Bay County TPO Congestion Management Process Plan

Adopted February 2013

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This report was financed in part by the U. S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, , and submitted in partial fulfillment of FY 2013/14 UPWP Task C.3. The contents of this report do not necessarily reflect the official views or policy of the U. S. Department of Transportation.

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1.0 Introduction

Congestion of any given roadway network can be closely linked to demand. As the demand increases, the vehicle volume begins to fulfill the capacity of the road. Congestion can also be perceived on how well the roadway facility is meeting the needs of the users. The Congestion Management Process Plan (CMPP) is organized into eight sections: (1) Goals and Objectives; (2) Networks; (3) Performance Measures; (4) Data Collection and System Performance; (5) Analyze Congestion Problems and Needs; (6) Identify and Access Strategies; (7) Program and Implement Strategies; and (8) Strategy Effectiveness Evaluation (See Figure 1.0). The CMPP is a state and federally mandated document designed to support the transportation planning process. By collecting and mapping safety information annually, the next major update to the CMPP will be able to formulate safety recommendations for inclusion in the planning process (see Maps 1.0.1 and 1.0.2). The next major update to CMPP will be part of the Long Range Transportation Plan (LRTP) major update that must be adopted by June 2016,

Code of Federal Regulations (CFR) 450.320 requires any area with a population over 200,000 designated as a Transportation Management Area (TMA) to address congestion through a process that provides for safe and effective integrated management and operations of 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. Although the Bay County Transportation Planning Organization is not a designated TMA, Florida Department of Transportation (FDOT) policy extends this stipulation to all metropolitan planning organizations in an effort to emphasize mobility management. Moving ahead for Progress in the 21st Century (MAP-21) is the federal transportation law that will provide federal funding for highway and transit improvements as of October 1, 2012. The goal of MAP-21 is "to achieve a significant reduction in congestion on the National Highway System".

The Panama City Urbanized Area is located in the southern portion of Bay County in Northwest Florida. The Bay County Transportation Planning Organization (TPO) serves as the coordinating entity for transportation planning among the local governments, FDOT, and the Federal Highway Administration. The Bay County CMPP is developed for and implemented within the Metropolitan Planning area. Map 1.0.3 identifies the boundaries that are in the CMPP process.

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

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

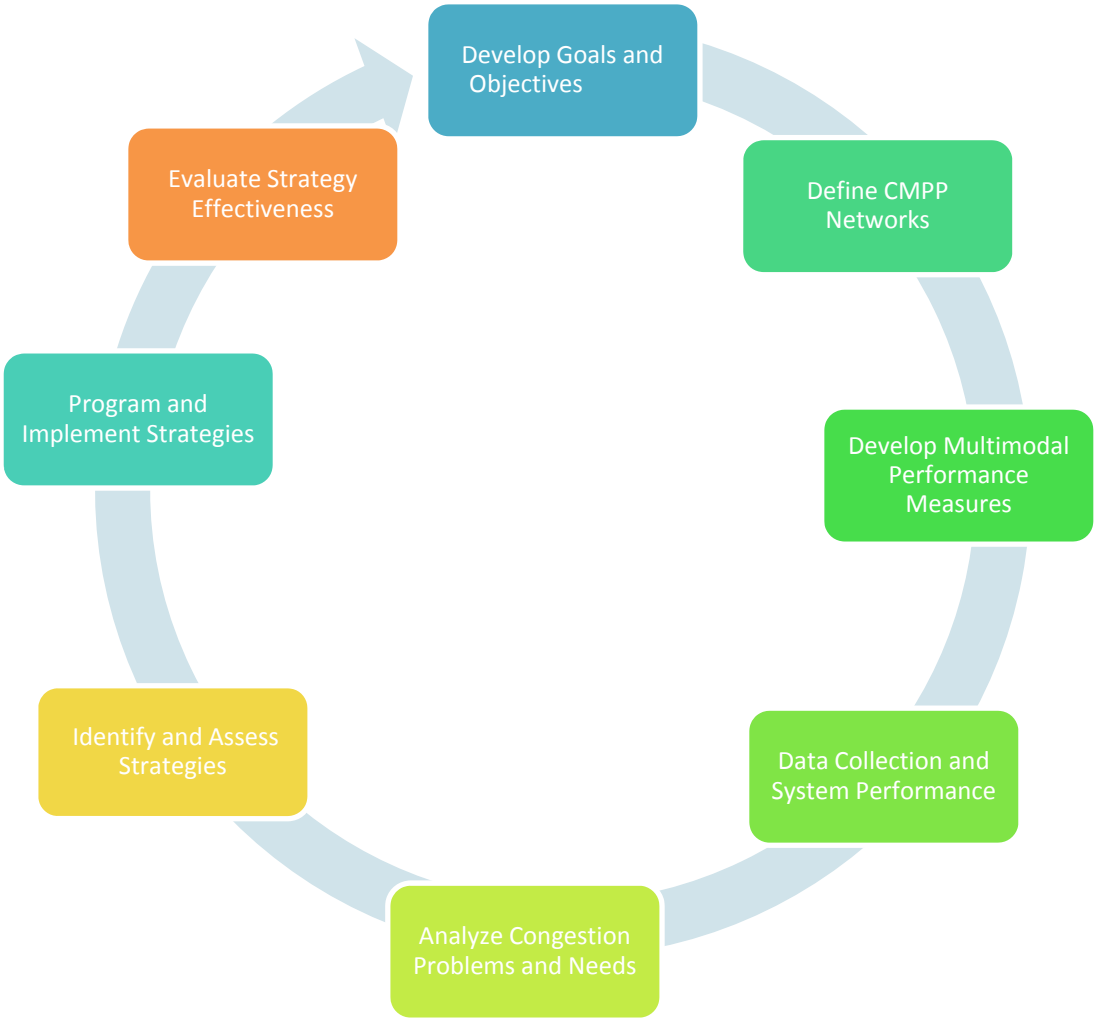
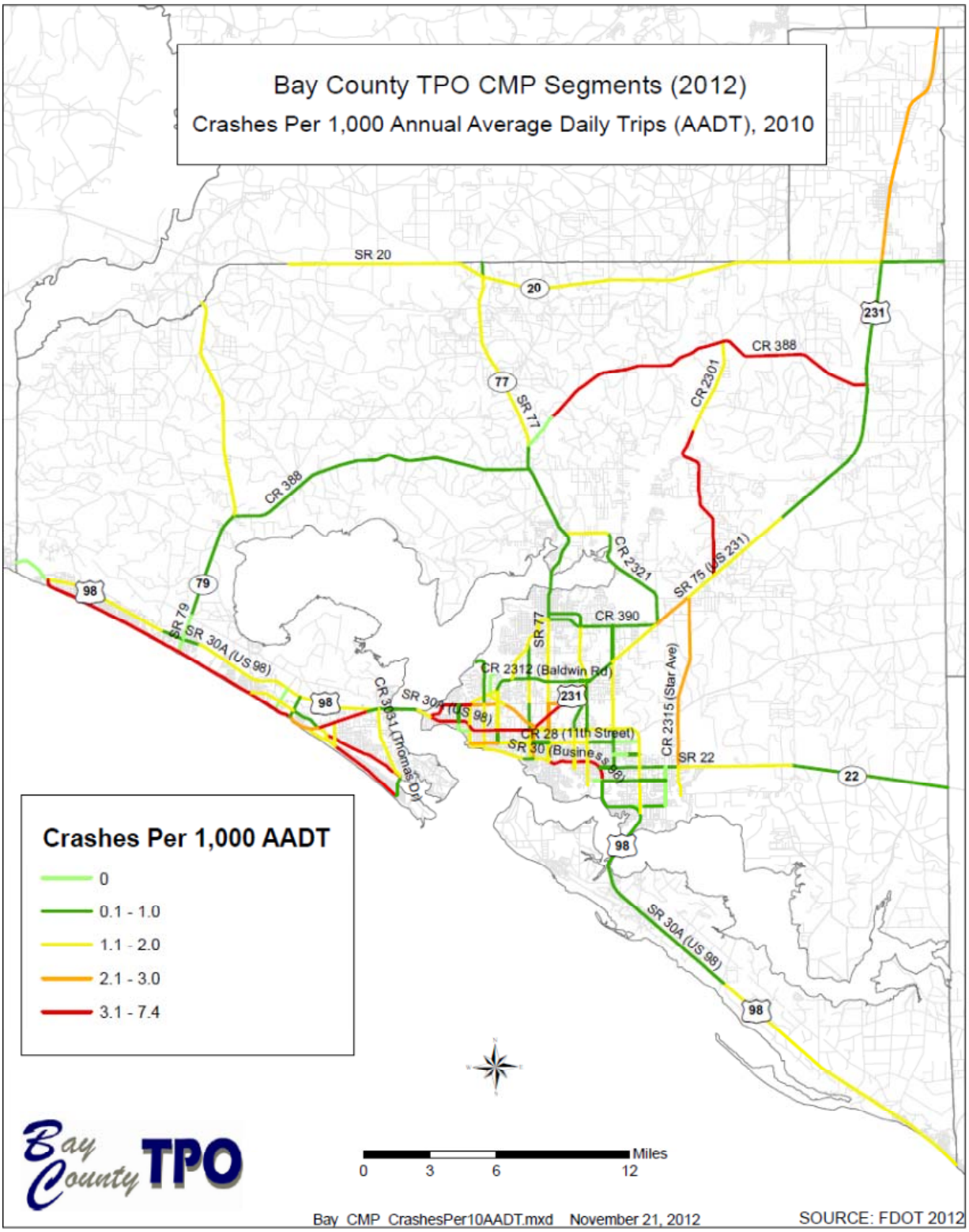
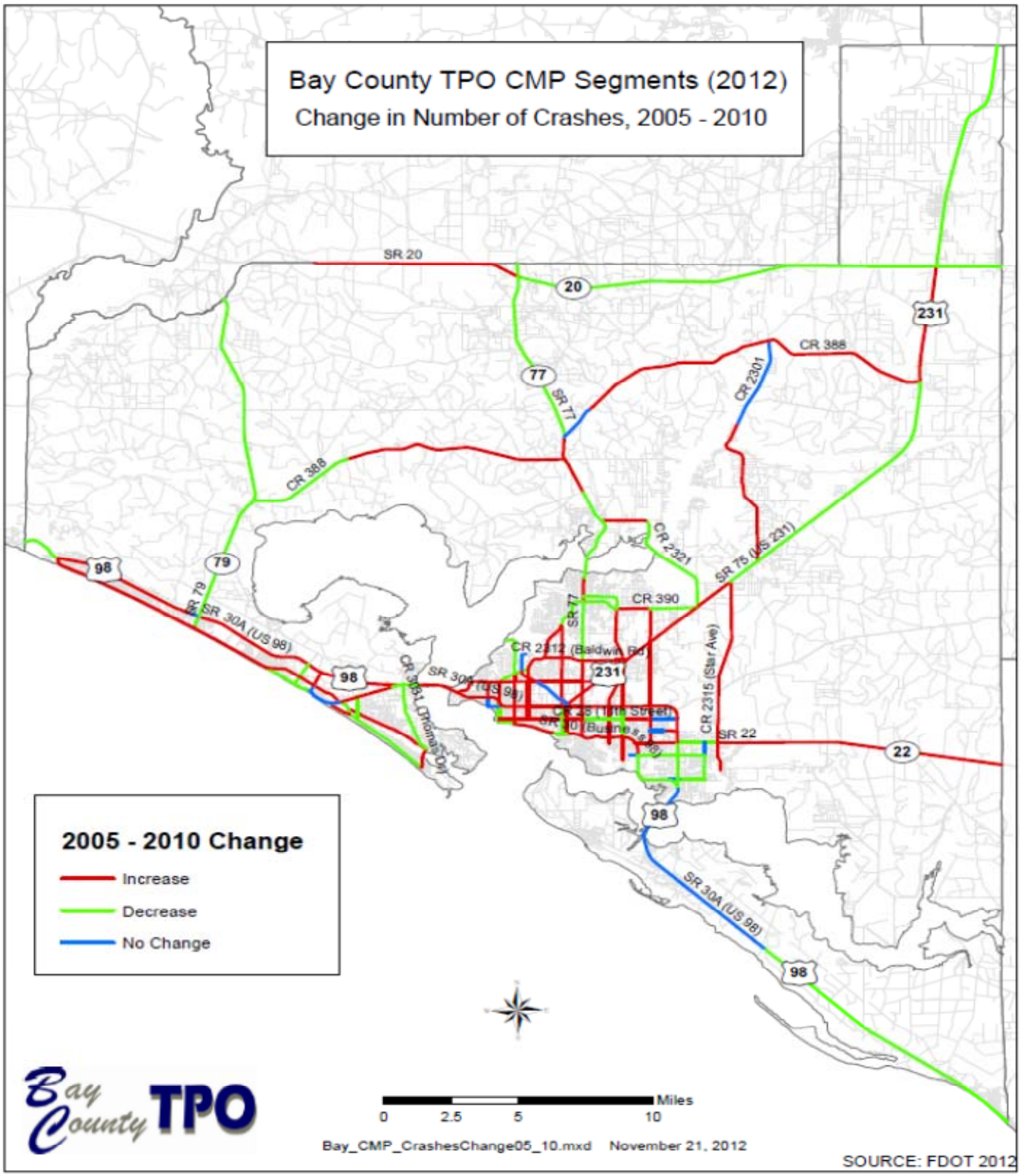


Figure 1.0 Congestion Management Process 8 Actions

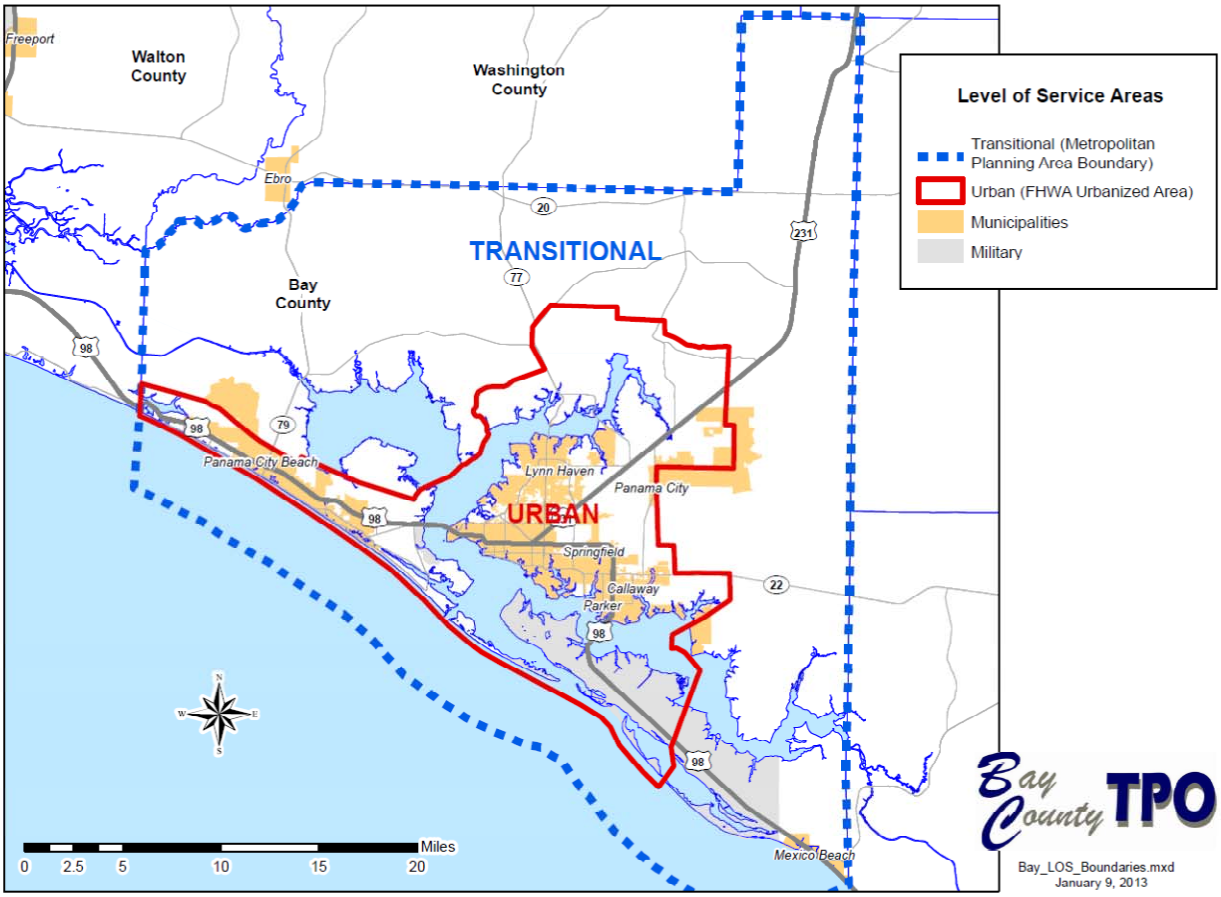
Map 1.0.1 Bay County Crashes per 1,000 AADT (2010)



Map 1.0.2 Bay County Change in Number of Crashes 2005-2010



Map 1.0.3 TPO Boundary and LOS Area



2.0. CMPP Goals and Objectives

The first process of the CMPP is the development of the goals and objectives. The context of the CMPP objectives is set by the Long Range Transportation Plan (LRTP). The vision and the goals of the 2035 LRTP will be used as guidance for the TPO's regional mobility. The vision and goals of the LRTP are established within the steering committee session. The steering committee is composed of representatives from the Florida Department of Transportation (FDOT), local government representatives, citizens, and stakeholders. Before adoption, the vision statement and goals were presented to the general public for review, comment, and recommendations.

Goals are broad statements of intent, whereas objectives are specific in context in order to accomplish the goal. The goals established in the 2035 LRTP can be found in Table 2.0.1. The CMPP objectives (Table 2.0.2) are reflective of those established in the LRTP which are relative to the performance of the transportation system. The CMPP objectives define the short-term management of congestion and low cost implementation strategies.

Table 2.0.1 Bay County TPO 2035 Long Range Transportation Goals

Plan and provide a multi modal network of integrated, user-friendly transporation systems for the movement of people and goods
Provide connections between new developments to refuce short trips on the major road network.
Develop and maintain a transporation system that provides for the safety of residents, vistors and commerce.
Provide a coordinated transportation system that is efficient for everyone in both time and cost.
Development and maintain a responsible transportation system that protects preserves and enhances a high quality of life for all citizens, including but not limited to environmental, historical and recreation.
Minimize transportation costs by coordinating land use and existing land conditions with appropriate transporation facilities.
Beconsistent with sustainable community principles: (1) Economic Development, (2) Environmental Protection and (3) Social Equity.
Develop and maintain a transportaiton system that provides for the security of residents, vistors, and commerce.
Develop and maintain a reponsible transportation system that meets or improves on the national ambient air quality standards for all citizens and visitors.

Table 2.0.2 Congestion Management Process Plan Objectives and Actions

Goal 1: Plan and provide a multi-modal network of integrated, user-friendly transportation systems for the movement of people and goods.

Objective 1: Provide multi-modal linkage to increase the range of choice to provide motorized and non-motorized means to connect with other modes of travel.

Performance Measures:

1) Average Service Frequency
2) Annual Ridership
3) Total Centerline Miles of Bicycle and Pedestrian Facilities

Objective 2: Provide Ride-sharing programs.

Performance Measure:

1) Number of registered vanpools and/ or number of vanpool lots

Objective 3: Reduce delays for people and goods.

Performance Measures:

1) LOS Tables for vehicle, pedestrians, bicyclist, and transit
2) Daily vehicle miles of travel by functional classification

Goal 2: Develop and maintain a transportation system that provides for the safety of residents, visitors, and commerce.

Objective 1: Ensure that safety is a priority in the implementation of every goal for motorized and non-motorized users.

Performance Measures:

1) Change in the number and severity of crashes by user type.

2.1 Future Revisions to the Goals and Objectives

Future revisions should include how to preserve capacity and how to improve security, safety and reliability. For example, linking the strategies back to the goal of "safety" and expand discussion on how reducing congestion and applying Transportation System Management and Operation (TSMO) strategies enhance safety. Discussion on the reduction of rate of accidents, or the decrease in the number of injuries and fatalities should be considered. The Performance Measures, such as those identified in Section 4.0, should clearly reinforce the strategies and goals of congestion management and TSMO.

3.0 Networks

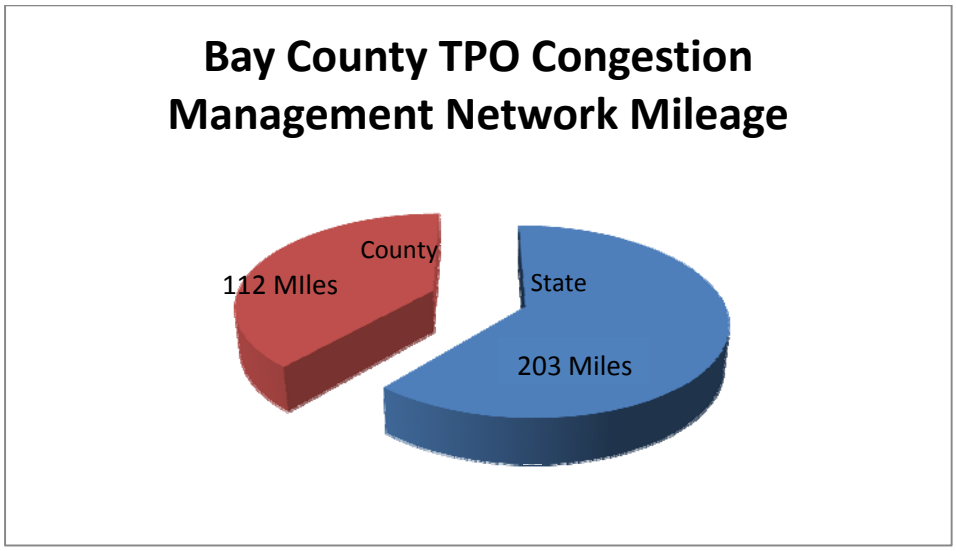
Transportation planning is not just planning for roadways. It also entails planning for other modes of transportation such as public transportation, bicycles, and pedestrians. To that extent, the following networks are identified in this CMPP report: (1) Roadway or Congestion Management; (2) Transit; (3) Travel Demand; (4) Bicycle/Pedestrian; and (5) Freight.

3.1 Roadway Network

The roadway network is functionally classified based on the Federal Highway Administration (FHWA) Functional Classification System. A functional classification system is a grouping of streets and highways based upon the type of service they are intended to provide. There are three types of functionally classified systems in this report: 1) Freeways and Tolls; 2) Arterials; and 3) Collectors. Local roads are not included in the roadway network that is analyzed in the CMPP.

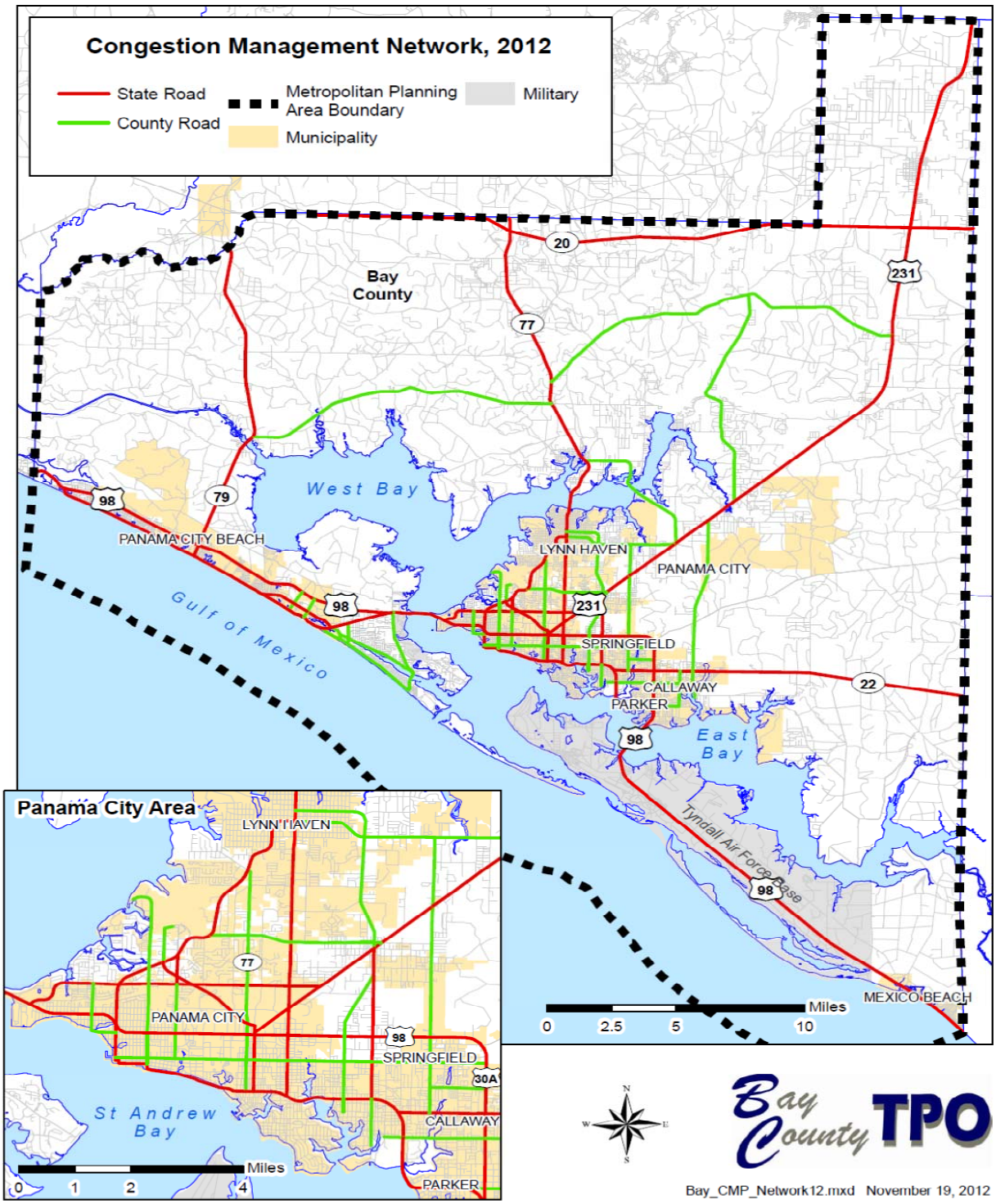
The roadway network that is analyzed for the CMPP is comprised of state roads and major county roads as well as an integrated system of airports, rail systems, multi-modal, and inter-modal facilities totaling of 315 miles (See Figure 3.1). Regional roadway corridors serving the Urbanized Area include US98, US231 and SR20. Other major urban arterials include SR77 (Martin Luther King Jr. Boulevard), SR 390 (St. Andrews Boulevard), SR22 (Wewa Highway) and CR2327 (Transmitter Road).

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



Source: Bay TPO Congestion Management Process Plan Network

Figure 3.1 Congestion Management Roadway Mileage



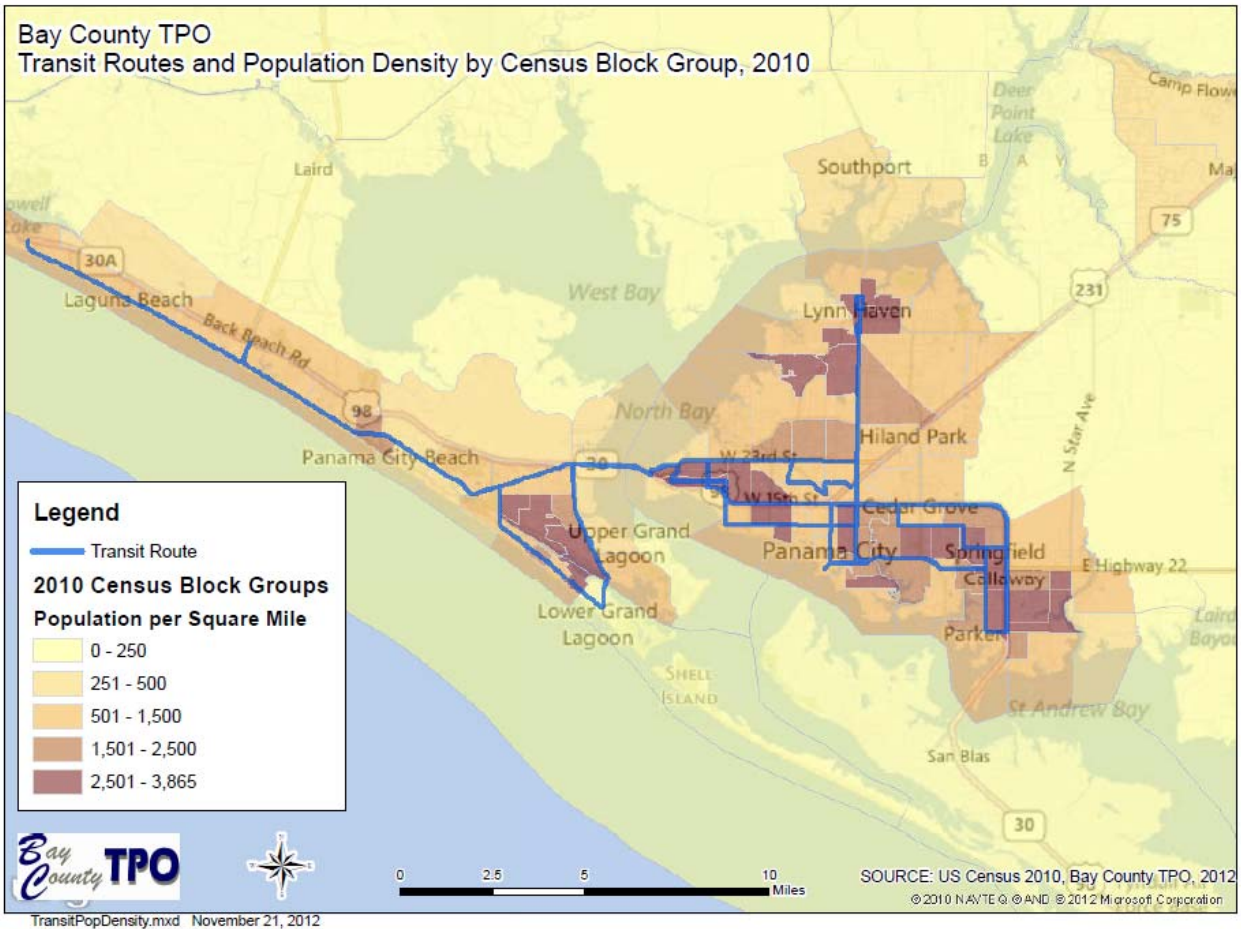
Map 3.1 Congestion Management Process Plan Network

3.2 Transit Network

The Bay Town Trolley (BTT), a fixed route service with deviation has operated in Bay County since December 1995. Santa Ynez Valley Transportation Services operates the BTT through a contract with the TPO. Trips cost $1.50 for the general public and $0.75 for senior citizens, the disabled, and students

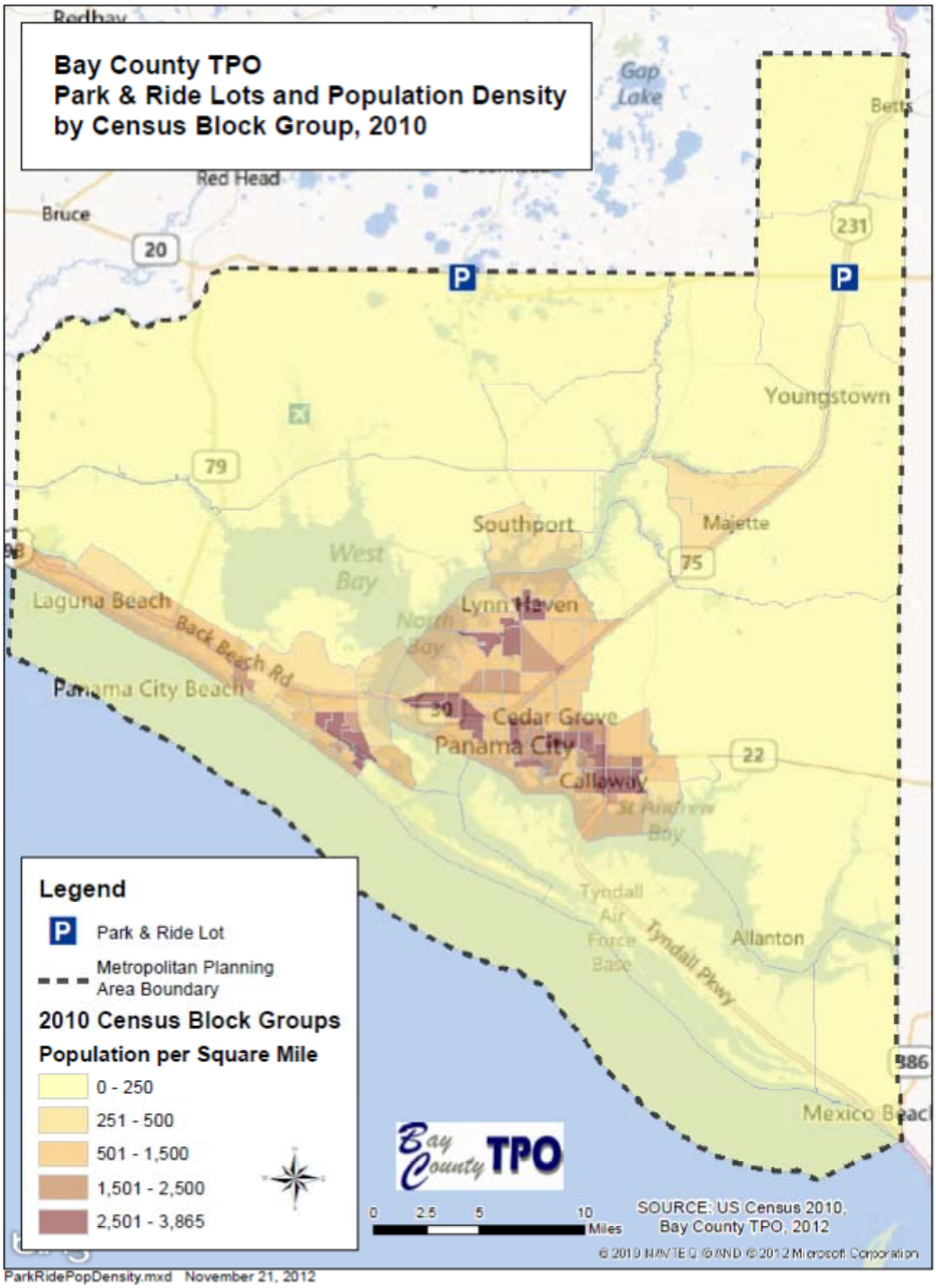
with proper identification. Children age 5 and under ride for free. The service operates Monday through Saturday from 6:00 a.m. to 8:00 p.m., except on designated holidays. Map 3.2 identifies the Bay Town Trolley Routes and corresponding Population Density surrounding the routes.

Map 3.2: Bay County TPO Transit Routes and Population Density by Census Block Group 2010



3.3 Travel Demand Network

The Commuter Assistance Program, Ride On, funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council, offers employer based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program matches commuters with a computer database with mapping capabilities to assist in forming car and vanpools. Map 3.3 shows the location of the two Park and Ride Lots in Bay County as designated by the Florida Department of Transportation as well as the population density in Bay County.



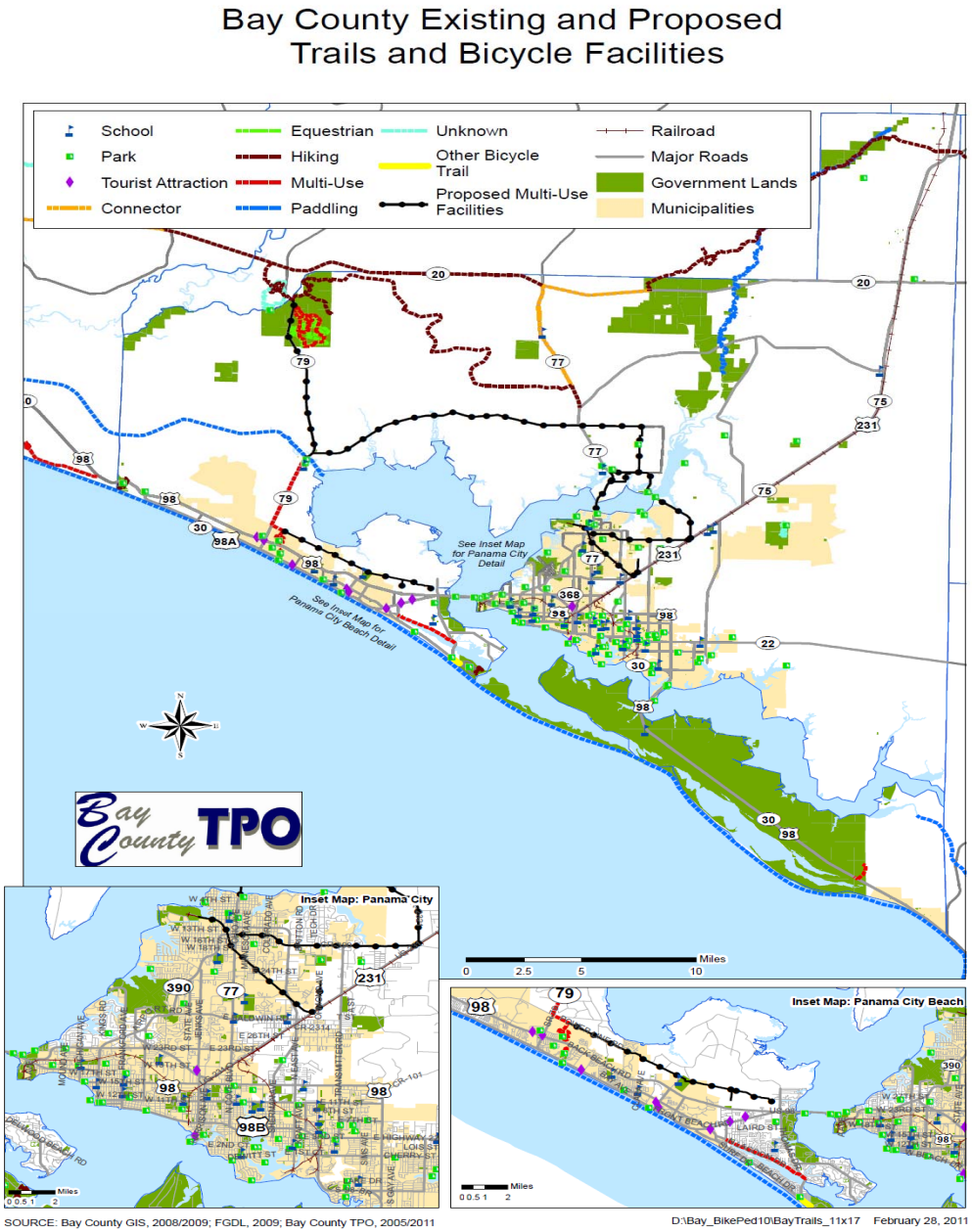
Map 3.3 Bay County TPO Park and Ride Lots and Population Density by Census Block Group, 2010

3.4 Bicycle and Pedestrian Network

The on-road bicycle network is identical to the CMPP network. Bike lanes and paved shoulders are considered on-road facilities. A Bicycle lane is designated as a bicycle facility typically at least 4 feet wide and has an indication on the road. Paved shoulders serve as a means for a bicyclist to travel and a

place of refuge for vehicles with mechanical problems. In the Bicycle Pedestrian Master Plan, paved shoulders at least 4 feet wide were noted as an undesignated bicycle facility. Paved shoulders are generally used as undesignated bicycle facilities along suburban and rural roadways.

The pedestrian network is comprised of the CMPP network. Pedestrians are typically prohibited from walking on highways, limited access facilities, HOV and toll facilities, and ramps. Map 3.4 depicts the existing and proposed bicycle and pedestrian routes and trails



Map 3.4 Bay County Existing and Proposed Trails and Bicycle Facilities

3.5 Freight Network

The freight network is composed of the CMPP network. Although rail, water, and air cargo are available, the movement of goods is primarily transported by truck. Depending on vehicle type, some freight movement is restricted on some of the roadways. Table 3.5 denotes the highways that support Commerce in the TPO area and Appendix A identifies the 2011 Truck Traffic in the TPO Area.

A statewide Freight Plan is required in MAP -21 and the next major update to the Congestion Management Process Plan needs to reference this plan as well as the Strategic Intermodal System and its connection to the Highway of Commerce.

Table 3.5 Highways of Commerce

County	Highway of Commerce	From	To
Bay	US 98/ SR 30	Walton Co. Line	Holmes Co. Line
	US 98 Business	Chevron Fuel Terminal	US 98/ SR 30
	SR 22/Wewa Hwy	US 98 Business	Gulf Co. Line
	US 231/SR 75	US 98/SR 30	Jackson Co. Line
	SR 77	US 231	SR 390
	SR 77	SR 390	Washington Co. Line
	SR 79	US 98/ SR 30	CR 388
	SR 79	CR 388	Washington Co. Line
	CR 390	US 231/ SR 75	SR 77
	SR 390	SR 77	SR 368
	SR 368/W. 23rd St	SR 390	US 98/SR 30
	CR 2315/Star Ave	SR 22/Wewa Hwy	US 231/SR 75
	CR 2327/Transmitter Rd.	SR 22/Wewa Hwy	US 231/SR 75
	CR 389/N. East Ave	S. of SR 22/Wewa Hwy	CR 390
	CR 388	US 231	SR 79
	Thomas Dr.	US 98	Coastal Palms Blvd.
	SR 368/W. 23rd St.	SR 390	US 98/SR 30
	CR 2297	SR 22	End

Source: TPO's Regional Freight Plan

4.0 Performance Measures

Congestion can be interpreted in many different ways. What may be congested to one person may not be the same for the next person. Implementing performance measures provides a threshold of what levels of congestion are acceptable and what levels of congestion are not acceptable. The use of performance measures is a quantifiable method for analyzing the performance of the transportation system and the effectiveness of congestion management strategies. The employment of performance

measures illustrates to what degree the CMPP is achieving its objectives. Developing performance measures can: (1) identify congested areas; (2) evaluate the effectiveness of mitigation strategies; (3) monitor the effectiveness and efficiency of the transportation system, and (4) identify, evaluate, track, and communicate the degree to which the transportation system satisfies its requirements.

4.1 Adopted Performance Measure

The performance measure used to determine the state of congestion on the CMPP network is maximization of CMPP roadway networks Level of Service (LOS). The Bay County Roadway and Multimodal Level of Service Tables are located in Appendices B and C.

A LOS analysis is a quantitative examination of the quality of service provided by the transportation system. The LOS tables are based on the generalized tables within the 2009 Quality/Level of Service Handbook. Maximum threshold levels are determined by the state and local governments based on the analysis of a segment's functional classification and facility type.

4.1.1 Methodology

Statewide default values were measured and applied to the basic planning analysis models to produce the Generalized Tables. The models have been periodically reviewed and updated when necessary. The most current update revised the standardized "*K Factor*". The "*K Factor*" denotes peak hour to annual average daily traffic. FDOT personnel have conducted numerous traffic and signalization studies and have modified the initial values to reflect average conditions in Florida. Daily and directional data were derived from FDOT's continuous traffic count stations throughout Florida. Signal timing data were obtained from analyses of traffic signal timings in Miami, Tampa, Tallahassee, Gainesville, DeLand and Lake City, as well as several rural developed areas. FDOT's intent has been to develop the most realistic numbers based on actual traffic, roadway and signalization data.

The basis for determining the CMPP network congestion levels is described below:

1) Determine the geographic area type in which the roadway segment (Urbanized Area, Transitioning Area, or Rural Area) is located. Retrieve the appropriate table.
2) Determine the type of roadway to be analyzed: State two-way arterial, freeway, or non-state roadway and go to the corresponding portion of the table.
3) Determine the number of traffic signals per mile on the segment of roadway and appropriate class designation (Class I, II, etc.) on the table.
4) Determine the number of through lanes on the segment and whether it is divided or undivided and find the appropriate row in the table under the proper class designation
5) Look up the Annual Average Daily Traffic (AADT) count two-way traffic volume for the roadway segment. **Note:** If more than one count station exists on a roadway segment, the median count should be used to represent the average conditions.
6) Using the proper table, the appropriate Class designation, and the correct row, you can determine the LOS Classification in which the AADT falls.

4.2 Potential Performance Measure

The CMPP attempts to improve the transportation system and services provided within the TPO's region. The performance measures listed in Table 4.2 should be considered in the next major update of the CMPP.

Table 4.2 Performance Measures

Performance Measure Type	Performance Measure	Data Used	Data Source
Roadway	Level of Service (LOS)	Average Annual Daily Traffic (AADT) Counts	Florida Department of Transportation (FDOT) and Alabama Department of Transportation (ALDOT)
	Vehicle Miles Traveled (VMT)	AADT; length of roadway	FDOT, ALDOT, and Local Agency's Straight Line Diagrams
	Percent of Roadway Operating at Congested Conditions	LOS	FDOT's Generalized Tables
Alternative Modes	Peak Vehicles	Number of Operating Vehicles during peak service periods	FDOT's Transit Handbook
	Average Headway	Directional Route Miles; Revenue Miles; Revenue Hours; Peak Vehicles	FDOT's Transit Handbook
	LOS	Number of Bus Stops along the Identified Roadway Segment; Number of Buses/ Peak Hour in the Peak Direction; and Percentage of Sidewalk Coverage	Escambia County Area Transit; Generalized Tables; and the Florida-Alabama TPO 2010 Bicycle Pedestrian Master Plan Update
	Percent of Congested Roadway Centerline Miles with Bicycle and Pedestrian Facilities	Miles of Bicycle and Pedestrian Facility Coverage; Miles of Congested Roadway	Florida- Alabama TPO 2010 Bicycle Pedestrian Master Plan Update and CMPP LOS Tables
Transportation Demand Management	Number of Registered Carpools or Vanpools	Number of Register Carpool and Vanpools	
Non-Recurring	Rate of Accidents	Number of Accidents	FDOT
	Change in Bicycle and Pedestrian Crashes by Injury Type	Number of Bicycle Accidents; Number of Pedestrian Accidents; and Type of Injury	FDOT

5.0 Data Collection and System Performance

This section defines the process for identifying, screening, and evaluating strategies for addressing congestion management data collection and system performance. The process can be incorporated at the system- and corridor-levels as a guide to selecting strategies to manage congestion. The next major update to the CMPP will contain will contain an evaluation and prioritization of projects for the incorporation into the Long Range Transportation Plan and the Transportation Improvement Program.

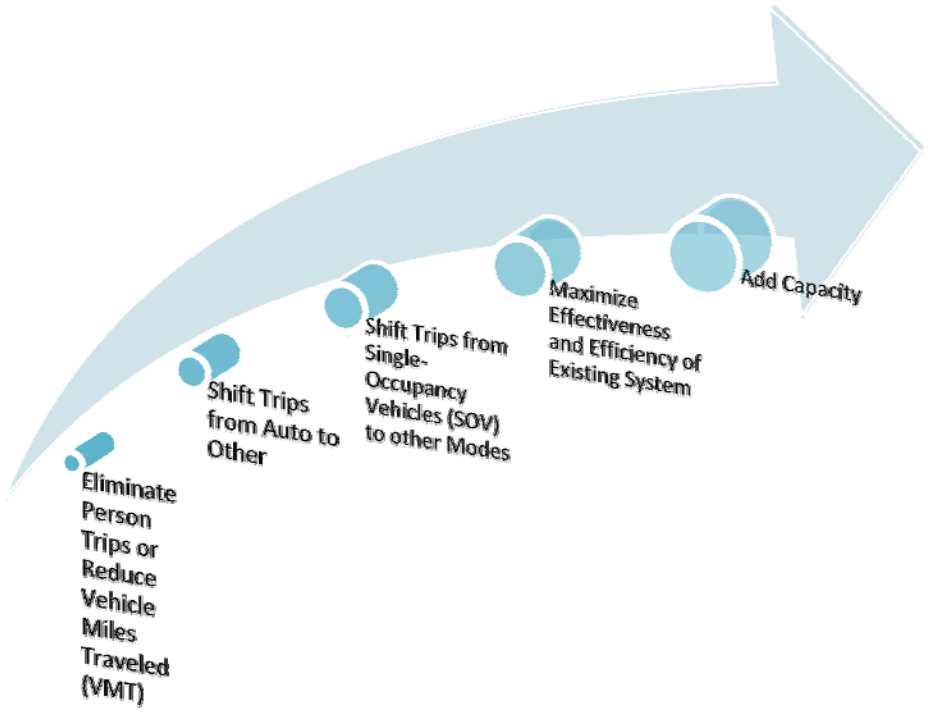
There are a variety of strategies to use as tools to manage congestion. The noted mitigation strategies listed in Table 5.0 can be utilized to identify the most effective strategies for the congested spots and corridors. Prior to selecting a tool, the congested corridor needs to be further investigated to determine which strategy will be the most applicable to the situation. These mitigation strategies can be further illustrated into a hierarchy for prioritization as shown in Figure 5.0.

Table 5.0 Congestion Management Strategies and Impacts to the Transportation System

CONGESTION MITIGATION STRATEGY EVALUATION CHECKLIST

Potential Strategy	Date Discussed	Warrants Further Study	Discussion and/or Staff Assigned For Further Analysis
Transportation Demand Mgt.			
-Carpooling		Yes/No	
-Vanpooling		Yes/No	
-Flextime		Yes/No	
-Telecommuting		Yes/No	
-Parking Mgt.		Yes/No	
-Transit Service		Yes/No	
-Other		Yes/No	
Traffic Operations Improvements			
-Traffic Surveillance/Control		Yes/No	
-Computerized Signal Systems		Yes/No	
-Motorist Information Systems		Yes/No	
-Median Modifications		Yes/No	
-Intersection Changes		Yes/No	
Access Alterations		Yes/No	
-Other		Yes/No	
HOV Encouragement			
-Measures		Yes/No	
-Employer Trip Reduction		Yes/No	
-Other		Yes/No	
-Land Use Management		Yes/No	
-Incident Management		Yes/No	
-ITS Options		Yes/No	
-Addition of Genera		Yes/No	
-Purpose Lanes		Yes/No	
-Other		Yes/No	

Figure 5.0 Prioritization of Strategies



6.0 Congestion Problems and Needs

Level of Service Tables and Performance Measures are typical tools that are utilized to analyze congestion problems and needs. Potential Performance Measures are listed in Table 4-2. Congestion can be measured by Level of Service based on traffic volumes.

FDOT annually collects traffic volumes and usually publishes the data by late spring. Traffic volumes are counted at various locations throughout Florida and noted using station numbers. This information can be obtained from the Florida Traffic Information and Highway Data CD or from FDOT's Florida Traffic Online interactive website.

The traffic volumes noted for each count station are used to update AADTs on the LOS table. Other information contained in the tables include: 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.

6.1 Coordinating Groups Involved with the CMPP

Two committees advise the TPO: (1) Technical Coordinating Committee (TCC) and (2) Citizens' Advisory Committee (CAC) during the CMPP update. These advisory committees combine to form the study team along with additional stakeholders, and citizens. 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.

6.1.1 Integration in the Long Range Transportation Plan (LRTP)

The CMPP will be an integral part of the TPO's planning process, including the LRTP, Transportation Improvement Program (TIP), Unified Plan Work Program, (UPWP), and the Public Participation Plan (PPP). The CMPP guides the planning process by:

1) Identifying operations and management projects that can be included in the TPO's TIP and LRTP; and
2) Identifying a set of congestion mitigation strategies that can be applied to congested corridors.

6.1.2 Integration in the Transportation Improvement Program (TIP)

Congested corridors will be considered for the TIP, although there is no designated funding for implementing mitigation strategies. Projects are implemented through Transportation System Management (TSM) projects, Corridor Management Plans, and the inclusion of other local and FDOT projects.

6.1.3 Linkage between the Transportation System Management and Operations and the ITS

The Bay County TPO adopted the Regional Intelligent Transportation Systems (ITS) Plan in 2010 along with two other TPOs in Northwest Florida. ITS is a technological tool and system that local governments use to manage transportation operations. The plan identifies the current and future needs of the area to make the existing infrastructure and systems work in harmony. Bay County has begun synchronizing traffic signals in the county and surrounding municipalities within the county.

6.1.4 Integration with the Public Participation Process Plan

Public Involvement (PI) is a process that attempts to involve all persons in a community, regardless of race, income, or status, being affected positively or negatively by a future transportation project. The Public Involvement Plan (PIP) is a working document that will serve as a guide for the selection and application of PI tools and strategies in CMPP. The development of a PIP is the first action taken in developing the CMPP. This plan denotes the process of incorporating the impacted community in the selected study area. Once the study area is defined, community members and other stakeholders are invited to join the team. The goal of the PIP is to increase the public involvement of impacted communities and businesses to define congestion deficiencies and develop low-cost short-term mitigation strategies. The steps taken to fulfill the goal are listed in Figure 6.1.

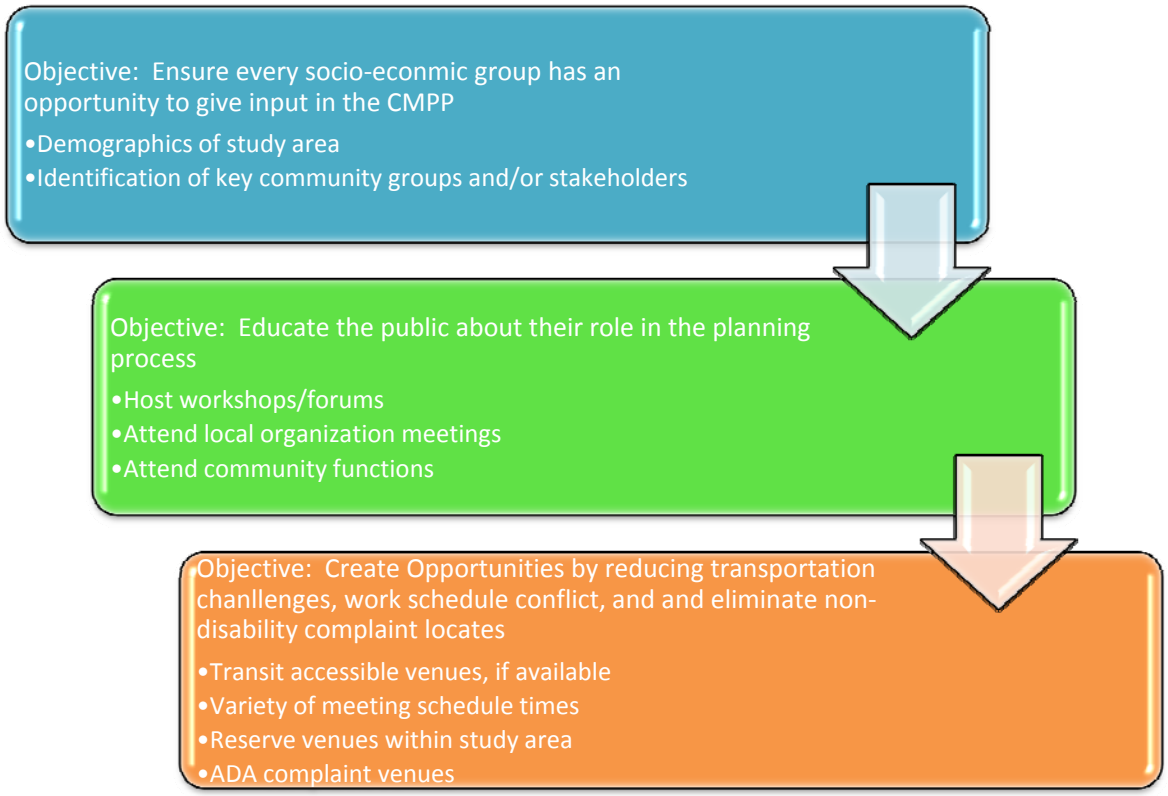


Figure 6.1 Public Involvement Objectives

7.0 Identify and Access Strategies

Another component of the CMPP is to identify and access the mitigation strategies. The typical mitigation strategies will involve performance measures and accumulation of data over time.. Detailed evaluations of individual mitigation strategies will occur during the next major update to the CMPP.

7.1 Monitoring and Tracking

The effectiveness of the congestion mitigation strategies will be monitored and tracked along with the updates to the CMPP every five years. The collection of data over time will permit a more comprehensive analysis in identifying trends, and compare data across projects and the geographical region. When determining the effectiveness of adopted strategies, the LOS tables can provide an analysis of the previous and current conditions. However, the impacts of some mitigation strategies will not be as apparent as others. In the case of Transportation Demand Management (TDM), the impacts will become noticeable over a long period of time versus the impacts of an auxiliary left-hand turn lane which could have an immediate result.

8.0 Program and Implement Strategies

It is very vital to have coordination and cooperation amongst agencies to ensure the CMPP functions properly and provides desired information. The development of an implementation plan provides guidance to coordinate activities, ensures timely development and delivery of CMPP products and quality control. It also establishes a premise for reviewing CMPP activities, procedures, techniques, and updates to the CMPP.

8.1 Implementation Schedule

The CMPP is an element of the LRTP and will be updated along with the LRTP in five year cycles. Congested spots and corridors will be studied in between update cycles. The primary objective of the update will be to assess CMPP implementation and address new locations of congestion and related issues.

8.2 Implementation Responsibilities

Depending upon the recommendations in the next major update to the CMPP, funding responsibilities will be sent to the Bay County TPO, FDOT, or local governments for potential implementation.

8.3 Role of Decision Makers and Elected Officials

There are several agencies involved during the planning process. Representatives from various agencies serve on the Technical Coordinating Committee (TCC). The TCC serves as a forum for agencies to collaborate for the betterment of regional welfare, to review and comment on the draft CMPP, and to make formal endorsements to the TPO. In Table 8.3.1, a list of representative agencies composing the TCC is provided.

Table 8.3.1 Technical Coordinating Committee Members

Non-Voting	Voting
Federal Highway Administration	Bay County
Florida Department of Transportation	Bay Town Trolley
Florida State University	Callaway
Gulf Coast Community College	Community Transportation Coordinator
Florida Department of Environmental Protection	Lynn Haven
Utilities	Mexico City Beach
West Florida Regional Planning Council	Panama City
	Panama City/Bay Co. Airport
	Panama City Beach
	Panama City Port
	Parker
	Springfield
	U.S. Air Force
	U.S. Navy

The Bay County TPO representatives include city and county elected officials within the urbanized area. There are ten commissioners and eight city council members serving on the TPO's board (See Table 8.3.2). The TPO is provided the opportunity to review and comment on drafted documents and final document before motioning to approve documents. Since the CMPP is included in the LRTP, the TPO will also review the list of proposed projects recommended to mitigate congestion.

Table 8.3.2 Bay County TPO Elected Officials Representation

Elected Officials Governing Locality	Number of Representation
Bay County Commission	5 Commissioners
City of Lynn Haven	2 Council Members
City of Mexico Beach	1 Council Member
City of Panama City Beach	1 Council Member
City of Parker	1 Council Member
City of Springfield	1 Council Member
City of Callaway	2 Council Members
Panama City Commission	5 Commissioners

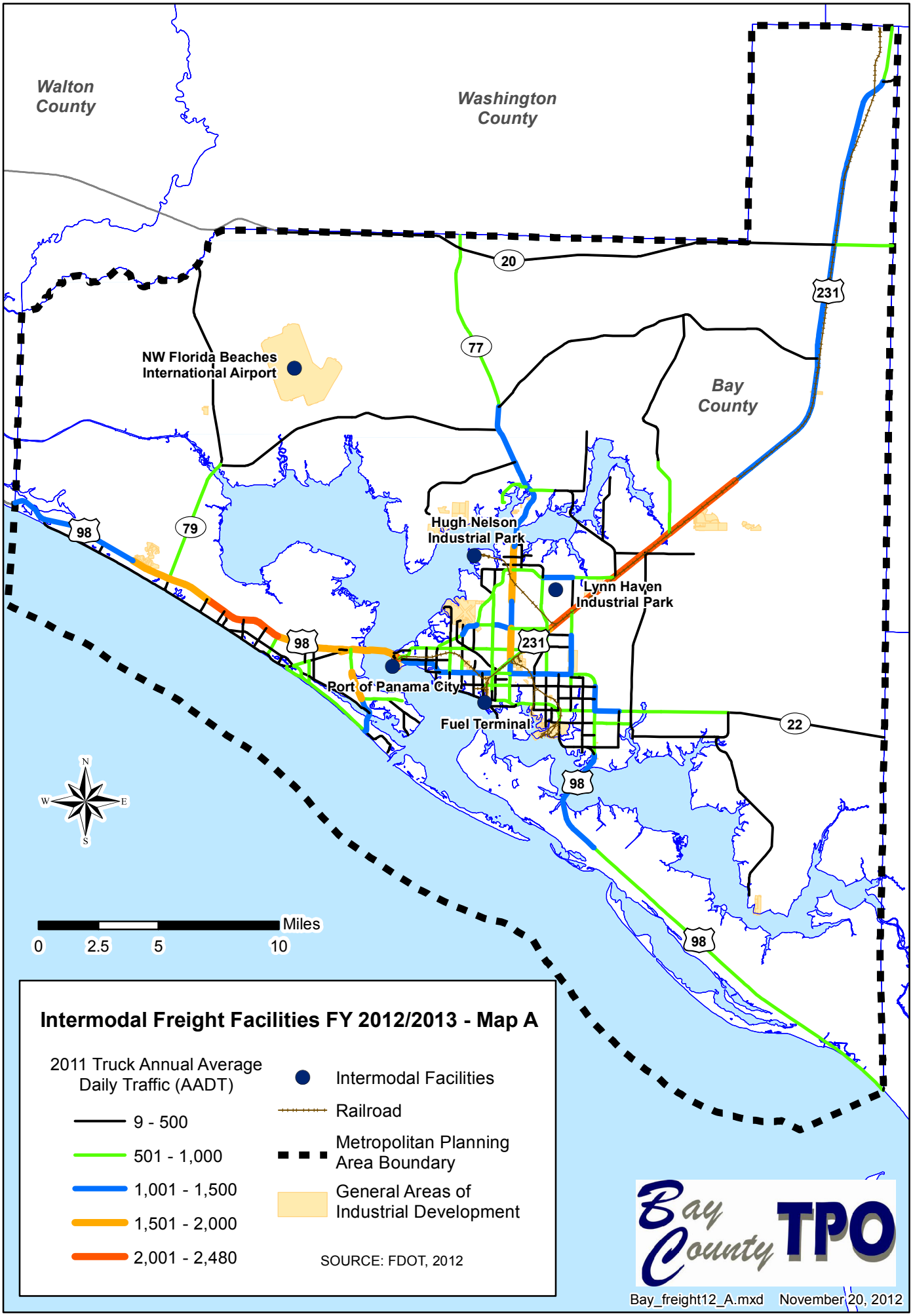
9.0 Strategy Effectiveness Evaluation

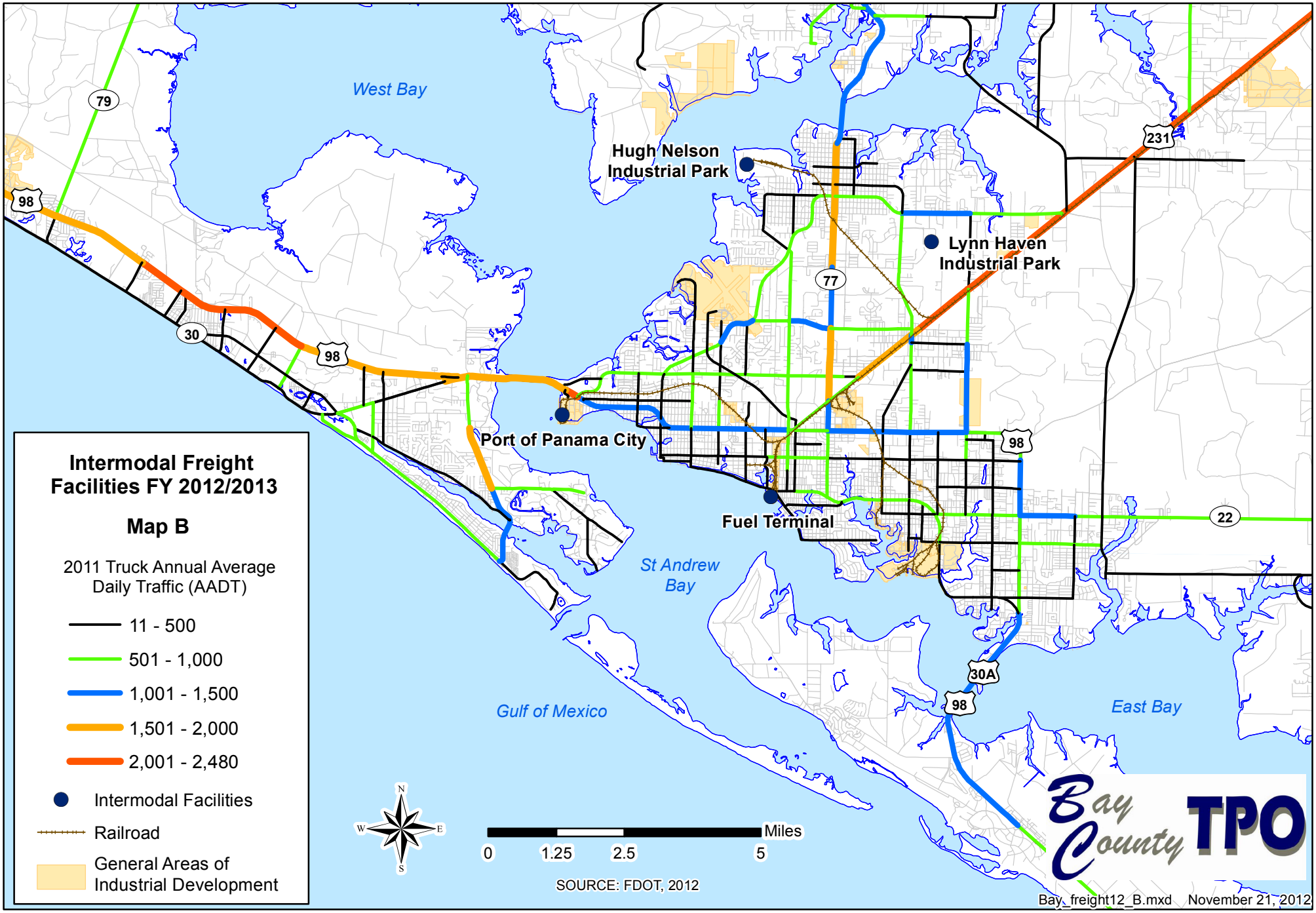
Previously, the CMPP was updated annually. In alternating years, a study was completed of a congested segment and the following year it analyzed what mitigation strategies had been implemented. After the February 2013 adoption of the CMPP Report, the CMPP major update will be completed in conjunction with the LRTP's fifth year update. Once the CMPP major update is adopted by the TPO, it will be included as an additional element to the LRTP. The existing CMPP used Level of Service of Tables to determine which roadway segments had a deficient level of service. These deficient segments were ranked with evaluation criteria to determine which segment was analyzed by a study team of the TPO's Technical Coordinating Committee and Citizens' Advisory Committee to develop recommendations to improve congestion for the particular roadway segment. The annual, or minor, update to the CMPP will be the Level of Service Tables in Appendices B and C as well as the Safety Maps (Maps 1.0.1 and 1.0.2) in Section 1.0 of this report. With Performance Measures and Safety being recognized in MAP-21, it is recommended that these two factors along with the mitigation checklist identified in Table 5.0 be brought into the CMPP to assist in developing recommendations to mitigate congestion on a particular segment during the next Long Range Transportation Plan Update. In addition, the next Long Range Transportation Plan update should identify roadway corridors that are extremely over capacity where widening the roadway is not cost effective. These corridors should be recommended for further study and prioritized by the TPO along with the existing recommended Corridor Management Plan Studies to determine alternate means of mitigating congestion instead of adding additional through lanes to improve capacity.

APPENDIX A

CONGESTION MANAGEMENT PROCESS PLAN

2011 TRUCK TRAFFIC

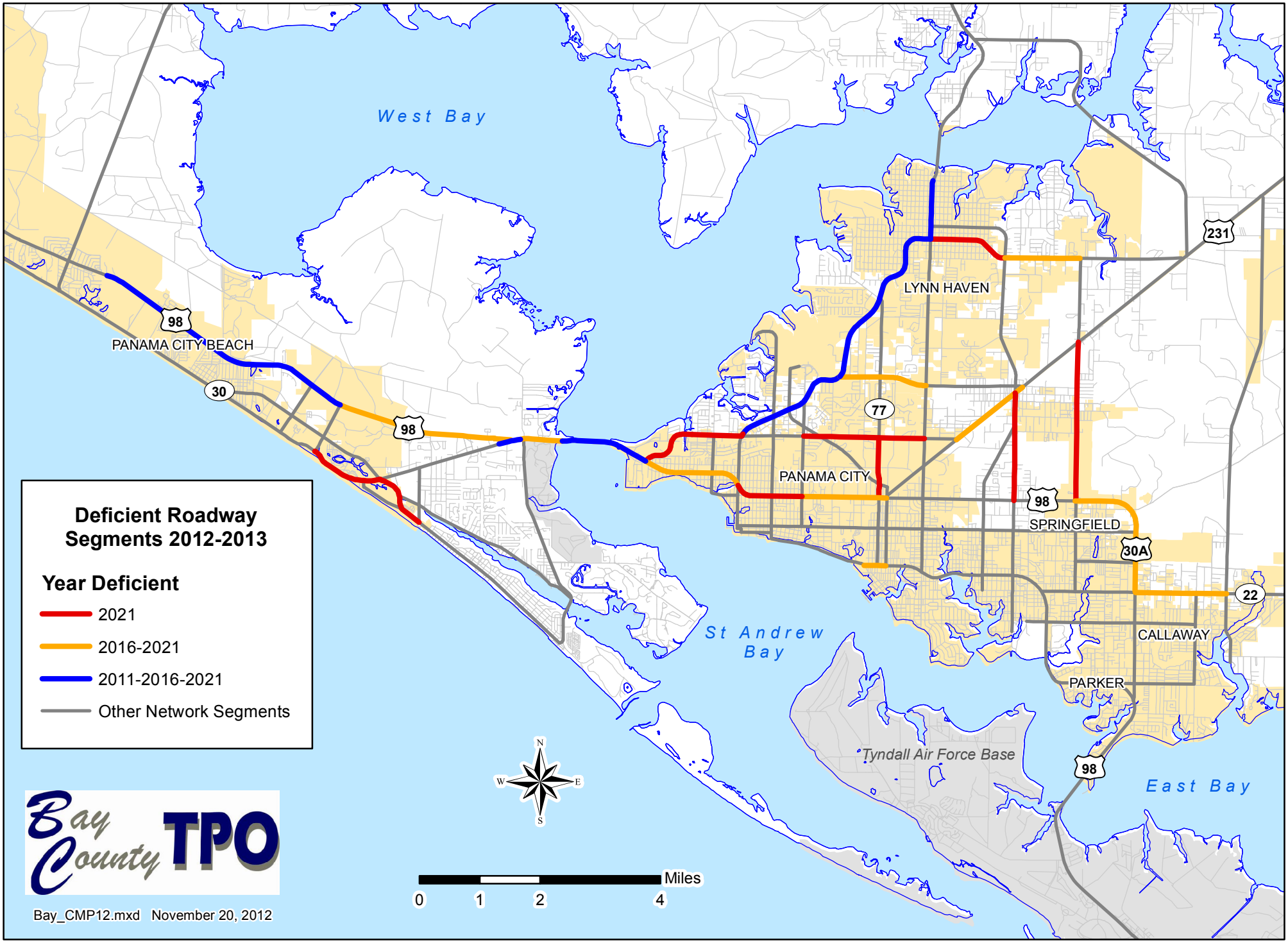

Walton County
Washington County
Bay County
NW Florida Beaches International Airport
Hugh Nelson Industrial Park
Lynn Haven Industrial Park
Port of Panama City
Fuel Terminal
20
77
231
98
79
22
N
S
E
W
Miles
0
2.5
5
10
Intermodal Freight Facilities FY 2012/2013 - Map A
2011 Truck Annual Average Daily Traffic (AADT)
9 - 500
501 - 1,000
1,001 - 1,500
1,501 - 2,000
2,001 - 2,480
Intermodal Facilities
Railroad
Metropolitan Planning Area Boundary
General Areas of Industrial Development
SOURCE: FDOT, 2012
Bay County TPO
Bay_freight12_A.mxd November 20, 2012


Intermodal Freight Facilities FY 2012/2013
Map B
2011 Truck Annual Average Daily Traffic (AADT)
11 - 500
501 - 1,000
1,001 - 1,500
1,501 - 2,000
2,001 - 2,480
Intermodal Facilities
Railroad
General Areas of Industrial Development
West Bay
St Andrew Bay
Gulf of Mexico
East Bay
Hugh Nelson Industrial Park
Lynn Haven Industrial Park
Port of Panama City
Fuel Terminal
79
98
30
77
231
22
30A
N
S
E
W
0
1.25
2.5
5
Miles
SOURCE: FDOT, 2012
Bay County TPO
Bay_freight12_B.mxd November 21, 2012

APPENDIX B

CONGESTION MANAGEMENT PROCESS PLAN

2011 ROADWAY LEVEL OF SERVICE TABLES


West Bay
St Andrew Bay
East Bay
Tyndall Air Force Base
PANAMA CITY BEACH
PANAMA CITY
LYNN HAVEN
SPRINGFIELD
CALLAWAY
PARKER
98
30
77
231
30A
22
Deficient Roadway Segments 2012-2013
Year Deficient
2021
2016-2021
2011-2016-2021
Other Network Segments
N
W
E
S
Miles
0
1
2
4
Bay County TPO
Bay_CMP12.mxd November 20, 2012

BAY COUNTY URBANIZED AREA COUNTY ROAD CONGESTED SEGMENTS					
Road	**From**	**TO**	**C_2011**	**C_2016**	**C_2021**
SR 22 (WEWA HIGHWAY)	SR 30A/US 98/TYNDALL PARKWAY	CR 2315/STAR AVENUE	NO	YES	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	MANDY LANE	RICHARD JACKSON BOULEVARD	YES	YES	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	RICHARD JACKSON BOULEVARD	SR 30/US 98A/FRONT BEACH ROAD	NO	YES	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	SR 30/US 98A/FRONT BEACH ROAD	THOMAS DRIVE (CR 3031)	YES	YES	YES
SR 30 A (US 98) (PANAMA CITY BEACH PARKWAY)	THOMAS DRIVE (CR 3031)	HATHAWAY BRIDGE (WEST APPROACH)	NO	YES	YES
SR 30A (US 98) (PANAMA CITY BEACH PARKWAY)	HATHAWAY BRIDGE (WEST APPROACH) WEST END OF THE BRIDGE	EAST END OF THE BRIDGE	YES	YES	YES
SR 30A (US 98)	EAST END OF THE BRIDGE	23RD STREET	YES	YES	YES
SR 30A (US 98) (15TH STREET)	23RD STREET	SR 390/BECK AVENUE	NO	YES	YES
SR 30A (US 98) (15TH STREET)	SR 390/BECK AVENUE	CR 327/LISENBY AVENUE	NO	NO	YES
SR 30A (US 98) (15TH STREET)	CR 327/LISENBY AVENUE	US 231/SR75/HARRISON AVENUE	NO	YES	YES
SR 30A (US 98) (15TH STREET)	CR 2327/TRANSMITTER ROAD	SR 22/WEWA HIGHWAY	NO	YES	YES
SR 30 (US 98A)	SR 392/HUTCHINSON BOULEVARD WEST/MIDDLE BEACH ROAD	BECKRICH ROAD/CR30 D	NO	YES	YES
SR 30 (US 98A) (FRONT BEACH ROAD)	RICHARD JACKSON BOULEVARD	SR 392/HUTCHINSON BOULEVARD EAST/MIDDLE BEACH ROAD/NORTH THOMAS DRIVE	NO	NO	YES
SR 30 (BUSINESS 98)	6TH STREET	US 231/SR 75/HARRISON AVENUE	NO	YES	YES
SR 30 (BUSINESS 98)	US 231/SR 75/HARRISON AVENUE	HAMILTON AVENUE	NO	NO	YES
SR 75 (US 231)	CR 368/23RD STREET	SR 2312/BALDWIN ROAD	NO	YES	YES
SR 77	SR 390/W. 14TH STREET	4TH STREET	YES	YES	YES
SR 368 (23RD STREET)	US 98/SR 30A	SR 390/BECK AVENUE/ST. ANDREWS BOULEVARD	NO	NO	YES
SR 368 (23RD STREET)	LISENBY AVENUE	SR 77/MLK BOULEVARD	NO	NO	YES
SR 389 (EAST AVENUE)	SR 30A/US 98/15TH STREET	US 231/SR 75	NO	NO	YES
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	SR 368/23RD STREET	SR 327/LISENBY AVENUE	YES	YES	YES
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	SR 327/LISENBY AVENUE	CR 2312/BALDWIN ROAD	YES	YES	YES
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	CR 2312/BALDWIN ROAD	JENKS AVENUE/NORTH SHORE ROAD	YES	YES	YES
SR 390 (BECK AVENUE/ST. ANDREWS BOULEVARD)	JENKS AVENUE/NORTH SHORE ROAD	SR 77/OHIO AVENUE	YES	YES	YES

BAY COUNTY URBANIZED AREA STATE ROAD CONGESTED SEGMENTS					
Road	**From**	**TO**	**C_2011**	**C_2016**	**C_2021**
CR 392/N (NORTH THOMAS DRIVE)	FRONT BEACH ROAD	JOAN AVENUE	NO	NO	YES
CR 2312 (BALDWIN ROAD)	ST. ANDREWS BOULEVARD	SR 77	NO	YES	YES
CR 2327 (TRANSMITTER ROAD)	US 98	US 231	NO	NO	YES
CR 2341 (JENKS AVENUE)	US 98	23RD STREET	NO	NO	YES
CR 390	SR 77	CR 389	NO	NO	YES
CR 390	CR 389	CR 2327	NO	YES	YES

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 20																
Washington County	Principal	2	Undivided	1	0.1258	7.950	Trans	(C)	249	3,000	2002	2,600	B	(C)	139	B
Line to SR77	Arterial							14,100			2003	2,600	B	750	139	B
									Washington		2004	2,800	B		149	B
									County		2005	3,000	B		160	B
									Station		2006	3,300	B		176	B
											2007	3,300	B		176	B
Segment is on the Strategic Intermodal System.											2008	3,000	B		160	B
Count station 249 from Washington County was used.											2009	2,900	B		155	B
										% of MV	2010	3,000	B		160	B
										21.28%	2011	3,000	B		160	B
0.000 - 7.733										23.49%	2016	3,312	B		177	B
Roadway ID 46050000										25.94%	2021	3,657	B		195	B
SR77 to SR 75 / US231	Principal	2	Undivided	1	0.0637	15.700	Trans	(C)	192T	1,754	2002	1,695	B	(C)	90	B
	Arterial							14,100			2003	1,734	B	750	93	B
											2004	1,852	B		99	B
											2005	1,980	B		106	B
											2006	2,053	B		110	B
											2007	1,974	B		105	B
Segment is on the Strategic Intermodal System.											2008	1,847	B		99	B
											2009	1,864	B		99	B
										% of MV	2010	2,058	B		110	B
										12.44%	2011	1,754	B		94	B
7.733 -23.449										13.73%	2016	1,937	B		103	B
Roadway ID 46050000										15.16%	2021	2,138	B		114	B
SR 75 / US231 to Calhoun	Principal	2	Undivided	0	0.000	2.420	Trans	(C)	1	3,800	2002	3,500	B	(C)	187	B
County Line	Arterial							15,100			2003	3,400	B	800	181	B
											2004	3,900	B		208	B
											2005	3,700	B		197	B
											2006	4,100	B		219	B
											2007	4,100	B		219	B
											2008	4,200	B		224	B
											2009	3,600	B		192	B
										% of MV	2010	3,800	B		203	B
										25.17%	2011	3,800	B		203	B
23.449 - 25.871										27.78%	2016	4,196	B		224	B
Roadway ID 46050000										30.68%	2021	4,632	B		247	B

Updated 2012, using 2011 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 2012/13 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																
				TOTAL	SIG	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD	FUNC.	NO.	FACILITY	# OF	PER	LTH	LOS	&	COUNT	2011	ANALYSIS	AADT	AADT	LOS STD/		
AND SEGMENT	CLASS	LNS.	TYPE	SIG.	MI.	(MI.)	AREA	MAX VOL	STA #	AADT	YEAR	VOLUME	LOS	MAX VOL	VOLUME	LOS
SR22																
Wewa Highway	Minor	2	Undivided	1	1.7857	0.560	Urbanized	(D)	5016	11,000	2002	12,300	C	(D)	656	C
SR 30 / Business 98 to	Arterial							16,500			2003	12,000	C	880	640	C
CR 2327/Transmitter Road											2004	12,000	C		640	C
											2005	12,500	C		667	C
											2006	13,000	C		694	C
											2007	13,000	C		694	C
											2008	12,000	C		640	C
											2009	12,500	C		667	C
										% of MV	2010	11,500	C		614	C
										66.67%	2011	11,000	C		587	C
0.000 - 0.561										73.61%	2016	12,145	C		648	C
Roadway ID 46080000										81.27%	2021	13,409	C		715	C
CR 2327/Transmitter Road	Minor	2	Undivided	2	2.000	1.000	Urbanized	(D)	5192	9,600	2002	11,850	D	(D)	632	D
to SR 30A / US 98 /	Arterial							15,200	1601	11,600	2003	11,000	D	810	587	D
Tyndall Parkway											2004	10,450	C		558	C
											2005	11,700	D		624	D
											2006	11,850	D		632	D
											2007	11,850	D		632	D
											2008	11,450	D		611	D
											2009	11,750	D		627	D
										% of MV	2010	11,000	D		587	D
										69.74%	2011	10,600	D		566	D
0.561 - 1.560										77.00%	2016	11,703	D		624	D
Roadway ID 46080000										85.01%	2021	12,921	D		689	D
SR 30A/ US 98 / Tyndall	Minor	2	Undivided	2	1.3245	1.510	Urbanized	(D)	5189	14,000	2002	15,350	C	(D)	819	C
Parkway to CR 2315 /	Arterial							16,500	5195	16,500	2003	16,500	D	880	880	F*
Star Avenue											2004	16,400	D		875	D
											2005	19,100	F*		1,019	F*
											2006	18,000	F*		960	F*
											2007	18,000	F*		960	F*
											2008	16,000	D		854	D
											2009	18,750	F*		1,000	F*
										% of MV	2010	16,000	D		854	D
										92.42%	2011	15,250	C		814	C
1.560 - 3.069										102.04%	2016	16,837	F*		898	F*
Roadway ID 46080000										112.66%	2021	18,590	F*		992	F*

Updated 2012, using 2011 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 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR22 (cont.)																
CR 2315 / Star Avenue	Minor	2	Undivided	0	0	4.420	Urbanized	(D)	1625	6,800	2002	6,600	B	(D)	341	B
to Bay County Urbanized	Arterial							22,200			2003	6,700	B	1,140	346	B
Boundary (west of Callaway											2004	7,300	B		377	B
Road)											2005	7,400	B		383	B
											2006	7,800	B		403	C
											2007	7,800	B		403	C
											2008	7,300	B		377	B
											2009	7,300	B		377	B
										% of MV	2010	7,200	B		372	B
										30.63%	2011	6,800	B		352	B
3.069 - 7.500										33.82%	2016	7,508	B		388	B
Roadway ID 46080000										37.34%	2021	8,289	C		429	C
Bay County Urbanized	Minor	2	Undivided	0	0	6.180	Trans	(C)	260	4,000	2002	3,800	B	(C)	203	B
Boundary (west of	Arterial							15,100	13	NA	2003	3,700	B	800	197	B
Callaway Road) to Gulf											2004	4,200	B		224	B
County Line (MPA Boundary)											2005	3,900	B		208	B
											2006	4,400	B		235	B
											2007	4,500	B		240	B
											2008	3,500	B		187	B
											2009	3,900	B		208	B
										% of MV	2010	4,300	B		229	B
										26.49%	2011	4,000	B		213	B
7.500 - 13.681										29.25%	2016	4,416	B		236	B
Roadway ID 46080000										32.29%	2021	4,876	B		260	B
SR 30A (US98)																
Walton County line to	Principal	4	Divided	1	0.6468	1.546	Urbanized	(D)	284	18,000	2002	13,000	B	(D)	694	B
Front Beach Road	Arterial							36,700			2003	14,800	B	1,960	790	B
											2004	15,700	B		838	B
											2005	17,600	B		939	B
											2006	19,000	B		1,014	B
											2007	19,200	B		1,024	B
0.000 - 1.106	Walton Co. Line to Begin Reailignment										2008	15,300	B		816	B
Roadway ID 46010000											2009	16,800	B		896	B
										% of MV	2010	17,500	B		934	B
										49.05%	2011	18,000	B		960	B
0.000 - 0.440	Begin Realignment to Front Beach Rd									54.15%	2016	19,873	B		1,060	B
Roadway ID 46010001										59.79%	2021	21,942	B		1,171	B

Updated 2012, using 2011 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 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																
				TOTAL	SIG	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD	FUNC.	NO.	FACILITY	# OF	PER	LTH	LOS	&	COUNT	2011	ANALYSIS	AADT	AADT	LOS STD/		
AND SEGMENT	CLASS	LNS.	TYPE	SIG.	MI.	(MI.)	AREA	MAX VOL	STA #	AADT	YEAR	VOLUME	LOS	MAX VOL	VOLUME	LOS
SR30A (US98) (cont.)																
Panama City Beach	Principal	4	Divided	1	0.2038	4.906	Urbanized	(D)	216	17,700	2002	16,300	B	(D)	843	B
Parkway	Arterial							36,700	273	22,000	2003	16,400	B	3,320	848	B
Front Beach Road to											2004	16,650	B		861	B
Cobb Road											2005	19,300	B		998	B
											2006	20,150	B		1,042	B
											2007	20,250	B		1,047	B
											2008	17,200	B		889	B
											2009	18,000	B		931	B
										% of MV	2010	20,200	B		1,044	B
										54.09%	2011	19,850	B		1,026	B
0.271 - 5.177										59.72%	2016	21,916	B		1,133	B
Roadway ID 46160000										65.93%	2021	24,197	B		1,251	B
Cobb Road to the	Principal	4	Divided	0	0	0.460	Urbanized	(D)	276	29,500	2002	23,000	B	(D)	1,189	B
beginning of the six-lane	Arterial							64,300			2003	21,500	B	3,320	1,112	B
section											2004	25,000	B		1,293	B
											2005	29,000	B		1,499	B
											2006	30,000	B		1,551	B
											2007	30,000	B		1,551	B
											2008	30,500	B		1,577	B
											2009	27,500	B		1,422	B
										% of MV	2010	31,000	B		1,603	B
										45.88%	2011	29,500	B		1,525	B
5.177 - 5.694										50.65%	2016	32,570	B		1,684	B
Roadway ID 46160000										55.93%	2021	35,960	C		1,859	C
Beginning of the six-lane	Principal	6	Divided	1	2.222	0.450	Urbanized	(D)	276	29,500	2002	23,000	C	(D)	1,227	C
section to SR 79	Arterial							50,300			2003	21,500	C	2,680	1,147	C
											2004	25,000	C		1,334	C
											2005	29,000	C		1,547	C
											2006	30,000	C		1,601	C
											2007	30,000	C		1,601	C
											2008	30,500	C		1,627	C
											2009	27,500	C		1,467	C
										% of MV	2010	31,000	C		1,654	C
										58.65%	2011	29,500	C		1,574	C
5.694 - 6.067										64.75%	2016	32,570	C		1,738	C
Roadway ID 46160000										71.49%	2021	35,960	C		1,918	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR30A (US98) (cont.)																
Panama City Beach	Principal	6	Divided	0	0.000	0.700	Urbanized	(D)	275	38,500	2002	25,500	B	(D)	1,318	B
Parkway	Arterial							96,400			2003	27,000	B	4,980	1,396	B
SR79 to Mandy Lane											2004	32,000	B		1,654	B
											2005	36,000	B		1,861	B
											2006	37,000	B		1,913	B
											2007	37,000	B		1,913	B
											2008	34,500	B		1,784	B
											2009	31,500	B		1,629	B
										% of MV	2010	38,000	B		1,965	B
										39.94%	2011	38,500	B		1,990	B
6.067 - 6.760										44.09%	2016	42,507	B		2,198	B
Roadway ID 46160000										48.68%	2021	46,931	B		2,426	B
Mandy Lane to R. Jackson	Principal	4	Divided	5	1.111	4.500	Urbanized	(D)	277	42,500	2002	31,500	C	(D)	1,681	C
Boulevard	Arterial							36,700			2003	32,000	C	1,960	1,707	C
											2004	32,500	C		1,734	C
											2005	38,000	F*		2,027	F*
											2006	37,500	F*		2,001	F*
											2007	37,500	F*		2,001	F*
											2008	36,500	D		1,947	D
											2009	42,500	F*		2,267	F*
										% of MV	2010	44,000	F*		2,347	F*
										115.80%	2011	42,500	F*		2,267	F*
6.760 - 11.290										127.86%	2016	46,923	F*		2,503	F*
Roadway ID 46160000										141.16%	2021	51,807	F*		2,764	F*
R. Jackshon Boulevard	Principal	4	Divided	1	0.340	2.939	Urbanized	(D)	203	34,500	2002	25,500	B	(D)	1,360	B
to SR 30 / US 98A / Front	Arterial							36,700			2003	28,000	B	1,960	1,494	B
Beach Road											2004	28,000	B		1,494	B
											2005	26,000	B		1,387	B
											2006	30,000	C		1,601	C
											2007	30,000	C		1,601	C
											2008	31,500	C		1,681	C
											2009	33,000	C		1,761	C
										% of MV	2010	36,500	D		1,947	D
										94.01%	2011	34,500	C		1,841	C
11.290 - 14.229										103.79%	2016	38,091	F*		2,032	F*
Roadway ID 46160000										114.59%	2021	42,055	F*		2,244	F*

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SR30A (US98) (cont.)																
Panama City Beach	Principal	4	Divided	1	2.4155	0.414	Urbanized	(D)	100	46,500	2002	44,000	F*	(D)	2,347	F*
Parkway	Arterial							33,200			2003	48,500	F*	1,500	2,587	F*
SR 30 / US 98A / Front											2004	43,500	F*		2,321	F*
Beach Road to Thomas											2005	43,500	F*		2,321	F*
Drive / CR 3031											2006	43,500	F*		2,321	F*
											2007	42,700	F*		2,278	F*
											2008	41,800	F*		2,230	F*
											2009	41,000	F*		2,187	F*
										% of MV	2010	47,500	F*		2,534	F*
										140.06%	2011	46,500	F*		2,481	F*
0 - 0.414										154.64%	2016	51,340	F*		2,739	F*
Roadway ID 46010100										170.73%	2021	56,683	F*		3,024	F*
Thomas Drive / CR 3031	Principal	6	Divided	1	1.706	0.586	Urbanized	(D)	1609	53,000	2002	NA	NA	(D)	NA	NA
to Hathaway Bridge	Arterial							55,300			2003	65,000	F*	2,940	3,468	F*
(west approach)											2004	68,000	F*		3,628	F*
											2005	68,000	F*		3,628	F*
											2006	69,500	F*		3,708	F*
											2007	48,000	C		2,561	C
											2008	54,000	D		2,881	D
											2009	54,000	D		2,881	D
										% of MV	2010	50,000	C		2,668	C
										95.84%	2011	53,000	C		2,828	C
0.414 - 1.00										105.82%	2016	58,516	F*		3,122	F*
Roadway ID 46010100										116.83%	2021	64,607	F*		3,447	F*
Hathaway Bridge	Principal	6	Divided	1	1.049	0.953	Urbanized	(D)	5221	61,000	2002	53,500	C	(D)	2,854	C
(west approach)	Arterial							55,300	5084	NA	2003	57,000	F*	2,940	3,041	F*
Bullnose W end of bridge to											2004	56,500	F*		3,014	F*
Bullnose E end of bridge											2005	62,500	F*		3,334	F*
											2006	64,000	F*		3,414	F*
											2007	65,000	F*		3,468	F*
											2008	55,000	D		2,934	D
											2009	61,500	F*		3,281	F*
										% of MV	2010	60,000	F*		3,201	F*
										110.31%	2011	61,000	F*		3,254	F*
1.00 - 1.953										121.79%	2016	67,349	F*		3,593	F*
Roadway ID 46010100										134.46%	2021	74,359	F*		3,967	F*

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SR30A (US98) (cont.)																
Bullnose E end of bridge to	Principal	6	Divided	1	6.667	0.150	Urbanized	(C)	5221	61,000	2002	53,500	F*	(D)	2,854	F*
23rd Street	Arterial							19,700	5084	NA	2003	57,000	F*	2,330	3,041	F*
											2004	56,500	F*		3,014	F*
											2005	62,500	F*		3,334	F*
											2006	64,000	F*		3,414	F*
											2007	65,000	F*		3,468	F*
											2008	55,000	F*		2,934	F*
Segment is on the Strategic Intermodal System.											2009	61,500	F*		3,281	F*
										% of MV	2010	60,000	F*		3,201	F*
										309.64%	2011	61,000	F*		3,254	F*
0.742 - 1.295										341.87%	2016	67,349	F*		3,593	F*
Roadway ID 46020000										377.46%	2021	74,359	F*		3,967	F*
15th Street	Principal	4	Divided	2	1.198	1.670	Urbanized	(D)	5083	NA	2002	35,500	C	(D)	1,894	D
23rd Street to SR 390/	Arterial							36,700	5082	36,500	2003	37,000	F*	1,960	1,974	F*
Beck Avenue									5081	NA	2004	38,500	F*		2,054	F*
											2005	38,000	F*		2,027	F*
											2006	39,000	F*		2,081	F*
											2007	39,000	F*		2,081	F*
											2008	35,500	C		1,894	D
											2009	37,000	F*		1,974	F*
										% of MV	2010	39,000	F*		2,081	F*
										99.46%	2011	36,500	D		1,947	D
1.295 - 2.962										109.81%	2016	40,299	F*		2,150	F*
Roadway ID 46020000										121.24%	2021	44,493	F*		2,374	F*
SR 390 / Beck Avenue	Principal	4	Divided	2	1.770	1.130	Urbanized	(D)	5043	32,500	2002	30,750	C	(D)	1,641	C
to CR 327 / Lisenby	Arterial							36,700	5204	30,000	2003	30,500	C	1,960	1,627	C
Avenue											2004	34,250	C		1,827	C
											2005	31,000	C		1,654	C
											2006	33,750	C		1,801	C
											2007	33,750	C		1,801	C
											2008	36,500	D		1,947	D
											2009	32,250	C		1,721	C
										% of MV	2010	31,750	C		1,694	C
										85.15%	2011	31,250	C		1,667	C
0.000 - 1.136										94.01%	2016	34,503	C		1,841	C
Roadway ID 46020003										103.80%	2021	38,094	F*		2,032	F*

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				TOTAL	SIG	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD	FUNC.	NO.	FACILITY	# OF	PER	LTH	LOS	&	COUNT	2011	ANALYSIS	AADT	AADT	LOS STD/		
AND SEGMENT	CLASS	LNS.	TYPE	SIG.	MI.	(MI.)	AREA	MAX VOL	STA #	AADT	YEAR	VOLUME	LOS	MAX VOL	VOLUME	LOS
SR30A (US98) (cont.)																
15th Street	Principal	4	Divided	4	2.835	1.411	Urbanized	(D)	5142	31,000	2002	33,500	E*	(D)	1,787	E*
CR 327 / Lisenby Avenue	Arterial							33,200	1615	31,000	2003	32,850	D	1,770	1,753	D
to US231 / SR 75 /									5131	30,500	2004	34,500	E*		1,841	E*
Harrison Avenue											2005	32,800	D		1,750	D
											2006	32,667	D		1,743	D
											2007	32,167	D		1,716	D
											2008	36,333	F*		1,938	F*
											2009	30,833	D		1,645	D
										% of MV	2010	32,833	D		1,752	D
										92.87%	2011	30,833	D		1,645	D
1.136 - 2.547										102.54%	2016	34,042	E*		1,816	E*
Roadway ID 46020003										113.21%	2021	37,585	F*		2,005	F*
US231 / SR 75 /	Principal	4	Divided	1	1.684	0.594	Urbanized	(D)	5040	23,000	2002	24,500	B	(D)	1,307	B
Harrison Avenue to	Arterial							36,700			2003	23,500	B	1,960	1,254	B
SR77 / MLK Boulevard											2004	25,500	B		1,360	B
											2005	24,500	B		1,307	B
											2006	24,000	B		1,280	B
											2007	24,000	B		1,280	B
											2008	22,500	B		1,200	B
											2009	22,000	B		1,174	B
										% of MV	2010	24,000	B		1,280	B
										62.67%	2011	23,000	B		1,227	B
2.547 - 3.141										69.19%	2016	25,394	B		1,355	B
Roadway ID 46020003										76.39%	2021	28,037	B		1,496	B
SR77 / MLK Boulevard	Principal	4	Divided	3	1.182	2.539	Urbanized	(D)	5038T	NA	2002	29,000	B	(D)	1,547	B
to CR 2327 / Transmitter	Arterial							36,700	1638	NA	2003	26,455	B	1,960	1,411	B
Road									1620	27,000	2004	29,680	C		1,583	C
									1608	NA	2005	30,700	C		1,638	C
											2006	31,000	C		1,654	C
											2007	31,500	C		1,681	C
											2008	27,000	B		1,440	B
											2009	26,000	B		1,387	B
										% of MV	2010	29,000	B		1,547	B
										73.57%	2011	27,000	B		1,440	B
3.141 - 5.680										81.23%	2016	29,810	C		1,590	C
Roadway ID 46020003										89.68%	2021	32,913	C		1,756	C

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SR30A (US98) (cont.)																
15th Street	Principal	4	Divided	2	0.857	2.334	Urbanized	(D)	5161	31,500	2002	32,750	C	(D)	1,747	C
CR 2327 / Transmitter	Arterial							36,700	5193	36,000	2003	35,500	C	1,960	1,894	D
Road to SR 22 / Wewa											2004	35,750	D		1,907	D
Highway											2005	40,800	F*		2,177	F*
											2006	40,250	F*		2,147	F*
											2007	40,250	F*		2,147	F*
											2008	34,750	C		1,854	C
											2009	34,750	C		1,854	C
										% of MV	2010	36,750	F*		1,961	F*
										91.96%	2011	33,750	C		1,801	C
5.680 - 8.014										101.53%	2016	37,263	F*		1,988	F*
Roadway ID 46020003										112.10%	2021	41,141	F*		2,195	F*
Tyndall Parkway	Principal	4	Divided	4	2.223	1.799	Urbanized	(D)	5194	29,500	2002	28,750	D	(D)	1,534	D
SR22 / Wewa Highway	Arterial							33,200	5187	NA	2003	27,500	D	1,770	1,467	D
to Business 98									5181	18,500	2004	28,250	D		1,507	D
											2005	31,000	D		1,654	D
											2006	30,000	D		1,601	D
											2007	30,000	D		1,601	D
											2008	27,750	D		1,480	D
											2009	27,000	D		1,440	D
										% of MV	2010	28,250	D		1,507	D
										72.29%	2011	24,000	C		1,280	C
8.014 - 9.813										79.81%	2016	26,498	D		1,414	D
Roadway ID 46020003										88.12%	2021	29,256	D		1,561	D
Business 98 to	Principal	4	Divided	1	0.465	2.150	Urbanized	(D)	5182	22,500	2002	29,000	B	(D)	1,547	B
Tyndall Bridge (south end)	Arterial							36,700			2003	28,500	B	1,960	1,520	B
											2004	28,000	B		1,494	B
											2005	29,000	B		1,547	B
											2006	29,000	B		1,547	B
											2007	29,000	B		1,547	B
											2008	25,500	B		1,360	B
											2009	26,500	B		1,414	B
										% of MV	2010	28,000	B		1,494	B
										61.31%	2011	22,500	B		1,200	B
12.064 - 14.214										67.69%	2016	24,842	B		1,325	B
Roadway ID 4602000										74.73%	2021	27,427	B		1,463	B

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SR30A (US98) (cont.)																
Tyndall Bridge (south end)	Principal	4	Divided	2	0.748	2.673	Urbanized	(D)	1624	19,300	2002	26,000	B	(D)	1,387	B
to Tyndall Drive	Arterial							36,700			2003	26,000	B	1,960	1,387	B
											2004	24,000	B		1,280	B
											2005	26,000	B		1,387	B
											2006	25,500	B		1,360	B
											2007	25,500	B		1,360	B
											2008	23,000	B		1,227	B
											2009	25,000	B		1,334	B
										% of MV	2010	22,000	B		1,174	B
										52.59%	2011	19,300	B		1,030	B
0.000 - 2.673										58.06%	2016	21,309	B		1,137	B
Roadway ID 46030000										64.11%	2021	23,527	B		1,255	B
Tyndall Drive to	Principal	2	Undivided	0	0.000	4.197	Urbanized	(D)	214	6,300	2002	6,500	B	(D)	336	B
Bay Urbanized Boundary	Arterial							22,200			2003	6,800	B	1,140	352	B
(2.5 mi E of Ammo Road)											2004	6,700	B		346	B
											2005	7,300	B		377	B
											2006	7,700	B		398	B
											2007	7,900	C		408	C
											2008	6,200	B		321	B
											2009	6,900	B		357	B
										% of MV	2010	6,900	B		357	B
										28.38%	2011	6,300	B		326	B
2.673 - 6.870										31.33%	2016	6,956	B		360	B
Roadway ID 46030000										34.59%	2021	7,680	B		397	B
Bay Urbanized Boundary	Principal	2	Undivided	0	0.000	11.563	Trans	(C)	214	6,300	2002	6,500	B	(C)	347	B
(2.5 mi E of Ammo Road)	Arterial							15,100			2003	6,800	B	800	363	B
to Gulf County Line /											2004	6,700	B		357	B
Bay MPA Boundary											2005	7,300	B		389	B
											2006	7,700	B		411	B
											2007	7,900	B		421	C
											2008	6,200	B		331	B
											2009	6,900	B		368	B
										% of MV	2010	6,900	B		368	B
										41.72%	2011	6,300	B		336	B
6.870 - 18.433										46.06%	2016	6,956	B		371	B
Roadway ID 46030000										50.86%	2021	7,680	B		410	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR30 (US98A)																
Front Beach Road	Minor	2	Undivided	1	0.176	5.697	Urbanized	(D)	125	8,900	2002	6,300	B	(D)	336	B
US98 to SR79	Arterial							16,500	181	3,200	2003	6,467	B	880	345	B
									124	4,500	2004	7,033	B		375	B
											2005	7,600	B		405	B
											2006	7,067	B		377	B
											2007	7,067	B		377	B
											2008	6,333	B		338	B
											2009	6,033	B		322	B
										% of MV	2010	5,800	B		309	B
										33.53%	2011	5,533	B		295	B
1.729 - 7.426										37.02%	2016	6,109	B		326	B
Roadway ID 46010000										40.88%	2021	6,745	B		360	B
Front Beach Road	Minor	2	Undivided	4	0.964	4.148	Urbanized	(D)	101	NA	2002	12,600	C	(D)	672	C
SR79 to SR 392 /	Arterial							16,500	166T	12,301	2003	12,368	C	880	660	C
Hutchison Blvd West /											2004	12,389	C		661	C
Middle Beach Road											2005	13,500	C		720	C
											2006	14,155	C		755	C
7.426 - 10.408	SR 79 to Begin Realignment										2007	11,379	C		607	C
Roadway ID 46010000											2008	11,598	C		619	C
											2009	11,970	C		639	C
0.000 - 1.166	Begin Realignment to Hutchinson Blvd West/MB Rd									% of MV	2010	11,767	C		628	C
										74.55%	2011	12,301	C		656	C
Roadway ID 46010005										82.31%	2016	13,581	C		725	C
										90.88%	2021	14,995	C		800	C
Hutchison Road to	Minor	2	Undivided	3	1.595	1.881	Urbanized	(D)	102	12,000	2002	17,300	F*	(D)	923	F*
R. Jackson Boulevard	Arterial							16,500			2003	15,500	D	880	827	D
											2004	17,500	F*		934	F*
											2005	21,000	F*		1,120	F*
											2006	13,500	C		720	C
											2007	13,500	C		720	C
0.166 to 0.254	SR 392/Hutchinson Blvd W to End Realignment										2008	8,900	B		475	B
Roadway ID 46010005											2009	16,000	D		854	D
										% of MV	2010	11,500	C		614	C
										72.73%	2011	12,000	C		640	C
10.649 - 12.442	End Realignment to R Jackson Blvd									80.30%	2016	13,249	C		707	C
Roadway ID 46010000										88.65%	2021	14,628	C		780	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																
				TOTAL	SIG	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD	FUNC.	NO.	FACILITY	# OF	PER	LTH	LOS	&	COUNT	2011	ANALYSIS	AADT	AADT	LOS STD/		
AND SEGMENT	CLASS	LNS.	TYPE	SIG.	MI.	(MI.)	AREA	MAX VOL	STA #	AADT	YEAR	VOLUME	LOS	MAX VOL	VOLUME	LOS
SR30 (US98A) (cont)																
R. Jackson Boulevard	Minor	2	Undivided	0.87	0.695	1.252	Urbanized	(D)	103	13,500	2002	13,500	D	(D)	720	D
to SR 392 / Hutchison	Arterial							15,200			2003	13,000	D	810	694	D
Boulevard East/ Middle											2004	13,500	D		720	D
Beach Road/ North											2005	16,000	E*		854	E*
Thomas Drive											2006	18,000	F*		960	F*
											2007	18,000	F*		960	F*
											2008	17,000	F*		907	F*
											2009	19,500	F*		1,040	F*
										% of MV	2010	11,500	D		614	D
										88.82%	2011	13,500	D		720	D
12.442 - 13.694										98.06%	2016	14,905	D		795	D
Roadway ID 46010000										108.27%	2021	16,456	F*		878	F*
SR 292/Hutchison Boulevard	Minor	4	Divided	4	1.928	2.075	Urbanized	(D)	98	21,700	2002	18,100	B	(D)	966	B
(Middle Beach Road)	Arterial							36,700	99	20,200	2003	17,850	B	1,960	952	B
North Thomas Drive to											2004	21,250	B		1,134	B
SR30A (US98) Panama City											2005	23,500	B		1,254	B
Beach Parkway											2006	21,400	B		1,142	B
											2007	21,400	B		1,142	B
											2008	21,750	B		1,160	B
											2009	21,400	B		1,142	B
										% of MV	2010	21,300	B		1,136	B
										57.08%	2011	20,950	B		1,118	B
13.694 - 15.769										63.03%	2016	23,130	B		1,234	B
Roadway ID 46010000										69.59%	2021	25,538	B		1,362	B
SR30 (Business 98)																
US98 / SR30A to CR 385/	Minor	2	Undivided	3	2.256	1.330	Urbanized	(D)	5080	10,800	2002	9,950	C	(D)	531	C
Frankford Avenue	Arterial							15,200	5077	4,000	2003	10,250	C	810	547	C
											2004	6,650	C		355	C
											2005	8,100	C		432	C
											2006	8,700	C		464	C
											2007	8,700	C		464	C
											2008	7,800	C		416	C
											2009	8,050	C		429	C
										% of MV	2010	8,100	C		432	C
										48.68%	2011	7,400	C		395	C
2.962 - 4.292										53.75%	2016	8,170	C		436	C
Roadway ID 46020000										59.35%	2021	9,021	C		481	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																
				TOTAL	SIG	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD	FUNC.	NO.	FACILITY	# OF	PER	LTH	LOS	&	COUNT	2011	ANALYSIS	AADT	AADT	LOS STD/		
AND SEGMENT	CLASS	LNS.	TYPE	SIG.	MI.	(MI.)	AREA	MAX VOL	STA #	AADT	YEAR	VOLUME	LOS	MAX VOL	VOLUME	LOS
SR30 (Business 98) (cont)																
CR 385 / Frankford	Minor	2	Undivided	1	0.585	1.710	Urbanized	(D)	5152	11,200	2002	14,100	C	(D)	752	C
Avenue to 6th Street	Arterial							16,500	5075	13,000	2003	13,167	C	880	702	C
									5076	8,800	2004	10,933	C		583	C
											2005	11,900	C		635	C
											2006	13,167	C		702	C
											2007	13,167	C		702	C
											2008	12,233	C		653	C
											2009	11,900	C		635	C
										% of MV	2010	12,066	C		644	C
										66.67%	2011	11,000	C		587	C
4.292 - 6.002										73.61%	2016	12,145	C		648	C
Roadway ID 46020000										81.27%	2021	13,409	C		715	C
6th Street to US 231 /	Minor	2	Undivided	3	8.333	0.360	Urbanized	(D)	1606	11,500	2002	12,900	E*	(D)	688	E*
SR 75 / Harrison Avenue	Arterial							11,900			2003	13,000	E*	630	694	E*
											2004	12,000	E*		640	E*
											2005	13,000	E*		694	E*
											2006	14,000	E*		747	E*
											2007	14,000	E*		747	E*
											2008	14,000	E*		747	E*
											2009	11,500	D		614	D
										% of MV	2010	11,500	D		614	D
										96.64%	2011	11,500	D		614	D
6.002 - 6.362										106.70%	2016	12,697	E*		677	E*
Roadway ID 46020000										117.80%	2021	14,018	E*		748	E*
US 231 / SR 75 / Harrison	Minor	2	Undivided	2	4.193	0.477	Urbanized	(D)	5073	13,500	2002	15,700	E*	(D)	838	E*
Avenue to Hamilton	Arterial							15,200			2003	17,000	F*	810	907	F*
Avenue											2004	16,500	F*		880	F*
											2005	15,700	E*		838	E*
											2006	17,000	F*		907	F*
											2007	17,000	F*		907	F*
											2008	17,000	F*		907	F*
											2009	15,000	D		800	D
										% of MV	2010	13,000	D		694	D
										88.82%	2011	13,500	D		720	D
6.362 - 6.839										98.06%	2016	14,905	D		795	D
Roadway ID 46020000										108.27%	2021	16,456	F*		878	F*

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				TOTAL	SIG	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD	FUNC.	NO.	FACILITY	# OF	PER	LTH	LOS	&	COUNT	2011	ANALYSIS	AADT	AADT	LOS STD/		
AND SEGMENT	CLASS	LNS.	TYPE	SIG.	MI.	(MI.)	AREA	MAX VOL	STA #	AADT	YEAR	VOLUME	LOS	MAX VOL	VOLUME	LOS
SR30 (Business 98) (cont)																
Hamilton Avenue to	Minor	4	Undivided	7	2.518	2.780	Urbanized	(D)	5022	14,700	2002	19,475	C	(D)	1,039	C
CR 3026 / Cherry Street	Arterial							31,540	5067 T	NA	2003	19,300	C	1,681	1,030	C
									5069	19,700	2004	18,262	C		974	C
Excl Left									5068	17,400	2005	19,900	C		1,062	C
									5071	NA	2006	20,475	C		1,092	C
											2007	20,600	C		1,099	C
											2008	19,067	C		1,017	C
											2009	18,333	C		978	C
										% of MV	2010	17,366	C		926	C
										54.75%	2011	17,267	C		921	C
6.839 - 9.619										60.44%	2016	19,064	C		1,017	C
Roadway ID 46020000										66.74%	2021	21,048	C		1,123	C
Cherry Street to	Minor	2	Undivided	2	0.818	2.445	Urbanized	(D)	1603	9,000	2002	9,800	C	(D)	523	C
US98 / SR30A / Tyndall	Arterial							16,500	5176	7,300	2003	10,567	C	880	564	C
Parkway									5178	7,800	2004	9,967	C		532	C
											2005	9,900	C		528	C
											2006	9,533	C		509	B
											2007	9,533	C		509	B
											2008	8,567	B		457	B
											2009	8,567	B		457	B
										% of MV	2010	9,100	B		485	B
										48.68%	2011	8,033	B		429	B
9.619 -12.064										53.75%	2016	8,869	B		473	B
Roadway ID 46020000										59.35%	2021	9,792	C		522	C
SR75 (US231)																
Business 98 / 6th Street to	Principal	4	Undivided	2	3.226	0.620	Urbanized	(D)	5032	7,500	2002	11,374	C	(D)	607	C
CR 28 / 11th Street	Arterial							31,540	315 T	8,348	2003	10,585	C	1,681	565	C
									5030	NA	2004	10,961	C		585	C
Excl Left											2005	10,300	C		550	C
											2006	10,294	C		549	C
											2007	10,400	C		555	C
											2008	9,365	C		500	C
											2009	8,186	C		437	C
										% of MV	2010	8,361	C		446	C
										25.12%	2011	7,924	C		423	C
0.000 - 0.620										27.74%	2016	8,749	C		467	C
Roadway ID 46040000										30.63%	2021	9,659	C		515	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR75 (US231) (cont)																
CR 28 / 11th Street to	Principal	4	Undivided	2	3.968	0.504	Urbanized	(D)	5028	9,600	2002	15,000	C	(D)	800	C
US98 / SR 30A / 15th St.	Arterial							31,540			2003	13,900	C	1,681	742	C
											2004	13,200	C		704	C
											2005	13,300	C		710	C
											2006	13,000	C		694	C
											2007	13,000	C		694	C
											2008	13,100	C		699	C
											2009	10,600	C		566	C
										% of MV	2010	10,300	C		550	C
										30.44%	2011	9,600	C		512	C
0.620 - 1.124										33.61%	2016	10,599	C		565	C
Roadway ID 46040000										37.10%	2021	11,702	C		624	C
US98 / SR 30A / 15th	Principal	4	Divided	3	1.974	1.520	Urbanized	(C)	5025	15,100	2002	15,100	B	(C)	806	B
Street to CR 368 / 23rd	Arterial							35,500	1604	17,600	2003	15,350	B	1,890	819	B
Street											2004	16,950	B		904	B
											2005	17,500	B		934	B
											2006	17,850	B		952	B
											2007	17,850	B		952	B
											2008	18,550	B		990	B
Segment is on the Strategic Intermodal System.											2009	15,400	B		822	B
										% of MV	2010	16,500	B		880	B
										46.06%	2011	16,350	B		872	B
1.124 - 2.644										50.85%	2016	18,052	B		963	B
Roadway ID 46040000										56.14%	2021	19,931	B		1,063	B
CR 368/ 23rd Street to	Principal	4	Divided	1	0.715	1.399	Urbanized	(C)	5196	34,000	2002	23,000	B	(D)	1,227	B
SR 2312 / Baldwin Road	Arterial							35,500			2003	19,400	B	1,890	1,035	B
											2004	28,500	B		1,520	B
											2005	33,000	C		1,761	C
Segment is on the Strategic Intermodal System.											2006	31,500	C		1,681	C
											2007	31,500	C		1,681	C
											2008	30,500	C		1,627	C
											2009	28,000	B		1,494	B
										% of MV	2010	30,000	C		1,601	C
										95.77%	2011	34,000	C		1,814	C
2.644 - 4.043										105.74%	2016	37,539	F*		2,003	F*
Roadway ID 46040000										116.75%	2021	41,446	F*		2,211	F*

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR75 (US231) (cont)																
SR 2312 / Baldwin Road to CR 2327 / Transmitter Road	Principal Arterial	4	Divided	1	0.846	1.182	Urbanized	(C) 35,500	5169	27,500	2002	18,500	B	(C) 1,890	987	B
											2003	21,500	B		1,147	B
											2004	25,000	B		1,334	B
											2005	27,500	B		1,467	B
											2006	29,500	C		1,574	C
											2007	29,500	C		1,574	C
Segment is on the Strategic Intermodal System.											2008	29,500	C		1,574	C
											2009	26,500	B		1,414	B
										% of MV	2010	26,500	B		1,414	B
										77.46%	2011	27,500	B		1,467	B
4.043 - 5.225										85.53%	2016	30,362	C		1,620	C
Roadway ID 46040000										94.43%	2021	33,522	C		1,788	C
CR 2327 / Transmitter Road to CR 390	Principal Arterial	4	Divided	1	0.453	2.209	Urbanized	(C) 35,500	1630	28,500	2002	25,000	B	(C) 1,890	1,334	B
											2003	24,500	B		1,307	B
											2004	28,500	B		1,520	B
											2005	30,500	C		1,627	C
											2006	31,000	C		1,654	C
											2007	31,000	C		1,654	C
Segment is on the Strategic Intermodal System.											2008	31,500	C		1,681	C
											2009	27,500	B		1,467	B
										% of MV	2010	27,000	B		1,440	B
										80.28%	2011	28,500	B		1,520	B
5.225 - 7.434										88.64%	2016	31,466	C		1,679	C
Roadway ID 46040000										97.86%	2021	34,741	C		1,853	C
CR 390 to CR 2293 / Star Avenue	Principal Arterial	4	Divided	3	1.785	1.681	Urbanized	(C) 35,500	84	21,000	2002	21,500	B	(C) 1,890	1,147	B
											2003	22,500	B		1,200	B
											2004	23,000	B		1,227	B
											2005	24,500	B		1,307	B
											2006	24,500	B		1,307	B
											2007	24,500	B		1,307	B
											2008	24,500	B		1,307	B
Segment is on the Strategic Intermodal System.											2009	22,500	B		1,200	B
										% of MV	2010	22,500	B		1,200	B
										59.15%	2011	21,000	B		1,120	B
7.434 - 9.115										65.31%	2016	23,186	B		1,237	B
Roadway ID 46040000										72.11%	2021	25,599	B		1,366	B

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SR75 (US231) (cont)																
CR 2293 / Star Avenue to	Principal	4	Divided	1	0.211	4.744	Urbanized	(C)	82	20,000	2002	24,000	B	(C)	1,280	B
Jonny Lane	Arterial							35,500			2003	26,000	B	1,890	1,387	B
											2004	23,500	B		1,254	B
											2005	26,500	B		1,414	B
											2006	26,500	B		1,414	B
											2007	26,500	B		1,414	B
Segment is on the Strategic Intermodal System.											2008	26,500	B		1,414	B
											2009	23,000	B		1,227	B
										% of MV	2010	20,200	B		1,078	B
										56.34%	2011	20,000	B		1,067	B
9.115 - 13.859										62.20%	2016	22,082	B		1,178	B
Roadway ID 46040000										68.68%	2021	24,380	B		1,301	B
Jonny Lane to	Principal	4	Divided	1	0.153	6.556	Trans	(C)	93	12,700	2002	12,300	B	(C)	656	B
CR 388	Arterial							32,100			2003	14,100	B	1,710	752	B
											2004	15,200	B		811	B
											2005	14,400	B		768	B
											2006	13,900	B		742	B
											2007	14,100	B		752	B
Segment is on the Strategic Intermodal System.											2008	12,200	B		651	B
											2009	13,900	B		742	B
										% of MV	2010	12,200	B		651	B
										39.56%	2011	12,700	B		678	B
13.859 - 20.415										43.68%	2016	14,022	B		748	B
Roadway ID 46040000										48.23%	2021	15,481	B		826	B
CR388 to SR 20	Prinicpal	4	Divided	1	0.208	4.818	Trans	(C)	283	NA	2002	14,115	B	(C)	753	B
	Arterial							32,100	53	NA	2003	14,500	B	1,710	774	B
									9907 T	13,634	2004	14,996	B		800	B
											2005	15,200	B		811	B
											2006	15,436	B		824	B
											2007	15,716	B		838	B
Segment is on the Strategic Intermodal System.											2008	14,528	B		775	B
											2009	14,835	B		791	B
										% of MV	2010	14,238	B		760	B
										42.47%	2011	13,634	B		727	B
20.415 - 25.233										46.89%	2016	15,053	B		803	B
Roadway ID 46040000										51.77%	2021	16,620	B		887	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR75 (US231) (cont)																
SR20 to Jackson County	Prinicpal	4	Divided	0	0.000	9.541	Trans	(C)	97	5,500	2002	8,500	B	(C)	453	B
Line	Arterial							45,400	131	9,600	2003	8,550	B	2,420	456	B
									359 T	10,688	2004	10,850	B		579	B
											2005	10,300	B		550	B
											2006	10,121	B		540	B
											2007	10,318	B		550	B
Segment is on the Strategic Intermodal System.											2008	11,533	B		615	B
											2009	10,238	B		546	B
										% of MV	2010	9,073	B		484	B
										18.93%	2011	8,596	B		459	B
25.223 - 34.764										20.90%	2016	9,491	B		506	B
Roadway ID 46040000										23.08%	2021	10,478	B		559	B
SR77																
SR 30 / Business 98 to	Urban	4	Divided	2	2.805	0.713	Urbanized	(D)	5033	16,600	2002	11,150	C	(D)	595	C
CR 28 / 11th Street	Collector							33,200	1607	13,900	2003	14,250	C	1,770	760	C
											2004	15,100	C		806	C
											2005	16,200	C		864	C
											2006	16,350	C		872	C
											2007	16,350	C		872	C
											2008	14,350	C		766	C
											2009	15,350	C		819	C
										% of MV	2010	15,800	C		843	C
										45.93%	2011	15,250	C		814	C
0.000 - 0.713										50.71%	2016	16,837	C		898	C
Roadway ID 46060000										55.99%	2021	18,590	C		992	C
CR 28 / 11th Street to	Principal	4	Divided	1	1.992	0.502	Urbanized	(D)	5035	18,600	2002	13,000	B	(D)	694	B
SR 30A/ US98/ 15th Street	Arterial							36,700			2003	14,700	B	1,960	784	B
											2004	14,700	B		784	B
											2005	16,900	B		902	B
											2006	20,000	B		1,067	B
											2007	20,000	B		1,067	B
											2008	19,500	B		1,040	B
											2009	20,500	B		1,094	B
										% of MV	2010	19,700	B		1,051	B
										50.68%	2011	18,600	B		992	B
0.713 - 1.215										55.96%	2016	20,536	B		1,096	B
Roadway ID 46060000										61.78%	2021	22,673	B		1,210	B

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				TOTAL	SIG	SEG.		LOS (STD)	FDOT		AADT			PK HR. / PK DIR.		
STATE ROAD	FUNC.	NO.	FACILITY	# OF	PER	LTH	LOS	&	COUNT	2011	ANALYSIS	AADT	AADT	LOS STD/		
AND SEGMENT	CLASS	LNS.	TYPE	SIG.	MI.	(MI.)	AREA	MAX VOL	STA #	AADT	YEAR	VOLUME	LOS	MAX VOL	VOLUME	LOS
SR77 (cont.)																
SR 30A/ US98/ 15th Street	Principal	4	Divided	3	3.009	0.997	Urbanized	(D)	1627	24,000	2002	20,200	C	(D)	1,078	C
to SR 368 / 23rd Street	Arterial							33,200	5037	26,000	2003	22,000	C	1,770	1,174	C
											2004	26,500	D		1,414	D
											2005	29,500	D		1,574	D
											2006	30,500	D		1,627	D
											2007	29,500	D		1,574	D
											2008	27,250	D		1,454	D
											2009	25,750	D		1,374	D
										% of MV	2010	26,250	D		1,400	D
										75.30%	2011	25,000	C		1,334	D
1.215 - 2.212										83.14%	2016	27,602	D		1,473	D
Roadway ID 46060000										91.79%	2021	30,475	D		1,626	D
SR 368 / 23rd Street to	Principal	4	Divided	2	2.255	0.887	Urbanized	(D)	5158	27,000	2002	21,000	C	(D)	1,120	C
CR 2312 / Baldwin Road	Arterial							33,200			2003	24,000	C	1,770	1,280	C
											2004	27,500	D		1,467	D
											2005	27,000	D		1,440	D
											2006	27,500	D		1,467	D
											2007	27,500	D		1,467	D
											2008	28,000	D		1,494	D
											2009	27,000	D		1,440	D
										% of MV	2010	28,000	D		1,494	D
										81.33%	2011	27,000	D		1,440	D
2.212 - 3.089										89.79%	2016	29,810	D		1,590	D
Roadway ID 46060000										99.14%	2021	32,913	D		1,756	D
CR 2312 / Baldwin Road	Principal	4	Divided	3	1.233	2.434	Urbanized	(D)	1635	25,500	2002	23,189	B	(D)	1,237	B
to SR 390 / W. 14th Street	Arterial							36,700	5210	NA	2003	24,800	B	1,960	1,323	B
									308 T	29,397	2004	27,435	B		1,464	B
											2005	29,600	C		1,579	C
											2006	29,494	C		1,574	C
											2007	29,417	C		1,569	C
											2008	27,282	B		1,455	B
											2009	27,014	B		1,441	B
										% of MV	2010	29,243	B		1,560	C
										74.79%	2011	27,449	B		1,464	B
3.089 - 5.523										82.58%	2016	30,306	C		1,617	C
Roadway ID 46060000										91.17%	2021	33,460	C		1,785	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 #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR77 (cont.)																
SR390 / W. 14th Street	Principal	4	Divided	2	2.068	0.967	Urbanized	(C)	5003	26,000	2002	21,750	C	(C)	1,160	C
to 4th Street	Arterial							25,000	5002	NA	2003	22,100	C	1,330	1,179	C
									5011	24,500	2004	25,750	D*		1,374	D*
									5001	NA	2005	25,750	D*		1,374	D*
											2006	28,250	D*		1,507	D*
											2007	28,250	D*		1,507	D*
											2008	26,500	D*		1,414	D*
											2009	26,250	D*		1,400	D*
Segment is on the Strategic Intermodal System.										% of MV	2010	26,750	D*		1,427	D*
										101.00%	2011	25,250	D*		1,347	D*
5.523 - 6.490										111.51%	2016	27,878	D*		1,487	D*
Roadway ID 46060000										123.12%	2021	30,780	D*		1,642	D*
4th Street to CR2300	Principal	4	Divided	1	0.253	3.954	Urbanized	(C)	3	15,500	2002	17,233	B	(C)	919	B
	Arterial							35,500	4	19,900	2003	17,267	B	1,890	921	B
									1632	22,000	2004	19,300	B		1,030	B
											2005	19,000	B		1,014	B
											2006	19,933	B		1,063	B
Segment is on the Strategic Intermodal System.											2007	20,150	B		1,075	B
0.000 - 1.238											2008	18,533	B		989	B
Roadway ID 46060001											2009	22,000	B		1,174	B
										% of MV	2010	22,233	B		1,186	B
										53.05%	2011	18,833	B		1,005	B
7.731 - 10.447										58.57%	2016	20,793	B		1,109	B
Roadway ID 46060000										64.67%	2021	22,957	B		1,225	B
CR2300 to CR388W	Principal	4	Divided	1	0.661	1.512	Urbanized	(C)	5	15,000	2002	13,500	B	(C)	720	B
	Arterial							35,500			2003	14,500	B	1,890	774	B
											2004	14,500	B		774	B
											2005	14,000	B		747	B
											2006	14,500	B		774	B
											2007	15,000	B		800	B
											2008	14,200	B		758	B
											2009	14,400	B		768	B
										% of MV	2010	16,000	B		854	B
										42.25%	2011	15,000	B		800	B
10.447 - 11.959										46.65%	2016	16,561	B		884	B
Roadway ID 46060000										51.51%	2021	18,285	B		976	B

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											AADT			PK HR. / PK DIR.		
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 #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR77 (cont.)																
CR388W to	Principal	4	Divided	1	1.038	0.963	Urbanized	(C)	105	13,500	2002	11,600	B	(C)	619	B
CR 388E	Arterial							35,500			2003	12,500	B	1,890	667	B
											2004	12,000	B		640	B
											2005	13,000	B		694	B
											2006	13,500	B		720	B
											2007	14,000	B		747	B
Segment is on the Strategic Intermodal System.											2008	13,600	B		726	B
											2009	14,100	B		752	B
										% of MV	2010	15,200	B		811	B
										38.03%	2011	13,500	B		720	B
11.959 - 12.922										41.99%	2015	14,905	B		795	B
Roadway ID 46060000										46.36%	2020	16,456	B		878	B
CR 388E to	Principal	4	Divided	1	0.143	6.985	Trans	(C)	106	9,500	2002	8,300	B	(C)	443	B
SR 20	Arterial							32,100			2003	8,500	B	1,710	453	B
											2004	9,200	B		491	B
											2005	9,300	B		496	B
											2006	9,600	B		512	B
											2007	9,800	B		523	B
Segment is on the Strategic Intermodal System.											2008	9,600	B		512	B
											2009	10,100	B		539	B
										% of MV	2010	10,500	B		560	B
										29.60%	2011	9,500	B		507	B
12.922 - 19.907										32.68%	2015	10,489	B		560	B
Roadway ID 46060000										36.08%	2020	11,580	B		618	B
SR20 to Washington	Principal	4	Divided	0	0.000	0.533	Trans	(C)	107	7,400	2002	NA	NA	(C)	NA	NA
County Line	Arterial							45,400			2003	NA	NA	2,420	NA	NA
											2004	7,000	B		373	B
											2005	7,100	B		379	B
											2006	8,000	B		427	B
											2007	8,200	B		437	B
Segment is on the Strategic Intermodal System.											2008	7,500	B		400	B
											2009	7,800	B		416	B
										% of MV	2010	8,700	B		464	B
										16.30%	2011	7,400	B		395	B
19.907 - 20.440										18.00%	2015	8,170	B		436	B
Roadway ID 46060000										19.87%	2020	9,021	B		481	B

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SR79																
SR 30 / US 98A / Front	Minor	2	Undivided	1	1.815	0.551	Urbanized	(D)	117	8,000	2002	7,300	C	(D)	389	C
Beach Road to SR 30A /	Arterial							15,200			2003	7,200	C	810	384	C
US98 / Panama City											2004	6,700	C		357	C
Beach Parkway											2005	8,500	C		453	C
											2006	8,700	C		464	C
											2007	8,700	C		464	C
											2008	7,200	C		384	C
											2009	8,500	C		453	C
										% of MV	2010	7,900	C		421	C
										52.63%	2011	8,000	C		427	C
0.000 - 0.551										58.11%	2016	8,833	C		471	C
Roadway ID 46090000										64.16%	2021	9,752	C		520	C
SR 30A / US98 / Panama	Principal	4	Divided	0	0.000	0.949	Urbanized	(D)	258	9,000	2002	4,900	B	(D)	261	B
City Beach Parkway to	Arterial							64,300			2003	6,600	B	3,320	352	B
Bay Urbanized Boundary											2004	7,600	B		405	B
(north of Power Line Road)											2005	8,000	B		427	B
(north of Power Line Road)											2006	8,000	B		427	B
											2007	7,900	B		421	B
											2008	6,500	B		347	B
											2009	7,800	B		416	B
Segment is on the Strategic Intermodal System.										% of MV	2010	8,000	B		427	B
										14.00%	2011	9,000	B		480	B
0.551 - 1.500										15.45%	2016	9,937	B		530	B
Roadway ID 46090000										17.06%	2021	10,971	B		585	B
Bay Urbanized Boundary	Principal	4	Divided	0	0.000	4.288	Trans	(C)	118	9,500	2002	8,300	B	(C)	443	B
(north of Power Line Road)	Arterial							45,400			2003	5,700	B	2,420	304	B
to CR388											2004	8,500	B		453	B
											2005	7,700	B		411	B
											2006	8,000	B		427	B
											2007	8,000	B		427	B
											2008	6,200	B		331	B
											2009	6,900	B		368	B
Segment is on the Strategic Intermodal System.										% of MV	2010	8,400	B		448	B
										20.93%	2011	9,500	B		507	B
1.500 - 5.788										23.10%	2016	10,489	B		560	B
Roadway ID 46090000										25.51%	2021	11,580	B		618	B

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SR79 (cont)																
CR388 to Washington	Principal	4	Divided	0	0.000	8.560	Trans	(C)	138	6,600	2002	5,000	B	(C)	267	B
County Line / Bay County	Arterial							45,400			2003	4,200	B	2,420	224	B
MPA Boundary											2004	6,400	B		341	B
											2005	6,300	B		336	B
											2006	6,400	B		341	B
											2007	6,400	B		341	B
											2008	5,100	B		272	B
											2009	6,200	B		331	B
Segment is on the Strategic Intermodal System.										% of MV	2010	5,800	B		309	B
										14.54%	2011	6,600	B		352	B
5.788 - 14.348										16.05%	2016	7,287	B		389	B
Roadway ID 46090000										17.72%	2021	8,045	B		429	B
SR327 (Lisenby Avenue)																
SR 368 / 23rd Street to	Urban	2	Undivided	2	3.396	0.589	Urbanized	(C)	1617	NA	2002	4,600	C	(C)	245	C
SR390 / St. Andrews	Collector							10,500	5150	3,500	2003	5,100	C	560	272	C
Boulevard											2004	5,300	C		283	C
											2005	5,200	C		277	C
											2006	5,200	C		277	C
											2007	5,200	C		277	C
											2008	4,900	C		261	C
											2009	4,300	C		229	C
Segment is on the Strategic Intermodal System.										% of MV	2010	3,700	C		197	C
										33.33%	2011	3,500	C		187	C
1.001 - 1.590										36.80%	2016	3,864	C		206	C
Roadway ID 46002000										40.63%	2021	4,266	C		228	C
SR368 (23rd Street)																
US 98 / SR 30A to SR390	Minor	4	Divided	3	1.656	1.812	Urbanized	(C)	5222	27,500	2002	27,100	B	(C)	1,446	B
Beck Avenue/ St. Andrews	Arterial							35,500	5200	30,000	2003	28,433	B	1,890	1,517	B
Boulevard									5087	35,500	2004	28,650	B		1,528	B
											2005	33,000	C		1,761	C
											2006	32,167	C		1,716	C
Segment is on the Strategic Intermodal System.											2007	32,167	C		1,716	C
0.000 - 0.989 Realignment - US 98/30A to Mound Ave/End Realginment											2008	30,833	C		1,645	C
Roadwy ID 46140001											2009	31,333	C		1,672	C
										% of MV	2010	32,500	C		1,734	C
										87.32%	2011	31,000	C		1,654	C
1.198- 2.021 Mound Ave/End Realignment to SR 390										96.41%	2016	34,227	C		1,826	C
Roadway ID 46140000 Beck Ave/St Andrews Blvd										106.45%	2021	37,789	F*		2,016	F*

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR368 (23rd Street)																
SR390 / Beck Avenue /	Minor	4	Divided	2	1.946	1.028	Urbanized	(D)	5134	NA	2002	22,500	B	(D)	1,200	B
St. Andrews Boulevard to	Arterial							36,700	5203	24,500	2003	24,000	B	1,960	1,280	B
CR 327 / Lisenby Avenue											2004	28,000	B		1,494	B
											2005	29,000	B		1,547	B
											2006	28,500	B		1,520	B
											2007	28,500	B		1,520	B
											2008	34,000	C		1,814	C
											2009	26,500	B		1,414	B
										% of MV	2010	27,500	B		1,467	B
0.000 - 1.028										66.76%	2011	24,500	B		1,307	B
										73.71%	2016	27,050	B		1,443	B
Roadway ID 46001000										81.38%	2021	29,865	C		1,593	C
Lisenby Avenue to	Minor	4	Divided	8	3.990	2.005	Urbanized	(D)	5125	27,500	2002	23,800	C	(D)	1,270	C
SR77 / MLK Boulevard	Arterial							33,200	5207	NA	2003	31,112	D	1,770	1,660	D
									1616	29,500	2004	35,237	F*		1,880	F*
									5211	32,500	2005	36,700	F*		1,958	F*
									5198 T	NA	2006	36,875	F*		1,967	F*
											2007	37,125	F*		1,981	F*
											2008	37,000	F*		1,974	F*
											2009	32,333	D		1,725	D
										% of MV	2010	31,500	D		1,681	D
1.028 - 3.033										89.86%	2011	29,833	D		1,592	D
										99.21%	2016	32,938	D		1,757	D
Roadway ID 46001000										109.54%	2021	36,366	F*		1,940	F*
SR77 / MLK Boulevard to	Minor	4	Divided	1	1.835	0.545	Urbanized	(D)	5197	25,500	2002	18,500	B	(D)	987	B
US231 / SR 75	Arterial							36,700	5167	16,500	2003	17,600	B	1,960	939	B
											2004	22,100	B		1,179	B
											2005	23,300	B		1,243	B
											2006	23,000	B		1,227	B
											2007	23,000	B		1,227	B
											2008	20,850	B		1,112	B
											2009	18,750	B		1,000	B
										% of MV	2010	19,950	B		1,064	B
3.033 - 3.578										57.22%	2011	21,000	B		1,120	B
										63.18%	2016	23,186	B		1,237	B
Roadway ID 46001000										69.75%	2021	25,599	B		1,366	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																
											AADT			PK HR. / PK DIR.		
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 #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR389 (East Avenue) (cont)																
SR 30 / Business 98 /	Urban	2	Undivided	2	1.605	1.246	Urbanized	(D)	5056	6,700	2002	8,900	B	(D)	475	B
5th Street to SR 30A /	Collector							16,500	5093	7,200	2003	8,300	B	880	443	B
US98 / 15th Street									1612	8,200	2004	8,267	B		441	B
											2005	8,900	B		475	B
											2006	8,500	B		453	B
											2007	8,500	B		453	B
											2008	7,533	B		402	B
											2009	8,433	B		450	B
										% of MV	2010	7,533	B		402	B
										44.65%	2011	7,367	B		393	B
0.000 - 1.246										49.30%	2016	8,134	B		434	B
Roadway ID 46130000										54.43%	2021	8,980	B		479	B
SR 30A / US98 / 15th Street	Urban	2	Undivided	1	0.5605	1.784	Urbanized	(D)	5054	14,500	2002	16,400	D	(D)	875	D
to US 231 / SR 75	Collector							16,500	1622	10,300	2003	15,033	C	880	802	C
									5053	19,000	2004	15,467	D		825	D
											2005	15,300	C		816	C
											2006	15,067	C		804	C
											2007	15,067	C		804	C
											2008	15,033	C		802	C
											2009	15,167	C		809	C
										% of MV	2010	14,100	C		752	C
										88.48%	2011	14,600	C		779	C
1.246 - 3.030										97.69%	2016	16,120	D		860	D
Roadway ID 46130000										107.86%	2021	17,797	F*		949	F*
SR390 (Beck Avenue/St. Andrews Boulevard)																
SR 30 / US98 to SR 368 /	Minor	2	Undivided	2	2.427	0.824	Urbanized	(D)	5089	5,900	2002	6,350	C	(D)	339	C
23rd Street	Arterial							15,200	5202	7,300	2003	6,450	C	810	344	C
											2004	6,450	C		344	C
											2005	6,700	C		357	C
											2006	7,200	C		384	C
											2007	7,200	C		384	C
											2008	6,050	C		323	C
											2009	6,500	C		347	C
										% of MV	2010	6,750	C		347	C
										43.42%	2011	6,600	C		352	C
0.000 - 0.824										47.94%	2016	7,287	C		389	C
Roadway ID 46140005										52.93%	2021	8,045	C		429	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 #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR390 (Beck Avenue/St. Andrews Boulevard) (cont)																
SR 368 / 23rd Street to	Minor	2	Undivided	3	2.463	1.218	Urbanized	(C)	5147	19,500	2002	16,000	E*	(C)	854	E*
SR 327 / Lisenby Avenue	Arterial							10,500	1614	17,000	2003	16,500	F*	560	880	F*
											2004	18,250	F*		974	F*
											2005	18,000	F*		960	F*
											2006	18,750	F*		1,000	F*
											2007	18,750	F*		1,000	F*
Segment is on the Strategic Intermodal System.											2008	18,250	F*		974	F*
											2009	20,000	F*		1,067	F*
										% of MV	2010	20,000	F*		1,067	F*
										173.81%	2011	18,250	F*		974	F*
2.021 - 3.239										191.90%	2016	20,149	F*		1,075	F*
Roadway ID 46140000										211.87%	2021	22,247	F*		1,187	F*
SR 327 / Lisenby Avenue	Minor	2	Undivided	1	1.276	0.784	Urbanized	(C)	5145	22,000	2002	20,000	F*	(D)	1,067	F*
to CR 2312 / Baldwin Road	Arterial							15,400			2003	22,500	F*	880	1,200	F*
											2004	24,000	F*		1,280	F*
											2005	22,000	F*		1,174	F*
											2006	22,500	F*		1,200	F*
											2007	22,500	F*		1,200	F*
											2008	24,000	F*		1,280	F*
Segment is on the Strategic Intermodal System.											2009	23,500	F*		1,254	F*
										% of MV	2010	24,000	F*		1,280	F*
										142.86%	2011	22,000	F*		1,174	F*
3.239 - 4.023										157.73%	2016	24,290	F*		1,296	F*
Roadway ID 46140000										174.14%	2021	26,818	F*		1,431	F*
CR 2312 / Baldwin Road to	Minor	2	Undivided	1	0.664	1.507	Urbanized	(C)	1618	16,100	2002	16,650	F*	(D)	888	F*
Jenks Avenue/ North	Arterial							15,400	5208	19,500	2003	18,000	F*	880	960	F*
Shore Road											2004	19,400	F*		1,035	F*
											2005	21,000	F*		1,120	F*
											2006	19,700	F*		1,051	F*
											2007	19,700	F*		1,051	F*
											2008	19,000	F*		1,014	F*
Segment is on the Strategic Intermodal System.											2009	19,500	F*		1,040	F*
										% of MV	2010	19,250	F*		1,027	F*
										115.58%	2011	17,800	F*		950	F*
4.023 - 5.530										127.61%	2016	19,653	F*		1,048	F*
Roadway ID 46140000										140.90%	2021	21,698	F*		1,158	F*

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SR390 (Beck Avenue/St. Andrews Boulevard) (cont)																
Jenks Avenue/ North	Minor	2	Undivided	2	1.313	1.523	Urbanized	(C)	1636	19,000	2002	15,750	D*	(C)	840	D*
Shore Road to SR 77 /	Arterial							15,400	5004	15,500	2003	15,900	D*	820	848	D*
Ohio Avenue											2004	18,500	F*		987	F*
											2005	20,800	F*		1,110	F*
											2006	19,500	F*		1,040	F*
											2007	19,500	F*		1,040	F*
											2008	19,000	F*		1,014	F*
Segment is on the Strategic Intermodal System.											2009	18,750	F*		1,000	F*
										% of MV	2010	19,000	F*		1,014	F*
										112.01%	2011	17,250	F*		920	F*
5.530 - 7.053										123.67%	2016	19,045	F*		1,016	F*
Roadway ID 46140000										136.54%	2021	21,028	F*		1,122	F*
SR391 (Airport Road)																
SR 75 / US 231 to	Urban	2	Undivided	5	3.218	1.554	Urbanized	(D)	5223	NA	2002	6,400	C	(D)	341	C
23rd Street	Collector							15,200	5206	4,500	2003	6,200	C	810	331	C
									5027	5,600	2004	6,500	C		347	C
											2005	6,350	C		339	C
											2006	6,350	C		339	C
											2007	6,350	C		339	C
											2008	5,700	C		304	C
											2009	5,400	C		288	C
										% of MV	2010	5,050	C		269	C
										33.22%	2011	5,050	C		269	C
0.000 - 1.554										36.68%	2016	5,576	C		297	C
Roadway ID 46110000										40.50%	2021	6,156	C		328	C
23rd Street to SR 390 /	Urban	2	Undivided	1	1.391	0.719	Urbanized	(D)	1605	3,600	2002	6,400	B	(D)	341	B
St. Andrews Boulevard	Collector							16,500			2003	5,900	B	880	315	B
											2004	5,700	B		304	B
											2005	5,200	B		277	B
											2006	5,000	B		267	B
											2007	5,000	B		267	B
											2008	5,200	B		277	B
											2009	4,600	B		245	B
										% of MV	2010	3,600	B		192	B
										21.82%	2011	3,600	B		192	B
1.554 - 2.273										24.09%	2016	3,975	B		212	B
Roadway ID 46110000										26.60%	2021	4,388	B		234	B

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											AADT			PK HR. / PK DIR.		
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 #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR392 (Hutchison Boulevard)																
SR 30 / US 98A / Front	Minor	4	Divided	4	2.079	1.924	Urbanized	(D)	281	6,400	2002	8,400	B	(D)	448	B
Beach Road to CR 3033	Arterial							33,200	285	13,400	2003	7,800	B	1,960	416	B
/ R. Jackson Boulevard											2004	10,050	B		536	B
											2005	10,800	B		576	B
											2006	11,500	B		614	B
											2007	11,500	B		614	B
											2008	11,600	B		619	B
											2009	9,250	B		493	B
										% of MV	2010	9,200	B		491	B
										29.82%	2011	9,900	C		528	C
0.166 - 2.090										32.92%	2016	10,930	C		583	C
Roadway ID 46010002										36.35%	2021	12,068	C		644	C
CR 3033 / Beckrich Road	Minor	4	Divided	3	2.515	1.193	Urbanized	(D)	280	19,500	2002	14,200	C	(D)	758	C
to SR 30 / US 98A / Front	Arterial							33,200			2003	19,100	C	1,770	1,019	C
Beach Road											2004	21,500	C		1,147	C
											2005	21,500	C		1,147	C
											2006	21,500	C		1,147	C
											2007	21,500	C		1,147	C
											2008	24,000	C		1,280	C
											2009	19,200	C		1,024	C
										% of MV	2010	21,300	C		1,136	C
										58.73%	2011	19,500	C		1,040	C
2.090 - 3.283										64.85%	2016	21,530	C		1,149	C
Roadway ID 46010002										71.60%	2021	23,770	C		1,268	C

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
CR28 (11th St)																
Beck Avenue to Lisenby	Urban	2	Undivided	2	1.883	1.062	Urbanized	(D)	5048	5,000	2002	7,400	B	(D)	395	B
Avenue	Collector							14,850	5049	5,600	2003	6,500	B	792	347	B
									5050	4,800	2004	7,233	B		386	B
											2005	7,000	B		373	B
											2006	6,600	B		352	B
											2007	6,600	B		352	B
											2008	5,833	B		311	B
											2009	5,633	B		301	B
										% of MV	2010	5,800	B		309	B
										34.57%	2011	5,133	B		274	B
1.905 - 2.967										38.16%	2016	5,667	B		302	B
Roadway ID # 4651000										42.14%	2021	6,257	B		334	B
Lisenby Avenue to Harrison	Urban	2	Undivided	3	2.131	1.408	Urbanized	(D)	5051	9,100	2002	11,500	D	(D)	614	D
Avenue	Collector							13,680	1611	NA	2003	12,500	D	729	667	D
											2004	13,500	D		720	D
											2005	12,000	D		640	D
											2006	11,000	D		587	D
											2007	11,000	D		587	D
											2008	10,500	D		560	D
											2009	10,000	D		534	D
										% of MV	2010	10,000	D		534	D
										66.52%	2011	9,100	C		485	C
2.967 - 4.375										73.44%	2016	10,047	D		536	D
Roadway ID # 4651000										81.09%	2021	11,093	D		592	D
Harrison Avenue to SR77	Urban	2	Undivided	1	1.678	0.596	Urbanized	(D)	5055	8,700	2002	13,100	C	(D)	699	C
	Collector							14,850			2003	11,000	C	792	587	C
											2004	10,900	C		582	C
											2005	11,500	C		614	C
											2006	11,000	C		587	C
											2007	11,000	C		587	C
											2008	10,000	C		534	C
											2009	10,000	C		534	C
										% of MV	2010	10,000	C		534	C
										58.59%	2011	8,700	C		464	C
4.375 -4.971										64.68%	2016	9,606	C		512	C
Roadway ID # 4651000										71.42%	2021	10,605	C		566	C

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CR28 (11th St) (cont.)																
SR77 to East Avenue	Urban	2	Undivided	3	1.992	1.506	Urbanized	(D)	5091	6,800	2002	10,300	D	(D)	550	D
	Collector							14,850			2003	9,100	C	729	485	C
											2004	9,500	D		507	D
											2005	9,900	D		528	D
											2006	9,500	D		507	D
											2007	9,500	D		507	D
											2008	9,400	C		501	C
											2009	8,900	C		475	C
										% of MV	2010	8,300	C		443	C
										45.79%	2011	6,800	C		363	C
4.971 - 6.477										50.56%	2016	7,508	C		401	C
Roadway ID # 4651000										55.82%	2021	8,289	C		442	C
East Avenue to Transmitter Road	Urban	2	Undivided	2	1.932	1.035	Urbanized	(D)	5172	4,800	2002	6,100	B	(D)	325	B
	Collector							14,850			2003	5,800	B	792	309	B
											2004	6,200	B		331	B
											2005	6,800	B		363	B
											2006	6,500	B		347	B
											2007	6,500	B		347	B
											2008	6,900	B		368	B
											2009	5,700	B		304	B
										% of MV	2010	5,200	B		277	B
										32.32%	2011	4,800	B		256	B
6.477 - 7.512										35.69%	2016	5,300	B		283	B
Roadway ID # 4651000										39.40%	2021	5,851	B		312	B
Transmitter Rd to US98 (Tyndall Pkwy)	Urban	2	Undivided	0	0.000	1.003	Urbanized	(D)	5213	1,500	2002	1,700	B	(D)	88	B
	Collector							22,200			2003	1,900	B	1,140	98	B
											2004	1,700	B		88	B
											2005	1,800	B		93	B
											2006	1,700	B		88	B
											2007	1,700	B		88	B
											2008	1,500	B		78	B
											2009	1,500	B		78	B
										% of MV	2010	1,500	B		78	B
										6.76%	2011	1,500	B		78	B
7.512 - 8.515										7.46%	2016	1,656	B		86	B
Roadway ID # 4651000										8.24%	2021	1,828	B		95	B

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
CR327 (Lisenby Avenue)																
11th St. to US98	Not	2	Undivided	1	1.996	0.501	Urbanized	(D)	5133	5,000	2002	5,100	C	(D)	272	C
	Classifed							13,680			2003	5,400	C	729	288	C
											2004	6,300	C		336	C
											2005	5,500	C		293	C
											2006	5,800	C		309	C
											2007	5,800	C		309	C
											2008	5,900	C		315	C
											2009	5,600	C		299	C
										% of MV	2010	5,000	C		267	C
										36.55%	2011	5,000	C		267	C
0.146 - 0.647										40.35%	2016	5,520	C		295	C
Roadway Id # 46000016										44.55%	2021	6,095	C		325	C
US98 to 23rd St.	Urban	2	Undivided	1	0.999	1.001	Urbanized	(D)	5132	9,000	2002	9,100	C	(D)	485	C
	Collector							14,850	5205	7,800	2003	9,200	C	792	491	C
											2004	10,250	C		547	C
											2005	10,500	C		560	C
											2006	10,250	C		547	C
											2007	10,250	C		547	C
											2008	9,400	C		501	C
											2009	8,900	C		475	C
										% of MV	2010	9,450	C		504	C
										56.57%	2011	8,400	B		448	B
0.000 - 1.001										62.45%	2016	9,274	C		495	C
Roadway Id # 46002000										68.95%	2021	10,240	C		546	C
CR385 (Frankford Avenue)																
Bus98 to US98	Urban	2	Undivided	1	1.642	0.609	Urbanized	(D)	5046	6,100	2002	7,400	B	(D)	395	B
	Collector							14,850			2003	6,900	B	792	368	B
											2004	6,100	B		325	B
											2005	7,100	B		379	B
											2006	7,800	B		416	B
											2007	7,800	B		416	B
											2008	6,800	B		363	B
											2009	7,100	B		379	B
										% of MV	2010	7,000	B		373	B
										41.08%	2011	6,100	B		325	B
0.000 - 0.609										45.35%	2016	6,735	B		359	B
Roadway Id # 46560001										50.07%	2021	7,436	B		397	B

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CR385 (Frankford Avenue) (cont.)																
US98 to 23rd St.	Urban	2	Undivided	1	1.001	0.999	Urbanized	(D)	5126	NA	2002	7,400	B	(D)	395	B
	Collector							14,850	5127	7,300	2003	7,200	B	792	384	B
											2004	6,700	B		357	B
											2005	7,700	B		411	B
											2006	8,300	B		443	B
											2007	8,300	B		443	B
											2008	7,700	B		411	B
											2009	7,600	B		405	B
										% of MV	2010	7,800	B		416	B
										49.16%	2011	7,300	B		389	B
0.609 - 1.608										54.27%	2016	8,060	B		430	B
Roadway Id # 46560001										59.92%	2021	8,899	C		475	C
23rd St to St. Andrews	Urban	2	Undivided	1	3.106	0.322	Urbanized	(D)	1610	4,600	2002	4,000	C	(D)	213	C
Blvd	Collector							13,680			2003	3,800	C	729	203	C
											2004	3,900	C		208	C
											2005	4,200	C		224	C
											2006	4,300	C		229	C
											2007	4,300	C		229	C
											2008	4,500	C		240	C
											2009	4,600	C		245	C
										% of MV	2010	4,400	C		235	C
										33.63%	2011	4,600	C		245	C
1.608 - 1.930										37.13%	2016	5,079	C		271	C
Roadway Id # 46560001										40.99%	2021	5,607	C		299	C
St. Andrews Blvd to	Urban	2	Undivided	0	0.000	1.697	Urbanized	(D)	5148	4,000	2002	3,100	B	(D)	160	B
Roadway Terminus	Collector							22,200			2003	3,100	B	1,140	160	B
											2004	3,100	B		160	B
											2005	3,300	B		171	B
											2006	3,300	B		171	B
											2007	3,300	B		171	B
											2008	3,900	B		202	B
											2009	3,800	B		196	B
										% of MV	2010	3,900	B		202	B
										18.02%	2011	4,000	B		207	B
1.930 - 3.627										19.89%	2016	4,416	B		228	B
Roadway Id # 46560001										21.96%	2021	4,876	B		252	B

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CR388																
SR 79 to Airport Entrance	Minor	2	Undivided	0	0.000	4.147	Urbanized	(C)	271	5,100	2002	NA	NA	(C)	NA	NA
Note: FDOT Mile Post Used	Arterial							15,600			2003	NA	NA	800	NA	NA
											2004	NA	NA		NA	NA
											2005	NA	NA		NA	NA
											2006	NA	NA		NA	NA
											2007	NA	NA		NA	NA
0.000 - 4.147											2008	NA	NA		NA	NA
Roadway ID # 46070000											2009	NA	NA		NA	NA
Segment is on the Strategic Intermodal System.										% of MV	2010	4,600	B		245	B
										32.69%	2011	5,100	B		272	B
										36.09%	2016	5,631	B		300	B
										39.85%	2021	6,217	B		332	B
Airport Entrance to SR 77	Minor	2	Undivided	1	0.122	8.192	Urbanized	(C)	128	4,300	2002	NA	NA	(C)	NA	NA
	Arterial							13,860			2003	NA	NA	738	NA	NA
											2004	NA	NA		NA	NA
											2005	NA	NA		NA	NA
											2006	NA	NA		NA	NA
											2007	NA	NA		NA	NA
											2008	NA	NA		NA	NA
											2009	NA	NA		NA	NA
										% of MV	2010	5,200	B		277	B
										31.02%	2011	4,300	B		229	B
4.147 - 12.339										34.25%	2016	4,748	B		253	B
Roadway ID # 46070000										37.82%	2021	5,242	B		280	B
SR 77 to	Minor	2	Undivided	0	0.000	1.45	Urbanized	(D)	104	1,550	2002	1,450	B	(D)	75	B
Bay Urban Boundary	Arterial							22,200			2003	1,500	B	1,140	78	B
											2004	1,550	B		80	B
											2005	1,450	B		75	B
											2006	1,550	B		80	B
											2007	1,550	B		80	B
											2008	1,600	B		83	B
											2009	1,550	B		80	B
										% of MV	2010	1,550	B		80	B
										6.98%	2011	1,550	B		80	B
0.000 - 1.450										7.71%	2016	1,711	B		88	B
Roadway ID # 46640000										8.51%	2021	1,889	B		98	B

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CR388 (cont)																
Bay Urban Boundary to	Minor	2	Undivided	0	0.000	13.747	Trans.	(C)	237	1,000	2002	800	B	(C)	43	B
US 231	Arterial							15,100			2003	900	B	800	48	B
											2004	950	B		51	B
											2005	900	B		48	B
											2006	950	B		51	B
											2007	950	B		51	B
											2008	1,300	B		69	B
											2009	1,100	B		59	B
										% of MV	2010	1,100	B		59	B
										6.62%	2011	1,000	B		53	B
1.450 - 15.197										7.31%	2016	1,104	B		59	B
Roadway ID # 46640000										8.07%	2021	1,219	B		65	B
CR392 (Thomas Dr)																
South Thomas Dr (CR 745)	Urban	2	Undivided	0	0.000	0.856	Urbanized	(D)	202	10,500	2002	7,200	B	(D)	384	B
Front Beach Rd to	Collector							22,200			2003	7,200	B	1,140	384	B
Thomas Dr											2004	7,900	C		421	C
											2005	9,900	C		528	C
											2006	9,400	C		501	C
											2007	9,400	C		501	C
											2008	10,500	C		560	C
											2009	11,500	C		614	C
										% of MV	2010	5,500	B		293	B
										47.30%	2011	10,500	C		560	C
0.000 - 0.856										52.22%	2016	11,593	C		618	C
Roadway ID # 46170000										57.66%	2021	12,799	C		683	C
North Thomas Dr (CR 392/N)	Urban	2	Undivided	1	0.976	1.025	Urbanized	(D)	201	12,500	2002	10,800	C	(D)	576	C
Front Beach Rd to	Collector							14,850	210	12,000	2003	11,450	C	792	611	C
Joan Ave											2004	11,250	C		600	C
											2005	13,800	C		736	C
											2006	14,000	D		747	D
											2007	14,000	D		747	D
											2008	12,150	C		648	C
											2009	13,250	C		707	C
										% of MV	2010	10,500	C		560	C
										82.49%	2011	12,250	C		654	C
0.000 - 1.025										91.08%	2016	13,525	C		722	C
Roadway ID # 46170500										100.56%	2021	14,933	F*		797	F*

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CR392 (Thomas Dr) (cont)																
Joan Ave to	Urban	4	Divided	1	0.324	3.085	Urbanized	(D)	253	10,400	2002	12,100	B	(D)	646	B
Thomas Dr (CR3030)	Collector							33,030			2003	12,000	B	1,764	640	B
											2004	12,400	B		662	B
											2005	12,800	B		683	B
											2006	13,300	B		710	B
											2007	13,000	B		694	B
											2008	11,000	B		587	B
											2009	12,000	B		640	B
										% of MV	2010	10,400	B		555	B
										31.49%	2011	10,400	B		555	B
1.025 - 4.110										34.76%	2016	11,482	B		613	B
Roadway ID # 46170500										38.38%	2021	12,678	B		676	B
CR2301																
US231 to	Major	2	Undivided	0	0.000	6.24	Urbanized	(D)	236	7,600	2002	6,200	B	(D)	321	B
Bay Urban Boundary	Collector							22,200	316	3,200	2003	7,300	B	1,140	377	B
									317	2,100	2004	7,900	C		408	C
											2005	4,500	B		233	B
											2006	4,967	B		257	B
											2007	5,100	B		264	B
											2008	4,567	B		236	B
											2009	4,433	B		229	B
										% of MV	2010	4,300	B		222	B
										19.37%	2011	4,300	B		222	B
0.000 - 6.240										21.39%	2016	4,748	B		245	B
Roadway ID # 4661000										23.61%	2021	5,242	B		271	B
Bay Urban Boundary to	Major	2	Undivided	0	0.000	3.757	Urbanized	(D)	211	1,100	2002	750	B	(D)	39	B
CR 388	Collector							22,200			2003	700	B	1,140	36	B
											2004	1,000	B		52	B
											2005	1,100	B		57	B
											2006	1,200	B		62	B
											2007	1,200	B		62	B
											2008	1,200	B		62	B
											2009	1,200	B		62	B
										% of MV	2010	1,100	B		57	B
										4.95%	2011	1,100	B		57	B
6.240 - 9.997										5.47%	2016	1,214	B		63	B
Roadway ID # 4661000										6.04%	2021	1,341	B		69	B

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CR2312 (Baldwin Rd)																
St. Andrews Blvd to	Urban	2	Undivided	4	2.743	1.458	Urbanized	(D)	5209	9,700	2002	10,950	D	(D)	584	D
to SR77	Collector							13,680	5216	15,500	2003	11,050	D	729	590	D
											2004	11,300	D		603	D
											2005	11,700	D		624	D
											2006	11,800	D		630	D
											2007	11,800	D		630	D
St. Andrews to Minnesota Avenue		4	Divided	4	2.743	1.458	Urbanized	(D)			2008	12,450	D	(D)	664	D
scheduled to be 4-laned after 2014.								29,880			2009	13,000	D	1,593	694	D
										% of MV	2010	12,200	D		651	D
										92.11%	2011	12,600	D		672	D
0.000 - 1.458										101.69%	2016	13,911	E*		742	E*
Roadway ID 46000006										112.28%	2021	15,359	F*		819	F*
SR77 to US231	Urban	2	Undivided	1	0.612	1.634	Urbanized	(D)	1637	8,400	2002	8,900	C	(D)	475	C
	Collector							14,850	5157	8,100	2003	8,650	C	792	461	C
											2004	8,550	B		456	B
											2005	8,800	C		469	C
											2006	9,100	C		485	C
											2007	9,100	C		485	C
0.000 - 1.241	SR 77 to Bradenton										2008	9,100	C		485	C
Roadway ID 46505000											2009	9,400	C		501	C
0.000 - 0.249	Bradenton to East Avenue									% of MV	2010	8,000	B		427	B
Roadway ID 46505500										55.56%	2011	8,250	B		440	B
0.144	East Avenue to US 231									61.34%	2016	9,109	C		486	C
Roadway ID N/A										67.72%	2021	10,057	C		537	C
CR3026 (Cherry St)																
Everitt Ave to Business 98	Urban	2	Undivided	1	3.012	0.332	Urbanized	(D)	1613	2,300	2002	2,600	C	(D)	134	C
	Collector							13,680			2003	2,000	C	729	103	C
											2004	2,200	C		114	C
											2005	2,100	C		109	C
											2006	2,500	C		129	C
											2007	2,500	C		129	C
											2008	2,100	C		109	C
											2009	2,600	C		134	C
										% of MV	2010	2,300	C		119	C
										16.81%	2011	2,300	C		119	C
0.698 - 1.030										18.56%	2016	2,539	C		131	C
Roadway ID # 46020004										20.49%	2021	2,804	C		145	C

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR3026 (Cherry St) (cont.)																
Business 98 to US 98	Urban	2	Undivided	1	0.684	1.462	Urbanized	(D)	5188	6,600	2002	6,850	B	(D)	365	B
	Collector							14,850	1626	5,400	2003	6,600	B	792	352	B
											2004	6,500	B		347	B
											2005	7,200	B		384	B
											2006	7,450	B		397	B
											2007	7,450	B		397	B
											2008	7,400	B		395	B
											2009	6,850	B		365	B
										% of MV	2010	6,850	B		365	B
										40.40%	2011	6,000	B		320	B
0.000 - 1.462										44.61%	2016	6,624	B		353	B
Roadway ID # 46503000										49.25%	2021	7,314	B		390	B
US 98 to	Urban	2	Undivided	2	1.998	1.001	Urbanized	(D)	5185	11,500	2002	10,750	D	(D)	574	D
Berthe Ave (CR2323)	Collector							13,680	5183	7,100	2003	10,400	D	729	555	D
											2004	10,450	D		558	D
											2005	10,600	D		566	D
											2006	10,850	D		579	D
											2007	10,850	D		579	D
											2008	10,450	D		558	D
											2009	9,950	D		531	D
										% of MV	2010	9,500	D		507	D
										67.98%	2011	9,300	C		496	C
1.462 - 2.463										75.06%	2016	10,268	D		548	D
Roadway ID # 46503000										82.87%	2021	11,337	D		605	D
CR2321																
SR 77 to CR 2302	Urban	2	Undivided	0	0.000	1.659	Urbanized	(D)	291	4,000	2002	4,800	B	(D)	248	B
	Collector							22,200	307	6,000	2003	4,100	B	1,140	212	B
											2004	4,400	B		227	B
											2005	4,800	B		248	B
											2006	5,400	B		279	B
											2007	5,500	B		284	B
											2008	5,850	B		302	B
											2009	5,450	B		282	B
										% of MV	2010	5,500	B		284	B
										22.52%	2011	5,000	B		259	B
1.907-3.566										24.87%	2016	5,520	B		285	B
Roadway ID # 46630000										27.45%	2021	6,095	B		315	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
CR2321 (cont)																
CR 2302 to US 231	Urban	2	Undivided	0	0.000	4.484	Urbanized	(D)	252	7,700	2002	4,800	B	(D)	256	B
	Collector							22,200	314	5,000	2003	4,100	B	1,140	219	B
											2004	4,400	B		235	B
											2005	5,333	B		285	B
											2006	6,233	B		333	B
											2007	8,200	C		437	C
											2008	7,500	B		400	C
											2009	6,900	B		368	B
										% of MV	2010	6,800	B		363	B
										28.60%	2011	6,350	B		339	B
3.566 - 8.050										31.58%	2016	7,011	B		374	B
Roadway ID # 46630000										34.87%	2021	7,741	B		413	C
CR2323 (Berthe Ave/Boat Race Rd)																
Business 98 to US 98	Urban	2	Undivided	1	2.793	0.358	Urbanized	(D)	5214	2,400	2002	3,100	C	(D)	165	C
	Collector							13,680			2003	3,700	C	729	197	C
											2004	4,100	C		219	C
											2005	3,100	C		165	C
											2006	3,300	C		176	C
											2007	3,300	C		176	C
											2008	2,500	C		133	C
											2009	2,400	C		128	C
										% of MV	2010	3,600	C		192	C
										17.54%	2011	2,400	C		128	C
0.000 - 0.358										19.37%	2016	2,650	C		141	C
Roadway ID # 46531000										21.39%	2021	2,926	C		156	C
US98 to Berthe Ave	Urban	2	Undivided	1	1.007	0.993	Urbanized	(D)	5180	5,700	2002	6,600	B	(D)	352	B
	Collector							14,850			2003	6,500	B	792	347	B
											2004	6,800	B		363	B
											2005	7,200	B		384	B
											2006	6,700	B		357	B
											2007	6,700	B		357	B
											2008	5,800	B		309	B
											2009	6,200	B		331	B
										% of MV	2010	6,200	B		331	B
										38.38%	2011	5,700	B		304	B
0.358 - 1.351										42.38%	2016	6,293	B		336	B
Roadway ID # 46531000										46.79%	2021	6,948	B		371	B

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2323 (Berthe Ave/Boat Race Rd) (cont)																
Boat Race Road to	Urban	2	Undivided	0	0.000	0.989	Urbanized	(D)	5184	3,500	2002	3,600	B	(D)	186	B
Cherry Street	Collector							22,200			2003	3,400	B	1,140	176	B
											2004	3,900	B		202	B
											2005	5,100	B		264	B
											2006	4,100	B		212	B
											2007	4,100	B		212	B
											2008	4,500	B		233	B
											2009	3,300	B		171	B
										% of MV	2010	3,400	B		176	B
										15.77%	2011	3,500	B		181	B
1.351 - 2.340										17.41%	2016	3,864	B		200	B
Roadway ID # 46531000										19.22%	2021	4,266	B		221	B
Cherry Street to	Urban	2	Undivided	1	1.894	0.528	Urbanized	(D)	1629	4,400	2002	3,100	B	(D)	165	B
SR22 (Wewa Hwy)	Collector							14,850			2003	3,300	B	792	176	B
											2004	3,400	B		181	B
											2005	3,300	B		176	B
											2006	3,900	B		208	B
											2007	3,900	B		208	B
											2008	4,100	B		219	B
											2009	4,300	B		229	B
										% of MV	2010	4,400	B		235	B
										29.63%	2011	4,400	B		235	B
2.340 - 2.868										32.71%	2016	4,858	B		259	B
Roadway ID # 46531000										36.12%	2021	5,364	B		286	B
CR2327 (Transmitter Rd)																
Wewa Hwy to US 98	Urban	2	Undivided	1	0.663	1.509	Urbanized	(D)	5101	8,100	2002	6,450	B	(D)	344	B
	Collector							14,850	5124	5,800	2003	6,450	B	792	344	B
											2004	6,750	B		360	B
											2005	7,900	B		421	B
											2006	7,900	B		421	B
											2007	7,900	B		421	B
											2008	6,900	B		368	B
											2009	6,800	B		363	B
										% of MV	2010	7,050	B		376	B
										46.80%	2011	6,950	B		371	B
0.000 - 1.509										51.67%	2016	7,673	B		409	B
Roadway ID 46540000										57.05%	2021	8,472	B		452	B

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
US98 to US 231	Minor	2	Undivided	1	0.380	2.635	Urbanized	(D)	1621	9,800	2002	12,150	C	(D)	648	C
	Arterial							14,850	5162	NA	2003	12,850	C	792	686	C
									1623	15,000	2004	13,250	C		707	C
											2005	14,200	D		758	D
											2006	14,050	D		750	D
											2007	14,050	D		750	D
											2008	12,750	C		680	C
											2009	12,800	C		683	C
										% of MV	2010	12,600	C		672	C
										83.50%	2011	12,400	C		662	C
1.509 - 4.144										92.19%	2016	13,691	C		730	C
Roadway ID 46540000										101.79%	2021	15,116	F*		806	F*
CR2327 (Transmitter Rd) (cont.)																
US231to CR 390	Minor	2	Undivided	1	0.719	1.39	Urbanized	(D)	1639	5,600	2002	5,300	B	(D)	283	B
	Arterial							14,850			2003	5,200	B	792	277	B
											2004	5,600	B		299	B
											2005	5,600	B		299	B
											2006	5,600	B		299	B
											2007	5,600	B		299	B
											2008	5,300	B		283	B
											2009	7,300	B		389	B
										% of MV	2010	5,600	B		299	B
										37.71%	2011	5,600	B		299	B
0.000 - 1.390										41.64%	2016	6,183	B		330	B
Roadway ID 46000001										45.97%	2021	6,826	B		364	B
CR 2341 (Jenks Avenue)																
6th St to US98	Urban	2	Undivided	2	1.779	1.124	Urbanized	(D)	5153	5,100	2002	14,650	D	(D)	782	D
	Collector							14,850	5116	7,000	2003	9,900	C	792	528	C
									5212	11,000	2004	10,767	C		574	C
											2005	10,200	C		544	C
											2006	10,433	C		557	C
											2007	10,433	C		557	C
											2008	10,433	C		557	C
											2009	9,833	C		525	C
										% of MV	2010	8,200	B		437	B
										51.85%	2011	7,700	B		411	B
0.000 - 1.124										57.25%	2016	8,501	B		454	B
Roadway ID 46560006										63.21%	2021	9,386	C		501	C

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				TOTAL	SIG.	SEG.		LOS (STD)			AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	# OF SIGNALS	PER MILE	LENGTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2341 (Jenks Avenue) (cont.)																
US98 to 23rd St	Urban	2	Undivided	3	3.000	1	Urbanized	(D)	5217	11,300	2002	13,400	D	(D)	715	D
	Collector							13,680	5219	11,800	2003	13,550	D	729	723	D
											2004	13,350	D		712	D
											2005	13,100	D		699	D
											2006	13,100	D		699	D
											2007	13,100	D		699	D
											2008	13,400	D		715	D
											2009	12,100	D		646	D
										% of MV	2010	11,650	D		622	D
										84.43%	2011	11,550	D		616	D
1.124 - 2.124										93.22%	2016	12,752	D		680	D
Roadway ID 46560006										102.92%	2021	14,079	E*		751	E*
23rd St to Baldwin Road	Urban	2	Undivided	1	0.995	1.005	Urbanized	(D)	5218	12,000	2002	11,500	C	(D)	614	C
	Collector							14,850			2003	12,700	C	792	678	C
											2004	11,500	C		614	C
											2005	12,000	C		640	C
											2006	12,000	C		640	C
											2007	12,000	C		640	C
											2008	12,000	C		640	C
											2009	12,500	C		667	C
										% of MV	2010	11,500	C		614	C
										80.81%	2011	12,000	C		640	C
2.124 - 3.129										89.22%	2016	13,249	C		707	C
Roadway ID 46560006										98.50%	2021	14,628	D		780	D
Baldwin Road to SR390	Urban	2	Undivided	1	0.756	1.322	Urbanized	(D)	5220	11,500	2002	10,000	C	(D)	534	C
	Collector							14,850			2003	9,600	C	792	512	C
											2004	10,500	C		560	C
											2005	11,000	C		587	C
											2006	10,000	C		534	C
											2007	10,000	C		534	C
											2008	11,000	C		587	C
											2009	11,000	C		587	C
										% of MV	2010	11,000	C		587	C
										77.44%	2011	11,500	C		614	C
3.129 - 4.451										85.50%	2016	12,697	C		677	C
Roadway ID 46560006										94.40%	2021	14,018	D		748	D

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
CR3030 (Thomas Dr)																
North Lagoon Driveto	Urban	2	Undivided	1	1.209	0.827	Urbanized	(D)	279	14,500	2002	14,500	D	(D)	774	D
Thomas Dr (CR392)	Collector							14,850			2003	14,500	D	792	774	D
											2004	15,500	F*		827	F*
											2005	16,000	F*		854	F*
											2006	16,500	F*		880	F*
											2007	16,500	F*		880	F*
Under Construction 5-laned.		4	Divided	1	1.209	0.827	Urbanized	(D)			2008	13,000	C	(D)	694	C
								33,030			2009	15,000	F*	1,764	800	F*
										% of MV	2010	12,500	C		667	C
										97.64%	2011	14,500	D		774	D
3.309 - 4.136										107.81%	2016	16,009	B		854	B
Roadway ID 46521500										119.03%	2021	17,675	B		943	B
CR 3031 (Thomas Dr)																
North Lagoon Drive	Urban	4	Divided	5	1.767	2.83	Urbanized	(D)	200	28,500	2002	18,700	B	(D)	998	B
to US 98	Collector							33,030	292	17,200	2003	18,200	B	1,764	971	B
									293	21,500	2004	18,767	B		1,001	B
											2005	19,500	B		1,040	B
											2006	20,033	B		1,069	B
											2007	20,200	B		1,078	B
											2008	24,100	B		1,286	B
											2009	24,033	B		1,282	B
										% of MV	2010	20,066	B		1,071	B
										67.82%	2011	22,400	B		1,195	B
0.000 - 2.830										74.88%	2016	24,731	B		1,319	B
Roadway ID 46522500										82.67%	2021	27,305	C		1,457	C
CR389 (12th St)																
US231 to CR 390	Urban	2	Undivided	3	1.313	2.285	Urbanized	(D)	1619	8,600	2002	6,800	B	(D)	363	B
	Collector							14,850			2003	7,300	B	792	389	B
											2004	7,200	B		384	B
											2005	7,900	B		421	B
											2006	7,700	B		411	B
											2007	7,700	B		411	B
											2008	8,500	B		453	B
											2009	7,600	B		405	B
										% of MV	2010	7,300	B		389	B
										57.91%	2011	8,600	B		459	B
0.000 - 2.285										63.94%	2016	9,495	C		507	C
Roadway ID 46500000										70.59%	2021	10,483	C		559	C

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR389 (12th St) (cont)																
CR390 to SR 77	Minor	2	Undivided	1	0.600	1.667	Urbanized	(D)	5005	6,400	2002	6,500	B	(D)	347	B
	Arterial							14,850	1633	6,300	2003	6,350	B	792	339	B
											2004	7,000	B		373	B
											2005	7,700	B		411	B
											2006	7,200	B		384	B
											2007	7,200	B		384	B
											2008	7,750	B		413	B
											2009	7,050	B		376	B
										% of MV	2010	6,900	B		368	B
										42.76%	2011	6,350	B		339	B
2.285 - 3.952										47.21%	2016	7,011	B		374	B
Roadway ID 46500000										52.13%	2021	7,741	B		413	B
CR390																
SR77 to CR389	Urban	2	Undivided	1	0.746	1.341	Urbanized	(D)	5098	12,500	2002	12,500	C	(D)	667	C
	Collector							14,850	1634	12,000	2003	13,000	C	792	694	C
											2004	11,000	C		587	C
											2005	14,100	D		752	D
											2006	13,250	C		707	C
											2007	13,250	C		707	C
											2008	13,250	C		707	C
											2009	12,500	C		667	C
										% of MV	2010	12,750	C		680	C
										82.49%	2011	12,250	C		654	C
0.000 - 1.341										91.08%	2016	13,525	C		722	C
Roadway ID # 46600000										100.56%	2021	14,933	F*		797	F*
CR389 to CR2327	Minor	2	Undivided	1	0.796	1.257	Urbanized	(D)	1640	14,500	2002	13,500	C	(D)	720	C
	Arterial			way				14,850			2003	15,000	F*	792	800	F*
											2004	14,500	D		774	D
											2005	15,500	F*		827	F*
											2006	15,500	F*		827	F*
											2007	15,500	F*		827	F*
											2008	15,000	F*		800	F*
											2009	15,000	F*		800	F*
										% of MV	2010	16,500	F*		880	F*
										97.64%	2011	14,500	D		774	D
1.341 - 2.598										107.81%	2016	16,009	F*		854	F*
Roadway ID # 46600000										119.03%	2021	17,675	F*		943	F*

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
CR390 (cont)																
CR2327 to US231	Urban	2	Undivided	1	0.585	1.71	Urbanized	(D)	1631	7,400	2002	5,800	B	(D)	309	B
	Collector							14,850			2003	6,300	B	792	336	B
											2004	7,100	B		379	B
											2005	8,000	B		427	B
											2006	8,500	B		453	B
											2007	8,500	B		453	B
											2008	7,100	B		379	B
											2009	9,700	C		517	C
										% of MV	2010	7,400	B		395	B
										49.83%	2011	7,400	B		395	B
2.598 - 4.308										55.02%	2016	8,170	B		436	B
Roadway ID # 46600000										60.74%	2021	9,021	C		481	C
CR22/2337 (Sherman Ave)																
3rd St. to 15th St.	Urban	2	Undivided	3	2.000	1.5	Urbanized	(D)	5160	1,900	2002	4,350	C	(D)	232	C
	Collector							13,680	5225	5,600	2003	4,200	C	729	224	C
									1602	3,200	2004	4,000	C		213	C
											2005	4,300	C		229	C
3rd Strret to Bus 98 (5th St)											2006	4,033	C		215	C
0.000 - 0.252											2007	4,033	C		215	C
Roadway ID # 46532000											2008	4,100	C		219	C
											2009	4,100	C		219	C
										% of MV	2010	3,633	C		194	C
Bus 98 (5th St) to 15th St.										26.07%	2011	3,567	C		190	C
0.000 - 1.248										28.79%	2016	3,938	C		210	C
Roadway ID # 46000010										31.78%	2021	4,348	C		232	C
15th St to East Ave.	Urban	2	Undivided	0	0.000	1.36	Urbanized	(D)	5170	5,300	2002	6,600	B	(D)	341	B
	Collector							22,200			2003	6,100	B	1,140	315	B
											2004	6,000	B		310	B
											2005	6,800	B		352	B
											2006	6,600	B		341	B
											2007	6,600	B		341	B
											2008	7,300	B		377	B
											2009	6,600	B		341	B
										% of MV	2010	5,400	B		279	B
										23.87%	2011	5,300	B		274	B
0.000 - 1.360										26.36%	2016	5,852	B		303	B
Roadway ID # 46500002										29.10%	2021	6,461	B		334	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
CR2315 (Star Ave)																
Cole Ridge Road	Urban	2	Undivided	1	0.866	1.155	Urbanized	(D)	1641	4,600	2002	7,000	B	(D)	373	B
to Wewa Highway	Collector							14,850			2003	5,000	B	792	267	B
											2004	4,900	B		261	B
											2005	5,700	B		304	B
											2006	5,300	B		283	B
											2007	5,300	B		283	B
											2008	4,800	B		256	B
											2009	4,700	B		251	B
										% of MV	2010	4,600	B		245	B
										30.98%	2011	4,600	B		245	B
0.000 - 1.155										34.20%	2016	5,079	B		271	B
Roadway ID # 460506000										37.76%	2021	5,607	B		299	B
Wewa Highway to	Urban	2	Undivided	1	0.149	6.697	Urbanized	(D)	268	6,900	2002	4,000	B	(D)	213	B
US 231	Collector							14,850	269	6,500	2003	5,900	B	792	315	B
											2004	6,100	B		325	B
											2005	6,800	B		363	B
											2006	7,150	B		381	B
											2007	7,350	B		392	B
											2008	7,150	B		381	B
											2009	7,250	B		387	B
										% of MV	2010	7,950	B		424	B
										45.12%	2011	6,700	B		357	B
1.155 - 7.852										49.81%	2016	7,397	B		395	B
Roadway ID # 460506000										55.00%	2021	8,167	B		436	B
CR2322 (7th St)																
Transmitter Rd to Bob	Not	2	Undivided	0	0.000	0.9631	Urbanized	(D)	5174	2,500	2002	4,200	B	(D)	217	B
Little Rd	Classified							22,200	5179	4,400	2003	3,900	B	1,140	202	B
											2004	4,100	B		212	B
											2005	4,500	B		233	B
											2006	4,200	B		217	B
											2007	4,200	B		217	B
											2008	3,550	B		184	B
											2009	4,050	B		209	B
										% of MV	2010	4,050	B		209	B
										15.54%	2011	3,450	B		178	B
0.519 - 1.015										17.16%	2016	3,809	B		197	B
Roadway ID # 46560012										18.94%	2021	4,206	B		217	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2322 (7th St) (cont)																
Bob Little Rd to US98	Not	2	Undivided	1	1.980	0.505	Urbanized	(D)	5173	5,400	2002	5,800	B	(D)	309	B
(Tyndall Pkwy)	Classified							13,680			2003	5,500	B	729	293	B
											2004	5,900	B		315	B
											2005	6,900	B		368	B
											2006	6,500	B		347	B
											2007	6,500	B		347	B
											2008	7,000	B		373	B
											2009	6,700	B		357	B
										% of MV	2010	6,300	B		336	B
										39.47%	2011	5,400	B		288	B
1.015 - 1.520										43.58%	2016	5,962	B		318	B
Roadway ID # 46560012										48.12%	2021	6,583	B		351	B
CR30A (Michigan Ave)																
23rd St to Bus 98	Urban	2	Undivided	1	1.592	0.628	Urbanized	(D)	5201	5,000	2002	5,200	B	(D)	277	B
	Collector							14,850	5102	NA	2003	5,200	B	792	277	B
											2004	5,700	B		304	B
											2005	5,900	B		315	B
											2006	5,900	B		315	B
											2007	5,900	B		315	B
											2008	5,300	B		283	B
											2009	5,000	B		267	B
										% of MV	2010	4,900	B		261	B
										33.67%	2011	5,000	B		267	B
0.000 - 0.628										37.17%	2016	5,520	B		295	B
Roadway Id # 46510000										41.04%	2021	6,095	B		325	B
US 98 to 15th St	Urban	2	Undivided	1	3.012	0.332	Urbanized	(D)	5104	1,400	2002	2,500	C	(D)	133	C
	Collector							13,680			2003	2,400	C	729	128	C
											2004	2,100	C		112	C
											2005	1,900	C		101	C
											2006	1,900	C		101	C
											2007	1,600	C		85	C
											2008	1,500	C		80	C
											2009	1,400	C		75	C
										% of MV	2010	1,800	C		96	C
										10.23%	2011	1,400	C		75	C
0.628 - 0.960										11.30%	2016	1,546	C		82	C
Roadway Id # 46510000										12.48%	20121	1,707	C		91	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
15th St																
Bus. 98 to Michigan	Urban	2	Undivided	1	2.262	0.442	Urbanized	(D)	5105	1,600	2002	2,800	C	(D)	149	C
	Collector							13,680	5106	1,800	2003	2,350	C	792	125	C
											2004	2,200	C		117	C
											2005	2,200	C		117	C
											2006	2,100	C		112	C
											2007	2,100	C		112	C
											2008	1,750	C		93	C
											2009	1,600	C		85	C
										% of MV	2010	1,800	C		96	C
										12.43%	2011	1,700	C		91	C
0.960 - 1.402										13.72%	2016	1,877	C		100	C
Roadway Id # 46510000										15.15%	2021	2,072	C		111	C
CR30B (Joan Avenue)																
Thomas Drive to	Not	2	Undivided	2	2.215	0.903	Urbanized	(D)	204	10,000	2002	8,500	C	(D)	453	C
Front Beach Rd	Classified							13,680			2003	8,700	C	729	464	C
											2004	9,100	C		485	C
											2005	11,000	D		587	D
											2006	10,500	D		560	D
											2007	10,500	D		560	D
											2008	10,000	D		534	D
											2009	9,300	C		496	C
										% of MV	2010	8,100	C		432	C
										73.10%	2011	10,000	D		534	D
0.000 - 0.903										80.71%	2016	11,041	D		589	D
Roadway Id # 46590002										89.11%	2021	12,190	D		650	D
CR3030 (North Lagoon Dr)																
North Thomas Drive to	Urban	2	Undivided	2	0.601	3.326	Urbanized	(D)	205	3,000	2002	2,500	B	(D)	133	B
Thomas Dr (CR3031)	Collector							14,850	206	2,400	2003	2,550	B	792	136	B
											2004	3,150	B		168	B
											2005	3,600	B		192	B
											2006	3,500	B		187	B
											2007	3,500	B		187	B
											2008	3,000	B		160	B
											2009	3,250	B		173	B
										% of MV	2010	2,550	B		136	B
										18.18%	2011	2,700	B		144	B
0.000 - 3.326										20.07%	2016	2,981	B		159	B
Roadway ID # 46521500										22.16%	2021	3,291	B		176	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR3033 (Beckrich Rd)																
Front Beach Rd to	Urban	2 SB	Undivided	1	3.623	0.276	Urbanized	(D)	278	7,100	2002	7,800	C	(D)	416	C
Hutchison Blvd	Collector	1 NB						25,239			2003	6,800	C	1,346	363	C
											2004	9,400	C		501	C
											2005	8,700	C		464	C
											2006	8,000	C		427	C
											2007	9,100	C		485	C
											2008	5,900	C		315	C
											2009	4,200	C		224	C
										% of MV	2010	5,600	C		299	C
										28.13%	2011	7,100	C		379	C
0.00 - 0.276										31.06%	2016	7,839	C		418	C
Roadway ID # 46651000										34.29%	2021	8,655	C		462	C
CR3033 (R Jackson Blvd) (cont.)																
Hutchinson Blvd to US98	Urban	2	Undivided	1	1.667	0.6	Urbanized	(D)	207	10,800	2002	6,500	B	(D)	347	B
(Panama City Beach	Collector							14,850			2003	7,000	B	792	373	B
Blvd)											2004	8,900	C		475	C
											2005	11,000	C		587	C
											2006	11,000	C		587	C
											2007	11,000	C		587	C
											2008	10,500	C		560	C
											2009	11,800	C		630	C
										% of MV	2010	12,000	C		640	C
										72.73%	2011	10,800	C		576	C
0.276 - 0.876										80.30%	2016	11,924	C		636	C
Roadway ID # 46651000										88.65%	2021	13,165	C		702	C
CR30H (Alf Coleman Rd)																
Front Beach Rd to	Not	2	Undivided	1	2.933	0.341	Urbanized	(D)	208	2,500	2002	4,400	C	(D)	235	C
Hutchison Blvd	Classified							13,680			2003	3,500	C	729	187	C
											2004	3,400	C		181	C
											2005	4,000	C		213	C
											2006	3,800	C		203	C
											2007	3,800	C		203	C
											2008	3,200	C		171	C
											2009	1,500	C		80	C
										% of MV	2010	3,900	C		208	C
										18.27%	2011	2,500	C		133	C
0.000 - 0.341										20.18%	2016	2,760	C		147	C
Roadway ID # 46590000										22.28%	2021	3,047	C		163	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
CR30H (Alf Coleman Rd) (cont)																
Hutchinson Blvd to US98	Not	2	Undivided	1	1.684	0.594	Urbanized	(D)	209	6,500	2002	2,800	B	(D)	149	B
(Panama City Beach	Classified							14,850			2003	2,800	B	792	149	B
Blvd)											2004	3,100	B		165	B
											2005	4,600	B		245	B
											2006	4,000	B		213	B
											2007	4,000	B		213	B
											2008	5,800	B		309	B
											2009	7,800	B		416	B
										% of MV	2010	6,900	B		368	B
										43.77%	2011	6,500	B		347	B
0.341 - 0.935										48.33%	2016	7,177	B		383	B
Roadway ID # 46590000										53.36%	2021	7,923	B		423	B
East Ave																
Watson St to Bus 98		2	Undivided	2	2.137	0.936	Urbanized	(D)	5063	1,900	2002	2,400	C	(D)	128	B
								13,680	5058	2,600	2003	2,100	C	792	112	B
									5059	1,300	2004	2,167	C		116	B
											2005	2,100	C		112	B
											2006	2,233	C		119	B
											2007	2,233	C		119	B
											2008	1,933	C		103	B
											2009	1,767	C		94	B
										% of MV	2010	2,033	C		108	B
										14.13%	2011	1,933	C		103	B
0.000 - 0.936										15.60%	2016	2,134	C		114	B
Roadway ID 46523000										17.22%	2021	2,356	C		126	B
CR391 (Airport Rd)																
St. Andrews Blvd to	Urban	2	Undivided	0	0.000	0.847	Urbanized	(D)	5144	1,800	2002	2,600	B	(D)	134	B
Panama City/Bay	Collector							22,200			2003	2,300	B	1,140	119	B
County Airport											2004	2,100	B		109	B
											2005	2,000	B		103	B
											2006	2,100	B		109	B
											2007	4,700	B		243	B
											2008	3,400	B		176	B
											2009	3,200	B		165	B
										% of MV	2010	1,600	B		83	B
										8.11%	2010	1,800	B		93	B
2.243 - 3.090										8.95%	2016	1,987	B		103	B
Roadway ID 46110001										9.88%	2021	2,194	B		113	B

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APPENDIX C

CONGESTION MANAGEMENT PROCESS PLAN

2011 MULTIMODAL LEVEL OF SERVICE TABLES

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR 20																	
Washington County Line to SR77	Principal Arterial	2	Undivided	1	0.1258	7.950	Trans	(C) 14,100	249 Washington County Station	3,000	100	B	0	D	0	N/A	N/A
Segment is on the Strategic Intermodal System. Count station 249 from Washington County was used. **0.000 - 7.733** **Roadway ID 46050000**																	
SR77 to SR 75 / US231	Principal Arterial	2	Undivided	1	0.0637	15.700	Trans	(C) 14,100	192T	1,754	100	B	0	D	0	N/A	N/A
Segment is on the Strategic Intermodal System. **7.733 -23.449** **Roadway ID 46050000**																	
SR 75 / US231 to Calhoun County Line	Principal Arterial	2	Undivided	0	0.000	2.420	Trans	(C) 15,100	1	3,800	100	B	0	D	0	N/A	N/A
23.449 - 25.871 **Roadway ID 46050000**																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR22																	
Wewa Highway SR 30 / Business 98 to CR 2327/Transmitter Road **0.000 - 0.561** **Roadway ID 46080000**	Minor Arterial	2	Undivided	1	1.7857	0.560	Urbanized	(D) 16,500	5016	11,000	100	C	0	E	0	Route 2 = 1 Total = 1	F
CR 2327/Transmitter Road to SR 30A / US 98 / Tyndall Parkway **0.561 - 1.560** **Roadway ID 46080000**	Minor Arterial	2	Undivided	2	2.000	1.000	Urbanized	(D) 15,200	5192 1601	9,600 11,600	100	C	0	E	0	Route 2 = 1 Total = 1	F
SR 30A/ US 98 / Tyndall Parkway to CR 2315 / Star Avenue **1.560 - 3.069** **Roadway ID 46080000**	Minor Arterial	2	Undivided	2	1.3245	1.510	Urbanized	(D) 16,500	5189 5195	14,000 16,500	100	C	16.6	F	16.6	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR22 (cont.)																	
CR 2315 / Star Avenue to Bay County Urbanized Boundary (west of Callaway Road) **3.069 - 7.500** **Roadway ID 46080000**	Minor Arterial	2	Undivided	0	0	4.420	Urbanized	(D) 22,200	1625	6,800	100	C	0	E	0	N/A	N/A
Bay County Urbanized Boundary (west of Callaway Road) to Gulf County Line (MPA Boundary) **7.500 - 13.681** **Roadway ID 46080000**	Minor Arterial	2	Undivided	0	0	6.180	Trans	(C) 15,100	260 13	4,000 NA	100	B	0	D	0	N/A	N/A
SR 30A (US98)																	
Walton County line to Front Beach Road	Principal Arterial	4	Divided	1	0.6468	1.546	Urbanized	(D) 36,700	284	18,000	100	C	0	E	0	N/A	N/A
0.000 - 1.106 Walton Co. Line to Begin Reailignment **Roadway ID 46010000**																	
0.000 - 0.440 Begin Realignment to Front Beach Rd **Roadway ID 46010001**																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
Panama City Beach Parkway Front Beach Road to Cobb Road **0.271 - 5.177 Roadway ID 46160000**	Principal Arterial	4	Divided	1	0.2038	4.906	Urbanized	(D) 36,700	216 273	17,700 22,000	100	C	0	F	0	N/A	N/A
Cobb Road to the beginning of the six-lane section **5.177 - 5.694 Roadway ID 46160000**	Principal Arterial	4	Divided	0	0	0.460	Urbanized	(D) 64,300	276	29,500	100	C	0	F	0	N/A	N/A
Beginning of the six-lane section to SR 79 **5.694 - 6.067 Roadway ID 46160000**	Principal Arterial	6	Divided	1	2.222	0.450	Urbanized	(D) 50,300	276	29,500	0	D	100	C	100	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
Panama City Beach Parkway SR79 to Mandy Lane **6.067 - 6.760 Roadway ID 46160000**	Principal Arterial	6	Divided	0	0.000	0.700	Urbanized	(D) 96,400	275	38,500	0	E	100	D	100	N/A	N/A
Mandy Lane to R. Jackson Boulevard **6.760 - 11.290 Roadway ID 46160000**	Principal Arterial	4	Divided	5	1.111	4.500	Urbanized	(D) 36,700	277	42,500	100	C	6.28	F	6.28	N/A	N/A
R. Jackson Boulevard to SR 30 / US 98A / Front Beach Road **11.290 - 14.229 Roadway ID 46160000**	Principal Arterial	4	Divided	1	0.340	2.939	Urbanized	(D) 36,700	203	34,500	100	C	0	F	0	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
Panama City Beach Parkway SR 30 / US 98A / Front Beach Road to Thomas Drive / CR 3031 **0 - 0.414** **Roadway ID 46010100**	Principal Arterial	4	Divided	1	2.4155	0.414	Urbanized	(D) 33,200	100	46,500	100	C	100	E	100	Route 7 = 1 Total = 1	E
Thomas Drive / CR 3031 to Hathaway Bridge (west approach) **0.414 - 1.00** **Roadway ID 46010100**	Principal Arterial	6	Divided	1	1.706	0.586	Urbanized	(D) 55,300	1609	53,000	100	C	100	D	100	Route 7 = 1 Total = 1	E
Hathaway Bridge (west approach) Bullnose W end of bridge to Bullnose E end of bridge **1.00 - 1.953** **Roadway ID 46010100**	Principal Arterial	6	Divided	1	1.049	0.953	Urbanized	(D) 55,300	5221 5084	61,000 NA	100	C	100	E	100	Route 7 = 1 Total = 1	E

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
Bullnose E end of bridge to 23rd Street	Principal Arterial	6	Divided	1	6.667	0.150	Urbanized	(C) 19,700	5221 5084	61,000 NA	0	E	100	E	100	Route 7 = 1 Total = 1	E
Segment is on the Strategic Intermodal System. **0.742 - 1.295** **Roadway ID 46020000**																	
15th Street 23rd Street to SR 390/ Beck Avenue **1.295 - 2.962** **Roadway ID 46020000**	Principal Arterial	4	Divided	2	1.198	1.670	Urbanized	(D) 36,700	5083 5082 5081	NA 36,500 NA	100	C	100	D	100	Route 6 = 1 Total = 1	E
SR 390 / Beck Avenue to CR 327 / Lisenby Avenue **0.000 - 1.136** **Roadway ID 46020003**	Principal Arterial	4	Divided	2	1.770	1.130	Urbanized	(D) 36,700	5043 5204	32,500 30,000	0	E	100	D	100	Route 6 = 1 Total = 1	E

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
15th Street	Principal	4	Divided	4	2.835	1.411	Urbanized	(D)	5142	31,000	0	E	95.4	D	95.4	Route 6 = 1	E
CR 327 / Lisenby Avenue	Arterial							33,200	1615	31,000							
to US231 / SR 75 /									5131	30,500						Total = 1	
Harrison Avenue																	
1.136 - 2.547																	
Roadway ID 46020003																	
US231 / SR 75 /	Principal	4	Divided	1	1.684	0.594	Urbanized	(D)	5040	23,000	0	D	0	F	0	Route 3 = 1	E
Harrison Avenue to	Arterial							36,700								Route 6 = 1	
SR77 / MLK Boulevard																Total = 2	
2.547 - 3.141																	
Roadway ID 46020003																	
SR77 / MLK Boulevard	Principal	4	Divided	3	1.182	2.539	Urbanized	(D)	5038T	NA	0	E	41.9	F	41.9	Route 3 = 1	F
to CR 2327 / Transmitter	Arterial							36,700	1638	NA							
Road									1620	27,000						Total = 1	
									1608	NA							
3.141 - 5.680																	
Roadway ID 46020003																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
15th Street CR 2327 / Transmitter Road to SR 22 / Wewa Highway **5.680 - 8.014** **Roadway ID 46020003**	Principal Arterial	4	Divided	2	0.857	2.334	Urbanized	(D) 36,700	5161 5193	31,500 36,000	0	E	0	F	0	Route 2 = 1 Route 3 = 1 Total = 2	E
Tyndall Parkway SR22 / Wewa Highway to Business 98 **8.014 - 9.813** **Roadway ID 46020003**	Principal Arterial	4	Divided	4	2.223	1.799	Urbanized	(D) 33,200	5194 5187 5181	29,500 NA 18,500	0	D	100	D	100	Route 2 = 1 Total = 1	E
Business 98 to Tyndall Bridge (south end) **12.064 - 14.214** **Roadway ID 4602000**	Principal Arterial	4	Divided	1	0.465	2.150	Urbanized	(D) 36,700	5182	22,500	0	D	45	F	45	N/A	N/A

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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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30A (US98) (cont.)																	
Tyndall Bridge (south end) to Tyndall Drive **0.000 - 2.673** **Roadway ID 46030000**	Principal Arterial	4	Divided	2	0.748	2.673	Urbanized	(D) 36,700	1624	19,300	100	C	0	F	0	N/A	N/A
Tyndall Drive to Bay Urbanized Boundary (2.5 mi E of Ammo Road) **2.673 - 6.870** **Roadway ID 46030000**	Principal Arterial	2	Undivided	0	0.000	4.197	Urbanized	(D) 22,200	214	6,300	100	B	0	E	0	N/A	N/A
Bay Urbanized Boundary (2.5 mi E of Ammo Road) to Gulf County Line / Bay MPA Boundary **6.870 - 18.433** **Roadway ID 46030000**	Principal Arterial	2	Undivided	0	0.000	11.563	Trans	(C) 15,100	214	6,300	100	B	25	E	25	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS: Paved Shoulder or Bike Lane % Coverage	Bicycle Mode LOS: LOS	Pedestrian Mode LOS: Sidewalk % Coverage	Pedestrian Mode LOS: LOS	Bus Mode LOS: Sidewalk % Coverage	Bus Mode LOS: No. Buses per hour	Bus Mode LOS: LOS
SR30 (US98A)																	
Front Beach Road	Minor	2	Undivided	1	0.176	5.697	Urbanized	(D)	125	8,900	100	B	0	E	0	Route 7 = 1	F
US98 to SR79	Arterial							16,500	181	3,200							
									124	4,500						Total = 1	
1.729 - 7.426																	
Roadway ID 46010000																	
Front Beach Road	Minor	2	Undivided	4	0.964	4.148	Urbanized	(D)	101	NA	100	C	21.7	E	21.7	Route 7 = 1	F
SR79 to SR 392 /	Arterial							16,500	166T	12,301							
Hutchison Blvd West /																Total = 1	
Middle Beach Road																	
7.426 - 10.408	SR 79 to Begin Realignment																
Roadway ID 46010000																	
0.000 - 1.166	Begin Realignment to Hutchinson Blvd West/MB Rd																
Roadway ID 46010005																	
Hutchison to	Minor	2	Undivided	3	1.595	1.881	Urbanized	(D)	102	12,000	100	C	0	E	0	N/A	N/A
R. Jackson Boulevard	Arterial							16,500									
0.166 to 0.254	SR 392/Hutchison Blvd W to End Realignment																
Roadway ID 46010005																	
10.649 - 12.442	End Realignment to R Jackson Blvd																
Roadway ID 46010000																	

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											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30 (US98A) (cont)																	
R. Jackson Boulevard to SR 392 / Hutchison Boulevard East/ Middle Beach Road/ North Thomas Drive **12.442 - 13.694** **Roadway ID 46010000**	Minor Arterial	2	Undivided	0.87	0.695	1.252	Urbanized	(D) 15,200	103	13,500	100	C	0	E	0	N/A	N/A
SR 292/Hutchison Boulevard (Middle Beach Road) North Thomas Drive to SR30A (US98) Panama City Beach Parkway **13.694 - 15.769** **Roadway ID 46010000**	Minor Arterial	4	Divided	4	1.928	2.075	Urbanized	(D) 36,700	98 99	21,700 20,200	19.4	E	100	D	100	Route 7 = 1 Total = 1	E
SR30 (Business 98)																	
US98 / SR30A to CR 385/ Frankford Avenue **2.962 - 4.292** **Roadway ID 46020000**	Minor Arterial	2	Undivided	3	2.256	1.330	Urbanized	(D) 15,200	5080 5077	10,800 4,000	0	D	100	C	100	Route 4 = 2 Total = 2	D

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30 (Business 98) (cont)																	
CR 385 / Frankford Avenue to 6th Street **4.292 - 6.002** **Roadway ID 46020000**	Minor Arterial	2	Undivided	1	0.585	1.710	Urbanized	(D) 16,500	5152 5075 5076	11,200 13,000 8,800	0	D	50	D	50	N/A	N/A
6th Street to US 231 / SR 75 / Harrison Avenue **6.002 - 6.362** **Roadway ID 46020000**	Minor Arterial	2	Undivided	3	8.333	0.360	Urbanized	(D) 11,900	1606	11,500	0	D	100	D	100	N/A	N/A
US 231 / SR 75 / Harrison Avenue to Hamilton Avenue **6.362 - 6.839** **Roadway ID 46020000**	Minor Arterial	2	Undivided	2	4.193	0.477	Urbanized	(D) 15,200	5073	13,500	0	E	100	D	100	N/A	N/A

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR30 (Business 98) (cont)																	
Hamilton Avenue to CR 3026 / Cherry Street Excl Left **6.839 - 9.619** **Roadway ID 46020000**	Minor Arterial	4	Undivided	7	2.518	2.780	Urbanized	(D) 31,540	5022 5067 T 5069 5068 5071	14,700 NA 19,700 17,400 NA	0	D	100	C	100	Route 2 = 1 Total = 1	E
Cherry Street to US98 / SR30A / Tyndall Parkway **9.619 -12.064** **Roadway ID 46020000**	Minor Arterial	2	Undivided	2	0.818	2.445	Urbanized	(D) 16,500	1603 5176 5178	9,000 7,300 7,800	100	C	0	E	0	Route 2 = 1 Total = 1	F
SR75 (US231)																	
Business 98 / 6th Street to CR 28 / 11th Street Excl Left **0.000 - 0.620** **Roadway ID 46040000**	Principal Arterial	4	Undivided	2	3.226	0.620	Urbanized	(D) 31,540	5032 315 T 5030	7,500 8,348 NA	0	D	100	C	100	Route 4 = 2 Total = 2	D

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR75 (US231) (cont)																	
CR 28 / 11th Street to US98 / SR 30A / 15th St. **0.620 - 1.124** **Roadway ID 46040000**	Principal Arterial	4	Undivided	2	3.968	0.504	Urbanized	(D) 31,540	5028	9,600	0	D	100	C	100	Route 3 = 1 Total = 1	E
US98 / SR 30A / 15th Street to CR 368 / 23rd Street	Principal Arterial	4	Divided	3	1.974	1.520	Urbanized	(C) 35,500	5025 1604	15,100 17,600	100	C	50	D	50	Route 5 = 1 Total = 1	F
Segment is on the Strategic Intermodal System. **1.124 - 2.644** **Roadway ID 46040000**																	
CR 368/ 23rd Street to SR 2312 / Baldwin Road	Principal Arterial	4	Divided	1	0.715	1.399	Urbanized	(C) 35,500	5196	34,000	100	C	50	E	50	N/A	N/A
Segment is on the Strategic Intermodal System. **2.644 - 4.043** **Roadway ID 46040000**																	

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR75 (US231) (cont)																	
SR 2312 / Baldwin Road to CR 2327 / Transmitter Road	Principal Arterial	4	Divided	1	0.846	1.182	Urbanized	(C) 35,500	5169	27,500	100	C	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System. **4.043 - 5.225** **Roadway ID 46040000**																	
CR 2327 / Transmitter Road to CR 390	Principal Arterial	4	Divided	1	0.453	2.209	Urbanized	(C) 35,500	1630	28,500	100	C	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System. **5.225 - 7.434** **Roadway ID 46040000**																	
CR 390 to CR 2293 / Star Avenue	Principal Arterial	4	Divided	3	1.785	1.681	Urbanized	(C) 35,500	84	21,000	100	C	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System. **7.434 - 9.115** **Roadway ID 46040000**																	

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SR75 (US231) (cont)																	
CR 2293 / Star Avenue to Jonny Lane	Principal Arterial	4	Divided	1	0.211	4.744	Urbanized	(C) 35,500	82	20,000	100	C	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System. **9.115 - 13.859** **Roadway ID 46040000**																	
Jonny Lane to CR 388	Principal Arterial	4	Divided	1	0.153	6.556	Trans	(C) 32,100	93	12,700	100	C	0	E	0	N/A	N/A
Segment is on the Strategic Intermodal System. **13.859 - 20.415** **Roadway ID 46040000**																	
CR388 to SR 20	Prinicpal Arterial	4	Divided	1	0.208	4.818	Trans	(C) 32,100	283 53 9907 T	NA NA 13,634	81.5	D	18.5	E	18.5	N/A	N/A
Segment is on the Strategic Intermodal System. **20.415 - 25.233** **Roadway ID 46040000**																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR75 (US231) (cont)																	
SR20 to Jackson County Line	Prinicpal Arterial	4	Divided	0	0.000	9.541	Trans	(C) 45,400	97 131 359 T	5,500 9,600 10,688	94.6	C	5.4	D	5.4	N/A	N/A
Segment is on the Strategic Intermodal System. **25.223 - 34.764** **Roadway ID 46040000**																	
SR77																	
SR 30 / Business 98 to CR 28 / 11th Street **0.000 - 0.713** **Roadway ID 46060000**	Urban Collector	4	Divided	2	2.805	0.713	Urbanized	(D) 33,200	5033 1607	16,600 13,900	100	C	100	C	100	Route 1 = 1 Route 9 = 4 Total = 5	B
CR 28 / 11th Street to SR 30A/ US98/ 15th Street **0.713 - 1.215** **Roadway ID 46060000**	Principal Arterial	4	Divided	1	1.992	0.502	Urbanized	(D) 36,700	5035	18,600	100	C	100	C	100	Route 1 = 1 Route 3 = 1 Total = 2	D

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR77 (cont.)																	
SR 30A/ US98/ 15th Street to SR 368 / 23rd Street **1.215 - 2.212** **Roadway ID 46060000**	Principal Arterial	4	Divided	3	3.009	0.997	Urbanized	(D) 33,200	1627 5037	24,000 26,000	54	D	49.1	F	49.1	Route 1 = 1 Route 3 = 1 Route 5 = 1 Route 6 = 1 Total = 4	C
SR 368 / 23rd Street to CR 2312 / Baldwin Road **2.212 - 3.089** **Roadway ID 46060000**	Principal Arterial	4	Divided	2	2.255	0.887	Urbanized	(D) 33,200	5158	27,000	100	C	0	F	0	Route 1 = 1 Total = 1	F
CR 2312 / Baldwin Road to SR 390 / W. 14th Street **3.089 - 5.523** **Roadway ID 46060000**	Principal Arterial	4	Divided	3	1.233	2.434	Urbanized	(D) 36,700	1635 5210 308 T	25,500 NA 29,397	86.8	C	13	F	13	Route 1 = 1 Total = 1	F

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR77 (cont.)																	
SR390 / W. 14th Street to 4th Street	Principal Arterial	4	Divided	2	2.068	0.967	Urbanized	(C) 25,000	5003 5002 5011 5001	26,000 NA 24,500 NA	0	E	100	D	100	Route 1 = 1 Total = 1	F
Segment is on the Strategic Intermodal System. **5.523 - 6.490** **Roadway ID 46060000**																	
4th Street to CR2300	Principal Arterial	4	Divided	1	0.253	3.954	Urbanized	(C) 35,500	3 4 1632	15,500 19,900 22,000	100	C	12.8	F	12.8	N/A	N/A
Segment is on the Strategic Intermodal System. **0.000 - 1.238** **Roadway ID 46060001** **7.731 - 10.447** **Roadway ID 46060000**																	
CR2300 to CR388W	Principal Arterial	4	Divided	1	0.661	1.512	Urbanized	(C) 35,500	5	15,000	100	C	0	E	0	N/A	N/A
10.447 - 11.959 **Roadway ID 46060000**																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR77 (cont.)																	
CR388W to CR 388E	Principal Arterial	4	Divided	1	1.038	0.963	Urbanized	(C) 35,500	105	13,500	100	C	0	D	0	Route 7 = 1 Total = 1	F
Segment is on the Strategic Intermodal System. **11.959 - 12.922** **Roadway ID 46060000**																	
CR 388E to SR 20	Principal Arterial	4	Divided	1	0.143	6.985	Trans	(C) 32,100	106	9,500	100	C	0	D	0	N/A	N/A
Segment is on the Strategic Intermodal System. **12.922 - 19.907** **Roadway ID 46060000**																	
SR20 to Washington County Line	Principal Arterial	4	Divided	0	0.000	0.533	Trans	(C) 45,400	107	7,400	100	B	0	D	0	N/A	N/A
Segment is on the Strategic Intermodal System. **19.907 - 20.440** **Roadway ID 46060000**																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR79																	
SR 30 / US 98A / Front Beach Road to SR 30A / US98 / Panama City Beach Parkway **0.000 - 0.551** **Roadway ID 46090000**	Minor Arterial	2	Undivided	1	1.815	0.551	Urbanized	(D) 15,200	117	8,000	100	C	0	E	0	N/A	N/A
SR 30A / US98 / Panama City Beach Parkway to Bay Urbanized Boundary (north of Power Line Road) (north of Power Line Road)	Minor Arterial	4	Divided	0	0.000	0.949	Urbanized	(D) 64,300	258	9,000	100	B	42.3	D	42.3	N/A	N/A
Segment is on the Strategic Intermodal System. **0.551 - 1.500** **Roadway ID 46090000**																	
Bay Urbanized Boundary (north of Power Line Road) to CR388	Minor Arterial	4	Divided	0	0.000	4.288	Trans	(C) 45,400	118	9,500	100	C	50	D	50	N/A	N/A
Segment is on the Strategic Intermodal System. **1.500 - 5.788** **Roadway ID 46090000**																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR79 (cont)																	
CR388 to Washington County Line / Bay County MPA Boundary	Minor Arterial	4	Divided	0	0.000	8.560	Trans	(C) 45,400	138	6,600	100	B	0	D	0	N/A	N/A
Segment is on the Strategic Intermodal System. **5.788 - 14.348** **Roadway ID 46090000**																	
SR327 (Lisenby Avenue)																	
SR 368 / 23rd Street to SR390 / St. Andrews Boulevard	Urban Collector	2	Undivided	2	3.396	0.589	Urbanized	(C) 10,500	1617 5150	NA 3,500	0	D	0	D	0	N/A	N/A
Segment is on the Strategic Intermodal System. **1.001 - 1.590** **Roadway ID 46002000**																	
SR368 (23rd Street)																	
US 98 / SR 30A to SR390 Beck Avenue/ St. Andrews Boulevard	Minor Arterial	4	Divided	3	1.656	1.812	Urbanized	(C) 35,500	5222 5200 5087	27,500 30,000 35,500	100	C	100	D	100	Route 4 = 2 Route 5 = 1 Route 6 = 1 Total = 4	C
Segment is on the Strategic Intermodal System. **0.000 - 0.989** Realignment - US 98/30A to Mound Ave/End Realginment **Roadwy ID 46140001** **1.198- 2.021** Mound Ave/End Realignment to SR 390 **Roadway ID 46140000** Beck Ave/St Andrews Blvd																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR368 (23rd Street)																	
SR390 / Beck Avenue / St. Andrews Boulevard to CR 327 / Lisenby Avenue **0.000 - 1.028** **Roadway ID 46001000**	Minor Arterial	4	Divided	2	1.946	1.028	Urbanized	(D) 36,700	5134 5203	NA 24,500	0	E	100	D	100	Route 5 = 1 Total = 1	E
Lisenby Avenue to SR77 / MLK Boulevard **1.028 - 3.033** **Roadway ID 46001000**	Minor Arterial	4	Divided	8	3.990	2.005	Urbanized	(D) 33,200	5125 5207 1616 5211 5198 T	27,500 NA 29,500 32,500 NA	0	E	100	D	100	Route 5 = 1 Total = 1	E
SR77 / MLK Boulevard to US231 / SR 75 **3.033 - 3.578** **Roadway ID 46001000**	Minor Arterial	4	Divided	1	1.835	0.545	Urbanized	(D) 36,700	5197 5167	25,500 16,500	0	D	60	D	60	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR389 (East Avenue) (cont)																	
SR 30 / Business 98 / 5th Street to SR 30A / US98 / 15th Street **0.000 - 1.246** **Roadway ID 46130000**	Urban Collector	2	Undivided	2	1.605	1.246	Urbanized	(D) 16,500	5056 5093 1612	6,700 7,200 8,200	100	C	0	E	0	N/A	N/A
SR 30A / US98 / 15th Street to US 231 / SR 75 **1.246 - 3.030** **Roadway ID 46130000**	Urban Collector	2	Undivided	1	0.5605	1.784	Urbanized	(D) 16,500	5054 1622 5053	14,500 10,300 19,000	100	C	0	F	0	N/A	N/A
SR390 (Beck Avenue/St. Andrews Boulevard)																	
SR 30 / US98 to SR 368 / 23rd Street **0.000 - 0.824** **Roadway ID 46140005**	Minor Arterial	2	Undivided	2	2.427	0.824	Urbanized	(D) 15,200	5089 5202	5,900 7,300	100	C	0	E	0	Route 4 = 2 Total = 2	E

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR390 (Beck Avenue/St. Andrews Boulevard) (cont)																	
SR 368 / 23rd Street to SR 327 / Lisenby Avenue	Minor Arterial	2	Undivided	3	2.463	1.218	Urbanized	(C) 10,500	5147 1614	19,500 17,000	100	C	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System. **2.021 - 3.239** **Roadway ID 46140000**																	
SR 327 / Lisenby Avenue to CR 2312 / Baldwin Road	Minor Arterial	2	Undivided	1	1.276	0.784	Urbanized	(C) 15,400	5145	22,000	100	C	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System. **3.239 - 4.023** **Roadway ID 46140000**																	
CR 2312 / Baldwin Road to Jenks Avenue/ North Shore Road	Minor Arterial	2	Undivided	1	0.664	1.507	Urbanized	(C) 15,400	1618 5208	16,100 19,500	100	C	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System. **4.023 - 5.530** **Roadway ID 46140000**																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR390 (Beck Avenue/St. Andrews Boulevard) (cont)																	
Jenks Avenue/ North Shore Road to SR 77 / Ohio Avenue	Minor Arterial	2	Undivided	2	1.313	1.523	Urbanized	(C) 15,400	1636 5004	19,000 15,500	100	C	32.5	F	32.5	N/A	N/A
Segment is on the Strategic Intermodal System. **5.530 - 7.053** **Roadway ID 46140000**																	
SR391 (Airport Road)																	
SR 75 / US 231 to 23rd Street **0.000 - 1.554** **Roadway ID 46110000**	Urban Collector	2	Undivided	5	3.218	1.554	Urbanized	(D) 15,200	5223 5206 5027	NA 4,500 5,600	90.4	B	0	E	0	Route 5 = 1 Total = 1	F
23rd Street to SR 390 / St. Andrews Boulevard **1.554 - 2.273** **Roadway ID 46110000**	Urban Collector	2	Undivided	1	1.391	0.719	Urbanized	(D) 16,500	1605	3,600	100	B	0	D	0	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR392 (Hutchison Boulevard)																	
SR 30 / US 98A / Front Beach Road to CR 3033 / R. Jackson Boulevard **0.166 - 2.090** **Roadway ID 46010002**	Minor Arterial	4	Divided	4	2.079	1.924	Urbanized	(D) 33,200	281 285	6,400 13,400	0	D	82.5	C	82.5	Route 7 = 1 Total = 1	F
CR 3033 / Beckrich Road to SR 30 / US 98A / Front Beach Road **2.090 - 3.283** **Roadway ID 46010002**	Minor Arterial	4	Divided	3	2.515	1.193	Urbanized	(D) 33,200	280	19,500	0	D	50	D	50	Route 7 = 1 Total = 1	F

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											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR28 (11th St)																	
Beck Avenue to Lisenby Avenue **1.905 - 2.967** **Roadway ID # 4651000**	Urban Collector	2	Undivided	2	1.883	1.062	Urbanized	(D) 14,850	5048 5049 5050	5,000 5,600 4,800	0	D	100	C	100	Route 4 = 2 Total = 2	D
Lisenby Avenue to Harrison Avenue **2.967 - 4.375** **Roadway ID # 4651000**	Urban Collector	2	Undivided	3	2.131	1.408	Urbanized	(D) 13,680	5051 1611	9,100 NA	0	D	100	C	100	Route 4 = 2 Total = 2	D
Harrison Avenue to SR77 **4.375 -4.971** **Roadway ID # 4651000**	Urban Collector	2	Undivided	1	1.678	0.596	Urbanized	(D) 14,850	5055	8,700	0	D	100	C	100	Route 3 = 1 Total = 1	E

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											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR28 (11th St) (cont.)																	
SR77 to East Avenue **4.971 - 6.477** **Roadway ID # 4651000**	Urban Collector	2	Undivided	3	1.992	1.506	Urbanized	(D) 14,850	5091	6,800	34	D	67.3	D	67.3	Route 3 = 1 Route 9 = 4 Total = 5	B
East Avenue to Transmitter Road **6.477 - 7.512** **Roadway ID # 4651000**	Urban Collector	2	Undivided	2	1.932	1.035	Urbanized	(D) 14,850	5172	4,800	0	C	0	D	0	Route 3 = 1 Total = 1	F
Transmitter Rd to US98 (Tyndall Pkwy) **7.512 - 8.515** **Roadway ID # 4651000**	Urban Collector	2	Undivided	0	0.000	1.003	Urbanized	(D) 22,200	5213	1,500	100	B	0	D	0	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY 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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR327 (Lisenby Avenue)																	
11th St. to US98 **0.146 - 0.647** **Roadway Id # 46000016**	Not Classifed	2	Undivided	1	1.996	0.501	Urbanized	(D) 13,680	5133	5,000	0	D	0	D	0	N/A	N/A
US98 to 23rd St. **0.000 - 1.001** **Roadway Id # 46002000**	Urban Collector	2	Undivided	1	0.999	1.001	Urbanized	(D) 14,850	5132 5205	9,000 7,800	100	C	37.5	E	37.5	N/A	N/A
CR385 (Frankford Avenue)																	
Bus98 to US98 **0.000 - 0.609** **Roadway Id # 46560001**	Urban Collector	2	Undivided	1	1.642	0.609	Urbanized	(D) 14,850	5046	6,100	82	D	100	D	100	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY 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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR385 (Frankford Avenue) (cont.)																	
US98 to 23rd St. **0.609 - 1.608** **Roadway Id # 46560001**	Urban Collector	2	Undivided	1	1.001	0.999	Urbanized	(D) 14,850	5126 5127	NA 7,300	100	C	0	E	0	N/A	N/A
23rd St to St. Andrews Blvd **1.608 - 1.930** **Roadway Id # 46560001**	Urban Collector	2	Undivided	1	3.106	0.322	Urbanized	(D) 13,680	1610	4,600	100	B	0	D	0	N/A	N/A
St. Andrews Blvd to Roadway Terminus **1.930 - 3.627** **Roadway Id # 46560001**	Urban Collector	2	Undivided	0	0.000	1.697	Urbanized	(D) 22,200	5148	4,000	0	D	0	D	0	N/A	N/A

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR388																	
SR 79 to Airport Entrance Note: FDOT Mile Post Used **0.000 - 4.147** **Roadway ID # 46070000**	Minor Arterial	2	Undivided	0	0.000	4.147	Urbanized	(C) 15,600	271	5,100	100	B	0	E	0	N/A	N/A
Segment is on the Strategic Intermodal System.																	
Airport Entrance to SR 77 **4.147 - 12.339** **Roadway ID # 46070000**	Minor Arterial	2	Undivided	1	0.122	8.192	Urbanized	(C) 13,860	128	4,300	100	B	0	D	0	N/A	N/A
SR 77 to Bay Urban Boundary **0.000 - 1.450** **Roadway ID # 46640000**	Minor Arterial	2	Undivided	0	0.000	1.45	Urbanized	(D) 22,200	104	1,550	0	C	0	D	0	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY 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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR388 (cont)																	
Bay Urban Boundary to US 231 **1.450 - 15.197** **Roadway ID # 46640000**	Minor Arterial	2	Undivided	0	0.000	13.747	Trans.	(C) 15,100	237	1,000	0	C	0	D	0	N/A	N/A
CR392 (Thomas Dr)																	
South Thomas Dr (CR 745) Front Beach Rd to Thomas Dr **0.000 - 0.856** **Roadway ID # 46170000**	Urban Collector	2	Undivided	0	0.000	0.856	Urbanized	(D) 22,200	202	10,500	100	C	100	C	100	N/A	N/A
North Thomas Dr (CR 392/N) Front Beach Rd to Joan Ave **0.000 - 1.025** **Roadway ID # 46170500**	Urban Collector	2	Undivided	1	0.976	1.025	Urbanized	(D) 14,850	201 210	12,500 12,000	67.6	D	0	E	0	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY 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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR392 (Thomas Dr) (cont)																	
Joan Ave to Thomas Dr (CR3030) **1.025 - 4.110** **Roadway ID # 46170500**	Urban Collector	4	Divided	1	0.324	3.085	Urbanized	(D) 33,030	253	10,400	100	B	75	D	75	Route 7 = 1 Total = 1	F
CR2301																	
US231 to Bay Urban Boundary **0.000 - 6.240** **Roadway ID # 4661000**	Major Collector	2	Undivided	0	0.000	6.24	Urbanized	(D) 22,200	236 316 317	7,600 3,200 2,100	100	B	0	D	0	N/A	N/A
Bay Urban Boundary to CR 388 **6.240 - 9.997** **Roadway ID # 4661000**	Major Collector	2	Undivided	0	0.000	3.757	Urbanized	(D) 22,200	211	1,100	100	B	0	D	0	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY 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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR2312 (Baldwin Rd)																	
St. Andrews Blvd to to SR77	Urban Collector	2	Undivided	4	2.743	1.458	Urbanized	(D) 13,680	5209 5216	9,700 15,500	71	D	28.1	E	28.1	N/A	N/A
St. Andrews to Minnesota Avenue scheduled to be 4-laned after 2014. **0.000 - 1.458** **Roadway ID 46000006**		4	Divided	4	2.743	1.458	Urbanized	(D) 29,880									
SR77 to US231	Urban Collector	2	Undivided	1	0.612	1.634	Urbanized	(D) 14,850	1637 5157	8,400 8,100	0	D	22.5	E	22.5	N/A	N/A
0.000 - 1.241 SR 77 to Bradenton **Roadway ID 46505000** **0.000 - 0.249** Bradenton to East Avenue **Roadway ID 46505500** **0.144** East Avenue to US 231 **Roadway ID N/A**																	
CR3026 (Cherry St)																	
Everitt Ave to Business 98 **0.698 - 1.030** **Roadway ID # 46020004**	Urban Collector	2	Undivided	1	3.012	0.332	Urbanized	(D) 13,680	1613	2,300	0	C	0	D	0	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR3026 (Cherry St) (cont.)																	
Business 98 to US 98 **0.000 - 1.462** **Roadway ID # 46503000**	Urban Collector	2	Undivided	1	0.684	1.462	Urbanized	(D) 14,850	5188 1626	6,600 5,400	0	D	0	E	0	N/A	N/A
US 98 to Berthe Ave (CR2323) **1.462 - 2.463** **Roadway ID # 46503000**	Urban Collector	2	Undivided	2	1.998	1.001	Urbanized	(D) 13,680	5185 5183	11,500 7,100	100	C	0	E	0	N/A	N/A
CR2321																	
SR 77 to CR 2302 **1.907-3.566** **Roadway ID # 46630000**	Urban Collector	2	Undivided	0	0.000	1.659	Urbanized	(D) 22,200	291 307	4,000 6,000	0	D	0	D	0	N/A	N/A

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											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR2321 (cont)																	
CR 2302 to US 231 **3.566 - 8.050** **Roadway ID # 46630000**	Urban Collector	2	Undivided	0	0.000	4.484	Urbanized	(D) 22,200	252 314	7,700 5,000	0	D	0	E	0	N/A	N/A
CR2323 (Berthe Ave/Boat Race Rd)																	
Business 98 to US 98 **0.000 - 0.358** **Roadway ID # 46531000**	Urban Collector	2	Undivided	1	2.793	0.358	Urbanized	(D) 13,680	5214	2,400	0	C	0	C	0	Route 2 = 1 Total = 1	F
US98 to Berthe Ave **0.358 - 1.351** **Roadway ID # 46531000**	Urban Collector	2	Undivided	1	1.007	0.993	Urbanized	(D) 14,850	5180	5,700	0	D	0	E	0	N/A	N/A

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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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR2323 (Berthe Ave/Boat Race Rd) (cont)																	
Boat Race Road to Cherry Street **1.351 - 2.340** **Roadway ID # 46531000**	Urban Collector	2	Undivided	0	0.000	0.989	Urbanized	(D) 22,200	5184	3,500	0	D	50	D	50	N/A	N/A
Cherry Street to SR22 (Wewa Hwy) **2.340 - 2.868** **Roadway ID # 46531000**	Urban Collector	2	Undivided	1	1.894	0.528	Urbanized	(D) 14,850	1629	4,400	0	D	50	D	50	N/A	N/A
CR2327 (Transmitter Rd)																	
Wewa Hwy to US 98 **0.000 - 1.509** **Roadway ID 46540000**	Urban Collector	2	Undivided	1	0.663	1.509	Urbanized	(D) 14,850	5101 5124	8,100 5,800	0	D	0	E	0	Route 3 = 1 Total = 1	F

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
US98 to US 231	Minor Arterial	2	Undivided	1	0.380	2.635	Urbanized	(D) 14,850	1621 5162 1623	9,800 NA 15,000	0	E	0	F	0	N/A	N/A
1.509 - 4.144 **Roadway ID 46540000**																	
CR2327 (Transmitter Rd) (cont.)																	
US231to CR 390	Minor Arterial	2	Undivided	1	0.719	1.39	Urbanized	(D) 14,850	1639	5,600	100	B	7.5	E	7.5	N/A	N/A
0.000 - 1.390 **Roadway ID 46000001**																	
CR 2341 (Jenks Avenue)																	
6th St to US98	Urban Collector	2	Undivided	2	1.779	1.124	Urbanized	(D) 14,850	5153 5116 5212	5,100 7,000 11,000	0	D	40	E	40	N/A	N/A
0.000 - 1.124 **Roadway ID 46560006**																	

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				TOTAL	SIG	SEG.		LOS (STD)	FDOT		Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	# OF SIG.	PER MI.	LTH (MI.)	LOS AREA	& MAX VOL	COUNT STA #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR2341 (Jenks Avenue) (cont.)																	
US98 to 23rd St **1.124 - 2.124** **Roadway ID 46560006**	Urban Collector	2	Undivided	3	3.000	1	Urbanized	(D) 13,680	5217 5219	11,300 11,800	0	D	100	D	100	Route 5 = 1 Total = 1	E
23rd St to Baldwin Road **2.124 - 3.129** **Roadway ID 46560006**	Urban Collector	2	Undivided	1	0.995	1.005	Urbanized	(D) 14,850	5218	12,000	0	D	0	D	0	N/A	N/A
Baldwin Road to SR390 **3.129 - 4.451** **Roadway ID 46560006**	Urban Collector	2	Undivided	1	0.756	1.322	Urbanized	(D) 14,850	5220	11,500	0	D	0	E	0	N/A	N/A

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											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR3030 (Thomas Dr)																	
North Lagoon Driveto Thomas Dr (CR392)	Urban Collector	2	Undivided	1	1.209	0.827	Urbanized	(D) 14,850	279	14,500	100	C	100	D	100	Route 7 = 1 Total = 1	E
Under Construction 5-laned. **3.309 - 4.136** **Roadway ID 46521500**		4	Divided	1	1.209	0.827	Urbanized	(D) 33,030									
CR 3031 (Thomas Dr)																	
North Lagoon Drive to US 98 **0.000 - 2.830** **Roadway ID 46522500**	Urban Collector	4	Divided	5	1.767	2.83	Urbanized	(D) 33,030	200 292 293	28,500 17,200 21,500	100	C	5	F	5	Route 7 = 1 Total = 1	F
CR389 (12th St)																	
US231 to CR 390 **0.000 - 2.285** **Roadway ID 46500000**	Urban Collector	2	Undivided	3	1.313	2.285	Urbanized	(D) 14,850	1619	8,600	0	D	0	E	0	N/A	N/A

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR389 (12th St) (cont)																	
CR390 to SR 77 **2.285 - 3.952** **Roadway ID 46500000**	Minor Arterial	2	Undivided	1	0.600	1.667	Urbanized	(D) 14,850	5005 1633	6,400 6,300	0	D	0	E	0	Route 1 = 1 Total = 1	F
CR390																	
SR77 to CR389 **0.000 - 1.341** **Roadway ID # 46600000**	Urban Collector	2	Undivided	1	0.746	1.341	Urbanized	(D) 14,850	5098 1634	12,500 12,000	0	E	12.5	E	12.5	N/A	N/A
CR389 to CR2327 **1.341 - 2.598** **Roadway ID # 46600000**	Minor Arterial	2	Undivided	1 way	0.796	1.257	Urbanized	(D) 14,850	1640	14,500	0	E	0	F	0	N/A	N/A

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR390 (cont)																	
CR2327 to US231 **2.598 - 4.308** **Roadway ID # 46600000**	Urban Collector	2	Undivided	1	0.585	1.71	Urbanized	(D) 14,850	1631	7,400	0	D	0	E	0	N/A	N/A
CR22/2337 (Sherman Ave)																	
3rd St. to 15th St. **3rd Strret to Bus 98 (5th St)** **0.000 - 0.252** **Roadway ID # 46532000** **Bus 98 (5th St) to 15th St.** **0.000 - 1.248** **Roadway ID # 46000010**	Urban Collector	2	Undivided	3	2.000	1.5	Urbanized	(D) 13,680	5160 5225 1602	1,900 5,600 3,200	34	D	46	D	46	Route 3 = 1 Total = 1	F
15th St to East Ave. **0.000 - 1.360** **Roadway ID # 46500002**	Urban Collector	2	Undivided	0	0.000	1.36	Urbanized	(D) 22,200	5170	5,300	0	D	0	E	0	N/A	N/A

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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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR2315 (Star Ave)																	
Cole Ridge Road to Wewa Highway **0.000 - 1.155** **Roadway ID # 460506000**	Urban Collector	2	Undivided	1	0.866	1.155	Urbanized	(D) 14,850	1641	4,600	0	D	0	D	0	N/A	N/A
Wewa Highway to US 231 **1.155 - 7.852** **Roadway ID # 460506000**	Urban Collector	2	Undivided	1	0.149	6.697	Urbanized	(D) 14,850	268 269	6,900 6,500	0	D	5	E	5	N/A	N/A
CR2322 (7th St)																	
Transmitter Rd to Bob Little Rd **0.519 - 1.015** **Roadway ID # 46560012**	Not Classified	2	Undivided	0	0.000	0.9631	Urbanized	(D) 22,200	5174 5179	2,500 4,400	100	B	0	D	0	Route 3 = 1 Total = 1	F

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR2322 (7th St) (cont)																	
Bob Little Rd to US98 (Tyndall Pkwy) **1.015 - 1.520** **Roadway ID # 46560012**	Not Classified	2	Undivided	1	1.980	0.505	Urbanized	(D) 13,680	5173	5,400	0	D	0	E	0	Route 2 = 1 Route 3 = 1 Total = 2	E
CR30A (Michigan Ave)																	
23rd St to Bus 98 **0.000 - 0.628** **Roadway Id # 46510000**	Urban Collector	2	Undivided	1	1.592	0.628	Urbanized	(D) 14,850	5201 5102	5,000 NA	0	D	100	C	100	Route 6 = 1 Total = 1	E
US 98 to 15th St **0.628 - 0.960** **Roadway Id # 46510000**	Urban Collector	2	Undivided	1	3.012	0.332	Urbanized	(D) 13,680	5104	1,400	0	C	0	D	0	N/A	N/A

Updated 2012, using 2011 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 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY 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 #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
15th St																	
Bus. 98 to Michigan **0.960 - 1.402** **Roadway Id # 46510000**	Urban Collector	2	Undivided	1	2.262	0.442	Urbanized	(D) 13,680	5105 5106	1,600 1,800	0	C	80	D	80	N/A	N/A
CR30B (Joan Avenue)																	
Thomas Drive to Front Beach Rd **0.000 - 0.903** **Roadway Id # 46590002**	Not Classified	2	Undivided	2	2.215	0.903	Urbanized	(D) 13,680	204	10,000	0	D	0	E	0	Route 7 = 1 Total = 1	F
CR3030 (North Lagoon Dr)																	
North Thomas Drive to Thomas Dr (CR3031) **0.000 - 3.326** **Roadway ID # 46521500**	Urban Collector	2	Undivided	2	0.601	3.326	Urbanized	(D) 14,850	205 206	3,000 2,400	10.8	C	5.4	D	5.4	N/A	N/A

Updated 2012, using 2011 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 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR3033 (Beckrich Rd)																	
Front Beach Rd to Hutchison Blvd **0.00 - 0.276** **Roadway ID # 46651000**	Urban Collector	2 SB 1 NB	Undivided	1	3.623	0.276	Urbanized	(D) 25,239	278	7,100	100	C	100	C	100	N/A	N/A
CR3033 (R Jackson Blvd) (cont.)																	
Hutchinson Blvd to US98 (Panama City Beach Blvd) **0.276 - 0.876** **Roadway ID # 46651000**	Urban Collector	2	Undivided	1	1.667	0.6	Urbanized	(D) 14,850	207	10,800	100	C	100	C	100	N/A	N/A
CR30H (Alf Coleman Rd)																	
Front Beach Rd to Hutchison Blvd **0.000 - 0.341** **Roadway ID # 46590000**	Not Classified	2	Undivided	1	2.933	0.341	Urbanized	(D) 13,680	208	2,500	0	C	50	D	50	N/A	N/A

Updated 2012, using 2011 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 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											Bicycle Mode LOS		Pedestrian Mode LOS		Bus Mode LOS		
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 #	2011 AADT	Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR30H (Alf Coleman Rd) (cont)																	
Hutchinson Blvd to US98 (Panama City Beach Blvd) **0.341 - 0.935** **Roadway ID # 46590000**	Not Classified	2	Undivided	1	1.684	0.594	Urbanized	(D) 14,850	209	6,500	0	D	25	E	25	N/A	N/A
East Ave																	
Watson St to Bus 98 **0.000 - 0.936** **Roadway ID 46523000**		2	Undivided	2	2.137	0.936	Urbanized	(D) 13,680	5063 5058 5059	1,900 2,600 1,300	0	C	37.5	D	37.5	N/A	N/A
CR391 (Airport Rd)																	
St. Andrews Blvd to Panama City/Bay County Airport **2.243 - 3.090** **Roadway ID 46110001**	Urban Collector	2	Undivided	0	0.000	0.847	Urbanized	(D) 22,200	5144	1,800	0	C	0	D	0	N/A	N/A

Updated 2012, using 2011 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 2012/13 Transportation Planning Organization Congestion Management Process.

APPENDIX D

CONGESTION MANAGEMENT PROCESS PLAN

PREVIOUS CONGESTION MANAGEMENT PROCESS PLAN'S RANKING CRITERIA

Previous Congestion Management Process Plan's
Technical Ranking Criteria

A. Programming Status

- No phases funded in the Capital Improvement Program (CIP) or TIP
  4 Points
- PD&E scheduled for a project
  3 Points
- Design scheduled for a project
  2 points
- Right of way acquisition scheduled for a project
  1 point
- Construction of major project scheduled
  0 points

B. Existing Volume to Capacity Ratio

- 1.00 to 1.24 **1 point**
- 1.25 to 1.49 **3 points**
- 1.50 or greater **5 points**

C. Projected Volume to Capacity Ratio in 2015

- 1.00 to 1.24 **1 point**
- 1.25 to 1.49 **3 points**
- 1.50 or greater **5 points**

D. Projected Volume to Capacity Ratio in 2020

- 1.00 to 1.24 **1 point**
- 1.25 to 1.49 **3 points**
- 1.50 or greater **5 points**

E. Backlogged or Constrained Status

- Not backlogged or constrained
  0 points
- Either Constrained or Backlogged
  3 points

F. Evacuation Route

- Not designated an evacuation route
  0 points
- Designated an evacuation route
  3 points

G. Intermodal Connectivity

Part A
- Not designated as a National Highway System (NHS) route
  0 points
- Designated as an NHS route
  4 points

Part B
- Not a designated Intermodal Connector to the NHS
  0 points
- A designated Intermodal Connector to the NHS
  3 points

H. Multi- Modal Connectivity

Part A
- Segment does contain existing bicycle or sidewalk facilities
  0 points
- Segment does not contain existing bicycle or sidewalk facilities
  2 points

Part B
- Part of a fixed-route transit route
  0 points
- Not part of a fixed-route transit route
  2 points

I. Previous CMP Priority

- Project was not on the previous CMP priority list
  0 points
- Project was on the previous CMP priority list
  2 points

APPENDIX E

CONGESTION MANAGEMENT PROCESS PLAN

AGENCY QUESTIONS AND TPO STAFF RESPONSES

Agency Comments on Draft Congestion Management Process Plan

The draft CMPP was presented as an information item at the December 2012 TPO and Advisory Committees with comments requested by January 11, 2013. The following identifies the comments received and the TPO Staff's response to each of the comments.

(A) Florida Department of Transportation

1. Why does "Program and Implement" show up twice on the graphic on page 2.

Response: Change has been made. The first "Program and Implement" has been changed to "Data Collection and System Performance."

2. Map 1.0.3, Boundaries. The color used for the Municipalities does not show up very well, even if I blow it up.

Response: Change has been made. The highway layers boundary was has been removed from the map so the color for Municipalities is now more clearly visible.

3. Appendix B. I might add a footnote on the first page explaining what the "% of MV" is, since it stands out so much.

Response: the following has been added to the first page of the footer in Appendix B. "% of MV=Percent of Motor Vehicles. > 100% equals deficiency."

(B) Federal Highway Administration

1. 1.0 Introduction – 2nd sentence " …. the vehicle volume begins *to fulfill* the capacity of the road." Suggest different word choice.

Response: The sentence was rewritten.

2. Map 1.0.1Bay County Crashes per 1,000 AADT (2010) – Is this correct, 2010?" while it may be useful to depict these crashes by linear segment, can these figures be overlaid with 'hotspot' locations for these extremely location-based events, or crashes? The Same concept might be carried forward for Map 1.0.2 Bay County Change in Number of Crashes 2005- 2010.

Response: Yes the 2010 date is correct. Hotspot locations will be considered in the next major update to the Congestion Management Process Plan.

3. 2.0 CMPP Goals and Objectives- (Future revisions, integration and linkage to LRTP/TIP): Moving forward with revisions to the CMP, and for inclusion in the LRTP, it may be advisable to keep the focus of the strategies and goals of congestion management and TSMO. That is, there is a slight disconnect in the discussion of the strategies and goals of congestion management, including how these processes are aligned with TSMO, and serve 1) to preserve capacity; and 2) to improve security, safety and reliability). For example, safety is scarcely addressed in this document, other than to note the use of the CMPP to formulate safety recommendations for inclusion in the planning process- the CMP and LRTP/TIP should be aligned to include these elements in the same manner. Safety is also noted in the goals, but there is no other info to link the strategies back to the goal of "enhancing safety", and no discussion of how reducing congestion and applying TSMO strategies "enhances safety". There is no info on reduction of rate of accidents, or decrease the number of injuries and fatalities. The word: "Reliability", cannot be found in

any of these documents. The focus of the document, and the processes explained therein, should clearly reinforce the strategies and goals of congestion management and TSMO, especially in the development of performance measures.

Response: Similar wording has been added to the section on Goals and Objectives.

4. 3.0 Networks. If the TPO has not done so already, an overlay of all these networks may be useful in evaluating, selecting and prioritizing areas of need. And, if the TPO already does as much, might be useful to note as much.

Response: The overlaying of the networks will be considered in the next major update to the Congestion Management Process Plan to evaluate and prioritize the areas of need.

5. 3.0 Networks – For consistency, using the term "transportation systems" may help to convey this idea; along this line, the first paragraph lists (1-5) networks, but the headings do not correspond with the sub-headings, e.g. 1) Roadway and Congestion Management Network, but the 3.1. CMPP Network entails all the networks from entire transportation system (i.e. "comprised of state and major county roads well as an integrated system"), so the Congestion Management Network is the overarching systems network while the Roadway Network is contained within this CMPP Network. The way 1) is written, it makes it appear as though the Roadway Network is the Congestion Management Network.

Response: Changes were made in Section 3.1 of the report to better distinguish the Roadway Network instead of the Congestion Management Process Plan Network.

6. 3.2 Transit Network – Are there ridership numbers available for use in this document. And, other info to describe, not only the system, but how the transit system serves to preserve capacity, and improve security, safety or reliability of the overall transportation system, as intended by the CMP. (Similar comment for 3.3 Travel Demand and 3.4 Bicycle and Pedestrian Network, how do these travel demand strategies, e.g. vanpooling, carpooling and park-n-rides, "assist in reducing single-occupant vehicles" and preserve capacity, and improve security, safety or reliability of the overall transportation system? How many miles and how many contiguous miles, is the CMPP bicycle network? What are the ridership numbers, if available? How much is added each year? Is it effective?)

Response: These are excellent suggestions and these suggestions will be included in the next major update to the Congestion Management Process Plan.

7. 3.5 Freight Network – Like above comments in regards to transit, bike/pedestrian, this section could provide more information on how freight management, commercial operations, coordination of multi-modal efforts, contributes to serve the overall transportation system (and, maybe how it serves to aid in other strategies to preserve capacity, and improve security, safety or reliability).

Response: These are excellent suggestions and these suggestions will be included in the next major update to the Congestion Management Process Plan

8. 3.5 Freight Network – perhaps, reference to consistency with the Strategic Intermodal System (SIS), *The Highways of Commerce* Report produced by the TPOs,and future coordination with any efforts the State and its partners will undertake towards a statewide freight plan.

Response: This section has been expanded to include references to the Statewide Freight Plan and Strategic Intermodal System.

9. 4.0 performance Measures and 4.2 Potential Performance Measures - Nice, continue to explore variables to measure performance associated with each of the TSMO strategies used for congestion management rather than to rely solely on LOS (and, align these variables with evaluation, selection and prioritization criteria in the LRTP/TIP); e.g. include, hours of delay-congestion, then are you reducing the hours of delay and congestion, or, number-hours-days of congestion associated with traffic incident managements, work zone managements, freeway, arterial, corridor, freight, etc. Are your strategies effective? Also, coordinate with transit for ridership numbers, and other transit-based performance measure used to assess reliability, accessibility and mobility

Response: Excellent suggestions for expanding the Performance Measures for the next major update to the Congestion Management Process Plan.

10. 5.0 Program and Implementation Strategies- States, "can be incorporated at the system- and corridor-levels as a guide to selecting strategies to manage congestion"–should also be aligned with evaluation, selection and prioritization of projects in the LRTP and TIP(See noted, throughout)

Response: The following sentence has been added to this section. The next major update to the Congestion Management Process Plan will contain will contain an evaluation and prioritization of projects for the incorporation into the Long Range Transportation Plan and the Transportation Improvement Program.

11 5.0 Program and Implementation Strategies- States: "The noted mitigation strategies listed in Table 5.0 *can be utilized* to identify the most effective strategies"; this document should also identify which strategies *are* being utilized, because there are a large number of strategies that *can* be utilized.

Response: Table 5.0 will be used in the next major update to the Congestion Management Process Plan to assist in the recommendations to mitigation on congestion on a particular segment/corridor.

12. 5.0 Program and Implementation Strategies- There are a number of ways to list strategies, as well the specific activities needed to implement these strategies. Although there are great ideas in this table, this section starts to blur these distinctions between strategies and activities necessary to carryout strategies. See TSMO strategies/activities included in MAP-21

Response: Commented noted. The Transportation System Management Operation strategies/activities in MAP-21 will be reviewed with Table 5.0 to develop a comprehensive mitigation strategy check list in the next major update to the Congestion Management Process Plan.

13. Figure 5 "Maximize Effectiveness and efficiency of System" – For consideration in development of performance measures, how is this measured? E.g. reliability, travel times, numbers-days-hours of delays. There's a lot of attention to volume in this document (i.e. "Add Capacity") but where is reliability, and how do the TSMO strategies enhance targeted performance, reliability, and customer services.

Response: Each of the five strategies identified in Figure 5 will be analyzed in the next major update to the Congestion Management Process Plan to develop Performance Measures. To start identify which Performance Measures for this major update for one particular strategy is premature. However, topics identified in this question will be considered for the Maximize Effectiveness and Efficiency Strategy.

14. 6.1.3 Linkage between the Transportation System Management and Operations and *the ITS*-(other integration LRTP, TIP, State Strategic Safety Plan, Freight Plan); And, Great! 6.1.1 Integration in the Long Range Transportation Plan(LRTP) and 6.1.2 Integration in the Transportation Improvement Program (TIP), but where is the discussion of the actual integration and effort to align activity required by

the CMP, and LRTP and TIP (e.g. CMP incorporated into LRTP/TIP criteria for prioritization and selection of projects). It is nice to see this linkage and integration specifically called out. Please continue to look for ways to emphasize this linkage and integration.

Response: The next major update to the Congestion Management Process Plan will expand on the integration of the Long Range Transportation Plan, Congestion Management Process Plan, and the Transportation Improvement Program.

15. With Performance Measures and Safety being recognized in MAP-21, it is recommended that these two factors along with the mitigation checklist identified in Table 5.0 be brought into the CMPP to assist in developing recommendations to mitigate congestion on a particular segment during the next Long Range Transportation Plan Update. – (and, moving forward with developing criteria for Transportation Improvement Programs, as was previously considered under the "Technical Ranking Criteria" depicted in the previous CMP- these technical ranking criteria could also be expanded to be consistent with performance criteria)

Response: A technical ranking of segments will be included in the next major update to the Congestion Management Process Plan. In addition, performance measures, safety, and the mitigation checklist will be used in the next major update to the Congestion Management Process Plan to develop recommendations on a particular segment/corridor.

16. 9.0 Strategy Effectiveness Evaluation – (Changes between previously adopted CMP (2012) and present DRAFT CMP): Perhaps this section could include a discussion of significant changes between existing and DRAFT versions of the CMP. For the purpose of evaluation and monitoring, and informing the public of the impact of these strategies (i.e. successes, reason for additional consideration and concerns) so that they may provide meaningful participation and valuable input, I suggest the inclusion of a section in this document that describes the status, effectiveness previously implemented strategies, as well as an overview of changes from the previous document to the current. There are some notable changes and differences between the previous version and the current DRAFT (i.e. the updated DRAFT provides an expanded discussion of "Congestion Management Network" – for each network; "Congested Corridors" section has been removed- this seemed very useful and informative, especially with the previous "Map 3: Deficient Segments"; the section on "Performance Measures" seems to have been limited by the update, e.g. "There are numerous ways to measure congestion" to "The performance measure used to determine the state of congestion…. Is…. Level of Service (LOS)"; "Strategies to Reduce Congestion" have been removed; "Technical Ranking Criteria" has been removed, and might have been useful to expand these criteria, and provide an example of how they are being incorporated in the LRTP/TIP evaluation, selection and prioritization of projects;) As noted above, perhaps include this discussion in Section 9.0 with bullets of significant changes between revisions.

Response: Instead of including this additional subsection in Section 9.0. All of the agency comments and TPO staff responses are now included as an additional appendix of this report. The Deficient Roadway Segments table and map are now included at the end of Appendix B 2012 Roadway Level of Service Tables. The previous Congestion Management Process Plan's ranking criteria is now included as additional appendix in this report.

17. 9.0 Strategy Effectiveness Evaluation- It is not clear from this section if a separate CMP will remain. Please clarify this since this section also discusses incorporating the CMP into LRTP with the "5th year update." Does this mean it will be updated every 5 years, or will the updated CMP be completed in time (every 3-4 years) so that it can be integrated into and used as a base for the updated LRTP that is adopted every five years? Please clarify the intent as it is confusing to the reader. This DRAFT also speaks of

the implementation of performance and safety recognized in MAP-21; as such the TPO may also want to reference, coordinate and adopt elements from the State Strategic Safety Highway Plan.

Response: The words major and minor update were added to this section. The major update to the Congestion Management Process Plan will be completed as a Technical Report task in the Long Range Transportation Plan. However, the results will be completed in time for consideration in the Needs and Cost Feasible Plans of the Long Range Transportation Plan.

18. 9.0 Strategy Effectiveness Evaluation-Lastly, this section references Corridor Management Plan. Can this be integrated in to the LRTP? Seems a duplication of efforts, especially where the LRTP will ”identify” corridors, then additional study will be conducted, then it will be “prioritized”. This can all be part of the same process (and documentation) – especially where the TPO intends to use the corridors in the LRTP (and Corridor Plan) “to determine alternate means of mitigating congestion instead of adding additional through lanes to improve capacity [last sentence of paragraph] – this is the ‘multiple scenario’ planning contemplated under MAP-21. If the TPO has a ‘corridor-based’ LRTP- they could theoretically adopt multiple ‘corridor-based’ scenarios. The approach, as written could be a great point of departure, but, as is, it is unnecessarily duplicative (which also detracts from the effectiveness and applicability (e.g. NEPA) of the screening process for “criteria” for “evaluating, selecting, and prioritizing” project activity under multiple scenario planning (especially where “the metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will promote efficient system management and operation [or, congestion management].”

Response: The TPO Staff is in agreement with this suggestion. In past, the public and the committee members have expressed the frustration that the Congestion Management Process Plan Review Teams and a Corridor Management Plan Teams were conducting similar studies and the duplication of effort was noted. Therefore, the word studies is now inserted after the words Corridor Management Plan in this section.

19. 9.0 Strategic Effectiveness Evaluation - Where are the Safety Maps (Map 1.0.1) – is this the Map 1.0.1 Bay County Crashes per 1,000 AADT (20**10**)? Should this be 2012? Should this be called a Safety Map?

Response: Yes, the safety maps are 1.0.1 and 1.0.2 and are now referenced as such in Section 9.0 Strategic Effectiveness Evaluation. In addition, reference was also made to these safety maps and is located in Section 1.0 of this report.

20. Appendices: 150+ pages of LOS Tables? Is there a way to convey this information in another manner?

Response: the TPO Staff is open to suggestions on how these Level of Service tables can be condensed. However, the tables are used by the FDOT District III as well as the local governments. We have worked will both entities to include the information they have requested. Therefore, presently the TPO Staff is not making any changes to these tables.

APPENDIX F

CONGESTION MANAGEMENT PROCESS PLAN

GLOSSARY

10 GLOSSARY

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 score – 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*.

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.

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*.

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*.

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.

Large urbanized area – An *MPO urbanized area* greater than 1,000,000 population; in Florida these 7 areas consist of the following central cities: Ft. Lauderdale, Jacksonville, Miami, Orlando, St. Petersburg, Tampa, and West Palm Beach.

Lateral clearance – Clearance distance from edges of outside lanes to fixed obstructions.

Left turn lanes – In this Handbook storage areas designated to only accommodate left turning vehicles; a left turn lane must be long enough to accommodate enough left turning vehicles to allow the free flow of the *thru movement*.

Level of service (LOS) – A quantitative stratification of the *quality of service* to a typical traveler of a service or facility into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality; a discrete stratification of a *quality of service* continuum.

Level of service (LOS) analysis – A quantitative examination of traveler *quality of service* provided by a transportation facility or service.

Level of Service Standards – Same as *Statewide Minimum Level of Service Standards* for the *State Highway System*.

LOS threshold delay – Same as *threshold delay*.

Level terrain – A combination of horizontal and vertical alignments that permits *heavy vehicles* to maintain approximately the same running speed as passenger cars; this generally includes short grades of no more than 1 to 2 percent.

Limited access highway – Same as *freeway*.

Link – Same as *section*; for quality/level of service analyses this term is discouraged for use.

Load factor – The ratio of passengers actually carried to the total passenger capacity of a bus.

Local adjustment factor – In this Handbook an adjustment factor FDOT uses to adjust *base saturation flow rates* or *base capacities* to better match actual Florida traffic volumes; mostly consists of a driver population factor and an area type factor.

Local Government Comprehensive Plan – (LGCP) Any county or municipal plan that meets the requirements of subsections 163.3177 and 163.3178 of the Florida Statues.

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*.

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*.

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 hourly volume / (4 x 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.

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.
Prevailiing 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.

Quality of travel – The dimension of *mobility* that addresses traveler satisfaction with a facility or service.

Quality/level of service – (Q/LOS) A combination of the broad quality of service and more detailed level of service concepts.

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.

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.

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 – (g/C) The ratio of the *effective green time* (g) for the thru movement at a signal intersection to its *cycle length* (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 – (TCQSM) The document and operational methodology from which this Handbook's bus quality/level of service analyses are based.

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 – (TCMA) 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.

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.

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.*

APPENDIX G

CONGESTION MANAGEMENT PROCESS PLAN

RESOLUTION 13-01

RESOLUTION BAY 13-01

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2012 CONGESTION MANAGEMENT PROCESS PLAN MAJOR UPDATE

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the Governor of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO Planning Area; and

WHEREAS, the Panama City Urbanized Area is not an area with a population of 200,000 or more; and

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) states in Section 1201 134(k)(3)(a) within a metropolitan planning area serving a transportation management area, the transportation planning process under this section shall address congestion management through a process that provides for effective management and operations, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under this Title and Chapter 53 of Title 49 through the use of travel demand reduction and operational management strategies; and

WHEREAS, the Congestion Management Process Plan has been reviewed by the Florida Department of Transportation as well as the Federal Highway Administration; and

WHEREAS, although the Bay County Transportation Planning Organization is not a designated transportation management area, Florida Department of Transportation (FDOT) policy extends this stipulation to all metropolitan planning organizations in an effort to emphasize mobility management; and

WHEREAS, the purpose of the Congestion Management Process Plan is to rate the performance of transportation facilities and suggest low-cost and short-term strategies to alleviate congestion; and

WHEREAS, the Congestion Management Process Plan is considered a fully operational management system;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The 2012 Congestion Management Process Plan Major Update is hereby adopted.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 27th day of February 2013.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Mike Nelson, Chairman

ATTEST: _____