVARD / SR 295	4	1	1	3	0	3	0	0	2	0	2	16	10
Escambia	SR 292 (SORRENTO RD)	DOUG FORD DRIVE	BLUE ANGEL PARKWAY / SR 173	4	0	1	1	0	3	0	0	2	2	2	15	11
Escambia	SR 727 (FAIRFIELD DR)	LILLIAN HWY / SR 298	MOBILE HWY / US 90 / SR 10A	4	1	3	3	0	0	0	0	2	0	2	15	11
Santa Rosa	CR 197A (WOODBINE RD)	US 90/SR 10	CR197/CHUM UCKLA HIGHWAY	4	0	1	1	0	3	0	0	2	2	2	15	11

County	Road	From	To	P r o g r a m S t a t u s	2 0 0 V / C	2 0 1 V / C	2 0 2 V / C	Back. Constr.	Evac. Route	Inter modal Part A	Inter modal Part B	Multi- Modal Part A	Multi- Modal Part B	P r e v i o u s P r i o r i t y	Total Points	Rank- ing
Escambia	SR 30 (US 98)	ALABAMA LINE	SR 298 / LILLIAN HWY	4	0	0	1	0	3	0	2	2	0	2	14	12
Escambia	SR 292 (GULF BEACH HIGHWAY)	BLUE ANGEL PARKWAY / SR 173	FAIRFIELD DRIVE (SR 727)	4	0	0	1	0	3	0	0	2	2	2	14	12
Santa Rosa	SR 281(AVALON BLVD)	I-10/SR 8 RAMP	US 90/SR 10	0	1	3	3	0	3	0	0	0	2	2	14	12
Escambia	SR 173 (BLUE ANGEL PKWY)	SAUFLEY FIELD RD / CR296	PINE FOREST RD / SR 297	4	0	1	1	0	3	0	0	0	2	2	13	13
Escambia	SR 296 (BRENT LANE)	SR95 / PALAFOX HWY	SR 289 / 9TH AVE	4	0	4	1	0	0	0	0	0	0	3	12	14
Santa Rosa	SR 10 (US 90)	EAST SPENCER FIELD ROAD	SR 281/AVALON BOULEVARD	4	0	0	1	0	3	0	0	2	0	2	12	14
Escambia	SR 10 (US 90A) (NINE MILE RD)	US 29 / SR 95	UNIVERSITY PARKWAY	4	0	1	1	0	3	0	0	0	0	2	11	15
Escambia	SR 292 (SORRENTO RD)	OLD RIVER RD. (WEST)	DOUG FORD DR	4	0	1	1	0	3	0	0	0	2	0	11	15
Escambia	CR95A (OLD PALAFOX HWY)	PENSACOLA BLVD	NINE MILE RD	4	0	1	1	0	3	0	0	2	0	0	11	15

County	Road	From	To	P r o g r a m s	2	2	2	Back. Constr.	Evac. Route	Inter modal Part A	Inter modal Part B	Multi- Modal Part A	Multi- Modal Part B	P r e v i o r i t y	Total Points	Rank- ing
					0	0	0									
Escambia	CR 749 (CHEMSTRAND RD)	NINE MILE RD	OLD CHEMSTRAN D RD	4	0	0	1	0	0	0	0	2	2	2	11	15
Escambia	MAIN STREET	BAYLEN STREET	TARRAGONA STREET	4	1	1	3	0	0	0	0	0	0	2	11	15
Escambia	SR 289 (9th AVENUE)	BAYOU BLVD/ SR 296	LANGLEY AVE.	4	0	1	1	3	0	0	0	0	0	0	9	16
Escambia	SR 295 (NEW WARRINGTON RD)	NAVY BLVD / US 98	MOBILE HWY INTERCHANG E	4	1	1	1	0	0	0	0	0	0	2	9	16
Escambia	SR 727 (FAIRFIELD DR)	SR 30/US98/DR. FARIN DRIVE	LILLIAN HIGHWAY/SR 298	4	0	0	1	0	0	0	0	2	0	2	9	16
Escambia	SR 742 (CREIGHTON RD)	LANIER DR	SR 289/ 9TH AVE	4	1	1	1	0	0	0	0	2	0	0	9	16
Escambia	SR 10A (US 90) (MOBILE HWY)	FAIRFIELD DR./ SR 727	KIRK STREET	4	0	0	1	0	3	0	0	0	0	0	8	17
Santa Rosa	SR 8 (I-10)	ESCAMBIA COUNTY LINE	SR 281/ AVALON BLVD	4	0	0	1	0	3	0	0	0	0	0	8	17
Escambia	SR 290 (OLIVE RD)	OLD PALAFOX HWY / CR 95A	DAVIS HWY / SR 291	0	0	1	1	0	0	0	2	2	0	0	6	18

County	Road	From	To	P r o g r a m s	2 0 0 V / C	2 0 1 V / C	2 0 2 V / C	Back. Constr. .	Evac . Rout e	Inter modal Part A	Inter modal Part B	Multi- Modal Part A	Multi- Modal Part B	P r e v . P r i o r i t y	Total Points	Rank- ing
Escambia	SR 295 (NAVY BLVD)	SR 292 / BARRANCAS AVE	SR 295 / NEW WARRINGTON RD	4	0	1	1	0	0	0	0	0	0	0	6	18
Escambia	SR 290 (OLIVE RD)	DAVIS HWY / SR 291	9TH AVE / SR 289	0	1	1	3	0	0	0	0	0	0	0	5	19
Escambia	SR 295 (FAIRFIELD DRIVE)	W ST / CR 453	SR 289 / 9TH AVE	4	0	0	1	0	0	0	0	0	0	0	5	19

3.2 Trends and Impacts

Determining the exact causes of traffic congestion is difficult, but traffic and population growth patterns in Escambia and Santa Rosa 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.

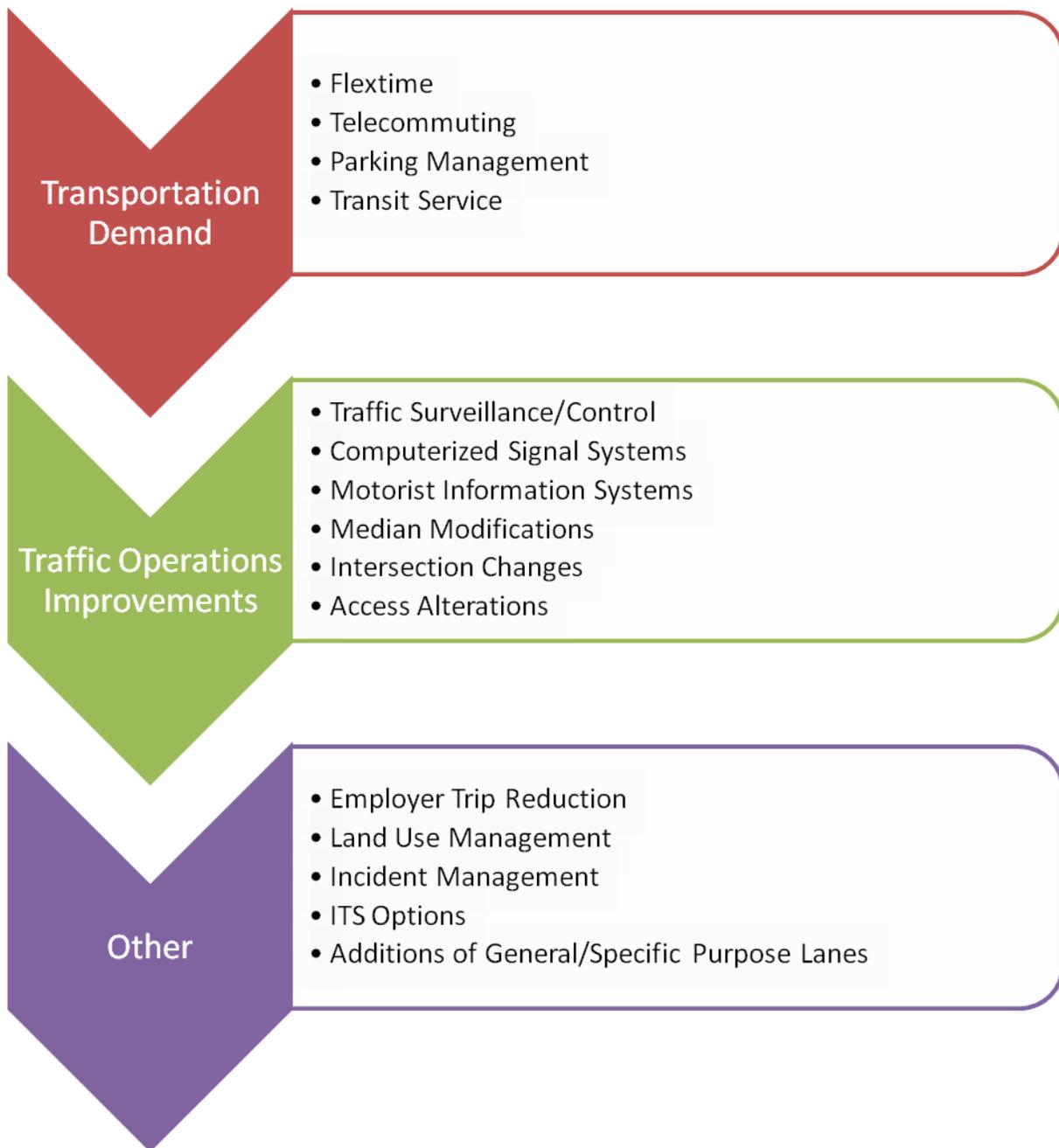


Figure 3.3: Congestion Mitigation Strategies

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.

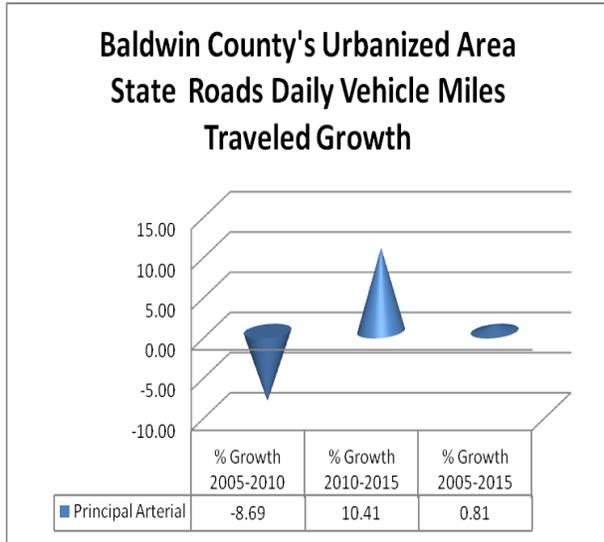


Figure 4.1a: Baldwin County- Urbanized State Roads DVMT

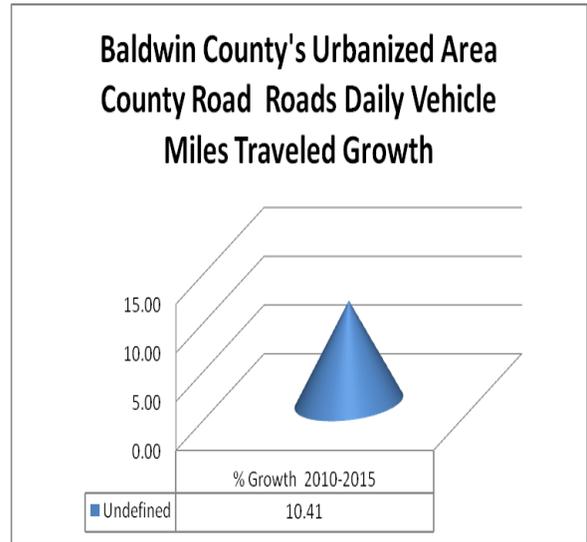


Figure 4.1b: Baldwin County- Urbanized County Roads DVMT

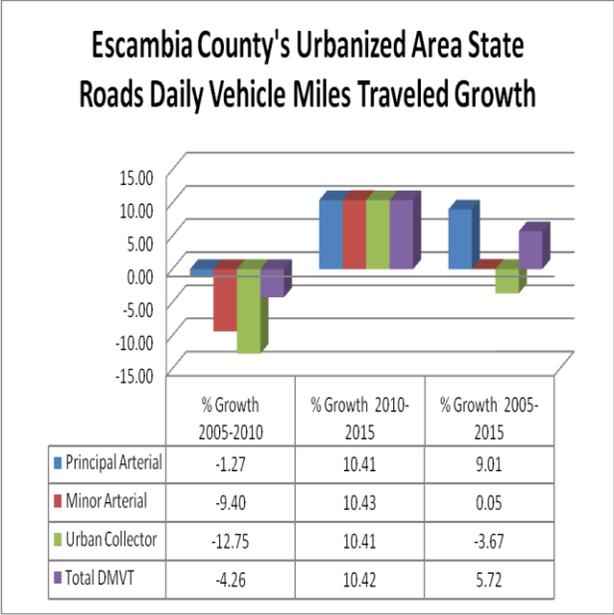


Figure 4.1c: Escambia County- Urbanized State Roads DVMT

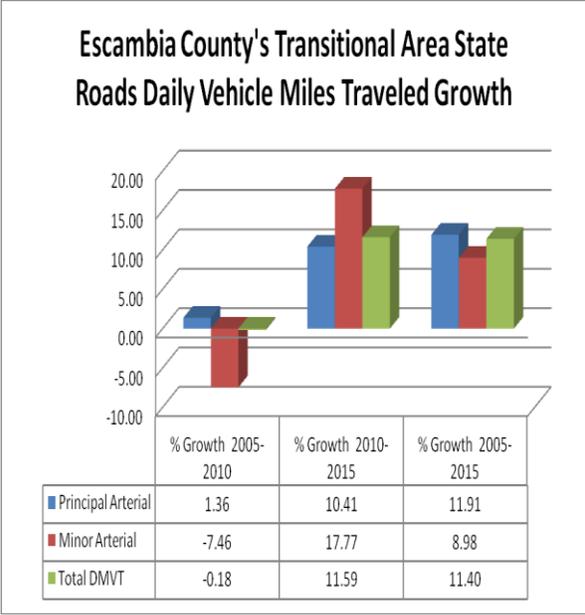


Figure 4.1d: Escambia County- Transitional State Roads DVMT

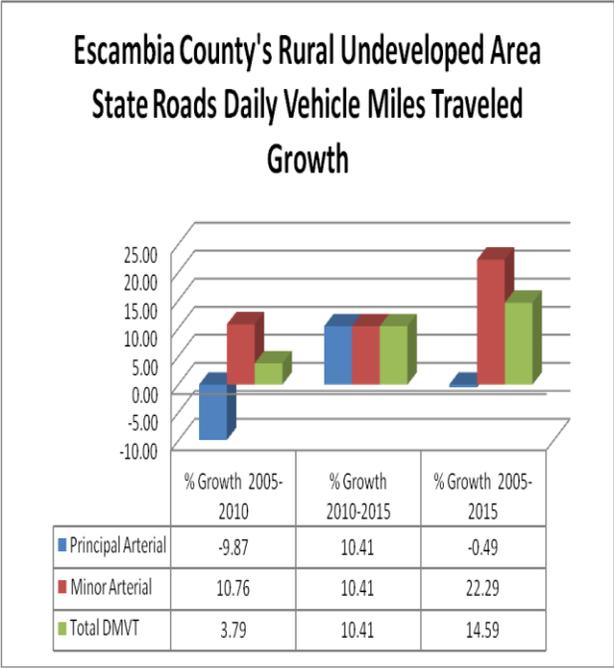


Figure 4.1e: Escambia County- Rural Undeveloped State Roads DVMT

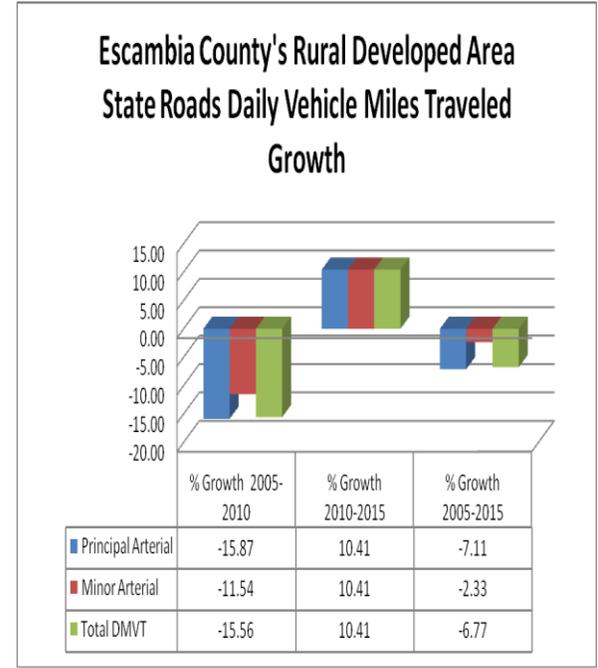


Figure 4.1f: Escambia County- Rural Developed State Roads DVMT

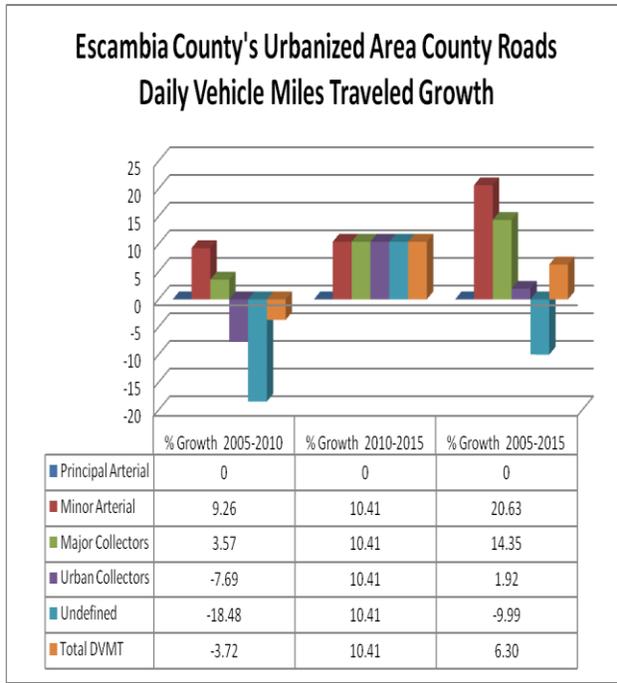


Figure 4.1g: Escambia County- Urbanized County Roads DMVT

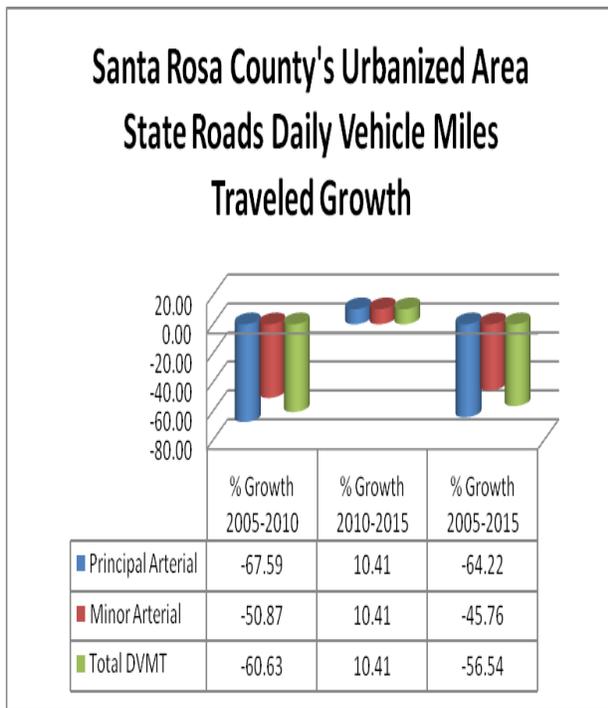


Figure 4.1h: Santa Rosa County- Urbanized State Roads DVMT

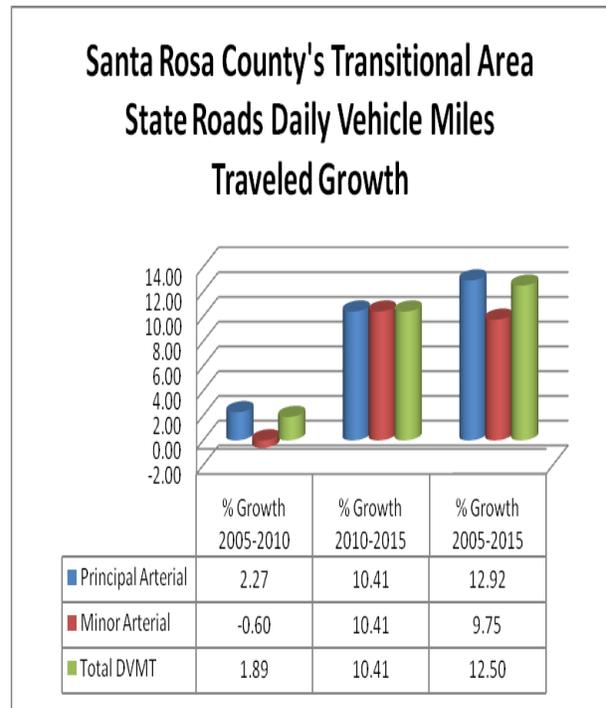


Figure 4.1i: Santa Rosa County- Transitional State Roads DVMT

Santa Rosa County's Rural Undeveloped Area State Roads Daily Vehicle Miles Traveled Growth

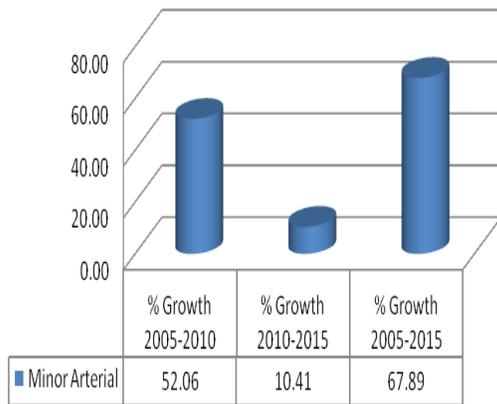


Figure 4.1j: Santa Rosa County- Rural Undeveloped State Roads DVMT

Santa Rosa County's Rural Developed Area State Roads Daily Vehicle Miles Traveled Growth

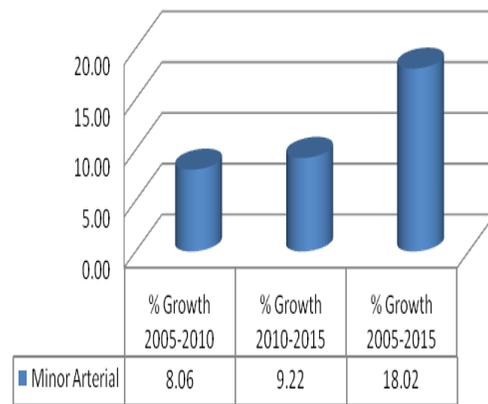


Figure 4.1k: Santa Rosa County- Developed State Roads DVMT

Santa Rosa County's Urbanized Area County Roads Daily Vehicle Miles Traveled Growth

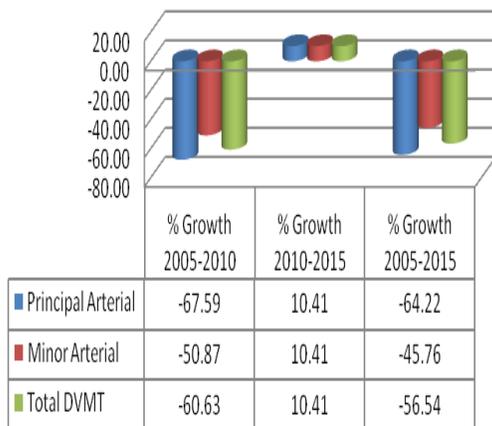


Figure 4.1l: Santa Rosa County- Urbanized County Roads DVMT

Santa Rosa County's Transitional Area County Roads Daily Vehicle Miles Traveled Growth

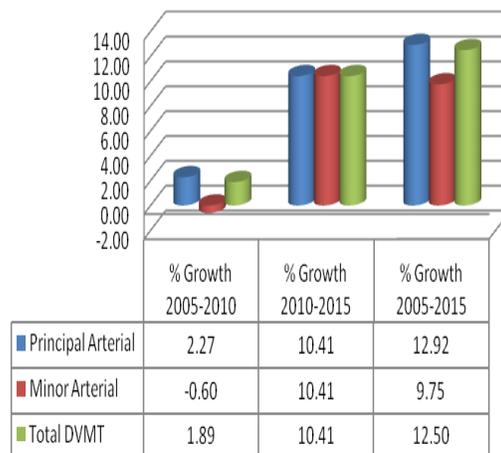


Figure 4.1m: Santa Rosa County- Transitional County Roads DVMT

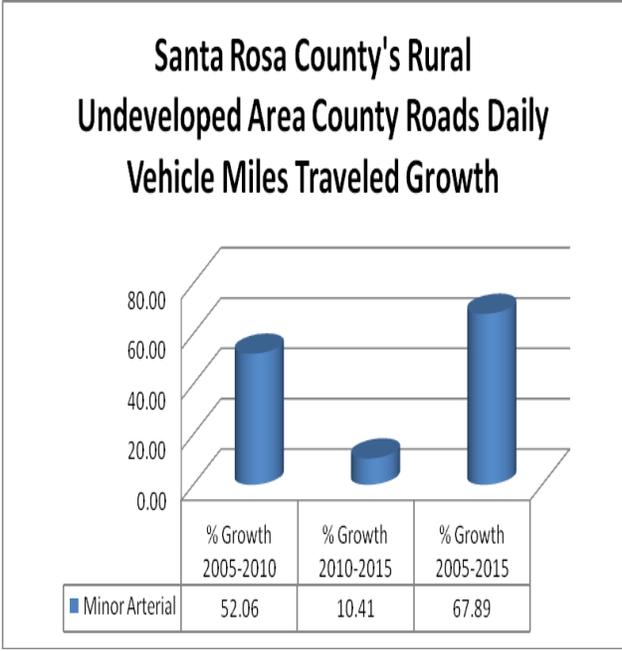


Figure 4.1l: Santa Rosa County- Rural Undeveloped County Roads DVMT

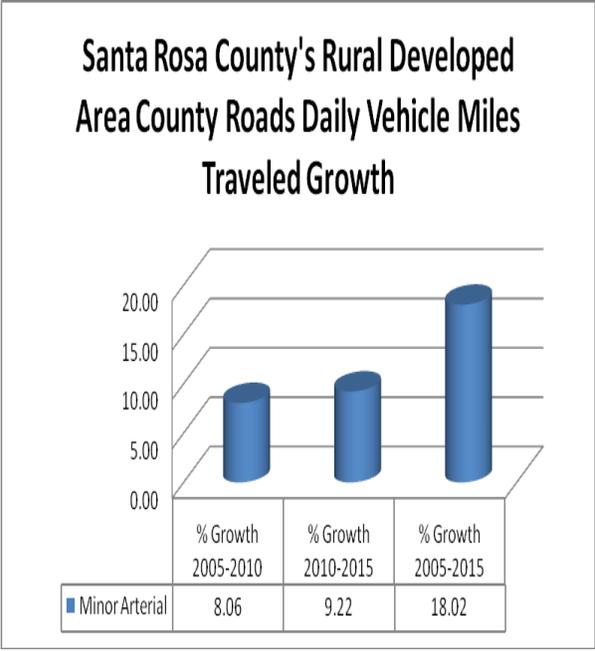
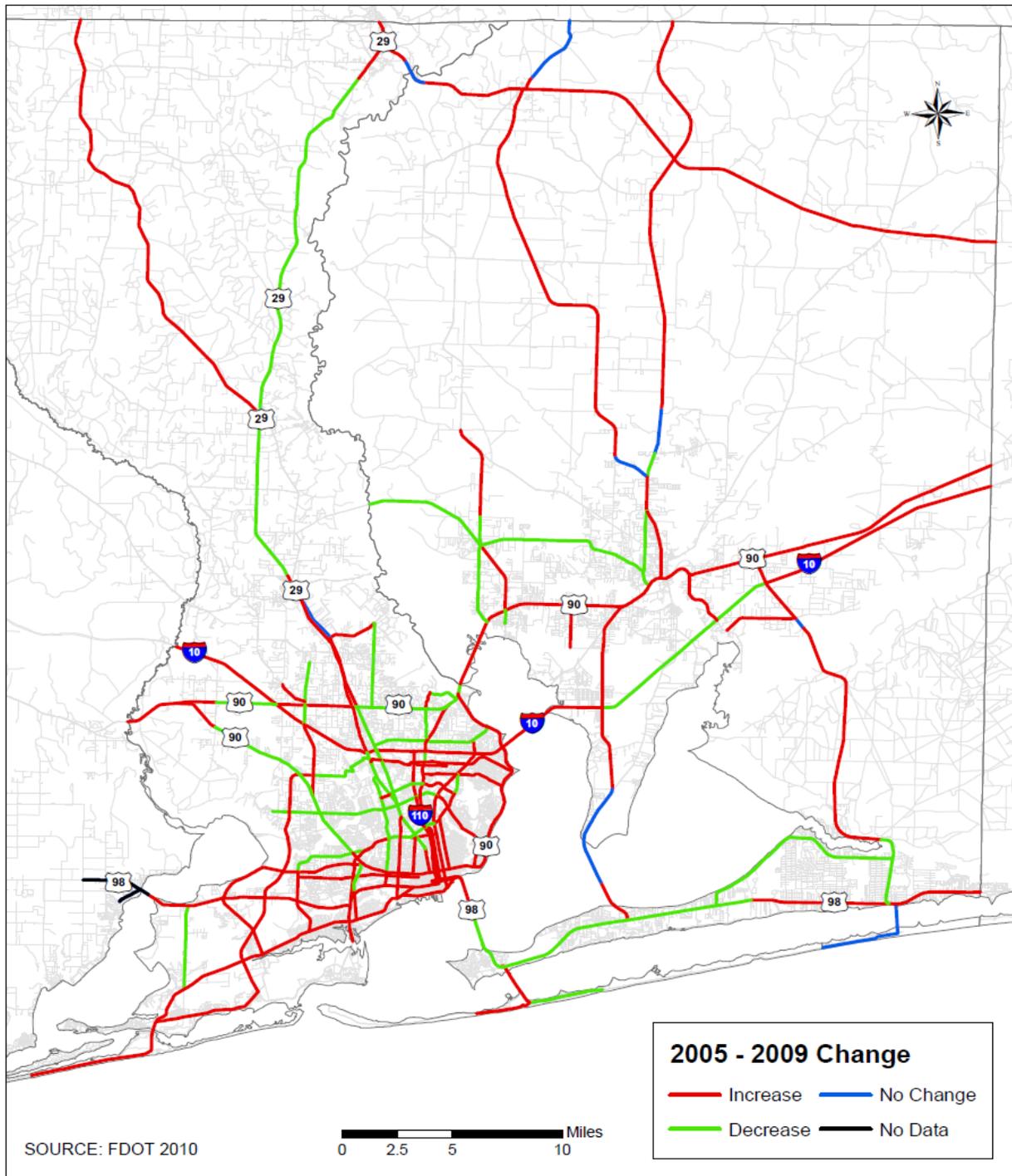


Figure 4.1m: Santa Rosa County- Rural Developed County Roads DVMT

Florida-Alabama CMP Segments (2010) Change in Number of Crashes, 2005 - 2009



Map 4.2b: Change in Crashes

4.3 Level of Service (LOS)

This section presents the Level of Service (LOS) analysis tables for state roadways and selected county roadways located in Escambia and Santa Rosa County as well as Baldwin County Alabama. 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 include 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 Baldwin, Escambia, and Santa Rosa Counties. 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 Level of Service (M-M LOS)

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 2010 Florida-Alabama TPO Bicycle Pedestrian plan was used to denote the LOS for bicycle and pedestrian facilities. The purpose of the 2010 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 2010 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

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. It covers the year for which funding is sought plus 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.

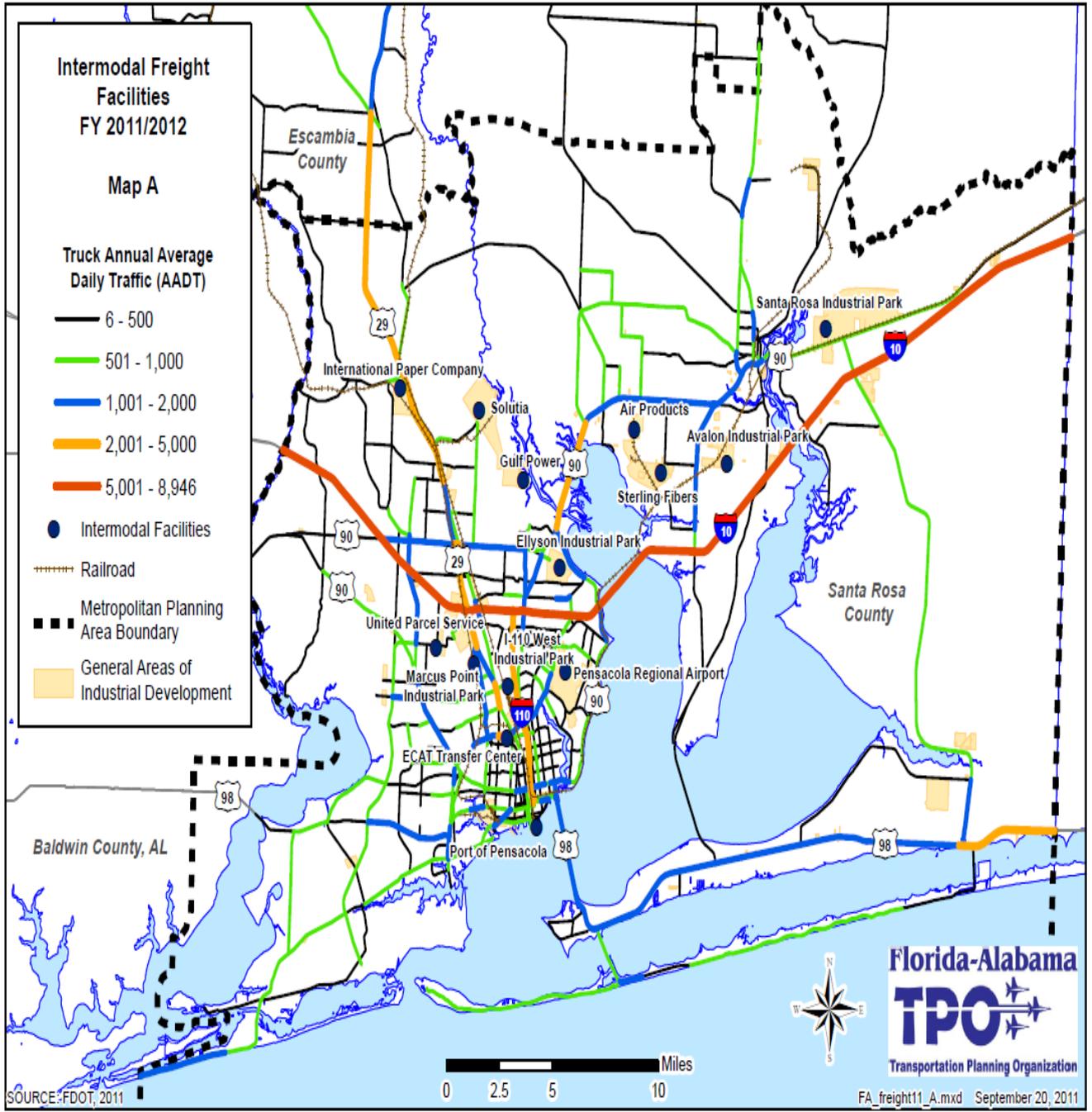
In Escambia County, the provider is Escambia County Area Transit (ECAT). The provider's governing body and grant program recipient is the Escambia County Board of County Commissioners (BCC). On September 1, 2011, the Escambia County BCC adopted the Escambia County Transit Development Plan (TDP) Five-Year Update. The TDP will be finalized after FDOT review and approval.

In the TDP, the performance measures that have been identified are: (1) passenger trips per revenue hour; (2) passenger trips per revenue mile; (3) farebox recovery; (4) cost per passenger trip; and (5) subsidy per passenger trip. The proposed performance standards are that a route should achieve a composite score of 75% or greater to be a strong performer, between 50% and 75% to be an average performer, and less than 50% to be a poor performer for regular ECAT routes. Limited service routes should achieve greater than 50% composite score to be considered an average performer.

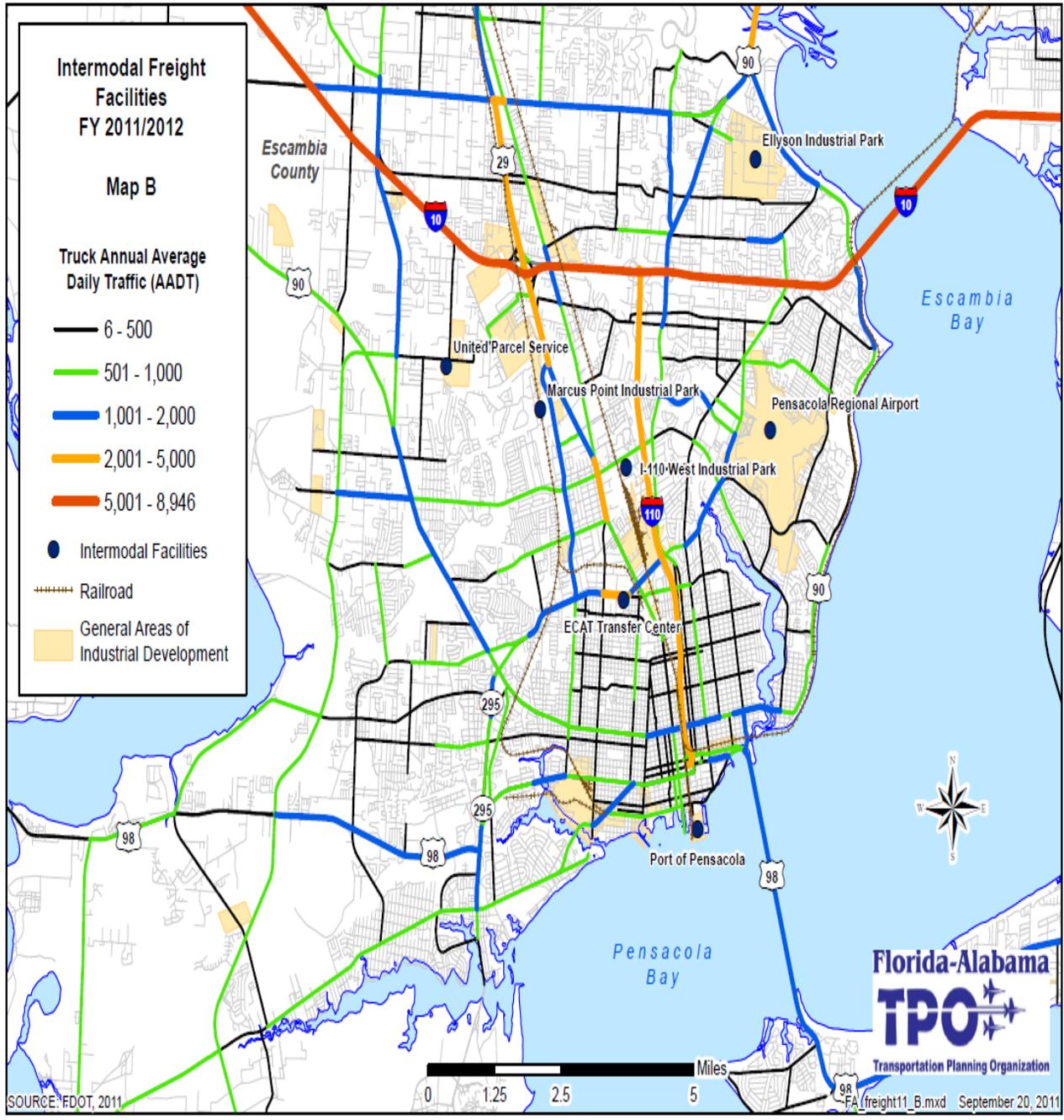
An action plan will be used to evaluate the poor performing routes. The action plan consists of data collection in the following four areas: (1) performance measures; (2) service effectiveness; (3) service environment; and (4) service design with potential actions as the final phase of the action plan.

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 CMP 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 CMP 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 the Florida-Alabama Urbanized Area.

This Congestion Management Process Plan 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 CMP constitutes a fully operational management system.

APPENDIX A

CONGESTION MANAGEMENT PROCESS PLAN

2010 LEVEL OF SERVICE TABLES

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

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG/ PER MILE	SEG. LTH (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
SR 42 Alabama US 98																
SR 91 Sycamore to Hillcrest Road 77.05-78.85 Route ID: AL0042	Principal Arterial	2	Undivided	0	0	1	Urbanized	(D) 22,200	598	8,340	2002	7,600	B	(D) 1,140	393	B
											2003	7,800	B		403	C
											2004	8,300	C		429	C
											2005	9,300	C		481	C
											2006	9,250	C		478	C
											2007	9,070	C		469	C
											2008	8,140	C		421	C
											2009	8,460	C		437	C
											2010	8,340	C		431	C
											2015	9,208	C		476	C
											2020	10,166	C		526	C
Hillrest Rd to Aabama State Line Alabama Line 78.85-80.248 Route ID: AL0042	Principal Arterial	2	Undivided	1	0.77	2.1	Urbanized	(D) 16,500	559	11,120	2002	10,900	C	(D) 880	582	C
											2003	11,200	C		598	C
											2004	12,000	C		640	C
											2005	12,100	C		646	C
											2006	12,420	C		663	C
											2007	12,100	C		646	C
											2008	10,850	C		579	C
											2009	11,270	C		601	C
											2010	11,120	C		593	C
											2015	12,277	C		655	C
											2020	13,555	C		723	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 Planning Purposes Only. Not To Be Used For Concurency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS - BALDWIN COUNTY'S COUNTY ROADS																
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG/ PER MILE	SEG. LTH (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
CR 99																
US 98 to Spanish Cove Drive 0.000-1.03 Route ID: CO0866	N/A	2	Undivided	0	0	1.1	Urbanized	(D) 22,200	1000	6,060	2002	N/A	N/A	(D) 1,140	N/A	N/A
											2003	N/A	N/A		N/A	N/A
											2004	N/A	N/A		N/A	N/A
											2005	N/A	N/A		N/A	N/A
											2006	N/A	N/A		N/A	N/A
											2007	5,900	B		305	B
											2008	5,880	B		304	B
											2009	5,940	B		307	B
											2010	6,060	B		313	B
											2015	6,691	B		346	B
2020	7,387	B	382	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 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 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 4																	
(Century) - US29 to SR 4 Realignment 0.000-1.273 Roadway ID 48140000	Minor Arterial	2	Undivided	0	0	1.2	Rural Developed	(C) 14,200	254	4,600	2002	4,600	B	(C) 780	253	B	
											2003	4,600	B		253	B	
											2004	4,800	B		264	B	
											2005	5,200	B		286	B	
											2006	5,100	B		281	B	
											2007	5,000	B		275	B	
											2008	4,800	B		264	B	
											% of MV	2009	4,700		B	259	B
											32.39%	2010	4,600		B	253	B
											35.77%	2015	5,079		B	279	B
											39.49%	2020	5,607		B	308	B
SR 4 Realignment to the Santa Rosa County Line 0.000-1.440 Roadway ID 48140001	Minor Arterial	2	Undivided	0	0	1.44	Rural Developed	(C) 14,200	254	4,600	2002	4,600	B	(C) 780	253	B	
											2003	4,600	B		253	B	
											2004	4,800	B		264	B	
											2005	5,200	B		286	B	
											2006	5,100	B		281	B	
											2007	5,000	B		275	B	
											2008	4,800	B		264	B	
											% of MV	2009	4,700		B	259	B
											32.39%	2010	4,600		B	253	B
											35.77%	2015	5,079		B	279	B
											39.49%	2020	5,607		B	308	B
SR 8 (I-10)																	
Alabama Line to FL-AL Urbanized Boundary (east of Beulah Road Overpass) 0.000-2.030 Roadway ID 48260000	Principal Arterial	4	Divided	0	0	1.77	Trans	(C) 57,600	156 T	34,265	2002	30,600	B	(C) 2,980	1,582	B	
											2003	30,500	B		1,577	B	
											2004	32,300	B		1,670	B	
											2005	34,100	B		1,763	B	
											2006	33,800	B		1,747	B	
											2007	33,853	B		1,750	B	
											2008	32,768	B		1,694	B	
											% of MV	2009	33,730		B	1,744	B
											59.49%	2010	34,265		B	1,772	B
											65.68%	2015	37,831		B	1,956	B
											72.52%	2020	41,769		B	2,159	B
Segment is on the Strategic Intermodal System																	

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 - ESCAMBIA COUNTY'S 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 8 (I-10) (cont.)																	
FL-AL Urbanized Boundary (east of Beulah Road Overpass) to Nine Mile Road/SR 10/US90A 2.030-5.501 Roadway ID 48260000	Principal Arterial	4	Divided	0	0	3.77	Urbanized	(C) 59,800	156 T	34,265	2002	30,600	B	(C) 3,020	1,548	B	
											2003	30,500	B		1,543	B	
											2004	32,300	B		1,634	B	
											2005	34,100	B		1,725	B	
											2006	33,800	B		1,710	B	
											2007	33,853	B		1,713	B	
											2008	32,768	B		1,658	B	
											% of MV	2009	33,730		B	1,707	B
											57.30%	2010	34,265		B	1,734	B
											63.26%	2015	37,831		B	1,914	B
											69.85%	2020	41,769		B	2,114	B
											Segment is on the Strategic Intermodal System						
Nine Mile Road/ SR 10/ US 90A to US 29 / SR 95 5.501-10.250 Roadway ID 48260000	Principal Arterial	4	Divided	0	0	4.81	Urbanized	(C) 59,800	2003 2005	35,000 47,500	2002	36,500	B	(C) 3,020	1,847	B	
											2003	35,250	B		1,784	B	
											2004	34,000	B		1,720	B	
											2005	37,500	B		1,898	B	
											2006	37,250	B		1,885	B	
											2007	39,750	B		2,011	B	
											2008	36,000	B		1,822	B	
											% of MV	2009	34,500		B	1,746	B
											68.98%	2010	41,250		B	2,087	B
											76.16%	2015	45,543		C	2,304	C
											84.09%	2020	50,284		C	2,544	C
											Segment is on the Strategic Intermodal System						
US 29 / SR 95 to I-110 10.250-12.398 Roadway ID 48260000	Principal Arterial	6	Divided	0	0	2.15	Urbanized	(C) 90,500	2006	64,500	2002	56,000	B	(C) 4,580	2,834	B	
											2003	55,000	B		2,783	B	
											2004	57,000	B		2,884	B	
											2005	58,000	B		2,935	B	
											2006	59,000	B		2,985	B	
											2007	69,000	C		3,491	C	
											2008	56,500	B		2,859	B	
											% of MV	2009	57,500		C	2,910	B
											71.27%	2010	64,500		B	3,264	B
											78.69%	2015	71,213		C	3,603	C
											86.88%	2020	78,625		C	3,978	C
											Segment is on the Strategic Intermodal System						

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 8 (I-10) (cont.)																												
I-110 to Davis Highway / SR 291 12.398-12.917 Roadway ID 48260000	Principal Arterial	6	Divided	0	0	0.52	Urbanized	(C) 90,500	2013	35,500	2002	69,500	C	(C) 4,580	3,517	C												
											2003	70,000	C		3,542	C												
											2004	72,000	C		3,643	C												
											2005	74,000	C		3,744	C												
											2006	75,000	C		3,795	C												
											2007	76,500	C		3,871	C												
											2008	78,030	C		3,948	C												
											% of MV	2009	79,591		C	4,027	C											
											39.23%	2010	35,500		B	1,796	B											
											43.31%	2015	39,195		B	1,983	B											
											47.82%	2020	43,274		B	2,190	B											
											Segment is on the Strategic Intermodal System																	
											Davis Highway / SR 291 to the Santa Rosa County Line 12.917-16.549 Roadway ID 48260000 0.000 - 2.617 Roadway ID 48260213	Principal Arterial	4		Divided	0	0	3.63	Urbanized	(C) 59,800	2015 560 T	45,000 n/a	2002	42,500	B	(C) 3,020	2,151	B
2003	40,000	B	2,024	B																								
2004	41,242	B	2,087	B																								
2005	42,500	B	2,151	B																								
2006	43,750	C	2,214	C																								
2007	44,000	C	2,226	C																								
2008	39,000	B	1,973	B																								
% of MV	2009	36,500	B	1,847	B																							
75.25%	2010	45,000	C	2,277	C																							
83.08%	2015	49,684	C	2,514	C																							
91.73%	2020	54,855	C	2,776	C																							
Segment is on the Strategic Intermodal System Count Station 560T added in 2004 reporting year.																												
Gregory/Chase Street to Maxwell 0.000-1.600 Roadway ID 48270000	Principal Arterial	4	Divided	0	0	1.6	Urbanized	(C) 59,800	2017 2018	48,500 34,000				2002									N/A	N/A	(C) 3,020		N/A	N/A
											2003	N/A	N/A	N/A	N/A													
											2004	N/A	N/A	N/A	N/A													
											2005	N/A	N/A	N/A	N/A													
											2006	N/A	N/A	N/A	N/A													
											2007	N/A	N/A	N/A	N/A													
											2008	N/A	N/A	N/A	N/A													
											% of MV	2009	N/A	N/A	N/A	N/A												
											68.98%	2010	41,250	B	2,087	B												
											76.16%	2015	45,543	C	2,304	C												
											84.09%	2020	50,284	C	2,544	C												
											Segment is on the Strategic Intermodal System																	
											Maxwell to Fairfield 1.600-2.670 Roadway ID 48270000	Principal Arterial	6	Divided	0	0	1.07	Urbanized	(C) 90,500	2012	48,000	2002	N/A	N/A		(C) 4,580	N/A	N/A
2003	N/A	N/A	N/A	N/A																								
2004	N/A	N/A	N/A	N/A																								
2005	N/A	N/A	N/A	N/A																								
2006	N/A	N/A	N/A	N/A																								
2007	N/A	N/A	N/A	N/A																								
2008	N/A	N/A	N/A	N/A																								
% of MV	2009	N/A	N/A	N/A	N/A																							
53.04%	2010	48,000	B	2,429	B																							
58.56%	2015	52,996	B	2,682	B																							
64.65%	2020	58,512	B	2,961	B																							
Segment is on the Strategic Intermodal System																												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 8A (I-110) (cont.)																												
Fairfield Drive / SR 295 to Brent Lane / SR 296 2.670-3.900 Roadway ID 48270000	Principal Arterial	6	Divided	0	0	1.23	Urbanized	(C) 90,500	2010	54,500	2002	62,000	B	(C) 4,580	3,137	B												
											2003	56,000	B		2,834	B												
											2004	56,000	B		2,834	B												
											2005	56,000	B		2,834	B												
											2006	57,000	B		2,884	B												
											2007	58,000	B		2,935	B												
											2008	59,160	B		2,993	B												
											% of MV	2009	60,343		B	3,053	B											
											60.22%	2010	54,500		B	2,758	B											
											66.49%	2015	60,172		B	3,045	B											
											73.41%	2020	66,435		C	3,362	C											
											Segment is on the Strategic Intermodal System																	
											Brent Lane / SR 296 to I-10 / SR 8 3.900-6.341 Roadway ID 48270000	Principal Arterial	6		Divided	0	0	2.44	Urbanized	(C) 90,500	9924 T 2008	n/a 62,000	2002	54,470	B	(C) 45,800	2,756	B
2003	57,250	B	2,897	B																								
2004	58,250	B	2,947	B																								
2005	58,300	B	2,950	B																								
2006	61,500	B	3,112	B																								
2007	61,500	B	3,112	B																								
2008	62,730	B	3,174	B																								
% of MV	2009	63,985	B	3,238	B																							
68.51%	2010	62,000	B	3,137	B																							
75.64%	2015	68,453	C	3,464	C																							
83.51%	2020	75,578	C	3,824	C																							
Segment is on the Strategic Intermodal System																												
SR 10 (US 90A)																												
Nine Mile Road Alabama Line to SR 10-A / Mobile Highway 0.000-2.485 Roadway ID 48010000	Minor Arterial	2	Undivided	0	0	2.49	Trans.	(C) 15,100	48 T 555	4,774 n/a	2002	4,977	B	(C) 800	266	B												
											2003	4,849	B		259	B												
											2004	4,990	B		266	B												
											2005	5,120	B		273	B												
											2006	4,992	B		266	B												
											2007	4,887	B		261	B												
											2008	4,600	B		245	B												
											% of MV	2009	4,731		B	252	B											
											31.62%	2010	4,774		B	255	B											
											38.54%	2015	5,819		B	310	B											
											42.55%	2020	6,425		B	343	B											
											Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 10 (US 90A) (cont.)																	
SR 10-A / Mobile Hwy to FL-AL Urbanized Boundary (west of Beulah Road) 2.485-3.460 Roadway ID 48010000	Minor Arterial	2	Undivided	0	0	0.98	Trans.	(C) 15,100	145	4,200	2002	4,300	B	(C) 800	229	B	
											2003	4,300	B		229	B	
											2004	4,600	B		245	B	
											2005	4,600	B		245	B	
											2006	4,100	B		219	B	
											2007	4,200	B		224	B	
											2008	4,200	B		224	B	
											% of MV	2009	5,000		B	267	B
											27.81%	2010	4,200		B	224	B
											30.71%	2015	4,637		B	247	B
33.91%	2020	5,120	B	273	B												
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																	
FL-AL Urbanized Boundary (west of Beulah Road) to I-10 / SR 8 3.460-6.809 Roadway ID 48010000	Minor Arterial	2	Undivided	1	0.3	3.35	Urbanized	(D) 16,500	145	4,200	2002	4,300	B	(D) 880	229	B	
											2003	4,300	B		229	B	
											2004	4,600	B		245	B	
											2005	4,600	B		245	B	
											2006	4,100	B		219	B	
											2007	4,200	B		224	B	
											2008	4,200	B		224	B	
											% of MV	2009	5,000		B	267	B
											25.45%	2010	4,200		B	224	B
											28.10%	2015	4,637		B	247	B
31.03%	2020	5,120	B	273	B												
Segment contains additional lanes & is divided at the intersection of SR 8 / Interstate 10.																	
Nine Mile Road I-10 / SR 8 to US 29 / SR 95 6.809-10.403 Roadway ID 48010000	Minor Arterial	2	Divided	4	1.11	3.59	Urbanized	(D) 17,325	4062 4057 4072	11,200 26,000 22,000	2002	17,100	D	(D) 924	912	D	
											2003	16,150	C		862	D	
											2004	19,633	F*		1,047	F*	
											2005	21,100	F*		1,126	F*	
											2006	20,433	F*		1,090	F*	
											2007	19,667	F*		1,049	F*	
											2008	19,700	F*		1,051	F*	
											% of MV	2009	16,800		D	896	D
											113.90%	2010	19,733		F*	1,053	F*
											125.75%	2015	21,787		F*	1,162	F*
138.84%	2020	24,054	F*	1,283	F*												
Segment contains additional lanes at the intersections.																	

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 - ESCAMBIA COUNTY'S 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 10 (US 90A) (cont.)																
Nine Mile Road US 29 / SR 95 to University Parkway 10.403-13.77 Roadway ID 48010000	Minor Arterial	4	Divided	6	1.78	3.37	Urbanized	(D) 36,700	4054 4052 4046	34,500	2002	38,800	F*	(D) 1,960	2,070	F*
										34,500	2003	38,000	F*		2,027	F*
										35,500	2004	38,333	F*		2,045	F*
											2005	40,700	F*		2,171	F*
											2006	41,667	F*		2,223	F*
											2007	40,500	F*		2,161	F*
											2008	35,667	D		1,903	D
										% of MV	2009	35,167	C		1,876	C
										94.91%	2010	34,833	C		1,858	C
										104.79%	2015	38,458	F*		2,052	F*
										115.70%	2020	42,461	F*		2,265	F*
University Parkway to Davis Highway / SR 291 13.77-14.722 Roadway ID 48010000	Minor Arterial	4	Divided	0	0.00	0.95	Urbanized	(D) 64,300	4042	13,200	2002	16,950	B	(D) 3,320	876	B
											2003	14,100	B		729	B
											2004	15,100	B		781	B
											2005	17,500	B		905	B
											2006	17,500	B		905	B
											2007	15,700	B		812	B
											2008	14,000	B		724	B
										% of MV	2009	18,800	B		972	B
										20.53%	2010	13,200	B		682	B
										22.67%	2015	14,574	B		753	B
										25.02%	2020	16,091	B		832	B
Davis Highway / SR 291 to the Santa Rosa County Line 14.722-16.322 Roadway ID 48010000	Minor Arterial	4	Divided	2	1.25	1.6	Urbanized	(D) 36,700	4040	26,500	2002	25,500	B	(D) 1,960	1,318	B
											2003	27,000	B		1,396	B
											2004	29,000	B		1,499	B
											2005	32,500	C		1,680	C
											2006	32,000	C		1,654	C
											2007	28,500	B		1,473	B
											2008	26,500	B		1,370	B
										% of MV	2009	25,500	B		1,318	B
										72.21%	2010	26,500	B		1,370	B
										79.72%	2015	29,258	B		1,513	B
										88.02%	2020	32,303	C		1,670	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 10A (US 90)																	
Mobile Highway Nine Mile Road / SR 10 / US90A to the FL-AL Urbanized Boundary (west of Beulah Road) 0.000-2.197 Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.00	2.197	Trans.	(C) 15,100	46	1,250	2002	1,400	B	(C) 800	75	B	
											2003	1,400	B		75	B	
											2004	1,500	B		80	B	
											2005	1,550	B		83	B	
											2006	1,350	B		72	B	
											2007	1,450	B		77	B	
											2008	1,250	B		67	B	
											% of MV	2009	1,350		B	72	B
											8.28%	2010	1,250		B	67	B
											9.14%	2015	1,380		B	74	B
											10.09%	2020	1,524		B	81	B
FL-AL Urbanized Boundary (west of Beulah Road) to Pine Forest Road / SR 297 2.197-7.788 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at Blue Angel & Pine Forest intersections	2	0.36	5.591	Urbanized	(D) 16,500	105 4065	9,800	2002	8,200	B	(D) 880	437	B	
										9,100	2003	8,700	B		464	B	
											2004	9,150	B		488	B	
											2005	9,450	B		504	B	
											2006	8,950	B		477	B	
											2007	8,950	B		477	B	
											2008	8,700	B		464	B	
										% of MV	2009	8,600	B		459	B	
										57.27%	2010	9,450	B		504	B	
										63.23%	2015	10,434	C		557	C	
										69.82%	2020	11,519	C		615	C	
Segment contains additional lanes at the SR 297 intersection.																	
Pine Forest Road / CR 297 to Edison Drive 7.788-10.494 Roadway ID 48020000	Principal Arterial	4	Divided	5	1.85	2.706	Urbanized	(D) 36,700	4002 5154 5156	23,500	2002	30,500	C	(D) 1,960	1,627	C	
										n/a	2003	29,700	C		1,584	C	
										32,000	2004	31,500	C		1,681	C	
											2005	32,300	C		1,723	C	
											2006	30,750	C		1,641	C	
											2007	29,750	C		1,587	C	
											2008	28,000	B		1,494	B	
										% of MV	2009	28,750	B		1,534	B	
										75.61%	2010	27,750	B		1,480	B	
										83.48%	2015	30,638	C		1,635	C	
										92.17%	2020	33,827	C		1,805	C	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 10A (US 90) (cont.)																	
Mobile Highway Edison Drive to Fairfield Drive / SR 727 / SR 295 10.494-11.095 Roadway ID 48020000	Principal Arterial	6	Divided	2	3.33	0.601	Urbanized	(D) 50,300	5062	36,000	2002	39,000	C	(D) 2,680	2,081	D	
											2003	38,500	C		2,054	C	
											2004	39,000	C		2,081	D	
											2005	41,000	D		2,187	D	
											2006	39,000	C		2,081	D	
											2007	41,500	D		2,214	D	
											2008	47,000	D		2,507	D	
											% of MV	2009	38,000		C	2,027	C
											71.57%	2010	36,000		C	1,921	C
											79.02%	2015	39,747		D	2,120	D
											87.24%	2020	43,884		D	2,341	D
Fairfield Drive / SR 727 to Kirk Street 11.095-12.428 Roadway ID 48020000	Principal Arterial	4	Divided	2	1.50	1.333	Urbanized	(D) 36,700	5271 5155	31,000	2002	30,167	C	(D) 1,960	1,609	C	
										n/a	2003	29,667	C		1,583	C	
											2004	28,000	B		1,494	B	
											2005	27,750	B		1,480	B	
											2006	29,250	B		1,560	C	
											2007	35,500	C		1,894	D	
											2008	28,500	B		1,520	B	
										% of MV	2009	23,500	B		1,254	B	
										84.47%	2010	31,000	C		1,654	C	
										93.26%	2015	34,227	C		1,826	C	
										102.97%	2020	37,789	F*		2,016	F*	
Cervantes Street Kirk Street to Pace Boulevard / SR 292 12.428-13.473 Roadway ID 48020000	Principal Arterial	4	Undivided	4	3.83	1.045	Urbanized	(D) 31,540	4035	21,500	2002	24,000	D	(D) 1,682	1,280	D	
									5064	n/a	2003	23,850	D		1,272	D	
									5043	20,500	2004	23,750	C		1,267	D	
									5045	n/a	2005	22,300	C		1,190	C	
											2006	24,500	D		1,307	D	
											2007	22,750	C		1,214	C	
											2008	21,500	C		1,147	C	
									% of MV	2009	21,700	C	1,158		C		
									66.58%	2010	21,000	C	1,120		C		
									73.51%	2015	23,186	C	1,237		C		
									81.16%	2020	25,599	D	1,366		D		

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.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 10A (US 90) (cont.)																
Cervantes Street Pace Boulevard / SR 292 to to Palafox Street/SR 95/US29 13.473-14.910 Roadway ID 48020000	Principal Arterial	4	Divided	5	3.49	1.43	Urbanized	(D) 33,200	5013 5011 5007 5009	18,800	2002	26,200	D	(D) 1,770	1,398	D
										n/a	2003	25,000	C		1,334	D
										26,000	2004	25,500	D		1,360	D
										n/a	2005	24,600	C		1,312	C
											2006	23,500	C		1,254	C
											2007	24,450	C		1,304	C
											2008	23,000	C		1,227	C
										% of MV	2009	23,400	C		1,248	C
										67.47%	2010	22,400	C		1,195	C
										74.49%	2015	24,731	C		1,319	C
										82.25%	2020	27,305	D		1,457	D
										Palafox Street/SR 95/US29 to North 15th Avenue 14.910-16.075 Roadway ID 48020000	Principal Arterial	4	Divided		5	4.31
23,500	2003	26,050	D	1,390	D											
18,800	2004	27,600	D	1,472	D											
16,300	2005	27,700	D	1,478	D											
24,000	2006	25,800	D	1,376	D											
	2007	25,380	D	1,354	D											
	2008	23,600	C	1,259	C											
% of MV	2009	22,575	C	1,204	C											
66.02%	2010	21,920	C	1,169	C											
72.90%	2015	24,201	C	1,291	C											
80.48%	2020	26,720	D	1,426	D											
15th Avenue to Perry Avenue / SR 296 16.075-16.959 Roadway ID 48020000	Principal Arterial	4	Undivided; Divided at Perry Ave.	2	2.26	0.884	Urbanized	(D) 31,540	4001 5034					24,500		
										n/a	2003	29,500	D	1,574	D	
											2004	31,500	D	1,681	D	
											2005	27,000	D	1,440	D	
											2006	29,000	D	1,547	D	
											2007	28,000	D	1,494	D	
											2008	26,500	D	1,414	D	
										% of MV	2009	27,000	D	1,440	D	
										77.68%	2010	24,500	D	1,307	D	
										85.76%	2015	27,050	D	1,443	D	
										94.69%	2020	29,865	D	1,593	D	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 10A (US 90) (cont.)																	
Cervantes Street Perry Avenue / SR 296 to Strong Street 16.959-17.290 Roadway ID 48020000	Principal Arterial	4	Divided	0	0	0.331	Urbanized	(D) 64,300	5038	15,000	2002	19,300	B	(D) 3,320	998	B	
											2003	19,000	B		982	B	
											2004	21,000	B		1,086	B	
											2005	17,500	B		905	B	
											2006	18,500	B		956	B	
											2007	18,000	B		931	B	
											2008	17,000	B		879	B	
											% of MV	2009	14,000		B	724	B
											23.33%	2010	15,000		B	776	B
											25.76%	2015	16,561		B	856	B
											28.44%	2020	18,285		B	945	B
											Scenic Highway Strong Street to Hyde Park Road Constrained Facility 17.290-18.312 Roadway ID 48020000	Principal Arterial	2		Divided	0	0.00
2003	19,000	D	982	D													
2004	21,000	D	1,086	D													
2005	17,500	D	905	D													
2006	18,500	D	956	D													
2007	18,000	D	931	D													
2008	17,000	D	879	D													
% of MV	2009	14,000	C	724	C												
64.35%	2010	15,000	C	776	C												
71.05%	2015	16,561	D	856	D												
78.44%	2020	18,285	D	945	D												
Hyde Park Road to Summit Boulevard Constrained Facility 18.312-19.442 Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.00	1.12	Urbanized	(D) 22,200	5057	13,500				2002			
											2003	17,500	D	905	D		
											2004	19,000	D	982	D		
											2005	18,000	D	931	D		
											2006	17,500	D	905	D		
											2007	17,500	D	905	D		
											2008	17,000	D	879	D		
											% of MV	2009	14,500	C	750	C	
											60.81%	2010	13,500	C	698	C	
											67.14%	2015	14,905	C	771	C	
											74.13%	2020	16,456	D	851	D	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 10A (US 90) (cont.)																											
Scenic Highway Summit Boulevard to I-10 / SR 8 19.442-23.352 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections	2	0.51	3.91	Urbanized	(D) 16,500	545 5158 4032	12,000	2002	16,800	F*	(D) 880	896	F*											
										13,000	2003	16,500	D		880	F*											
										15,100	2004	17,800	F*		950	F*											
											2005	16,500	D		880	F*											
											2006	16,033	D		855	D											
											2007	16,600	F*		886	F*											
											2008	15,633	D		834	D											
										% of MV	2009	15,100	C		806	C											
										81.01%	2010	13,367	C		713	C											
										89.44%	2015	14,758	C		787	C											
										98.75%	2020	16,294	D		869	D											
										Constrained Facility																	
										I-10 / SR 8 to Nine Mile Road / SR 10 / US 90 A 23.352-26.822 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections		3	0.86	3.47	Urbanized	(D) 16,500	4030 4041	13,000	2002	16,800	F*	(D) 880	896	F*
13,200	2003	14,450	C	771	C																						
	2004	15,900	D	848	D																						
	2005	16,600	F*	886	F*																						
	2006	16,600	F*	886	F*																						
	2007	14,850	C	792	C																						
	2008	13,850	C	739	C																						
% of MV	2009	14,500	C	774	C																						
79.39%	2010	13,100	C	699	C																						
87.66%	2015	14,463	C	772	C																						
96.78%	2020	15,969	D	852	D																						
Constrained Facility																											
SR 30 (US 98)																											
Alabama Line to SR 298 / Lillian Highway 0.388-3.971 Roadway ID 48110000	Principal Arterial	2	Undivided; Divided at Bauer and Lillian Hwy.	1	0.28	3.58	Urbanized	(D) 16,500	552 155 325 T	n/a	2002	13,300	C	(D) 880	710	C											
										17,000	2003	12,900	C		688	C											
										11,201	2004	14,000	C		747	C											
											2005	13,500	C		720	C											
											2006	14,200	C		758	C											
											2007	14,174	C		756	C											
											2008	13,491	C		720	C											
										% of MV	2009	14,074	C		751	C											
										85.46%	2010	14,101	C		752	C											
										94.36%	2015	15,569	D		831	D											
										104.18%	2020	17,189	F*		917	F*											

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 30 (US 98) (cont.)																	
SR 298 / Lillian Highway to Blue Angel Parkway / SR 173 0.232-2.123 Roadway ID 48280000	Principal Arterial	2	Undivided; Divided at Blue Angel	1	0.53	1.89	Urbanized	(D) 16,500	4028	10,100	2002	7,500	B	(D) 880	400	B	
											2003	9,400	B		501	B	
											2004	10,100	C		539	C	
											2005	10,700	C		571	C	
											2006	10,900	C		582	C	
											2007	9,900	C		528	C	
											2008	9,500	B		507	B	
											% of MV	2009	9,700		C	517	C
											61.21%	2010	10,100		C	539	C
											67.58%	2015	11,151		C	595	C
											74.62%	2020	12,312		C	657	C
Dr. Farin Drive Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 2.123-3.611 Roadway ID 48280000	Principal Arterial	4	Divided	1	0.67	1.488	Urbanized	(D) 36,700	5298	2,400	2002	15,500	B	(D) 1,960	827	B	
											2003	19,400	B		1,035	B	
											2004	22,000	B		1,174	B	
											2005	21,500	B		1,147	B	
											2006	22,500	B		1,200	B	
											2007	23,000	B		1,227	B	
											2008	19,900	B		1,062	B	
											% of MV	2009	21,000		B	1,120	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
Fairfield Drive / SR 727 to Navy Boulevard / SR 295 3.611-6.067 Roadway ID 48280000	Principal Arterial	4	Divided	5	2.04	2.456	Urbanized	(D) 33,200	5178 5204	27,500	2002	18,750	C	(D) 1,770	1,000	C	
										21,000	2003	23,750	C		1,267	C	
										2004	24,750	C	1,320		C		
										2005	24,800	C	1,323		C		
										2006	24,250	C	1,294		C		
										2007	25,250	D	1,347		D		
										2008	21,950	C	1,171		C		
										% of MV	2009	24,500	C		1,307	C	
										73.04%	2010	24,250	C		1,294	C	
										80.64%	2015	26,774	D		1,428	D	
										89.04%	2020	29,561	D		1,577	D	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 30 (US 98) (cont.)																	
Navy Boulevard New Warrington Road/SR295 to Pace Boulevard / SR292 0.000-2.370 Roadway ID 48080060	Principal Arterial	4	Divided	5	2.109	2.37	Urbanized	(D) 33,200	5136 5101 4005 5019	16,300 19,600 29,000 n/a	2002	21,300	C	(D) 1,770	1,136	C	
											2003	21,200	C		1,131	C	
											2004	22,800	C		1,216	C	
											2005	23,300	C		1,243	C	
											2006	22,850	C		1,219	C	
											2007	22,450	C		1,198	C	
											2008	19,950	C		1,064	C	
											% of MV	2009	20,850		C	1,112	C
											65.16%	2010	21,633		C	1,154	C
											71.94%	2015	23,885		C	1,274	C
											79.43%	2020	26,371		D	1,407	D
Garden Street Pace Boulevard / SR 292 to Barrancas Avenue 2.370-3.103 Roadway ID 48080060	Principal Arterial	4	Undivided; Divided at Pace and Barrancas intersections	2	2.74	.73	Urbanized	(D) 31,540	5169 4026	14,800 17,000	2002	16,150	C	(D) 1,682	862	C	
											2003	16,050	C		856	C	
											2004	16,850	C		899	C	
											2005	18,100	C		966	C	
											2006	18,100	C		966	C	
											2007	19,450	C		1,038	C	
											2008	15,550	C		830	C	
											% of MV	2009	16,650		C	888	C
											50.41%	2010	15,900		C	848	C
											55.66%	2015	17,555		C	937	C
											61.45%	2020	19,382		C	1,034	C
Barrancas Avenue to Gregory Street 3.103-4.463 Roadway ID 48080060	Principal Arterial	4	Divided	7	5.15	1.36	Urbanized	(D) 28,200	5167 5171 5173 4027 5259 5177	n/a 22,000 22,700 19,000 17,500 10,400	2002	20,300	D	(D) 1,500	1,083	D	
											2003	20,200	D		1,078	D	
											2004	20,150	D		1,075	D	
											2005	21,800	D		1,163	D	
											2006	20,600	D		1,099	D	
											2007	20,420	D		1,089	D	
											2008	18,540	D		989	D	
											% of MV	2009	19,320		D	1,031	D
											64.96%	2010	18,320		D	977	D
											71.73%	1015	20,227		D	1,079	D
											79.19%	2020	22,332		D	1,191	D
Segment contains additional lanes at Gregory Street intersection.																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 30 (Bus. US 98) (cont.)																	
Chase Street /I Way EB North Palafox Street to I-110 0.000-0.251 Roadway ID 48100001	Principal Arterial	3	One-Way	1	4.00	0.25	Urbanized	(D) 30,180	5258	8,300	2002	N/A	N/A	(D) 3,216	N/A	N/A	
											2003	N/A	N/A		N/A	N/A	
											2004	N/A	N/A		N/A	N/A	
											2005	N/A	N/A		N/A	N/A	
											2006	N/A	N/A		N/A	N/A	
											2007	N/A	N/A		N/A	N/A	
											2008	N/A	N/A		N/A	N/A	
											% of MV	2009	N/A		N/A	N/A	N/A
											27.50%	2010	8,300		C	443	C
											30.36%	2015	9,164		C	489	C
											33.52%	2020	10,118		C	540	C
Chase Street /I Way EB I-110 to Bayfront Parkway 0.251-0.982 Roadway ID 48100001	Principal Arterial	3	One-Way	2	2.74	0.73	Urbanized	(C) 23,400	5266 5209	15,000 15,000	2002	N/A	N/A	(C) 2,496	N/A	N/A	
											2003	N/A	N/A		N/A	N/A	
											2004	N/A	N/A		N/A	N/A	
											2005	N/A	N/A		N/A	N/A	
											2006	N/A	N/A		N/A	N/A	
											2007	N/A	N/A		N/A	N/A	
											2008	N/A	N/A		N/A	N/A	
											% of MV	2009	N/A		N/A	N/A	N/A
											64.10%	2010	15,000		C	800	C
											70.77%	2015	16,561		C	884	C
											78.14%	2020	18,285		C	976	C
Segment is on the Strategic Intermodal System																	
Bayfront Parkway to Gregory Street 0.982-1.296 Roadway ID 48100001	Principal Arterial	4	Divided	1	3.18	0.314	Urbanized	(D) 33,200	5210	27,000	2002	29,800	D	(D) 1,770	1,590	D	
											2003	29,500	D		1,574	D	
											2004	28,300	D		1,510	D	
											2005	28,000	D		1,494	D	
											2006	29,800	D		1,590	D	
											2007	31,000	D		1,654	D	
											2008	28,300	D		1,510	D	
											% of MV	2009	25,600		D	1,366	D
											81.33%	2010	27,000		D	1,440	D
											89.79%	2015	29,810		D	1,590	D
											99.14%	2020	32,913		D	1,756	D

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 30 (US 98) (cont.)																	
Gregory Street/1 Way WB Palafox Street to Alcaniz Street 0.000-0.251 Roadway ID 48100001	Principal Arterial	2	One-Way	2	8.00	0.25	Urbanized	(D) 16,920	5257	4,500	2002	3,850	C	(D) 1,800	205	C	
											2003	3,950	C		211	C	
											2004	5,000	C		267	C	
											2005	7,500	C		400	C	
											2006	5,050	C		269	C	
											2007	5,150	C		275	C	
											2008	4,450	C		237	C	
											% of MV	2009	4,350		C	232	C
											26.60%	2010	4,500		C	240	C
											29.36%	2015	4,968		C	265	C
											32.42%	2020	5,485		C	293	C
Segment contains additional lanes at Alcaniz Street intersection.																	
Gregory Street/1 Way WB Alcaniz Street to Bayfront Parkway / Chase Street 0.251-0.982 Roadway ID 48100001	Principal Arterial	3	One-Way	2	2.74	0.73	Urbanized	(D) 30,180	5267 5031 5033	16,500 15,500 n/a	2002	18,500	C	(D) 3,216	987	C	
											2003	18,250	C		974	C	
											2004	18,250	C		974	C	
											2005	20,000	C		1,067	C	
											2006	18,250	C		974	C	
											2007	17,500	C		934	C	
											2008	16,500	C		880	C	
											% of MV	2009	18,500		C	987	C
											53.02%	2010	16,000		C	854	C
											58.53%	2015	17,665		C	942	C
											64.63%	2020	19,504		C	1,041	C
Pensacola Bay Bridge Bayfront Parkway / Chase Street to the Santa Rosa County Line 3.275-0.000 Roadway ID 48100000	Principal Arterial	4	Divided	0	0	3.275	Urbanized	(D) 64,300	261 T (Count Station in Santa Rosa County)	50,065	2002	52,900	D	(D) 3,320	2,735	D	
											2003	54,500	D		2,818	D	
											2004	53,500	D		2,766	D	
											2005	53,500	D		2,766	D	
											2006	52,900	D		2,735	D	
											2007	51,077	D		2,641	D	
											2008	48,428	C		2,504	C	
											% of MV	2009	49,683		D	2,569	D
											77.86%	2010	50,065		D	2,588	D
											85.97%	2015	55,276		D	2,858	D
											94.91%	2020	61,029		D	3,155	D

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 95 (US 29)																
SR 10A / US 90 / Cervantes Street to W. Scott Street 0.000-1.129 Roadway ID 48040000	Principal Arterial	4	Undivided	3	2.66	1.129	Urbanized	(D) 31,540	5103 5239 5023 82T 5021	n/a	2002	11,000	C	(D) 1,682	587	C
										n/a	2003	11,375	C		607	C
										7,600	2004	11,300	C		603	C
										n/a	2005	11,700	C		624	C
										n/a	2006	10,900	C		582	C
											2007	10,400	C		555	C
											2008	9,900	C		528	C
										% of MV	2009	9,700	C		517	C
										24.10%	2010	7,600	C		405	C
										26.60%	2015	8,391	C		448	C
										29.37%	2020	9,264	C		494	C
										Scott Street to Pace Boulevard / SR 292						
Principal Arterial	4	Divided	4	2.13	1.88	Urbanized	(D) 33,200	5071 5105 4006	11,800	2002	15,500	C	(D) 1,770	827	C	
									12,000	2003	15,700	C		838	C	
									11,500	2004	17,800	C		950	C	
										2005	18,700	C		998	C	
										2006	18,900	C		1,008	C	
										2007	19,233	C		1,026	C	
										2008	16,233	C		866	C	
									% of MV	2009	13,033	C		695	C	
									35.44%	2010	11,767	C		628	C	
									39.13%	2015	12,992	C		693	C	
									43.20%	2020	14,344	C		765	C	
									Pace Boulevard / SR 292 to Brent Lane / SR 296							
Principal Arterial	6	Divided	1	1.87	0.534	Urbanized	(D) 55,300	4038	26,500	2002	31,000	B	(D) 2,940	1,654	B	
										2003	30,500	B		1,627	B	
										2004	32,500	B		1,734	B	
										2005	35,500	B		1,894	B	
										2006	32,000	B		1,707	B	
										2007	29,500	B		1,574	B	
										2008	31,500	B		1,681	B	
									% of MV	2009	32,500	B		1,734	B	
									47.92%	2010	26,500	B		1,414	B	
									52.91%	2015	29,258	B		1,561	B	
									58.41%	2020	32,303	B		1,723	B	
									2.976-3.543 Roadway ID 48040000							

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 95 (US 29) (cont.)																	
Pensacola Boulevard Brent Lane / SR 296 to I-10 / SR 8 3.543-6.385 Roadway ID 48040000	Principal Arterial	6	Divided	7	2.46	2.842	Urbanized	(D) 50,300	4037 5108 5106	40,000 24,000 28,500	2002	39,000	C	(D) 2,680	2,081	D	
											2003	35,500	C		1,894	C	
											2004	34,000	C		1,814	C	
											2005	34,000	C		1,814	C	
											2006	37,200	C		1,985	C	
											2007	38,167	C		2,036	C	
											2008	35,833	C		1,912	C	
											% of MV	2009	34,833		C	1,858	C
											61.30%	2010	30,833		C	1,645	C
											67.68%	2015	34,042		C	1,816	C
											74.72%	2020	37,585		C	2,005	C
											I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A 6.385-8.614 Roadway ID 48040000	Principal Arterial	4		Divided	3	1.35
2003	42,000	F*	2,241	F*													
2004	41,500	F*	2,214	F*													
2005	45,000	F*	2,401	F*													
2006	44,500	F*	2,374	F*													
2007	44,500	F*	2,374	F*													
2008	40,000	F*	2,134	F*													
% of MV	2009	39,000	F*	2,081	F*												
112.68%	2010	40,000	F*	2,134	F*												
124.40%	2015	44,163	F*	2,356	F*												
137.35%	2020	48,760	F*	2,601	F*												
Segment is on the Strategic Intermodal System Segment contains additional lanes at I-10 intersection.																	
Nine Mile Road / SR 10 to Well Line Road 8.614-15.517 Roadway ID 48040000	Principal Arterial	4	Divided	7	1.01	6.903	Urbanized	(C) 35,500	380 159T 4056 446 9916 T	n/a	2002	31,500	C	(C) 1,890	1,681	C	
										n/a	2003	33,750	C		1,801	C	
										n/a	2004	26,600	B		1,419	B	
										21,500	2005	26,600	B		1,419	B	
										31,535	2006	26,700	B		1,424	B	
											2007	26,736	B		1,426	B	
											2008	25,079	B		1,338	B	
										% of MV	2009	25,670	B		1,369	B	
										74.70%	2010	26,518	B		1,415	B	
										82.47%	2015	29,278	B		1,562	C	
										91.06%	2020	32,325	C		1,725	C	
										Segment is on the Strategic Intermodal System Count Stations 446 and 9916T added in 2004 reporting year.							

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 95 (US 29) (cont.)																	
Well Line Road to FL-AL Urbanized Boundary (North of Quintette Road) 15.517-18.141 Roadway ID 48040000	Principal Arterial	4	Divided	0	0	2.624	Urbanized	(C) 49,600	446	21,500	2002	20,500	B	(C) 2,560	1,060	B	
											2003	19,500	B		1,008	B	
											2004	19,800	B		1,024	B	
											2005	18,200	B		941	B	
											2006	19,300	B		998	B	
											2007	20,400	B		1,055	B	
											2008	19,400	B		1,003	B	
											% of MV	2009	19,900		B	1,029	B
											43.35%	2010	21,500		B	1,112	B
											47.86%	2015	23,738		B	1,227	B
Segment is on the Strategic Intermodal System										52.84%	2020	26,208	B	1,355	B		
FL-AL Urbanized Boundary (north of Quintette Road) to FL-AL MPA Boundary (at Barrineau Park Road) 18.141-20.051 Roadway ID 48040000	Principal Arterial	4	Divided	0	0	1.91	Trans	(C) 45,400	446 449	21,500 13,700	2002	17,350	B	(C) 2,420	926	B	
											2003	16,750	B		894	B	
											2004	17,300	B		923	B	
											2005	16,700	B		891	B	
											2006	17,150	B		915	B	
											2007	17,850	B		952	B	
											2008	16,250	B		867	B	
											% of MV	2009	17,750		B	947	B
											38.77%	2010	17,600		B	939	B
											42.80%	2015	19,432		B	1,037	B
Segment is on the Strategic Intermodal System										47.26%	2020	21,454	B	1,145	B		
FL-AL MPA Boundary (at Barrineau Park Road) to SR 97/Atmore Highway 20.051-23.561 Roadway ID 48040000	Principal Arterial	4	Divided	0	0	3.5	Rural Undev	(B) 26,300	449	13,700	2002	14,200	B	(B) 1,410	765	B	
											2003	14,000	B		755	B	
											2004	14,800	B		798	B	
											2005	15,200	B		819	B	
											2006	15,000	B		809	B	
											2007	15,300	B		825	B	
											2008	13,100	B		706	B	
											% of MV	2009	15,600		B	841	B
											52.09%	2010	13,700		B	738	B
											57.51%	2015	15,126		B	815	B
Segment is on the Strategic Intermodal System										63.50%	2020	16,700	B	900	B		

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 95 (US 29) (cont.)																												
SR 97 / Atmore Highway to Salter's Lake Road 0.000-17.010 Roadway ID 48060000	Principal Arterial	4	Divided	0	0	17.02	Rural Developed	(B) 23,800	448 348 T	n/a 6,911	2002	8,100	B	(B) 1,300	446	B												
											2003	7,900	B		435	B												
											2004	8,100	B		446	B												
											2005	8,000	B		440	B												
											2006	7,900	B		435	B												
											2007	7,685	B		423	B												
											2008	6,889	B		379	B												
											% of MV	2009	6,977		B	384	B											
											29.04%	2010	6,911		B	380	B											
											32.06%	2015	7,630		B	420	B											
											35.40%	2020	8,424		B	463	B											
											Segment is on the Strategic Intermodal System																	
											Salter's Lake Road to the Alabama State Line 17.010-20.075 Roadway ID 48060000	Principal Arterial	4		Divided	1	0.33	3.06	Rural Developed	(C) 23,300	3 218 220	10,100 n/a n/a	2002	10,800	C	(C) 1,240	576	C
2003	11,400	C	608	C																								
2004	11,100	C	592	C																								
2005	13,200	C	704	C																								
2006	11,500	C	614	C																								
2007	11,900	C	635	C																								
2008	10,300	C	550	C																								
% of MV	2009	10,000	C	534	C																							
43.35%	2010	10,100	C	539	C																							
47.86%	2015	11,151	C	595	C																							
52.84%	2020	12,312	C	657	C																							
Segment is on the Strategic Intermodal System Roadway ID 48060000																												
SR 97																												
CR 95A / Old Palafox Highway / CR 95A to the Alabama State Line 0.000-22.507 Roadway ID 48130000	Minor Arterial	2	Undivided	0	0	22.65	Rural Undev	(C) 8,100	340 255 447 243 T	5,000 4,000 5,600 5,778	2002	4,200	B	(C) 430	226	B												
											2003	4,200	B		226	B												
											2004	4,400	B		237	B												
											2005	4,600	C		248	C												
											2006	4,600	C		248	C												
											2007	4,667	C		252	C												
											2008	4,381	B		236	B												
											% of MV	2009	5,007		C	270	C											
											62.90%	2010	5,095		C	275	C											
											69.45%	2015	5,625		C	303	C											
											76.68%	2020	6,211		C	335	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	
SR 173																	
Blue Angel Parkway Gulf Beach Highway / CR 292-A to Sorrento Road / SR 292 0.721-2.340 Roadway ID 48205000	Minor Arterial	4	Divided	1	0.625	1.6	Urbanized	(D) 36,700	553	11,600	2002	9,800	B	(D) 1,960	523	B	
											2003	10,100	B		539	B	
											2004	10,100	B		539	B	
											2005	11,300	B		603	B	
											2006	11,000	B		587	B	
											2007	10,300	B		550	B	
											2008	10,800	B		576	B	
											% of MV	2009	10,800		B	576	B
											31.61%	2010	11,600		B	619	B
											34.90%	2015	12,807		B	683	B
											38.53%	2020	14,140		B	754	B
Blue Angel Parkway Sorrento Road / SR 292 to Lillian Highway / SR 298 2.340-7.136 Roadway ID 48205000	Minor Arterial	2	Undivided	2	0.42	4.80	Urbanized	(D) 16,500	554 556	18,600 17,500	2002	16,000	D	(D) 880	854	F*	
											2003	17,050	F*		910	F*	
											2004	18,650	F*		995	F*	
											2005	19,500	F*		1,040	F*	
											2006	19,000	F*		1,014	F*	
											2007	19,000	F*		1,014	F*	
											2008	17,500	F*		934	F*	
											% of MV	2009	17,500		F*	934	F*
											109.39%	2010	18,050		F*	963	F*
											120.78%	2015	19,929		F*	1,063	F*
											133.35%	2020	22,003		F*	1,174	F*
Divided at the intersections of Sorrento Road, Dog Track, and Lillian Highway.																	
Lillian Highway / SR 298 to Saufley Field Road / CR296 7.136-10.008 Roadway ID 48205000	Minor Arterial	2	Undivided	2	0.696	2.872	Urbanized	(D) 16,500	5301 363	18,700 21,500	2002	19,500	F*	(D) 880	1,040	F*	
											2003	20,200	F*		1,078	F*	
											2004	20,500	F*		1,094	F*	
											2005	22,000	F*		1,174	F*	
											2006	21,000	F*		1,120	F*	
											2007	22,250	F*		1,187	F*	
											2008	24,350	F*		1,299	F*	
											% of MV	2009	19,550		F*	1,043	F*
											121.82%	2010	20,100		F*	1,072	F*
											134.50%	2015	22,192		F*	1,184	F*
											148.50%	2020	24,502		F*	1,307	F*
Divided at the intersections of Lillian Highway and Saufley Field Road.																	

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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	
SR 173 (cont.)																	
Saufley Field Road / CR 296 to Pine Forest Road / SR 297 10.008-12.654 Roadway ID 48205000	Minor Arterial	2	Undivided	1	0.38	2.646	Urbanized	(D) 16,500	5316 5315 537	14,200 14,000 16,700	2002	13,000	C	(D) 880	694	C	
											2003	13,250	C		707	C	
											2004	14,800	C		790	C	
											2005	15,300	C		816	C	
											2006	15,500	D		827	D	
											2007	15,633	D		834	D	
											2008	14,633	C		781	C	
											% of MV	2009	14,866		C	793	C
											90.71%	2010	14,967		C	798	C
											100.15%	2015	16,525		F*	882	F*
110.57%	2020	18,245	F*	973	F*												
Additional lanes at intersections.																	
SR 196																	
Bayfront Parkway S. Tarragona to Chase Street 0.000-1.009 Roadway ID 48006000	Minor Arterial	4	Divided	1	0.98	1.02	Urbanized	(D) 36,700	5313 5314 5294	14,800 11,600 15,300	2002	16,500	B	(D) 1,960	880	B	
											2003	16,400	B		875	B	
											2004	17,900	B		955	B	
											2005	16,500	B		880	B	
											2006	17,400	B		928	B	
											2007	16,200	B		864	B	
											2008	15,067	B		804	B	
											% of MV	2009	14,700		B	784	B
											37.87%	2010	13,900		B	742	B
											41.82%	2015	15,347		B	819	B
46.17%	2020	16,944	B	904	B												
Segment is on the Strategic Intermodal System																	
SR 289																	
9th Avenue Chase Street to Gregory Street / SR 30 0.000-0.083 Roadway ID 48003000	Minor Arterial	4	Undivided	1	12.5	0.08	Urbanized	(C) 11,340	5180	16,300	2002	16,300	D*	(C) 636	870	D*	
											2003	17,900	D*		955	D*	
											2004	17,800	D*		950	D*	
											2005	18,000	D*		960	D*	
											2006	19,000	D*		1,014	D*	
											2007	15,500	D*		827	D*	
											2008	15,700	D*		838	D*	
											% of MV	2009	18,200		D*	971	D*
											143.74%	2010	16,300		D*	870	D*
											158.70%	2015	17,997		D*	960	D*
175.22%	2020	19,870	D*	1,060	D*												
Segment is on the Strategic Intermodal System																	
Divided at the intersection with Cervantes Street.																	

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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	
SR 289 (cont.)																	
9th Avenue Gregory Street / SR 30 to Cervantes Street / US 90 0.088-0.496 Roadway ID 48003000	Minor Arterial	4	Undivided	1	2.42	0.413	Urbanized	(D) 31,540	5180	16,300	2002	16,300	C	(D) 1,682	870	C	
											2003	17,900	C		955	C	
											2004	17,800	C		950	C	
											2005	18,000	C		960	C	
											2006	19,000	C		1,014	C	
											2007	15,500	C		827	C	
											2008	15,700	C		838	C	
											% of MV	2009	18,200		C	971	C
											51.68%	2010	16,300		C	870	C
											57.06%	2015	17,997		C	960	C
											63.00%	2020	19,870		C	1,060	C
											Divided at the intersection with Cervantes Street.						
Cervantes Street / US 90 to Fairfield Drive / SR 295 0.496-2.707 Roadway ID 48003000	Minor Arterial	4	Undivided	4	1.82	2.2	Urbanized	(D) 34,865	5049 5249 5233 5050	17,500	2002	16,300	B	(D) 1,862	870	B	
										n/a	2003	17,500	B		934	B	
										17,200	2004	21,000	B		1,120	B	
										20,000	2005	20,800	B		1,110	B	
											2006	22,000	B		1,174	B	
											2007	22,267	B		1,188	B	
											2008	20,500	B		1,094	B	
										% of MV	2009	19,333	B		1,031	B	
										52.30%	2010	18,233	B		973	B	
										57.74%	2015	20,131	B		1,074	B	
										63.75%	2020	22,226	B		1,186	B	
										Added Count Station 5050 in 2004 reporting year.							
Fairfield Drive / SR 295 to Bayou Boulevard / SR 296 2.707-4.025 Roadway ID 48003000	Minor Arterial	4	Undivided	1	0.75	1.326	Urbanized	(D) 34,865	4011 T 5051 5003	n/a	2002	24,300	B	(D) 1,862	1,296	B	
										n/a	2003	24,200	B		1,291	B	
										25,500	2004	26,600	B		1,419	B	
											2005	27,400	B		1,462	B	
											2006	29,000	C		1,547	C	
											2007	30,250	C		1,614	C	
											2008	28,500	C		1,520	C	
										% of MV	2009	25,000	B		1,334	B	
										73.14%	2010	25,500	B		1,360	B	
										80.75%	2015	28,154	C		1,502	C	
										89.16%	2020	31,084	C		1,658	C	
										Divided at the intersections of Fairfield Drive and Bayou Boulevard.							

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 - ESCAMBIA COUNTY'S 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 289 (cont.)																		
9th Avenue Bayou Boulevard / SR 296 to Langley Avenue 4.025-5.374 Roadway ID 48003000	Minor Arterial	4	Divided	5	3.73	1.34	Urbanized	(D) 33,200	5052 5053 T	31,500 n/a	2002	33,000	D	(D) 1,770	1,761	D		
											2003	34,400	E*		1,835	E*		
											2004	37,400	F*		1,995	F*		
											2005	35,900	F*		1,915	F*		
											2006	36,250	F*		1,934	F*		
											2007	35,000	E*		1,867	E*		
											2008	30,000	D		1,601	D		
											% of MV	2009	25,000		C	1,334	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*	
											Segment was granted a Backlogged Facility Designation in April 1995.							
Langley Avenue to Olive Road / SR 290 5.374-7.281 Roadway ID 48003000	Minor Arterial	4	Divided	5	2.62	1.907	Urbanized	(D) 33,200	5065 4031	30,500 22,500	2002	30,250	D	(D) 1,770	1,614	D		
											2003	29,750	D		1,587	D		
											2004	30,750	D		1,641	D		
											2005	31,750	D		1,694	D		
											2006	33,500	E*		1,787	E*		
											2007	30,750	D		1,641	D		
											2008	29,000	D		1,547	D		
											% of MV	2009	26,000		D	1,387	D	
											79.82%	2010	26,500		D	1,414	D	
											88.13%	2015	29,258		D	1,561	D	
											97.30%	2020	32,303		D	1,723	D	
											SR 290							
Olive Road Old Palafox Highway/CR 95A to Davis Highway / SR 291 0.000-2.409 Roadway ID 48003000	Urban Collector	2	Undivided	2	0.828	2.415	Urbanized	(D) 16,500 *(E) 16,500	5207 4050	18,500 11,800	2002	13,800	C	(D) 880	736	C		
											2003	13,800	C		736	C		
											2004	15,000	C		800	C		
											2005	15,400	C		822	D		
											2006	15,350	C		819	C		
											2007	15,250	C		814	C		
											2008	14,950	C		798	C		
											LG	FDOT	2009		14,950	C	798	C
											% of MV	% of MV	2010		15,150	C	808	C
											91.82%	91.82%	2015		16,727	F*	892	F*
											101.37%	101.37%	2020		18,468	F*	985	F*
											111.93%	111.93%						

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.

*LOS E cannot be achieved - highest MV attainable is LOS D

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 290 (cont.)																	
Olive Road	Urban Collector	2	Undivided	1	0.47	2.13	Urbanized	(D)	4048	18,200	2002	19,100	F*	(D)	1,019	F*	
Davis Highway / SR 291 to 9th Avenue / SR 289								16,500	5066	16,500	2003	16,500	D		880	880	F*
											2004	18,800	F*			1,003	F*
											2005	20,450	F*			1,091	F*
											2006	20,500	F*			1,094	F*
											2007	19,600	F*			1,046	F*
											2008	17,850	F*			952	F*
											2009	19,400	F*			1,035	F*
											2010	17,350	F*			926	F*
											2015	19,156	F*			1,022	F*
											2020	21,150	F*			1,128	F*
											LG	FDOT					
											% of MV	% of MV					
											105.15%	105.15%					
				116.10%	116.10%												
				128.18%	128.18%												
Segment contains additional lanes at 9th Avenue.																	
9th Avenue / SR 289 to Scenic Highway / SR 10-A	Urban Collector	2	Undivided	1	1.08	0.93	Urbanized	(D)	4045	9,100	2002	12,000	C	(D)	640	C	
								16,500			2003	11,000	C		880	587	C
											2004	11,500	C			614	C
											2005	12,500	C			667	C
											2006	12,000	C			640	C
											2007	11,500	C			614	C
											2008	10,500	C			560	C
											2009	10,500	C			560	C
											2010	9,100	B			485	B
											2015	10,047	C			536	C
											2020	11,093	C			592	C
											LG	FDOT					
											% of MV	% of MV					
											55.15%	55.15%					
				60.89%	60.89%												
				67.23%	67.23%												
SR 291																	
Alcaniz Street	Minor Arterial	2	One-Way	5	2.24	2.232	Urbanized	(D)	4007	3,800	2002	3,500	C	(D)	187	C	
34th Street to Wright Street								19,920	5308	4,100	2003	3,600	C		1,062	192	C
									5235	3,100	2004	3,900	C			208	C
									5247	2,400	2005	5,400	C			288	C
									5309	2,400	2006	4,600	C			245	C
									5028	2,700	2007	4,413	C			235	C
									5293	2,000	2008	4,175	C			223	C
									5030	5,400	2009	3,913	C			209	C
											2010	3,238	C			173	C
											2015	3,575	C			191	C
											2020	3,947	C			211	C
											% of MV						
											16.26%						
											17.95%						
				19.81%													

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*LOS E cannot be achieved - highest MV attainable is LOS D

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 291 (cont.)																											
Davis Highway Wright Street to Fairfield Drive / SR 295 0.060-2.686 Roadway ID 48070000	Minor Arterial	2	One-Way	5	1.90	2.626	Urbanized	(D) 22,020	4010 5234 5248 5162 5161 5292 5047	4,700	2002	3,500	B	(D) 1,176	187	B											
										3,600	2003	3,600	B		192	B											
										2,200	2004	4,200	B		224	B											
										n/a	2005	4,100	B		219	B											
										2,900	2006	4,000	B		213	B											
										2,600	2007	4,033	B		215	B											
										2,900	2008	4,200	B		224	B											
										% of MV	2009	3,783	B		202	B											
										14.31%	2010	3,150	B		168	B											
										15.79%	2015	3,478	B		186	B											
										17.44%	2020	3,840	B		205	B											
										Segment contains additional lanes at Fairfield Drive.																	
										Fairfield Drive / SR 295 to Brent Lane / SR 296 2.686-4.174 Roadway ID 48070000	Minor Arterial	4	Divided		1	.67	1.49	Urbanized	(D) 36,700	540 5060	18,700	2002	19,000	B	(D) 1,960	1,014	B
n/a	2003	19,750	B	1,054	B																						
	2004	21,500	B	1,147	B																						
	2005	21,000	B	1,120	B																						
	2006	19,100	B	1,019	B																						
	2007	21,500	B	1,147	B																						
	2008	20,100	B	1,072	B																						
% of MV	2009	19,100	B	1,019	B																						
50.95%	2010	18,700	B	998	B																						
56.26%	2015	20,646	B	1,101	B																						
62.11%	2020	22,795	B	1,216	B																						
Brent Lane / SR 296 to Burgess Road / SR 742 4.174-5.632 Roadway ID 48070000	Minor Arterial	4	Divided	3	1.85	1.62	Urbanized	(D) 36,700	5067 5069 T 5070	33,500	2002	33,000	C	(D) 1,960	1,761	C											
										n/a	2003	31,200	C		1,665	C											
										23,000	2004	32,333	C		1,725	C											
											2005	31,100	C		1,659	C											
											2006	30,800	C		1,643	C											
											2007	31,167	C		1,663	C											
											2008	31,250	C		1,667	C											
										% of MV	2009	29,000	B		1,547	B											
										76.98%	2010	28,250	B		1,507	B											
										84.99%	2015	31,190	C		1,664	C											
										93.83%	2020	34,437	C		1,837	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 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	
Congestion Management Process.																	
SR 291 (cont.)																	
Davis Highway Burgess Road / SR 742 to I-10 / SR 8 5.632-6.279 Roadway ID 48070000	Minor Arterial	6	Divided	3	4.64	0.647	Urbanized	(D) 43,700	5068	33,500	2002	33,500	D	(D) 2,330	1,787	D	
											2003	40,500	D		2,161	D	
											2004	35,500	D		1,894	D	
											2005	40,000	D		2,134	D	
											2006	41,000	D		2,187	D	
											2007	42,000	D		2,241	D	
											2008	39,000	D		2,081	D	
											% of MV	2009	35,000		D	1,867	D
											76.66%	2010	33,500		D	1,787	D
											84.64%	2015	36,987		D	1,973	D
											93.45%	2020	40,836		D	2,179	D
											I-10 / SR 8 to University Parkway 6.279-6.864 Roadway ID 48070000	Minor Arterial	6		Divided	4	6.84
54,500	2003	52,500	F*	2,801	F*												
	2004	53,500	F*	2,854	F*												
	2005	54,250	F*	2,894	F*												
	2006	59,500	F*	3,174	F*												
	2007	59,500	F*	3,174	F*												
	2008	54,000	F*	2,881	F*												
% of MV	2009	56,500	F*	3,014	F*												
117.28%	2010	51,250	F*	2,734	F*												
129.48%	2015	56,584	F*	3,019	F*												
142.96%	2020	62,473	F*	3,333	F*												
Segment was granted a Backlogged Facility Designation in April 1991.																	
University Parkway to Nine Mile Road / SR 10 / US 90A 6.864-8.803 Roadway ID 48070000	Minor Arterial	4	Divided	3	1.58	1.902	Urbanized	(D) 36,700	4043 4049	15,700	2002	20,950	B	(D) 1,960	1,118	B	
										24,500	2003	20,300	B		1,083	B	
											2004	21,450	B		1,144	B	
											2005	25,100	B		1,339	B	
											2006	24,700	B		1,318	B	
											2007	24,850	B		1,326	B	
											2008	23,050	B		1,230	B	
										% of MV	2009	22,200	B		1,184	B	
										54.77%	2010	20,100	B		1,072	B	
										60.47%	2015	22,192	B		1,184	B	
66.76%	2020	24,502	B	1,307	B												
Segment contains additional lanes at the University Parkway intersection.																	

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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	
SR 292																	
Perdido Key Drive Alabama State Line to Old River Road (west) 0.000-4.079 Roadway ID 48050000	Principal Arterial	2	Undivided	0	0.00	4.12	Urbanized	(D) 22,200	460 461	11,900 15,500	2002	9,400	C	(D) 1,140	486	C	
											2003	10,000	C		517	C	
											2004	10,400	C		538	C	
											2005	10,500	C		543	C	
											2006	10,150	C		525	C	
											2007	14,500	C		750	C	
											2008	11,200	C		579	C	
											% of MV	2009	7,800		B	403	C
											30.86%	2010	6,850		B	354	B
											34.07%	2015	7,563		B	391	B
											37.61%	2020	8,350		C	432	C
											Sorrento Road Old River Road (west) to Doug Ford Drive 4.079-7.751 Roadway ID 48050000	Principal Arterial	2		Undivided	1	.34
2003	15,500	D	827	D													
2004	16,250	D	867	D													
2005	16,000	D	854	D													
2006	15,750	D	840	D													
2007	15,500	D	827	D													
2008	15,000	C	800	C													
% of MV	2009	12,500	C	667	C												
90.91%	2010	15,000	C	800	C												
100.37%	2015	16,561	F*	884	F*												
110.82%	2020	18,285	F*	976	F*												
Doug Ford Drive to Blue Angel Parkway / SR 173 7.751-12.030 Roadway ID 48050000	Principal Arterial	2	Undivided	2	0.46	4.31	Urbanized	(D) 16,500	534	15,000				2002			
											2003	14,500	C	774	C		
											2004	15,000	C	800	C		
											2005	16,500	D	880	F*		
											2006	15,500	D	827	D		
											2007	15,000	C	800	C		
											2008	15,500	D	827	D		
											% of MV	2009	15,000	C	800	C	
											90.91%	2010	15,000	C	800	C	
											100.37%	2015	16,561	F*	884	F*	
											110.82%	2020	18,285	F*	976	F*	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 292 (cont.)																	
Gulf Beach Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 12.030-15.354 Roadway ID 48050000	Principal Arterial	2	Undivided	1	0.30	3.33	Urbanized	(D) 16,500	4014 4066 559	18,300 17,000 9,400	2002	15,800	D	(D) 880	843	D	
											2003	14,900	C		795	C	
											2004	16,000	D		854	D	
											2005	16,500	D		880	F*	
											2006	16,700	F*		891	F*	
											2007	15,500	D		827	D	
											2008	14,267	C		761	C	
											% of MV	2009	14,433		C	770	C
											90.30%	2010	14,900		C	795	C
											99.70%	2015	16,451		D	878	D
											110.08%	2020	18,163		F*	969	F*
											Fairfield Drive / SR 727 to to Navy Boulevard / SR 295 15.354-17.246 Roadway ID 48050000	Principal Arterial	2		Divided	1	0.53
2003	21,500	F*	1,147	F*													
2004	22,000	F*	1,174	F*													
2005	23,000	F*	1,227	F*													
2006	22,500	F*	1,200	F*													
2007	22,250	F*	1,187	F*													
2008	19,500	F*	1,040	F*													
% of MV	2009	18,750	F*	1,000	F*												
111.11%	2010	19,250	F*	1,027	F*												
122.68%	2015	21,254	F*	1,134	F*												
135.44%	2020	23,466	F*	1,252	F*												
Barrancas Avenue Navy Boulevard / SR 295/ New Warrington Road to Broadmoor Lane 17.246-19.869 Roadway ID 48050000	Minor Arterial	4	Divided	2	0.76	2.623	Urbanized	(D) 36,700	5074 5126 5128	n/a				2002			
										23,500	2003	26,350	B	1,406	B		
										24,500	2004	26,500	B	1,414	B		
										2005	26,500	B	1,414	B			
										2006	26,500	B	1,414	B			
										2007	27,000	B	1,440	B			
										2008	26,000	B	1,387	B			
										% of MV	2009	23,000	B	1,227	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		

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 - ESCAMBIA COUNTY'S 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 292 (cont.)																	
Barrancas Avenue Broadmoor Lane to Pace Boulevard 0.055-1.000 Roadway ID 48050001	Minor Arterial	6	Divided	1	1.06	0.945	Urbanized	(D) 55,300	4004	25,000	2002	29,000	B	(D) 2,940	1,547	B	
											2003	28,000	B		1,494	B	
											2004	27,500	B		1,467	B	
											2005	27,000	B		1,440	B	
											2006	27,000	B		1,440	B	
											2007	27,000	B		1,440	B	
											2008	25,500	B		1,360	B	
											% of MV	2009	24,500		B	1,307	B
											45.21%	2010	25,000		B	1,334	B
											49.91%	2015	27,602		B	1,473	B
55.11%	2020	30,475	B	1,626	B												
Pace Boulevard Barrancas Avenue to Garden Street / SR 30 / US 98 19.869-20.421 Roadway ID 48050000	Minor Arterial	4	Divided	1	1.82	0.55	Urbanized	(D) 36,700	5017 5018	9,600	2002	10,350	B	(D) 1,960	552	B	
										7,500	2003	10,200	B		544	B	
											2004	10,900	B		582	B	
											2005	10,700	B		571	B	
											2006	12,500	B		667	B	
											2007	11,850	B		632	B	
											2008	10,050	B		536	B	
										% of MV	2009	9,250	B		493	B	
										23.30%	2010	8,550	B		456	B	
										25.72%	2015	9,440	B		504	B	
28.40%	2020	10,422	B	556	B												
Garden Street / SR 30 / US 98 to Cervantes Street / SR 10A / US 90 20.421-21.029 Roadway ID 48050000	Minor Arterial	4	Divided	2	3.28	.61	Urbanized	(D) 33,200	5015 5016	15,700	2002	17,650	C	(D) 1,770	942	C	
										13,900	2003	15,700	C		838	C	
											2004	16,750	C		894	C	
											2005	17,300	C		923	C	
											2006	19,400	C		1,035	C	
											2007	20,650	C		1,102	C	
											2008	19,800	C		1,056	C	
										% of MV	2009	17,950	C		958	C	
										44.58%	2010	14,800	C		790	C	
										49.22%	2015	16,340	C		872	C	
54.34%	2020	18,041	C	962	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 - ESCAMBIA COUNTY'S 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 292 (cont.)																
Pace Boulevard Cervantes Street / SR 10A / US 90 to SR 95 / Palafox Street 21.029-23.676 Roadway ID 48050000	Minor Arterial	4	Divided	5	1.87	2.408	Urbanized	(D) 36,700	5111	15,700	2002	20,400	B	(D) 1,960	1,088	B
										n/a	2003	19,600	B		1,046	B
										19,100	2004	20,000	B		1,067	B
										n/a	2005	20,000	B		1,067	B
											2006	21,000	B		1,120	B
											2007	21,250	B		1,134	B
											2008	19,800	B		1,056	B
										% of MV	2009	20,400	B		1,088	B
										47.41%	2010	17,400	B		928	B
										52.35%	2015	19,211	B		1,025	B
										57.79%	2020	21,211	B		1,132	B
SR 294																
Chiefs Way SR 295 / New Warrington Road to US 98 / Navy Boulevard 0.000-0.209 Roadway ID 48080061	Principal Arterial	2	Undivided	2	9.26	0.216	Urbanized	(D) 11,900	5203	4,500	2002	6,400	D	(D) 630	341	D
											2003	5,700	D		304	D
											2004	4,700	C		251	C
											2005	5,600	D		299	D
											2006	6,300	D		336	D
											2007	6,900	D		368	D
											2008	6,800	D		363	D
										% of MV	2009	4,600	C		245	C
										37.82%	2010	4,500	C		240	C
										41.75%	2015	4,968	C		265	C
										46.10%	2020	5,485	D		293	D
SR 295																
Navy Boulevard Bayou Grande Bridge NE/ to SR 292 / Barrancas Avenue 0.000-0.956 Roadway ID 48080000	Principal Arterial	5	Divided	3	3.13	0.96	Urbanized	(D) 50,100	5135 4025	23,500	2002	27,250	C	(D) 2,213	1,454	C
										19,800	2003	26,750	C		1,427	C
											2004	28,250	C		1,507	C
											2005	26,800	C		1,430	C
											2006	28,500	C		1,520	C
											2007	28,400	C		1,515	C
											2008	26,400	C		1,408	C
										% of MV	2009	24,250	C		1,294	C
										43.21%	2010	21,650	C		1,155	C
										47.71%	2015	23,903	C		1,275	C
										52.68%	2020	26,391	C		1,408	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 - ESCAMBIA COUNTY'S 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 295 (cont.)																
Navy Boulevard SR 292 / Barrancas Avenue to SR 295 / New Warrington Road 0.956-3.364 Roadway ID 48080000	Principal Arterial	4	Divided	3	1.25	2.408	Urbanized	(D) 36,700	5095 5129	44,000	2002	37,800	F*	(D) 1,960	2,017	F*
										25,500	2003	37,500	F*		2,001	F*
											2004	39,300	F*		2,097	F*
											2005	35,300	C		1,883	C
											2006	36,800	F*		1,963	F*
											2007	36,750	F*		1,961	F*
											2008	30,000	C		1,601	C
										% of MV	2009	31,500	C		1,681	C
										94.69%	2010	34,750	C		1,854	C
										104.54%	2015	38,367	F*		2,047	F*
										115.42%	2020	42,360	F*		2,260	F*
										Segment contains additional lanes at SR 30 (US 98).						
New Warrington Road US 98 / Navy Boulevard to Mobile Highway Interchange 2.054-3.957 Roadway ID 48080000	Principal Arterial	4	Divided	3	1.58	1.903	Urbanized	(D) 36,700	5200	28,000	2002	34,400	C	(D) 1,960	1,835	C
									5202	31,000	2003	30,900	C		1,649	C
									4020	26,500	2004	39,600	F*		2,113	F*
									5094	28,500	2005	29,400	C		1,568	C
											2006	28,100	B		1,499	B
											2007	28,500	B		1,520	B
											2008	25,375	B		1,354	B
									% of MV	2009	29,625	C	1,580		C	
									77.66%	2010	28,500	B	1,520		B	
									85.74%	2015	31,466	C	1,679		C	
									94.66%	2020	34,741	C	1,853		C	
									New Warrington Road Mobile Highway Interchange to New Warrington Road Leg C 0.000-0.482 Roadway ID 48080062	Principal Arterial	4	Divided	1		2.07	0.482
		2003	6,300	C	336	C										
		2004	6,700	C	357	C										
		2005	6,200	C	331	C										
		2006	7,000	C	373	C										
		2007	6,200	C	331	C										
		2008	6,800	C	363	C										
% of MV	2009	5,600	C	299	C											
16.27%	2010	5,400	C	288	C											
17.96%	2015	5,962	C	318	C											
19.83%	2020	6,583	C	351	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 - ESCAMBIA COUNTY'S 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 295 (cont.)																
Fairfield Drive New Warrington Road, Leg C to "W" Street / CR 453 6.435-7.776 Roadway ID 48004000	Principal Arterial	4	Divided	2	1.49	1.341	Urbanized	(D) 36,700	5275 5199 5198 4034	41,500	2002	31,200	C	(D) 1,960	1,665	C
										n/a	2003	31,600	C		1,686	C
										19,700	2004	28,700	B		1,531	B
										18,300	2005	28,800	B		1,536	B
											2006	25,700	B		1,371	B
											2007	26,267	B		1,401	B
											2008	25,333	B		1,352	B
										% of MV	2009	27,667	B		1,476	B
										49.87%	2010	18,303	B		976	B
										55.06%	2015	20,208	B		1,078	B
										60.79%	2020	22,311	B		1,190	B
										SR 295 (cont.)						
"W" Street / CR 453 to SR 289 / 9th Avenue 7.776-10.043 Roadway ID 48004000	Principal Arterial	4	Divided	8	3.69	2.17	Urbanized	(D) 33,200	5206	20,300	2002	32,700	D	(D) 1,770	1,745	D
									4019	29,000	2003	31,200	D		1,665	D
									5166	26,500	2004	31,800	D		1,697	D
									5113	34,500	2005	31,700	D		1,691	D
									4036	35,500	2006	31,000	D		1,654	D
											2007	31,400	D		1,675	D
											2008	30,400	D		1,622	D
									% of MV	2009	28,900	D	1,542		D	
									87.83%	2010	29,160	D	1,556		D	
									96.97%	2015	32,195	D	1,718		D	
									107.07%	2020	35,546	F*	1,896		F*	
									SR 296							
Michigan Avenue & Beverly Parkway Mobile Highway / SR 10A / US 90A to SR 95 / Palafox Highway 0.000-3.569 Roadway ID 48012000	Principal Arterial	4	Divided	4	1.12	3.57	Urbanized	(D) 36,700	5109	27,500	2002	32,000	C	(D) 1,960	1,707	C
									5080	30,500	2003	31,500	C		1,681	C
									5110	27,500	2004	31,700	C		1,691	C
											2005	33,200	C		1,771	C
											2006	34,700	C		1,851	C
											2007	35,167	C		1,876	C
											2008	30,000	C		1,601	C
									% of MV	2009	29,167	B	1,556		B	
									77.66%	2010	28,500	B	1,520		B	
									85.74%	2015	31,466	C	1,679		C	
									94.66%	2020	34,741	C	1,853		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 - ESCAMBIA COUNTY'S 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 296 (cont.)																
Brent Lane SR 95 / Palafox Highway to SR 289 / 9th Avenue 3.569-5.516 Roadway ID 48012000	Minor Arterial	4	Divided	6	3.08	1.945	Urbanized	(D) 33,200	5189 5164 4039 282 T	n/a	2002	35,900	F*	(D) 1,770	1,915	F*
										38,500	2003	35,700	F*		1,905	F*
										29,000	2004	38,000	F*		2,027	F*
										24,653	2005	37,200	F*		1,985	F*
											2006	35,100	E*		1,873	F*
											2007	37,000	F*		1,974	F*
											2008	36,494	F*		1,947	F*
										% of MV	2009	33,567	E*		1,791	E*
										92.52%	2010	30,718	D		1,639	D
										102.15%	2015	33,915	E*		1,809	E*
										112.79%	2020	37,445	F*		1,998	F*
										SR 289 (cont.)						
Bayou Boulevard SR 289 / 9th Avenue to 12th Avenue 5.516-6.268 Roadway ID 48012000	Minor Arterial	4	Divided	2	2.67	0.75	Urbanized	(D) 33,200	544 5008	n/a	2002	23,000	C	(D) 1,770	1,227	C
										23,000	2003	22,800	C		1,216	C
											2004	25,500	D		1,360	D
											2005	26,000	D		1,387	D
											2006	29,000	D		1,547	D
											2007	26,500	D		1,414	D
											2008	25,500	D		1,360	D
										% of MV	2009	23,500	C		1,254	C
										69.28%	2010	23,000	C		1,227	C
										76.49%	2015	25,394	D		1,355	D
										84.45%	2020	28,037	D		1,496	D
										SR 296 (cont.)						
Bayou Boulevard & Perry Avenue 12th Avenue to Cervantes Street / US 90 / SR10A 6.268-9.601 Roadway ID 48012000	Minor Arterial	2	Undivided	2	0.589	3.392	Urbanized	(D) 16,500	4009 5055 5228 5041 5039	14,200	2002	11,500	C	(D) 880	614	C
										n/a	2003	11,000	C		587	C
										11,100	2004	11,900	C		635	C
										7,700	2005	11,300	C		603	C
										8,000	2006	11,100	C		592	C
											2007	10,700	C		571	C
											2008	10,625	C		567	C
										% of MV	2009	10,100	C		539	C
										62.12%	2010	10,250	C		547	C
										68.59%	2015	11,317	C		604	C
										75.73%	2020	12,495	C		667	C
										Segment contains additional lanes at 12th Avenue.						

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 - ESCAMBIA COUNTY'S 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 297																												
Pine Forest Road Mobile Highway / US 90 / SR 10A to I-10 / SR 8 0.000-3.390 Roadway ID 48190000	Minor Arterial	4	Divided	2	0.59	3.39	Urbanized	(D) 36,700	4063 4064	29,000 15,100	2002	26,000	B	(D) 1,960	1,387	B												
											2003	24,200	B		1,291	B												
											2004	26,000	B		1,387	B												
											2005	25,200	B		1,344	B												
											2006	24,500	B		1,307	B												
											2007	26,250	B		1,400	B												
											2008	23,050	B		1,230	B												
											% of MV	2009	22,750		B	1,214	B											
											60.08%	2010	22,050		B	1,176	B											
											66.34%	2015	24,345		B	1,299	B											
											73.24%	2020	26,879		B	1,434	B											
											I-10 / SR 8 to Nine Mile Road / US 90A / SR 10																	
											3.390-4.294 Roadway ID 48190000	Minor Arterial	2		Undivided	2	2.21	0.904	Urbanized	(D) 15,200	4061	23,500	2002	24,500	F*	(D) 810	1,307	F*
2003	23,000	F*	1,227	F*																								
2004	23,500	F*	1,254	F*																								
2005	24,500	F*	1,307	F*																								
2006	22,500	F*	1,200	F*																								
2007	22,500	F*	1,200	F*																								
2008	21,500	F*	1,147	F*																								
% of MV	2009	25,000	F*	1,334	F*																							
154.61%	2010	23,500	F*	1,254	F*																							
170.70%	2015	25,946	F*	1,384	F*																							
188.46%	2020	28,646	F*	1,528	F*																							
Segment was granted a Backlogged Facility Designation in April, 1995. Segment contains additional lanes at I-10.																												
SR 298																												
Lillian Highway SR 30 / US 98 to Blue Angel Parkway / SR 173 3.971-7.306 Roadway ID 48110000	Principal Arterial	2	Undivided	1	0.30	3.335	Urbanized	(D) 16,500	203	9,400	2002	10,100	C	(D) 880	539	C												
											2003	9,600	B		512	C												
											2004	10,200	C		544	C												
											2005	10,200	C		544	C												
											2006	10,000	C		534	C												
											2007	10,500	C		560	C												
											2008	8,400	B		448	B												
											% of MV	2009	9,400		B	501	B											
											56.97%	2010	9,400		B	501	B											
											62.90%	2015	10,378		C	554	C											
											69.45%	2020	11,459		C	611	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.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 298 (cont.)																	
Lillian Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 7.306-7.989 Roadway ID 48110000	Principal Arterial	2	Undivided	1	1.47	0.68	Urbanized	(D) 16,500	4016	13,300	2002	14,500	C	(D) 880	774	C	
											2003	13,500	C		720	C	
											2004	14,300	C		763	C	
											2005	13,900	C		742	C	
											2006	13,700	C		731	C	
											2007	14,600	C		779	C	
											2008	12,500	C		667	C	
											% of MV	2009	13,900		C	742	C
											80.61%	2010	13,300		C	710	C
											89.00%	2015	14,684		C	783	C
98.26%	2020	16,213	D	865	D												
Fairfield Drive / SR 272 to SR 295 / New Warrington Road 7.989-10.808 Roadway ID 48110000	Principal Arterial	2	Undivided	3	1.06	2.84	Urbanized	(D) 16,500	5150 5083 5148	10,500 8,600 8,100	2002	10,800	C	(D) 880	576	C	
											2003	10,800	C		576	C	
											2004	10,800	C		576	C	
											2005	10,000	C		534	C	
											2006	11,000	C		587	C	
											2007	10,333	C		551	C	
											2008	9,800	C		523	C	
											% of MV	2009	9,567		B	510	C
											54.95%	2010	9,067		B	484	B
											60.67%	2015	10,011		C	534	C
66.99%	2020	11,053	C	590	C												
SR 727																	
Fairfield Drive SR 292 / Gulf Beach Highway to SR 30 / US 98 / Dr. Farin Drive 0.000-1.638 Roadway ID 48004000	Minor Arterial	2	Undivided	1	0.61	1.64	Urbanized	(D) 16,500	5132	5,800	2002	5,900	B	(D) 880	315	B	
											2003	5,900	B		315	B	
											2004	6,500	B		347	B	
											2005	7,000	B		373	B	
											2006	7,200	B		384	B	
											2007	6,700	B		357	B	
											2008	5,300	B		283	B	
											% of MV	2009	5,900		B	315	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												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 727 (cont.)																	
Fairfield Drive	Minor Arterial	2	Undivided	2	1.46	1.371	Urbanized	(D) 16,500	4021 5099	14,500 12,800	2002	13,600	C	(D) 880	726	C	
SR 30 / US 98 / Dr. Farin Drive to Lillian Highway / SR 298 1.638-3.010 Roadway ID 48004000											2003	13,800	C		736	C	
											2004	15,100	C		806	C	
											2005	15,900	D		848	C	
											2006	15,800	D		843	C	
											2007	16,150	D		862	C	
											2008	14,300	C		763	C	
											% of MV	2009	14,000		C	747	C
											82.73%	2010	13,650		C	728	C
											91.34%	2015	15,071		C	804	C
											100.84%	2020	16,639		F*	888	F*
Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A	Minor Arterial	2	Undivided	3	1.02	2.945	Urbanized	(D) 16,500	4018 5088 5146	23,000	2002	19,000	F*	(D) 880	1,014	F*	
3.010-5.951 Roadway ID 48004000										21,500	2003	19,200	F*		1,024	F*	
										15,000	2004	19,200	F*		1,024	F*	
										2005	23,300	F*	1,243		F*		
										2006	20,800	F*	1,110		F*		
										2007	20,167	F*	1,054		F*		
										2008	19,333	F*	1,031		F*		
										% of MV	2009	19,667	F*		1,049	F*	
										120.20%	2010	19,833	F*		1,058	F*	
										132.71%	2015	21,897	F*		1,168	F*	
										146.52%	2020	24,176	F*		1,290	F*	
Mobile Highway / US 90 / SR 10A to SR 295 / New Warrington Road	Minor Arterial	4	Divided	1	1.25	0.803	Urbanized	(D) 36,700	5151	23,500	2002	21,000	B	(D) 1,960	1,120	B	
5.951-6.517 Roadway ID 48004000										2003	25,000	B	1,334		B		
										2004	24,500	B	1,307		B		
										2005	28,000	B	1,494		B		
										2006	25,500	B	1,360		B		
										2007	22,500	B	1,200		B		
										2008	23,500	B	1,254		B		
										% of MV	2009	24,000	B		1,280	B	
										64.03%	2010	23,500	B		1,254	B	
										70.70%	2015	25,946	B		1,384	B	
										78.06%	2020	28,646	B		1,528	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	
SR 742																	
W Burgess Road SR 95 / Pensacola Boulevard to CR 95-A / Old Palafox Highway 19.439-20.015 Roadway ID 48013001	Minor Arterial	2	Undivided	1	1.75	0.57	Urbanized	(D) 16,500	5184	6,900	2002	10,100	C	(D) 880	539	C	
											2003	9,900	C		528	C	
											2004	10,400	C		555	C	
											2005	10,700	C		571	C	
											2006	10,400	C		555	C	
											2007	9,400	B		501	B	
											2008	8,800	B		469	B	
											% of MV	2009	8,600		B	459	B
											41.82%	2010	6,900		B	368	B
											46.17%	2015	7,618		B	406	B
											50.98%	2020	8,411		B	449	B
											Count Station 5181 added in 2004 reporting year.						
E Burgess Road CR 95A / Old Palafox Highway to Creighton Road 0.000-3.154 Roadway ID 48013000	Minor Arterial	2	Undivided	2	0.63	3.154	Urbanized	(D) 16,500	538 5182	12,600 8,900	2002	14,750	C	(D) 880	787	C	
											2003	13,500	C		720	C	
											2004	13,900	C		742	C	
											2005	13,600	C		726	C	
											2006	13,300	C		710	C	
											2007	13,600	C		726	C	
											2008	12,100	C		646	C	
											% of MV	2009	11,250		C	600	C
											65.15%	2010	10,750		C	574	C
											71.93%	2015	11,869		C	633	C
											79.42%	2020	13,104		C	699	C
											Plantation Road to Davis Highway / SR 291 1.616-1.967 Roadway ID 48013000	Minor Arterial	2		Divided	1	2.85
2003	NA	NA	NA	NA													
2004	11,000	C	587	C													
2005	11,500	D	614	D													
2006	11,500	D	614	D													
2007	15,800	D	843	D													
2008	13,850	D	739	D													
% of MV	2009	8,400	C	448	C												
51.69%	2010	8,250	C	440	C												
57.07%	2015	9,109	C	486	C												
63.01%	2020	10,057	C	537	C												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 742 (cont.)																	
E Burgess Road Sanders Street to Lanier Drive 2.734-2.985 Roadway ID 48013002	Minor Arterial	4	Divided	0	0	0.251	Urbanized	(D) 64,300	5295	2,100	2002	NA	NA	(D) 3,320	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	3,600	B		186	B	
											2008	2,300	B		119	B	
											% of MV	2009	2,300		B	119	B
											3.27%	2010	2,100		B	109	B
											3.61%	2015	2,319		B	120	B
											3.98%	2020	2,560		B	132	B
											Creighton Road Hillburn Road to Davis Highway 1.324-1.967 Roadway ID 48013002	Minor Arterial	4		Undivided	2	3.13
2003	NA	NA	NA	NA													
2004	NA	NA	NA	NA													
2005	NA	NA	NA	NA													
2006	NA	NA	NA	NA													
2007	12,200	C	651	C													
2008	14,200	C	758	C													
% of MV	2009	13,100	C	699	C												
34.56%	2010	10,900	C	582	C												
38.16%	2015	12,034	C	642	C												
42.13%	2020	13,287	C	709	C												
Davis Highway to Lanier Avenue 1.967-2.985 Roadway ID 48013002	Minor Arterial	4	Divided	1	1.00	1	Urbanized	(D) 36,700	5289	21,500				2002			
											2003	NA	NA	NA	NA		
											2004	NA	NA	NA	NA		
											2005	NA	NA	NA	NA		
											2006	NA	NA	NA	NA		
											2007	22,000	B	1,174	B		
											2008	22,000	B	1,174	B		
											% of MV	2009	22,500	B	1,200	B	
											58.58%	2010	21,500	B	1,147	B	
											64.68%	2015	23,738	B	1,266	B	
											71.41%	2020	26,208	B	1,398	B	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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 742 (cont.)																	
Creighton Road	Minor Arterial	4	Divided	3	3.26	0.92	Urbanized	(D) 33,200	4069 4067	n/a 33,500	2002	20,900	C	(D) 1,770	1,092	C	
Lanier Drive to SR 289 / 9th Avenue											2003	19,800	C		1,035	C	
											2004	19,900	C		1,040	C	
											2005	24,800	C		1,296	C	
											2006	23,500	C		1,228	C	
											2007	23,250	C		1,215	C	
											2008	22,000	C		1,174	C	
											% of MV	2009	21,100		C	1,126	C
											100.90%	2010	33,500		E*	1,787	E*
											111.41%	2015	36,987		F*	1,973	F*
											123.00%	2020	40,836		F*	2,179	F*
SR 289 / 9th Avenue to SR 10A / US 90 (Scenic Highway)											Minor Arterial	2	Undivided		2	0.87	2.3
SR 289 / 9th Avenue to SR 10A / US 90 (Scenic Highway)	12,900	2003	8,700	B	464	B											
	2004	9,400	B	501	B												
	2005	9,700	C	517	C												
	2006	9,550	B	509	B												
	2007	9,700	C	517	C												
	2008	9,500	B	507	B												
	% of MV	2009	8,800	B	469	B											
	53.64%	2010	8,850	B	472	B											
	59.22%	2015	9,771	C	521	C											
	65.38%	2020	10,788	C	576	C											
Segment contains additional lanes / is divided at SR 289 intersection.																	
SR 750																	
Airport Boulevard	Minor Arterial	4	Divided	5	5	1	Urbanized	(C) 12,600	5300 5303	28,500	2002	25,500	D*	(C) 670	1,360	D*	
Davis Highway to 9th Avenue										32,000	2003	26,250	D*		1,400	D*	
										2004	29,250	E*	1,560		E*		
										2005	28,800	E*	1,536		E*		
										2006	29,250	E*	1,560		E*		
										2007	30,000	E*	1,601		E*		
										2008	28,000	D*	1,494		D*		
										% of MV	2009	27,750	D*		1,480	D*	
										240.08%	2010	30,250	E*		1,614	E*	
										265.07%	2015	33,398	F*		1,782	F*	
										292.66%	2020	36,875	F*		1,967	F*	
Segment is on the Strategic Intermodal 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	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 750 (cont.)																	
Airport Boulevard	Minor Arterial	4	Divided	1	1.72	0.582	Urbanized	(C) 35,500	5304	20,100	2002	17,800	B	(C) 1,890	950	B	
SR 289 / 9th Avenue to 12th Avenue 0.000-0.582 Roadway ID 48008000											2003	19,600	B		1,046	B	
											2004	19,900	B		1,062	B	
											2005	21,500	B		1,147	B	
											2006	23,500	B		1,254	B	
											2007	23,000	B		1,227	B	
											2008	22,000	B		1,174	B	
											% of MV	2009	16,100		B	859	B
											56.62%	2010	20,100		B	1,072	B
											62.51%	2015	22,192		B	1,184	B
											69.02%	2020	24,502		B	1,307	B
Segment is on the Strategic Intermodal System																	
SR 752																	
Texar Drive	Urban Collector	4	Divided	4	3.38	1.185	Urbanized	(D) 33,200	5284 5090	9,800 5,090	2002	9,500	C	(D) 1,770	507	C	
SR 295 / Fairfield Drive to SR 289 / 9th Avenue 0.000-1.182 Roadway ID 48005000											2003	9,400	C		501	C	
											2004	9,650	C		515	C	
											2005	10,300	C		550	C	
											2006	10,800	C		576	C	
											2007	10,500	C		560	C	
											2008	9,400	C		501	C	
											% of MV	2009	9,700		C	517	C
											23.49%	2010	7,800		C	416	C
											25.94%	2015	8,612		C	459	C
											28.64%	2020	9,508		C	507	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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												
CR95A																												
Old Palafox Highway Pensacola Boulevard to Nine Mile Road 0.000-4.823 Roadway ID: 48731000	Urban Collector	2	Undivided	4	0.83	4.823	Urbanized	(D) 14,850	4051 4013 5072	11,500 16,000 14,300	2002	16,000	F*	(D) 792	827	F*												
											2003	16,800	F*		869	F*												
											2004	16,800	F*		869	F*												
											2005	18,300	F*		946	F*												
											2006	17,733	F*		917	F*												
											2007	17,433	F*		901	F*												
											2008	16,700	F*		863	F*												
											% of MV	2009	16,500		F*	853	F*											
											93.82%	2010	13,933		D	720	C											
											103.59%	2015	15,383		F*	795	F*											
											114.37%	2020	16,984		F*	878	F*											
											Nine Mile Road to Old Chemstrand Road 4.823-8.286 Roadway ID: 48791000	Urban Collector	2		Undivided	1	0.29	3.463	Urbanized	(D) 14,850	4055 235	9,100 8,700	2002	6,950	B	(D) 792	371	B
																							2003	7,900	B		421	B
2004	8,200	B	437	B																								
2005	8,400	B	448	B																								
2006	8,050	B	429	B																								
2007	8,400	B	448	B																								
2008	9,000	C	480	C																								
% of MV	2009	7,200	B	384	B																							
59.93%	2010	8,900	C	475	C																							
66.17%	2015	9,826	C	524	C																							
73.06%	2020	10,849	C	579	C																							
Old Chemstrand Road to US29 2.286-10.650 Roadway ID: 48731000	Urban Collector	2	Undivided	0	0	2.364	Urbanized	(D) 22,200	381	2,000				2002									2,600	B	(D) 1,140		134	B
														2003									2,700	B			140	B
											2004	3,200	B	165	B													
											2005	2,600	B	134	B													
											2006	2,500	B	129	B													
											2007	2,700	B	140	B													
											2008	3,000	B	155	B													
											% of MV	2009	2,200	B	114	B												
											9.01%	2010	2,000	B	103	B												
											9.95%	2015	2,208	B	114	B												
											10.98%	2020	2,438	B	126	B												

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR182																	
Barrancas Avenue Pace Boulevard to Garden Street 0.000-0.942 Roadway ID: 48000030	Minor Arterial	4	Undivided	2	2.12	0.942	Urbanized	(D) 28,386	5201	20,400	2002	22,000	D	(D) 1,514	1,174	D	
											2003	22,500	D		1,200	D	
											2004	23,500	D		1,254	D	
											2005	23,000	D		1,227	D	
											2006	23,000	D		1,227	D	
											2007	22,000	D		1,174	D	
											2008	20,100	C		1,072	C	
											% of MV	2009	19,200		C	1,024	C
											71.87%	2010	20,400		C	1,088	C
											79.35%	2015	22,523		D	1,202	D
											87.60%	2020	24,867		D	1,327	D
This roadway is maintained by the City of Pensacola																	
CR293																	
Bauer Road US98 to Sorrento Road 0.000-3.936 Roadway ID: 48505000	Urban Collector	2	Undivided	1	0.25	3.936	Urbanized	(D) 14,850	535	9,000	2002	7,000	B	(D) 792	373	B	
											2003	7,500	B		400	B	
											2004	7,700	B		411	B	
											2005	8,400	B		448	B	
											2006	8,600	B		459	B	
											2007	8,900	C		475	C	
											2008	7,500	B		400	B	
											% of MV	2009	7,200		B	384	B
											60.61%	2010	9,000		C	480	C
											66.91%	2015	9,937		C	530	C
											73.88%	2020	10,971		C	585	C
CR 295A																	
Old Corry Field Road Barrancas Avenue to Navy Boulevard 0.000-1.217 Roadway ID: 48560000	Urban Collector	2	Undivided	1	0.82	1.217	Urbanized	(D) 14,850	5127 5144	5,900 9,200	2002	7,250	B	(D) 792	387	B	
											2003	6,900	B		368	B	
											2004	8,500	B		453	B	
											2005	7,300	B		389	B	
											2006	6,950	B		371	B	
											2007	7,400	B		395	B	
											2008	7,100	B		379	B	
											% of MV	2009	7,100		B	379	B
											50.84%	2010	7,550		B	403	B
											56.13%	2015	8,336		B	445	B
											61.98%	2020	9,203		C	491	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR 295A (cont.)																	
Old Corry Field Road Navy Boulevard to Lillian Highway 1.217-2.650 Roadway ID: 48560000	Urban Collector	2	Undivided	1	0.70	1.433	Urbanized	(D) 14,850	5084 4017	12,500 9,200	2002	10,150	C	(D) 792	542	C	
											2003	9,750	C		520	C	
											2004	11,000	C		587	C	
											2005	10,300	C		550	C	
											2006	10,500	C		560	C	
											2007	10,250	C		547	C	
											2008	9,950	C		531	C	
											% of MV	2009	10,150		C	542	C
											73.06%	2010	10,850		C	579	C
											80.67%	2015	11,979		C	639	C
											89.06%	2020	13,226		C	706	C
CR 296																	
Saufley Field Road Saufley Field entrance to Blue Angel Parkway 0.000-0.780 Roadway ID: 48610000	Urban Collector	2	Divided	1	1.28	0.780	Urbanized	(D) 15,593	4073	4,800	2002	5,300	B	(D) 832	283	B	
											2003	5,900	B		315	B	
											2004	5,700	B		304	B	
											2005	6,000	B		320	B	
											2006	5,700	B		304	B	
											2007	5,900	B		315	B	
											2008	5,500	B		293	B	
											% of MV	2009	5,200		B	277	B
											30.78%	2010	4,800		B	256	B
											33.99%	2015	5,300		B	283	B
											37.52%	2020	5,851		B	312	B
Mobile Highway to Blue Angel Parkway																	
0.780.2.182 Roadway ID: 48610000	Minor Arterial	2	Divided	1	0.71	1.402	Urbanized	(D) 15,593	4015	19,500	2002	19,500	F*	(D) 832	1,040	F*	
											2003	20,000	F*		1,067	F*	
											2004	19,500	F*		1,040	F*	
											2005	21,000	F*		1,120	F*	
											2006	21,500	F*		1,147	F*	
											2007	21,500	F*		1,147	F*	
											2008	20,900	F*		1,115	F*	
											% of MV	2009	17,500		F*	934	F*
											125.06%	2010	19,500		F*	1,040	F*
											138.07%	2015	21,530		F*	1,149	F*
											152.44%	2020	23,770		F*	1,268	F*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR297																	
Dog Track Road Blue Angel Parkway to US 98 1.159-3.262 Roadway ID: 48602000	Major Collector	2	Undivided	1	0.48	2.103	Urbanized	(D) 14,850	150	5,800	2002	3,700	B	(D) 792	197	B	
											2003	4,800	B		256	B	
											2004	4,700	B		251	B	
											2005	5,600	B		299	B	
											2006	5,100	B		272	B	
											2007	5,200	B		277	B	
											2008	4,700	B		251	B	
											% of MV	2009	5,500		B	293	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
											Sorrento Road to Blue Angel Parkway 0.000-1.159 Roadway ID: 48602000	Urban Collector	2		Undivided	0	0.00
2003	2,600	B	134	B													
2004	2,700	B	140	B													
2005	3,000	B	155	B													
2006	3,100	B	160	B													
2007	3,400	B	176	B													
2008	2,500	B	129	B													
% of MV	2009	2,900	B	150	B												
13.96%	2010	3,100	B	160	B												
15.42%	2015	3,423	B	177	B												
17.02%	2020	3,779	B	195	B												
Gulf Beach Highway Sorrento Road to Blue Angel Parkway 2.829-7.837 Roadway ID: 48540000	Urban Collector	2	Undivided	1	0.20	5.008	Urbanized	(D) 14,850	297 299	5,500				2002			
										5,300	2003	5,350	B	285	B		
											2004	5,100	B	272	B		
											2005	5,600	B	299	B		
											2006	5,600	B	299	B		
											2007	5,600	B	299	B		
											2008	5,100	B	272	B		
										% of MV	2009	5,300	B	283	B		
										36.36%	2010	5,400	B	288	B		
										40.15%	2015	5,962	B	318	B		
										44.33%	2020	6,583	B	351	B		

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR 297 (cont.)																	
Pine Forest Road Nine Mile Road to West Roberts Road 0.000-2.016 Roadway ID: 48680000	Urban Collector	2	Undivided	0	0	2.016	Urbanized	(D) 22,200	4059 4058	18,500 11,500	2002	13,500	C	(D) 1,140	698	C	
											2003	13,500	C		698	C	
											2004	14,250	C		737	C	
											2005	15,000	C		776	C	
											2006	14,250	C		737	C	
											2007	14,750	C		763	C	
											2008	16,000	D		827	D	
											% of MV	2009	15,250		C	788	C
											67.57%	2010	15,000		C	776	C
											74.60%	2015	16,561		D	856	D
											82.36%	2020	18,285		D	945	D
Old Chemstrand Road US29 to Chemstrand Road 3.370-6.918 Roadway ID: 48680000	Urban Collector	2	Undivided	1	0.28	3.548	Urbanized	(D) 14,850	417 416	2,500 8,500	2002	4,650	B	(D) 792	248	B	
											2003	4,650	B		248	B	
											2004	5,100	B		272	B	
											2005	5,300	B		283	B	
											2006	5,750	B		307	B	
											2007	5,600	B		299	B	
											2008	5,250	B		280	B	
											% of MV	2009	4,400		B	235	B
											37.04%	2010	5,500		B	293	B
											40.89%	2015	6,072		B	324	B
											45.15%	2020	6,704		B	358	B
CR 297A																	
Pine Forest Road to CR97 0.000-1.365 Roadway ID: 48630000	Urban Collector	2	Undivided	0	0	1.365	Urbanized	(D) 22,200	4060	10,500	2002	9,700	C	(D) 1,140	501	C	
											2003	9,700	C		501	C	
											2004	11,500	C		595	C	
											2005	7,800	B		403	C	
											2006	10,500	C		543	C	
											2007	11,000	C		569	C	
											2008	11,000	C		569	C	
											% of MV	2009	11,000		C	569	C
											47.30%	2010	10,500		C	543	C
											52.22%	2015	11,593		C	599	C
											57.66%	2020	12,799		C	662	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																												
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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												
CR 298A																												
Fairfield Drive to New Warrington Road 0.000-2.499 Roadway ID: 48570000	Urban Collector	2	Undivided	3	1.20	2.499	Urbanized	(D) 14,850	5142 5140	11,000 5,000	2002	8,150	B	(D) 792	435	B												
											2003	7,850	B		419	B												
											2004	8,850	C		472	C												
											2005	8,200	B		437	B												
											2006	8,050	B		429	B												
											2007	7,450	B		397	B												
											2008	8,000	B		427	B												
											% of MV	2009	8,000		B	427	B											
											53.87%	2010	8,000		B	427	B											
											59.48%	2015	8,833		C	471	C											
											65.67%	2020	9,752		C	520	C											
											Jackson Street																	
											New Warrington Road to W Street 2.499-4.023 Roadway ID: 48570000	Urban Collector	2		Undivided	1	0.66	1.524	Urbanized	(D) 14,850	5145 4024	7,500 5,900	2002	7,600	B	(D) 792	405	B
2003	7,400	B	395	B																								
2004	8,200	B	437	B																								
2005	7,900	B	421	B																								
2006	8,850	C	472	C																								
2007	8,300	B	443	B																								
2008	7,950	B	424	B																								
% of MV	2009	8,300	B	443	B																							
45.12%	2010	6,700	B	357	B																							
49.81%	2015	7,397	B	395	B																							
55.00%	2020	8,167	B	436	B																							
W Street to A Street																												
W Street to A Street 4.023-4.554 Roadway ID: 48570000 0.000-0.950 Roadway ID: 48000032	Urban Collector	2	Undivided	1	0.68	1.481	Urbanized	(D) 14,850	5124	4,800				2002									6,300	B	(D) 792		336	B
											2003	5,200	B	277	B													
											2004	5,200	B	277	B													
											2005	5,200	B	277	B													
											2006	5,400	B	288	B													
											2007	5,400	B	288	B													
											2008	5,600	B	299	B													
											% of MV	2009	5,000	B	267	B												
											32.32%	2010	4,800	B	256	B												
											35.69%	2015	5,300	B	283	B												
											39.40%	2020	5,851	B	312	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 - ESCAMBIA COUNTY'S COUNTY ROADS																											
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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											
CR 399																											
Fort Pickens Road Fort Pickens to Pensacola Beach Boulevard 0.000-3.299 Roadway ID: 48230001	Urban Collector	2	Undivided	1	0.30	3.299	Urbanized	(D) 14,850	453	10,600	2002	9,200	C	(D) 792	491	C											
											2003	9,100	C		485	C											
											2004	12,200	C		651	C											
											2005	12,400	C		662	C											
											2006	12,600	C		672	C											
											2007	12,852	C		686	C											
											2008	13,400	C		715	C											
											<i>Note: 2007 counts were not available; thus, a 2% growth estimate was calculated</i>										2009	6,000	B	320	B		
																					% of MV	2010	10,600	C	566	C	
																					71.38%	2015	11,703	C	624	C	
																					78.81%	2020	12,921	C	689	C	
																					87.01%						
CR 443																											
Via De Luna Pensacola Beach Boulevard east to end of development 0.000-3.394 Roadway ID: 48530500	Urban Collector	2	Undivided	0	0	3.394	Urbanized	(D) 22,200	454	16,100	2002	11,400	C	(D) 1,140	589	C											
											2003	12,500	C		646	C											
											2004	14,800	C		765	C											
											2005	15,000	C		776	C											
											2006	11,000	C		569	C											
											2007	11,000	C		569	C											
											2008	28,500	F*		1,473	F*											
																					% of MV	2009	14,300	C	739	C	
																					72.52%	2010	16,100	D	832	D	
																					80.07%	2015	17,776	D	919	D	
																					88.40%	2020	19,626	D	1,015	D	
											CR 443																
E Street Cervantes Street to Texar Drive 0.000-1.706 Roadway ID: 48500001	Urban Collector	2	Undivided	4	2.34	1.706	Urbanized	(D) 13,680	5185 5091 5115	7,500 8,000 6,500	2002	8,000	C	(D) 729	427	C											
											2003	8,100	C		432	C											
											2004	8,867	C		473	C											
											2005	9,200	C		491	C											
											2006	9,167	C		489	C											
											2007	8,867	C		473	C											
											2008	8,967	C		478	C											
																					% of MV	2009	7,700	C	411	C	
																					80.41%	2010	11,000	D	587	D	
																					88.78%	2015	12,145	D	648	D	
																					98.02%	2020	13,409	D	715	D	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR 453																	
"W" Street Navy Boulevard to Cervantes Street 0.000-0.610 Roadway ID: 48511000	Minor Arterial	4	Divided	2	3.28	0.610	Urbanized	(D) 29,880	5192 5193	7,200 9,700	2002	10,850	C	(D) 1,593	579	C	
											2003	11,000	C		587	C	
											2004	11,150	C		595	C	
											2005	11,100	C		592	C	
											2006	11,500	C		614	C	
											2007	11,500	C		614	C	
											2008	10,600	C		566	C	
											% of MV	2009	10,950		C	584	C
											28.28%	2010	8,450		C	451	C
											31.22%	2015	9,329		C	498	C
											34.47%	2020	10,301		C	550	C
												2002	13,300		B	710	B
												2003	14,700		B	784	B
	2004	14,500	B	774	B												
	2005	15,300	B	816	B												
	2006	17,050	B	910	B												
	2007	16,200	B	864	B												
	2008	17,450	B	931	B												
	% of MV	2009	15,300	B	816	B											
	35.42%	2010	11,700	B	624	B											
	39.11%	2015	12,918	B	689	B											
	43.18%	2020	14,262	B	761	B											
Cervantes Street to Fairfield Drive 0.610-2.219 Roadway ID: 48511000	Minor Arterial	4	Divided	2	1.24	1.609	Urbanized	(D) 33,030	5194 5197	9,900 13,500	2002	13,300	B	(D) 1,764	710	B	
											2003	14,700	B		784	B	
											2004	14,500	B		774	B	
											2005	15,300	B		816	B	
											2006	17,050	B		910	B	
											2007	16,200	B		864	B	
											2008	17,450	B		931	B	
											% of MV	2009	15,300		B	816	B
											35.42%	2010	11,700		B	624	B
											39.11%	2015	12,918		B	689	B
											43.18%	2020	14,262		B	761	B
												2002	26,000		B	1,387	B
												2003	28,500		C	1,520	C
	2004	27,000	C	1,440	C												
	2005	28,000	C	1,494	C												
	2006	27,500	C	1,467	C												
	2007	30,500	C	1,627	C												
	2008	30,500	C	1,627	C												
	% of MV	2009	28,000	C	1,494	C											
	72.66%	2010	24,000	B	1,280	B											
	80.22%	2015	26,498	C	1,414	C											
	88.57%	2020	29,256	C	1,561	C											
Fairfield Drive to Beverly Parkway 2.219-3.618 Roadway ID: 48511000	Minor Arterial	4	Divided	2	1.43	1.399	Urbanized	(D) 33,030	5299	24,000	2002	26,000	B	(D) 1,764	1,387	B	
											2003	28,500	C		1,520	C	
											2004	27,000	C		1,440	C	
											2005	28,000	C		1,494	C	
											2006	27,500	C		1,467	C	
											2007	30,500	C		1,627	C	
											2008	30,500	C		1,627	C	
											% of MV	2009	28,000		C	1,494	C
											72.66%	2010	24,000		B	1,280	B
											80.22%	2015	26,498		C	1,414	C
											88.57%	2020	29,256		C	1,561	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR 453 (cont.)																	
"W" Street Beverly Parkway to Pensacola Boulevard 3.618-5.300 Roadway ID: 58511000	Minor Arterial	4	Divided	4	2.38	1.682	Urbanized	(D) 29,880	5280 5312	28,500 19,500	2002	26,500	D	(D) 1,593	1,414	D	
											2003	28,750	D		1,534	D	
											2004	28,500	D		1,520	D	
											2005	29,500	D		1,574	D	
											2006	29,750	D		1,587	D	
											2007	30,500	E*		1,627	E*	
											2008	30,000	E*		1,601	E*	
											% of MV	2009	26,000		D	1,387	D
											80.32%	2010	24,000		D	1,280	D
											88.68%	2015	26,498		D	1,414	D
											97.91%	2020	29,256		D	1,561	D
											CR 748						
Langley Avenue Davis Highway to 9th Avenue 0.000-1.537 Roadway ID: 48000015	Urban Collector	2	Divided	2	1.30	1.537	Urbanized	(D) 15,593	5227	5,200	2002	5,000	B	(D) 755	267	B	
											2003	5,200	B		277	B	
											2004	5,800	B		309	B	
											2005	6,300	B		336	B	
											2006	6,900	B		368	B	
											2007	6,900	B		368	B	
											2008	5,500	B		293	B	
											% of MV	2009	5,100		B	272	B
											33.35%	2010	5,200		B	277	B
											36.82%	2015	5,741		B	306	B
											40.65%	2020	6,339		B	338	B
											Segment is divided from Davis Highway to Goodrich Drive.						
9th Avenue to Scenic Highway 1.537-3.761 Roadway ID: 48000015	Urban Collector	2	Undivided	4	1.80	2.224	Urbanized	(D) 13,680	5305 5306	6,300 14,000	2002	11,500	D	(D) 729	614	D	
											2003	12,000	D		640	D	
											2004	12,750	D		680	D	
											2005	13,100	D		699	D	
											2006	12,650	D		675	D	
											2007	12,350	D		659	D	
											2008	11,450	D		611	D	
											% of MV	2009	11,050		D	590	D
											74.20%	2010	10,150		D	542	D
											81.92%	2015	11,206		D	598	D
											90.44%	2020	12,373		D	660	D

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR 749																	
Chemstrand Road Nine Mile Road to Old Chemstrand Road 0.000-3.945 Roadway ID: 48620000	Urban Collector	2	Undivided	1	0.25	3.945	Urbanized	(D) 14,850	4053	13,000	2002	15,000	F*	(D) 792	800	F*	
											2003	17,000	F*		907	F*	
											2004	17,000	F*		907	F*	
											2005	17,000	F*		907	F*	
											2006	17,000	F*		907	F*	
											2007	16,000	F*		854	F*	
											2008	16,000	F*		854	F*	
											% of MV	2009	15,500		F*	827	F*
											87.54%	2010	13,000		C	694	C
											96.65%	2015	14,353		D	766	D
											106.71%	2020	15,847		F*	845	F*
											CR 750						
Airport Boulevard W street to Old Palafox Street 0.000-0.441 Roadway ID: 48000064 0.000-0.187 Roadway ID: 48000116	Minor Arterial	4	Divided	2	3.18	0.628	Urbanized	(D) 29,880	5311	15,900	2002	9,600	C	(D) 1,593	512	C	
											2003	16,700	C		891	C	
											2004	19,200	C		1,024	C	
											2005	18,700	C		998	C	
											2006	21,200	C		1,131	C	
											2007	20,200	C		1,078	C	
											2008	21,500	C		1,147	C	
											% of MV	2009	21,200		C	1,131	C
											53.21%	2010	15,900		C	848	C
											58.75%	2015	17,555		C	937	C
											64.87%	2020	19,382		C	1,034	C
											Old Palafox Street to I-110 0.187-1.155 Roadway ID: 48000116						
Minor Arterial	4	Divided	0	0	0.968	Urbanized	(D) 64,300	5283	25,000	2002	N/A	N/A	(D) 33,200	N/A	N/A		
										2003	N/A	N/A		N/A	N/A		
										2004	N/A	N/A		N/A	N/A		
										2005	N/A	N/A		N/A	N/A		
										2006	N/A	N/A		N/A	N/A		
										2007	N/A	N/A		N/A	N/A		
										2008	N/A	N/A		N/A	N/A		
										% of MV	2009	N/A		N/A	N/A	N/A	
										38.88%	2010	25,000		B	1,334	B	
										42.93%	2015	27,602		B	1,473	B	
										47.39%	2020	30,475		B	1,626	B	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR 750 (cont.)																	
I-110 to Davis Highway 1.155-1.606 Roadway ID: 48000116	Minor Arterial	4	Divided	1	2.22	0.451	Urbanized	(C) 22,500	5302	16,900	2002	N/A	N/A	(C) 1,197	N/A	N/A	
											2003	N/A	N/A		N/A	N/A	
											2004	N/A	N/A		N/A	N/A	
											2005	N/A	N/A		N/A	N/A	
											2006	N/A	N/A		N/A	N/A	
											2007	N/A	N/A		N/A	N/A	
											2008	N/A	N/A		N/A	N/A	
											% of MV	2009	N/A		N/A	N/A	N/A
											75.11%	2010	16,900		C	902	C
											82.93%	2015	18,659		C	995	C
											91.56%	2020	20,601		C	1,099	C
Segment is on the Strategic Intermodal System																	
CR 1868																	
Longleaf Drive/Kemp Road/ Diamond Dairy Road Pine Forest Road to Pensacola Boulevard 0.000-2.257 Roadway ID: 48000012 0.000-2.294 Roadway ID: 48000013		2	Undivided	1	0.22	4.551	Urbanized	(D) 14,850	5073	7,500	2002	9,000	C	(D) 792	480	C	
											2003	8,100	B		432	B	
											2004	9,000	C		480	C	
											2005	9,200	C		491	C	
											2006	9,000	C		480	C	
											2007	8,500	B		453	B	
											2008	8,900	C		475	C	
											% of MV	2009	7,500		B	400	B
											50.51%	2010	7,500		B	400	B
											55.76%	2015	8,281		B	442	B
											61.57%	2020	9,142		C	488	C
CR 1870																	
12th Avenue Cervantes Street to Fairfield Drive 0.000-2.358 Roadway ID: 48000047	Urban Collector	2	Undivided	2	0.85	2.358	Urbanized	(D) 14,850	5232	7,100	2002	7,700	B	(D) 792	411	B	
											2003	8,100	B		432	B	
											2004	9,300	C		496	C	
											2005	8,600	B		459	B	
											2006	8,600	B		459	B	
											2007	8,700	C		464	C	
											2008	8,500	B		453	B	
											% of MV	2009	8,300		B	443	B
											47.81%	2010	7,100		B	379	B
											52.79%	2015	7,839		B	418	B
											58.28%	2020	8,655		C	462	C
Segment is a City maintained roadway.																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
CR 1870 (cont.)																	
12th Avenue Bayou Boulevard to Airport Boulevard 0.995-1.712 Roadway ID: 48523000	Urban Collector	4	Divided	2	2.79	0.717	Urbanized	(D) 29,880	5186 543	27,500 24,500	2002	27,500	D	(D) 1,593	1,467	D	
											2003	28,250	D		1,507	D	
											2004	30,250	E*		1,614	E*	
											2005	31,800	F*		1,697	F*	
											2006	32,000	F*		1,707	F*	
											2007	33,250	F*		1,774	F*	
											2008	33,250	F*		1,774	F*	
											% of MV	2009	27,500		D	1,467	D
											87.01%	2010	26,000		D	1,387	D
											96.07%	2015	28,706		D	1,531	D
											106.07%	2020	31,694		F*	1,691	F*
											Segment is a City maintained roadway						
12th Avenue/Tippin Ave Airport Boulevard to Langley Avenue 1.712-2.650 Roadway ID: 48523000	Urban Collector	4	Divided	2	2.13	0.938	Urbanized	(D) 29,880	5310	18,900	2002	21,500	C	(D) 1,593	1,147	C	
											2003	21,300	C		1,136	C	
											2004	21,500	C		1,147	C	
											2005	21,000	C		1,120	C	
											2006	22,500	C		1,200	D	
											2007	22,500	C		1,200	D	
											2008	20,500	C		1,094	C	
											% of MV	2009	19,900		C	1,062	C
											63.25%	2010	18,900		C	1,008	C
											69.84%	2015	20,867		C	1,113	C
											77.11%	2020	23,039		D	1,229	D
											Segment is a City maintained roadway.						
9th Avenue																	
Bayfront Parkway to Chase Street 0.000-0.360 Roadway ID: 48000069	Minor Arterial	2	Divided	1	2.78	0.36	Urbanized	(D) 14,364	5265	4,700	2002	5,600	C	(D) 765	299	C	
											2003	5,800	C		309	C	
											2004	4,900	C		261	C	
											2005	5,500	C		293	C	
											2006	5,300	C		283	C	
											2007	4,700	C		251	C	
											2008	4,800	C		256	C	
											% of MV	2009	4,800		C	256	C
											32.72%	2010	4,700		C	251	C
											36.13%	2015	5,189		C	277	C
											39.89%	2020	5,729		C	306	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
12th Avenue																	
Fairfield Drive to Bayou Boulevard 0.518-0.995 Roadway ID: 48523000	Urban Collector	4	Divided	1	2.10	0.476	Urbanized	(D) 29,880	5187	21,000	2002	22,000	C	(D) 1,593	1,174	C	
											2003	27,250	D		1,454	D	
											2004	24,500	D		1,307	D	
											2005	27,000	D		1,440	D	
											2006	26,500	D		1,414	D	
											2007	24,500	D		1,307	D	
											2008	24,500	D		1,307	D	
											% of MV	2009	22,000		C	1,174	C
											70.28%	2010	21,000		C	1,120	C
											77.60%	2015	23,186		D	1,237	D
											85.67%	2020	25,599		D	1,366	D
											Segment is a City maintained roadway.						
Burgess Road																	
Davis Highway to Sanders Street 1.975 - 2.777 Roadway ID: 48013000	Minor Arterial	2	Undivided	1	1.25	.8	Urbanized	(D) 14,850	5295	2100	2002	NA	NA	(D) 792	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	2,300	B		123	B	
											% of MV	2009	2,300		B	123	B
											14.14%	2010	2,100		B	112	B
											15.61%	2015	2,319		B	124	B
											17.24%	2020	2,560		B	137	B
											Campus Boulevard-UWF						
University Parkway to Nine Mile Road 0.000-1.369 Roadway ID: 0.000-1.369	Urban Collector	4	Divided	2	1.46	1.369	Urbanized	(D) 33,030	5076	4,700	2002	5,000	B	(D) 1,764	267	B	
											2003	5,600	B		299	B	
											2004	3,500	B		187	B	
											2005	4,600	B		245	B	
											2006	3,600	B		192	B	
											2007	4,100	B		219	B	
											2008	4,000	B		213	B	
											% of MV	2009	4,400		B	235	B
											14.23%	2010	4,700		B	251	B
											15.71%	2015	5,189		B	277	B
											17.35%	2020	5,729		B	306	B

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
Main Street																	
Barrancas Avenue to "A" Street 0.000-0.687 Roadway ID: 48000117	Minor Arterial	2	Undivided	1	1.46	0.687	Urbanized	(D) 14,850	5082	11,500	2002	12,000	C	(D) 792	640	C	
											2003	12,000	C		640	C	
											2004	14,000	D		747	D	
											2005	13,500	C		720	C	
											2006	15,500	F*		827	F*	
											2007	14,500	D		774	D	
											2008	10,500	C		560	C	
											% of MV	2009	9,700		C	517	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
											"A" Street to Baylen Street 0.687-1.348 Roadway ID: 48000117	Minor Arterial	4		Divided	1	1.51
2003	18,500	B	987	B													
2004	19,600	B	1,046	B													
2005	20,500	B	1,094	B													
2006	18,500	B	987	B													
2007	15,000	B	800	B													
2008	16,500	B	880	B													
% of MV	2009	13,300	B	710	B												
42.39%	2010	14,000	B	747	B												
46.80%	2015	15,457	B	825	B												
51.67%	2020	17,066	B	910	B												
Baylen Street to Tarragona Street 1.348-1.596 Roadway ID: 48000117	Minor Arterial	2	Divided	1	4.03	0.248	Urbanized	(D) 14,364	5263	15,000				2002			
											2003	19,000	F*	1,014	F*		
											2004	21,000	F*	1,120	F*		
											2005	21,000	F*	1,120	F*		
											2006	21,500	F*	1,147	F*		
											2007	21,500	F*	1,147	F*		
											2008	16,000	F*	854	F*		
											% of MV	2009	16,500	F*	880	F*	
											104.43%	2010	15,000	D	800	D	
											115.30%	2015	16,561	F*	884	F*	
											127.30%	2020	18,285	F*	976	F*	

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	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	
University Parkway																	
Davis Highway to Nine Mile Road 0.000-1.452 Roadway ID: 48732500	Urban Collector	4	Divided	2	1.38	1.452	Urbanized	(D) 33,030	5297	27,000	2002	21,500	B	(D) 1,764	1,147	B	
											2003	23,500	B		1,254	B	
											2004	24,500	B		1,307	B	
											2005	23,000	B		1,227	B	
											2006	22,500	B		1,200	B	
											2007	24,500	B		1,307	B	
											2008	23,500	B		1,254	B	
											% of MV	2009	25,500		B	1,360	B
											81.74%	2010	27,000		C	1,440	C
											90.25%	2015	29,810		C	1,590	C
											99.65%	2020	32,913		D	1,756	D
											Nine Mile Road to Campus Boulevard 1.452-2.271 Roadway ID: 48732500	Urban Collector	4		Divided	2	2.44
2003	10,700	C	571	C													
2004	12,800	C	683	C													
2005	14,500	C	774	C													
2006	12,900	C	688	C													
2007	14,900	C	795	C													
2008	18,100	C	966	C													
% of MV	2009	19,400	C	1,035	C												
57.56%	2010	17,200	C	918	C												
63.55%	2015	18,990	C	1,013	C												
70.17%	2020	20,967	C	1,119	C												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 4																	
Escambia County Line to CR 399N / Neal Jones Road 0.763-7.144 Roadway ID 58080000	Minor Arterial	2	Undivided	1	0.157	6.381	Rural Undev	(C) 8,100	38 5	4,200 2,600	2002	3,400	B	(C) 430	183	B	
											2003	3,450	B		186	B	
											2004	3,650	B		197	B	
											2005	3,500	B		189	B	
											2006	3,500	B		189	B	
											2007	3,700	B		199	B	
											2008	3,500	B		189	B	
											% of MV	2009	3,650		B	197	C
											41.98%	2010	3,400		B	183	B
											46.34%	2015	3,754		B	202	B
											51.17%	2020	4,145		B	223	B
SR 8 (I-10)																	
Escambia County Line to SR 281/ Avalon Boulevard 1.415-5.151 Roadway ID 58002000	Principal Arterial	4	Divided	0	0	3.736	Urbanized	(C) 59,800	2001	50,000	2002	43,500	B	(C) 3,020	2,201	C	
											2003	42,000	B		2,125	B	
											2004	47,500	C		2,404	C	
											2005	36,500	B		1,847	B	
											2006	36,500	B		1,847	B	
											2007	43,000	B		2,176	B	
											2008	43,500	B		2,201	C	
											% of MV	2009	47,000		C	2,378	C
											83.61%	2010	50,000		C	2,530	C
											92.31%	2015	55,204		C	2,793	C
											101.92%	2020	60,950		D*	3,084	D*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																											
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 8 (I-10) (cont.)																											
SR 281 / Avalon Boulevard to SR 87 / FL-AL Urbanized Area Boundary 5.151-14.723 Roadway ID 58002000	Principal Arterial	4	Divided	0	0	9.572	Urbanized	(C) 59,800	2002	N/A	2002	25,900	B	(C) 3,020	1,311	B											
										2003	29,000	2003	25,200		B	1,275	B										
										2004	N/A	2004	28,667		B	1,451	B										
										2008	29,500	2005	27,000		B	1,366	B										
										2010	N/A	2006	26,000		B	1,316	B										
										2005	26,500	2007	29,167		B	1,476	B										
												2008	25,933		B	1,312	B										
												% of MV	2009		27,167	B	1,375	B									
												47.38%	2010		28,333	B	1,434	B									
												52.31%	2015		31,282	B	1,583	B									
												57.76%	2020		34,538	B	1,748	B									
													2002		19,500	B	1,008	B									
										SR 87 / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary																	
SR 87 / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary 14.723 - 25.905 Roadway ID 58002000	Principal Arterial	4	Divided	0	0	11.182	Trans.	(C) 57,600	2006	N/A	2002	19,500	B	(C) 2,980	1,008	B											
										2007	22,500	2003	19,400		B	1,003	B										
												2004	24,500		B	1,267	B										
												2005	22,000		B	1,137	B										
												2006	25,500		B	1,318	B										
												2007	23,500		B	1,215	B										
												2008	21,000		B	1,086	B										
												% of MV	2009		21,500	B	1,112	B									
												39.06%	2010		22,500	B	1,163	B									
												43.13%	2015		24,842	B	1,284	B									
												47.62%	2020		27,427	B	1,418	B									
										Segment is on the Strategic Intermodal System																	
										SR 10 (US 90)																	
Escambia County Line to East Spencer Field Road 0.000-5.811 Roadway ID 58010000	Minor Arterial	4	Divided	4	0.688	5.811	Urbanized	(D) 36,700	27 105	39,500	2002	31,750	C	(D) 1,960	1,694	C											
										31,000	2003	30,000	C		1,601	C											
											2004	37,000	F*		1,974	F*											
											2005	38,300	F*		2,043	F*											
											2006	40,500	F*		2,161	F*											
											2007	36,750	F*		1,961	F*											
											2008	32,750	C		1,747	C											
												% of MV	2009		33,500	C	1,787	C									
												95.37%	2010		35,000	C	1,867	C									
												105.29%	2015		38,643	F*	2,062	F*									
												116.25%	2020		42,665	F*	2,276	F*									

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 10 (US 90) (cont.)																	
East Spencer Field Road to SR 281 / Avalon Boulevard 5.811-9.304 Roadway ID 58010000	Minor Arterial	4	Divided	6	1.718	3.493	Urbanized	(D) 36,700	128	31,500	2002	26,500	B	(D) 1,960	1,414	B	
											2003	28,000	B		1,494	B	
											2004	32,500	C		1,734	C	
											2005	33,500	C		1,787	C	
											2006	33,500	C		1,787	C	
											2007	29,000	B		1,547	B	
											2008	28,000	B		1,494	B	
											% of MV	2009	30,500		C	1,627	C
											85.83%	2010	31,500		C	1,681	C
											94.76%	2015	34,779		C	1,855	C
											104.63%	2020	38,398		F*	2,049	F*
SR 281 / Avalon Boulevard to SR 87 / Stewart Street 9.304-11.621 Roadway ID 58010000	Minor Arterial	4	Divided	5	2.158	2.317	Urbanized	(D) 33,200	1502 5018	38,000 N/A	2002	30,250	D	(D) 1,770	1,614	D	
											2003	30,000	D		1,601	D	
											2004	32,500	D		1,734	D	
											2005	34,250	E*		1,827	E*	
											2006	34,250	E*		1,827	E*	
											2007	33,250	E*		1,774	E*	
											2008	29,500	D		1,574	D	
											% of MV	2009	31,250		D	1,667	D
											114.46%	2010	38,000		F*	2,027	F*
											126.37%	2015	41,955		F*	2,238	F*
											139.52%	2020	46,322		F*	2,471	F*
SR 87 / Stewart Street to Airport Road 11.621-14.766 Roadway ID 58010000	Minor Arterial	2	Undivided	4	1.272	3.145	Urbanized	(D) 16,500	5011 1503 5010 1507 62	22,000 N/A	2002	15,800	D	(D) 880	843	D	
											2003	16,100	D		859	D	
											2004	16,375	D		874	D	
											2005	18,100	F*		966	F*	
											2006	17,750	F*		947	F*	
											2007	16,700	F*		891	F*	
											2008	16,375	D		874	D	
											% of MV	2009	15,875		D	847	D
											106.52%	2010	17,575		F*	938	F*
											117.60%	2015	19,404		F*	1,035	F*
											129.84%	2020	21,424		F*	1,143	F*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 10 (US 90) (cont.)																	
Airport Road to SR 87S / Milton Road / FL-AL Urbanized Area Boundary 14.766-16.216 Roadway ID 58010000	Minor Arterial	2	Undivided	1	0.690	1.45	Urbanized	(D) 16,500	19 18	13,000 5,800	2002	7,000	B	(D) 880	373	B	
											2003	6,550	B		349	B	
											2004	8,450	B		451	B	
											2005	8,600	B		459	B	
											2006	7,800	B		416	B	
											2007	7,900	B		421	B	
											2008	8,000	B		427	B	
											% of MV	2009	8,300		B	443	B
											56.97%	2010	9,400		B	501	B
											62.90%	2015	10,378		C	554	C
											69.45%	2020	11,459		C	611	C
SR 87S / Milton Road / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary 16.216-27.920 Roadway ID 58010000																	
SR 87S / Milton Road / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary 16.216-27.920 Roadway ID 58010000	Minor Arterial	2	Undivided	0	0	11.704	Trans.	(C) 15,100	251 T	2,187	2002	1,904	B	(C) 800	102	B	
											2003	1,889	B		101	B	
											2004	2,203	B		118	B	
											2005	2,320	B		124	B	
											2006	2,350	B		125	B	
											2007	2,121	B		113	B	
											2008	1,994	B		106	B	
											% of MV	2009	2,141		B	114	B
											14.48%	2010	2,187		B	117	B
											15.99%	2015	2,415		B	129	B
											17.66%	2020	2,666		B	142	B
SR 30 (US 98)																	
Escambia County Line to Fairpoint Drive 0.000-0.724 Roadway ID 58030000	Principal Arterial	6	Divided	1	1.381	0.724	Urbanized	(D) 55,300	261 T	50,065	2002	52,854	C	(D) 2,940	2,820	C	
											2003	54,472	D		2,906	D	
											2004	53,495	C		2,854	C	
											2005	52,700	C		2,812	C	
											2006	52,855	C		2,820	C	
											2007	51,077	C		2,725	C	
											2008	48,428	C		2,584	C	
											% of MV	2009	49,683		C	2,651	C
											90.53%	2010	50,065		C	2,671	C
											99.96%	2015	55,276		D	2,949	F*
											110.36%	2020	61,029		F*	3,256	F*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 30 (US 98) (cont.)																	
Fairpoint Drive to SR 399 / Pensacola Beach Boulevard 0.724-1.653 Roadway ID 58030000	Principal Arterial	6	Divided	2	2.153	0.929	Urbanized	(D) 50,300	143	50,000	2002	55,500	F*	(D) 2,680	2,961	F*	
											2003	48,500	D		2,587	D	
											2004	53,000	E*		2,828	E*	
											2005	53,500	F*		2,854	F*	
											2006	54,500	F*		2,908	F*	
											2007	55,500	F*		2,961	F*	
											2008	46,500	D		2,481	D	
											% of MV	2009	53,000		E*	2,828	E*
											99.40%	2010	50,000		D	2,668	D
											109.75%	2015	55,204		F*	2,945	F*
											121.17%	2020	60,950		F*	3,252	F*
SR 399 / Pensacola Beach Boulevard to East End of Navel Live Oaks/ Gulf Breeze City Limits 1.653-4.418 Roadway ID 58030000	Principal Arterial	4	Divided	1	0.362	2.765	Urbanized	(D) 36,700	28	46,000	2002	49,000	F*	(D) 1,960	2,614	F*	
											2003	44,500	F*		2,374	F*	
											2004	45,000	F*		2,401	F*	
											2005	47,500	F*		2,534	F*	
											2006	46,500	F*		2,481	F*	
											2007	45,500	F*		2,427	F*	
											2008	43,000	F*		2,294	F*	
											% of MV	2009	47,000		F*	2,507	F*
											125.34%	2010	46,000		F*	2,454	F*
											138.39%	2015	50,788		F*	2,710	F*
											152.79%	2020	56,074		F*	2,992	F*
East End of Naval Live Oaks / Gulf Breeze City Limits to CR 191B / Soundside Drive 4.418-9.069 Roadway ID 58030000	Principal Arterial	4	Divided	6	1.290	4.651	Urbanized	(D) 36,700	30 34 31	39,500	2002	38,300	F*	(D) 1,960	2,043	F*	
										47,000	2003	38,200	F*		2,038	F*	
										34,000	2004	38,000	F*		2,027	F*	
											2005	42,300	F*		2,257	F*	
											2006	46,333	F*		2,472	F*	
											2007	44,167	F*		2,356	F*	
											2008	39,333	F*		2,098	F*	
										% of MV	2009	43,333	F*		2,312	F*	
										109.45%	2010	40,167	F*		2,143	F*	
										120.84%	2015	44,348	F*		2,366	F*	
										133.42%	2020	48,963	F*		2,612	F*	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 30 (US 98) (cont.)																	
CR 191B to FL-AL & OK - WL Urbanized Area Boundaries (West of Bergren Road)	Principal Arterial	4	Divided	1	0.226	4.425	Urbanized	(D) 36,700	283	32,500	2002	27,500	B	(D) 1,960	1,467	B	
											2003	26,500	B		1,414	B	
											2004	29,000	B		1,547	B	
											2005	32,500	C		1,734	C	
											2006	34,000	C		1,814	C	
											2007	35,000	C		1,867	C	
											2008	30,500	C		1,627	C	
											% of MV	2009	32,000		C	1,707	C
											88.56%	2010	32,500		C	1,734	C
											97.77%	2015	35,883		D	1,914	D
107.95%	2020	39,617	F*	2,114	F*												
Within FL-AL Urbanized Area Boundary																	
9.069-13.494 Roadway ID 58030000											% of MV	2009	32,000	C	1,707	C	
											88.56%	2010	32,500	C	1,734	C	
											97.77%	2015	35,883	D	1,914	D	
											107.95%	2020	39,617	F*	2,114	F*	
	FL-AL and OK-WL Urbanized Area Boundaries (West of Bergren Road) to Edgewood Drive	Principal Arterial	4	Divided	0	0	1.531	Urbanized	(D) 64,300	283	32,500	2002	27,500	B	(D) 3,320	1,422	B
												2003	26,500	B		1,370	B
												2004	29,000	B		1,499	B
												2005	32,500	B		1,680	B
												2006	34,000	B		1,758	B
												2007	35,000	C		1,810	C
2008												30,500	B	1,577		B	
% of MV												2009	32,000	B		1,654	B
50.54%												2010	32,500	B		1,680	B
55.81%												2015	35,883	C		1,855	C
61.61%	2020	39,617	C	2,048	C												
Within OK-WL Urbanized Area Boundary																	
13.494-15.025 Roadway ID 58030000											% of MV	2009	32,000	B	1,654	B	
											50.54%	2010	32,500	B	1,680	B	
											55.81%	2015	35,883	C	1,855	C	
											61.61%	2020	39,617	C	2,048	C	
	Edgewood Drive Belle Meade Circle	Principal Arterial	4	Divided	10	1.286	7.778	Urbanized	(D) 36,700	236 61	46,000	2002	30,000	C	(D) 1,960	1,601	C
											36,500	2003	29,000	B		1,547	B
												2004	35,000	C		1,867	C
												2005	35,800	D		1,910	D
												2006	37,000	F*		1,974	F*
												2007	36,750	F*		1,961	F*
											2008	37,250	F*	1,987		F*	
% of MV											2009	36,000	D	1,921		D	
112.40%											2010	41,250	F*	2,201		F*	
124.10%											2015	45,543	F*	2,430		F*	
137.01%	2020	50,284	F*	2,683	F*												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL	SIG	SEG	LOS AREA	LOS (STD)	FDOT	2010 AADT	AADT			PK HR. / PK DIR.			
				# OF SIG	PER MI.	LTH (ML.)		& MAX VOL	COUNT STA #		ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 30 (US 98) (cont.)																	
Belle Meade Circle to the Okaloosa County Line (FL-AL MPA Boundary) 22.803-24.005 Roadway ID 58030000	Principal Arterial	4	Divided	1	0.832	1.202	Urbanized	(D) 36,700	167T (OKA)	36,261	2002	33,823	C	(D) 1,960	1,804	C	
											2003	35,236	C		1,880	C	
											2004	38,019	F*		2,028	F*	
											2005	39,500	F*		2,107	F*	
											2006	37,661	F*		2,009	F*	
											2007	38,317	F*		2,044	F*	
											2008	35,942	D		1,918	D	
											% of MV	2009	36,403		D	1,942	D
											98.80%	2010	36,261		D	1,935	D
											109.09%	2015	40,035		F*	2,136	F*
120.44%	2020	44,202	F*	2,358	F*												
SR 87N																	
Stewart Street SR 10 / US 90 to SR 89 South 0.000-3.251 Roadway ID 58050000	Minor Arterial	4	Divided	4	1.230	3.251	Urbanized	(D) 36,700	5006 5004 1508 9937 T	16,600	2002	17,100	B	(D) 1,960	912	B	
										17,600	2003	16,300	B		870	B	
										10,300	2004	15,600	B		832	B	
										12,800	2005	14,600	B		779	B	
											2006	14,259	B		761	B	
											2007	14,642	B		781	B	
											2008	15,050	B		803	B	
										% of MV	2009	14,191	B		757	B	
										39.03%	2010	14,325	B		764	B	
										43.10%	2015	15,816	B		844	B	
47.58%	2020	17,462	B	932	B												
SR 89 South to SR 89 North 3.209-4.850 Roadway ID 58050000	Minor Arterial	4	Divided	0	0.000	1.641	Urbanized	(D) 64,300	9937 T	12,800	2002	11,121	B	(D) 3,320	575	B	
											2003	11,861	B		613	B	
											2004	12,690	B		656	B	
											2005	12,900	B		667	B	
											2006	12,437	B		643	B	
											2007	12,866	B		665	B	
											2008	12,600	B		651	B	
										% of MV	2009	12,862	B		665	B	
										19.91%	2010	12,800	B		662	B	
										21.98%	2015	14,132	B		731	B	
24.27%	2020	15,603	B	807	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 87N (cont.)																	
SR 89 North to Whiting Field Entrance / CR 87A / Langley Street 4.850-6.024 Roadway ID 58050000	Minor Arterial	4	Divided	1	0.852	1.174	Urbanized	(D) 36,700	60 114	N/A 11,100	2002	7,900	B	(D) 1,960	421	B	
											2003	8,200	B		437	B	
											2004	9,300	B		496	B	
											2005	8,800	B		469	B	
											2006	8,700	B		464	B	
											2007	9,800	B		523	B	
											2008	9,700	B		517	B	
											% of MV	2009	10,700		B	571	B
											30.25%	2010	11,100		B	592	B
											33.39%	2015	12,255		B	654	B
											36.87%	2020	13,531		B	722	B
Whiting Field Entrance Langley Street/CR 87A to FL-AL Urbanized Area Boundary (north of Whiting Field Circle) 6.024-8.070 Roadway ID 58050000	Minor Arterial	2	Undivided	1	0.489	2.046	Urbanized	(D) 16,500	119	4,000	2002	3,300	B	(D) 880	176	B	
											2003	3,200	B		171	B	
											2004	3,600	B		192	B	
											2005	3,600	B		192	B	
											2006	3,300	B		176	B	
											2007	3,700	B		197	B	
											2008	3,800	B		203	B	
											% of MV	2009	3,800		B	203	B
											24.24%	2010	4,000		B	213	B
											26.77%	2015	4,416		B	236	B
											29.55%	2020	4,876		B	260	B
FL-AL Urbanized Area Boundary (north of Whiting Field Circle) to FL-AL MPA Boundary (north of Hopewell Road) 8.070-11.712 Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	3.642	Trans.	(C) 15,100	278	2,700	2002	2,000	B	(C) 800	107	B	
											2003	2,200	B		117	B	
											2004	1,900	B		101	B	
											2005	2,600	B		139	B	
											2006	2,000	B		107	B	
											2007	2,600	B		139	B	
											2008	2,400	B		128	B	
											% of MV	2009	2,400		B	128	B
											17.88%	2010	2,700		B	144	B
											19.74%	2015	2,981		B	159	B
											21.80%	2020	3,291		B	176	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 Planning 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 ON SANTA ROSA COUNTY, STATE ROADS																
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL	SIG	SEG	LOS AREA	LOS (STD)	FDOT	2010 AADT	AADT			PK HR. / PK DIR.		
				# OF SIG	PER MI.	LTH (ML.)		& MAX VOL	COUNT STA #		ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 87N (cont.)																
FL-AL MPA Boundary (north of Hopewell Road) to the Alabama State Line 11.712-27.363 Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	15.651	Rural Undev	(C) 8,100	83 109	2,400	2002	2,075	B	(C) 430	112	B
										2,400	2003	2,400	B		129	B
											2004	2,850	B		154	B
											2005	2,250	B		121	B
											2006	2,100	B		113	B
											2007	2,300	B		124	B
											2008	2,200	B		119	B
										% of MV	2009	2,200	B		119	B
										29.63%	2010	2,400	B		129	B
										32.71%	2015	2,650	B		143	B
36.12%	2020	2,926	B	158	B											
SR 87S																
SR 30 / US 98 to north of Five Forks Road 0.000-3.448 Roadway ID 58040000	Minor Arterial	4	Divided	3	0.870	3.448	Urbanized	(C) 35,500	29	19,200	2002	15,100	B	(C) 1,890	806	B
											2003	14,500	B		774	B
											2004	13,300	B		710	B
											2005	13,700	B		731	B
											2006	14,100	B		752	B
											2007	18,700	B		998	B
											2008	16,300	B		870	B
										% of MV	2009	18,500	B		987	B
										54.08%	2010	19,200	B		1,024	B
										59.71%	2015	21,198	B		1,131	B
65.93%	2020	23,405	B	1,249	B											
Segment is on the Strategic Intermodal System																
North of Five Forks Road to OK-WL Urbanized Area Boundary (north of Vonnie Tolbert Road) 3.448-6.790 Roadway ID 58040000	Minor Arterial	2	Undivided	0	0.000	3,342	Urbanized	(C) 15,600	32	7,500	2002	6,300	B	(C) 800	326	B
											2003	6,900	B		357	B
											2004	8,000	C		414	C
											2005	7,400	B		383	B
											2006	7,000	B		362	B
											2007	7,800	B		403	C
											2008	7,400	B		383	B
										% of MV	2009	8,000	C		414	C
										48.08%	2010	7,500	B		388	B
										53.08%	2015	8,281	C		428	C
58.61%	2020	9,142	C	473	C											
Segment is on the Strategic Intermodal System																

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 Planning 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 ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 87S (cont.)																	
OK-WL Urbanized Boundary (North of Vonnie Tolbert Road) to Barney Broxon Road	Minor Arterial	2	Undivided	0	0.000	9.044	Trans.	(C) 15,100	32	7,500	2002	6,300	B	(C) 800	336	B	
											2003	6,900	B		368	B	
											2004	8,000	B		427	C	
											2005	7,400	B		395	B	
											2006	7,000	B		373	B	
											2007	7,800	B		416	B	
											2008	7,400	B		395	B	
											% of MV	2009	8,000		B	427	C
											49.67%	2010	7,500		B	400	B
											54.84%	2015	8,281		C	442	C
60.55%	2020	9,142	C	488	C												
Segment is on the Strategic Intermodal System																	
6.790-15.834 Roadway ID 58040000																	
Barney Broxon Road to FL-AL Urbanized Area Boundary (South of Nichols Lake Road)	Minor Arterial	4	Divided	0	0.000	0.545	Trans.	(C) 45,400	32	7,500	2002	6,300	B	(C) 2,420	336	B	
											2003	6,900	B		368	B	
											2004	8,000	B		427	B	
											2005	7,400	B		395	B	
											2006	7,000	B		373	B	
											2007	7,800	B		416	B	
											2008	7,400	B		395	B	
											% of MV	2009	8,000		B	427	B
											16.52%	2010	7,500		B	400	B
											18.24%	2015	8,281		B	442	B
20.14%	2020	9,142	B	488	B												
Segment is on the Strategic Intermodal System																	
15.834-16.379 Roadway ID 58040000																	
FL-AL Urbanized Area Boundary (south of Nichols Lake Road) to I-10 / SR 8	Minor Arterial	4	Divided	1	0.460	2.173	Urbanized	(C) 35,500	271	8,900	2002	7,200	B	(C) 1,890	384	B	
											2003	7,500	B		400	B	
											2004	7,900	B		421	B	
											2005	7,900	B		421	B	
											2006	8,100	B		432	B	
											2007	9,300	B		496	B	
											2008	9,400	B		501	B	
											% of MV	2009	8,000		B	427	B
											25.07%	2010	8,900		B	475	B
											27.68%	2015	9,826		B	524	B
30.56%	2020	10,849	B	579	B												
Segment is on the Strategic Intermodal System																	
16.379-18.552 Roadway ID 58040000																	

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 Planning 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 ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 87S (cont.)																	
I-10 / SR 8 to SR10 / US 90 18.552-19.769 Roadway ID 58040000	Minor Arterial	4	Divided	1	0.822	1.217	Urbanized	(D) 36,700	20	9,700	2002	7,300	B	(D) 1,960	389	B	
											2003	7,500	B		400	B	
											2004	8,500	B		453	B	
											2005	8,000	B		427	B	
											2006	7,200	B		384	B	
											2007	7,200	B		384	B	
											2008	8,000	B		427	B	
											% of MV	2009	8,500		B	453	B
											26.43%	2010	9,700		B	517	B
											29.18%	2015	10,710		B	571	B
											32.22%	2020	11,824		B	631	B
SR 89N																	
SR 10 / US 90 to Berryhill Road / CR 184A 0.000-0.795 Roadway ID 58001000	Minor Arterial	4	Divided	2	2.516	0.795	Urbanized	(D) 33,200	5017	22,500	2002	15,000	C	(D) 1,770	800	C	
											2003	15,400	C		822	C	
											2004	18,200	C		971	C	
											2005	20,000	C		1,067	C	
											2006	19,400	C		1,035	C	
											2007	18,900	C		1,008	C	
											2008	18,900	C		1,008	C	
											% of MV	2009	24,500		C	1,307	C
											67.77%	2010	22,500		C	1,200	C
											74.82%	2015	24,842		C	1,325	C
											82.61%	2020	27,427		D	1,463	D
Berryhill Road / CR 184A to SR 87 0.795-3.561 Roadway ID 58001000	Minor Arterial	4	Divided	4	1.446	2.766	Urbanized	(D) 36,700	5016 1506	18,400 16,400	2002	10,550	B	(D) 1,960	563	B	
											2003	11,300	B		603	B	
											2004	12,800	B		683	B	
											2005	13,800	B		736	B	
											2006	14,400	B		768	B	
											2007	14,850	B		792	B	
											2008	14,350	B		766	B	
											% of MV	2009	16,500		B	880	B
											47.41%	2010	17,400		B	928	B
											52.35%	2015	19,211		B	1,025	B
											57.79%	2020	21,211		B	1,132	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 Planning 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 ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 89 (cont.)																	
SR 87 to FL-AL Urbanized Area Boundary (south of Divot Lane) 0.000-1.760 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.76	Urbanized	(D) 22,200	121	2,500	2002	1,900	B	(D) 1,140	98	B	
											2003	2,200	B		114	B	
											2004	2,100	B		109	B	
											2005	2,200	B		114	B	
											2006	2,400	B		124	B	
											2007	2,500	B		129	B	
											2008	2,300	B		119	B	
											% of MV	2009	2,500		B	129	B
											11.26%	2010	2,500		B	129	B
											12.43%	2015	2,760		B	143	B
											13.73%	2020	3,047		B	158	B
FL-AL Urbanized Area Boundary (south of Divot Lane) to FL-AL MPA Boundary (south of Pond Creek Road) 1.760-2.914 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.154	Trans.	(C) 15,100	278	2,700	2002	2,000	B	(C) 800	107	B	
											2003	2,200	B		117	B	
											2004	1,900	B		101	B	
											2005	2,600	B		139	B	
											2006	2,000	B		107	B	
											2007	2,600	B		139	B	
											2008	2,400	B		128	B	
											% of MV	2009	2,400		B	128	B
											17.88%	2010	2,700		B	144	B
											19.74%	2015	2,981		B	159	B
											21.80%	2020	3,291		B	176	B
FL-AL MPA Boundary (south of Pond Creek Road) to Shell Road/Jay City Limits 2.912-20.693 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	17.781	Rural Undev	(C) 8,100	285 T 33	1,507 3,100	2002	2,082	B	(C) 430	112	B	
											2003	2,015	B		109	B	
											2004	2,252	B		121	B	
											2005	2,265	B		122	B	
											2006	2,197	B		118	B	
											2007	2,104	B		113	B	
											2008	2,023	B		109	B	
											% of MV	2009	2,242		B	121	B
											28.44%	2010	2,304		B	124	B
											31.40%	2015	2,544		B	137	B
											34.67%	2020	2,809		B	151	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 Planning 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 ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL	SIG	SEG	LOS AREA	LOS (STD)	FDOT	2010 AADT	AADT			PK HR. / PK DIR.			
				# OF SIG	PER MI.	LTH (ML.)		& MAX VOL	COUNT STA #		ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 89 (cont.)																	
Shell Road/Jay City Limits to Pollard Road 20.693-22-519 Roadway ID 58060000	Minor Arterial	2	Undivided	1	0.548	1.826	Rural Developed	(C) 9,800	33	3,100	2002	2,800	C	(C) 520	149	C	
											2003	2,600	C		139	C	
											2004	3,000	C		160	C	
											2005	2,900	C		155	C	
											2006	2,800	C		149	C	
											2007	2,700	C		144	C	
											2008	2,600	C		139	C	
											% of MV	2009	3,000		C	160	C
											31.63%	2010	3,100		C	165	C
											34.93%	2015	3,423		C	183	C
											38.56%	2020	3,779		C	202	C
											Pollard Road to the Alabama State Line 22.519-26.002 Roadway ID 58060000	Minor Arterial	2		Undivided	0	0.000
3,900	2003	1,675	B	90	B												
	2004	1,675	B	90	B												
	2005	1,900	B	102	B												
	2006	1,650	B	89	B												
	2007	1,725	B	93	B												
	2008	1,700	B	92	B												
% of MV	2009	1,575	B	85	B												
21.91%	2010	1,775	B	96	B												
24.19%	2015	1,960	B	106	B												
26.71%	2020	2,164	B	117	B												
SR 281																	
Avalon Boulevard SR 30 / US 98 to FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) 0.000-2.210 Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	2.21	Trans.	(C) 15,100	35	3,900	2002	3,300	B	(C) 800	176	B	
											2003	3,900	B		208	B	
											2004	4,200	B		224	B	
											2005	4,800	B		256	B	
											2006	5,300	B		283	B	
											2007	5,200	B		277	B	
											2008	4,100	B		219	B	
										% of MV	2009	3,600	B		192	B	
										25.83%	2010	3,900	B		208	B	
										28.52%	2015	4,306	B		230	B	
										31.48%	2020	4,754	B		254	B	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	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 281																	
Avalon Boulevard FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) to CR 191 2.210-7.090 Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	4.88	Urbanized	(D) 22,200	35	3,900	2002	3,300	B	(D) 1,140	171	B	
											2003	3,900	B		202	B	
											2004	4,200	B		217	B	
											2005	4,800	B		248	B	
											2006	5,300	B		274	B	
											2007	5,200	B		269	B	
											2008	4,100	B		212	B	
											% of MV	2009	3,600		B	186	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
CR 191 to I-10 / SR 8 / FL-AL Urbanized Area Boundary 7.090-10.941 Roadway ID 58170000	Minor Arterial	2	Undivided	1	0.260	3.851	Urbanized	(D) 16,500	280	5,900	2002	5,200	B	(D) 880	277	B	
											2003	5,200	B		277	B	
											2004	6,200	B		331	B	
											2005	6,400	B		341	B	
											2006	6,300	B		336	B	
											2007	6,100	B		325	B	
											2008	5,600	B		299	B	
											% of MV	2009	5,800		B	309	B
											35.76%	2010	5,900		B	315	B
											39.48%	2015	6,514		B	348	B
											43.59%	2020	7,192		B	384	B
I-10 / SR 8 Ramp / FL-AL Urbanized Area Boundary to US 90 / SR 10 0.000-5.127 Roadway ID 58005000	Minor Arterial	2	Undivided	3	0.585	5.127	Urbanized	(D) 16,500	270 276 215	22,000 18,000 19,500	2002	18,200	F*	(D) 880	971	F*	
											2003	18,300	F*		976	F*	
											2004	20,167	F*		1,076	F*	
											2005	17,000	F*		907	F*	
											2006	15,967	D		852	D	
											2007	17,800	F*		950	F*	
											2008	17,800	F*		950	F*	
											% of MV	2009	20,000		F*	1,067	F*
											120.20%	2010	19,833		F*	1,058	F*
											132.71%	2015	21,897		F*	1,168	F*
											146.52%	2020	24,176		F*	1,290	F*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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	
CR 89																	
Ward Basin Road I-10 to US 90 2.992 - 5.802 Roadway ID 58530000	Minor Arterial	2	Undivided	1	0.36	2.810	Urbanized	(D) 14,850	186 281	5,400 4,500	2002	5,000	B	(D) 792	267	B	
											2003	4,650	B		248	B	
											2004	5,300	B		283	B	
											2005	5,700	B		304	B	
											2006	5,650	B		301	B	
											2007	5,350	B		285	B	
											2008	5,750	B		307	B	
											% of MV	2009	5,100		B	272	B
											33.33%	2010	4,950		B	264	B
											36.80%	2015	5,465		B	292	B
											40.63%	2020	6,034		B	322	B
											CR 184						
Hickory Hammock Road CR 89 to SR 87 0.000 - 3.338 Roadway ID 58503000	Urban Collector	2	Undivided	0	0	3.338	Urbanized	(D) 22,200	246	3,100	2002	3,400	B	(D) 1,140	176	B	
											2003	3,000	B		155	B	
											2004	3,600	B		186	B	
											2005	3,900	B		202	B	
											2006	3,700	B		191	B	
											2007	4,000	B		207	B	
											2008	3,200	B		165	B	
											% of MV	2009	3,200		B	165	B
											13.96%	2010	3,100		B	160	B
											15.42%	2015	3,423		B	177	B
											17.02%	2020	3,779		B	195	B
											CR 184						
Quintette Road Escambia County Line to Myree Lane 0.000 - 4.030 Roadway ID 58150000	Minor Collector	2	Undivided	0	0	4.030	Trans.	(C) 15,100	219	5,700	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	5,800	B		309	B	
											% of MV	2009	6,000		B	320	B
											37.75%	2010	5,700		B	295	B
											41.68%	2015	6,293		B	325	B
											46.02%	2020	6,948		B	359	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 Planning 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 ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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	
CR 184 (cont.)																	
Quintette Road Myree Lane to Chumuckla Highway 4.030 - 5.857 Roadway ID 58150000	Minor Collector	2	Undivided	0	0	1.827	Urbanized	(D) 22,200	219	5,700	2002	NA	NA	(D) 1,140	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	5,800	B		300	B	
											% of MV	2009	6,000		B	310	B
											25.68%	2010	5,700		B	304	B
											28.35%	2015	6,293		B	336	B
31.30%	2020	6,948	B	371	B												
CR 184 A																	
Berryhill Road CR 197 to SR 89 0.000 - 7.875 Roadway ID 58508000	Urban Collector	2	Undivided	3	0.375	7.875	Urbanized	(D) 14,850	5023 1513	12,000 11,500	2002	9,700	C	(D) 792	517	C	
											2003	9,150	C		488	C	
											2004	9,750	C		520	C	
											2005	10,500	C		560	C	
											2006	10,500	C		560	C	
											2007	11,500	C		614	C	
											2008	10,750	C		574	C	
											% of MV	2009	11,250		C	600	C
											79.12%	2010	11,750		C	627	C
											87.36%	2015	12,973		C	692	C
96.45%	2020	14,323	D	764	D												
CR 197																	
Floridatown Road Diamond Road to US 90 1.205 - 1.841 Roadway ID 58643000	Urban Collector	2	Undivided	1	1.57	0.636	Urbanized	(D) 14,850	225	2,800	2002	2,700	B	(D) 792	144	B	
											2003	2,600	B		139	B	
											2004	2,500	B		133	B	
											2005	3,100	B		165	B	
											2006	3,500	B		187	B	
											2007	3,300	B		176	B	
											2008	3,000	B		160	B	
											% of MV	2009	3,100		B	165	B
											18.86%	2010	2,800		B	149	B
											20.82%	2015	3,091		B	165	B
22.98%	2020	3,413	B	182	B												

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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	
CR 197 (cont.)																	
Chumuckla Highway US 90 / SR 10 to CR 184 / Quintette Road 1.841 - 5.250 Roadway ID 58643000	Minor Collector	2	Undivided	1	0.29	3.409	Urbanized	(D) 14,850	233	10,000	2002	8,600	B	(D) 792	459	B	
											2003	7,900	B		421	B	
											2004	9,000	C		480	C	
											2005	9,600	C		512	C	
											2006	10,000	C		534	C	
											2007	10,000	C		534	C	
											2008	7,800	B		416	B	
											% of MV	2009	9,900		C	528	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
											Quintette Road to Luther Fowler Road 0.000 - 1.343 Roadway ID 58070000	Minor Collector	2		Undivided	0	0
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	7,400	B	383	B													
% of MV	2009	6,600	B	341	B												
29.28%	2010	6,500	B	336	B												
32.33%	2015	7,177	B	371	B												
35.69%	2020	7,923	C	410	C												
Luther Fowler Road to Ten Mile Road 1.343 - 5.784 Roadway ID 58070000	Minor Collector	2	Undivided	0	0	4.441	Trans.	(C) 15,100	115	6,500				2002			
											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	7,000	B	373	B		
											% of MV	2009	6,600	B	352	B	
											43.05%	2010	6,500	B	347	B	
											47.53%	2015	7,177	B	383	B	
											52.47%	2020	7,923	B	423	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 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 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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	
CR 197A																	
Bell Lane CR 191B to US 90 / SR 10 0.857 - 2.852 Roadway ID 58630000	Urban Collector	2	Undivided	1	0.5	1.995	Urbanized	(D) 14,850	221	7,500	2002	6,300	B	(D) 792	336	B	
											2003	4,900	B		261	B	
											2004	5,500	B		293	B	
											2005	5,800	B		309	B	
											2006	6,200	B		331	B	
											2007	6,600	B		352	B	
											2008	6,700	B		357	B	
											% of MV	2009	7,000		B	373	B
											50.51%	2010	7,500		B	400	B
											55.76%	2015	8,281		B	442	B
											61.57%	2020	9,142		C	488	C
											CR 197A						
Woodbine Road US 90 / SR 10 to CR 197 / Chumuckla Highway 0.000 - 3.725 Roadway ID 58531000	Urban Collector	2	Divided	1	0.22	3.725	Urbanized	(D) 15,593	214 218	16,500 13,500	2002	13,500	C	(D) 832	720	C	
											2003	13,250	C		707	C	
											2004	13,750	C		734	C	
											2005	15,250	D		814	D	
											2006	14,750	D		787	D	
											2007	16,000	F*		854	F*	
											2008	14,500	C		774	C	
											% of MV	2009	14,250		C	760	C
											96.20%	2010	15,000		D	800	D
											106.21%	2015	16,561		F*	884	F*
											117.26%	2020	18,285		F*	976	F*
											CR 399						
Pensacola Beach Boulevard North End of Bob Sikes Bridge (Escambia Co/Line) to EB & WB Ramps for SR 30 (US 98) (Begin state system) 0.000 - 0.291 Roadway ID 58140000	Urban Collector	4	Divided	0	0	0.291	Urbanized	(D) 64,300	235	20,500	2002	21,000	B	(D) 3,320	1,086	B	
											2003	20,000	B		1,034	B	
											2004	21,000	B		1,086	B	
											2005	22,000	B		1,137	B	
											2006	18,300	B		946	B	
											2007	18,700	B		967	B	
											2008	21,500	B		1,112	B	
											% of MV	2009	15,000		B	776	B
											31.88%	2010	20,500		B	1,060	B
											35.20%	2015	22,634		B	1,170	B
											38.86%	2020	24,989		B	1,292	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 Planning 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 ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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	
CR 399																	
East Bay Boulevard US98 to SR87 0.000 - 9.871 Roadway ID 58642000	Urban Collector	2	Undivided	1	0.1	9.871	Urbanized	(D) 14,850	238 237	9,300 4,900	2002	6,050	B	(D) 792	323	B	
											2003	6,400	B		341	B	
											2004	7,350	B		392	B	
											2005	7,600	B		405	B	
											2006	7,250	B		387	B	
											2007	7,150	B		381	B	
											2008	6,700	B		357	B	
											% of MV	2009	7,300		B	389	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
											CR 399						
Gulf Boulevard Escambia Co. Line SR 30 (US 98/Navarre Parkway) 0.000 - 4.886 Roadway ID 58640000	Urban Collector	2	Undivided	1	0.1	4.886	Urbanized	(D) 14,850	234	4,700	2002	6,400	B	(D) 792	341	B	
											2003	6,100	B		325	B	
											2004	6,700	B		357	B	
											2005	7,000	B		373	B	
											2006	7,800	B		416	B	
											2007	8,000	B		427	B	
											2008	7,200	B		384	B	
											% of MV	2009	4,900		B	261	B
											31.65%	2010	4,700		B	251	B
											34.94%	2015	5,189		B	277	B
											38.58%	2020	5,729		B	306	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 Planning Purposes Only. Not To Be Used For Concurrency 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 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 4																	
(Century) - US29 to SR 4 Realignment Roadway ID 48140000	Minor Arterial	2	Undivided	0	0	1.2	Rural Developed	(C) 14,200	254	4,600	0%	NA	NA	3.60	D*	4.47	D*
SR 4 Realignment to the Santa Rosa County Line Roadway ID 48140001	Minor Arterial	2	Undivided	0	0	1.44	Rural Developed	(C) 14,200	254	4,600	0%	NA	NA	0.54	A	4.06	D*
SR 8 (I-10)																	
Alabama Line to FL-AL Urbanized Boundary (east of Beulah Road Overpass) Roadway ID 48260000	Principal Arterial	4	Divided	0	0	1.77	Trans	(C) 57,600	156 T	34,265	NA	NA	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	

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.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 8 (I-10) (cont.)																	
FL-AL Urbanized Boundary (east of Beulah Road Overpass) to Nine Mile Road/SR 10/US90A	Principal Arterial	4	Divided	0	0	3.77	Urbanized	(C) 59,800	156 T	34,265	NA	NA	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48260000																	
Nine Mile Road/ SR 10/ US 90A to US 29 / SR 95	Principal Arterial	4	Divided	0	0	4.61	Urbanized	(C) 59,800	2003 2005	35,000 47,500	NA	NA	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48260000																	
US 29 / SR 95 to I-110	Principal Arterial	6	Divided	0	0	2.06	Urbanized	(C) 90,500	2006	64,500	NA	NA	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48260000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 8 (I-10) (cont.)																	
I-110 to Davis Highway / SR 291	Principal Arterial	6	Divided	0	0	0.506	Urbanized	(C) 90,500	2013	35,500	NA	NA	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48260000																	
Davis Highway / SR 291 to the Santa Rosa County Line	Principal Arterial	4	Divided	0	0	3.62	Urbanized	(C) 59,800	2015 560 T	45,000 NA	NA	NA	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System							Count Station 560T added in 2004 reporting year.										
Roadway ID 48260000																	
SR 8A (I-110)																	
Gregory/Chase Street to Maxwell	Principal Arterial	4	Divided	0	0	1.47	Urbanized	(C) 59,800	2017 2018	48,500 34,000	NA	2	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48270000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 8A (I-110) (cont.)																	
Maxwell to Fairfield Drive / SR 295	Principal Arterial	6	Divided	0	0	1.23	Urbanized	(C) 90,500	2012	4,800	NA	2	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48270000																	
Fairfield Drive / SR 295 to Brent Lane / SR 296	Principal Arterial	6	Divided	0	0	1.48	Urbanized	(C) 90,500	2010	54,500	NA	1	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48270000																	
Brent Lane / SR 296 to I-10 / SR 8	Principal Arterial	6	Divided	0	0	2.4	Urbanized	(C) 90,500	9924 T 2008	NA 62,000	NA	NA	NA	N/A	N/A	N/A	N/A
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48270000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 10 (US 90A)																	
Nine Mile Road Alabama Line to SR 10-A / Mobile Highway	Minor Arterial	2	Undivided	0	0	2.49	Trans.	(C) 15,100	48 T 555	4,774 NA	0%	NA	NA	3.63	D*	4.40	D*
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																	
Roadway ID 48010000																	
SR 10-A / Mobile Hwy to FL-AL Urbanized Boundary (west of Beulah Road)	Minor Arterial	2	Undivided	0	0	1.59	Trans.	(C) 15,100	145	4,200	0%	NA	NA	3.66	D*	4.43	D*
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																	
Roadway ID 48010000																	
FL-AL Urbanized Boundary (west of Beulah Road) to I-10 / SR 8	Minor Arterial	2	Undivided	1	0.36	2.76	Urbanized	(D) 16,500	145	5,000	0%	0	F	3.20	C	4.43	D*
Segment contains additional lanes & is divided at the intersection of SR 8 / Interstate 10.																	
Roadway ID 48010000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 10 (US 90A)																	
Nine Mile Road I-10 / SR 8 to US 29 / SR 95	Minor Arterial	2	Divided	4	1.16	3.443	Urbanized	(D)	4062	11,200	0%	0	F	4.21	D*	5.85	F*
								17,325	4057	26,000							
									4072	22,000							
Segment contains additional lanes at the intersections.																	
Roadway ID 48010000																	
SR 10 (US 90A) (cont.)																	
Nine Mile Road US 29 / SR 95 to University Parkway	Minor Arterial	4	Divided	6	1.8	3.331	Urbanized	(D)	4054	34,500	0%	0	F	3.31	C	5.52	F*
								36,700	4052	34,500							
									4046	35,500							
Roadway ID 48010000																	
University Parkway to Davis Highway / SR 291	Minor Arterial	4	Divided	0	0.00	1.153	Urbanized	(D)	4042	13,200	0%	1	F	2.83	C	4.22	D*
								64,300									
Roadway ID 48010000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 10 (US 90A) (cont.)																	
Davis Highway / SR 291 to the Santa Rosa County Line Roadway ID 48010000	Minor Arterial	4	Divided	2	1.61	1.24	Urbanized	(D) 36,700	4040	26,500	65%	0	F	1.23	A	4.07	D*
Mobile Highway Nine Mile Road / SR 10 / US90A to the FL-AL Urbanized Boundary (west of Beulah Road) Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.00	2.3	Trans.	(C) 15,100	46	1,250	0%	NA	NA	0.00	A	4.00	D*
FL-AL Urbanized Boundary (west of Beulah Road) to Pine Forest Road / SR 297	Principal Arterial	2	Undivided; Divided at Blue Angel & Pine Forest intersections	2	0.36	5.6	Urbanized	(D) 16,500	105 4065	9,800 9,100	0%	0	F	3.74	D*	4.89	E*
Segment contains additional lanes at the SR 297 intersection.																	
Pine Forest Road / CR 297 to Edison Drive Roadway ID 48020000	Principal Arterial	4	Divided	5	1.85	2.706	Urbanized	(D) 36,700	4002 5154 5156	23,500 NA 32,000	50%	1	F	2.48	B	4.42	D*

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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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 10A (US 90) (cont.)																	
Mobile Highway Edison Drive to Fairfield Drive / SR 727 / SR 295 Roadway ID 48020000	Principal Arterial	6	Divided	2	3.33	0.601	Urbanized	(D) 50,300	5062	36,000	100%	3	C	5.06	E*	4.08	D*
Fairfield Drive / SR 727 to Kirk Street Roadway ID 48020000	Principal Arterial	4	Divided	2	1.50	1.333	Urbanized	(D) 36,700	5271 5155	23,500 NA	100%	1	E	4.78	E*	3.77	D*
Cervantes Street Kirk Street to Pace Boulevard / SR 292 Roadway ID 48020000	Principal Arterial	4	Undivided	4	3.83	1.045	Urbanized	(D) 31,540	4035 5064 5043 5045	19,400 NA 24,000 NA	100%	1	E	4.42	D*	3.40	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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 10A (US 90) (cont.)																	
Cervantes Street Pace Boulevard / SR 292 to to Palafox Street/SR 95/US29 Roadway ID 48020000	Principal Arterial	4	Divided	5	3.49	1.43	Urbanized	(D) 33,200	5013 5011 5007 5009	18,800 NA 26,000 NA	100%	1	E	4.57	E*	3.40	C
Palafox Street/SR 95/US29 to North 15th Avenue Roadway ID 48020000	Principal Arterial	4	Divided	5	4.31	1.16	Urbanized	(D) 33,200	4003 5250 5005 5004 5006	27,000 23,500 18,800 16,300 24,000	100%	1	E	3.79	D*	3.42	C
15th Avenue to Perry Avenue / SR 296 Roadway ID 48020000	Principal Arterial	4	Undivided; Divided at Perry Ave.	2	2.26	0.884	Urbanized	(D) 31,540	4001 5034	24,500 NA	100%	1	E	4.63	E*	3.65	D*

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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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 10A (US 90) (cont.)																	
Cervantes Street Perry Avenue / SR 296 to Strong Street Roadway ID 48020000	Principal Arterial	4	Divided	0	0	0.331	Urbanized	(D) 64,300	5038	15,000	100%	1	E	3.76	D*	3.07	C
Scenic Highway Strong Street to Hyde Park Road Constrained Facility Roadway ID 48020000	Principal Arterial	2	Divided	0	0.00	1.03	Urbanized	(D) 23,310	5038	15,000	85%	0	F	4.50	D*	4.27	D*
Hyde Park Road to Summit Boulevard Constrained Facility Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.00	1.12	Urbanized	(D) 22,200	5057	13,500	0%	0	F	3.40	C	5.45	E*

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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	Bus Mode LOS			BLOS		PLOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS	
SR 10A (US 90) (cont.)																		
Scenic Highway Summit Boulevard to I-10 / SR 8	Principal Arterial	2	Undivided; Divided at intersections	2	0.498	4.013	Urbanized	(D)	545	12,000	0%	0	F	3.36	C	5.29	E*	
								16,500	5158	13,000								4032
Constrained Facility																		
Roadway ID 48020000																		
I-10 / SR 8 to Nine Mile Road / SR 10 / US 90 A	Principal Arterial	2	Undivided; Divided at intersections	3	0.91	3.304	Urbanized	(D)	4030	13,000	0%	0	F	3.45	C	5.15	E*	
								16,500	4041	13,200								
Constrained Facility																		
Roadway ID 48020000																		
SR 30 (US 98)																		
Alabama Line to SR 298 / Lillian Highway	Principal Arterial	2	Undivided; Divided at Bauer and Lillian Hwy.	1	0.28	3.57	Urbanized	(D)	552	NA	0%	0	F	2.84	C	4.96	E*	
								16,500	155	17,000								325 T
Roadway ID 48110000																		

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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	Bus Mode LOS			BLOS		PLOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS	
SR 30 (US 98) (cont.)																		
SR 298 / Lillian Highway to Blue Angel Parkway / SR 173 Roadway ID 48280000	Principal Arterial	2	Undivided; Divided at Blue Angel	1	0.53	1.89	Urbanized	(D) 16,500	4028	10,100	0%	0	F	0.00	A	4.92	E*	
Dr. Farin Drive Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 Roadway ID 48280000	Principal Arterial	4	Divided	1	0.67	1.488	Urbanized	(D) 36,700	5298	24,000	0%	0	F	3.44	C	4.69	E*	
Fairfield Drive / SR 727 to Navy Boulevard / SR 295 Roadway ID 48280000	Principal Arterial	4	Divided	5	2.04	2.456	Urbanized	(D) 33,200	5178 5204	27,500 21,000	0%	0	F	3.07	C	4.73	E*	

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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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 30 (US 98) (cont.)																	
Navy Boulevard New Warrington Road/SR295 to Pace Boulevard / SR292	Principal Arterial	4	Divided	5	2.109	2.37	Urbanized	(D) 33,200	5136 5101 4005 5019	16,300 19,600 29,000 N/A	20%	1	F	3.49	C	4.31	D*
Roadway ID 48080060																	
Garden Street Pace Boulevard / SR 292 to Barrancas Avenue	Principal Arterial	4	Undivided; Divided at Pace and Barrancas intersections	2	2.74	.73	Urbanized	(D) 31,540	5169 4026	14,800 17,000	100%	1	E	1.34	A	2.01	B
Roadway ID 48080060																	
Barrancas Avenue to Gregory Street	Principal Arterial	4	Divided	7	5.15	1.36	Urbanized	(D) 28,200	5167 5171 5173 4027 5259 5177	NA 22,000 22,700 19,000 17,500 10,400	89%	1	E	2.93	C	2.59	C
Segment contains additional lanes at Gregory Street intersection.																	
Roadway ID 48080060																	

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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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 30 (Bus. US 98) (cont.)																	
Chase Street /1 Way EB North Palafox Street to I-110 Roadway ID 48100001	Principal Arterial	3	One-Way	1	2.38	0.421	Urbanized	(D) 30,180	5258	8,300	35%	0	F	4.29	D*	3.72	D*
Chase Street /1 Way EB I-110 to Bayfront Parkway	Principal Arterial	3	One-Way	2	3.57	0.561	Urbanized	(C) 23,400	5266 5209	15,000 15,000	100%	0	F	4.29	D*	3.72	D*
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48100001																	
Bayfront Parkway to Gregory Street Roadway ID 48100001	Principal Arterial	4	Divided	1	3.18	0.314	Urbanized	(D) 33,200	5210	27,000	80%	0	F	4.83	E*	4.03	D*
Gregory Street/1 Way WB Palafox Street to Alcaniz Street Roadway ID 48100000	Principal Arterial	2	One-Way	2	6.29	0.318	Urbanized	(D) 16,920	5257	16,920	100%	0	F	2.52	C	2.27	B
Segment contains additional lanes at Alcaniz Street intersection.																	

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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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 30 (US 98) (cont.)																	
Gregory Street/I Way WB Alcaniz Street to Bayfront Parkway / Chase Street Roadway ID 48100000	Principal Arterial	3	One-Way	2	2.13	0.936	Urbanized	(D) 30,180	5267 5031 5033	16,500 15,500 NA	50%	0	F	3.55	D*	3.84	D*
Pensacola Bay Bridge Bayfront Parkway / Chase Street to the Santa Rosa County Line Roadway ID 48100000	Principal Arterial	4	Divided	0	0	3.275	Urbanized	(D) 64,300	261 T (Count Station in Santa Rosa County)	50,065	0%	1	F	3.35	C	6.20	F*
SR 95 (US 29)																	
SR 10A / US 90 / Cervantes Street to W. Scott Street Roadway ID 48040000	Principal Arterial	4	Undivided	3	2.66	1.129	Urbanized	(D) 31,540	5103 5239 5023 82T 5021	NA NA 7,600 NA NA	100%	1	E	3.73	D*	2.52	C

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 95 (US 29) (cont.)																	
Scott Street to Pace Boulevard / SR 292	Principal Arterial	4	Divided	4	2.13	1.88	Urbanized	(D) 33,200	5071 5105 4006	11,800 12,000 11,500	100%	2	D	3.43	C	3.22	C
Roadway ID 48040000																	
Pace Boulevard / SR 292 to Brent Lane / SR 296	Principal Arterial	6	Divided	1	1.87	0.534	Urbanized	(D) 55,300	4038	26,500	0%	3	D	4.85	E*	4.95	E*
Roadway ID 48040000																	
Pensacola Boulevard Brent Lane / SR 296 to I-10 / SR 8	Principal Arterial	6	Divided	7	2.78	2.519	Urbanized	(D) 50,300	4037 5108 5106	40,000 24,000 28,500	50%	2	E	3.32	C	4.27	D*
Roadway ID 48040000																	

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 95 (US 29) (cont.)																	
I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A	Principal Arterial	4	Divided	3	1.42	2.12	Urbanized	(C) 35,500	4022	40,000	0%	1	F	3.37	C	5.78	F*
Segment contains additional lanes at I-10 intersection.																	
Segment is on the Florida Intrastate Highway System Roadway ID 48040000																	
Nine Mile Road / SR 10 to Well Line Road	Principal Arterial	4	Divided	7	1.01	6.91	Urbanized	(C) 35,500	380 159T 4056 446 9916 T	NA NA NA 21,500 31,535	8%	1	F	4.05	D*	5.05	E*
Count Stations 446 and 9916T added in 2004 reporting year.																	
Segment is on the Florida Intrastate Highway System Roadway ID 48040000																	
Well Line Road to FL-AL Urbanized Boundary (North of Quintette Road)	Principal Arterial	4	Divided	0	0	2.69	Urbanized	(C) 49,600	446	21,500	0%	1	F	3.68	D*	5.54	F*
Segment is on the Florida Intrastate Highway System Roadway ID 48040000																	

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 95 (US 29) (cont.)																	
FL-AL Urbanized Boundary (north of Quintette Road) to FL-AL MPA Boundary (at Barrineau Park Road)	Principal Arterial	4	Divided	0	0	1.88	Trans	(C) 45,400	446 449	21,500 13,700	0%	1	NA	5.76	F*	5.35	E*
Roadway ID 48040000																	
FL-AL MPA Boundary (at Barrineau Park Road) to SR 97/Atmore Highway	Principal Arterial	4	Divided	0	0	3.5	Rural Undev	(B) 26,300	449	13,700	0%	1	NA	5.65	F*	5.16	E*
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48040000																	
SR 97 / Atmore Highway to Salter's Lake Road	Principal Arterial	4	Divided	0	0	17.02	Rural Developed	(B) 23,800	448 348 T	NA 6,911	0%	NA	NA	4.24	D*	4.78	E*
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48060000																	

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 95 (US 29) (cont.)																	
Salter's Lake Road to the Alabama State Line	Principal Arterial	4	Divided	1	0.33	3.06	Rural Developed	(C) 23,300	3 218 220	10,100 NA NA	100%	NA	NA	4.56	E*	2.72	C
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48060000																	
SR 97																	
CR 95A / Old Palafox Highway / CR 95A to the Alabama State Line	Minor Arterial	2	Undivided	0	0	22.65	Rural Undev	(C) 8,100	340 255 447 243 T	5,000 4,000 5,600 5,778	0%	NA	NA	3.10	C	4.35	D*
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48130000																	
SR 173																	
Blue Angel Parkway Gulf Beach Highway / CR 292-A to Sorrento Road / SR 292	Minor Arterial	4	Divided	1	0.625	1.6	Urbanized	(D) 36,700	553	11,600	0%	1	F	2.63	C	4.43	D*
Roadway ID 48205000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 173 (cont.)																	
Blue Angel Parkway Sorrento Road / SR 292 to Lillian Highway / SR 298	Minor Arterial	2	Undivided	2	0.42	4.80	Urbanized	(D) 16,500	554 556	18,500 16,500	0%	0	F	4.08	D*	5.91	F*
Divided at the intersections of Sorrento Road, Dog Track, and Lillian Highway.																	
Roadway ID 48205000																	
Lillian Highway / SR 298 to Saufley Field Road / CR296	Minor Arterial	2	Undivided	2	0.696	2.872	Urbanized	(D) 16,500	5301 363	19,100 20,000	0%	0	F	3.62	D*	6.29	F*
Divided at the intersections of Lillian Highway and Saufley Field Road.																	
Roadway ID 48205000																	
Saufley Field Road / CR 296 to Pine Forest Road / SR 297	Minor Arterial	2	Undivided	1	0.37	2.701	Urbanized	(D) 16,500	5316 5315 537	14,500 13,500 16,600	0%	0	F	3.43	C	5.20	E*
Additional lanes at intersections.																	
Roadway ID 48205000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 196																	
Bayfront Parkway S. Tarragona to Chase Street	Minor Arterial	4	Divided	1	0.98	1.02	Urbanized	(D) 36,700	5313 5314 5294	14,800 11,600 15,300	80%	0	F	3.90	D*	3.11	C
Roadway ID 48006000																	
SR 289																	
9th Avenue Chase Street to Gregory Street/ SR 30	Minor Arterial	4	Undivided	1	12.5	0.08	Urbanized	(C) 11,340	5180	16,300	100%	1	E	4.41	D*	2.94	C
Segment is on the Florida Intrastate Highway System																	
Roadway ID 48003000																	
Gregory Street/ SR 30 Cervantes Street / US 90	Minor Arterial	4	Undivided	1	2.42	0.0413	Urbanized	(D) 31,540	5180	16,300	100%	1	E	4.41	D*	2.94	C
Divided at the intersection with Cervantes Street.																	
Roadway ID 48003000																	
Cervantes Street / US 90 to Fairfield Drive / SR 295	Minor Arterial	4	Undivided	4	1.82	2.2	Urbanized	(D) 34,865	5049 5249 5233 5050	17,500 NA 17,200 20,000	70%	1	F	4.56	E*	3.79	D*
Added Count Station 5050 in 2004 reporting year.																	
Roadway ID 48003000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 289 (cont.)																	
9th Avenue Fairfield Drive / SR 295 to Bayou Boulevard / SR 296	Minor Arterial	4	Undivided	1	0.75	1.326	Urbanized	(D) 34,865	4011 T 5051 5003	NA NA 25,500	33%	1	F	4.91	E*	4.93	E*
Divided at the intersections of Fairfield Drive and Bayou Boulevard.																	
Roadway ID 48003000																	
Bayou Boulevard / SR 296 to Langley Avenue	Minor Arterial	4	Divided	5	3.73	1.34	Urbanized	(D) 33,200	5052 5053 T	31,500 NA	85%	1	E	4.70	E*	4.21	D*
Segment was granted a Backlogged Facility Designation in April 1995.																	
Roadway ID 48003000																	
Langley Avenue to Olive Road / SR 290	Minor Arterial	4	Divided	5	2.62	1.91	Urbanized	(D) 33,200	5065 4031	30,500 22,500	100%	1	E	3.63	D*	3.67	D*
Roadway ID 48003000																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 290																	
Olive Road Old Palafox Highway/CR 95A to Davis Highway / SR 291 Roadway ID 48030000	Urban Collector	2	Undivided	2	0.828	2.415	Urbanized	(D) 16,500	5207 4050	18,500 11,800	10%	1	F	3.56	D*	4.95	E*
Davis Highway / SR 291 to 9th Avenue / SR 289 Roadway ID 48030000	Urban Collector	2	Undivided	1	0.47	2.131	Urbanized	(D) 16,500	4048 5066	18,200 16,500	10%	1	F	3.18	C	5.16	E*
Segment contains additional lanes at 9th Avenue.																	
9th Avenue / SR 289 to Scenic Highway / SR 10-A Roadway ID 48030000	Urban Collector	2	Undivided	1	1.08	0.93	Urbanized	(D) 16,500	4045	9,100	65%	1	F	3.74	D*	3.75	D*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 291																	
Alcaniz Street 34th Street to Gregory Street / SR 30 Roadway ID 48070101	Minor Arterial	2	One-Way	5	2.02	2.47	Urbanized	(D)	4007	3,800	100%	0	F	1.39	A	2.15	B
								19,920	5308	4,100							
									5235	3,100							
									5247	2,400							
									5309	2,400							
									5028	2,700							
									5293	2,000							
									5030	5,400							
Davis Highway Wright Street to Fairfield Drive / SR 295 Roadway ID 48070000	Minor Arterial	2	One-Way	5	1.87	2.68	Urbanized	(D)	4010	4,700	100%	1	F	1.49	A	2.04	B
								22,020	5234	3,600							
									5248	2,200							
									5162	NA							
									5161	2,900							
									5292	2,600							
									5047	2,900							
								Segment contains additional lanes at Fairfield Drive.									
Fairfield Drive / SR 295 to Brent Lane / SR 296 Roadway ID 48070000	Minor Arterial	4	Divided	1	.67	1.49	Urbanized	(D)	540	18,700	35%	1	F	4.74	E*	4.56	E*
								36,700	5060	NA							

Updated 2011, using 20010 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.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 291 (cont.)																	
Davis Highway Brent Lane / SR 296 to Burgess Road / SR 742 Roadway ID 48070000	Minor Arterial	4	Divided	3	1.85	1.62	Urbanized	(D) 36,700	5067 5069 T 5070	33,500 NA 23,000	30%	1	F	4.68	E*	4.83	E*
Burgess Road / SR 742 to I-10 / SR 8 Roadway ID 48070000	Minor Arterial	6	Divided	3	4.55	0.66	Urbanized	(D) 43,700	5068	33,500	100%	1	E	3.34	C	3.57	D*
Segment was granted a Backlogged Facility Designation in April 1991.																	
I-10 / SR 8 to University Parkway Roadway ID 48070000	Minor Arterial	6	Divided	4	7.27	0.55	Urbanized	(D) 43,700	5296 4012	48,000 54,500	100%	1	E	3.73	D*	4.13	D*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 291 (cont.)																	
University Parkway to Nine Mile Road / SR 10 / US 90A	Minor Arterial	4	Divided	3	1.58	1.902	Urbanized	(D) 36,700	4043 4049	15,700 24,500	88%	1	E	4.82	E*	3.96	D*
Segment contains additional lanes at the University Parkway intersection.																	
Roadway ID 48070000																	
SR 292																	
Perdido Key Drive Alabama State Line to Old River Road (west)	Principal Arterial	2	Undivided	0	0.00	4.12	Urbanized	(D) 22,200	460 461	11,900 15,500	0%	1	F	3.07	C	4.72	E*
Roadway ID 48050000																	
Sorrento Road Old River Road (west) to Doug Ford Drive	Principal Arterial	2	Undivided	1	.34	3.65	Urbanized	(D) 16,500	452 464	15,500 14,500	0%	0	F	4.02	D*	5.42	E*
Roadway ID 48050000																	

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.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 292 (cont.)																	
Sorrento Road Doug Ford Drive to Blue Angel Parkway / SR 173 Roadway ID 48050000	Principal Arterial	2	Undivided	2	0.46	4.31	Urbanized	(D) 16,500	534	15,000	0%	0	F	4.93	E*	6.07	F*
Gulf Beach Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 Roadway ID 48050000	Principal Arterial	2	Undivided	1	0.30	3.33	Urbanized	(D) 16,500	4014 4066 559	18,300 17,000 9,400	0%	0	F	4.10	D*	5.34	E*
Fairfield Drive / SR 727 to to Navy Boulevard / SR 295 Roadway ID 48050000	Principal Arterial	2	Divided	1	0.53	1.9	Urbanized	(D) 17,325	5077 5130	21,000 17,500	40%	1	F	4.00	D*	5.33	E*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 292 (cont.)																	
Barrancas Avenue Navy Boulevard / SR 295/ New Warrington Road to Broadmoor Lane Roadway ID 48050000	Minor Arterial	4	Divided	2	1.24	1.61	Urbanized	(D) 36,700	5074 5126 5128	NA 23,500 24,500	100%	1	E	3.66	D*	3.71	D*
Broadmoor Lane to Barrancas Avenue Roadway ID 48050001	Minor Arterial	6	Divided	1	1.03	0.97	Urbanized	(D) 55,300	4004	25,000	100%	1	E	2.72	C	3.27	C
Pace Boulevard Barrancas Avenue to Garden Street / SR 30 / US 98 Roadway ID 48050000	Minor Arterial	4	Divided	1	1.69	0.59	Urbanized	(D) 36,700	5017 5018	9,600 7,500	100%	1	E	2.93	C	2.82	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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 292 (cont.)																	
Pace Boulevard Garden Street / SR 30 / US 98 to Cervantes Street / SR 10A / US 90 Roadway ID 48050000	Minor Arterial	4	Divided	2	3.28	.61	Urbanized	(D) 33,200	5015 5016	15,700 13,900	100%	1	E	4.49	D*	3.40	C
Cervantes Street / SR 10A / US 90 to SR 95 / Palafox Street Roadway ID 48050000	Minor Arterial	4	Divided	5	1.87	2.67	Urbanized	(D) 36,500	5111 5119 4023 5120	15,700 NA 19,100 NA	100%	1	E	4.42	D*	3.39	C
SR 294																	
Chiefs Way SR 295 / New Warrington Road to US 98 / Navy Boulevard Roadway ID 48080061	Principal Arterial	2	Undivided	2	9.26	0.216	Urbanized	(D) 11,900	5203	4,500	65%	0	F	4.11	D*	3.22	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 295 Navy Boulevard Bayou Grande Bridge NE/ to SR 292 / Barrancas Avenue Roadway ID 48080000	Principal Arterial	5	Divided	3	3.13	0.96	Urbanized	(D) 50,100	5135 4025	23,500 19,800	88%	1	E	4.64	E*	3.42	C
SR 292 / Barrancas Avenue to SR 295 / New Warrington Road Roadway ID 48080000	Principal Arterial	4	Divided	3	1.305	2.298	Urbanized	(D) 36,700	5095 5129	44,000 24,500	100%	1	E	3.91	D*	2.57	C
Segment contains additional lanes at SR 30.																	
New Warrington Road US 98 / Navy Boulevard to Mobile Highway Interchange Roadway ID 48080000	Principal Arterial	4	Divided	3	4.56	0.658	Urbanized	(D) 28,200	5200 5202 4020 5094	28,000 31,000 26,500 28,500	50%	0	F	3.68	D*	3.94	D*

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 295 (cont.)																	
New Warrington Road Mobile Highway Interchange to New Warrington Road Leg C Roadway ID 48080062	Principal Arterial	4	Divided	1	2	0.5	Urbanized	(D) 33,200	5096	5,400	0%	1	F	3.17	C	3.82	D*
Fairfield Drive New Warrington Road, Leg C to "W" Street / CR 453 Roadway ID 48004000	Principal Arterial	4	Divided	2	1.95	1.025	Urbanized	(D) 36,700	5275 5199 5198 4034	41,500 NA 19,700 18,300	90%	1	E	4.74	E*	3.78	D*
"W" Street / CR 453 to SR 289 / 9th Avenue Roadway ID 48004000	Principal Arterial	4	Divided	8	3.69	2.17	Urbanized	(D) 33,200	5206 4019 5166 5113 4036	20,300 29,000 26,500 34,500 35,500	100%	3	C	4.65	E*	3.90	D*

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 296 Michigan Avenue & Beverly Parkway Mobile Highway / SR 10A / US 90A to SR 95 / Palafox Highway Roadway ID 48012000	Principal Arterial	4	Divided	4	1.12	3.57	Urbanized	(D) 36,700	5109 5080 5110	27,500 30,500 27,500	100%	1	E	4.53	E*	3.92	D*
Brent Lane SR 95 / Palafox Highway to SR 289 / 9th Avenue Roadway ID 48012000	Minor Arterial	4	Divided	6	3.08	1.945	Urbanized	(D) 33,200	5189 5164 4039 282 T	NA 38,500 29,000 24,653	100%	1	E	4.09	D*	3.99	D*
Bayou Boulevard SR 289 / 9th Avenue to 12th Avenue Roadway ID 48012000	Minor Arterial	4	Divided	2	2.67	0.75	Urbanized	(D) 33,200	544 5008	NA 23,000	100%	2	D	4.48	D*	3.57	D*

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 296 (cont.)																	
Bayou Boulevard & Perry Avenue 12th Avenue to Cervantes Street / US 90 / SR10A	Minor Arterial	2	Undivided	2	0.589	3.392	Urbanized	(D) 16,500	4009 5055 5228 5041 5039	14,200 NA 11,100 7,700 8,000	50-84%	1	F	3.67	D*	4.05	D*
Segment contains additional lanes at 12th Avenue.																	
Roadway ID 48012000																	
SR 297																	
Pine Forest Road Mobile Highway / US 90 / SR 10A to I-10 / SR 8	Minor Arterial	4	Divided	2	0.63	3.183	Urbanized	(D) 36,700	4063 4064	29,000 15,100	0%	1	F	4.23	D*	4.20	D*
Roadway ID 48190000																	
I-10 / SR 8 to Nine Mile Road / US 90A / SR 10	Minor Arterial	2	Undivided	2	1.67	1.197	Urbanized	(D) 16,500	4061	23,500	0%	0	F	2.61	C	4.64	E*
Segment was granted a Backlogged Facility Designation in April, 1995. Segment contains additional lanes at I-10.																	
Roadway ID 48190000																	

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 298 Lillian Highway SR 30 / US 98 to Blue Angel Parkway / SR 173 Roadway ID 48110000	Principal Arterial	2	Undivided	1	0.28	3.55	Urbanized	(D) 16,500	203	9,400	0%	0	F	4.22	D*	4.75	E*
Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 Roadway ID 48110000	Principal Arterial	2	Undivided	1	1.47	0.68	Urbanized	(D) 16,500	4016	13,300	0%	0	F	4.83	E*	5.30	E*
Fairfield Drive / SR 272 to SR 295 / New Warrington Road Roadway ID 48110000	Principal Arterial	2	Undivided	3	1.06	2.84	Urbanized	(D) 16,500	5150 5083 5148	10,500 8,600 8,100	0%	1	F	2.46	B	4.24	D*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 727 Fairfield Drive SR 292 / Gulf Beach Highway to SR 30 / US 98 / Dr. Farin Drive Roadway ID 48004000	Minor Arterial	2	Undivided	1	0.61	1.64	Urbanized	(D) 16,500	5132	5,800	0%	0	F	4.25	D*	4.33	D*
SR 30 / US 98 / Dr. Farin Drive to Lillian Highway / SR 298 Roadway ID 48004000	Minor Arterial	2	Undivided	2	1.46	1.371	Urbanized	(D) 16,500	4021 5099	14,500 12,800	0%	0	F	5.07	E*	5.45	E*
Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A Roadway ID 48004000	Minor Arterial	2	Undivided	3	1.02	2.945	Urbanized	(D) 16,500	4018 5088 5146	23,000 21,500 15,000	0%	0	F	4.78	E*	5.74	F*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 727 (cont.)																	
Fairfield Drive Mobile Highway / US 90 / SR 10A to SR 295 / New Warrington Road Roadway ID 48004000	Minor Arterial	4	Divided	1	1.25	0.803	Urbanized	(D) 36,700	5151	23,500	0%	0	F	4.91	E*	5.10	E*
SR 742																	
W Burgess Road SR 95 / Pensacola Boulevard to CR 95-A / Old Palafox Highway Roadway ID 48013001	Minor Arterial	2	Undivided	1	1.75	0.57	Urbanized	(D) 16,500	5184	6,900	0%	0	F	4.67	E*	4.97	E*
Count Station 5181 added in 2004 reporting year.																	
E Burgess Road CR 95A / Old Palafox Highway to Creighton Road Roadway ID 48013000	Minor Arterial	2	Undivided	2	1.42	1.41	Urbanized	(D) 16,500	538 5182	12,600 8,900	0%	0	F	3.66	D*	4.79	E*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 742 (cont.)																	
E Burgess Road Plantation Road to Davis Highway / SR 291 Roadway ID 48013000	Minor Arterial	2	Divided	1	3.125	0.32	Urbanized	(D) 15,960	5181 538	3,900 12,600	0%	0	F	4.70	E*	5.25	E*
Sanders Street to Lanier Drive Roadway ID 48013002	Minor Arterial	4	Divided	0	0	0.25	Urbanized	(D) 64,300	5295	2,100	0%	0	F	2.89	C	3.54	D*
Creighton Road Hillburn Road to Davis Highway Roadway ID 48013000	Minor Arterial	4	Undivided	2	3.13	0.64	Urbanized	(D) 31,540	5288	10,900	100%	0	F	2.96	C	2.96	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 742 (cont.)																	
Creighton Road Davis Highway to Lanier Avenue Roadway ID 48013000	Minor Arterial	4	Divided	1	1.00	1	Urbanized	(D) 36,700	5289	21,500	100%	0	F	4.48	D*	3.68	D*
Lanier Drive to SR 289 / 9th Avenue Roadway ID 48013000	Minor Arterial	4	Divided	3	3.26	0.92	Urbanized	(D) 33,200	4069 4067	N/A 33,500	100%	0	F	4.58	E*	3.68	D*
SR 289 / 9th Avenue to SR 10A / US 90 (Scenic Highway) Roadway ID 48013000	Minor Arterial	2	Undivided	2	0.87	2.3	Urbanized	(D) 16,500	5058 5205	4,800 12,900	0%	1	F	2.99	C	4.40	D*
Segment contains additional lanes / is divided at SR 289 intersection.																	

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S 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	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 750																	
Airport Boulevard Davis Highway to 9th Avenue Roadway ID 48000116	Minor Arterial	4	Divided	5	5	1	Urbanized	(C) 12,600	5300 5303	28,500 32,000	100%	1	E	4.56	E*	3.98	D*
SR 289 / 9th Avenue to 12th Avenue Roadway ID 48008000	Minor Arterial	4	Divided	1	1.72	0.582	Urbanized	(C) 35,500	5304	20,100	100%	2	D	3.39	C	3.44	C
SR 752																	
Texar Drive SR 295 / Fairfield Drive to SR 289 / 9th Avenue Roadway ID 48005000	Urban Collector	4	Divided	4	3.38	1.185	Urbanized	(D) 33,200	5284 5090	9,800 5,090	100%	1	E	3.75	D*	2.71	C

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR95A																	
Old Palafox Highway Pensacola Boulevard to Nine Mile Road	Urban Collector	2	Undivided	4	0.833	4.8	Urbanized	(D) 14,850	4051 4013 5072	11,500 16,000 14,300	0%	1	F	5.30	E*	5.81	F*
Nine Mile Road to Old Chemstrand Road	Urban Collector	2	Undivided	1	0.42	2.36	Urbanized	(D) 14,850	4055 235	9,100 8,700	0%	0	F	4.62	E*	4.94	E*
Old Chemstrand Road to US29	Urban Collector	2	Undivided	0	0	2.3	Urbanized	(D) 22,200	381	2,000	0%	0	F	3.03	C	3.93	D*

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR182																	
Barrancas Avenue Garden Street to Pace Boulevard	Minor Arterial	4	Undivided	2	2.22	0.9	Urbanized	(D) 28,368	5201	20,400	83%	0	F	4.64	E*	3.31	C
This roadway is maintained by the City of Pensacola																	
CR293																	
Bauer Road US98 to Sorrento Road	Urban Collector	2	Undivided	1	0.26	3.9	Urbanized	(D) 14,850	535	9,000	25%	0	F	3.33	C	4.25	D*
CR 295A																	
Old Corry Field Road Barrancas Avenue to Navy Boulevard	Urban Collector	2	Undivided	1	.83	1.2	Urbanized	(D) 14,850	5127 5144	5,900 9,200	50%	0	F	3.96	D*	3.45	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 295A (cont.)																	
Old Corry Field Road Navy Boulevard to Lillian Highway	Urban Collector	2	Undivided	1	0.67	1.5	Urbanized	(D) 14,850	5084 4017	12,500 9,200	0%	0	F	4.29	D*	4.78	E*
CR 296																	
Saufley Field Road Blue Angel Parkway to Saufley Field entrance	Urban Collector	2	Divided	1	2	.5	Urbanized	(D) 14,364	4073	4,800	0%	0	F	4.08	D*	4.57	E*
Mobile Highway to Blue Angel Parkway	Minor Arterial	2	Divided	1	0.71	1.4	Urbanized	(D) 15,593	4015	19,500	8%	1	F	4.07	D*	5.95	F*

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR297																	
Dog Track Road US98 to Blue Angel Parkway	Major Collector	2	Undivided	1	0.48	2.1	Urbanized	(D) 14,850	150	5,800	50%	0	F	3.84	D*	3.66	D*
Blue Angel Parkway to Sorrento Road	Urban Collector	2	Undivided	0	0	1.2	Urbanized	(D) 22,200	268	3,100	0%	0	F	2.85	C	3.88	D*
Gulf Beach Highway Sorrento Road to Blue Angel Parkway	Urban Collector	2	Undivided	1	0.53	1.9	Urbanized	(D) 14,850	297 299	5,500 5,300	0%	1	F	2.52	C	4.07	D*

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 297 (cont.)																	
Pine Forest Road Nine Mile Road to West Roberts Road	Urban Collector	2	Undivided	0	0	2	Urbanized	(D) 22,200	4059 4058	18,500 11,500	0%	0	F	3.26	C	5.33	E*
Old Chemstrand Road Chemstrand Road to US29	Urban Collector	2	Undivided	1	0.45	2.2	Urbanized	(D) 14,850	417 416	2,500 8,500	0%	0	F	2.70	C	4.08	D*
CR 297A																	
Pine Forest Road to CR97	Urban Collector	2	Undivided	0	0	1.4	Urbanized	(D) 22,200	4060	10,500	0%	0	F	5.72	F*	5.41	E*

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 298A																	
Fairfied Drive to New Warrington Road	Urban Collector	2	Undivided	3	1.2	2.5	Urbanized	(D) 14,850	5142 5140	11,000 5,000	0%	1	F	3.74	D*	4.45	D*
Jackson Street New Warrington Road to W Street	Urban Collector	2	Undivided	1	0.67	1.8	Urbanized	(D) 14,850	5145 4024	7,500 5,900	0%	0	F	3.89	D*	4.49	D*
W Street to A Street	Urban Collector	2	Undivided	1	0.71	1.4	Urbanized	(D) 14,850	5124	4,800	35%	0	F	3.39	C	3.38	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 399																	
Fort Pickens Road Fort Pickens to Pensacola Beach Boulevard	Urban Collector	2	Undivided	1	0.32	3.1	Urbanized	(D) 14,850	453	10,600	75%	1	F	4.14	D*	3.36	C
Via De Luna Pensacola Beach Boulevard east to end of development	Urban Collector	2	Undivided	0	0	2.5	Urbanized	(D) 22,200	454	16,100	67%	1	F	4.20	D*	4.56	E*
CR 443																	
E Street Cervantes Street to Texar Drive	Urban Collector	2	Undivided	4	2.35	1.7	Urbanized	(D) 13,680	5185 5091 5115	7,500 8,000 6,500	100%	0	F	3.29	C	2.79	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 453																	
"W" Street Navy Boulevard to Cervantes Street	Minor Arterial	4	Divided	2	3.33	.6	Urbanized	(D) 29,880	5192 5193	7,200 9,700	60%	0	F	4.29	D*	3.47	C
Cervantes Street to Fairfield Drive	Minor Arterial	4	Divided	2	1.33	1.5	Urbanized	(D) 33,030	5194 5197	9,900 13,500	83%	0	F	4.55	E*	3.54	D*
Fairfield Drive to Beverly Parkway	Minor Arterial	4	Divided	2	1.4	1.4	Urbanized	(D) 33,030	5299	24,000	100%	0	F	5.08	E*	4.24	D*

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 453 (cont.)																	
"W" Street Beverly Parkway to Pensacola Boulevard	Minor Arterial	4	Divided	4	2.35	1.7	Urbanized	(D) 29,880	5280 5312	28,500 19,500	25%	0	F	5.13	E*	5.30	E*
CR 748																	
Langley Avenue Davis Highway to 9th Avenue	Urban Collector	2	Divided	2	1.3	1.54	Urbanized	(D) 15,593	5227	5,200	100%	0	F	1.76	B	2.45	B
Segment is divided from Davis Highway to Goodrich Drive.																	
9th Avenue to Scenic Highway	Urban Collector	2	Undivided	4	2	2	Urbanized	(D) 13,680	5305 5306	6,300 14,000	100%	1	E	1.42	A	3.00	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 749																	
Chemstrand Road Nine Mile Road to Old Chemstrand Road	Urban Collector	2	Undivided	1	0.26	3.9	Urbanized	(D) 14,850	4053	13,000	0%	0	F	4.85	E*	5.77	F*
CR 750																	
Airport Boulevard W street to Old Palafox Street	Minor Arterial	4	Divided	2	3.33	.6	Urbanized	(D) 29,880	5311	15,900	100%	0	F	4.46	D*	3.48	C
Old Palafox Street to I-110	Minor Arterial	4	Divided	0	0	1.88	Urbanized	(D) 64,300	5283	22,500	100%	0	F	3.60	D*	3.80	D*
Old Palafox Street to Davis Highway	Minor Arterial	4	Divided	1	2.39	0.0418	Urbanized	(C) 22,500	5302	16,900	100%	0	F	3.60	D*	3.80	D*
Segment is on the Florida Intrastate Highway System																	

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 1868																	
Longleaf Drive/Kemp Road/ Diamond Dairy Road Pine Forest Road to Pensacola Boulevard		2	Undivided	1	0.6	3.3	Urbanized	(D) 14,850	5073	7,500	0%	0	F	3.19	C	4.41	D*
CR 1870																	
12th Avenue Cervantes Street to Fairfield Drive	Urban Collector	2	Undivided	2	0.87	2.3	Urbanized	(D) 14,850	5232	7,100	80%	1	F	4.16	D*	3.06	C
Segment is a City maintained roadway.																	
CR 1870 (cont.)																	
12th Avenue Bayou Boulevard to Airport Boulevard	Urban Collector	4	Divided	2	2.81	0.71	Urbanized	(D) 29,880	5186 543	27,500 24,500	100%	1	E	3.85	D*	4.28	D*
Segment is a City maintained roadway																	

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 - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH ML	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
12th Avenue/Tippin Ave Airport Boulevard to Langley Avenue	Urban Collector	4	Divided	2	2.5	0.8	Urbanized	(D) 29,880	5310	18,900	100%	0	F	3.37	C	3.28	C
Segment is a City maintained roadway.																	
9th Avenue Bayfront Parkway to Chase Street	Minor Arterial	2	Divided	1	2.9	0.35	Urbanized	(D) 14,364	5265	4,700	100%	0	F	3.60	D*	2.42	B
12th Avenue Fairfield Drive to Bayou Boulevard	Urban Collector	4	Divided	1	1.43	0.7	Urbanized	(D) 33,030	5187	21,000	50%	0	F	4.40	D*	4.16	D*
Segment is a City maintained roadway.																	

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.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
Burgess Road Davis Highway to Sanders Street	Minor Arterial	2	Undivided	1	1.25	.8	Urbanized	(D) 14,850	5295	2100	0%	0	F	2.89	C	3.54	D*
Campus Boulevard-UWF Nine Mile Road to University Parkway	Urban Collector	4	Divided	2	0.77	1.3	Urbanized	(D) 33,030	5076	4,700	50%	0	F	2.08	B	2.97	C
Main Street Barrancas Avenue to "A" Street	Minor Arterial	2	Undivided	1	1.43	0.7	Urbanized	(D) 14,850	5082	11,500	0%	0	F	3.47	C	4.51	E*

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.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH ML	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
"A" Street to Baylen Street	Minor Arterial	4	Divided	1	1.43	0.7	Urbanized	(D) 33,030	5079	14,000	50%	0	F	3.93	D*	3.60	D*
Baylen Street to Tarragona Street	Minor Arterial	2	Divided	1	3.33	0.3	Urbanized	(D) 14,364	5263	15,000	100%	1	E	4.02	D*	2.76	C
University Parkway																	
Davis Highway to Nine Mile Road	Urban Collector	4	Divided	2	1.43	1.4	Urbanized	(D) 33,030	5297	27,000	100%	0	F	3.22	C	3.53	D*
Nine Mile Road to Campus Boulevard	Urban Collector	4	Divided	2	2.86	0.7	Urbanized	(D) 29,880	5285	17,200	100%	0	F	3.09	C	3.20	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.
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 Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 4																	
Escambia County Line to CR 399N / Neal Jones Road Roadway ID 58080000	Minor Arterial	2	Undivided	1	0.140	7.19	Rural Undev	(C) 8,100	38 5	4,200 2,600	18%	NA	NA	2.53	C	3.82	D*
CR 399N/Neal Jones Road to Okaloosa County Line Roadway ID 58080000	Minor Arterial	2	Undivided	0	0	25.31	Rural Undev	(C) 8,100	42 110 74 72 330 T	2,200 1,300 1,350 1,800 1,417	0%	NA	NA	0.00	A	3.97	D*
SR 8 (I-10)																	
Escambia County Line to SR 281/ Avalon Boulevard Roadway ID 58002000	Principal Arterial	4	Divided	0	0	5.151	Urbanized	(C) 59,800	2001	50,000	NA	NA	NA	NA	NA	NA	NA

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 ON SANTA ROSA COUNTY, STATE ROADS

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 8 (I-10) (cont.)																	
SR 281 / Avalon Boulevard to SR 87 / FL-AL Urbanized Area Boundary Roadway ID 58002000	Principal Arterial	4	Divided	0	0	9.56	Urbanized	(C) 59,800	2002 2003 2004 2008 2010 2005	N/A 29,000 N/A 29,500 N/A 26,500	0%	0	F	NA	NA	NA	NA
SR 87 / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary Roadway ID 58002000	Principal Arterial	4	Divided	0	0	11.19	Trans.	(C) 57,600	2006 2007	N/A 22,500	NA	NA	NA	NA	NA	NA	NA
Segment is on the Florida Intrastate Highway System																	
SR 10 (US 90)																	
Escambia County Line to East Spencer Field Road Roadway ID 58010000	Minor Arterial	4	Divided	4	0.690	5.799	Urbanized	(D) 36,700	27 105	39,500 31,000	33%	0	F	2.87	C	5.10	E*

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 10 (US 90) (cont.)																	
East Spencer Field Road to SR 281 / Avalon Boulevard Roadway ID 58010000	Minor Arterial	4	Divided	6	1.718	3.492	Urbanized	(D) 36,700	128	31,500	0%	0	F	3.39	C	5.25	E*
SR 281 / Avalon Boulevard to SR 87 / Stewart Street Roadway ID 58010000	Minor Arterial	4	Divided	5	2.156	2.319	Urbanized	(D) 33,200	1502 5018	38,000 N/A	0%	0	F	3.83	D*	5.26	E*
SR 87 / Stewart Street to Airport Road Roadway ID 58010000	Minor Arterial	2	Undivided	3	0.954	3.144	Urbanized	(D) 16,500	5011 1503 5010 1507 62	22,000 N/A 14,000 19,700 14,600	63%	0	F	3.52	D*	4.01	D*

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 10 (US 90) (cont.)																	
Airport Road to SR 87S / Milton Road / FL-AL Urbanized Area Boundary Roadway ID 58010000	Minor Arterial	2	Undivided	1	0.691	1.448	Urbanized	(D) 16,500	19 18	13,000 5,800	50%	0	F	3.57	D*	3.69	D*
SR 87S / Milton Road / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary Roadway ID 58010000	Minor Arterial	2	Undivided	0	0	11.721	Trans.	(C) 15,100	251 T	2,187	0%	NA	NA	0.85	A	4.32	D*
SR 30 (US 98)																	
Escambia County Line to Fairpoint Drive Roadway ID 58030000	Principal Arterial	6	Divided	1	0.455	2.2	Urbanized	(D) 55,300	261 T	50,065	50%	0	F	4.19	D*	5.12	E*

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 30 (US 98) (cont.)																	
Fairpoint Drive to SR 399 / Pensacola Beach Boulevard Roadway ID 58030000	Principal Arterial	6	Divided	2	2.153	0.929	Urbanized	(D) 50,300	143	50,000	100%	0	F	5.11	E*	3.96	D*
SR 399 / Pensacola Beach Boulevard to East End of Navel Live Oaks/ Gulf Breeze City Limits Roadway ID 58030000	Principal Arterial	4	Divided	1	0.370	2.788	Urbanized	(D) 36,700	28	46,000	100%	0	F	5.11	E*	3.96	D*
East End of Naval Live Oaks / Gulf Breeze City Limits to CR 191B / Soundside Drive Roadway ID 58030000	Principal Arterial	4	Divided	6	1.297	4.628	Urbanized	(D) 36,700	30 34 31	39,500 47,000 34,000	0%	0	F	3.36	C	5.74	F*

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 30 (US 98) (cont.)																	
CR 191B to FL-AL & OK - WL Urbanized Area Boundaries (West of Bergren Road)	Principal Arterial	4	Divided	1	0.224	4.47	Urbanized	(D) 36,700	283	32,500	0%	0	F	3.99	D+	5.69	F*
Within FL-AL Urbanized Area Boundary																	
Roadway ID 58030000																	
FL-AL and OK-WL Urbanized Area Boundaries (West of Bergren Road) to Edgewood Drive	Principal Arterial	4	Divided	0	0	1.52	Urbanized	(D) 64,300	283	32,500	0%	0	F	3.93	D+	5.65	F*
Within OK-WL Urbanized Area Boundary																	
Roadway ID 58030000																	
Edgewood Drive Belle Meade Circle	Principal Arterial	4	Divided	10	1.282	7.8	Urbanized	(D) 36,700	236 61	46,000 36,500	0%	0	F	3.74	D+	5.65	F*
Roadway ID 58030000																	

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 30 (US 98) (cont.)																	
Belle Meade Circle to the Okaloosa County Line (FL-AL MPA Boundary)	Principal Arterial	4	Divided	1	0.804	1.244	Urbanized	(D) 36,700	167T (OKA)	36,261	0%	0	F	3.72	D*	5.57	F*
Roadway ID 58030000																	
SR 87N																	
Stewart Street SR 10 / US 90 to SR 89 South	Minor Arterial	4	Divided	4	1.227	3.259	Urbanized	(D) 36,700	5006 5004 1508 9937 T	16,600 17,600 10,300 12,800	100%	0	F	3.79	D*	3.20	C
Roadway ID 58050000																	
SR 89 South to SR 89 North	Minor Arterial	4	Divided	0	0.000	1.591	Urbanized	(D) 64,300	9937 T	12,800	100%	0	F	3.00	C	3.05	C
Roadway ID 58050000																	

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 87N (cont.)																	
SR 89 North to Whiting Field Entrance / CR 87A / Langley Street Roadway ID 58050000	Minor Arterial	4	Divided	1	0.370	2.7	Urbanized	(D) 36,700	60 114	N/A 11,000	0%	0	F	2.69	C	4.44	D*
Whiting Field Entrance Langley Street/CR 87A to FL-AL Urbanized Area Boundary (north of Whiting Field Circle) Roadway ID 58050000	Minor Arterial	2	Undivided	1	0.510	1.97	Urbanized	(D) 16,500	119	4,000	0%	0	F	2.08	B	4.24	D*
FL-AL Urbanized Area Boundary (north of Whiting Field Circle) to FL-AL MPA Boundary (north of Hopewell Road) Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	3.71	Trans.	(C) 15,100	278	2,700	NA	NA	NA	1.01	A	4.11	D*

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 87N (cont.)																	
FL-AL MPA Boundary (north of Hopewell Road) to the Alabama State Line Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	15.742	Rural Undev	(C) 8,100	83 109	2,400 2,400	0%	NA	NA	0.82	A	4.08	D*
SR 87S																	
SR 30 / US 98 to north of Five Forks Road Roadway ID 58040000	Minor Arterial	4	Divided	3	0.794	3.78	Urbanized	(D) 36,700	29	19,200	100%	0	F	3.23	C	3.26	C
Segment is on the Florida Intrastate Highway System																	
North of Five Forks Road to OK-WL Urbanized Area Boundary (north of Vonnie Tolbert Road) Roadway ID 58040000	Minor Arterial	2	Undivided	0	0.000	4.73	Urbanized	(C) 15,600	32	7,500	0%	0	F	3.41	C	4.27	D*
Segment is on the Florida Intrastate Highway System																	

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 87S (cont.)																	
OK-WL Urbanized Boundary (North of Vonnie Tolbert Road) to Barney Broxon Road	Minor Arterial	2	Undivided	0	0.000	9.1	Trans.	(C) 15,100	32	7,500	0%	NA	NA	2.59	C	4.51	E*
Segment is on the Florida Intrastate Highway System																	
Roadway ID 58040000																	
Barney Broxon Road to FL-AL Urbanized Area Boundary (South of Nichols Lake Road)	Minor Arterial	4	Divided	0	0.000	0.56	Trans.	(C) 45,400	32	7,500	0%	NA	NA	3.29	C	4.23	D*
Segment is on the Florida Intrastate Highway System																	
Roadway ID 58040000																	
FL-AL Urbanized Area Boundary (south of Nichols Lake Road) to I-10 / SR 8	Minor Arterial	4	Divided	1	0.480	2.1	Urbanized	(C) 35,500	271	8,900	25%	0	F	2.43	B	4.07	D*
Segment is on the Florida Intrastate Highway System																	
Roadway ID 58040000																	

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 87S (cont.)																	
I-10 / SR 8 to SR10 / US 90 Roadway ID 58040000	Minor Arterial	4	Divided	1	0.843	1.186	Urbanized	(D) 36,700	20	9,700	100%	0	F	2.04	B	2.76	C
SR 89N																	
SR 10 / US 90 to Berryhill Road / CR 184A Roadway ID 58001000	Minor Arterial	4	Divided	2	2.522	0.793	Urbanized	(D) 33,200	5017	22,500	100%	0	F	3.41	C	3.43	C
Berryhill Road / CR 184A to SR 87 Roadway ID 58001000	Minor Arterial	4	Divided	4	1.390	2.875	Urbanized	(D) 36,700	5016 1506	18,400 16,400	100%	0	F	3.27	C	3.17	C

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 89 (cont.)																	
SR 87 to FL-AL Urbanized Area Boundary (south of Divot Lane) Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.56	Urbanized	(D) 22,200	121	2,500	0%	0	F	3.27	C	3.17	C
FL-AL Urbanized Area Boundary (south of Divot Lane) to FL-AL MPA Boundary (south of Pond Creek Road) Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.23	Trans.	(C) 15,100	278	2,700	0%	NA	NA	1.01	A	4.11	D*
FL-AL MPA Boundary (south of Pond Creek Road) to Shell Road/Jay City Limits Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	17.65	Rural Undev	(C) 8,100	285 T 33	1,507 3,100	0%	NA	NA	1.63	B	4.02	D*

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 89 (cont.)																	
Shell Road/Jay City Limits to Pollard Road Roadway ID 58060000	Minor Arterial	2	Undivided	1	0.552	1.812	Rural Developed	(C) 9,800	33	3,100	45%	NA	NA	0.88	A	3.10	C
Pollard Road to the Alabama State Line Roadway ID 58060000	Minor Arterial	2	Undivided	0	0	3.436	Rural Undev	(C) 8,100	73 194	2,300 3,900	0%	NA	NA	0.45	A	4.06	D*
SR 281																	
Avalon Boulevard SR 30 / US 98 to FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	2.20	Trans.	(C) 15,100	35	3,900	0%	NA	NA	0.63	A	4.04	D*

Updated 2011, using 2010 FDOT LOS Tables and the 2010 Bicycle Pedestrian Plan. 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 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER ML	SEG LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
SR 281																	
Avalon Boulevard FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) to CR 191 Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	4.89	Urbanized	(D) 22,200	35	3,900	0%	0	F	1.76	B	4.20	D*
CR 191 to I-10 / SR 8 / FL-AL Urbanized Area Boundary Roadway ID 58170000	Minor Arterial	2	Undivided	1	0.260	3.851	Urbanized	(D) 16,500	280	5,900	0%	0	F	4.32	D*	4.60	E*
I-10 / SR 8 Ramp / FL-AL Urbanized Area Boundary to US 90 / SR 10 Roadway ID 58005000	Minor Arterial	2	Undivided	3	0.588	5.099	Urbanized	(D) 16,500	270 276 215	22,000 18,000 19,500	0%	0	F	5.60	F*	6.44	F*

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 89																	
Ward Basin Road I-10 to US 90	Minor Arterial	2	Undivided	1	0.36	2.75	Urbanized	(D) 14,850	186 281	5,400 4,500	8%	0	F	3.90	D*	4.30	D*
CR 184																	
Hickory Hammock Road CR 89 to SR 87	Urban Collector	2	Undivided	0	0	3.26	Urbanized	(D) 22,200	246	3,100	0%	0	F	4.08	D*	4.53	E*
Quintette Road																	
Chumuckla Highway to Myree Lane	Minor Collector	2	Undivided	0	0	1.84	Urbanized	(D) 22,200	219	5,700	0%	0	F	5.39	E*	5.00	E*

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 184 (cont.)																	
Myree Lane to Escambia County Line	Minor Collector	2	Undivided	0	0	4.04	Trans.	(C) 15,100	219	5,700	0%	NA	NA	5.39	E*	5.00	E*
CR 184 A																	
Berryhill Road CR 197 to SR 89	Urban Collector	2	Undivided	3	0.375	8	Urbanized	(D) 14,850	5023 1513	12,000 11,500	0%	0	F	4.81	E*	5.14	E*
CR 197																	
Floridatown Road Diamond Road to US 90	Urban Collector	2	Undivided	1	1.67	.6	Urbanized	(D) 14,850	225	2,800	0%	0	F	3.03	C	3.79	D*

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 197 (cont.)																	
Chumuckla Highway US 90 / SR 10 to CR 184 / Quintette Road	Minor Collector	2	Undivided	1	0.33	3	Urbanized	(D) 14,850	233	10,000	0%	0	F	4.30	D*	4.79	E*
Quintette Road to Luther Fowler Road	Minor Collector	2	Undivided	0	0	1.33	Urbanized	(D) 22,200	115	6,500	0%	0	F	4.35	D*	4.74	E*
Luther Fowler Road to Ten Mile Road	Minor Collector	2	Undivided	0	0	4.47	Trans.	(C) 15,100	115	6,500	NA	NA	NA	4.47	D*	5.10	E*

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CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 197A																	
Bell Lane CR 191B to US 90 / SR 10	Urban Collector	2	Undivided	1	0.5	2	Urbanized	(D) 14,850	221	7,500	0%	0	F	4.18	D*	4.61	E*
Woodbine Road US 90 / SR 10 to CR 197 / Chumuckla Highway	Urban Collector	2	Divided	1	0.22	4.5	Urbanized	(D) 15,593	214 218	16,500 13,500	0%	0	F	5.02	E*	5.64	F*
CR 399																	
Pensacola Beach Boulevard North End of Bob Sikes Bridge (Escambia Co/Line) to EB & WB Ramps for SR 30 (US 98) (Begin state system)	Urban Collector	4	Divided	0	0	0.291	Urbanized	(D) 64,300	235	20,500	0%	0	F	1.15	A	4.17	D*

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 Planning Purposes Only. Not To Be Used For Concurency Management Purposes. Prepared for the FY 2011/12 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2010 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2010 AADT	Bus Mode LOS			BLOS		PLOS	
											Sidewalk % Coverage	No. Buses per hour	LOS	Bicycle Score	Bicycle LOS	Pedestrian Score	Pedestrian LOS
CR 399																	
East Bay Boulevard US98 to SR87	Urban Collector	2	Undivided	1	0.1	9.88	Urbanized	(D) 14,850	238 237	9,900 4,700	13%	0	F	4.39	D*	4.40	D*
CR 399																	
Gulf Boulevard Escambia Co. Line to SR 30 (US 98/Navarre Parkway	Urban Collector	2	Undivided	1	0.1	4.886	Urbanized	(D) 14,850	234	4,900	50%	0	F	4.17	D*	3.56	D*

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Appendix C

Congestion Management Study Area Report

CORRIDOR: SR 30 (U.S. 98)
BEGIN POINT: East End of Naval Live Oaks
END POINT: CR 191B (Soundside Dr.)
FUNTIONAL CLASSIFICATION: Principal Arterial
JURISDICTION: Gulf Breeze City Limits/ State Road System
CORRIDOR LENGTH: 4.628
LANE CONFIGURATION: A 4-lane divided principal arterial
TRAFFIC CONTROL: 7 Traffic Lights



Table A 1: Service Characteristics

	2009	2014	2019		2005	2009	Change (%)
ADT	43,333	47,900	52,800	Crash	169	86	-49.11
V/C Ratio	1.18	1.31	1.44	Crash/1000 AADT		2	
LOS	F	F	F	Crashes/Mile		18	

OTHER PLANNING DOCUMENTS/STUDIES: The project is identified in Appendix E of the 2010 Florida-Alabama TPO Congestion Management Process Plan and is ranked number 2. The programming status of the project has no phase funded in the CIP or TIP. A request of study was submitted to the Department of Transportation for of U.S. 98 and Green Briar Parkway/Country Club Road; however, after the Department of Transportation studied the area, they found that it was not warranted for traffic signals. This corridor has been recommended for sidewalks ranking at number 211 in the Florida-Alabama TPO'2010 Bicycle Pedestrian Update Plan. A Corridor Management study will kick-off in the near future.

Other Proposed Improvements to Area

- ◆ Addition of Sidewalk presented in the 2010 Bicycle Pedestrian Plan Update
- ◆ Proposed Pedestrian Actuated Signals in 2011 at Oriole Beach Rd.
- ◆ US 98 Resurfacing will incorporate bicycle and pedestrian features

Accidents

The table below illustrates the number of accidents during particular time periods based on Santa Rosa's State System Level of Service (LOS) Congestion Management roadway segments. These roadway segments are based on Major and Minor Arterials and Collectors. The study segment SR 30 (US 98) from the east end of Naval Live Oaks to Soundside Dr is located on the State System; therefore, it was compared to the overall State System. The time ranges are structured to capture intervals of peak accident activities. From 2005-2009, the total number of accidents in Santa Rosa County's state road system has decreased by 16.76% and US 98 from the east end of Naval Live Oaks to Soundside Drive has decreased by 48.19%. Between the hours of 8:00 a.m. and 7:59 p.m., the majority of the accidents area accruing. In the proceeding graph, the percentage of accidents is illustrated. Overall, the accidents on the congestion management process networks and the study area are decreasing respectfully. Thus, if future patterns continue in the reduction of accidents, some delays caused by accidents will potentially decrease.

Table A 2: Comparison of State Network Systems and Study Area CMP Networks

	2005 Santa Rosa's Total State CMP Networks	2005 CMP Study Area	2009 Santa Rosa's Total State CMP Networks	2009 CMP Study Area
12:00am-4:59am	54	2	53	4
5:00am-7:59am	126	16	98	5
8:00am-10:59am	168	21	145	18
11:00am-1:59pm	244	37	192	11
2:00pm-4:59pm	284	55	234	18
5:00pm-7:59pm	223	28	182	23
8:00pm-11:59pm	100	7	94	7
Total	1199	166	998	86

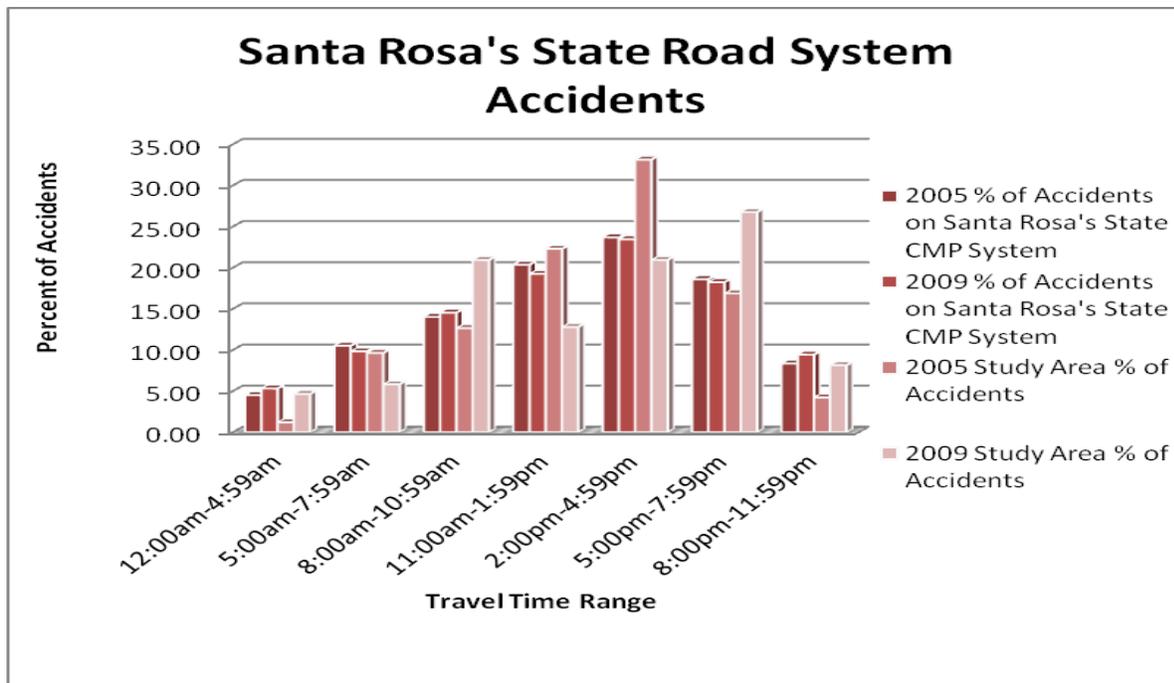


Figure A1: Percent of Accidents on a Given Roadway Network System

Modes of Transportation Usage

From 1990 to 2000, the working commuter population increased by 38.64%, whereas, populations working at home increased 124.43%. As commuting populations increase, the primary source of travel remains private vehicle use. Although efforts of pedestrian and bicycle improvements are ongoing, it shows that these methods are decreasing which could be due to increase of traffic volumes or other safety concerns. Public transportation is not as popular as carpool and private vehicle; however, availability could be one possible reason. The county recently started a public transportation system but is not available in the study area. In addition, ECAT service ends before the east end of Naval Live Oaks.

Table A3: Santa Rosa County Mode of Travel to Work

	Santa Rosa County 1990	Santa Rosa County 2000	Change
Drove alone	30,161	42,983	42.51
Carpooled	4,792	5,894	23.00
Public Transportation	144	149	3.47
Motorcycle	92	56	-39.13
Bicycle	139	83	-40.29
Walked	544	480	-11.76
Other Means	358	585	63.41
Commuters	36,230	50,230	38.64
Worked at Home	700	1,571	124.43

Recommendations:

- ◆ Extend transit services to area
- ◆ Address median modifications during Corridor Management Study
- ◆ Intersection changes at Greenbriar
- ◆ Access Alterations along the entire study area
- ◆ Signalization of traffic lights
- ◆ Special travel lanes for school buses and public transit (if extended to area)
- ◆ Coordination between emergency response, law enforcement, and wrecker services to rapidly remove accidents

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 – Any county or municipal plan that meets the requirements of subsections 163.3177 and 163.3178 of the Florida Statutes.
(LGCP)
- 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*.