

Florida-Alabama TPO Congestion Management Process Plan

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Florida – Alabama Transportation Planning Organization (TPO)

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1.0 Introduction

Congestion of any given roadway network can be closely linked to demand. As the number of vehicles increase on a roadway segment, the capacity of the roadway decreases. 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 November 2015.

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. 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 Florida-Alabama Transportation Planning Organization (TPO) is the metropolitan planning organization for the urbanized area of Escambia, Santa Rosa Counties (Florida) and Baldwin County (Alabama). The function of the TPO is to coordinate transportation planning among the local governments, Florida Department of Transportation, Alabama Department of Transportation, and the Federal Highway Administration. The Florida-Alabama CMPP is developed for and implemented within the Metropolitan Planning Area. Map 1.0.3 identifies the boundaries that are used in the CMPP.

The CMPP is developed for and implemented within portions of southern Escambia County, including Pensacola and the coastal communities of Pensacola Beach and Perdido Key, the southern sections of Santa Rosa County including Milton, Gulf Breeze and Navarre, and Lillian, Alabama.

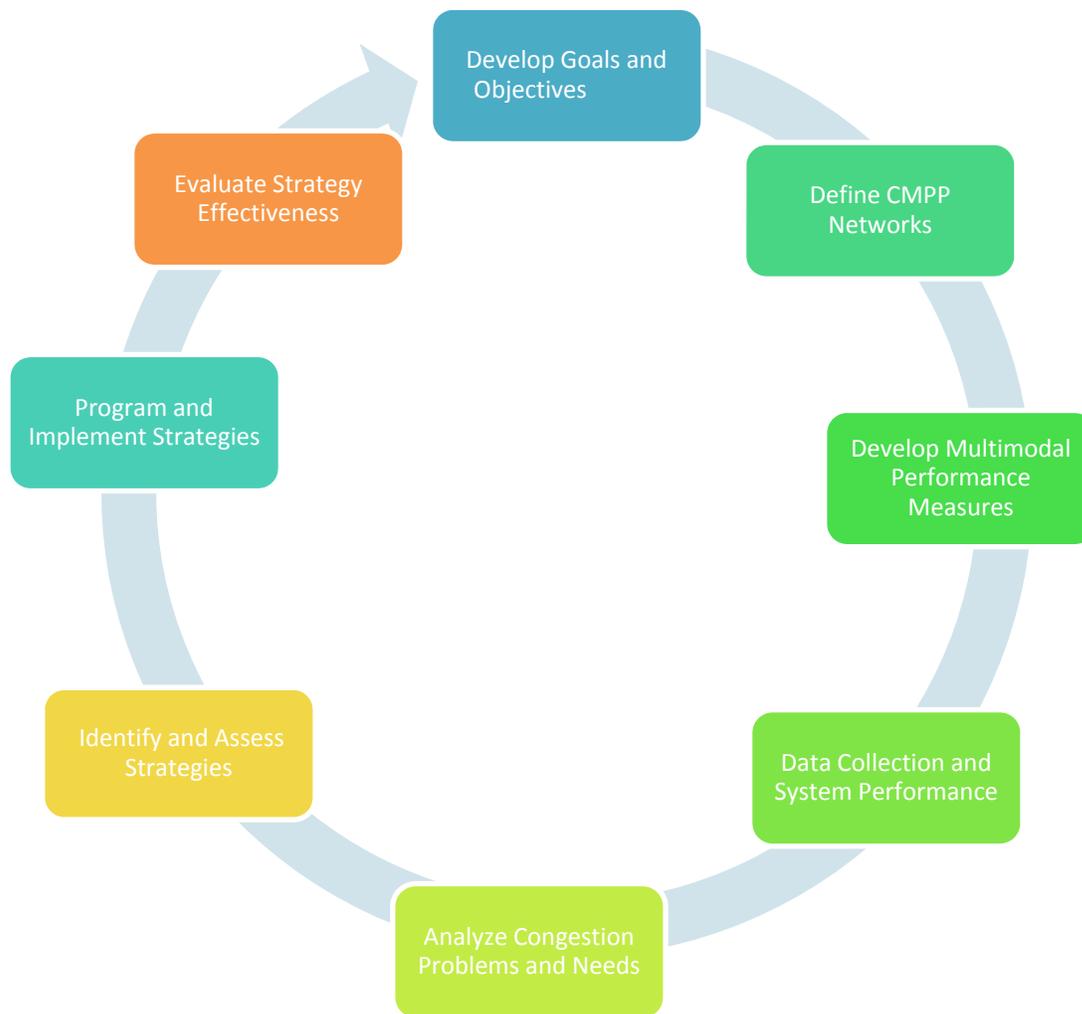
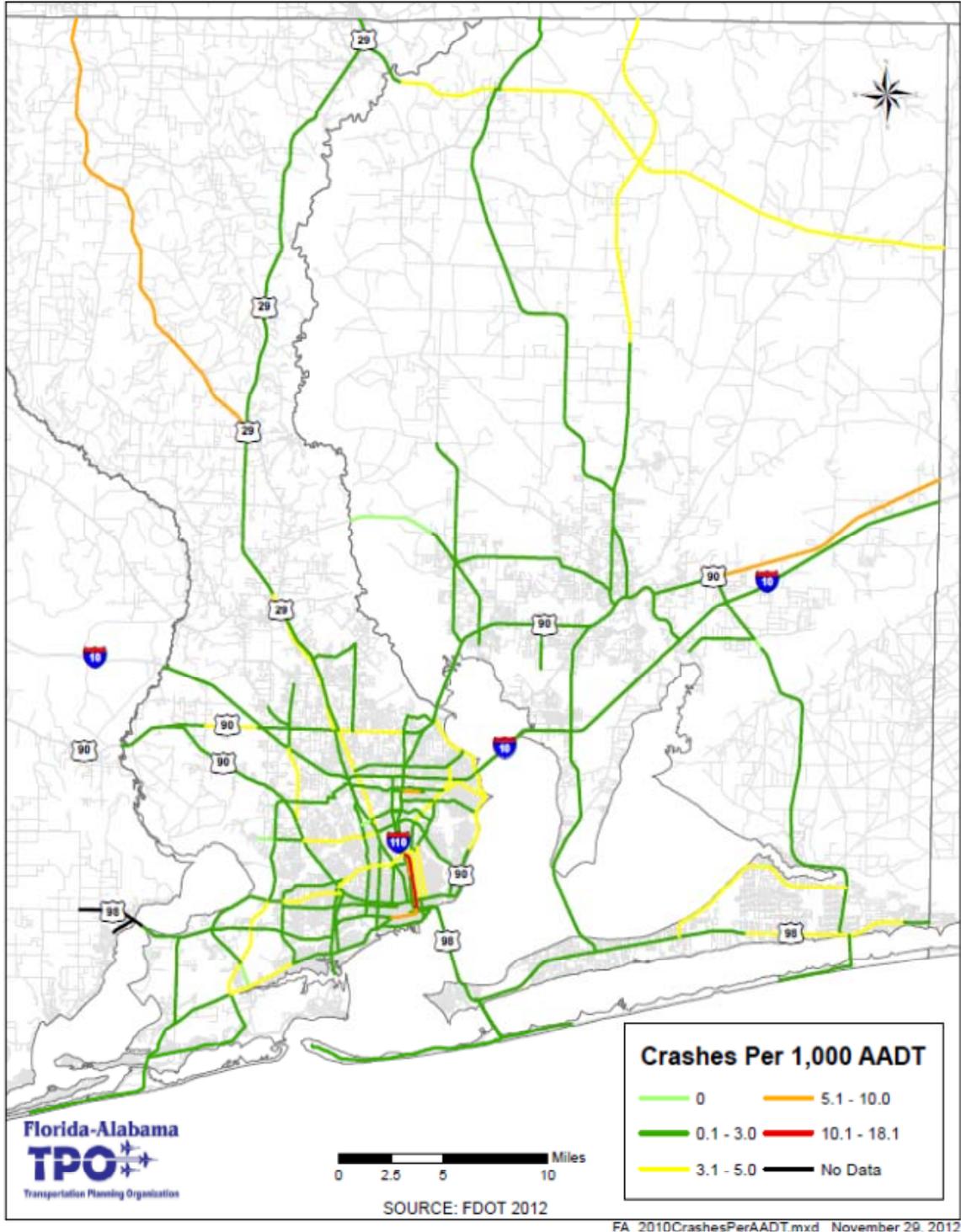


Figure 1.0 Congestion Management Process 8 Actions

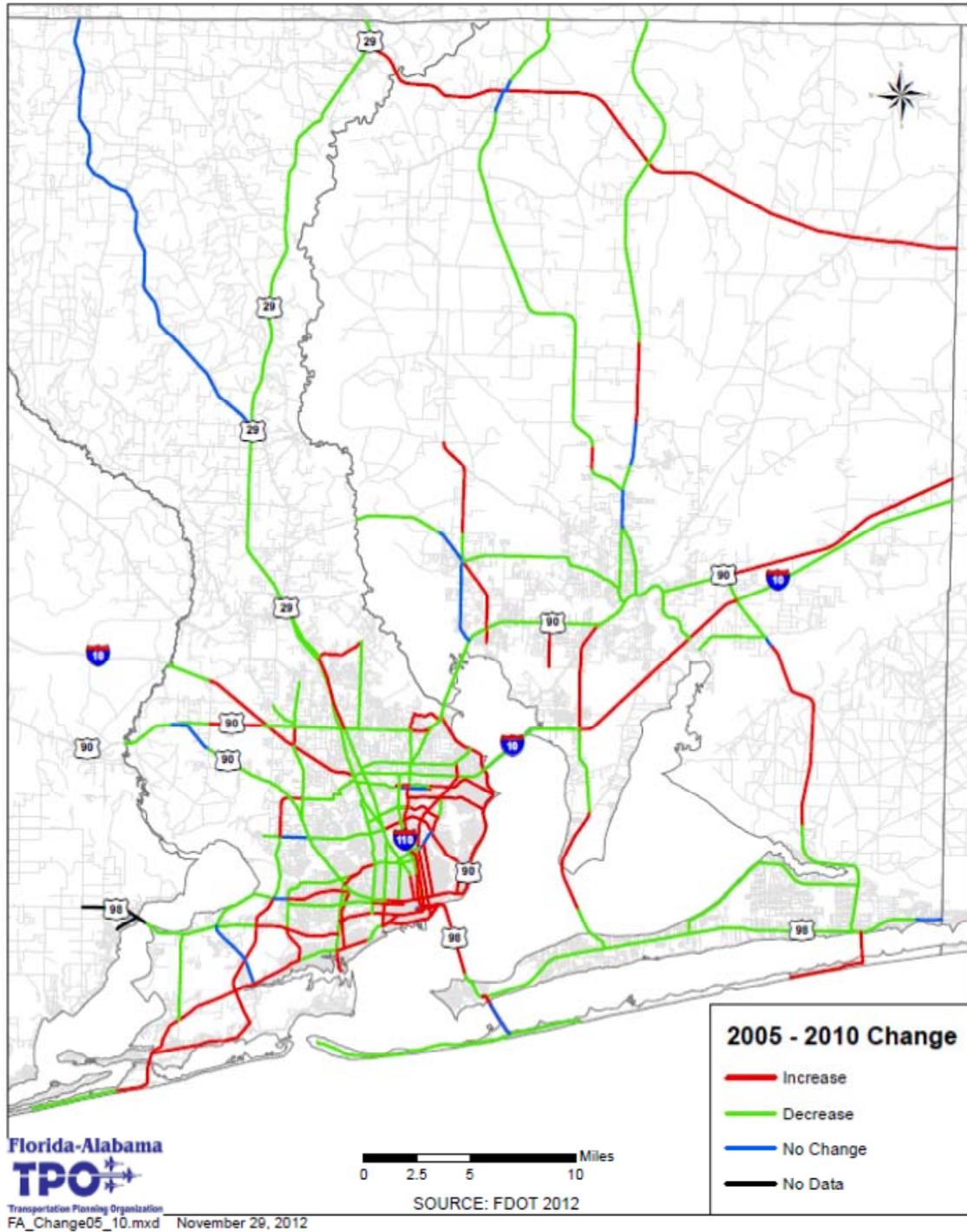
Map 1.0.1 Florida-Alabama Crashes per 1,000 AADT (2010)

Florida-Alabama CMP Segments (2012)
Crashes Per 1,000 Annual Average Daily Trips (AADT), 2010

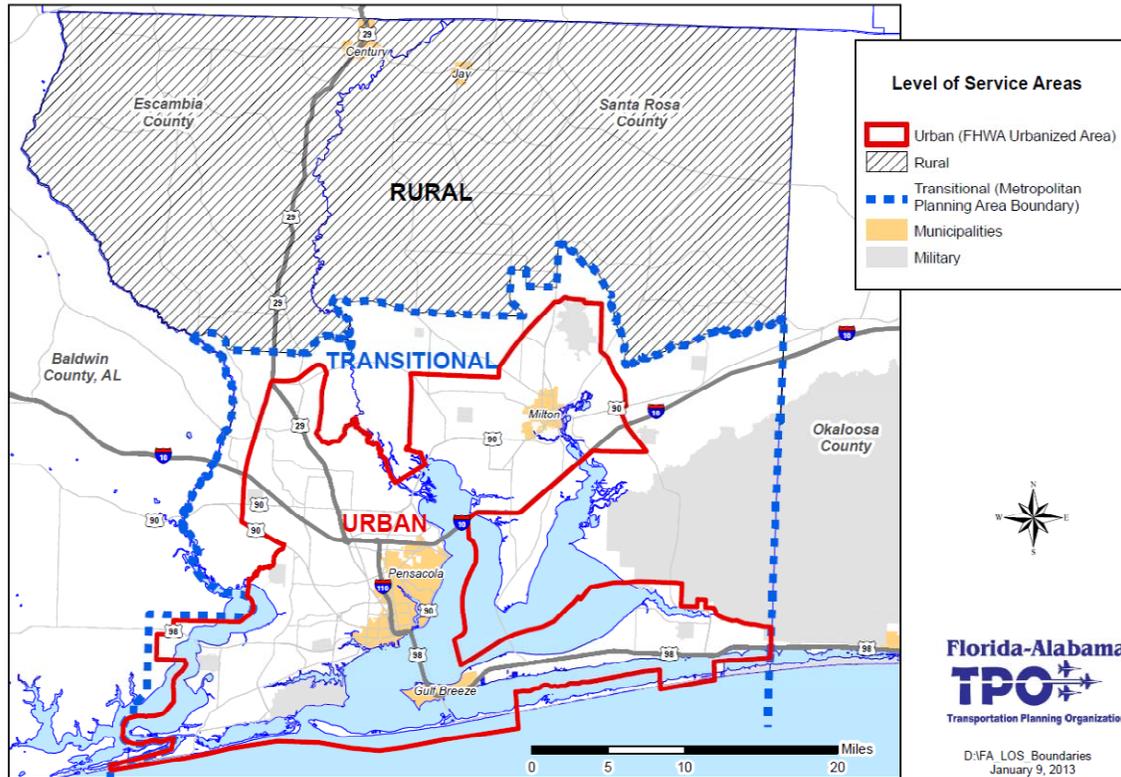


Map 1.0.2 Florida-Alabama Change in Number of Crashes 2005-2010

Florida-Alabama CMP Segments (2012) 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 (L RTP). The vision and the goals of the 2035 L RTP will be used as guidance for the TPO's regional mobility. The vision and goals of the L RTP 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 L RTP can be found in Table 2.0.1. The CMP objectives (Table 2.0.2) are reflective of those established in the L RTP 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 Florida-Alabama 2035 Long Range Transportation Goals

Goal A:	Support the economic vitality of the TPO region and efficiency of the transportation system
Goal B	Encourage a multi-modal network of user-friendly transportation systems for the movement of goods and people
Goal C:	Promote efficiency and effectiveness within the transportation system and the planning process
Goal D:	Promote a sustainable, integrated transportation infrastructure system that is environmentally- friendly
Goal E:	Preserve the existing transportation system and highlight community focal points
Goal F	Enhance quality of life factors that will attract industry and skilled workers, and assist disabled and elderly populations
Goal G:	Enhance the safety and security of the transportation system
Goal H:	Enhance the security of the transportation system

Table 2.0.2 Congestion Management Process Objectives and Actions

	Objectives	Actions
1	Reduce trips	A. Decrease vehicle miles traveled (VMT) B. Increase Transportation Demand Management
2	Promote alternate modes of transportation	A. Improve access to transit, bicycle, and pedestrian modes
3	Improve functionality of the transportation system	A. Improve traffic flow
4	Enhance the safety for motorized and non-motorized users	A. Reduce the rate of accidents B. Decrease the number of injuries and fatalities

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 “enhancing 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.

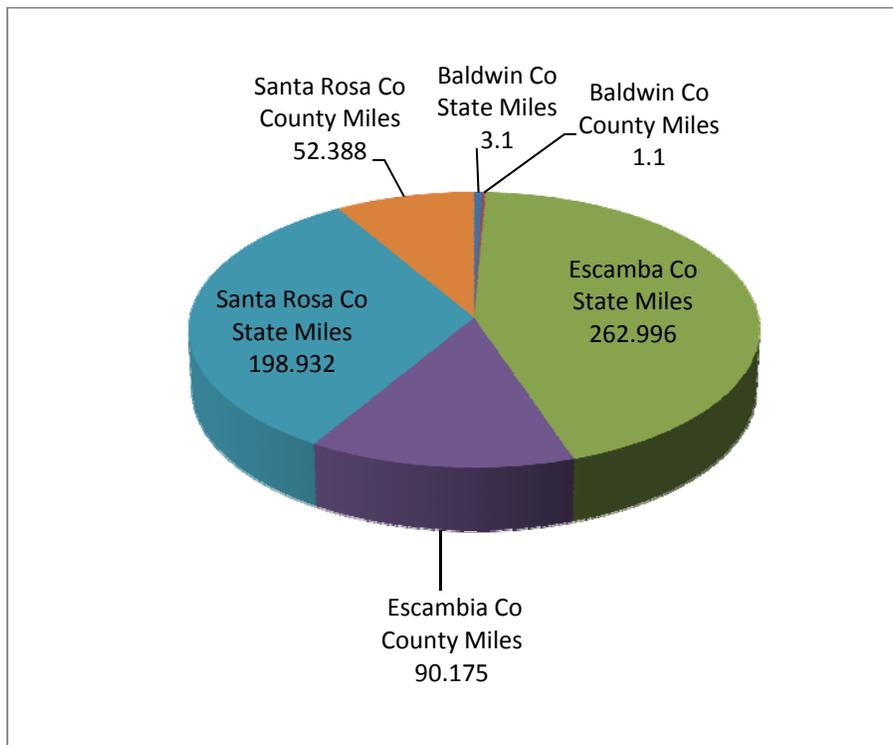
3.0 Networks

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; (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.

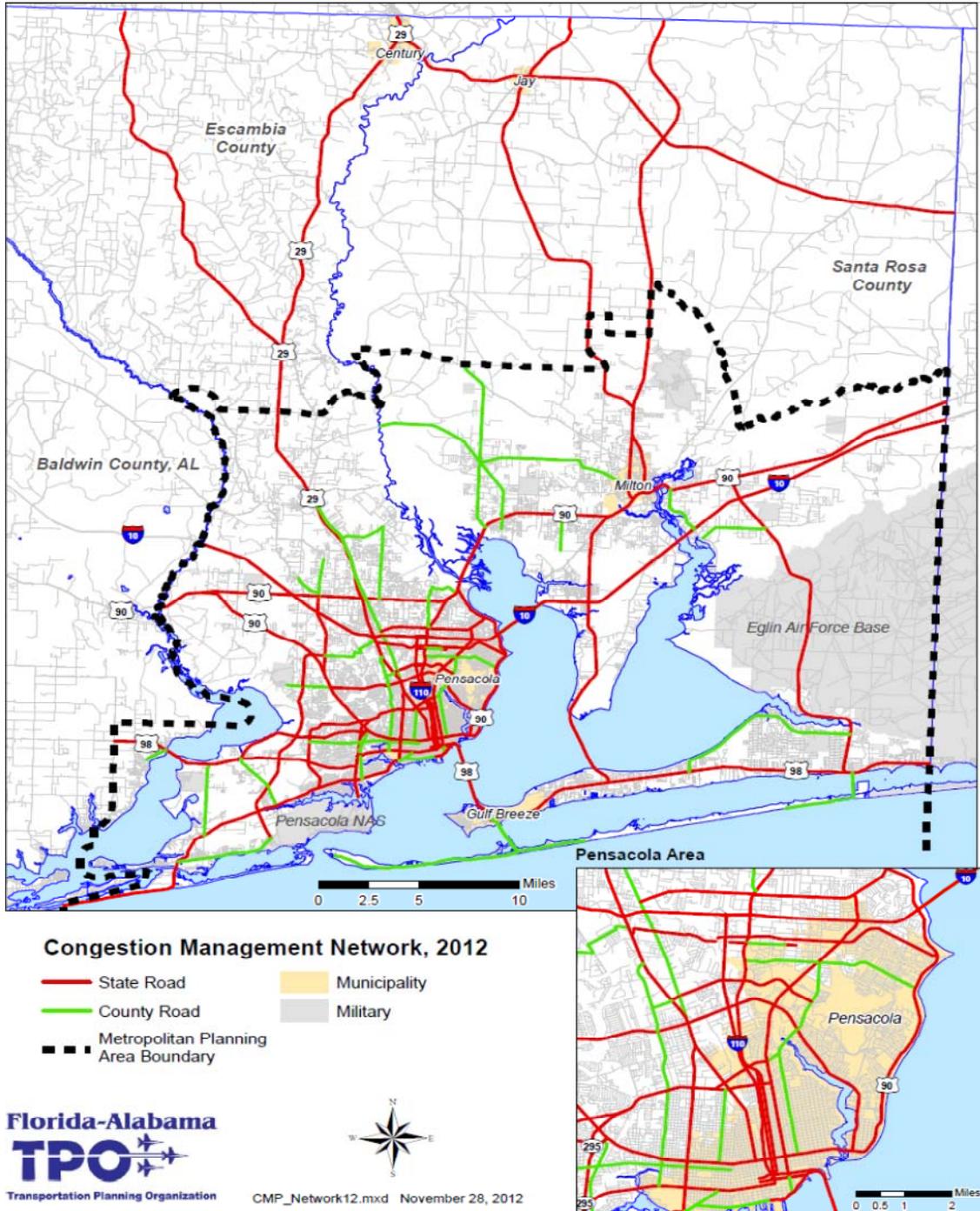
The roadway network that is analyzed for the CMPP is comprised of state and major county roads well as an integrated system of airports, rail systems, multi-modal, and inter-modal facilities totaling 608.691 miles (see Figure 3.1). Regional roadway corridors serving the Urbanized Area include: Interstate 10, Interstate 110, US 98, US 29, US 90, US 90A, SR 87, and SR 292. Other major urban arterial corridors include: SR 291 (Davis Highway), SR 289 (9th Avenue), SR 296 (Brent Lane), SR 295 Fairfield Drive/New Warrington Road/Navy Boulevard) and SR 281 (Avalon Boulevard).



Source: Florida-Alabama TPO Congestion Management Process Plan Network

Figure 3.1 Congestion Management Roadway Mileage

Map 3.1 Roadway Network



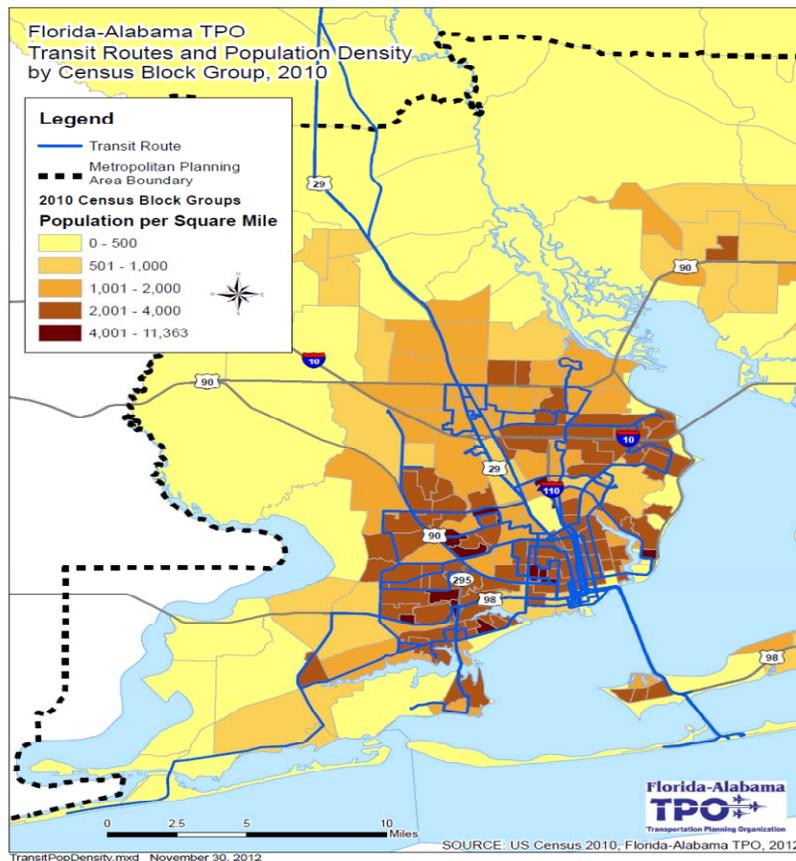
3.2 Transit Network

Escambia County Transit (ECAT) provides a fixed-route service to Escambia County. ECAT operates 19 local bus routes, 2 express routes, and the Beach Jumper route. The majority of the routes operate on Saturdays, but service is not generally offered on Sundays or on major holidays. Route 60 has three trips per day to Century on the weekdays. The City of Century is

located is located in northern Escambia County and is outside the TPO Study Area. Otherwise, ECAT service is contained to the TPO Study Area.

The basic charge for riding an ECAT bus is \$1.75. Students with proper identification can ride for \$1.25, children with a height equal to or shorter than the top of the fare box ride can ride for free, senior citizens, disabled riders, and Medicare card holders pay \$0.85. ECAT also offers weekly, monthly and other special discount passes. Map 3.2 identifies the ECAT Routes and Corresponding Population Density surrounding the routes.

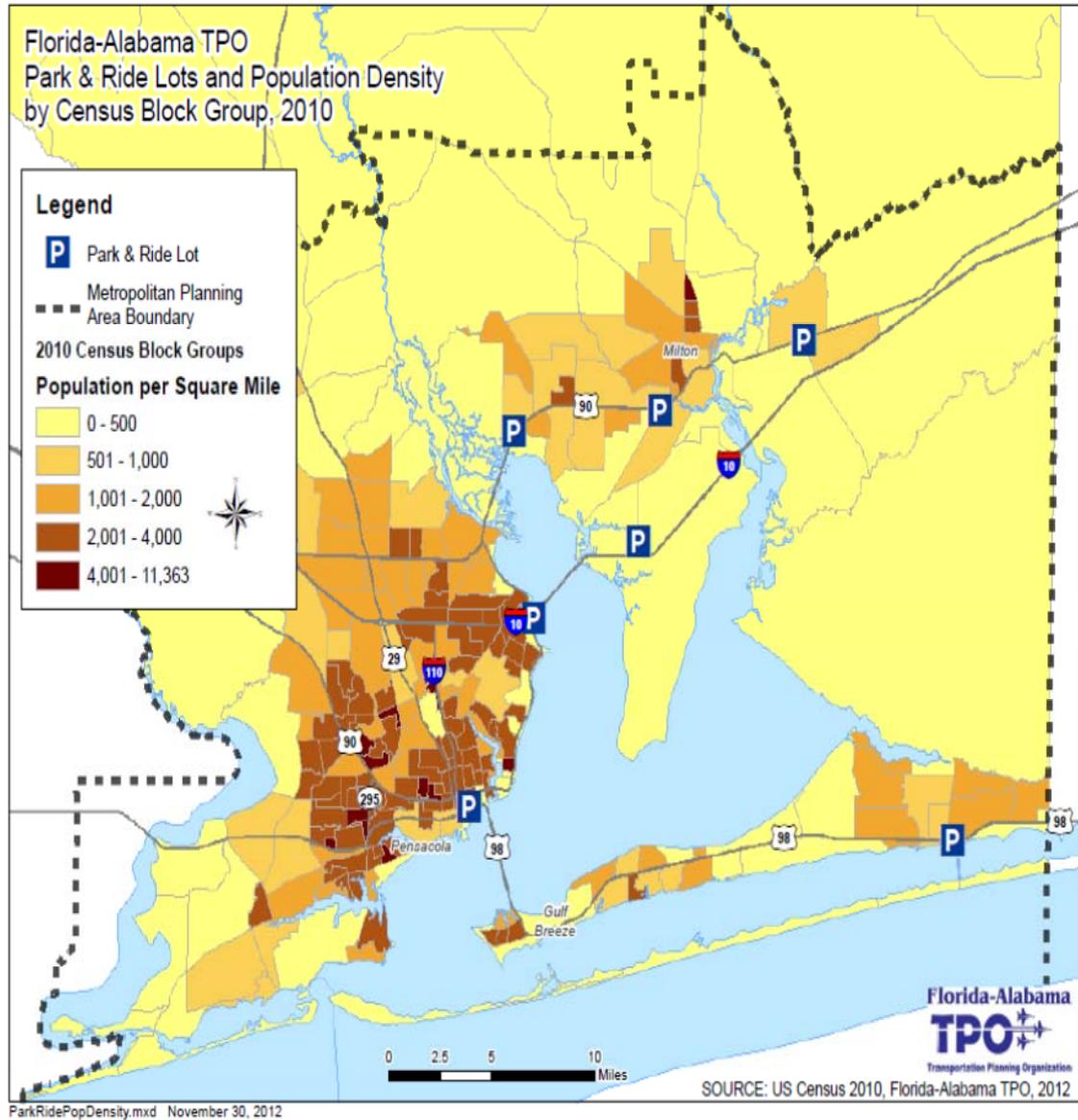
Map 3.2 FL-AL TPO Transit Routes and Population Density by Census Block Group, 2010



3.3 Travel Demand

The Ride-On program, funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council, offers employer based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program coordinates users on a computer database with mapping capabilities to assist in forming carpools and vanpools. Map 3.3 shows the location of the Park and Ride Lots as designated by the Florida Department of Transportation as well as the population density in the TPO area.

Map 3.3 FL-AL TPO Park and Ride Lots and Population Density by Census Block Group, 2010



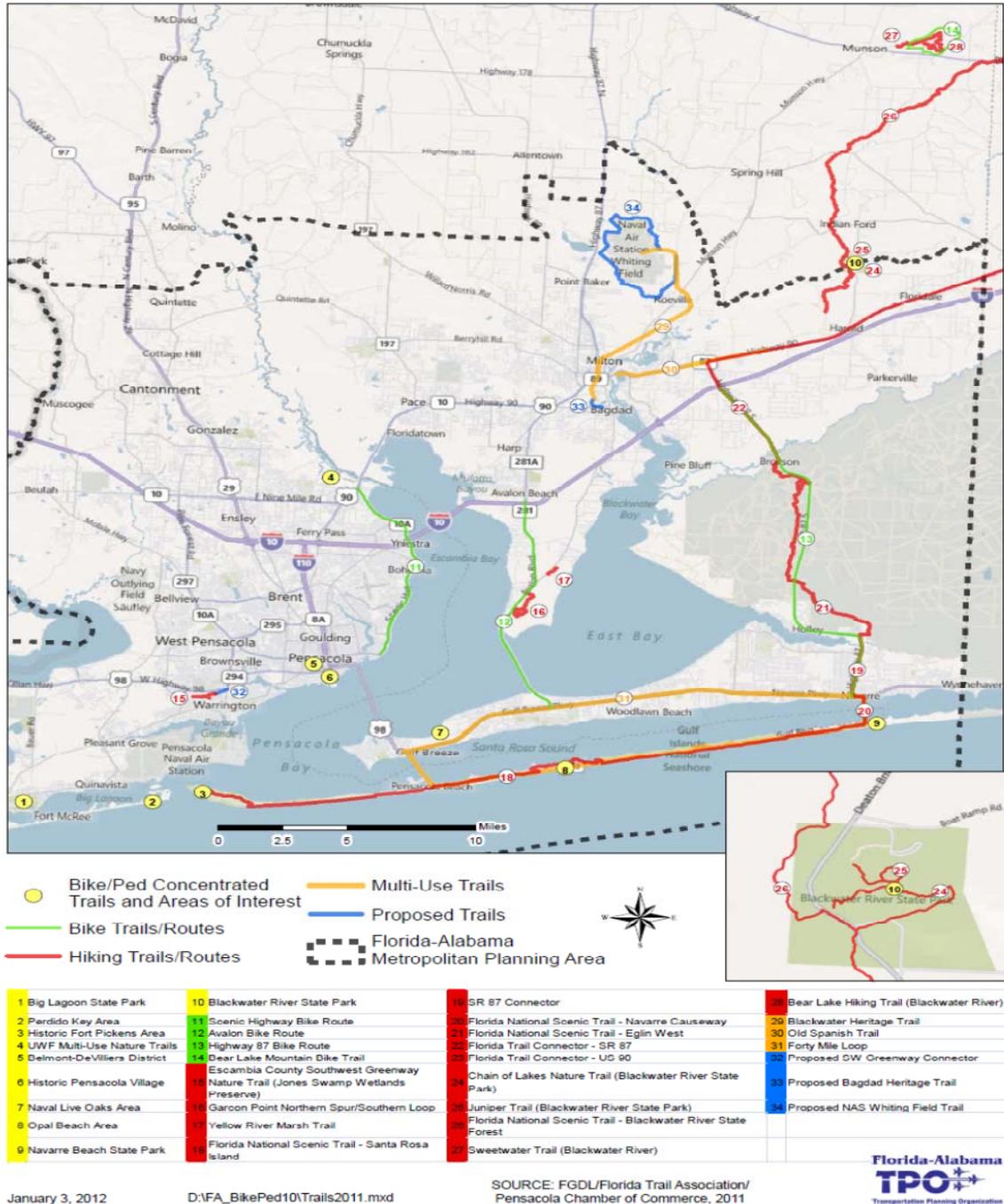
3.4 Bicycle and Pedestrian Network

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 existing and proposed bicycle and pedestrian routes and trails.

Map 3.4 Existing and Proposed Bicycle and Pedestrian Recreational Map

Existing and Proposed Bicycle and Pedestrian Recreational Map



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 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
Escambia	I-10	Alabama Line	Santa Rosa Co. Line
	I-110	US 98	I-10
	US 90 Business	US 29	JCT US 90 (West)
	US 90/SR 10	Alabama Line	Santa Rosa Co. Line
	US 98/SR 30	Alabama Line	Santa Rosa Co. Line
	US 29/ N Palafox St	US 90	I-10
	SR 291	I-10	JCT US 90 (East)
	CR 184	US 29/SR 97	Alabama Line
	SR 173/Blue Angel Hwy	Pine Forest Rd	NAS Pensacola
	Pine Forest Rd.	SR 173/ Blue Angel Hwy	I-10
Santa Rosa	I-10	Escambia Co. Line	Okaloosa Co. Line
	US 90/SR 10	Escambia Co. Line	SR 87 (East)
	US 98/SR 30	Escambia Co. Line	Okaloosa Co. Line
	SR 87	US 98	US 90
	SR 87	US 90	Alabama Line
	SR 281/ Avalon Blvd	I-10	US 90

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 Escambia County, Santa Rosa County, and Baldwin 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 Measures

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 2012 LOS Tables
Transportation Demand Management	Number of Registered Carpools or Vanpools	Number of Register Carpool and Vanpools	
Non-Recurring	Rate of Accidents Vehicle Exposure	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 an evaluation and prioritization of projects for the incorporation into the Long Range Transportation Plan and the Transportation Improvement Program.

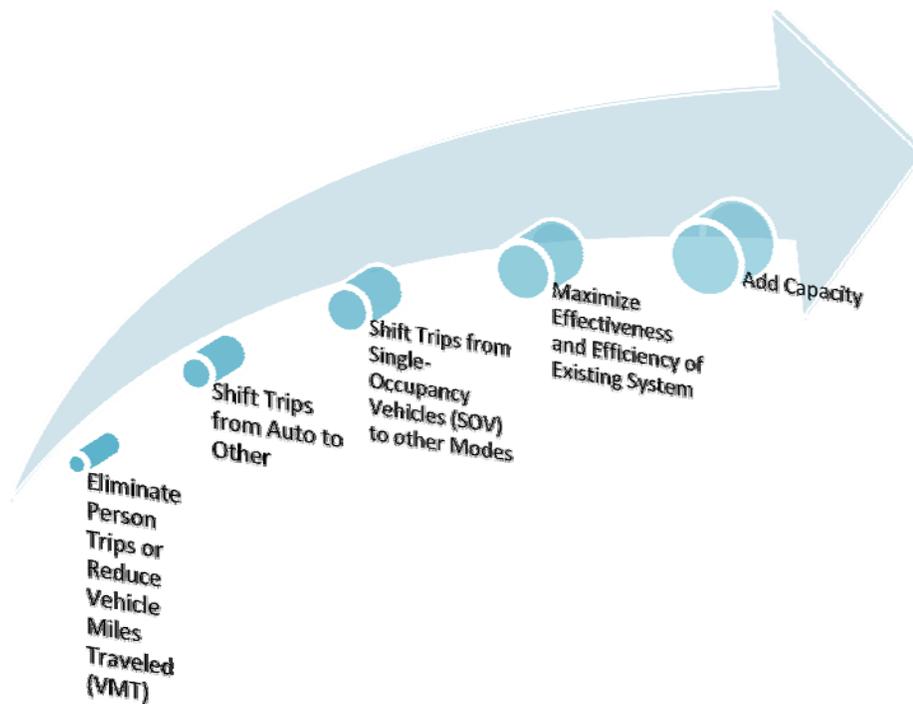
There are a variety of strategies to use as tools to manage congestion. The noted mitigation strategies listed in Table 5.0 can be utilized to identify the most effective strategies for the congested spots and corridors. Prior to selecting a tool, the congested corridor needs to be further investigated 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 includes: the functional classification of the roadway, the facility type, the total number of signals on the segment, the number of signals per mile, the segment length, the LOS area, the LOS standard and corresponding maximum allowable volume for the segment, the FDOT count stations for the segment, the current Annual Average Daily Traffic (AADT) count for each station, the historical counts and corresponding LOS. All of the analysis information contained in these tables is based on the 2009 Quality/Level of Service Handbook.

6.1 Coordinating Groups Involved with the CMPP

Three committees advise the TPO: (1) Technical Coordinating Committee (TCC); (2) Citizens' Advisory Committee (CAC); and Bicycle and Pedestrian Committee (BPAC) 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 Florida-Alabama 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. Also, a signal timing committee which consists of local governments, TPO Staff, and FDOT meets monthly at the City of Pensacola Public Works Department. The TPO serves as a pass through agency to the City of Pensacola to staff these meetings and fund the consultant services.

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.

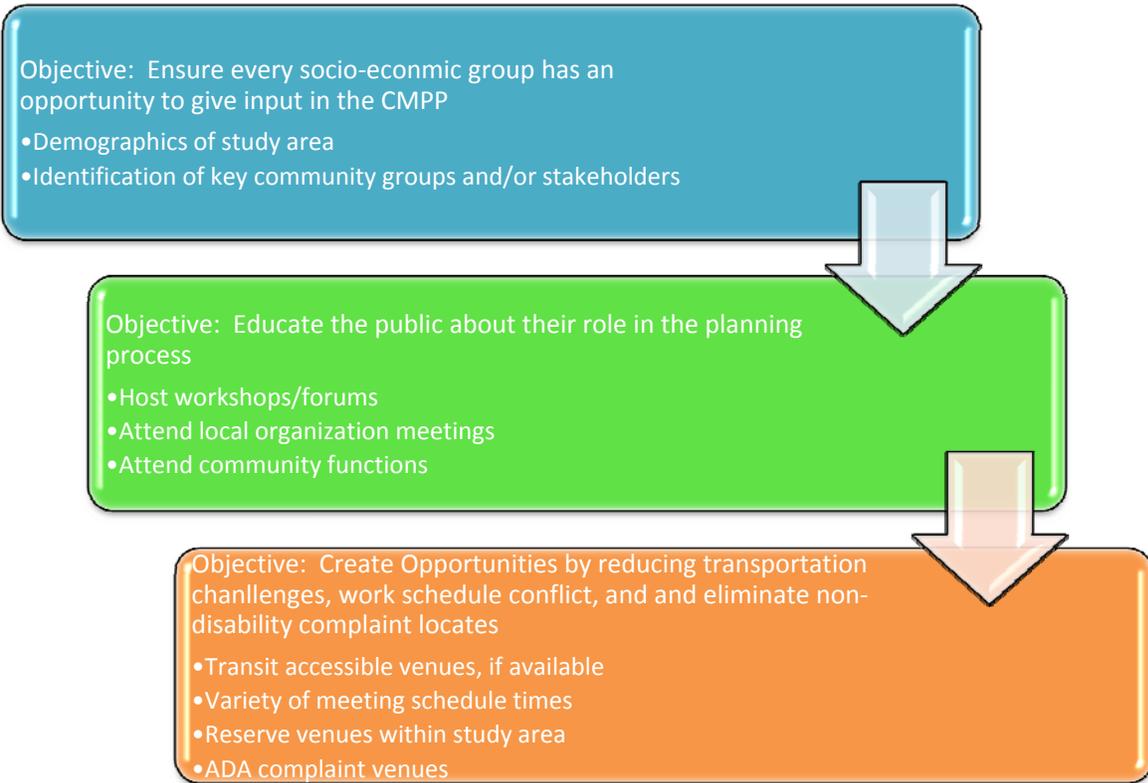


Figure 6.1 Public Involvement Objectives

7.0 Identify and Access Strategies

Another component of the CMPP is to monitor to identify and assess the effectiveness of 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 Florida-Alabama TPO, FDOT and/or ALDOT, 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 (FHWA)	Baldwin County
FDOT	Escambia County
ALDOT	Santa Rosa County
Escambia County Sheriff	City of Gulf Breeze
Gulf Islands National Seashore	City of Milton
Home Builders Association	City of Pensacola
West Florida Regional Planning Council	Emerald Coast Utilities Authority
	Escambia County
	Florida Department of Environmental Protection
	Pensacola Bay Transportation
	Pensacola Chamber of Commerce
	Pensacola Naval Air Station
	Pensacola State College

The Florida-Alabama TPO representatives include city and county elected officials within the urbanized area. There are eleven 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 Florida-Alabama TPO Elected Officials Representation

Elected Officials Governing Locality	Number of Representatives
Escambia County Commission	5 Commissioners
Santa Rosa County Commission	5 Commissioners
Baldwin County Commission	1 Commissioner
City of Pensacola	5 Council Members
City of Milton	1 Council Member
City of Gulf Breeze	1 Council Member

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

**Intermodal Freight Facilities
FY 2012/2013**

Map A

**2011 Truck Annual Average
Daily Traffic (AADT)**

— 9 - 500

— 501 - 1,000

— 1,001 - 2,000

— 2,001 - 5,000

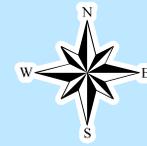
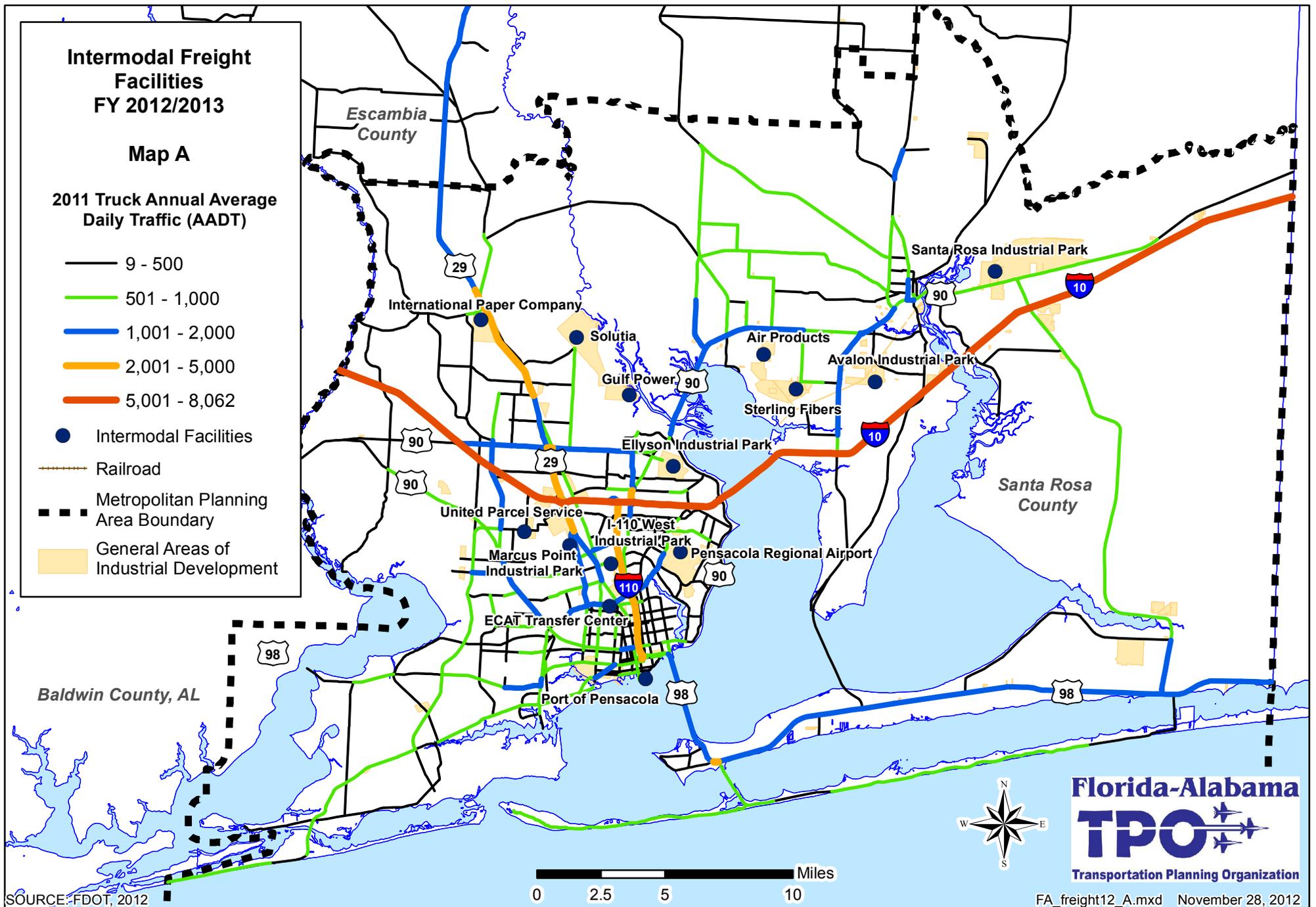
— 5,001 - 8,062

● Intermodal Facilities

—+— Railroad

■ ■ ■ Metropolitan Planning
Area Boundary

■ General Areas of
Industrial Development

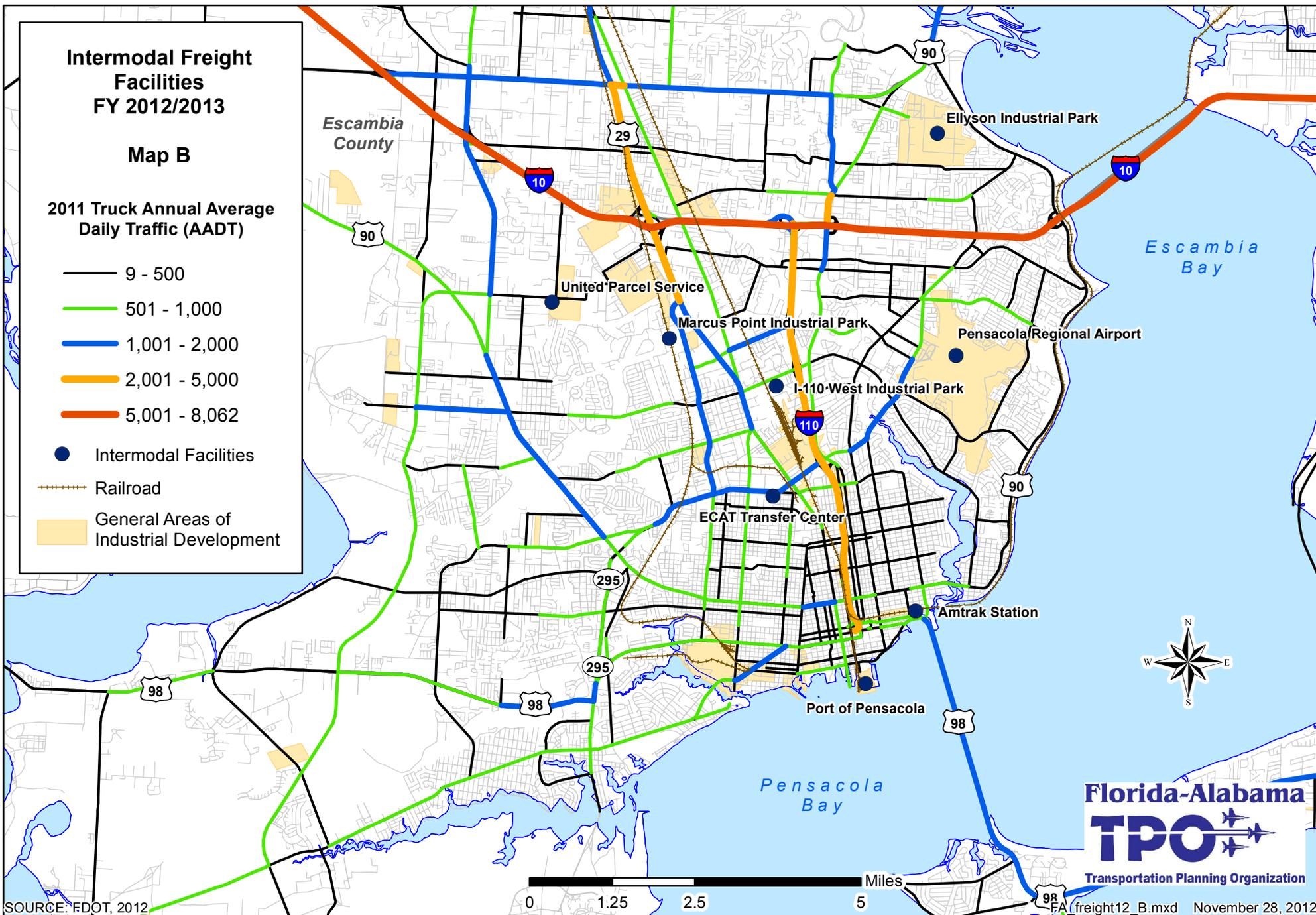


Intermodal Freight Facilities FY 2012/2013

Map B

2011 Truck Annual Average Daily Traffic (AADT)

- 9 - 500
- 501 - 1,000
- 1,001 - 2,000
- 2,001 - 5,000
- 5,001 - 8,062
- Intermodal Facilities
- +—+—+ Railroad
- General Areas of Industrial Development



APPENDIX B

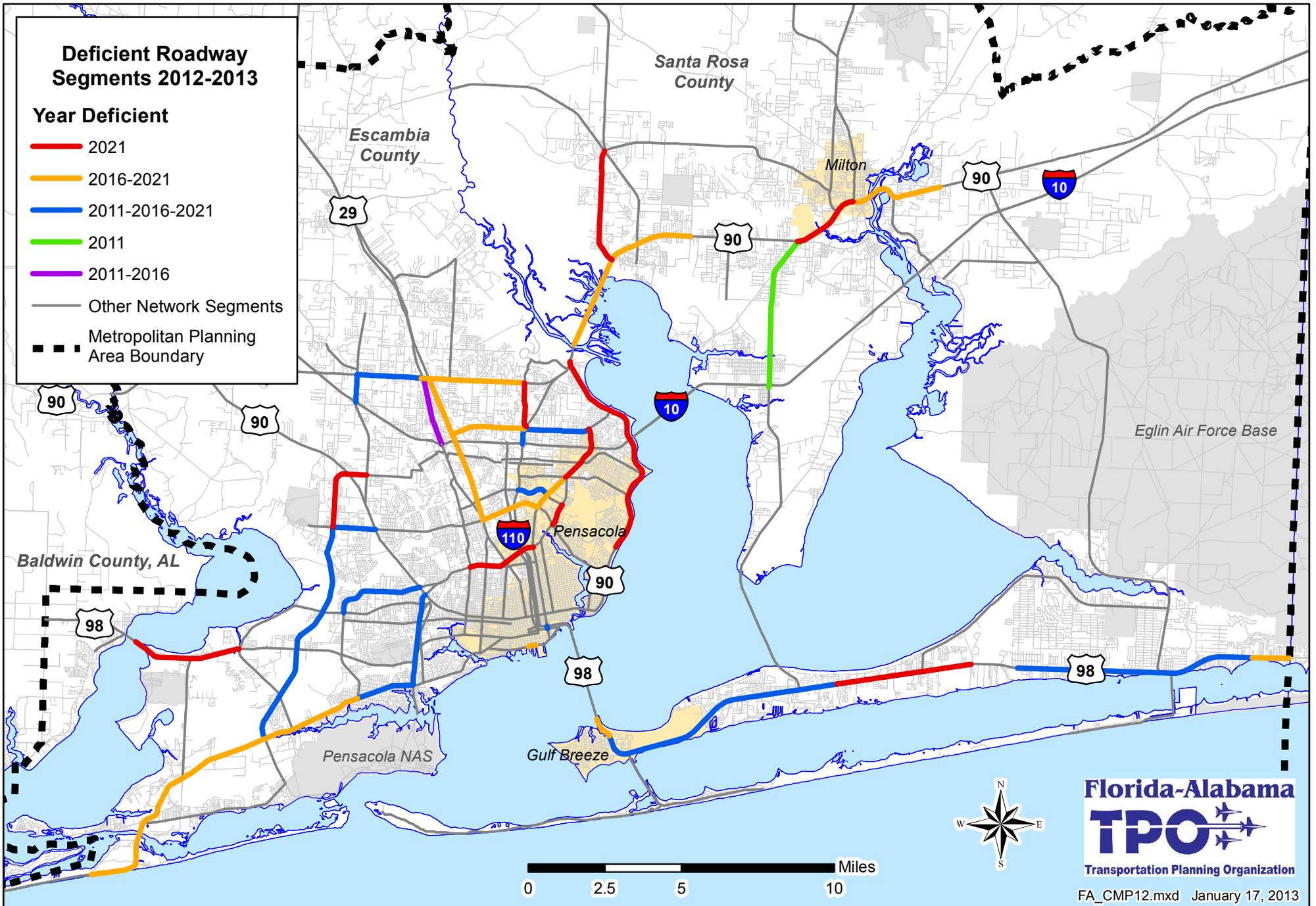
CONGESTION MANAGEMENT PROCESS PLAN

2011 ROADWAY LEVEL OF SERVICE TABLES

Deficient Roadway Segments 2012-2013

Year Deficient

- 2021
- 2016-2021
- 2011-2016-2021
- 2011
- 2011-2016
- Other Network Segments
- Metropolitan Planning Area Boundary



ESCAMBIA COUNTY URBANIZED AREA STATE ROAD CONGESTED SEGMENTS

Road	From	TO	C_2011	C_2016	C_2021
SR 10 (US 90A) (NINE MILE RD)	SR 297 / PINEFOREST ROAD	US 29 / SR 95	YES	YES	YES
SR 10 (US 90A) (NINE MILE RD)	US 29 / SR 95	UNIVERSITY PARKWAY	NO	YES	YES
SR 10A (US 90) (SCENIC HWY)	SUMMIT BLVD.	I-10 / SR 8	NO	NO	YES
SR 10A (US 90) (SCENIC HWY)	I-10 / SR 8	NINE MILE RD / SR10 / US 90A	NO	NO	YES
SR 30 (US 98)	ALABAMA LINE	SR 298 / LILLIAN HWY	NO	NO	YES
SR 95 (US 29)	I-10 / SR 8	NINE MILE RD / SR 10 / US 90A	YES	YES	NO
SR 173 (BLUE ANGEL PKWY)	SORRENTO RD / SR 292	LILLIAN HWY / SR 298	YES	YES	YES
SR 173 (BLUE ANGEL PKWY)	LILLIAN HWY / SR 298	SAUFLEY FIELD RD / CR296	YES	YES	YES
SR 173 (BLUE ANGEL PKWY)	SAUFLEY FIELD RD / CR296	PINE FOREST RD / SR 297	NO	NO	YES
SR 289 (9TH AVENUE)	CHASE STREET	GREGORY STREET / SR 30	YES	YES	YES
SR 289 (9TH AVENUE)	BAYOU BOULEVARD / SR 296	LANGLEY AVENUE	NO	YES	YES
SR 289 (9TH AVENUE)	LANGLEY AVENUE	OLIVE ROAD / SR 290	NO	NO	YES
SR 291(DAVIS HWY)	I-10/ SR 8	UNIVERSITY PARKWAY	YES	YES	YES
SR 292 (SORRENTO RD)	OLD RIVER ROAD (WEST)	DOUG FORD DRIVE	NO	YES	YES
SR 292 (SORRENTO RD)	DOUG FORD DRIVE	BLUE ANGEL PARKWAY / SR 173	NO	YES	YES
SR 292 (GULF BEACH HIGHWAY)	BLUE ANGEL PARKWAY / SR 173	FAIRFIELD DRIVE (SR 727)	NO	YES	YES
SR 292 (GULF BEACH HIGHWAY)	FAIRFIELD DRIVE (SR 727)	NAVY BOULEVARD / SR 295	YES	YES	YES
SR 295 (NAVY BLVD)	SR 292 / BARRANCAS AVE	SR 295 / NEW WARRINGTON RD	YES	YES	YES
SR 295 (NEW WARRINGTON RD)	NAVY BLVD / US 98	MOBILE HWY INTERCHANGE	YES	YES	YES
SR 295 (FAIRFIELD DRIVE)	W ST / CR 453	SR 289 / 9TH AVE	NO	NO	YES
SR 296 (BRENT LANE)	SR95 / PALAFOX HWY	SR 289 / 9TH AVE	NO	YES	YES
SR 297 (PINE FOREST RD)	I-10 / SR 8	NINE MILE RD / US 90A / SR 10	YES	YES	YES
SR 727 (FAIRFIELD DR)	LILLIAN HWY / SR 298	MOBILE HWY / US 90 / SR 10A	YES	YES	YES
SR 750 (AIRPORT BOULEVARD)	DAVIS HIGHWAY	9TH AVENUE	YES	YES	YES

ESCAMBIA COUNTY URBANIZED AREA COUNTY ROAD CONGESTED SEGMENTS

Road	From	TO	C_2011	C_2016	C_2021
CR95A (OLD PALAFOX HWY)	PENSACOLA BLVD	NINE MILE RD	NO	YES	YES
CR 290 (OLIVE RD)	OLD PALAFOX HWY / CR 95A	DAVIS HWY / SR 291	NO	YES	YES
CR 290 (OLIVE RD)	DAVIS HWY / SR 291	9TH AVE / SR 289	YES	YES	YES
CR 296 (SAUFLEY FIELD RD)	MOBILE HWY	BLUE ANGEL PARKWAY	YES	YES	YES
CR 1870 (12TH AVE)	BAYOU BLVD	AIRPORT BOULEVARD	NO	NO	YES
MAIN STREET	BAYLEN STREET	TARRAGONA STREET	NO	YES	YES
UNIVERSITY PARKWAY	DAVIS HIGHWAY	NINE MILE ROAD	NO	NO	YES

SANTA ROSA COUNTY URBANIZED AREA STATE ROAD CONGESTED SEGMENTS

Road	From	TO	C_2011	C_2016	C_2021
SR 10 (US 90)	ESCAMBIA COUNTY LINE	EAST SPENCER FIELD ROAD	NO	YES	YES
SR 10 (US 90)	SR281 (AVALON BLVD.)	SR87 (STEWART ST)	NO	NO	YES
SR 10 (US 90)	SR87 (STEWART STREET)	AIRPORT RD	NO	YES	YES
SR 30 (US 98)	ESCAMBIA COUNTY LINE	FAIRPOINT RD	NO	YES	YES
SR 30 (US 98)	FAIRPOINT DR	SR399 (PENSACOLA BEACH BLVD)	YES	YES	YES
SR 30 (US 98)	SR399/PENSACOLA BEACH BOULEVARD	EAST END OF NAVAL OAKS/GULF BREEZE CITY LIMITS	YES	YES	YES
SR 30 (US 98)	EAST END OF NAVAL LIVE OAKS	CR191B (SOUNDSIDE DR.)	YES	YES	YES
SR 30 (US 98)	CR 191B	FL-AL & OK-WL URBANIZED AREA BOUNDARIES	NO	NO	YES
SR 30 (US 98)	EDGEWOOD DR.	BELLE MEADE CIRCLE	YES	YES	YES
SR 30 (US 98)	BELLE MEADE CIRCLE	OKALOOSA COUNTY LINE (FL-AL MPA BOUNDARY)	NO	YES	YES
SR 281(AVALON BLVD)	I-10/SR 8 RAMP	US 90/SR 10	YES	NO	NO

SANTA ROSA COUNTY URBANIZED AREA COUNTY ROAD CONGESTED SEGMENTS

Road	From	TO	C_2011	C_2016	C_2021
CR 197A (WOODBINE RD)	US 90/SR 10	CR197/CHUMUCKLA HIGHWAY	NO	NO	YES

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 4																	
(Century) - US29 to SR 4 Realignment 0.000-1.273 Roadway ID 48140000	Minor Arterial	2	Undivided	0	0.000	1.200	Rural Developed	(C) 14,200	254	4,500	2002	4,600	B	(C) 780	253	B	
											2003	4,600	B		253	B	
											2004	4,800	B		264	B	
											2005	5,200	B		286	B	
											2006	5,100	B		281	B	
											2007	5,000	B		275	B	
											2008	4,800	B		264	B	
											2009	4,700	B		259	B	
											% of MV	2010	4,600		B	253	B
											31.69%	2011	4,500		B	248	B
											34.99%	2016	4,968		B	273	B
											38.63%	2021	5,485		B	302	B
											SR 4 Realignment to the Santa Rosa County Line						
Minor Arterial	2	Undivided	0	0.000	1.440	Rural Developed	(C) 14,200	254	4,500	2002	4,600	B	(C) 780	253	B		
										2003	4,600	B		253	B		
										2004	4,800	B		264	B		
										2005	5,200	B		286	B		
										2006	5,100	B		281	B		
										2007	5,000	B		275	B		
										2008	4,800	B		264	B		
										2009	4,700	B		259	B		
										% of MV	2010	4,600		B	253	B	
										31.69%	2011	4,500		B	248	B	
										34.99%	2016	4,968		B	273	B	
										38.63%	2021	5,485		B	302	B	
										SR 8 (I-10)							
Alabama Line to FL-AL Urbanized Boundary (east of Beulah Road Overpass) 0.000-2.030 Roadway ID 48260000	Principal Arterial	4	Divided	0	0.000	1.770	Trans	(C) 57,600	156 T	34,151	2002	30,600	B	(C) 2,980	1,582	B	
											2003	30,500	B		1,577	B	
											2004	32,300	B		1,670	B	
											2005	34,100	B		1,763	B	
											2006	33,800	B		1,747	B	
											2007	33,853	B		1,750	B	
											2008	32,768	B		1,694	B	
											2009	33,730	B		1,744	B	
											% of MV	2010	34,265		B	1,772	B
											59.29%	2011	34,151		B	1,766	B
											65.46%	2016	37,705		B	1,949	B
											72.27%	2021	41,630		B	2,152	B
											Segment is on the Strategic Intermodal System						

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 - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 8 (I-10) (cont.)																	
FL-AL Urbanized Boundary (east of Beulah Road Overpass) to Nine Mile Road/SR 10/US90A 2.030-5.501 Roadway ID 48260000	Principal Arterial	4	Divided	0	0.000	3.770	Urbanized	(C) 59,800	156 T	34,151	2002	30,600	B	(C) 3,020	1,548	B	
											2003	30,500	B		1,543	B	
											2004	32,300	B		1,634	B	
											2005	34,100	B		1,725	B	
											2006	33,800	B		1,710	B	
											2007	33,853	B		1,713	B	
											2008	32,768	B		1,658	B	
											2009	33,730	B		1,707	B	
											% of MV	2010	34,265		B	1,734	B
											57.11%	2011	34,151		B	1,728	B
											63.05%	2016	37,705		B	1,908	B
											69.62%	2021	41,630		B	2,106	B
											Segment is on the Strategic Intermodal System						
Nine Mile Road/ SR 10/ US 90A to US 29 / SR 95 5.501-10.250 Roadway ID 48260000	Principal Arterial	4	Divided	0	0.000	4.810	Urbanized	(C) 59,800	2003 2005	34,000 NA	2002	36,500	B	(C) 3,020	1,847	B	
											2003	35,250	B		1,784	B	
											2004	34,000	B		1,720	B	
											2005	37,500	B		1,898	B	
											2006	37,250	B		1,885	B	
											2007	39,750	B		2,011	B	
											2008	36,000	B		1,822	B	
											2009	34,500	B		1,746	B	
											% of MV	2010	41,250		B	2,087	B
											56.86%	2011	34,000		B	1,720	B
											62.77%	2016	37,539		B	1,899	B
											69.31%	2021	41,446		B	2,097	B
											Segment is on the Strategic Intermodal System						
US 29 / SR 95 to I-110 10.250-12.398 Roadway ID 48260000	Principal Arterial	6	Divided	0	0.000	2.150	Urbanized	(C) 90,500	2006	69,500	2002	56,000	B	(C) 4,580	2,834	B	
											2003	55,000	B		2,783	B	
											2004	57,000	B		2,884	B	
											2005	58,000	B		2,935	B	
											2006	59,000	B		2,985	B	
											2007	69,000	C		3,491	C	
											2008	56,500	B		2,859	B	
											2009	57,500	C		2,910	B	
											% of MV	2010	64,500		B	3,264	B
											76.80%	2011	69,500		C	3,517	C
											84.79%	2016	76,734		C	3,883	C
											93.61%	2021	84,720		C	4,287	C
											Segment is on the Strategic Intermodal System						

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 8 (I-10) (cont.)																	
I-110 to Davis Highway / SR 291 12.398-12.917 Roadway ID 48260000	Principal Arterial	6	Divided	0	0.000	0.520	Urbanized	(C) 90,500	2013	36,500	2002	69,500	C	(C) 4,580	3,517	C	
											2003	70,000	C		3,542	C	
											2004	72,000	C		3,643	C	
											2005	74,000	C		3,744	C	
											2006	75,000	C		3,795	C	
											2007	65,100	B		3,294	B	
											2008	55,300	B		2,798	B	
											2009	45,400	B		2,297	B	
											% of MV	2010	35,500		B	1,796	B
											40.33%	2011	36,500		B	1,847	B
											44.53%	2016	40,299		B	2,039	B
											49.16%	2021	44,493		B	2,251	B
											Segment is on the Strategic Intermodal System						
SR 8 (I-10)																	
Davis Highway / SR 291 to Scenic Highway 12.917-16.549 Roadway ID 48260000	Principal Arterial	4	Divided	0	0.000	3.630	Urbanized	(C) 59,800	2015 560 T	45,500 NA	2002	42,500	B	(C) 3,020	2,151	B	
											2003	40,000	B		2,024	B	
											2004	41,242	B		2,087	B	
											2005	42,500	B		2,151	B	
											2006	43,750	C		2,214	C	
											2007	44,000	C		2,226	C	
											2008	39,000	B		1,973	B	
											2009	36,500	B		1,847	B	
											% of MV	2010	45,000		C	2,277	C
											76.09%	2011	45,500		B	2,302	B
											84.01%	2016	50,236		B	2,542	B
											92.75%	2021	55,464		B	2,806	B
											Segment is on the Strategic Intermodal System Count Station 560T added in 2004 reporting year.						
SR 8 (I-10)																	
Scenic Highway to End of 6 lanes 0.000 - 2.878 Roadway ID 58002000	Principal Arterial	6	Divided	0	0.000	2.878	Urbanized	(C) 59,800	2015 2001	45,500 43,500	2002	43,000	B	(C) 3,020	2,176	B	
											2003	41,000	B		2,075	B	
											2004	45,250	C		2,290	C	
											2005	40,250	B		2,037	B	
											2006	40,750	B		2,062	B	
											2007	43,500	B		2,201	C	
											2008	41,250	B		2,087	B	
											2009	41,750	B		2,113	B	
											% of MV	2010	47,500		C	2,404	C
											74.41%	2011	44,500		B	2,252	B
											82.16%	2016	49,132		B	2,486	B
											90.71%	2021	54,245		B	2,745	B
											Segment is on the Strategic Intermodal System						
SR 8A (I-110)																	
Gregory/Chase Street to Maxwell 0.000-1.600 Roadway ID 48270000	Principal Arterial	4	Divided	0	0.000	1.600	Urbanized	(C) 59,800	2017 2018	47,000 34,500	2002	45,000	C	(C) 3,020	2,277	C	
											2003	45,000	C		2,277	C	
											2004	45,500	C		2,302	C	
											2005	47,500	C		2,404	C	
											2006	48,000	C		2,429	C	
											2007	48,500	C		2,454	C	
											2008	48,500	C		2,454	C	
											2009	47,400	C		2,398	C	
											% of MV	2010	41,250		B	2,087	B
											68.14%	2011	40,750		B	2,062	B
											75.24%	2016	44,991		C	2,277	C
											83.07%	2021	49,674		C	2,514	C
											Segment is on the Strategic Intermodal System						

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 - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 8A (I-110) (cont.)																	
Maxwell to Fairfield 1.600-2.670 Roadway ID 48270000	Principal Arterial	6	Divided	0	0.000	1.070	Urbanized	(C) 90,500	2012	51,000	2002	57,500	B	(C) 4,580	2,910	B	
											2003	56,500	B		2,859	B	
											2004	56,500	B		2,859	B	
											2005	56,500	B		2,859	B	
											2006	57,000	B		2,884	B	
											2007	58,000	B		2,935	B	
											2008	58,000	B		2,935	B	
											2009	53,000	B		2,682	B	
											2010	48,000	B		2,429	B	
											% of MV						
											56.35%	2011	51,000		B	2,581	B
											62.22%	2016	56,308		B	2,849	B
68.69%	2021	62,169	B	3,146	B												
Segment is on the Strategic Intermodal System																	
SR 8A (I-110)																	
Fairfield Drive / SR 295 to Brent Lane / SR 296 2.670-3.900 Roadway ID 48270000	Principal Arterial	6	Divided	0	0.000	1.230	Urbanized	(C) 90,500	2010	52,000	2002	62,000	B	(C) 4,580	3,137	B	
											2003	56,000	B		2,834	B	
											2004	56,000	B		2,834	B	
											2005	56,000	B		2,834	B	
											2006	57,000	B		2,884	B	
											2007	58,000	B		2,935	B	
											2008	58,000	B		2,935	B	
											2009	56,300	B		2,849	B	
											2010	54,500	B		2,758	B	
											% of MV						
											57.46%	2011	52,000		B	2,631	B
											63.44%	2016	57,412		B	2,905	B
70.04%	2021	63,388	B	3,207	B												
Segment is on the Strategic Intermodal System																	
Brent Lane / SR 296 to I-10 / SR 8 3.900-6.341 Roadway ID 48270000	Principal Arterial	6	Divided	0	0.000	2.440	Urbanized	(C) 90,500	9924 T 2008	NA 62,500	2002	54,470	B	(C) 45,800	2,756	B	
											2003	57,250	B		2,897	B	
											2004	58,250	B		2,947	B	
											2005	59,500	B		3,011	B	
											2006	61,500	B		3,112	B	
											2007	61,500	B		3,112	B	
											2008	61,500	B		3,112	B	
											2009	61,800	B		3,127	B	
											2010	62,000	B		3,137	B	
											% of MV						
											69.06%	2011	62,500		B	3,163	B
											76.25%	2016	69,005		C	3,492	C
84.18%	2021	76,187	C	3,855	C												
Segment is on the Strategic Intermodal System																	
SR 10 (US 90A)																	
Nine Mile Road Alabama Line to SR 10-A / Mobile Highway 0.000-2.485 Roadway ID 48010000	Minor Arterial	2	Undivided	0	0.000	2.490	Trans.	(C) 15,100	48 T 555	4,789 NA	2002	4,977	B	(C) 800	266	B	
											2003	4,849	B		259	B	
											2004	4,990	B		266	B	
											2005	5,120	B		273	B	
											2006	4,992	B		266	B	
											2007	4,887	B		261	B	
											2008	4,600	B		245	B	
											2009	4,731	B		252	B	
											2010	4,774	B		255	B	
											% of MV						
											31.72%	2011	4,789		B	255	B
											35.02%	2016	5,287		B	282	B
38.66%	2021	5,838	B	311	B												
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 10 (US 90A) (cont.)																
SR 10-A / Mobile Hwy to FL-AL Urbanized Boundary (west of Beulah Road) 2.485-4.280 Roadway ID 48010000	Minor Arterial	2	Undivided	0	0.000	1.795	Trans.	(C) 15,100	145	4,500	2002	4,300	B	(C) 800	229	B
											2003	4,300	B		229	B
											2004	4,600	B		245	B
											2005	4,600	B		245	B
											2006	4,100	B		219	B
											2007	4,200	B		224	B
											2008	4,200	B		224	B
											2009	5,000	B		267	B
											% of MV					
											29.80%					
											2010	4,200	B		224	B
											32.90%					
											2011	4,500	B		240	B
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																
FL-AL Urbanized Boundary (west of Beulah Road) to I-10 / SR 8 4.280-6.809 Roadway ID 48010000	Minor Arterial	2	Undivided	1	0.395	2.529	Urbanized	(D) 16,500	145	4,500	2002	4,300	B	(D) 880	229	B
											2003	4,300	B		229	B
											2004	4,600	B		245	B
											2005	4,600	B		245	B
											2006	4,100	B		219	B
											2007	4,200	B		224	B
											2008	4,200	B		224	B
											2009	5,000	B		267	B
											% of MV					
											27.27%					
											2010	4,200	B		224	B
											30.11%					
											2011	4,500	B		240	B
Segment contains additional lanes & is divided at the intersection of SR 8 / Interstate 10.																
Nine Mile Road I-10 / SR 8 to SR 297 / Pine Forest Road 6.809-8.299 Roadway ID 48010000	Minor Arterial	2	Divided	1	0.671	1.490	Urbanized	(D) 17,325	4062	11,500	2002	10,700	C	(D) 924	571	C
											2003	9,300	B		496	B
											2004	10,900	C		582	C
											2005	11,400	C		608	C
											2006	10,300	C		550	C
											2007	11,500	C		614	C
											2008	11,100	C		592	C
											2009	11,100	C		592	C
											% of MV					
											66.38%					
											2010	11,200	C		598	C
											73.29%					
											2011	11,500	C		614	C
Segment contains additional lanes at the intersections.																
Nine Mile Road SR 297 / Pine Forest Road to US 29 / SR 95 8.299-10.403 Roadway ID 48010000	Minor Arterial	2	Divided	3	1.426	2.104	Urbanized	(D) 17,325	4072	21,500	2002	21,000	F*	(D) 924	1,120	F*
											2003	22,750	F*		1,214	F*
											2004	24,000	F*		1,280	F*
											2005	26,000	F*		1,387	F*
											2006	25,500	F*		1,360	F*
											2007	23,750	F*		1,267	F*
											2008	24,000	F*		1,280	F*
											2009	22,500	F*		1,200	F*
											% of MV					
											129.87%					
											2010	24,000	F*		1,280	F*
											143.39%					
											2011	22,500	F*		1,200	F*
Segment contains additional lanes at the intersections.																
											2016	24,842	F*	1,325	F*	
											158.31%					
											2021	27,427	F*	1,463	F*	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 10 (US 90A) (cont.)																	
Nine Mile Road US 29 / SR 95 to University Parkway 10.403-13.77 Roadway ID 48010000	Minor Arterial	4	Divided	6	1.780	3.370	Urbanized	(D) 36,700	4054 4052 4046	31,500 34,000 37,000	2002	38,800	F*	(D) 1,960	2,070	F*	
											2003	38,000	F*		2,027	F*	
											2004	38,333	F*		2,045	F*	
											2005	40,700	F*		2,171	F*	
											2006	41,667	F*		2,223	F*	
											2007	40,500	F*		2,161	F*	
											2008	35,667	D		1,903	D	
											2009	35,167	C		1,876	C	
											% of MV	2010	34,833		C	1,858	C
											93.10%	2011	34,167		C	1,823	C
											102.79%	2016	37,723		F*	2,013	F*
											113.49%	2021	41,649		F*	2,222	F*
											University Parkway to Davis Highway / SR 291 13.77-14.722 Roadway ID 48010000	Minor Arterial	4		Divided	0	0.000
2003	14,100	B	729	B													
2004	15,100	B	781	B													
2005	17,500	B	905	B													
2006	17,500	B	905	B													
2007	15,700	B	812	B													
2008	14,000	B	724	B													
2009	18,800	B	972	B													
% of MV	2010	13,200	B	682	B												
19.44%	2011	12,500	B	646	B												
21.46%	2016	13,801	B	714	B												
23.70%	2021	15,237	B	788	B												
Davis Highway / SR 291 to the Santa Rosa County Line 14.722-16.322 Roadway ID 48010000	Minor Arterial	4	Divided	2	1.250	1.600	Urbanized	(D) 36,700	4040	25,000				2002			
											2003	27,000	B	1,396	B		
											2004	29,000	B	1,499	B		
											2005	32,500	C	1,680	C		
											2006	32,000	C	1,654	C		
											2007	28,500	B	1,473	B		
											2008	26,500	B	1,370	B		
											2009	25,500	B	1,318	B		
											% of MV	2010	26,500	B	1,370	B	
											68.12%	2011	25,000	B	1,293	B	
											75.21%	2016	27,602	B	1,427	B	
											83.04%	2021	30,475	C	1,576	C	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 10A (US 90)																	
Mobile Highway Nine Mile Road / SR 10 / US90A to the FL-AL Urbanized Boundary (west of Beulah Road) 0.000-2.197 Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.000	2.197	Trans.	(C) 15,100	46	1,350	2002	1,400	B	(C) 800	75	B	
											2003	1,400	B		75	B	
											2004	1,500	B		80	B	
											2005	1,550	B		83	B	
											2006	1,350	B		72	B	
											2007	1,450	B		77	B	
											2008	1,250	B		67	B	
											2009	1,350	B		72	B	
											% of MV						
											8.94%	2010	1,250		B	67	B
											9.87%	2011	1,350		B	72	B
											10.90%	2016	1,491		B	80	B
												2021	1,646		B	88	B
											FL-AL Urbanized Boundary (west of Beulah Road) to Pine Forest Road / SR 297 2.197-7.788 Roadway ID 48020000	Principal Arterial	2		Undivided; Divided at Blue Angel & Pine Forest intersections	2	0.358
7,100	2003	8,700	B	464	B												
	2004	9,150	B	488	B												
	2005	9,450	B	504	B												
	2006	8,950	B	477	B												
	2007	8,950	B	477	B												
	2008	8,700	B	464	B												
	2009	8,600	B	459	B												
% of MV																	
50.00%	2010	9,450	B	504	B												
55.20%	2011	8,250	B	440	B												
60.95%	2016	9,109	B	486	B												
	2021	10,057	C	537	C												
Segment contains additional lanes at the SR 297 intersection.																	
Pine Forest Road / CR 297 to Edison Drive 7.788-10.494 Roadway ID 48020000	Principal Arterial	4	Divided	5	1.848	2.706	Urbanized	(D) 36,700	4002	24,500	2002	30,500	C	(D) 1,960	1,627	C	
									5154	NA	2003	29,700	C		1,584	C	
									5156	31,000	2004	31,500	C		1,681	C	
											2005	32,300	C		1,723	C	
											2006	30,750	C		1,641	C	
											2007	29,750	C		1,587	C	
											2008	28,000	B		1,494	B	
											2009	28,750	B		1,534	B	
									% of MV								
									75.61%	2010	27,750	B	1,480		B		
									83.48%	2011	27,750	B	1,480		B		
									92.17%	2016	30,638	C	1,635		C		
										2021	33,827	C	1,805		C		

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																												
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS												
SR 10A (US 90) (cont.)																												
Mobile Highway Edison Drive to Fairfield Drive / SR 727 / SR 295 10.494-11.095 Roadway ID 48020000	Principal Arterial	6	Divided	2	3.328	0.601	Urbanized	(D) 50,300	5062	36,000	2002	39,000	C	(D) 2,680	2,081	D												
											2003	38,500	C		2,054	C												
											2004	39,000	C		2,081	D												
											2005	41,000	D		2,187	D												
											2006	39,000	C		2,081	D												
											2007	41,500	D		2,214	D												
											2008	47,000	D		2,507	D												
											2009	38,000	C		2,027	C												
											% of MV	2010	36,000		C	1,921	C											
											71.57%	2011	36,000		C	1,921	C											
											79.02%	2016	39,747		D	2,120	D											
											87.24%	2021	43,884		D	2,341	D											
											Fairfield Drive / SR 727 to Kirk Street																	
											11.095-12.428 Roadway ID 48020000	Principal Arterial	4		Divided	2	1.500	1.333	Urbanized	(D) 36,700	5271 5155	29,000	2002	30,167	C	(D) 1,960	1,609	C
NA	2003	29,667	C	1,583	C																							
	2004	28,000	B	1,494	B																							
	2005	27,750	B	1,480	B																							
	2006	29,250	B	1,560	C																							
	2007	35,500	C	1,894	D																							
	2008	28,500	B	1,520	B																							
	2009	23,500	B	1,254	B																							
% of MV	2010	31,000	C	1,654	C																							
79.02%	2011	29,000	B	1,547	B																							
87.24%	2016	32,018	C	1,708	C																							
96.32%	2021	35,351	C	1,886	C																							
Cervantes Street Kirk Street to Pace Boulevard / SR 292																												
12.428-13.473 Roadway ID 48020000	Principal Arterial	4	Undivided	4	3.828	1.045	Urbanized	(D) 31,540	4035	19,800				2002								24,000	D	(D) 1,682	1,280		D	
									5064	NA	2003	23,850	D	1,272	D													
									5043	19,500	2004	23,750	C	1,267	D													
									5045	NA	2005	22,300	C	1,190	C													
										2006	24,500	D	1,307	D														
										2007	22,750	C	1,214	C														
										2008	21,500	C	1,147	C														
										2009	21,700	C	1,158	C														
									% of MV	2010	21,000	C	1,120	C														
									62.30%	2011	19,650	C	1,048	C														
									68.79%	2016	21,695	C	1,157	C														
									75.95%	2021	23,953	D	1,278	D														

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS												
SR 10A (US 90) (cont.)																												
Cervantes Street Pace Boulevard / SR 292 to to Palafox Street/SR 95/US29 13.473-14.910 Roadway ID 48020000	Principal Arterial	4	Divided	5	3.497	1.430	Urbanized	(D) 33,200	5013 5011 5007 5009	20,200 NA 27,000 NA	2002	26,200	D	(D) 1,770	1,398	D												
											2003	25,000	C		1,334	D												
											2004	25,500	D		1,360	D												
											2005	24,600	C		1,312	C												
											2006	23,500	C		1,254	C												
											2007	24,450	C		1,304	C												
											2008	23,000	C		1,227	C												
											2009	23,400	C		1,248	C												
											% of MV	2010	22,400		C	1,195	C											
											71.08%	2011	23,600		C	1,259	C											
											78.48%	2016	26,056		D	1,390	D											
											86.65%	2021	28,768		D	1,535	D											
											Palafox Street/SR 95/US29 to North 15th Avenue 14.910-16.075 Roadway ID 48020000																	
											Principal Arterial	4	Divided		5	4.310	1.160	Urbanized	(D) 33,200	4003 5250 5005 5004 5006	28,000 26,000 19,000 16,900 23,500	2002	26,500	D	(D) 1,770	1,414	D	
2003	26,050	D	1,390	D																								
2004	27,600	D	1,472	D																								
2005	27,700	D	1,478	D																								
2006	25,800	D	1,376	D																								
2007	25,380	D	1,354	D																								
2008	23,600	C	1,259	C																								
2009	22,575	C	1,204	C																								
% of MV	2010	21,920	C	1,169	C																							
68.31%	2011	22,680	C	1,210	C																							
75.42%	2016	25,041	D	1,336	D																							
83.27%	2021	27,647	D	1,475	D																							
15th Avenue to Perry Avenue / SR 296 16.075-16.959 Roadway ID 48020000																												
Principal Arterial	4	Undivided; Divided at Perry Ave.	2	2.262	0.884	Urbanized	(D) 31,540	4001 5034	25,500 NA	2002				29,500								D	(D) 1,682	1,574		D		
										2003	29,500	D	1,574	D														
										2004	31,500	D	1,681	D														
										2005	27,000	D	1,440	D														
										2006	29,000	D	1,547	D														
										2007	28,000	D	1,494	D														
										2008	26,500	D	1,414	D														
										2009	27,000	D	1,440	D														
										% of MV	2010	24,500	D	1,307	D													
										0.00%	2011	25,500	D	1,360	D													
										89.26%	2016	28,154	D	1,502	D													
										98.56%	2021	31,084	D	1,658	D													

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 10A (US 90) (cont.)																	
Cervantes Street Perry Avenue / SR 296 to Strong Street 16.959-17.290 Roadway ID 48020000	Principal Arterial	4	Divided	0	0.000	0.331	Urbanized	(D) 64,300	5038	15,500	2002	19,300	B	(D) 3,320	998	B	
											2003	19,000	B		982	B	
											2004	21,000	B		1,086	B	
											2005	17,500	B		905	B	
											2006	18,500	B		956	B	
											2007	18,000	B		931	B	
											2008	17,000	B		879	B	
											2009	14,000	B		724	B	
											% of MV						
											24.11%	2010	15,000		B	776	B
											26.61%	2011	15,500		B	801	B
											29.38%	2016	17,113		B	885	B
												2021	18,894		B	977	B
Scenic Highway Strong Street to Hyde Park Road Constrained Facility 17.290-18.312 Roadway ID 48020000	Principal Arterial	2	Divided	0	0.000	1.030	Urbanized	(D) 23,310	5038	15,500	2002	19,300	D	(D) 1,197	998	D	
											2003	19,000	D		982	D	
											2004	21,000	D		1,086	D	
											2005	17,500	D		905	D	
											2006	18,500	D		956	D	
											2007	18,000	D		931	D	
											2008	17,000	D		879	D	
											2009	14,000	C		724	C	
											% of MV						
											66.50%	2010	15,000		C	776	C
											73.42%	2011	15,500		C	801	C
											81.06%	2016	17,113		D	885	D
												2021	18,894		D	977	D
Hyde Park Road to Summit Boulevard Constrained Facility 18.312-19.442 Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.000	1.120	Urbanized	(D) 22,200	5057	14,000	2002	17,000	D	(D) 1,140	879	D	
											2003	17,500	D		905	D	
											2004	19,000	D		982	D	
											2005	18,000	D		931	D	
											2006	17,500	D		905	D	
											2007	17,500	D		905	D	
											2008	17,000	D		879	D	
											2009	14,500	C		750	C	
											% of MV						
											63.06%	2010	13,500		C	698	C
											69.63%	2011	14,000		C	724	C
											76.87%	2016	15,457		C	799	C
												2021	17,066		D	882	D

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 10A (US 90) (cont.)																	
Scenic Highway Summit Boulevard to I-10 / SR 8 19.442-23.352 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections	2	0.512	3.910	Urbanized	(D) 16,500	545 1518 4032	13,100 13,500 17,000	2002	16,800	F*	(D) 880	896	F*	
											2003	16,500	D		880	F*	
											2004	17,800	F*		950	F*	
											2005	16,500	D		880	F*	
											2006	16,033	D		855	D	
											2007	16,600	F*		886	F*	
											2008	15,633	D		834	D	
											2009	15,100	C		806	C	
											% of MV	2010	13,367		C	713	C
											88.08%	2011	14,533		C	775	C
											97.25%	2016	16,046		D	856	D
											107.37%	2021	17,716		F*	945	F*
											Constrained Facility						
I-10 / SR 8 to Nine Mile Road / SR 10 / US 90 A 23.352-26.822 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections	3	0.865	3.470	Urbanized	(D) 16,500	4030 4041	13,000 14,200	2002	16,800	F*	(D) 880	896	F*	
											2003	14,450	C		771	C	
											2004	15,900	D		848	D	
											2005	16,600	F*		886	F*	
											2006	16,600	F*		886	F*	
											2007	14,850	C		792	C	
											2008	13,850	C		739	C	
											2009	14,500	C		774	C	
											% of MV	2010	13,100		C	699	C
											82.42%	2011	13,600		C	726	C
											91.00%	2016	15,015		C	801	C
											100.47%	2021	16,578		F*	884	F*
											Constrained Facility						
SR 30 (US 98)																	
Alabama Line to SR 298 / Lillian Highway 0.388-3.971 Roadway ID 48110000	Principal Arterial	2	Undivided; Divided at Bauer and Lillian Hwy.	1	0.279	3.580	Urbanized	(D) 16,500	552 155 325 T	NA 17,500 11,209	2002	13,300	C	(D) 880	710	C	
											2003	12,900	C		688	C	
											2004	14,000	C		747	C	
											2005	13,500	C		720	C	
											2006	14,200	C		758	C	
											2007	14,174	C		756	C	
											2008	13,491	C		720	C	
											2009	14,074	C		751	C	
											% of MV	2010	14,101		C	752	C
											87.00%	2011	14,355		C	766	C
											96.06%	2016	15,849		D	846	D
											106.05%	2021	17,499		F*	934	F*

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 30 (US 98) (cont.)																	
SR 298 / Lillian Highway to Blue Angel Parkway / SR 173 0.232-2.123 Roadway ID 48280000	Principal Arterial	2	Undivided; Divided at Blue Angel	1	0.529	1.890	Urbanized	(D) 16,500	4028	10,200	2002	7,500	B	(D) 880	400	B	
											2003	9,400	B		501	B	
											2004	10,100	C		539	C	
											2005	10,700	C		571	C	
											2006	10,900	C		582	C	
											2007	9,900	C		528	C	
											2008	9,500	B		507	B	
											2009	9,700	C		517	C	
											% of MV	2010	10,100		C	539	C
											61.82%	2011	10,200		C	544	C
											68.25%	2016	11,262		C	601	C
											75.36%	2021	12,434		C	663	C
											Dr. Farin Drive Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 2.123-3.611 Roadway ID 48280000	Principal Arterial	4		Divided	1	0.672
2003	19,400	B	1,035	B													
2004	22,000	B	1,174	B													
2005	21,500	B	1,147	B													
2006	22,500	B	1,200	B													
2007	23,000	B	1,227	B													
2008	19,900	B	1,062	B													
2009	21,000	B	1,120	B													
% of MV	2010	24,000	B	1,280	B												
58.58%	2011	21,500	B	1,147	B												
64.68%	2016	23,738	B	1,266	B												
71.41%	2021	26,208	B	1,398	B												
Fairfield Drive / SR 727 to Navy Boulevard / SR 295 3.611-6.067 Roadway ID 48280000	Principal Arterial	4	Divided	5	2.036	2.456	Urbanized	(D) 33,200	5178 5204	29,500 22,500				2002			
											2003	23,750	C	1,267	C		
											2004	24,750	C	1,320	C		
											2005	24,800	C	1,323	C		
											2006	24,250	C	1,294	C		
											2007	25,250	D	1,347	D		
											2008	21,950	C	1,171	C		
											2009	24,500	C	1,307	C		
											% of MV	2010	24,250	C	1,294	C	
											78.31%	2011	26,000	D	1,387	D	
											86.46%	2016	28,706	D	1,531	D	
											95.46%	2021	31,694	D	1,691	D	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 30 (US 98) (cont.)																	
Navy Boulevard New Warrington Road/SR295 to Pace Boulevard / SR292 0.000-2.370 Roadway ID 48080060	Principal Arterial	4	Divided	5	2.110	2.370	Urbanized	(D) 33,200	5136	19,200	2002	21,300	C	(D) 1,770	1,136	C	
											2003	21,200	C		1,131	C	
											2004	22,800	C		1,216	C	
											2005	23,300	C		1,243	C	
											2006	22,850	C		1,219	C	
											2007	22,450	C		1,198	C	
											2008	19,950	C		1,064	C	
											2009	20,850	C		1,112	C	
											% of MV	2010	21,633		C	1,154	C
											61.97%	2011	20,575		C	1,098	C
											68.42%	2016	22,716		C	1,212	C
											75.54%	2021	25,081		D	1,338	D
											Garden Street Pace Boulevard / SR 292 to Barrancas Avenue 2.370-3.103 Roadway ID 48080060	Principal Arterial	4		Undivided; Divided at Pace and Barrancas intersections	2	2.740
18,600	2003	16,050	C	856	C												
	2004	16,850	C	899	C												
	2005	18,100	C	966	C												
	2006	18,100	C	966	C												
	2007	19,450	C	1,038	C												
	2008	15,550	C	830	C												
	2009	16,650	C	888	C												
% of MV	2010	15,900	C	848	C												
56.28%	2011	17,750	C	947	C												
62.14%	2016	19,597	C	1,046	C												
68.60%	2021	21,637	C	1,154	C												
Barrancas Avenue to Gregory Street 3.103-4.463 Roadway ID 48080060	Principal Arterial	4	Divided	7	5.147	1.360	Urbanized	(D) 28,200	5167 5171 5173 4027 5259 5177	NA				2002			
										26,500	2003	20,200	D	1,078	D		
										26,000	2004	20,150	D	1,075	D		
										21,100	2005	21,800	D	1,163	D		
										21,400	2006	20,600	D	1,099	D		
										14,000	2007	20,420	D	1,089	D		
											2008	18,540	D	989	D		
											2009	19,320	D	1,031	D		
										% of MV	2010	18,320	D	977	D		
										77.30%	2011	21,800	D	1,163	D		
										85.35%	2016	24,069	D	1,284	D		
										94.23%	2021	26,574	D	1,418	D		
										Segment contains additional lanes at Gregory Street intersection.							

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 30 (Bus. US 98) (cont.)																	
Chase Street /1 Way EB North Palafox Street to I-110 0.000-0.251 Roadway ID 48100001	Principal Arterial	3	One-Way	1	4.000	0.250	Urbanized	(D) 30,180	5258	9,000	2002	N/A	N/A	(D) 3,216	N/A	N/A	
											2003	N/A	N/A		N/A	N/A	
											2004	N/A	N/A		N/A	N/A	
											2005	N/A	N/A		N/A	N/A	
											2006	N/A	N/A		N/A	N/A	
											2007	N/A	N/A		N/A	N/A	
											2008	N/A	N/A		N/A	N/A	
											2009	N/A	N/A		N/A	N/A	
											% of MV	2010	8,300		C	443	C
											29.82%	2011	9,000		C	480	C
											32.92%	2016	9,937		C	530	C
											36.35%	2021	10,971		C	585	C
											Chase Street /1 Way EB I-110 to Bayfront Parkway 0.251-0.982 Roadway ID 48100001	Principal Arterial	3		One-Way	2	2.740
2003	N/A	N/A	N/A	N/A													
2004	N/A	N/A	N/A	N/A													
2005	N/A	N/A	N/A	N/A													
2006	N/A	N/A	N/A	N/A													
2007	N/A	N/A	N/A	N/A													
2008	N/A	N/A	N/A	N/A													
2009	N/A	N/A	N/A	N/A													
% of MV	2010	15,000	C	800	C												
70.51%	2011	16,500	C	880	C												
77.85%	2016	18,217	C	972	C												
85.95%	2021	20,113	C	1,073	C												
Segment is on the Strategic Intermodal System																	
Bayfront Parkway to Gregory Street 0.982-1.296 Roadway ID 48100001	Principal Arterial	4	Divided	1	3.185	0.314	Urbanized	(D) 33,200	5210	26,400	2002	29,800	D	(D) 1,770	1,590	D	
											2003	29,500	D		1,574	D	
											2004	28,300	D		1,510	D	
											2005	28,000	D		1,494	D	
											2006	29,800	D		1,590	D	
											2007	31,000	D		1,654	D	
											2008	28,300	D		1,510	D	
											2009	25,600	D		1,366	D	
											% of MV	2010	27,000		D	1,440	D
											79.52%	2011	26,400		D	1,408	D
											87.79%	2016	29,148		D	1,555	D
											96.93%	2021	32,181		D	1,717	D

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																												
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS												
SR 30 (US 98) (cont.)																												
Gregory Street/1 Way WB Palafox Street to Alcaniz Street 0.310-0.636 Roadway ID 48100003	Principal Arterial	2	One-Way	2	6.135	0.326	Urbanized	(D) 16,920	5257	5,050	2002	3,850	C	(D) 1,800	205	C												
											2003	3,950	C		211	C												
											2004	5,000	C		267	C												
											2005	7,500	C		400	C												
											2006	5,050	C		269	C												
											2007	5,150	C		275	C												
											2008	4,450	C		237	C												
											2009	4,350	C		232	C												
											% of MV	2010	4,500		C	240	C											
											29.85%	2011	5,050		C	269	C											
											32.95%	2016	5,576		C	297	C											
											36.38%	2021	6,156		C	328	C											
											Segment contains additional lanes at Alcaniz Street intersection.																	
											Gregory Street/1 Way WB Alcaniz Street to Bayfront Parkway / Chase Street 0.0-.310 Roadway ID 48100003 3.275-3.906 Roadway ID 48100000	Principal Arterial	3		One-Way	2	2.125	0.941	Urbanized	(D) 30,180	5267 5031 5033	18,000 18,000 NA	2002	18,500	C	(D) 3,216	987	C
2003	18,250	C	974	C																								
2004	18,250	C	974	C																								
2005	20,000	C	1,067	C																								
2006	18,250	C	974	C																								
2007	17,500	C	934	C																								
2008	16,500	C	880	C																								
2009	18,500	C	987	C																								
% of MV	2010	16,000	C	854	C																							
59.64%	2011	18,000	C	960	C																							
65.85%	2016	19,873	C	1,060	C																							
72.70%	2021	21,942	C	1,171	C																							
Pensacola Bay Bridge Bayfront Parkway / Chase Street to the Santa Rosa County Line 3.275-0.000 Roadway ID 48100000	Principal Arterial	4	Divided	0	0.000	3.275	Urbanized	(D) 64,300	261 T	50,937				2002									52,900	D	(D) 3,320		2,735	D
														2003									54,500	D			2,818	D
											2004	53,500	D	2,766	D													
											2005	53,500	D	2,766	D													
											2006	52,900	D	2,735	D													
											2007	51,077	D	2,641	D													
											2008	48,428	C	2,504	C													
											2009	49,683	D	2,569	D													
											% of MV	2010	50,065	D	2,588	D												
											79.22%	2011	50,937	D	2,633	D												
											87.46%	2016	56,239	D	2,908	D												
											96.57%	2021	62,092	D	3,210	D												

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS											
SR 95 (US 29)																											
SR 10A / US 90 / Cervantes Street to W. Scott Street 0.000-1.129 Roadway ID 48040000	Principal Arterial	4	Undivided	3	2.657	1.129	Urbanized	(D) 31,540	5103 5239 5023 82T 5021	NA	2002	11,000	C	(D) 1,682	587	C											
										NA	2003	11,375	C		607	C											
										8,500	2004	11,300	C		603	C											
										NA	2005	11,700	C		624	C											
										NA	2006	10,900	C		582	C											
											2007	10,400	C		555	C											
											2008	9,900	C		528	C											
											2009	9,700	C		517	C											
										% of MV	2010	7,600	C		405	C											
										26.95%	2011	8,500	C		453	C											
										29.75%	2016	9,385	C		501	C											
										32.85%	2021	10,361	C		553	C											
										Scott Street to Pace Boulevard / SR 292																	
										Principal Arterial	4	Divided	4		2.128	1.880	Urbanized	(D) 33,200	5071 5105 4006	11,300	2002	15,500	C	(D) 1,770	827	C	
12,600	2003	15,700	C	838	C																						
12,300	2004	17,800	C	950	C																						
	2005	18,700	C	998	C																						
	2006	18,900	C	1,008	C																						
	2007	19,233	C	1,026	C																						
	2008	16,233	C	866	C																						
	2009	13,033	C	695	C																						
% of MV	2010	11,767	C	628	C																						
36.55%	2011	12,133	C	647	C																						
40.35%	2016	13,396	C	715	C																						
44.55%	2021	14,790	C	789	C																						
Pace Boulevard / SR 292 to Brent Lane / SR 296																											
Principal Arterial	6	Divided	1	1.873	0.534	Urbanized	(D) 55,300	4038	27,000					2002						31,000	B	(D) 2,940	1,654		B		
										2003	30,500	B	1,627	B													
										2004	32,500	B	1,734	B													
										2005	35,500	B	1,894	B													
										2006	32,000	B	1,707	B													
										2007	29,500	B	1,574	B													
										2008	31,500	B	1,681	B													
										2009	32,500	B	1,734	B													
									% of MV	2010	26,500	B	1,414	B													
									48.82%	2011	27,000	B	1,440	B													
									53.91%	2016	29,810	B	1,590	B													
									59.52%	2021	32,913	B	1,756	B													

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.												
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS										
SR 95 (US 29) (cont.)																										
Pensacola Boulevard Brent Lane / SR 296 to I-10 / SR 8 3.543-6.385 Roadway ID 48040000	Principal Arterial	6	Divided	7	2.463	2.842	Urbanized	(D) 50,300	4037 5108 5106	39,000 24,500 30,500	2002	39,000	C	(D) 2,680	2,081	D										
											2003	35,500	C		1,894	C										
											2004	34,000	C		1,814	C										
											2005	34,000	C		1,814	C										
											2006	37,200	C		1,985	C										
											2007	38,167	C		2,036	C										
											2008	35,833	C		1,912	C										
											2009	34,833	C		1,858	C										
											% of MV	2010	30,833		C	1,645	C									
											62.29%	2011	31,333		C	1,672	C									
											68.78%	2016	34,594		C	1,846	C									
											75.93%	2021	38,195		C	2,038	C									
											I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A 6.385-8.614 Roadway ID 48040000	Principal Arterial	4		Divided	3	1.346	2.229	Urbanized	(C) 35,500	4022	39,500	2002	46,000	F*	(C) 1,890
2003	42,000	F*	2,241	F*																						
2004	41,500	F*	2,214	F*																						
2005	45,000	F*	2,401	F*																						
2006	44,500	F*	2,374	F*																						
2007	44,500	F*	2,374	F*																						
2008	40,000	F*	2,134	F*																						
2009	39,000	F*	2,081	F*																						
% of MV	2010	40,000	F*	2,134	F*																					
111.27%	2011	39,500	F*	2,107	F*																					
122.85%	2016	43,611	F*	2,327	F*																					
135.63%	2021	48,150	C	2,569	C																					
Segment is on the Strategic Intermodal System and contains additional lanes at I-10 intersection.		6	Divided	3	1.346	2.229	Urbanized	(C) 53,700	4022	NA				2002									31,500	C	(C) 1,890	
Nine Mile Road / SR 10 to Well Line Road 8.614-15.517 Roadway ID 48040000	Principal Arterial	4	Divided	8	1.159	6.903	Urbanized	(C) 35,500	380 159T 4056 446 9916 T	NA	2003	33,750	C	1,801	C											
										NA	2004	26,600	B	1,419	B											
										18,900	2005	26,600	B	1,419	B											
										30,702	2006	26,700	B	1,424	B											
											2007	26,736	B	1,426	B											
											2008	25,079	B	1,338	B											
											2009	25,670	B	1,369	B											
										% of MV	2010	26,518	B	1,415	B											
										69.86%	2011	24,801	B	1,323	B											
										77.13%	2016	27,382	B	1,461	B											
										85.16%	2021	30,232	C	1,613	C											
										Segment is on the Strategic Intermodal System Count Stations 446 and 9916T added in 2004 reporting year.																

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 95 (US 29) (cont.)																	
Well Line Road to FL-AL Urbanized Boundary (North of Quintette Road) 15.517-18.141 Roadway ID 48040000	Principal Arterial	4	Divided	0	0.000	2.624	Urbanized	(C) 49,600	446	18,900	2002	20,500	B	(C) 2,560	1,060	B	
											2003	19,500	B		1,008	B	
											2004	19,800	B		1,024	B	
											2005	18,200	B		941	B	
											2006	19,300	B		998	B	
											2007	20,400	B		1,055	B	
											2008	19,400	B		1,003	B	
											2009	19,900	B		1,029	B	
											% of MV	2010	21,500		B	1,112	B
											38.10%	2011	18,900		B	977	B
											42.07%	2016	20,867		B	1,079	B
											46.45%	2021	23,039		B	1,191	B
											Segment is on the Strategic Intermodal System						
FL-AL Urbanized Boundary (north of Quintette Road) to FL-AL MPA Boundary (at Barrineau Park Road) 18.141-20.051 Roadway ID 48040000	Principal Arterial	4	Divided	0	0.000	1.910	Trans	(C) 45,400	446	18,900	2002	17,350	B	(C) 2,420	926	B	
											2003	16,750	B		894	B	
											2004	17,300	B		923	B	
											2005	16,700	B		891	B	
											2006	17,150	B		915	B	
											2007	17,850	B		952	B	
											2008	16,250	B		867	B	
											2009	17,750	B		947	B	
											% of MV	2010	17,600		B	939	B
											36.01%	2011	16,350		B	872	B
											39.76%	2016	18,052		B	963	B
											43.90%	2021	19,931		B	1,063	B
											Segment is on the Strategic Intermodal System						
FL-AL MPA Boundary (at Barrineau Park Road) to SR 97/Atmore Highway 20.051-23.561 Roadway ID 48040000	Principal Arterial	4	Divided	0	0.000	3.500	Rural Undev	(B) 26,300	449	13,800	2002	14,200	B	(B) 1,410	765	B	
											2003	14,000	B		755	B	
											2004	14,800	B		798	B	
											2005	15,200	B		819	B	
											2006	15,000	B		809	B	
											2007	15,300	B		825	B	
											2008	13,100	B		706	B	
											2009	15,600	B		841	B	
											% of MV	2010	13,700		B	738	B
											52.47%	2011	13,800		B	744	B
											57.93%	2016	15,236		B	821	B
											63.96%	2021	16,822		B	907	B
											Segment is on the Strategic Intermodal System						

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 95 (US 29) (cont.)																
SR 97 / Atmore Highway to Salter's Lake Road 0.000-17.010 Roadway ID 48060000	Principal Arterial	4	Divided	0	0.000	17.020	Rural Developed	(B) 23,800	448 348 T	NA 6,886	2002	8,100	B	(B) 1,300	446	B
											2003	7,900	B		435	B
											2004	8,100	B		446	B
											2005	8,000	B		440	B
											2006	7,900	B		435	B
											2007	7,685	B		423	B
											2008	6,889	B		379	B
											2009	6,977	B		384	B
											% of MV					
											28.93%					
											31.94%					
											35.27%					
											2010	6,911	B		380	B
											2011	6,886	B		379	B
Segment is on the Strategic Intermodal System																
Salter's Lake Road to the Alabama State Line 17.010-20.075 Roadway ID 48060000	Principal Arterial	4	Divided	1	0.327	3.060	Rural Developed	(C) 23,300	3 218 220	9,800 NA NA	2002	10,800	C	(C) 1,240	576	C
											2003	11,400	C		608	C
											2004	11,100	C		592	C
											2005	13,200	C		704	C
											2006	11,500	C		614	C
											2007	11,900	C		635	C
											2008	10,300	C		550	C
											2009	10,000	C		534	C
											% of MV					
											42.06%					
											46.44%					
											51.27%					
											2010	10,100	C		539	C
											2011	9,800	C		523	C
2016	10,820	C	577	C												
2021	11,946	C	637	C												
Segment is on the Strategic Intermodal System																
SR 97																
CR 95A / Old Palafox Highway / CR 95A to the Alabama State Line 0.000-22.507 Roadway ID 48130000	Minor Arterial	2	Undivided	0	0.000	22.650	Rural Undev	(C) 8,100	340 255 447 243 T	4,800 4,000 5,400 5,523	2002	4,200	B	(C) 430	226	B
											2003	4,200	B		226	B
											2004	4,400	B		237	B
											2005	4,600	C		248	C
											2006	4,600	C		248	C
											2007	4,667	C		252	C
											2008	4,381	B		236	B
											2009	5,007	C		270	C
											% of MV					
											60.88%					
											67.21%					
											74.21%					
											2010	5,095	C		275	C
											2011	4,931	C		266	C
2016	5,444	C	293	C												
2021	6,011	C	324	C												

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 173																	
Blue Angel Parkway Gulf Beach Highway / CR 292-A to Sorrento Road / SR 292 0.721-2.340 Roadway ID 48205000	Minor Arterial	4	Divided	1	0.625	1.600	Urbanized	(D) 36,700	553	10,800	2002	9,800	B	(D) 1,960	523	B	
											2003	10,100	B		539	B	
											2004	10,100	B		539	B	
											2005	11,300	B		603	B	
											2006	11,000	B		587	B	
											2007	10,300	B		550	B	
											2008	10,800	B		576	B	
											2009	10,800	B		576	B	
											% of MV	2010	11,600		B	619	B
											29.43%	2011	10,800		B	576	B
											32.49%	2016	11,924		B	636	B
											35.87%	2021	13,165		B	702	B
											Blue Angel Parkway Sorrento Road / SR 292 to Lillian Highway / SR 298 2.340-7.136 Roadway ID 48205000	Minor Arterial	2		Undivided	2	0.417
16,000	2003	17,050	F*	910	F*												
	2004	18,650	F*	995	F*												
	2005	19,500	F*	1,040	F*												
	2006	19,000	F*	1,014	F*												
	2007	19,000	F*	1,014	F*												
	2008	17,500	F*	934	F*												
	2009	17,500	F*	934	F*												
% of MV	2010	18,050	F*	963	F*												
103.64%	2011	17,100	F*	912	F*												
114.42%	2012	18,880	F*	1,007	F*												
126.33%	2121	20,845	F*	1,112	F*												
Lillian Highway / SR 298 to Sauflay Field Road / CR296 7.136-10.008 Roadway ID 48205000	Minor Arterial	2	Undivided	2	0.696	2.872	Urbanized	(D) 16,500	5301 363	19,000				2002			
										21,500	2003	20,200	F*	1,078	F*		
											2004	20,500	F*	1,094	F*		
											2005	22,000	F*	1,174	F*		
											2006	21,000	F*	1,120	F*		
											2007	22,250	F*	1,187	F*		
											2008	24,350	F*	1,299	F*		
											2009	19,550	F*	1,043	F*		
										% of MV	2010	20,100	F*	1,072	F*		
										122.73%	2011	20,250	F*	1,080	F*		
										135.50%	2016	22,358	F*	1,193	F*		
										149.60%	2021	24,685	F*	1,317	F*		
										Divided at the intersections of Sorrento Road, Dog Track, and Lillian Highway.							
Divided at the intersections of Lillian Highway and Sauflay Field Road.																	

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 Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 173 (cont.)																	
Saufley Field Road / CR 296 to Pine Forest Road / SR 297 10.008-12.654 Roadway ID 48205000	Minor Arterial	2	Undivided	1	0.378	2.646	Urbanized	(D) 16,500	5316 5315 537	13,600 12,500 16,400	2002	13,000	C	(D) 880	694	C	
											2003	13,250	C		707	C	
											2004	14,800	C		790	C	
											2005	15,300	C		816	C	
											2006	15,500	D		827	D	
											2007	15,633	D		834	D	
											2008	14,633	C		781	C	
											2009	14,866	C		793	C	
											% of MV	2010	14,967		C	798	C
											85.86%	2011	14,167		C	756	C
											94.80%	2016	15,642		D	834	D
											104.66%	2021	17,269		F*	921	F*
Additional lanes at intersections.																	
SR 196																	
Bayfront Parkway S. Tarragona to Chase Street 0.000-1.009 Roadway ID 48006000	Minor Arterial	4	Divided	1	0.980	1.020	Urbanized	(D) 36,700	5313 5314 5294	15,800 12,100 15,000	2002	16,500	B	(D) 1,960	880	B	
											2003	16,400	B		875	B	
											2004	17,900	B		955	B	
											2005	16,500	B		880	B	
											2006	17,400	B		928	B	
											2007	16,200	B		864	B	
											2008	15,067	B		804	B	
											2009	14,700	B		784	B	
											% of MV	2010	13,900		B	742	B
											38.96%	2011	14,300		B	763	B
											43.02%	2016	15,788		B	842	B
											47.50%	2021	17,432		B	930	B
Segment is on the Strategic Intermodal System																	
SR 289																	
9th Avenue Chase Street to Gregory Street / SR 30 0.000-0.083 Roadway ID 48003000	Minor Arterial	4	Undivided	1	12.500	0.080	Urbanized	(C) 11,340	5180	15,300	2002	16,300	D*	(C) 636	870	D*	
											2003	17,900	D*		955	D*	
											2004	17,800	D*		950	D*	
											2005	18,000	D*		960	D*	
											2006	19,000	D*		1,014	D*	
											2007	15,500	D*		827	D*	
											2008	15,700	D*		838	D*	
											2009	18,200	D*		971	D*	
											% of MV	2010	16,300		D*	870	D*
											134.92%	2011	15,300		D*	816	D*
											148.96%	2016	16,892		D*	901	D*
											164.47%	2021	18,651		D*	995	D*
Segment is on the Strategic Intermodal System																	
Divided at the intersection with Cervantes Street.																	

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 - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 289 (cont.)																
9th Avenue Gregory Street / SR 30 to Cervantes Street / US 90 0.083-0.496 Roadway ID 48003000	Minor Arterial	4	Undivided	1	2.421	0.413	Urbanized	(D) 31,540	5180	15,300	2002	16,300	C	(D) 1,682	870	C
											2003	17,900	C		955	C
											2004	17,800	C		950	C
											2005	18,000	C		960	C
											2006	19,000	C		1,014	C
											2007	15,500	C		827	C
											2008	15,700	C		838	C
											2009	18,200	C		971	C
											2010	16,300	C		870	C
											2011	15,300	C		816	C
											2016	16,892	C		901	C
											2021	18,651	C		995	C
											Divided at the intersection with Cervantes Street.					
Cervantes Street / US 90 to Fairfield Drive / SR 295 0.496-2.707 Roadway ID 48003000	Minor Arterial	4	Undivided	4	1.818	2.200	Urbanized	(D) 34,865	5049 5249 5233 5050	17,000	2002	16,300	B	(D) 1,862	870	B
										NA	2003	17,500	B		934	B
										16,300	2004	21,000	B		1,120	B
										19,400	2005	20,800	B		1,110	B
											2006	22,000	B		1,174	B
											2007	22,267	B		1,188	B
											2008	20,500	B		1,094	B
											2009	19,333	B		1,031	B
											2010	18,233	B		973	B
											2011	17,567	B		937	B
											2016	19,395	B		1,035	B
											2021	21,414	B		1,142	B
										Added Count Station 5050 in 2004 reporting year.						
Fairfield Drive / SR 295 to Bayou Boulevard / SR 296 2.707-4.025 Roadway ID 48003000	Minor Arterial	4	Undivided	1	0.754	1.326	Urbanized	(D) 34,865	4011 T 5051 5003	NA	2002	24,300	B	(D) 1,862	1,296	B
										NA	2003	24,200	B		1,291	B
										26,500	2004	26,600	B		1,419	B
											2005	27,400	B		1,462	B
											2006	29,000	C		1,547	C
											2007	30,250	C		1,614	C
											2008	28,500	C		1,520	C
											2009	25,000	B		1,334	B
											2010	25,500	B		1,360	B
											2011	26,500	B		1,414	B
											2016	29,258	C		1,561	C
											2021	32,303	C		1,723	C
										Divided at the intersections of Fairfield Drive and Bayou Boulevard.						

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 - ESCAMBIA COUNTY'S STATE ROADS																									
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.											
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS									
SR 289 (cont.)																									
9th Avenue Bayou Boulevard / SR 296 to Langley Avenue 4.025-5.374 Roadway ID 48003000	Minor Arterial	4	Divided	5	3.731	1.340	Urbanized	(D) 33,200	5052 5053 T	32,000 NA	2002	33,000	D	(D) 1,770	1,761	D									
											2003	34,400	E*		1,835	E*									
											2004	37,400	F*		1,995	F*									
											2005	35,900	F*		1,915	F*									
											2006	36,250	F*		1,934	F*									
											2007	35,000	E*		1,867	E*									
											2008	30,000	D		1,601	D									
											2009	25,000	C		1,334	D									
											2010	31,500	D		1,681	D									
											2011	32,000	D		1,707	D									
											2016	35,331	F*		1,885	F*									
											2021	39,008	F*		2,081	F*									
											Segment was granted a Backlogged Facility Designation in April 1995.														
											Langley Avenue to Olive Road / SR 290 5.374-7.281 Roadway ID 48003000	Minor Arterial	4		Divided	5	2.622	1.907	Urbanized	(D) 33,200	5065 4031	31,500 25,500	2002	30,250	D
2003	29,750	D	1,587	D																					
2004	30,750	D	1,641	D																					
2005	31,750	D	1,694	D																					
2006	33,500	E*	1,787	E*																					
2007	30,750	D	1,641	D																					
2008	29,000	D	1,547	D																					
2009	26,000	D	1,387	D																					
2010	26,500	D	1,414	D																					
2011	28,500	D	1,520	D																					
2016	31,466	D	1,679	D																					
2021	34,741	E*	1,853	E*																					
% of MV 96.39% 106.42% 117.49%																									
SR 291																									
Alcaniz Street / Martin Luther Hart Drive to Wright Street 0.063-2.405 Roadway ID 48070101	Minor Arterial	2	One-Way	5	2.135	2.342	Urbanized	(D) 19,920	4007 5308 5235 5247 5309 5028 5293	3,700 4,300 2,800 2,100 2,400 2,700 2,400	2002	3,657	C	(D) 1,062	195	C									
											2003	3,743	C		200	C									
											2004	3,986	C		213	C									
											2005	4,757	C		254	C									
											2006	4,171	C		223	C									
											2007	3,929	C		210	C									
											2008	3,800	C		203	C									
											2009	3,329	C		178	C									
											2010	2,929	C		156	C									
											2011	2,914	C		155	C									
											2016	3,217	C		172	C									
											2021	3,552	C		190	C									
											% of MV 14.63% 16.15% 17.83%														
											Alcaniz Street Wright Street to Gregory Street 0.0-0.123 Roadway ID 48070000	Minor Arterial	6		Divided	0	0.000	0.123	Urbanized	(D) 19,920	5030 Segment became 2 way in 2005	6,600	2002	N/A	N/A
2003	N/A	N/A	N/A	N/A																					
2004	N/A	N/A	N/A	N/A																					
2005	10,100	C	539	C																					
2006	7,800	C	416	C																					
2007	7,800	C	416	C																					
2008	6,800	C	363	C																					
2009	8,000	C	427	C																					
2010	5,400	C	288	C																					
2011	6,600	C	352	C																					
2016	7,287	C	389	C																					
2021	8,045	C	429	C																					
% of MV 33.13% 36.58% 40.39%																									

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

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 291 (cont.)																
Davis Highway Wright Street to Fairfield Drive / SR 295 0.060-2.686 Roadway ID 48070000	Minor Arterial	2	One-Way	5	1.904	2.626	Urbanized	(D) 22,020	4010	5,100	2002	3,500	B	(D) 1,176	187	B
											2003	3,600	B		192	B
											2004	4,200	B		224	B
											2005	4,100	B		219	B
											2006	4,000	B		213	B
											2007	4,033	B		215	B
											2008	4,200	B		224	B
											2009	3,783	B		202	B
											2010	3,150	B		168	B
											2011	3,383	B		180	B
											2016	3,735	B		199	B
											2021	4,124	B		220	B
											% of MV					
											15.36%					
											16.96%					
18.73%																
Segment contains additional lanes at Fairfield Drive.																
Fairfield Drive / SR 295 to Brent Lane / SR 296 2.686-4.174 Roadway ID 48070000	Minor Arterial	4	Divided	1	0.671	1.490	Urbanized	(D) 36,700	540 5060	19,300 NA	2002	19,000	B	(D) 1,960	1,014	B
											2003	19,750	B		1,054	B
											2004	21,500	B		1,147	B
											2005	21,000	B		1,120	B
											2006	19,100	B		1,019	B
											2007	21,500	B		1,147	B
											2008	20,100	B		1,072	B
											2009	19,100	B		1,019	B
											2010	18,700	B		998	B
											2011	19,300	B		1,030	B
											2016	21,309	B		1,137	B
											2021	23,527	B		1,255	B
											% of MV					
											52.59%					
											58.06%					
64.11%																
Brent Lane / SR 296 to Burgess Road / SR 742 4.174-5.632 Roadway ID 48070000	Minor Arterial	4	Divided	3	1.852	1.620	Urbanized	(D) 36,700	5067 5069 T 5070	31,500 NA 23,500	2002	33,000	C	(D) 1,960	1,761	C
											2003	31,200	C		1,665	C
											2004	32,333	C		1,725	C
											2005	31,100	C		1,659	C
											2006	30,800	C		1,643	C
											2007	31,167	C		1,663	C
											2008	31,250	C		1,667	C
											2009	29,000	B		1,547	B
											2010	28,250	B		1,507	B
											2011	27,500	B		1,467	B
											2016	30,362	C		1,620	C
											2021	33,522	C		1,788	C
											% of MV					
											74.93%					
											82.73%					
91.34%																

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 291 (cont.)																	
Davis Highway Burgess Road / SR 742 to I-10 / SR 8 5.632-6.279 Roadway ID 48070000	Minor Arterial	6	Divided	3	4.637	0.647	Urbanized	(D) 43,700	5068	32,500	2002	33,500	D	(D) 2,330	1,787	D	
											2003	40,500	D		2,161	D	
											2004	35,500	D		1,894	D	
											2005	40,000	D		2,134	D	
											2006	41,000	D		2,187	D	
											2007	42,000	D		2,241	D	
											2008	39,000	D		2,081	D	
											2009	35,000	D		1,867	D	
											% of MV	2010	33,500		D	1,787	D
											74.37%	2011	32,500		D	1,734	D
											82.11%	2016	35,883		D	1,914	D
											90.66%	2021	39,617		D	2,114	D
											I-10 / SR 8 to University Parkway 6.279-6.864 Roadway ID 48070000	Minor Arterial	6		Divided	4	6.838
60,500	2003	52,500	F*	2,801	F*												
	2004	53,500	F*	2,854	F*												
	2005	54,250	F*	2,894	F*												
	2006	59,500	F*	3,174	F*												
	2007	59,500	F*	3,174	F*												
	2008	54,000	F*	2,881	F*												
	2009	56,500	F*	3,014	F*												
% of MV	2010	51,250	F*	2,734	F*												
129.29%	2011	56,500	F*	3,014	F*												
142.75%	2016	62,381	F*	3,328	F*												
157.60%	2021	68,873	F*	3,674	F*												
Segment was granted a Backlogged Facility Designation in April 1991.																	
University Parkway to Nine Mile Road / SR 10 / US 90A 6.864-8.803 Roadway ID 48070000	Minor Arterial	4	Divided	3	1.577	1.902	Urbanized	(D) 36,700	4043 4049	13,900	2002	20,950	B	(D) 1,960	1,118	B	
										24,500	2003	20,300	B		1,083	B	
											2004	21,450	B		1,144	B	
											2005	25,100	B		1,339	B	
											2006	24,700	B		1,318	B	
											2007	24,850	B		1,326	B	
											2008	23,050	B		1,230	B	
											2009	22,200	B		1,184	B	
										% of MV	2010	20,100	B		1,072	B	
										52.32%	2011	19,200	B		1,024	B	
										57.76%	2016	21,198	B		1,131	B	
										63.77%	2021	23,405	B		1,249	B	
										Segment contains additional lanes at the University Parkway intersection.							

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																														
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.																
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS														
SR 292																														
Perdido Key Drive Alabama State Line to Old River Road (west) 0.000-4.079 Roadway ID 48050000	Principal Arterial	2	Undivided	0	0.000	4.120	Urbanized	(D) 22,200	460 461	9,300 9,500	2002	9,400	C	(D) 1,140	486	C														
											2003	10,000	C				517	C												
											2004	10,400	C				538	C												
											2005	10,500	C				543	C												
											2006	10,150	C				525	C												
											2007	14,500	C				750	C												
											2008	11,200	C				579	C												
											2009	7,800	B				403	C												
											% of MV	2010	6,850				B	354	B											
											42.34%	2011	9,400				C	486	C											
											46.75%	2016	10,378				C	537	C											
											51.62%	2021	11,459				C	592	C											
											Sorrento Road Old River Road (west) to Doug Ford Drive 4.079-7.751 Roadway ID 48050000	Principal Arterial	2				Undivided	1	0.274	3.650	Urbanized	(D) 16,500	452 464	14,500 16,500	2002	14,750	C	(D) 880	787	C
																									2003	15,500	D			
2004	16,250	D	867	D																										
2005	16,000	D	854	D																										
2006	15,750	D	840	D																										
2007	15,500	D	827	D																										
2008	15,000	C	800	C																										
2009	12,500	C	667	C																										
% of MV	2010	15,000	C	800	C																									
93.94%	2011	15,500	D	827	D																									
103.72%	2016	17,113	F*	913	F*																									
114.51%	2021	18,894	F*	1,008	F*																									
Doug Ford Drive to Blue Angel Parkway / SR 173 7.751-12.030 Roadway ID 48050000	Principal Arterial	2	Undivided	2	0.464	4.310	Urbanized	(D) 16,500	534	15,000				2002	15,000	C									(D) 880	800	C			
														2003	14,500	C														
											2004	15,000	C	800	C															
											2005	16,500	D	880	F*															
											2006	15,500	D	827	D															
											2007	15,000	C	800	C															
											2008	15,500	D	827	D															
											2009	15,000	C	800	C															
											% of MV	2010	15,000	C	800	C														
											90.91%	2011	15,000	C	800	C														
											100.37%	2016	16,561	F*	884	F*														
											110.82%	2021	18,285	F*	976	F*														

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 292 (cont.)																
Gulf Beach Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 12.030-15.354 Roadway ID 48050000	Principal Arterial	2	Undivided	2	0.601	3.330	Urbanized	(D) 16,500	4014 4066 559	18,400	2002	15,800	D	(D) 880	843	D
										16,000	2003	14,900	C		795	C
										10,500	2004	16,000	D		854	D
											2005	16,500	D		880	F*
											2006	16,700	F*		891	F*
											2007	15,500	D		827	D
											2008	14,267	C		761	C
											2009	14,433	C		770	C
											2010	14,900	C		795	C
											2011	14,967	C		798	C
											2016	16,525	F*		882	F*
											2021	18,245	F*		973	F*
												% of MV				
		90.71%														
		100.15%														
		110.57%														
Fairfield Drive / SR 727 to to Navy Boulevard / SR 295 15.354-17.246 Roadway ID 48050000	Principal Arterial	2	Divided	1	0.526	1.900	Urbanized	(D) 17,325	5077 5130	21,000	2002	22,000	F*	(D) 924	1,174	F*
										17,500	2003	21,500	F*		1,147	F*
											2004	22,000	F*		1,174	F*
											2005	23,000	F*		1,227	F*
											2006	22,500	F*		1,200	F*
											2007	22,250	F*		1,187	F*
											2008	19,500	F*		1,040	F*
											2009	18,750	F*		1,000	F*
											2010	19,250	F*		1,027	F*
											2011	19,250	F*		1,027	F*
											2016	21,254	F*		1,134	F*
											2021	23,466	F*		1,252	F*
												% of MV				
		111.11%														
		122.68%														
		135.44%														
Barrancas Avenue Navy Boulevard / SR 295/ New Warrington Road to Broadmoor Lane 17.246-18.808 Roadway ID 48050000	Minor Arterial	4	Divided	2	1.280	1.562	Urbanized	(D) 36,700	5074 5126 5128	NA	2002	27,800	B	(D) 1,960	1,483	B
										23,500	2003	26,350	B		1,406	B
										23,500	2004	26,500	B		1,414	B
											2005	26,500	B		1,414	B
											2006	26,500	B		1,414	B
											2007	27,000	B		1,440	B
											2008	26,000	B		1,387	B
											2009	23,000	B		1,227	B
											2010	24,000	B		1,280	B
											2011	23,500	B		1,254	B
											2016	25,946	B		1,384	B
											2021	28,646	B		1,528	B
												% of MV				
		64.03%														
		70.70%														
		78.06%														

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																			
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.					
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS			
SR 292 (cont.)																			
Barrancas Avenue Broadmoor Lane to Pace Boulevard 0.055-1.000 Roadway ID 48050001	Minor Arterial	6	Divided	1	1.058	0.945	Urbanized	(D) 55,300	4004	22,500	2002	29,000	B	(D) 2,940	1,547	B			
											2003	28,000	B				1,494	B	
											2004	27,500	B				1,467	B	
											2005	27,000	B				1,440	B	
											2006	27,000	B				1,440	B	
											2007	27,000	B				1,440	B	
											2008	25,500	B				1,360	B	
											2009	24,500	B				1,307	B	
											% of MV	2010	25,000				B	1,334	B
											40.69%	2011	22,500				B	1,200	B
											44.92%	2016	24,842				B	1,325	B
											49.60%	2021	27,427				B	1,463	B
											Pace Boulevard Barrancas Avenue to Garden Street / SR 30 / US 98 19.852-20.421 Roadway ID 48050000	Minor Arterial	4				Divided	1	1.757
7,400	2003	10,200	B	544	B														
	2004	10,900	B	582	B														
	2005	10,700	B	571	B														
	2006	12,500	B	667	B														
	2007	11,850	B	632	B														
	2008	10,050	B	536	B														
	2009	9,250	B	493	B														
% of MV	2010	8,550	B	456	B														
22.07%	2011	8,100	B	432	B														
24.37%	2016	8,943	B	477	B														
26.90%	2021	9,874	B	527	B														
Garden Street / SR 30 / US 98 to Cervantes Street / SR 10A / US 90 20.421-21.029 Roadway ID 48050000	Minor Arterial	4	Divided	2	3.279	0.610	Urbanized	(D) 33,200	5015 5016	16,600				2002	17,650	C			
										14,500	2003	15,700	C	838	C				
											2004	16,750	C	894	C				
											2005	17,300	C	923	C				
											2006	19,400	C	1,035	C				
											2007	20,650	C	1,102	C				
											2008	19,800	C	1,056	C				
											2009	17,950	C	958	C				
										% of MV	2010	14,800	C	790	C				
										0.00%	2011	15,550	C	830	C				
										51.71%	2016	17,168	C	916	C				
										57.09%	2021	18,955	C	1,011	C				

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 292 (cont.)																
Pace Boulevard Cervantes Street / SR 10A / US 90 to SR 95 / Palafox Street 21.029-23.676 Roadway ID 48050000	Minor Arterial	4	Divided	5	2.076	2.408	Urbanized	(D) 36,700	5111 5119 4023 5120	16,300	2002	20,400	B	(D) 1,960	1,088	B
										NA	2003	19,600	B		1,046	B
										19,600	2004	20,000	B		1,067	B
										NA	2005	20,000	B		1,067	B
											2006	21,000	B		1,120	B
											2007	21,250	B		1,134	B
											2008	19,800	B		1,056	B
											2009	20,400	B		1,088	B
										% of MV	2010	17,400	B		928	B
										48.91%	2011	17,950	B		958	B
										54.00%	2016	19,818	B		1,057	B
										59.62%	2021	21,881	B		1,167	B
										SR 294						
Chiefs Way SR 295 / New Warrington Road to US 98 / Navy Boulevard 0.000-0.209 Roadway ID 48080061	Principal Arterial	2	Undivided	2	9.259	0.216	Urbanized	(D) 11,900	5203	5,000	2002	6,400	D	(D) 630	341	D
											2003	5,700	D		304	D
											2004	4,700	C		251	C
											2005	5,600	D		299	D
											2006	6,300	D		336	D
											2007	6,900	D		368	D
											2008	6,800	D		363	D
											2009	4,600	C		245	C
										% of MV	2010	4,500	C		240	C
										42.02%	2011	5,000	C		267	C
										46.39%	2016	5,520	D		295	D
										51.22%	2021	6,095	D		325	D
										SR 295						
Navy Boulevard Bayou Grande Bridge NE/ to SR 292 / Barrancas Avenue 0.000-0.956 Roadway ID 48080000	Principal Arterial	5	Divided	3	3.125	0.960	Urbanized	(D) 50,100	5135 4025	24,000	2002	27,250	C	(D) 2,213	1,454	C
										19,700	2003	26,750	C		1,427	C
											2004	28,250	C		1,507	C
											2005	26,800	C		1,430	C
											2006	28,500	C		1,520	C
											2007	28,400	C		1,515	C
											2008	26,400	C		1,408	C
											2009	24,250	C		1,294	C
										% of MV	2010	21,650	C		1,155	C
										43.61%	2011	21,850	C		1,166	C
										48.15%	2016	24,124	C		1,287	C
										53.16%	2021	26,635	C		1,421	C

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 - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 295 (cont.)																	
Navy Boulevard SR 292 / Barrancas Avenue to SR 295 / New Warrington Road 0.956-2.054 Roadway ID 48080000	Principal Arterial	4	Divided	3	2.7322	1.098	Urbanized	(D) 36,700	5095 5129	47,000 25,000	2002	37,800	F*	(D) 1,960	2,017	F*	
											2003	37,500	F*		2,001	F*	
											2004	39,300	F*		2,097	F*	
											2005	35,300	C		1,883	C	
											2006	36,800	F*		1,963	F*	
											2007	36,750	F*		1,961	F*	
											2008	30,000	C		1,601	C	
											2009	31,500	C		1,681	C	
											2010	34,750	C		1,854	C	
											% of MV	2011	36,000		F*	1,921	F*
											98.09%	2016	39,747		F*	2,120	F*
											108.30%	2021	43,884		F*	2,341	F*
											119.57%	Segment contains additional lanes at SR 30 (US 98).					
New Warrington Road US 98 / Navy Boulevard to Mobile Highway Interchange 2.054-3.957 Roadway ID 48080000	Principal Arterial	4	Divided	3	1.576	1.903	Urbanized	(D) 36,700	5200 5202 4020 5094	25,500 30,000 32,500 28,500	2002	34,400	C	(D) 1,960	1,835	C	
											2003	30,900	C		1,649	C	
											2004	39,600	F*		2,113	F*	
											2005	29,400	C		1,568	C	
											2006	28,100	B		1,499	B	
											2007	28,500	B		1,520	B	
											2008	25,375	B		1,354	B	
											2009	29,625	C		1,580	C	
											2010	28,500	B		1,520	B	
											% of MV	2011	29,125		B	1,554	B
											79.36%	2016	32,156		C	1,716	C
											87.62%	2021	35,503		D	1,894	D
											96.74%	New Warrington Road Mobile Highway Interchange to New Warrington Road Leg C 0.000-0.482 Roadway ID 48080062					
Principal Arterial	4	Divided	1	2.075	0.482	Urbanized	(D) 33,200	5096	5,500	2002	7,700	C	(D) 1,770	411	C		
										2003	6,300	C		336	C		
										2004	6,700	C		357	C		
										2005	6,200	C		331	C		
										2006	7,000	C		373	C		
										2007	6,200	C		331	C		
										2008	6,800	C		363	C		
										2009	5,600	C		299	C		
										2010	5,400	C		288	C		
										% of MV	2011	5,500		C	293	C	
										16.57%	2016	6,072		C	324	C	
										18.29%	2021	6,704		C	358	C	
										20.19%							

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 295 (cont.)																	
Fairfield Drive Mobile Highway to "W" Street / CR 453 3.957-4.704 Roadway ID 48080000 6.435-7.776 Roadway ID 48004000	Principal Arterial	4	Divided	2	0.958	2.088	Urbanized	(D) 36,700	5275 5199 5198 4034	41,000	2002	31,200	C	(D) 1,960	1,665	C	
										NA	2003	31,600	C		1,686	C	
										18,300	2004	28,700	B		1,531	B	
										16,400	2005	28,800	B		1,536	B	
											2006	25,700	B		1,371	B	
											2007	26,267	B		1,401	B	
											2008	25,333	B		1,352	B	
											2009	27,667	B		1,476	B	
											% of MV	2010	18,303		B	976	B
											68.75%	2011	25,233		B	1,346	B
										75.91%	2016	27,859	B		1,486	B	
										83.81%	2021	30,759	C		1,641	C	
										"W" Street / CR 453 to SR 289 / 9th Avenue 7.776-10.043 Roadway ID 48004000							
Principal Arterial	4	Divided	8	3.687	2.170	Urbanized	(D) 33,200	5206 4019 5166 5113 4036	20,400	2002	32,700	D	(D) 1,770	1,745	D		
									32,500	2003	31,200	D		1,665	D		
									27,000	2004	31,800	D		1,697	D		
									34,000	2005	31,700	D		1,691	D		
										2006	31,000	D		1,654	D		
										2007	31,400	D		1,675	D		
										2008	30,400	D		1,622	D		
										2009	28,900	D		1,542	D		
										% of MV	2010	29,160		D	1,556	D	
										88.80%	2011	29,480		D	1,573	D	
									98.04%	2016	32,548	D		1,736	D		
									108.24%	2021	35,936	F*		1,917	F*		
									SR 296								
Michigan Avenue & Beverly Parkway Mobile Highway / SR 10A / US 90A to SR 95 / Palafox Highway 0.000-3.569 Roadway ID 48012000	Principal Arterial	4	Divided	4	1.120	3.570	Urbanized	(D) 36,700	5109	27,000	2002	32,000	C	(D) 1,960	1,707	C	
									5080	32,500	2003	31,500	C		1,681	C	
									5110	27,500	2004	31,700	C		1,691	C	
										2005	33,200	C	1,771		C		
										2006	34,700	C	1,851		C		
										2007	35,167	C	1,876		C		
										2008	30,000	C	1,601		C		
										2009	29,167	B	1,556		B		
										% of MV	2010	28,500	B		1,520	B	
										79.02%	2011	29,000	B		1,547	B	
									87.24%	2016	32,018	C	1,708		C		
									96.32%	2021	35,351	C	1,886		C		

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 296 (cont.)																	
Brent Lane SR 95 / Palafox Highway to SR 289 / 9th Avenue 3.569-5.516 Roadway ID 48012000	Minor Arterial	4	Divided	6	3.085	1.945	Urbanized	(D) 33,200	5189 5164 4039 282 T	NA	2002	35,900	F*	(D) 1,770	1,915	F*	
											2003	35,700	F*		1,905	F*	
											2004	38,000	F*		2,027	F*	
											2005	37,200	F*		1,985	F*	
											2006	35,100	E*		1,873	F*	
											2007	37,000	F*		1,974	F*	
											2008	36,494	F*		1,947	F*	
											2009	33,567	E*		1,791	E*	
											2010	30,718	D		1,639	D	
											2011	31,129	D		1,661	D	
											2016	34,369	E*		1,834	E*	
											2021	37,946	F*		2,024	F*	
												% of MV					
		93.76%															
		103.52%															
		114.30%															
SR 289 / 9th Avenue to 12th Avenue																	
Bayou Boulevard SR 289 / 9th Avenue to 12th Avenue 5.516-6.268 Roadway ID 48012000	Minor Arterial	4	Divided	2	2.667	0.750	Urbanized	(D) 33,200	544 5008	NA	2002	23,000	C	(D) 1,770	1,227	C	
											2003	22,800	C		1,216	C	
											2004	25,500	D		1,360	D	
											2005	26,000	D		1,387	D	
											2006	29,000	D		1,547	D	
											2007	26,500	D		1,414	D	
											2008	25,500	D		1,360	D	
											2009	23,500	C		1,254	C	
											2010	23,000	C		1,227	C	
											2011	23,000	C		1,227	C	
											2016	25,394	D		1,355	D	
											2021	28,037	D		1,496	D	
												% of MV					
		69.28%															
		76.49%															
		84.45%															
SR 296 (cont.)																	
Bayou Boulevard & Perry Avenue 12th Avenue to Cervantes Street / US 90 / SR10A 6.268-9.601 Roadway ID 48012000	Minor Arterial	2	Undivided	2	0.590	3.392	Urbanized	(D) 16,500	4009	13,200	2002	11,500	C	(D) 880	614	C	
									5055	NA	2003	11,000	C		587	C	
									5228	11,300	2004	11,900	C		635	C	
									5041	8,600	2005	11,300	C		603	C	
									5039	8,200	2006	11,100	C		592	C	
											2007	10,700	C		571	C	
											2008	10,625	C		567	C	
											2009	10,100	C		539	C	
											2010	10,250	C		547	C	
											2011	10,325	C		551	C	
											2016	11,400	C		608	C	
											2021	12,586	C		671	C	
											% of MV						
		62.58%															
		69.09%															
		76.28%															
Segment contains additional lanes at 12th Avenue.																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																											
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.													
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS											
SR 297																											
Pine Forest Road Mobile Highway / US 90 / SR 10A to I-10 / SR 8 0.000-3.390 Roadway ID 48190000	Minor Arterial	4	Divided	2	0.590	3.390	Urbanized	(D) 36,700	4063 4064	27,500 16,700	2002	26,000	B	(D) 1,960	1,387	B											
											2003	24,200	B		1,291	B											
											2004	26,000	B		1,387	B											
											2005	25,200	B		1,344	B											
											2006	24,500	B		1,307	B											
											2007	26,250	B		1,400	B											
											2008	23,050	B		1,230	B											
											2009	22,750	B		1,214	B											
											% of MV																
											60.22%	2010	22,050		B	1,176	B										
											66.49%	2011	22,100		B	1,179	B										
											73.41%	2016	24,400		B	1,302	B										
												2021	26,940		B	1,437	B										
											I-10 / SR 8 to Nine Mile Road / US 90A / SR 10 3.390-4.294 Roadway ID 48190000	Minor Arterial	2		Undivided	2	2.212	0.904	Urbanized	(D) 15,200	4061	23,500	2002	24,500	F*	(D) 810	1,307
2003	23,000	F*	1,227	F*																							
2004	23,500	F*	1,254	F*																							
2005	24,500	F*	1,307	F*																							
2006	22,500	F*	1,200	F*																							
2007	22,500	F*	1,200	F*																							
2008	21,500	F*	1,147	F*																							
2009	25,000	F*	1,334	F*																							
% of MV	2010	23,500	F*	1,254	F*																						
154.61%	2011	23,500	F*	1,254	F*																						
170.70%	2016	25,946	F*	1,384	F*																						
188.46%	2021	28,646	F*	1,528	F*																						
Segment was granted a Backlogged Facility Designation in April, 1995.																											
Segment contains additional lanes at I-10.																											
SR 298																											
Lillian Highway SR 30 / US 98 to Blue Angel Parkway / SR 173 3.971-7.306 Roadway ID 48110000	Principal Arterial	2	Undivided	1	0.300	3.335	Urbanized	(D) 16,500	203	9,600	2002	10,100	C	(D) 880	539	C											
											2003	9,600	B		512	C											
											2004	10,200	C		544	C											
											2005	10,200	C		544	C											
											2006	10,000	C		534	C											
											2007	10,500	C		560	C											
											2008	8,400	B		448	B											
											2009	9,400	B		501	B											
											% of MV	2010	9,400		B	501	B										
											58.18%	2011	9,600		B	512	C										
											64.24%	2016	10,599		C	565	C										
											70.92%	2021	11,702		C	624	C										

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 298 (cont.)																	
Lillian Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 7.306-7.989 Roadway ID 48110000	Principal Arterial	2	Undivided	1	1.471	0.680	Urbanized	(D) 16,500	4016	13,400	2002	14,500	C	(D) 880	774	C	
											2003	13,500	C		720	C	
											2004	14,300	C		763	C	
											2005	13,900	C		742	C	
											2006	13,700	C		731	C	
											2007	14,600	C		779	C	
											2008	12,500	C		667	C	
											2009	13,900	C		742	C	
											% of MV	2010	13,300		C	710	C
											81.21%	2011	13,400		C	715	C
											89.66%	2016	14,795		C	789	C
											99.00%	2021	16,335		D	871	D
											Fairfield Drive / SR 272 to SR 295 / New Warrington Road 7.989-10.808 Roadway ID 48110000	Principal Arterial	2		Undivided	3.000	1.056
2003	10,800	C	576	C													
2004	10,800	C	576	C													
2005	10,000	C	534	C													
2006	11,000	C	587	C													
2007	10,333	C	551	C													
2008	9,800	C	523	C													
2009	9,567	B	510	C													
% of MV	2010	9,067	B	484	B												
53.53%	2011	8,833	B	471	B												
59.11%	2016	9,752	C	520	C												
65.26%	2021	10,767	C	574	C												
SR 727																	
Fairfield Drive SR 292 / Gulf Beach Highway to SR 30 / US 98 / Dr. Farin Drive 0.000-1.638 Roadway ID 48004000	Minor Arterial	2	Undivided	1	0.610	1.640	Urbanized	(D) 16,500	5132	6,100	2002	5,900	B	(D) 880	315	B	
											2003	5,900	B		315	B	
											2004	6,500	B		347	B	
											2005	7,000	B		373	B	
											2006	7,200	B		384	B	
											2007	6,700	B		357	B	
											2008	5,300	B		283	B	
											2009	5,900	B		315	B	
											% of MV	2010	5,800		B	309	B
											36.97%	2011	6,100		B	325	B
											40.82%	2016	6,735		B	359	B
											45.07%	2021	7,436		B	397	B

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 727 (cont.)																	
Fairfield Drive SR 30 / US 98 / Dr. Farin Drive to Lillian Highway / SR 298 1.638-3.010 Roadway ID 48004000	Minor Arterial	2	Undivided	2	1.459	1.371	Urbanized	(D) 16,500	4021 5099	13,000 12,500	2002	13,600	C	(D) 880	726	C	
											2003	13,800	C		736	C	
											2004	15,100	C		806	C	
											2005	15,900	D		848	D	
											2006	15,800	D		843	D	
											2007	16,150	D		862	D	
											2008	14,300	C		763	C	
											2009	14,000	C		747	C	
											% of MV	2010	13,650		C	728	C
											77.27%	2011	12,750		C	680	C
											85.32%	2016	14,077		C	751	C
											94.20%	2021	15,542		D	829	D
											Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A 3.010-5.951 Roadway ID 48004000	Minor Arterial	2		Undivided	3	1.019
2003	19,200	F*	1,024	F*													
2004	19,200	F*	1,024	F*													
2005	23,300	F*	1,243	F*													
2006	20,800	F*	1,110	F*													
2007	20,167	F*	1,076	F*													
2008	19,333	F*	1,031	F*													
2009	19,667	F*	1,049	F*													
% of MV	2010	19,833	F*	1,058	F*												
109.09%	2011	18,000	F*	960	F*												
120.45%	2016	19,873	F*	1,060	F*												
132.98%	2021	21,942	F*	1,171	F*												
Mobile Highway / US 90 / SR 10A to SR 295 / New Warrington Road 5.951-6.517 Roadway ID 48004000	Minor Arterial	4	Divided	1	1.245	0.803	Urbanized	(D) 36,700	5151	24,000				2002			
											2003	25,000	B	1,334	B		
											2004	24,500	B	1,307	B		
											2005	28,000	B	1,494	B		
											2006	25,500	B	1,360	B		
											2007	22,500	B	1,200	B		
											2008	23,500	B	1,254	B		
											2009	24,000	B	1,280	B		
											% of MV	2010	23,500	B	1,254	B	
											65.40%	2011	24,000	B	1,280	B	
											72.20%	2016	26,498	B	1,414	B	
											79.72%	2021	29,256	B	1,561	C	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 742 W Burgess Road SR 95 / Pensacola Boulevard to CR 95-A / Old Palafox Highway 19.439-20.015 Roadway ID 48013001	Minor Arterial	2	Undivided	1	1.754	0.570	Urbanized	(D) 16,500	5184	6,800	2002 10,100 C 2003 9,900 C 2004 10,400 C 2005 10,700 C 2006 10,400 C 2007 9,400 B 2008 8,800 B 2009 8,600 B 2010 6,900 B 2011 6,800 B 2016 7,508 B 2021 8,289 B	2002 10,100 C 2003 9,900 C 2004 10,400 C 2005 10,700 C 2006 10,400 C 2007 9,400 B 2008 8,800 B 2009 8,600 B 2010 6,900 B 2011 6,800 B 2016 7,508 B 2021 8,289 B	(D) 880	539 C 528 C 555 C 571 C 555 C 501 B 469 B 459 B 368 B 363 B 401 B 442 B		
Count Station 5181 added in 2004 reporting year.											% of MV 41.21% 45.50% 50.24%					
E Burgess Road CR 95A / Old Palafox Highway to Hilburn Road 0.000-1.336 Roadway ID 48013000	Minor Arterial	2	Undivided	2	1.497	1.336	Urbanized	(D) 16,500	538 5182	NA 8,600	2002 14,750 C 2003 13,500 C 2004 13,900 C 2005 13,600 C 2006 13,300 C 2007 13,600 C 2008 12,100 C 2009 11,250 C 2010 10,750 C 2011 8,600 B 2016 9,495 B 2021 10,483 C	2002 14,750 C 2003 13,500 C 2004 13,900 C 2005 13,600 C 2006 13,300 C 2007 13,600 C 2008 12,100 C 2009 11,250 C 2010 10,750 C 2011 8,600 B 2016 9,495 B 2021 10,483 C	(D) 880	787 C 720 C 742 C 726 C 710 C 726 C 646 C 600 C 574 C 459 B 507 B 559 C		
Plantation Road to Davis Highway / SR 291 1.616-1.967 Roadway ID 48013000	Minor Arterial	2	Divided	1	2.849	0.351	Urbanized	(D) 15,960	5181 538	4,600 NA	2002 NA NA 2003 NA NA 2004 11,000 C 2005 11,500 D 2006 11,500 D 2007 15,800 D 2008 13,850 D 2009 8,400 C 2010 8,250 C 2011 4,600 C 2016 5,079 C 2021 5,607 C	2002 NA NA 2003 NA NA 2004 11,000 C 2005 11,500 D 2006 11,500 D 2007 15,800 D 2008 13,850 D 2009 8,400 C 2010 8,250 C 2011 4,600 C 2016 5,079 C 2021 5,607 C	(D) 851	NA NA NA NA 587 C 614 D 614 D 843 D 739 D 448 C 440 C 245 C 271 C 299 C		
											% of MV 28.82% 31.82% 35.13%					

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 742 (cont.)																	
E Burgess Road Sanders Street to Lanier Drive 2.78-3.154 Roadway ID 48013000	Minor Arterial	4	Divided	0	0.000	0.374	Urbanized	(D) 64,300	5295	2,100	2002	NA	NA	(D) 3,320	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	3,600	B		186	B	
											2008	2,300	B		119	B	
											2009	2,300	B		119	B	
											% of MV	2010	2,100		B	109	B
											3.27%	2011	2,100		B	109	B
											3.61%	2016	2,319		B	120	B
											3.98%	2021	2,560		B	132	B
											Creighton Road Hillburn Road to Davis Highway 1.324-1.967 Roadway ID 48013002	Minor Arterial	4		Undivided	2	3.125
2003	NA	NA	NA	NA													
2004	NA	NA	NA	NA													
2005	NA	NA	NA	NA													
2006	NA	NA	NA	NA													
2007	12,200	C	651	C													
2008	14,200	C	758	C													
2009	13,100	C	699	C													
% of MV	2010	10,900	C	582	C												
33.29%	2011	10,500	C	560	C												
36.76%	2016	11,593	C	618	C												
40.58%	2021	12,799	C	683	C												
Davis Highway to Lanier Avenue 1.967-2.985 Roadway ID48013002	Minor Arterial	4	Divided	1	1.000	1.000	Urbanized	(D) 36,700	5289	21,000				2002			
											2003	NA	NA	NA	NA		
											2004	NA	NA	NA	NA		
											2005	NA	NA	NA	NA		
											2006	NA	NA	NA	NA		
											2007	22,000	B	1,174	B		
											2008	22,000	B	1,174	B		
											2009	22,500	B	1,200	B		
											% of MV	2010	21,500	B	1,147	B	
											57.22%	2011	21,000	B	1,120	B	
											63.18%	2016	23,186	B	1,237	B	
											69.75%	2021	25,599	B	1,366	B	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																												
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS												
SR 742 (cont.)																												
Lanier Drive to SR 289 / 9th Avenue 3.154-4.074 Roadway ID 48013000	Minor Arterial	4	Divided	3	3.261	0.920	Urbanized	(D) 33,200	4069 4067	22,000 18,900	2002	20,900	C	(D) 1,770	1,115	C												
											2003	19,800	C		1,056	C												
											2004	19,900	C		1,062	C												
											2005	24,800	C		1,323	C												
											2006	23,500	C		1,254	C												
											2007	23,250	C		1,240	C												
											2008	22,000	C		1,174	C												
											2009	21,100	C		1,126	C												
											% of MV	2010	33,500		E*	1,787	E*											
											100.90%	2011	20,450		C	1,091	C											
											68.01%	2016	22,578		C	1,205	C											
											75.09%	2021	24,928		C	1,330	C											
											SR 289 / 9th Avenue to SR 10A / US 90 (Scenic Highway) 4.074-6.361 Roadway ID 48013000																	
											Minor Arterial	2	Undivided		3	1.304	2.300	Urbanized	(D) 16,500	5058 5205	6,900 11,700	2002	8,800	B	(D) 880	469	B	
2003	8,700	B	464	B																								
2004	9,400	B	501	B																								
2005	9,700	C	517	C																								
2006	9,550	B	509	B																								
2007	9,700	C	517	C																								
2008	9,500	B	507	B																								
2009	8,800	B	469	B																								
% of MV	2010	8,850	B	472	B																							
56.36%	2011	9,300	B	496	B																							
62.23%	2016	10,268	C	548	C																							
68.71%	2021	11,337	C	605	C																							
Segment contains additional lanes / is divided at SR 289 intersection.																												
SR 750																												
Airport Boulevard US 29 / SR 95 to I-110 0.000-0.187 Roadway ID: 48117000 0.187-1.155 Roadway ID: 48117000	Minor Arterial	4	Divided	3	2.597	1.155	Urbanized	(D) 64,300	5283	19,600	2002	N/A	N/A	(D) 33,200	N/A	N/A												
											2003	N/A	N/A		N/A	N/A												
											2004	N/A	N/A		N/A	N/A												
											2005	N/A	N/A		N/A	N/A												
											2006	N/A	N/A		N/A	N/A												
											2007	N/A	N/A		N/A	N/A												
											2008	N/A	N/A		N/A	N/A												
											2009	N/A	N/A		N/A	N/A												
											% of MV	2010	25,000		B	1,334	B											
											30.48%	2011	19,600		B	1,046	B											
											33.65%	2016	21,640		B	1,154	B											
											37.16%	2021	23,892		B	1,275	B											
											I-110 to Davis Highway 1.155-1.606 Roadway ID: 48117000																	
											Minor Arterial	4	Divided		1	2.217	0.451	Urbanized	(C) 22,500	5302	17,500	2002	N/A	N/A	(C) 1,197	N/A	N/A	
2003	N/A	N/A	N/A	N/A																								
2004	N/A	N/A	N/A	N/A																								
2005	N/A	N/A	N/A	N/A																								
2006	N/A	N/A	N/A	N/A																								
2007	N/A	N/A	N/A	N/A																								
2008	N/A	N/A	N/A	N/A																								
2009	N/A	N/A	N/A	N/A																								
% of MV	2010	16,900	C	902	C																							
77.78%	2011	17,500	C	934	C																							
82.93%	2016	18,659	C	995	C																							
85.87%	2021	19,321	C	1,031	C																							
Segment is on the Strategic Intermodal System																												

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (ML)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 750 (cont.)																	
Davis Highway to 9th Avenue 0.000-1.085 Roadway ID 48116000	Minor Arterial	4	Divided	5	5.000	1.000	Urbanized	(C) 12,600	5300 5303	28,000 33,000	2002	25,500	D*	(C) 670	1,360	D*	
											2003	26,250	D*		1,400	D*	
											2004	29,250	E*		1,560	E*	
											2005	28,800	E*		1,536	E*	
											2006	29,250	E*		1,560	E*	
											2007	30,000	E*		1,601	E*	
											2008	28,000	D*		1,494	D*	
											2009	27,750	D*		1,480	D*	
											% of MV	2010	30,250		E*	1,614	E*
											242.06%	2011	30,500		E*	1,627	E*
											267.26%	2016	33,674		F*	1,797	F*
											295.07%	2021	37,179		F*	1,984	F*
											Segment is on the Strategic Intermodal System						
SR 289 / 9th Avenue to 12th Avenue 0.000-0.582 Roadway ID 48008000	Minor Arterial	4	Divided	1	1.718	0.582	Urbanized	(C) 35,500	5304	19,800	2002	17,800	B	(C) 1,890	950	B	
											2003	19,600	B		1,046	B	
											2004	19,900	B		1,062	B	
											2005	21,500	B		1,147	B	
											2006	23,500	B		1,254	B	
											2007	23,000	B		1,227	B	
											2008	22,000	B		1,174	B	
											2009	16,100	B		859	B	
											% of MV	2010	20,100		B	1,072	B
											55.77%	2011	19,800		B	1,056	B
											61.58%	2016	21,861		B	1,166	B
											67.99%	2021	24,136		B	1,288	B
											Segment is on the Strategic Intermodal System						
SR 752																	
Texar Drive SR 295 / Fairfield Drive to SR 289 / 9th Avenue 0.000-1.182 Roadway ID 48005000	Urban Collector	4	Divided	4	3.380	1.185	Urbanized	(D) 33,200	5284 5090	10,100 6,500	2002	9,500	C	(D) 1,770	507	C	
											2003	9,400	C		501	C	
											2004	9,650	C		515	C	
											2005	10,300	C		550	C	
											2006	10,800	C		576	C	
											2007	10,500	C		560	C	
											2008	9,400	C		501	C	
											2009	9,700	C		517	C	
											% of MV	2010	7,800		C	416	C
											25.00%	2011	8,300		C	443	C
											27.60%	2016	9,164		C	489	C
											30.47%	2021	10,118		C	540	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR95A																	
Old Palafox Highway Pensacola Boulevard to Nine Mile Road 0.000-4.823 Roadway ID: 48731000	Urban Collector	2	Undivided	4	0.829	4.823	Urbanized	(D) 14,850	4051 4013 5072	10,000 16,000 14,400	2002	16,000	F*	(D) 792	827	F*	
											2003	16,800	F*		869	F*	
											2004	16,800	F*		869	F*	
											2005	18,300	F*		946	F*	
											2006	17,733	F*		917	F*	
											2007	17,433	F*		901	F*	
											2008	16,700	F*		863	F*	
											2009	16,500	F*		853	F*	
											% of MV	2010	13,933		D	720	C
											90.69%	2011	13,467		C	696	C
											100.13%	2016	14,869		F*	769	D
											110.55%	2021	16,416		F*	849	F*
Nine Mile Road to Old Chemstrand Road 4.823-8.286 Roadway ID: 48731000	Urban Collector	2	Undivided	1	0.289	3.463	Urbanized	(D) 14,850	4055 235	9,800 7,600	2002	6,950	B	(D) 792	371	B	
										2003	7,900	B	421		B		
										2004	8,200	B	437		B		
										2005	8,400	B	448		B		
										2006	8,050	B	429		B		
										2007	8,400	B	448		B		
										2008	9,000	C	480		C		
										2009	7,200	B	384		B		
										% of MV	2010	8,900	C		475	C	
										58.59%	2011	8,700	C		464	C	
										64.68%	2016	9,606	C		512	C	
										71.42%	2021	10,605	C		566	C	
Old Chemstrand Road to US29 8.286-10.650 Roadway ID: 48731000	Urban Collector	2	Undivided	0	0.000	2.364	Urbanized	(D) 22,200	381	2,000	2002	2,600	B	(D) 1,140	134	B	
										2003	2,700	B	140		B		
										2004	3,200	B	165		B		
										2005	2,600	B	134		B		
										2006	2,500	B	129		B		
										2007	2,700	B	140		B		
										2008	3,000	B	155		B		
										2009	2,200	B	114		B		
										% of MV	2010	2,000	B		103	B	
										9.01%	2011	2,000	B		103	B	
										9.95%	2016	2,208	B		114	B	
										10.98%	2021	2,438	B		126	B	

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH ML	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.				
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS		
CR182																		
Barrancas Avenue Pace Boulevard to Garden Street 0.000-0.942 Roadway ID: 48000030	Minor Arterial	4	Undivided	2	2.123	0.942	Urbanized	(D) 28,386	5201	18,800	2002	22,000	D	(D) 1,514	1,174	D		
											2003	22,500	D		1,200	D		
											2004	23,500	D		1,254	D		
											2005	23,000	D		1,227	D		
											2006	23,000	D		1,227	D		
											2007	22,000	D		1,174	D		
											2008	20,100	C		1,072	C		
											2009	19,200	C		1,024	C		
											% of MV	2010	20,400		C	1,088	C	
											66.23%	2011	18,800		C	1,003	C	
											73.12%	2016	20,757		C	1,107	C	
											80.73%	2021	22,917		D	1,223	D	
This roadway is maintained by the City of Pensacola																		
CR 290																		
Olive Road Old Palafox Highway/CR 95A to Davis Highway / SR 291 0.000-2.409 Roadway ID 48030000	Urban Collector	2	Undivided	3	1.242	2.415	Urbanized	(D) 14,850	5207 4050	18,000 11,300	2002	13,800	C	(D) 880	736	C		
											2003	13,800	C		736	C		
											2004	15,000	F*		800	C		
											2005	15,400	F*		822	D		
											2006	15,350	F*		819	C		
											2007	15,250	F*		814	C		
											2008	14,950	F*		798	C		
											LG	FDOT	2009		14,950	F*	798	C
											% of MV	% of MV	2010		15,150	F*	808	C
											98.65%	98.65%	2011		14,650	D	782	C
											108.92%	108.92%	2016		16,175	F*	863	D
											120.26%	120.26%	2021		17,858	F*	953	F*
Davis Highway / SR 291 to 9th Avenue / SR 289 2.409-4.535 Roadway ID 48030000	Urban Collector	2	Undivided	1	0.469	2.130	Urbanized	(D) 14,850	4048 5066	16,500 16,000	2002	19,100	F*	(D) 880	1,019	F*		
											2003	16,500	F*		880	F*		
											2004	18,800	F*		1,003	F*		
											2005	20,450	F*		1,091	F*		
											2006	20,500	F*		1,094	F*		
											2007	19,600	F*		1,046	F*		
											2008	17,850	F*		952	F*		
											LG	FDOT	2009		19,400	F*	1,035	F*
											% of MV	% of MV	2010		17,350	F*	926	F*
											109.43%	109.43%	2011		16,250	F*	867	D
											120.82%	120.82%	2016		17,941	F*	957	F*
											133.39%	133.39%	2021		19,809	F*	1,057	F*
9th Avenue / SR 289 to Scenic Highway / SR 10-A 4.535-5.471 Roadway ID 48030000	Urban Collector	2	Undivided	1	1.075	0.930	Urbanized	(D) 14,850	4045	10,500	2002	12,000	C	(D) 880	640	C		
											2003	11,000	C		587	C		
											2004	11,500	C		614	C		
											2005	12,500	C		667	C		
											2006	12,000	C		640	C		
											2007	11,500	C		614	C		
											2008	10,500	C		560	C		
											LG	FDOT	2009		10,500	C	560	C
											% of MV	% of MV	2010		9,100	C	485	B
											70.71%	70.71%	2011		10,500	C	560	C
											78.07%	78.07%	2016		11,593	C	618	C
											86.19%	86.19%	2021		12,799	C	683	C

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

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR293																	
Bauer Road US98 to Sorrento Road 0.000-3.936 Roadway ID: 48505000	Urban Collector	2	Undivided	1	0.254	3.936	Urbanized	(D) 14,850	535	8,600	2002	7,000	B	(D) 792	373	B	
											2003	7,500	B		400	B	
											2004	7,700	B		411	B	
											2005	8,400	B		448	B	
											2006	8,600	B		459	B	
											2007	8,900	C		475	C	
											2008	7,500	B		400	B	
											2009	7,200	B		384	B	
											% of MV	2010	9,000		C	480	C
											57.91%	2011	8,600		B	459	B
											63.94%	2016	9,495		C	507	C
											70.59%	2021	10,483		C	559	C
CR 295A																	
Old Corry Field Road Barrancas Avenue to Navy Boulevard 0.000-1.217 Roadway ID: 48560000	Urban Collector	2	Undivided	1	0.822	1.217	Urbanized	(D) 14,850	5127 5144	6,200 7,000	2002	7,250	B	(D) 792	387	B	
											2003	6,900	B		368	B	
											2004	8,500	B		453	B	
											2005	7,300	B		389	B	
											2006	6,950	B		371	B	
											2007	7,400	B		395	B	
											2008	7,100	B		379	B	
											2009	7,100	B		379	B	
											% of MV	2010	7,550		B	403	B
											44.44%	2011	6,600		B	352	B
											49.07%	2016	7,287		B	389	B
											54.18%	2021	8,045		B	429	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH ML	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 295A (cont.)																	
Old Corry Field Road Navy Boulevard to Lillian Highway 1.217-2.650 Roadway ID: 48560000	Urban Collector	2	Undivided	1	0.698	1.433	Urbanized	(D) 14,850	5084 4017	8,400 10,000	2002	10,150	C	(D) 792	542	C	
											2003	9,750	C		520	C	
											2004	11,000	C		587	C	
											2005	10,300	C		550	C	
											2006	10,500	C		560	C	
											2007	10,250	C		547	C	
											2008	9,950	C		531	C	
											2009	10,150	C		542	C	
											% of MV	2010	10,850		C	579	C
											61.95%	2011	9,200		C	491	C
											68.40%	2016	10,158		C	542	C
											75.52%	2021	11,215		C	598	C
CR 296																	
Saufley Field Road Saufley Field entrance to Blue Angel Parkway 0.000-0.780 Roadway ID: 48610000	Urban Collector	2	Divided	1	1.282	0.780	Urbanized	(D) 15,593	4073	4,500	2002	5,300	B	(D) 832	283	B	
											2003	5,900	B		315	B	
											2004	5,700	B		304	B	
											2005	6,000	B		320	B	
											2006	5,700	B		304	B	
											2007	5,900	B		315	B	
											2008	5,500	B		293	B	
											2009	5,200	B		277	B	
											% of MV	2010	4,800		B	256	B
											28.86%	2011	4,500		B	240	B
											31.86%	2016	4,968		B	265	B
											35.18%	2021	5,485		B	293	B
Mobile Highway to Blue Angel Parkway 0.780.2.182 Roadway ID: 48610000	Minor Arterial	2	Divided	1	0.713	1.402	Urbanized	(D) 15,593	4015	20,000	2002	19,500	F*	(D) 832	1,040	F*	
											2003	20,000	F*		1,067	F*	
											2004	19,500	F*		1,040	F*	
											2005	21,000	F*		1,120	F*	
											2006	21,500	F*		1,147	F*	
											2007	21,500	F*		1,147	F*	
											2008	20,900	F*		1,115	F*	
											2009	17,500	F*		934	F*	
											% of MV	2010	19,500		F*	1,040	F*
											128.26%	2011	20,000		F*	1,067	F*
											141.61%	2016	22,082		F*	1,178	F*
											156.35%	2021	24,380		F*	1,301	F*

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR297																	
Dog Track Road Blue Angel Parkway to US 98 1.159-3.262 Roadway ID: 48602000	Major Collector	2	Undivided	1	0.476	2.103	Urbanized	(D) 14,850	150	5,900	2002	3,700	B	(D) 792	197	B	
											2003	4,800	B		256	B	
											2004	4,700	B		251	B	
											2005	5,600	B		299	B	
											2006	5,100	B		272	B	
											2007	5,200	B		277	B	
											2008	4,700	B		251	B	
											2009	5,500	B		293	B	
											% of MV	2010	5,800		B	309	B
											39.73%	2011	5,900		B	315	B
											43.87%	2016	6,514		B	348	B
											48.43%	2021	7,192		B	384	B
											Sorrento Road to Blue Angel Parkway 0.000-1.159 Roadway ID: 48602000	Urban Collector	2		Undivided	0	0.000
2003	2,600	B	134	B													
2004	2,700	B	140	B													
2005	3,000	B	155	B													
2006	3,100	B	160	B													
2007	3,400	B	176	B													
2008	2,500	B	129	B													
2009	2,900	B	150	B													
% of MV	2010	3,100	B	160	B												
14.41%	2011	3,200	B	165	B												
15.91%	2016	3,533	B	183	B												
17.57%	2021	3,901	B	202	B												
Gulf Beach Highway Sorrento Road to Blue Angel Parkway 2.829-7.837 Roadway ID: 48540000	Urban Collector	2	Undivided	1	0.200	5.008	Urbanized	(D) 14,850	297 299	5,400				2002			
										5,000	2003	5,350	B	285	B		
											2004	5,100	B	272	B		
											2005	5,600	B	299	B		
											2006	5,600	B	299	B		
											2007	5,600	B	299	B		
											2008	5,100	B	272	B		
											2009	5,300	B	283	B		
										% of MV	2010	5,400	B	288	B		
										35.02%	2011	5,200	B	277	B		
										38.66%	2016	5,741	B	306	B		
										42.69%	2021	6,339	B	338	B		

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 297 (cont.)																	
Pine Forest Road Nine Mile Road to West Roberts Road 0.000-2.016 Roadway ID: 48680000	Urban Collector	2	Undivided	0	0.000	2.016	Urbanized	(D) 22,200	4059 4058	19,500 11,500	2002	13,500	C	(D) 1,140	698	C	
											2003	13,500	C		698	C	
											2004	14,250	C		737	C	
											2005	15,000	C		776	C	
											2006	14,250	C		737	C	
											2007	14,750	C		763	C	
											2008	16,000	D		827	D	
											2009	15,250	C		788	C	
											% of MV	2010	15,000		C	776	C
											69.82%	2011	15,500		C	801	D
											77.09%	2016	17,113		D	885	D
											85.11%	2021	18,894		D	977	D
											Old Chemstrand Road US29 to Chemstrand Road 4.673-6.918 Roadway ID: 48680000						
Urban Collector	2	Undivided	1	0.445	2.245	Urbanized	(D) 14,850	417 416	3,300 8,600	2002	4,650	B	(D) 792	248	B		
										2003	4,650	B		248	B		
										2004	5,100	B		272	B		
										2005	5,300	B		283	B		
										2006	5,750	B		307	B		
										2007	5,600	B		299	B		
										2008	5,250	B		280	B		
										2009	4,400	B		235	B		
										% of MV	2010	5,500		B	293	B	
										40.07%	2011	5,950		B	317	B	
										44.24%	2016	6,569		B	350	B	
										48.84%	2021	7,253		B	387	B	
										CR 297A							
Pine Forest Road to CR97 0.000-1.365 Roadway ID: 48630000	Urban Collector	2	Undivided	0	0.000	1.365	Urbanized	(D) 22,200	4060	7,700	2002	9,700	C	(D) 1,140	501	C	
											2003	9,700	C		501	C	
											2004	11,500	C		595	C	
											2005	7,800	B		403	C	
											2006	10,500	C		543	C	
											2007	11,000	C		569	C	
											2008	11,000	C		569	C	
											2009	11,000	C		569	C	
											% of MV	2010	10,500		C	543	C
											34.68%	2011	7,700		B	398	B
											38.29%	2016	8,501		C	440	C
											42.28%	2021	9,386		C	485	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 298A																	
Fairfied Drive to New Warrington Road	Urban Collector	2	Undivided	3	1.200	2.499	Urbanized	(D) 14,850	5142 5140	11,000 4,700	2002 8,150 B 2003 7,850 B 2004 8,850 C 2005 8,200 B 2006 8,050 B 2007 7,450 B 2008 8,000 B 2009 8,000 B 2010 8,000 B 2011 7,850 B 2016 8,667 C 2021 9,569 C	B B C B B B B B B B B C C	(D) 792	435 419 472 437 429 397 427 427 419 462 511	B B C B B B B B B B B C C		
0.000-2.499 Roadway ID: 48570000											52.86% 58.36% 64.44%						
Jackson Street New Warrington Road to W Street	Urban Collector	2	Undivided	1	0.656	1.524	Urbanized	(D) 14,850	5145 4024	8,200 5,500	2002 7,600 B 2003 7,400 B 2004 8,200 B 2005 7,900 B 2006 8,850 C 2007 8,300 B 2008 7,950 B 2009 8,300 B 2010 6,700 B 2011 6,850 B 2016 7,563 B 2021 8,350 B	B B B B C B B B B B B B B	(D) 792	405 395 437 421 472 443 424 443 357 365 403 445	B B B B C B B B B B B B B		
2.499-4.023 Roadway ID: 48570000											46.13% 50.93% 56.23%						
W Street to A Street	Urban Collector	2	Undivided	1	0.675	1.481	Urbanized	(D) 14,850	5124	4,800	2002 6,300 B 2003 5,200 B 2004 5,200 B 2005 5,200 B 2006 5,400 B 2007 5,400 B 2008 5,600 B 2009 5,000 B 2010 4,800 B 2011 4,800 B 2016 5,300 B 2021 5,851 B	B B B B B B B B B B B B B	(D) 792	336 277 277 277 288 288 299 267 256 256 283 312	B B B B B B B B B B B B B		
4.023-4.554 Roadway ID: 48570000 0.000-0.950 Roadway ID: 48000032											32.32% 35.69% 39.40%						

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH ML	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 399																	
Fort Pickens Road Fort Pickens to Pensacola Beach Boulevard 0.000-9.498 Roadway ID: 48230000	Urban Collector	2	Undivided	1	0.105	9.498	Urbanized	(D) 14,850	453	9,500	2002	9,200	C	(D) 792	491	C	
											2003	9,100	C		485	C	
											2004	12,200	C		651	C	
											2005	12,400	C		662	C	
											2006	12,600	C		672	C	
											2007	13,000	C		694	C	
											2008	13,400	C		715	C	
											2009	6,000	B		320	B	
											% of MV	2010	10,600		C	566	C
											63.97%	2011	9,500		C	507	C
											70.63%	2016	10,489		C	560	C
											77.98%	2021	11,580		C	618	C
											Via De Luna Pensacola Beach Boulevard east to Avenida 22 0.000-2.698 Roadway ID: 48530500	Urban Collector	4		Divided	0	0.000
2003	12,500	B	646	B													
2004	14,800	B	765	B													
2005	15,000	B	776	B													
2006	11,000	B	569	B													
2007	11,000	B	569	B													
2008	28,500	B	1,473	B													
2009	14,300	B	739	B													
% of MV	2010	16,100	B	832	B												
24.11%	2011	15,500	B	801	B												
26.61%	2016	17,113	B	885	B												
29.38%	2021	18,894	B	977	B												
Via De Luna Avenida 22 to end of development 2.698-3.394 Roadway ID: 48530500	Urban Collector	2	Undivided	0	0.000	0.696	Urbanized	(D) 22,200	455	4,700				2002			
											2003	2,400	B	124	B		
											2004	2,900	B	150	B		
											2005	2,900	B	150	B		
											2006	2,900	B	150	B		
											2007	11,500	C	595	C		
											2008	9,000	C	465	C		
											2009	3,900	B	202	B		
											% of MV	2010	4,400	B	227	B	
											21.17%	2011	4,700	B	243	B	
											23.37%	2016	5,189	B	268	B	
											25.81%	2021	5,729	B	296	B	
											CR 399						
Pensacola Beach Boulevard SR 30 (US 98) to Via Deluna 9.498 - 11.090 Roadway ID 48230000 0.000 - 0.610 Roadway ID 58140000	Urban Collector	4	Divided	0	0.000	2.202	Urbanized	(D) 64,300	235	23,000	2002	21,000	B	(D) 3,320	1,086	B	
											2003	20,000	B		1,034	B	
											2004	21,000	B		1,086	B	
											2005	22,000	B		1,137	B	
											2006	18,300	B		946	B	
											2007	18,700	B		967	B	
											2008	21,500	B		1,112	B	
											2009	15,000	B		776	B	
											% of MV	2010	20,500		B	1,060	B
											35.77%	2011	23,000		B	1,189	B
											39.49%	2016	25,394		B	1,313	B
											43.60%	2021	28,037		B	1,450	B

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH ML	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 443																	
E Street Cervantes Street to Texar Drive 0.000-1.706 Roadway ID: 48500001	Urban Collector	2	Undivided	4	2.345	1.706	Urbanized	(D) 13,680	5185 5091 5115	7,500 9,100 7,300	2002	8,000	C	(D) 729	427	C	
											2003	8,100	C		432	C	
											2004	8,867	C		473	C	
											2005	9,200	C		491	C	
											2006	9,167	C		489	C	
											2007	8,867	C		473	C	
											2008	8,967	C		478	C	
											2009	7,700	C		411	C	
											% of MV	2010	11,000		D	587	D
											58.24%	2011	7,967		C	425	C
											64.30%	2016	8,796		C	469	C
70.99%	2021	9,712	D	518	D												
CR 453																	
"W" Street Navy Boulevard to Cervantes Street 0.000-0.610 Roadway ID: 48511000	Minor Arterial	4	Divided	2	3.279	0.610	Urbanized	(D) 29,880	5192 5193	7,700 10,100	2002	10,850	C	(D) 1,593	579	C	
											2003	11,000	C		587	C	
											2004	11,150	C		595	C	
											2005	11,100	C		592	C	
											2006	11,500	C		614	C	
											2007	11,500	C		614	C	
											2008	10,600	C		566	C	
											2009	10,950	C		584	C	
											% of MV	2010	8,450		C	451	C
											29.79%	2011	8,900		C	475	C
											32.89%	2016	9,826		C	524	C
36.31%	2021	10,849	C	579	C												
Cervantes Street to Fairfield Drive 0.610-2.219 Roadway ID: 48511000	Minor Arterial	4	Divided	2	1.243	1.609	Urbanized	(D) 33,030	5194 5197	10,700 13,000	2002	13,300	B	(D) 1,764	710	B	
											2003	14,700	B		784	B	
											2004	14,500	B		774	B	
											2005	15,300	B		816	B	
											2006	17,050	B		910	B	
											2007	16,200	B		864	B	
											2008	17,450	B		931	B	
											2009	15,300	B		816	B	
											% of MV	2010	11,700		B	624	B
											35.88%	2011	11,850		B	632	B
											39.61%	2015	13,083		B	698	B
43.73%	2020	14,445	B	771	B												
Fairfield Drive to Beverly Parkway 2.219-3.618 Roadway ID: 48511000	Minor Arterial	4	Divided	2	1.430	1.399	Urbanized	(D) 33,030	5299	22,500	2002	26,000	B	(D) 1,764	1,387	B	
											2003	28,500	C		1,520	C	
											2004	27,000	C		1,440	C	
											2005	28,000	C		1,494	C	
											2006	27,500	C		1,467	C	
											2007	30,500	C		1,627	C	
											2008	30,500	C		1,627	C	
											2009	28,000	C		1,494	C	
											% of MV	2010	24,000		B	1,280	B
											68.12%	2011	22,500		B	1,200	B
											75.21%	2016	24,842		B	1,325	B
83.04%	2021	27,427	C	1,463	C												

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 453 (cont.)																	
"W" Street Beverly Parkway to Pensacola Boulevard 3.618-5.300 Roadway ID: 58511000	Minor Arterial	4	Divided	4	2.378	1.682	Urbanized	(D) 29,880	5280 5312	27,000 20,400	2002	26,500	D	(D) 1,593	1,414	D	
											2003	28,750	D		1,534	D	
											2004	28,500	D		1,520	D	
											2005	29,500	D		1,574	D	
											2006	29,750	D		1,587	D	
											2007	30,500	E*		1,627	E*	
											2008	30,000	E*		1,601	E*	
											2009	26,000	D		1,387	D	
											% of MV	2010	24,000		D	1,280	D
											79.32%	2011	23,700		D	1,264	D
											87.57%	2016	26,167		D	1,396	D
											96.69%	2021	28,890		D	1,541	D
CR 748																	
Langley Avenue Davis Highway to 9th Avenue 0.000-1.537 Roadway ID: 48000015	Urban Collector	2	Divided	2	1.301	1.537	Urbanized	(D) 15,593	5227	5,400	2002	5,000	B	(D) 755	267	B	
											2003	5,200	B		277	B	
											2004	5,800	B		309	B	
											2005	6,300	B		336	B	
											2006	6,900	B		368	B	
											2007	6,900	B		368	B	
											2008	5,500	B		293	B	
											2009	5,100	B		272	B	
											% of MV	2010	5,200		B	277	B
											34.63%	2011	5,400		B	288	B
											38.24%	2016	5,962		B	318	B
											42.21%	2021	6,583		B	351	B
Segment is divided from Davis Highway to Goodrich Drive.																	
9th Avenue to Scenic Highway 1.537-3.761 Roadway ID: 48000015	Urban Collector	2	Undivided	4	1.799	2.224	Urbanized	(D) 13,680	5305 5306	6,300 14,500	2002	11,500	D	(D) 729	614	D	
											2003	12,000	D		640	D	
											2004	12,750	D		680	D	
											2005	13,100	D		699	D	
											2006	12,650	D		675	D	
											2007	12,350	D		659	D	
											2008	11,450	D		611	D	
											2009	11,050	D		590	D	
											% of MV	2010	10,150		D	542	D
											76.02%	2011	10,400		D	555	D
											83.94%	2016	11,482		D	613	D
											92.67%	2021	12,678		D	676	D

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH ML	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 749																	
Chemstrand Road Nine Mile Road to Old Chemstrand Road 0.000-3.945 Roadway ID: 48620000	Urban Collector	2	Undivided	1	0.253	3.945	Urbanized	(D) 14,850	4053	12,000	2002	15,000	F*	(D) 792	800	F*	
											2003	17,000	F*		907	F*	
											2004	17,000	F*		907	F*	
											2005	17,000	F*		907	F*	
											2006	17,000	F*		907	F*	
											2007	16,000	F*		854	F*	
											2008	16,000	F*		854	F*	
											2009	15,500	F*		827	F*	
											% of MV	2010	13,000		C	694	C
											80.81%	2011	12,000		C	640	C
											89.22%	2016	13,249		C	707	C
98.50%	2021	14,628	D	780	D												
CR 750																	
Airport Boulevard W street to US 29 / SR 95 0.000-0.441 Roadway ID: 48000064	Minor Arterial	4	Divided	1	2.268	0.441	Urbanized	(D) 29,880	5311	16,300	2002	9,600	C	(D) 1,593	512	C	
											2003	16,700	C		891	C	
											2004	19,200	C		1,024	C	
											2005	18,700	C		998	C	
											2006	21,200	C		1,131	C	
											2007	20,200	C		1,078	C	
											2008	21,500	C		1,147	C	
											2009	21,200	C		1,131	C	
											% of MV	2010	15,900		C	848	C
											54.55%	2011	16,300		C	870	C
											60.23%	2016	17,997		C	960	C
66.50%	2021	19,870	C	1,060	C												
CR 1868																	
Longleaf Drive/Kemp Road/ Diamond Dairy Road Pine Forest Road to Pensacola Boulevard 0.000-0.999 Roadway ID: 48000012 0.000-2.294 Roadway ID: 48000013		2	Undivided	1	0.304	3.293	Urbanized	(D) 14,850	5073	6,600	2002	9,000	C	(D) 792	480	C	
											2003	8,100	B		432	B	
											2004	9,000	C		480	C	
											2005	9,200	C		491	C	
											2006	9,000	C		480	C	
											2007	8,500	B		453	B	
											2008	8,900	C		475	C	
											2009	7,500	B		400	B	
											% of MV	2010	7,500		B	400	B
											44.44%	2011	6,600		B	352	B
											49.07%	2016	7,287		B	389	B
54.18%	2021	8,045	B	429	B												
CR 1870																	
12th Avenue Cervantes Street to Fairfield Drive 0.000-2.358 Roadway ID: 48000047	Urban Collector	2	Undivided	2	0.848	2.358	Urbanized	(D) 14,850	5232	6,400	2002	7,700	B	(D) 792	411	B	
											2003	8,100	B		432	B	
											2004	9,300	C		496	C	
											2005	8,600	B		459	B	
											2006	8,600	B		459	B	
											2007	8,700	C		464	C	
											2008	8,500	B		453	B	
											2009	8,300	B		443	B	
											% of MV	2010	7,100		B	379	B
											43.10%	2011	6,400		B	341	B
											47.58%	2012	7,066		B	377	B
52.54%	2021	7,802	B	416	B												
Segment is a City maintained roadway.																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 1870 (cont.)																	
12th Avenue Bayou Boulevard to Airport Boulevard 0.995-1.712 Roadway ID: 48523000	Urban Collector	4	Divided	2	2.789	0.717	Urbanized	(D) 29,880	5186 543	25,500 24,000	2002	27,500	D	(D) 1,593	1,467	D	
											2003	28,250	D		1,507	D	
											2004	30,250	E*		1,614	E*	
											2005	31,800	F*		1,697	F*	
											2006	32,000	F*		1,707	F*	
											2007	33,250	F*		1,774	F*	
											2008	33,250	F*		1,774	F*	
											2009	27,500	D		1,467	D	
											% of MV	2010	26,000		D	1,387	D
											82.83%	2011	24,750		D	1,320	D
											91.45%	2016	27,326		D	1,458	D
											100.97%	2021	30,170		E*	1,610	E*
Segment is a City maintained roadway																	
12th Avenue/Tippin Ave Airport Boulevard to Langley Avenue 1.712-2.650 Roadway ID: 48523000	Urban Collector	4	Divided	2	2.132	0.938	Urbanized	(D) 29,880	5310	18,300	2002	21,500	C	(D) 1,593	1,147	C	
											2003	21,300	C		1,136	C	
											2004	21,500	C		1,147	C	
											2005	21,000	C		1,120	C	
											2006	22,500	C		1,200	D	
											2007	22,500	C		1,200	D	
											2008	20,500	C		1,094	C	
											2009	19,900	C		1,062	C	
											% of MV	2010	18,900		C	1,008	C
											61.24%	2011	18,300		C	976	C
											67.62%	2016	20,205		C	1,078	C
											74.66%	2021	22,308		C	1,190	C
Segment is a City maintained roadway.																	
9th Avenue																	
Bayfront Parkway to Chase Street 0.000-0.360 Roadway ID: 48000069	Minor Arterial	2	Divided	1	2.778	0.360	Urbanized	(D) 14,364	5265	4,500	2002	5,600	C	(D) 765	299	C	
											2003	5,800	C		309	C	
											2004	4,900	C		261	C	
											2005	5,500	C		293	C	
											2006	5,300	C		283	C	
											2007	4,700	C		251	C	
											2008	4,800	C		256	C	
											2009	4,800	C		256	C	
											% of MV	2010	4,700		C	251	C
											31.33%	2011	4,500		C	240	C
											34.59%	2016	4,968		C	265	C
											38.19%	2021	5,485		C	293	C
Segment is on the Strategic Intermodal System and is a City maintained roadway.																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
12th Avenue/Fairfield Drive																	
9th Avenue to Bayou Boulevard	Urban Collector	4	Divided	1	1.005	0.995	Urbanized	(D) 33,030	5187	21,000	2002	22,000	C	(D) 1,593	1,174	C	
											2003	27,250	D		1,454	D	
											2004	24,500	D		1,307	D	
											2005	27,000	D		1,440	D	
											2006	26,500	D		1,414	D	
											2007	24,500	D		1,307	D	
											2008	24,500	D		1,307	D	
											2009	22,000	C		1,174	C	
											% of MV	2010	21,000	C		1,120	C
											63.58%	2011	21,000	B		1,120	B
											70.20%	2016	23,186	B		1,237	B
											77.50%	2021	25,599	B		1,366	B
Segment is a City maintained roadway.																	
Burgess Road																	
Davis Highway to Sanders Street	Minor Arterial	2	Undivided	1	1.250	0.800	Urbanized	(D) 14,850	5295	2100	2002	NA	NA	(D) 792	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	2,300	B		123	B	
											2009	2,300	B		123	B	
											% of MV	2010	2,100	B		112	B
											14.14%	2011	2,100	B		112	B
											15.61%	2016	2,319	B		124	B
											17.24%	2021	2,560	B		137	B
Campus Boulevard-UWF																	
University Parkway to Nine Mile Road	Urban Collector	4	Divided	2	1.461	1.369	Urbanized	(D) 33,030	5076	4,900	2002	5,000	B	(D) 1,764	267	B	
											2003	5,600	B		299	B	
											2004	3,500	B		187	B	
											2005	4,600	B		245	B	
											2006	3,600	B		192	B	
											2007	4,100	B		219	B	
											2008	4,000	B		213	B	
											2009	4,400	B		235	B	
											% of MV	2010	4,700	B		251	B
											14.83%	2011	4,900	B		261	B
											16.38%	2016	5,410	B		289	B
											18.08%	2021	5,973	B		319	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Main Street																	
Barrancas Avenue to "A" Street 0.000-0.687 Roadway ID: 48000117	Minor Arterial	2	Undivided	1	1.456	0.687	Urbanized	(D) 14,850	5082	9,100	2002	12,000	C	(D) 792	640	C	
											2003	12,000	C		640	C	
											2004	14,000	D		747	D	
											2005	13,500	C		720	C	
											2006	15,500	F*		827	F*	
											2007	14,500	D		774	D	
											2008	10,500	C		560	C	
											2009	9,700	C		517	C	
											% of MV	2010	11,500		C	614	C
											61.28%	2011	9,100		C	485	C
											67.66%	2016	10,047		C	536	C
											74.70%	2021	11,093		C	592	C
											"A" Street to Baylen Street 0.687-1.348 Roadway ID: 48000117	Minor Arterial	4		Divided	1	1.513
2003	18,500	B	987	B													
2004	19,600	B	1,046	B													
2005	20,500	B	1,094	B													
2006	18,500	B	987	B													
2007	15,000	B	800	B													
2008	16,500	B	880	B													
2009	13,300	B	710	B													
% of MV	2010	14,000	B	747	B												
39.36%	2011	13,000	B	694	B												
43.45%	2016	14,353	B	766	B												
47.98%	2021	15,847	B	845	B												
Baylen Street to Tarragona Street 1.348-1.596 Roadway ID: 48000117	Minor Arterial	2	Divided	1	4.032	0.248	Urbanized	(D) 14,364	5263	15,000				2002			
											2003	19,000	F*	1,014	F*		
											2004	21,000	F*	1,120	F*		
											2005	21,000	F*	1,120	F*		
											2006	21,500	F*	1,147	F*		
											2007	21,500	F*	1,147	F*		
											2008	16,000	F*	854	F*		
											2009	16,500	F*	880	F*		
											% of MV	2010	15,000	D	800	D	
											104.43%	2011	15,000	D	800	D	
											115.30%	2016	16,561	F*	884	F*	
											127.30%	2021	18,285	F*	976	F*	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH ML	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
University Parkway																	
Davis Highway to Nine Mile Road 0.000-1.452 Roadway ID: 48732500	Urban Collector	4	Divided	2	1.377	1.452	Urbanized	(D) 33,030	5297	27,500	2002	21,500	B	(D) 1,764	1,147	B	
											2003	23,500	B		1,254	B	
											2004	24,500	B		1,307	B	
											2005	23,000	B		1,227	B	
											2006	22,500	B		1,200	B	
											2007	24,500	B		1,307	B	
											2008	23,500	B		1,254	B	
											2009	25,500	B		1,360	B	
											% of MV	2010	27,000		C	1,440	C
											83.26%	2011	27,500		C	1,467	C
											91.92%	2016	30,362		C	1,620	C
											101.49%	2021	33,522		F*	1,788	F*
											Nine Mile Road to Campus Boulevard						
Nine Mile Road to Campus Boulevard 1.452-2.271 Roadway ID: 48732500	Urban Collector	4	Divided	2	2.442	0.819	Urbanized	(D) 29,880	5285	17,100	2002	11,300	C	(D) 1,593	603	C	
											2003	10,700	C		571	C	
											2004	12,800	C		683	C	
											2005	14,500	C		774	C	
											2006	12,900	C		688	C	
											2007	14,900	C		795	C	
											2008	18,100	C		966	C	
											2009	19,400	C		1,035	C	
											% of MV	2010	17,200		C	918	C
											57.23%	2011	17,100		C	912	C
											63.19%	2016	18,880		C	1,007	C
											69.76%	2021	20,845		C	1,112	C

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 4																	
Escambia County Line to CR 399N / Neal Jones Road 0.763-7.144 Roadway ID 58080000	Minor Arterial	2	Undivided	1	0.157	6.381	Rural Undev	(C) 8,100	38 5	4,000 2,700	2002	3,400	B	(C) 430	183	B	
											2003	3,450	B		186	B	
											2004	3,650	B		197	B	
											2005	3,500	B		189	B	
											2006	3,500	B		189	B	
											2007	3,700	B		199	B	
											2008	3,500	B		189	B	
											2009	3,650	B		197	C	
											% of MV	2010	3,400		B	183	B
											41.36%	2011	3,350		B	181	B
											45.66%	2016	3,699		B	199	B
											50.42%	2021	4,084		B	220	B
CR 399N/Neal Jones Road to Okaloosa County Line 7.144-29.102 Roadway ID 58080000	Minor Arterial	2	Undivided	0	0.000	21.958	Rural Undev	(C) 8,100	42 110 74 72 330 T	2,300	2002	1,500	B	(C) 430	81	B	
										1,300	2003	1,554	B		84	B	
										1,500	2004	1,649	B		89	B	
										1,900	2005	1,500	B		81	B	
										1,408	2006	1,545	B		83	B	
											2007	1,594	B		86	B	
											2008	1,605	B		87	B	
											2009	1,658	B		89	B	
										% of MV	2010	4,034	B		217	B	
										20.77%	2011	1,682	B		91	B	
										22.93%	2016	1,857	B		100	B	
										25.31%	2021	2,050	B		111	B	
SR 8 (I-10)																	
Scenic Highway to End of 6 lanes 0.000 - 2.878 Roadway ID 58002000	Principal Arterial	6	Divided	0	0.000	2.878	Urbanized	(C) 90,500	2015 2001	45,500	2002	43,000	B	(C) 3,020	2,176	B	
										43,500	2003	41,000	B		2,075	B	
											2004	45,250	C		2,290	C	
											2005	40,250	B		2,037	B	
											2006	40,750	B		2,062	B	
											2007	43,500	B		2,201	C	
											2008	41,250	B		2,087	B	
											2009	41,750	B		2,113	B	
										% of MV	2010	47,500	C		2,404	C	
										49.17%	2011	44,500	B		2,252	B	
										54.29%	2016	49,132	B		2,486	B	
										59.94%	2021	54,245	B		2,745	B	
Segment is on the Strategic Intermodal System																	
End of 6 lanes to SR 281/ Avalon Boulevard 2.878-5.151 Roadway ID 58002000	Principal Arterial	4	Divided	0	0.000	2.273	Urbanized	(C) 59,800	2001	43,500	2002	43,500	B	(C) 3,020	2,201	C	
											2003	42,000	B		2,125	B	
											2004	47,500	C		2,404	C	
											2005	36,500	B		1,847	B	
											2006	36,500	B		1,847	B	
											2007	43,000	B		2,176	B	
											2008	43,500	B		2,201	C	
											2009	47,000	C		2,378	C	
										% of MV	2,010	50,000	C		2,530	C	
										72.74%	2,011	43,500	B		2,201	C	
										80.31%	2,016	48,028	C		2,430	C	
										88.67%	2,021	53,026	C		2,683	C	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL.	VOLUME	LOS
SR 8 (I-10) (cont.)																
SR 281 / Avalon Boulevard to SR 87 / FL-AL Urbanized Area Boundary 5.151-14.723 Roadway ID 58002000	Principal Arterial	4	Divided	0	0.000	9.572	Urbanized	(C) 59,800	2002	NA	2002	25,900	B	(C) 3,020	1,311	B
										28,500	2003	25,200	B		1,275	B
										NA	2004	28,667	B		1,451	B
										28,000	2005	27,000	B		1,366	B
										NA	2006	26,000	B		1,316	B
										24,500	2007	29,167	B		1,476	B
											2008	25,933	B		1,312	B
											2009	27,167	B		1,375	B
										% of MV	2010	28,333	B		1,434	B
										45.15%	2,011	27,000	B		1,366	B
										49.85%	2,016	29,810	B		1,508	B
										55.04%	2,021	32,913	B		1,665	B
										SR 87 / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary 14.723 - 25.905 Roadway ID 58002000	Principal Arterial	4	Divided		0	0.000
20,500	2003	19,400	B	1,003	B											
	2004	24,500	B	1,267	B											
	2005	22,000	B	1,137	B											
	2006	25,500	B	1,318	B											
	2007	23,500	B	1,215	B											
	2008	21,000	B	1,086	B											
	2009	21,500	B	1,112	B											
% of MV	2010	22,500	B	1,163	B											
35.59%	2,011	20,500	B	1,060	B											
39.29%	2,016	22,634	B	1,170	B											
43.38%	2,021	24,989	B	1,292	B											
SR 10 (US 90)																
Escambia County Line to East Spencer Field Road 0.000-5.811 Roadway ID 58010000	Minor Arterial	4	Divided	4	0.688	5.811	Urbanized	(D) 36,700	27	36,000	2002	31,750	C	(D) 1,960	1,694	C
										31,500	2003	30,000	C		1,601	C
											2004	37,000	F*		1,974	F*
											2005	38,300	F*		2,043	F*
											2006	40,500	F*		2,161	F*
											2007	36,750	F*		1,961	F*
											2008	32,750	C		1,747	C
											2009	33,500	C		1,787	C
										% of MV	2010	35,000	C		1,867	C
										91.96%	2,011	33,750	C		1,801	C
										101.53%	2,016	37,263	F*		1,988	F*
										112.10%	2,021	41,141	F*		2,195	F*

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																												
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL.	VOLUME	LOS												
SR 10 (US 90) (cont.)																												
East Spencer Field Road to SR 281 / Avalon Boulevard 5.811-9.304 Roadway ID 58010000	Minor Arterial	4	Divided	6	1.718	3.493	Urbanized	(D) 36,700	128	29,500	2,002	26,500	B	(D) 1,960	1,414	B												
											2,003	28,000	B		1,494	B												
											2,004	32,500	C		1,734	C												
											2,005	33,500	C		1,787	C												
											2,006	33,500	C		1,787	C												
											2,007	29,000	B		1,547	B												
											2,008	28,000	B		1,494	B												
											2,009	30,500	C		1,627	C												
											% of MV	2,010	31,500		C	1,681	C											
											80.38%	2,011	29,500		C	1,574	C											
											88.75%	2,016	32,570		C	1,738	C											
											97.98%	2,021	35,960		D	1,918	D											
											SR 281 / Avalon Boulevard to SR 87 / Stewart Street																	
											SR 281 / Avalon Boulevard to SR 87 / Stewart Street 9.304-11.621 Roadway ID 58010000	Minor Arterial	4		Divided	5	2.158	2.317	Urbanized	(D) 33,200	1502 5018	34,000 21,500	2,002	30,250	D	(D) 1,770	1,614	D
2,003	30,000	D	1,601	D																								
2,004	32,500	D	1,734	D																								
2,005	34,250	E*	1,827	E*																								
2,006	34,250	E*	1,827	E*																								
2,007	33,250	E*	1,774	E*																								
2,008	29,500	D	1,574	D																								
2,009	31,250	D	1,667	D																								
% of MV	2010	38,000	F*	2,027	F*																							
83.58%	2,011	27,750	D	1,480	D																							
92.28%	2,016	30,638	D	1,635	D																							
101.89%	2,021	33,827	E*	1,805	E*																							
SR 87 / Stewart Street to Airport Road																												
SR 87 / Stewart Street to Airport Road 11.621-14.766 Roadway ID 58010000	Minor Arterial	2	Undivided	4	1.272	3.145	Urbanized	(D) 16,500	5011 1503 5010 1507 62	18,000 NA 13,000 19,500 12,300				2002									15,800	D	(D) 880		843	D
											2003	16,100	D	859	D													
											2004	16,375	D	874	D													
											2005	18,100	F*	966	F*													
											2006	17,750	F*	947	F*													
											2007	16,700	F*	891	F*													
											2008	16,375	D	874	D													
											2009	15,875	D	847	D													
											% of MV	2010	17,575	F*	938	F*												
											95.15%	2011	15,700	D	838	D												
											105.05%	2016	17,334	F*	925	F*												
											115.99%	2021	19,138	F*	1,021	F*												

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL.	VOLUME	LOS	
SR 10 (US 90) (cont.)																	
Airport Road to SR 87S / Milton Road / FL-AL Urbanized Area Boundary 14.766-16.216 Roadway ID 58010000	Minor Arterial	2	Undivided	1	0.690	1.450	Urbanized	(D) 16,500	19 18	12,300 5,600	2002	7,000	B	(D) 880	373	B	
											2003	6,550	B		349	B	
											2004	8,450	B		451	B	
											2005	8,600	B		459	B	
											2006	7,800	B		416	B	
											2007	7,900	B		421	B	
											2008	8,000	B		427	B	
											2009	8,300	B		443	B	
											% of MV	2010	9,400		B	501	B
											54.24%	2011	8,950		B	477	B
											59.89%	2016	9,882		C	527	C
											66.12%	2021	10,910		C	582	C
											SR 87S / Milton Road / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary 16.216-27.920 Roadway ID 58010000	Minor Arterial	2		Undivided	0	0.000
2003	1,889	B	101	B													
2004	2,203	B	118	B													
2005	2,320	B	124	B													
2006	2,350	B	125	B													
2007	2,121	B	113	B													
2008	1,994	B	106	B													
2009	2,141	B	114	B													
% of MV	2010	2,187	B	117	B												
14.48%	2011	2,187	B	117	B												
15.99%	2016	2,415	B	129	B												
17.66%	2021	2,666	B	142	B												
SR 30 (US 98)																	
Escambia County Line to Fairpoint Drive 0.000-0.724 Roadway ID 58030000	Principal Arterial	6	Divided	1	1.381	0.724	Urbanized	(D) 55,300	261 T	50,937	2002	52,854	C	(D) 2,940	2,820	C	
											2003	54,472	D		2,906	D	
											2004	53,495	C		2,854	C	
											2005	52,700	C		2,812	C	
											2006	52,855	C		2,820	C	
											2007	51,077	C		2,725	C	
											2008	48,428	C		2,584	C	
											2009	49,683	C		2,651	C	
											% of MV	2010	50,065		C	2,671	C
											92.11%	2011	50,937		C	2,717	C
											101.70%	2016	56,239		F*	3,000	F*
											112.28%	2021	62,092		F*	3,313	F*

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 30 (US 98) (cont.)																	
Fairpoint Drive to SR 399 / Pensacola Beach Boulevard 0.724-1.653 Roadway ID 58030000	Principal Arterial	6	Divided	2	2.153	0.929	Urbanized	(D) 50,300	143	50,500	2002	55,500	F*	(D) 2,680	2,961	F*	
											2003	48,500	D		2,587	D	
											2004	53,000	E*		2,828	E*	
											2005	53,500	F*		2,854	F*	
											2006	54,500	F*		2,908	F*	
											2007	55,500	F*		2,961	F*	
											2008	46,500	D		2,481	D	
											2009	53,000	E*		2,828	E*	
											% of MV	2010	50,000		D	2,668	D
											100.40%	2011	50,500		E*	2,694	E*
											110.85%	2016	55,756		F*	2,975	F*
											122.38%	2021	61,559		F*	3,284	F*
											SR 399 / Pensacola Beach Boulevard to East End of Navel Live Oaks/ Gulf Breeze City Limits 1.653-4.418 Roadway ID 58030000	Principal Arterial	4		Divided	1	0.362
2003	44,500	F*	2,374	F*													
2004	45,000	F*	2,401	F*													
2005	47,500	F*	2,534	F*													
2006	46,500	F*	2,481	F*													
2007	45,500	F*	2,427	F*													
2008	43,000	F*	2,294	F*													
2009	47,000	F*	2,507	F*													
% of MV	2010	46,000	F*	2,454	F*												
111.72%	2011	41,000	F*	2,187	F*												
123.34%	2016	45,267	F*	2,415	F*												
136.18%	2021	49,979	F*	2,666	F*												
East End of Naval Live Oaks / Gulf Breeze City Limits to CR 191B / Soundside Drive 4.418-9.069 Roadway ID 58030000	Principal Arterial	4	Divided	7	1.505	4.651	Urbanized	(D) 36,700	30 34 31	38,000 39,000 33,500				2002			
											2003	38,200	F*	2,038	F*		
											2004	38,000	F*	2,027	F*		
											2005	42,300	F*	2,257	F*		
											2006	46,333	F*	2,472	F*		
											2007	44,167	F*	2,356	F*		
											2008	39,333	F*	2,098	F*		
											2009	43,333	F*	2,312	F*		
											% of MV	2010	40,167	F*	2,143	F*	
											100.36%	2011	36,833	F*	1,965	F*	
											110.81%	2016	40,667	F*	2,170	F*	
											122.34%	2021	44,899	F*	2,395	F*	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL.	VOLUME	LOS	
SR 30 (US 98) (cont.)																	
CR 191B to FL-AL & OK - WL Urbanized Area Boundaries (West of Bergren Road) Within FL-AL Urbanized Area Boundary 9.069-13.494 Roadway ID 58030000	Principal Arterial	4	Divided	1	0.226	4.425	Urbanized	(D) 36,700	283	30,500	2002	27,500	B	(D) 1,960	1,467	B	
											2003	26,500	B		1,414	B	
											2004	29,000	B		1,547	B	
											2005	32,500	C		1,734	C	
											2006	34,000	C		1,814	C	
											2007	35,000	C		1,867	C	
											2008	30,500	C		1,627	C	
											2009	32,000	C		1,707	C	
											% of MV	2010	32,500		C	1,734	C
											83.11%	2011	30,500		C	1,627	C
											91.76%	2016	33,674		C	1,797	C
											101.31%	2021	37,179		F*	1,984	F*
											FL-AL and OK-WL Urbanized Area Boundaries (West of Bergren Road) to Edgewood Drive Within OK-WL Urbanized Area Boundary 13.494-15.025 Roadway ID 58030000	Principal Arterial	4		Divided	0	0.000
2003	26,500	B	1,370	B													
2004	29,000	B	1,499	B													
2005	32,500	B	1,680	B													
2006	34,000	B	1,758	B													
2007	35,000	C	1,810	C													
2008	30,500	B	1,577	B													
2009	32,000	B	1,654	B													
% of MV	2010	32,500	B	1,680	B												
47.43%	2011	30,500	B	1,577	B												
52.37%	2016	33,674	B	1,741	B												
57.82%	2021	37,179	C	1,922	C												
Edgewood Drive Belle Meade Circle 15.025-22.803 Roadway ID 58030000	Principal Arterial	4	Divided	10	1.286	7.778	Urbanized	(D) 36,700	236 61	39,500 34,500				2002			
											2003	29,000	B	1,547	B		
											2004	35,000	C	1,867	C		
											2005	35,800	D	1,910	D		
											2006	37,000	F*	1,974	F*		
											2007	36,750	F*	1,961	F*		
											2008	37,250	F*	1,987	F*		
											2009	36,000	D	1,921	D		
											% of MV	2010	41,250	F*	2,201	F*	
											100.82%	2011	37,000	F*	1,974	F*	
											111.31%	2016	40,851	F*	2,179	F*	
											122.90%	2021	45,103	F*	2,406	F*	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL.	VOLUME	LOS	
SR 30 (US 98) (cont.)																	
Belle Meade Circle to the Okaloosa County Line (FL-AL MPA Boundary) 22.803-24.005 Roadway ID 58030000	Principal Arterial	4	Divided	1	0.832	1.202	Urbanized	(D) 36,700	167T (OKA)	34,000	2002	33,823	C	(D) 1,960	1,804	C	
											2003	35,236	C		1,880	C	
											2004	38,019	F*		2,028	F*	
											2005	39,500	F*		2,107	F*	
											2006	37,661	F*		2,009	F*	
											2007	38,317	F*		2,044	F*	
											2008	35,942	D		1,918	D	
											2009	36,403	D		1,942	D	
											% of MV	2010	36,261		D	1,935	D
											92.64%	2011	34,000		C	1,814	C
											102.29%	2016	37,539		F*	2,003	F*
											112.93%	2021	41,446		F*	2,211	F*
SR 87N																	
Stewart Street SR 10 / US 90 to SR 89 South 0.000-3.209 Roadway ID 58050000	Minor Arterial	4	Divided	4	1.246	3.209	Urbanized	(D) 36,700	5006 5004 1508 9937 T	14,900 14,000 9,300 12,415	2002	17,100	B	(D) 1,960	912	B	
											2003	16,300	B		870	B	
											2004	15,600	B		832	B	
											2005	14,600	B		779	B	
											2006	14,259	B		761	B	
											2007	14,642	B		781	B	
											2008	15,050	B		803	B	
											2009	14,191	B		757	B	
											% of MV	2010	14,325		B	764	B
											34.48%	2011	12,654		B	675	B
											38.07%	2016	13,971		B	745	B
											42.03%	2021	15,425		B	823	B
SR 89 South to SR 89 North 3.209-4.850 Roadway ID 58050000	Minor Arterial	4	Divided	0	0.000	1.641	Urbanized	(D) 64,300	9937 T	12,415	2002	11,121	B	(D) 3,320	575	B	
											2003	11,861	B		613	B	
											2004	12,690	B		656	B	
											2005	12,900	B		667	B	
											2006	12,437	B		643	B	
											2007	12,866	B		665	B	
											2008	12,600	B		651	B	
											2009	12,862	B		665	B	
											% of MV	2010	12,800		B	662	B
											19.91%	2011	12,415		B	642	B
											21.32%	2016	13,707		B	709	B
											23.54%	2021	15,134		B	782	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 87N (cont.)																	
SR 89 North to Whiting Field Entrance / CR 87A / Langley Street 4.850-6.024 Roadway ID 58050000	Minor Arterial	4	Divided	1	0.852	1.174	Urbanized	(D) 36,700	60 114	NA 10,300	2002	7,900	B	(D) 1,960	421	B	
											2003	8,200	B		437	B	
											2004	9,300	B		496	B	
											2005	8,800	B		469	B	
											2006	8,700	B		464	B	
											2007	9,800	B		523	B	
											2008	9,700	B		517	B	
											2009	10,700	B		571	B	
											% of MV	2010	11,100		B	592	B
											28.07%	2011	10,300		B	550	B
											30.99%	2016	11,372		B	607	B
											34.21%	2021	12,556		B	670	B
											Whiting Field Entrance Langley Street/CR 87A to FL-AL Urbanized Area Boundary (north of Whiting Field Circle) 6.024-8.070 Roadway ID 58050000	Minor Arterial	2		Undivided	1	0.489
2003	3,200	B	171	B													
2004	3,600	B	192	B													
2005	3,600	B	192	B													
2006	3,300	B	176	B													
2007	3,700	B	197	B													
2008	3,800	B	203	B													
2009	3,800	B	203	B													
% of MV	2010	4,000	B	213	B												
23.03%	2011	3,800	B	203	B												
25.43%	2016	4,196	B	224	B												
28.07%	2021	4,632	B	247	B												
FL-AL Urbanized Area Boundary (north of Whiting Field Circle) to FL-AL MPA Boundary (north of Hopewell Road) 8.070-11.712 Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	3.642	Trans.	(C) 15,100	278	2,600				2002			
											2003	2,200	B	117	B		
											2004	1,900	B	101	B		
											2005	2,600	B	139	B		
											2006	2,000	B	107	B		
											2007	2,600	B	139	B		
											2008	2,400	B	128	B		
											2009	2,400	B	128	B		
											% of MV	2010	2,700	B	144	B	
											17.22%	2011	2,600	B	139	B	
											19.01%	2016	2,871	B	153	B	
											20.99%	2021	3,169	B	169	B	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 87N (cont.)																	
FL-AL MPA Boundary (north of Hopewell Road) to the Alabama State Line 11.712-27.363 Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	15.651	Rural Undev	(C) 8,100	83 109	2,400 2,400	2002	2,075	B	(C) 430	112	B	
											2003	2,400	B		129	B	
											2004	2,850	B		154	B	
											2005	2,250	B		121	B	
											2006	2,100	B		113	B	
											2007	2,300	B		124	B	
											2008	2,200	B		119	B	
											2009	2,200	B		119	B	
											% of MV	2010	2,400		B	129	B
											29.63%	2011	2,400		B	129	B
											32.71%	2016	2,650		B	143	B
											36.12%	2020	2,926		B	158	B
SR 87S																	
SR 30 / US 98 to north of Five Forks Road 0.000-3.448 Roadway ID 58040000	Minor Arterial	4	Divided	3	0.870	3.448	Urbanized	(C) 35,500	29	18,100	2002	15,100	B	(C) 1,890	806	B	
											2003	14,500	B		774	B	
											2004	13,300	B		710	B	
											2005	13,700	B		731	B	
											2006	14,100	B		752	B	
											2007	18,700	B		998	B	
											2008	16,300	B		870	B	
											2009	18,500	B		987	B	
											% of MV	2010	19,200		B	1,024	B
											50.99%	2011	18,100		B	966	B
											56.29%	2016	19,984		B	1,066	B
											62.15%	2021	22,064		B	1,177	B
Segment is on the Strategic Intermodal System																	
North of Five Forks Road to OK-WL Urbanized Area Boundary (north of Vonnie Tolbert Road) 3.448-6.790 Roadway ID 58040000	Minor Arterial	2	Undivided	0	0.000	3.342	Urbanized	(C) 15,600	32	7,700	2002	6,300	B	(C) 800	326	B	
											2003	6,900	B		357	B	
											2004	8,000	C		414	C	
											2005	7,400	B		383	B	
											2006	7,000	B		362	B	
											2007	7,800	B		403	C	
											2008	7,400	B		383	B	
											2009	8,000	C		414	C	
											% of MV	2010	7,500		B	388	B
											49.36%	2011	7,700		B	398	B
											54.50%	2016	8,501		C	440	C
											60.17%	2021	9,386		C	485	C
Segment is on the Strategic Intermodal System																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 87S (cont.)																	
OK-WL Urbanized Boundary (North of Vonnice Tolbert Road) to Barney Broxon Road	Minor Arterial	2	Undivided	0	0.000	9.044	Trans.	(C) 15,100	32	7,700	2002	6,300	B	(C) 800	336	B	
											2003	6,900	B		368	B	
											2004	8,000	B		427	C	
											2005	7,400	B		395	B	
											2006	7,000	B		373	B	
											2007	7,800	B		416	B	
											2008	7,400	B		395	B	
											2009	8,000	B		427	C	
											% of MV	2010	7,500		B	400	B
											50.99%	2011	7,700		B	411	B
											56.30%	2016	8,501		C	454	C
											62.16%	2021	9,386		C	501	C
											Segment is on the Strategic Intermodal System						
6.790-15.834 Roadway ID 58040000																	
Barney Broxon Road to FL-AL Urbanized Area Boundary (South of Nichols Lake Road)	Minor Arterial	4	Divided	0	0.000	0.545	Trans.	(C) 45,400	32	7,700	2002	6,300	B	(C) 2,420	336	B	
											2003	6,900	B		368	B	
											2004	8,000	B		427	B	
											2005	7,400	B		395	B	
											2006	7,000	B		373	B	
											2007	7,800	B		416	B	
											2008	7,400	B		395	B	
											2009	8,000	B		427	B	
											% of MV	2010	7,500		B	400	B
											16.96%	2011	7,700		B	411	B
											18.73%	2016	8,501		B	454	B
											20.67%	2021	9,386		B	501	B
											Segment is on the Strategic Intermodal System						
15.834-16.379 Roadway ID 58040000																	
FL-AL Urbanized Area Boundary (south of Nichols Lake Road) to I-10 / SR 8	Minor Arterial	4	Divided	1	0.460	2.173	Urbanized	(C) 35,500	271	9,800	2002	7,200	B	(C) 1,890	384	B	
											2003	7,500	B		400	B	
											2004	7,900	B		421	B	
											2005	7,900	B		421	B	
											2006	8,100	B		432	B	
											2007	9,300	B		496	B	
											2008	9,400	B		501	B	
											2009	8,000	B		427	B	
											% of MV	2010	8,900		B	475	B
											27.61%	2011	9,800		B	523	B
											30.48%	2016	10,820		B	577	B
											33.65%	2021	11,946		B	637	B
											Segment is on the Strategic Intermodal System						
16.379-18.552 Roadway ID 58040000																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 87S (cont.)																	
I-10 / SR 8 to SR10 / US 90 18.552-19.769 Roadway ID 58040000	Minor Arterial	4	Divided	1	0.822	1.217	Urbanized	(D) 36,700	20	10,100	2002	7,300	B	(D) 1,960	389	B	
											2003	7,500	B		400	B	
											2004	8,500	B		453	B	
											2005	8,000	B		427	B	
											2006	7,200	B		384	B	
											2007	7,200	B		384	B	
											2008	8,000	B		427	B	
											2009	8,500	B		453	B	
											% of MV	2010	9,700		B	517	B
											27.52%	2011	10,100		B	539	B
											30.38%	2016	11,151		B	595	B
											33.55%	2021	12,312		B	657	B
SR 89N																	
SR 10 / US 90 to Berryhill Road / CR 184A 0.000-0.795 Roadway ID 58001000	Minor Arterial	4	Divided	2	2.516	0.795	Urbanized	(D) 33,200	5017	19,200	2002	15,000	C	(D) 1,770	800	C	
											2003	15,400	C		822	C	
											2004	18,200	C		971	C	
											2005	20,000	C		1,067	C	
											2006	19,400	C		1,035	C	
											2007	18,900	C		1,008	C	
											2008	18,900	C		1,008	C	
											2009	24,500	C		1,307	C	
											% of MV	2010	22,500		C	1,200	C
											57.83%	2011	19,200		C	1,024	C
											63.85%	2016	21,198		C	1,131	C
											70.50%	2021	23,405		C	1,249	C
Berryhill Road / CR 184A to SR 87 0.795-3.561 Roadway ID 58001000	Minor Arterial	4	Divided	4	1.446	2.766	Urbanized	(D) 36,700	5016 1506	16,100 14,200	2002	10,550	B	(D) 1,960	563	B	
											2003	11,300	B		603	B	
											2004	12,800	B		683	B	
											2005	13,800	B		736	B	
											2006	14,400	B		768	B	
											2007	14,850	B		792	B	
											2008	14,350	B		766	B	
											2009	16,500	B		880	B	
											% of MV	2010	17,400		B	928	B
											41.28%	2011	15,150		B	808	B
											45.58%	2016	16,727		B	892	B
											50.32%	2021	18,468		B	985	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 89 (cont.)																	
SR 87 to FL-AL Urbanized Area Boundary (south of Divot Lane) 0.000-1.760 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.760	Urbanized	(D) 22,200	121	2,300	2002	1,900	B	(D) 1,140	98	B	
											2003	2,200	B		114	B	
											2004	2,100	B		109	B	
											2005	2,200	B		114	B	
											2006	2,400	B		124	B	
											2007	2,500	B		129	B	
											2008	2,300	B		119	B	
											2009	2,500	B		129	B	
											% of MV	2010	2,500		B	129	B
											10.36%	2011	2,300		B	119	B
											11.44%	2016	2,539		B	131	B
											12.63%	2021	2,804		B	145	B
											FL-AL Urbanized Area Boundary (south of Divot Lane) to FL-AL MPA Boundary (south of Pond Creek Road) 1.760-2.912 Roadway ID 58060000	Minor Arterial	2		Undivided	0	0.000
2003	2,200	B	117	B													
2004	1,900	B	101	B													
2005	2,600	B	139	B													
2006	2,000	B	107	B													
2007	2,600	B	139	B													
2008	2,400	B	128	B													
2009	2,400	B	128	B													
% of MV	2010	2,700	B	144	B												
17.22%	2011	2,600	B	139	B												
19.01%	2016	2,871	B	153	B												
20.99%	2021	3,169	B	169	B												
FL-AL MPA Boundary (south of Pond Creek Road) to Shell Road/Jay City Limits 2.912-20.693 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	17.781	Rural Undev	(C) 8,100	285 T 33	1,505 2,800				2002			
											2003	2,015	B	109	B		
											2004	2,252	B	121	B		
											2005	2,265	B	122	B		
											2006	2,197	B	118	B		
											2007	2,104	B	113	B		
											2008	2,023	B	109	B		
											2009	2,242	B	121	B		
											% of MV	2010	2,304	B	124	B	
											26.58%	2011	2,153	B	116	B	
											29.35%	2016	2,377	B	128	B	
											32.40%	2021	2,624	B	141	B	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 89 (cont.)																	
Shell Road/Jay City Limits to Pollard Road 20.693-22.519 Roadway ID 58060000	Minor Arterial	2	Undivided	1	0.548	1.826	Rural Developed	(C) 9,800	33	2,800	2002	2,800	C	(C) 520	149	C	
											2003	2,600	C		139	C	
											2004	3,000	C		160	C	
											2005	2,900	C		155	C	
											2006	2,800	C		149	C	
											2007	2,700	C		144	C	
											2008	2,600	C		139	C	
											2009	3,000	C		160	C	
											% of MV	2010	3,100		C	165	C
											28.57%	2011	2,800		C	149	C
											31.55%	2016	3,091		C	165	C
											34.83%	2021	3,413		C	182	C
											Pollard Road to the Alabama State Line 22.519-26.002 Roadway ID 58060000	Minor Arterial	2		Undivided	0	0.000
2003	1,675	B	90	B													
2004	1,675	B	90	B													
2005	1,900	B	102	B													
2006	1,650	B	89	B													
2007	1,725	B	93	B													
2008	1,700	B	92	B													
2009	1,575	B	85	B													
% of MV	2010	1,775	B	96	B												
22.22%	2011	1,800	B	97	B												
24.54%	2016	1,987	B	107	B												
27.09%	2021	2,194	B	118	B												
SR 281																	
Avalon Boulevard SR 30 / US 98 to FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) 0.000-2.210 Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	2.210	Trans.	(C) 15,100	35	3,700	2002	3,300	B	(C) 800	176	B	
											2003	3,900	B		208	B	
											2004	4,200	B		224	B	
											2005	4,800	B		256	B	
											2006	5,300	B		283	B	
											2007	5,200	B		277	B	
											2008	4,100	B		219	B	
											2009	3,600	B		192	B	
											% of MV	2010	3,900		B	208	B
											24.50%	2011	3,700		B	197	B
											27.05%	2016	4,085		B	218	B
											29.87%	2021	4,510		B	241	B

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL.	VOLUME	LOS	
SR 281																	
Avalon Boulevard FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) to CR 191 2.210-7.090 Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	4.880	Urbanized	(D) 22,200	35	3,700	2002	3,300	B	(D) 1,140	171	B	
											2003	3,900	B		202	B	
											2004	4,200	B		217	B	
											2005	4,800	B		248	B	
											2006	5,300	B		274	B	
											2007	5,200	B		269	B	
											2008	4,100	B		212	B	
											2009	3,600	B		186	B	
											% of MV	2010	3,900		B	202	B
											16.67%	2011	3,700		B	191	B
											18.40%	2016	4,085		B	211	B
											20.32%	2021	4,510		B	233	B
											CR 191 to I-10 / SR 8 / FL-AL Urbanized Area Boundary 7.090-10.941 Roadway ID 58170000	Minor Arterial	2		Undivided	1	0.260
2003	5,200	B	277	B													
2004	6,200	B	331	B													
2005	6,400	B	341	B													
2006	6,300	B	336	B													
2007	6,100	B	325	B													
2008	5,600	B	299	B													
2009	5,800	B	309	B													
% of MV	2010	5,900	B	315	B												
30.30%	2011	5,000	B	267	B												
33.46%	2016	5,520	B	295	B												
36.94%	2021	6,095	B	325	B												
I-10 / SR 8 Ramp / FL-AL Urbanized Area Boundary to US 90 / SR 10 0.000-5.127 Roadway ID 58005000	Minor Arterial	2	Undivided	3	0.585	5.127	Urbanized	(D) 16,500	270 276 215	19,300 15,500 16,500				2002			
											2003	18,300	F*	976	F*		
											2004	20,167	F*	1,076	F*		
											2005	17,000	F*	907	F*		
											2006	15,967	D	852	D		
											2007	17,800	F*	950	F*		
											2008	17,800	F*	950	F*		
											2009	20,000	F*	1,067	F*		
											% of MV	2010	19,833	F*	1,058	F*	
											103.64%	2011	17,100	F*	912	B	
	114.42%	2016	18,880	B	1,007	B											
	126.33%	2021	20,845	B	1,112	B											
			4	Divided	3	0.585	5.127	Urbanized	(D) 36,700								

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CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 89																	
Ward Basin Road I-10 to US 90 2.992 - 5.802 Roadway ID 58530000	Minor Arterial	2	Undivided	1	0.356	2.810	Urbanized	(D) 14,850	186 281	4,400 4,000	2002	5,000	B	(D) 792	267	B	
											2003	4,650	B		248	B	
											2004	5,300	B		283	B	
											2005	5,700	B		304	B	
											2006	5,650	B		301	B	
											2007	5,350	B		285	B	
											2008	5,750	B		307	B	
											2009	5,100	B		272	B	
											% of MV	2010	4,950		B	264	B
											28.28%	2011	4,200		B	224	B
											31.23%	2016	4,637		B	247	B
34.48%	2021	5,120	B	273	B												
CR 184																	
Hickory Hammock Road CR 89 to SR 87 0.000 - 3.338 Roadway ID 58503000	Urban Collector	2	Undivided	0	0.000	3.338	Urbanized	(D) 22,200	246	3,000	2002	3,400	B	(D) 1,140	176	B	
											2003	3,000	B		155	B	
											2004	3,600	B		186	B	
											2005	3,900	B		202	B	
											2006	3,700	B		191	B	
											2007	4,000	B		207	B	
											2008	3,200	B		165	B	
											2009	3,200	B		165	B	
											% of MV	2010	3,100		B	160	B
											13.51%	2011	3,000		B	155	B
											14.92%	2016	3,312		B	171	B
16.47%	2021	3,657	B	189	B												
CR 184																	
Quintette Road Escambia County Line to Myree Lane 0.000 - 4.030 Roadway ID 58150000	Minor Collector	2	Undivided	0	0.000	4.030	Trans.	(C) 15,100	219	5,500	2002	NA	NA	(C) 800	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	5,800	B		309	B	
											2009	6,000	B		320	B	
											% of MV	2010	5,700		B	304	B
											36.42%	2011	5,500		B	293	B
											40.21%	2016	6,072		B	324	B
44.40%	2021	6,704	B	358	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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 184 (cont.)																	
Quintette Road Myree Lane to Chumuckla Highway 4.030 - 5.857 Roadway ID 58150000	Minor Collector	2	Undivided	0	0.000	1.827	Urbanized	(D) 22,200	219	5,500	2002	NA	NA	(D) 1,140	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	5,800	B		300	B	
											2009	6,000	B		310	B	
											% of MV	2010	5,700		B	295	B
											24.77%	2011	5,500		B	284	B
27.35%	2016	6,072	B	314	B												
30.20%	2021	6,704	B	347	B												
CR 184 A																	
Berryhill Road CR 197 to SR 89 0.000 - 7.875 Roadway ID 58508000	Urban Collector	2	Undivided	3	0.381	7.875	Urbanized	(D) 14,850	5023 1513	10,500 10,000	2002	9,700	C	(D) 792	517	C	
											2003	9,150	C		488	C	
											2004	9,750	C		520	C	
											2005	10,500	C		560	C	
											2006	10,500	C		560	C	
											2007	11,500	C		614	C	
											2008	10,750	C		574	C	
											2009	11,250	C		600	C	
											% of MV	2010	11,750		C	627	C
											69.02%	2011	10,250		C	547	C
76.21%	2016	11,317	C	604	C												
84.14%	2021	12,495	C	667	C												
CR 197																	
Floridatown Road Diamond Road to US 90 1.205 - 1.841 Roadway ID 58643000	Urban Collector	2	Undivided	1	1.572	0.636	Urbanized	(D) 14,850	225	2,600	2002	2,700	B	(D) 792	144	B	
											2003	2,600	B		139	B	
											2004	2,500	B		133	B	
											2005	3,100	B		165	B	
											2006	3,500	B		187	B	
											2007	3,300	B		176	B	
											2008	3,000	B		160	B	
											2009	3,100	B		165	B	
											% of MV	2010	2,800		B	149	B
											17.51%	2011	2,600		B	139	B
19.33%	2016	2,871	B	153	B												
21.34%	2021	3,169	B	169	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 Planning Purposes Only. Not To Be Used For Concurency Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 197 (cont.)																	
Chumuckla Highway US 90 / SR 10 to CR 184 / Quintette Road 1.841 - 5.250 Roadway ID 58643000	Minor Collector	2	Undivided	1	0.293	3.409	Urbanized	(D) 14,850	233	9,700	2002	8,600	B	(D) 792	459	B	
											2003	7,900	B		421	B	
											2004	9,000	C		480	C	
											2005	9,600	C		512	C	
											2006	10,000	C		534	C	
											2007	10,000	C		534	C	
											2008	7,800	B		416	B	
											2009	9,900	C		528	C	
											% of MV	2010	10,000		C	534	C
											65.32%	2011	9,700		C	517	C
											72.12%	2016	10,710		C	571	C
											79.62%	2021	11,824		C	631	C
Quintette Road to Luther Fowler Road 0.000 - 1.343 Roadway ID 58070000	Minor Collector	2	Undivided	0	0.000	1.343	Urbanized	(D) 22,200	115	7,900	2002	NA	NA	(D) 1,140	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	7,400	B		383	B	
											2009	6,600	B		341	B	
											% of MV	2010	6,500		B	336	B
											35.59%	2011	7,900		C	408	C
											39.29%	2016	8,722		C	451	C
											43.38%	2021	9,630		C	498	C
Luther Fowler Road to Ten Mile Road 1.343 - 5.784 Roadway ID 58070000	Minor Collector	2	Undivided	0	0.000	4.441	Trans.	(C) 15,100	115	7,900	2002	NA	NA	(C) 800	NA	NA	
											2003	NA	NA		NA	NA	
											2004	NA	NA		NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	7,000	B		373	B	
											2009	6,600	B		352	B	
											% of MV	2010	6,500		B	347	B
											52.32%	2011	7,900		B	421	C
											57.76%	2016	8,722		C	465	C
											63.78%	2021	9,630		C	514	C

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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.					
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS			
CR 197A																			
Bell Lane CR 191B to US 90 / SR 10 0.857 - 2.852 Roadway ID 58630000	Urban Collector	2	Undivided	1	0.501	1.995	Urbanized	(D) 14,850	221	7,200	2002	6,300	B	(D) 792	336	B			
											2003	4,900	B				261	B	
											2004	5,500	B				293	B	
											2005	5,800	B				309	B	
											2006	6,200	B				331	B	
											2007	6,600	B				352	B	
											2008	6,700	B				357	B	
											2009	7,000	B				373	B	
											% of MV	2010	7,500				B	400	B
											48.48%	2011	7,200				B	384	B
											53.53%	2016	7,949				B	424	B
											59.10%	2021	8,777				C	468	C
Woodbine Road US 90 / SR 10 to CR 197 / Chumuckla Highway 0.000 - 3.725 Roadway ID 58531000	Urban Collector	2	Divided	1	0.268	3.725	Urbanized	(D) 15,593	214 218	15,000	2002	13,500	C	(D) 832	720	C			
										12,500	2003	13,250	C				707	C	
											2004	13,750	C				734	C	
											2005	15,250	D				814	D	
											2006	14,750	D				787	D	
											2007	16,000	F*				854	F*	
											2008	14,500	C				774	C	
											2009	14,250	C				760	C	
										% of MV	2010	15,000	D				800	D	
										88.18%	2011	13,750	C				734	C	
										97.36%	2016	15,181	D				810	D	
										107.49%	2021	16,761	F*				894	F*	
CR 399																			
Pensacola Beach Boulevard SR 30 (US 98) to Via Deluna 9.498 - 11.090 Roadway ID 48230000 0.000 - 0.610 Roadway ID 58140000	Urban Collector	4	Divided	0	0.000	2.202	Urbanized	(D) 64,300	235	23,000	2002	21,000	B	(D) 3,320	1,086	B			
											2003	20,000	B				1,034	B	
											2004	21,000	B				1,086	B	
											2005	22,000	B				1,137	B	
											2006	18,300	B				946	B	
											2007	18,700	B				967	B	
											2008	21,500	B				1,112	B	
											2009	15,000	B				776	B	
											% of MV	2010	20,500				B	1,060	B
											35.77%	2011	23,000				B	1,189	B
											39.49%	2016	25,394				B	1,313	B
											43.60%	2021	28,037				B	1,450	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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 399																	
East Bay Boulevard US98 to SR87 0.000 - 9.871 Roadway ID 58642000	Urban Collector	2	Undivided	1	0.101	9.871	Urbanized	(D) 14,850	238 237	9,500 4,600	2002	6,050	B	(D) 792	323	B	
											2003	6,400	B		341	B	
											2004	7,350	B		392	B	
											2005	7,600	B		405	B	
											2006	7,250	B		387	B	
											2007	7,150	B		381	B	
											2008	6,700	B		357	B	
											2009	7,300	B		389	B	
											% of MV	2010	4,400		B	235	B
											47.47%	2011	7,050		B	376	B
											52.42%	2016	7,784		B	415	B
											57.87%	2021	8,594		B	458	B
CR 399																	
Gulf Boulevard Escambia Co. Line SR 30 (US 98/Navarre Parkway) 0.000 - 4.886 Roadway ID 58640000	Urban Collector	2	Undivided	1	0.205	4.886	Urbanized	(D) 14,850	234	7,100	2002	6,400	B	(D) 792	341	B	
											2003	6,100	B		325	B	
											2004	6,700	B		357	B	
											2005	7,000	B		373	B	
											2006	7,800	B		416	B	
											2007	8,000	B		427	B	
											2008	7,200	B		384	B	
											2009	4,900	B		261	B	
											% of MV	2010	4,700		B	251	B
											47.81%	2011	7,100		B	379	B
											52.79%	2016	7,839		B	418	B
											58.28%	2021	8,655		C	462	C

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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

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

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG/ PER MILE	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 42 Alabama US 98																	
SR 91 Sycamore to Hillcrest Road 77.05-78.85 Route ID: AL0042	Principal Arterial	2	Undivided	0	0.000	1.000	Urbanized	(D) 22,200	598	8,800	2002	7,600	B	(D) 1,140	393	B	
											2003	7,800	B		403	C	
											2004	8,300	C		429	C	
											2005	9,300	C		481	C	
											2006	9,250	C		478	C	
											2007	9,070	C		469	C	
											2008	8,140	C		421	C	
											2009	8,460	C		437	C	
											% of MV	2010	8,340		C	431	C
											39.64%	2011	8,800		C	455	C
											43.77%	2016	9,716		C	502	C
											48.32%	2021	10,727		C	555	C
Hillrest Rd to Aabama State Line Alabama Line 78.85-80.248 Route ID: AL0042	Principal Arterial	2	Undivided	1	0.476	2.10	Urbanized	(D) 16,500	559	10,510	2002	10,900	C	(D) 880	582	C	
											2003	11,200	C		598	C	
											2004	12,000	C		640	C	
											2005	12,100	C		646	C	
											2006	12,420	C		663	C	
											2007	12,100	C		646	C	
											2008	10,850	C		579	C	
											2009	11,270	C		601	C	
											% of MV	2010	11,120		C	593	C
											63.70%	2011	10,510		C	561	C
											70.33%	2016	11,604		C	619	C
											77.65%	2021	12,812		C	684	C

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 Planning Purposes Only.

Not To Be Used For Concurrence 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 - BALDWIN COUNTY'S COUNTY ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG/ PER MILE	SEG. LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2011 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
CR 99																	
US 98 to Spanish Cove Drive 0.000-1.03 Route ID: CO0866	N/A	2	Undivided	0	0.000	1.100	Urbanized	(D) 22,200	1000	5,940	2002	N/A	N/A	(D) 1,140	N/A	N/A	
											2003	N/A	N/A		N/A	N/A	
											2004	N/A	N/A		N/A	N/A	
											2005	N/A	N/A		N/A	N/A	
											2006	N/A	N/A		N/A	N/A	
											2007	5,900	B		305	B	
											2008	5,880	B		304	B	
											2009	5,940	B		307	B	
											% of MV	2010	6,060		B	313	B
											26.76%	2011	5,940		B	307	B
											29.54%	2016	6,558		B	339	B
											32.62%	2021	7,241		B	374	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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

APPENDIX C

CONGESTION MANAGEMENT PROCESS PLAN

2011 MULTIMODAL LEVEL OF SERVICE TABLES

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 4																	
(Century) - US29 to SR 4 Realignment 0.000-1.273 Roadway ID 48140000	Minor Arterial	2	Undivided	0	0.000	1.200	Rural Developed	(C) 14,200	254	4,500	100	C	0	D	0	N/A	N/A
SR 4 Realignment to the Santa Rosa County Line 0.000-1.440 Roadway ID 48140001	Minor Arterial	2	Undivided	0	0.000	1.440	Rural Developed	(C) 14,200	254	4,500	100	C	0	D	0	N/A	N/A
SR 8 (I-10)																	
Alabama Line to FL-AL Urbanized Boundary (east of Beulah Road Overpass) 0.000-2.030 Roadway ID 48260000	Principal Arterial	4	Divided	0	0.000	1.770	Trans	(C) 57,600	156 T	34,151	0	E	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System																	

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 Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 8 (I-10) (cont.)																	
FL-AL Urbanized Boundary (east of Beulah Road Overpass) to Nine Mile Road/SR 10/US90A 2.030-5.501 Roadway ID 48260000	Principal Arterial	4	Divided	0	0.000	3.770	Urbanized	(C) 59,800	156 T	34,151	0	E	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System																	
Nine Mile Road/ SR 10/ US 90A to US 29 / SR 95 5.501-10.250 Roadway ID 48260000	Principal Arterial	4	Divided	0	0.000	4.810	Urbanized	(C) 59,800	2003 2005	34,000 NA	0	E	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System																	
US 29 / SR 95 to I-110 10.250-12.398 Roadway ID 48260000	Principal Arterial	6	Divided	0	0.000	2.150	Urbanized	(C) 90,500	2006	69,500	0	E	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System																	

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 Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 8 (I-10) (cont.)																	
I-110 to Davis Highway / SR 291 12.398-12.917 Roadway ID 48260000	Principal Arterial	6	Divided	0	0.000	0.520	Urbanized	(C) 90,500	2013	36,500	0	E	0	E	0	N/A	N/A
Segment is on the Strategic Intermodal System																	
SR 8 (I-10)																	
Davis Highway / SR 291 to Scenic Highway 12.917-16.549 Roadway ID 48260000	Principal Arterial	4	Divided	0	0.000	3.630	Urbanized	(C) 59,800	2015 560 T	45,500 NA	0	E	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System		6	Divided	0	0.000	3.630	Urbanized	(C) 90,500									
SR 8 (I-10)																	
Scenic Highway to End of 6 lanes 0.000 - 2.878 Roadway ID 58002000	Principal Arterial	6	Divided	0	0.000	2.878	Urbanized	(C) 59,800	2015 2001	45,500 43,500	0	E	0	F	0	N/A	N/A
Segment is on the Strategic Intermodal System																	
SR 8A (I-110)																	
Gregory/Chase Street to Maxwell 0.000-1.600 Roadway ID 48270000	Principal Arterial	4	Divided	0	0.000	1.600	Urbanized	(C) 59,800	2017 2018	47,000 34,500	0	E	0	F	0	Route 59 = 1 Route 59A = 0 Route 61 = 1 Total = 2	E
Segment is on the Strategic Intermodal System																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 8A (I-110) (cont.)																	
Maxwell to Fairfield 1.600-2.670 Roadway ID 48270000	Principal Arterial	6	Divided	0	0.000	1.070	Urbanized	(C) 90,500	2012	51,000	0	E	0	F	0	Route 59 = 1 Route 59A = 0 Route 61 = 1 Total = 2	E
Segment is on the Strategic Intermodal System																	
SR 8A (I-110)																	
Fairfield Drive / SR 295 to Brent Lane / SR 296 2.670-3.900 Roadway ID 48270000	Principal Arterial	6	Divided	0	0.000	1.230	Urbanized	(C) 90,500	2010	52,000	0	E	0	F	0	Route 59 = 1 Total = 1	F
Segment is on the Strategic Intermodal System																	
Brent Lane / SR 296 to I-10 / SR 8 3.900-6.341 Roadway ID 48270000	Principal Arterial	6	Divided	0	0.000	2.440	Urbanized	(C) 90,500	9924 T 2008	NA 62,500	0	E	0	F	0	Route 59 = 0.50 Total = .50	F
Segment is on the Strategic Intermodal System																	
SR 10 (US 90A)																	
Nine Mile Road Alabama Line to SR 10-A / Mobile Highway 0.000-2.485 Roadway ID 48010000	Minor Arterial	2	Undivided	0	0.000	2.490	Trans.	(C) 15,100	48 T 555	4,789 NA	100	C	0	D	0	N/A	N/A
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 10 (US 90A) (cont.)																	
SR 10-A / Mobile Hwy to FL-AL Urbanized Boundary (west of Beulah Road) 2.485-4.280 Roadway ID 48010000	Minor Arterial	2	Undivided	0	0.000	1.795	Trans.	(C) 15,100	145	4,500	100	C	0	D	0	N/A	N/A
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																	
FL-AL Urbanized Boundary (west of Beulah Road) to I-10 / SR 8 4.280-6.809 Roadway ID 48010000	Minor Arterial	2	Undivided	1	0.395	2.529	Urbanized	(D) 16,500	145	4,500	100	B	0	D	0	N/A	N/A
Segment contains additional lanes & is divided at the intersection of SR 8 / Interstate 10.																	
Nine Mile Road I-10 / SR 8 to SR 297 / Pine Forest Road 6.809-8.299 Roadway ID 48010000	Minor Arterial	2	Divided	1	0.671	1.490	Urbanized	(D) 17,325	4062	11,500	100	C	0	E	0	N/A	N/A
Segment contains additional lanes at the intersections.																	
Nine Mile Road SR 297 / Pine Forest Road to US 29 / SR 95 8.299-10.403 Roadway ID 48010000	Minor Arterial	2	Divided	3	1.426	2.104	Urbanized	(D) 17,325	4072 4057	21,500 23,500	100	C	0	F	0	Route 50 = 0.25 Total = .25	F
Segment contains additional lanes at the intersections.																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 10 (US 90A) (cont.)																	
Nine Mile Road US 29 / SR 95 to University Parkway 10.403-13.77 Roadway ID 48010000	Minor Arterial	4	Divided	6	1.780	3.370	Urbanized	(D) 36,700	4054	31,500	100	C	0	F	0	Route 51 = 0.25	F
									4052	34,000						Total = .25	
University Parkway to Davis Highway / SR 291 13.77-14.722 Roadway ID 48010000	Minor Arterial	4	Divided	0	0.000	0.950	Urbanized	(D) 64,300	4042	12,500	100	B	0	E	0	Route 43 = 0.50	F
																Total = .50	
Davis Highway / SR 291 to the Santa Rosa County Line 14.722-16.322 Roadway ID 48010000	Minor Arterial	4	Divided	2	1.250	1.600	Urbanized	(D) 36,700	4040	25,000	100	C	65	E	65	N/A	N/A

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 10A (US 90)																		
Mobile Highway Nine Mile Road / SR 10 / US90A to the FL-AL Urbanized Boundary (west of Beulah Road)	Principal Arterial	2	Undivided	0	0.000	2.197	Trans.	(C) 15,100	46	1,350	100	B	0	D	0	N/A	N/A	
0.000-2.197 Roadway ID 48020000																		
FL-AL Urbanized Boundary (west of Beulah Road) to Pine Forest Road / SR 297	Principal Arterial	2	Undivided; Divided at Blue Angel & Pine Forest intersections	2	0.358	5.591	Urbanized	(D) 16,500	105 4065	9,400 7,100	100	C	0	E	0	N/A	N/A	
2.197-7.788 Roadway ID 48020000																		
Segment contains additional lanes at the SR 297 intersection.																		
Pine Forest Road / CR 297 to Edison Drive	Principal Arterial	4	Divided	5	1.848	2.706	Urbanized	(D) 36,700	4002 5154 5156	24,500 NA 31,000	100	C	60.5	E	60.5	Route 1 = 0.75 Route 47 = 0.75 Total = 1.50	F	
7.788-10.494 Roadway ID 48020000																		

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 10A (US 90) (cont.)																	
Mobile Highway Edison Drive to Fairfield Drive / SR 727 / SR 295 10.494-11.095 Roadway ID 48020000	Principal Arterial	6	Divided	2	3.328	0.601	Urbanized	(D) 50,300	5062	36,000	0	D	100	D	100	N/A	N/A
Fairfield Drive / SR 727 to Kirk Street 11.095-12.428 Roadway ID 48020000	Principal Arterial	4	Divided	2	1.500	1.333	Urbanized	(D) 36,700	5271 5155	29,000 NA	0	E	100	D	100	Route 2 = 1 Total = 1	E
Cervantes Street Kirk Street to Pace Boulevard / SR 292 12.428-13.473 Roadway ID 48020000	Principal Arterial	4	Undivided	4	3.828	1.045	Urbanized	(D) 31,540	4035 5064 5043 5045	19,800 NA 19,500 NA	0	D	100	C	100	Route 2 = 1 Total = 1	E

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 10A (US 90) (cont.)																	
Cervantes Street Pace Boulevard / SR 292 to to Palafox Street/SR 95/US29 13.473-14.910 Roadway ID 48020000	Principal Arterial	4	Divided	5	3.497	1.430	Urbanized	(D) 33,200	5013 5011 5007 5009	20,200 NA 27,000 NA	0	D	100	D	100	Route 2 = 1 Total = 1	E
Palafox Street/SR 95/US29 to North 15th Avenue 14.910-16.075 Roadway ID 48020000	Principal Arterial	4	Divided	5	4.310	1.160	Urbanized	(D) 33,200	4003 5250 5005 5004 5006	28,000 26,000 19,000 16,900 23,500	20.7	D	100	C	100	Route 41 = 1 Total = 1	E
15th Avenue to Perry Avenue / SR 296 16.075-16.959 Roadway ID 48020000	Principal Arterial	4	Undivided; Divided at Perry Ave.	2	2.262	0.884	Urbanized	(D) 31,540	4001 5034	25,500 NA	0	E	100	D	100	Route 41 = 1 Total = 1	E

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 10A (US 90) (cont.)																	
Cervantes Street Perry Avenue / SR 296 to Strong Street 16.959-17.290 Roadway ID 48020000	Principal Arterial	4	Divided	0	0.000	0.331	Urbanized	(D) 64,300	5038	15,500	0	E	100	D	100	Route 41 = 1 Total = 1	E
Scenic Highway Strong Street to Hyde Park Road Constrained Facility 17.290-18.312 Roadway ID 48020000	Principal Arterial	2	Divided	0	0.000	1.030	Urbanized	(D) 23,310	5038	15,500	0	E	85	D	85	N/A	N/A
Hyde Park Road to Summit Boulevard Constrained Facility 18.312-19.442 Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.000	1.120	Urbanized	(D) 22,200	5057	14,000	100	C	0	E	0	N/A	N/A

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 10A (US 90) (cont.)																	
Scenic Highway Summit Boulevard to I-10 / SR 8 19.442-23.352 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections	2	0.512	3.910	Urbanized	(D) 16,500	545 5158 4032	13,100 13,500 17,000	100	C	0	F	0	N/A	N/A
I-10 / SR 8 to Nine Mile Road / SR 10 / US 90 A 23.352-26.822 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections	3	0.865	3.470	Urbanized	(D) 16,500	4030 4041	13,000 14,200	100	C	0	E	0	N/A	N/A
SR 30 (US 98)																	
Alabama Line to SR 298 / Lillian Highway 0.388-3.971 Roadway ID 48110000	Principal Arterial	2	Undivided; Divided at Bauer and Lillian Hwy.	1	0.279	3.580	Urbanized	(D) 16,500	552 155 325 T	NA 17,500 11,209	100	C	0	E	0	N/A	N/A

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 30 (US 98) (cont.)																	
SR 298 / Lillian Highway to Blue Angel Parkway / SR 173 0.232-2.123 Roadway ID 48280000	Principal Arterial	2	Undivided; Divided at Blue Angel	1	0.529	1.890	Urbanized	(D) 16,500	4028	10,200	100	C	0	E	0	N/A	N/A
Dr. Farin Drive Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 2.123-3.611 Roadway ID 48280000	Principal Arterial	4	Divided	1	0.672	1.488	Urbanized	(D) 36,700	5298	21,500	100	C	0	F	0	Route 58 = 0.50 Total = .50	F
Fairfield Drive / SR 727 to Navy Boulevard / SR 295 3.611-6.067 Roadway ID 48280000	Principal Arterial	4	Divided	5	2.036	2.456	Urbanized	(D) 33,200	5178 5204	29,500 22,500	100	D	0	C	0	Route 58 = 0.50 Total = .50	F

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 30 (US 98) (cont.)																	
Navy Boulevard New Warrington Road/SR295 to Pace Boulevard / SR292 0.000-2.370 Roadway ID 48080060	Principal Arterial	4	Divided	5	2.110	2.370	Urbanized	(D) 33,200	5136 5101 4005 5019	19,200 23,000 21,000 19,100	100	C	20	F	20	Route 57 = 1 Route 58 = 0.50 Route 59 = 1 Route 59A = 1 Total = 3.50	D
Garden Street Pace Boulevard / SR 292 to Barrancas Avenue 2.370-3.103 Roadway ID 48080060	Principal Arterial	4	Undivided; Divided at Pace and Barrancas intersections	2	2.740	0.730	Urbanized	(D) 31,540	5169 4026	16,900 18,600	0	C	100	C	100	Route 48 = 1 Route 57 = 1 Route 58 = 0.50 Route 59 = 1 Route 59A = 1 Total = 4.50	B
Barrancas Avenue to Gregory Street 3.103-4.463 Roadway ID 48080060	Principal Arterial	4	Divided	7	5.147	1.360	Urbanized	(D) 28,200	5167 5171 5173 4027 5259 5177	NA 26,500 26,000 21,100 21,400 14,000	0	D	91	C	91	Route 2 = 0.75 Route 44 = 0.50 Route 45 = 0.50 Route 57 = 0.50 Route 58 = 0.25 Route 59 = 1 Route 59A = 0.50 Beach Jumper = 0 Total = 4	B
Segment contains additional lanes at Gregory Street intersection.																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 30 (Bus. US 98) (cont.)																	
Chase Street /I Way EB North Palafox Street to I-110 0.000-0.251 Roadway ID 48100001	Principal Arterial	3	One-Way	1	4.000	0.250	Urbanized	(D) 30,180	5258	9,000	0	D	35	E	35	Route 59 = 0 Route 59A = 0 Route 61 = 1 Total = 1	F
Chase Street /I Way EB I-110 to Bayfront Parkway 0.251-0.982 Roadway ID 48100001	Principal Arterial	3	One-Way	2	2.740	0.730	Urbanized	(C) 23,400	5266 5209	17,500 15,500	0	E	57.1	D	57.1	Route 61 = 1 Beach Jumper = 0 Total = 1	F
Segment is on the Strategic Intermodal System																	
Bayfront Parkway to Gregory Street 0.982-1.296 Roadway ID 48100001	Principal Arterial	4	Divided	1	3.185	0.314	Urbanized	(D) 33,200	5210	26,400	0	E	100	D	100	Route 61 = 1 Beach Jumper = 0 Total = 1	E

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 30 (US 98) (cont.)																	
Gregory Street/1 Way WB Palafox Street to Alcaniz Street 0.310-0.636 Roadway ID 48100003	Principal Arterial	2	One-Way	2	6.135	0.326	Urbanized	(D) 16,920	5257	5,050	35.2	D	100	C	100	Route 61 = 1 Total = 1	E
Segment contains additional lanes at Alcaniz Street intersection.																	
Gregory Street/1 Way WB Alcaniz Street to Bayfront Parkway / Chase Street 0.0-.310 Roadway ID 48100003 3.275-3.906 Roadway ID 48100000	Principal Arterial	3	One-Way	2	2.125	0.941	Urbanized	(D) 30,180	5267 5031 5033	18,000 18,000 NA	0	E	0	F	0	Route 58 = 0 Route 61 = 1 Total = 1	F
Pensacola Bay Bridge Bayfront Parkway / Chase Street to the Santa Rosa County Line 3.275-0.000 Roadway ID 48100000	Principal Arterial	4	Divided	0	0.000	3.275	Urbanized	(D) 64,300	261 T (Count Station in Santa Rosa County)	50,937	100	C	0	F	0	Route 61 = 1 Beach Jumper = 0 Total = 1	F

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 95 (US 29)																	
SR 10A / US 90 / Cervantes Street to W. Scott Street	Principal Arterial	4	Undivided	3	2.657	1.129	Urbanized	(D) 31,540	5103 5239 5023 82T 5021	NA NA 8,500 NA NA	0	D	100	C	100	Route 2 = 1 Beach Jumper = 0 Total = 1	F
0.000-1.129 Roadway ID 48040000																	
Scott Street to Pace Boulevard / SR 292	Principal Arterial	4	Divided	4	2.128	1.880	Urbanized	(D) 33,200	5071 5105 4006	11,300 12,600 12,300	0	D	100	C	100	Route 50 = 0.50 Route 51 = 0.50 Route 60 = 0 Total = 1	F
1.129-2.976 Roadway ID 48040000																	
Pace Boulevard / SR 292 to Brent Lane / SR 296	Principal Arterial	6	Divided	1	1.873	0.534	Urbanized	(D) 55,300	4038	27,000	0	D	0	E	0	Route 50 = 1 Route 51 = 1 Route 60 = 0 Total = 2	E
2.976-3.543 Roadway ID 48040000																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 95 (US 29) (cont.)																		
Pensacola Boulevard Brent Lane / SR 296 to I-10 / SR 8 3.543-6.385 Roadway ID 48040000	Principal Arterial	6	Divided	7	2.463	2.842	Urbanized	(D) 50,300	4037 5108 5106	39,000 24,500 30,500	100	C	44.6	E	44.6	Route 50 = 1 Route 51 = 0.25 Route 60 = 0 Total = 1.25	F	
I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A 6.385-8.614 Roadway ID 48040000	Principal Arterial	4	Divided	3	1.346	2.229	Urbanized	(C) 35,500	4022	39,500	100	C	0	F	0	Route 50 = 0.25 Route 60 = 0 Total = .25	F	
Segment is on the Strategic Intermodal System Segment contains additional lanes at I-10 intersection.																		
Nine Mile Road / SR 10 to Well Line Road 8.614-15.517 Roadway ID 48040000	Principal Arterial	4	Divided	8	1.159	6.903	Urbanized	(C) 35,500	380 159T 4056 446 9916 T	NA NA NA 18,900 30,702	91.9	C	4.1	F	4.1	Route 60 = 0 Total = 0	F	
Segment is on the Strategic Intermodal System Count Stations 446 and 9916T added in 2004 reporting year.																		

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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
SR 95 (US 29) (cont.)																	
Well Line Road to FL-AL Urbanized Boundary (North of Quintette Road) 15.517-18.141 Roadway ID 48040000	Principal Arterial	4	Divided	0	0.000	2.624	Urbanized	(C) 49,600	446	18,900	100	C	0	F	0	Route 60 = 0 Total = 0	F
Segment is on the Strategic Intermodal System																	
FL-AL Urbanized Boundary (north of Quintette Road) to FL-AL MPA Boundary (at Barrineau Park Road) 18.141-20.051 Roadway ID 48040000	Principal Arterial	4	Divided	0	0.000	1.910	Trans	(C) 45,400	446 449	18,900 13,800	100	C	0	E	0	Route 60 = 0 Total = 0	F
Segment is on the Strategic Intermodal System																	
FL-AL MPA Boundary (at Barrineau Park Road) to SR 97/Atmore Highway 20.051-23.561 Roadway ID 48040000	Principal Arterial	4	Divided	0	0.000	3.500	Rural Undev	(B) 26,300	449	13,800	100	C	0	E	0	Route 60 = 0 Total = 0	F
Segment is on the Strategic Intermodal System																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 95 (US 29) (cont.)																	
SR 97 / Atmore Highway to Salter's Lake Road 0.000-17.010 Roadway ID 48060000	Principal Arterial	4	Divided	0	0.000	17.020	Rural Developed	(B) 23,800	448 348 T	NA 6,886	100	B	0	D	0	Route 60 = 0 Total = 0	F
Segment is on the Strategic Intermodal System																	
Salter's Lake Road to the Alabama State Line 17.010-20.075 Roadway ID 48060000	Principal Arterial	4	Divided	1	0.327	3.060	Rural Developed	(C) 23,300	3 218 220	9,800 NA NA	0	D	100	C	100	Route 60 = 0 Total = 0	F
Segment is on the Strategic Intermodal System																	
SR 97																	
CR 95A / Old Palafox Highway / CR 95A to the Alabama State Line 0.000-22.507 Roadway ID 48130000	Minor Arterial	2	Undivided	0	0.000	22.650	Rural Undev	(C) 8,100	340 255 447 243 T	4,800 4,000 5,400 5,523	100	C	0	D	0	N/A	N/A

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 173 Blue Angel Parkway Gulf Beach Highway / CR 292-A to Sorrento Road / SR 292 0.721-2.340 Roadway ID 48205000	Minor Arterial	4	Divided	1	0.625	1.600	Urbanized	(D) 36,700	553	10,800	100	B	0	E	0	N/A	N/A	
Blue Angel Parkway Sorrento Road / SR 292 to Lillian Highway / SR 298 2.340-7.136 Roadway ID 48205000	Minor Arterial	2	Undivided	2	0.417	4.796	Urbanized	(D) 16,500	554 556	18,200 16,000	100	C	0	F	0	Route 58 = 0.25 Total = .25	F	
Divided at the intersections of Sorrento Road, Dog Track, and Lillian Highway.																		
Lillian Highway / SR 298 to Saufley Field Road / CR296 7.136-10.008 Roadway ID 48205000	Minor Arterial	2	Undivided	2	0.696	2.872	Urbanized	(D) 16,500	5301 363	19,000 21,500	100	C	0	F	0	N/A	N/A	
Divided at the intersections of Lillian Highway and Saufley Field Road.																		

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 173 (cont.)																	
Saufley Field Road / CR 296 to Pine Forest Road / SR 297	Minor Arterial	2	Undivided	1	0.378	2.646	Urbanized	(D) 16,500	5316 5315 537	13,600 12,500 16,400	100	C	0	F	0	N/A	N/A
10.008-12.654 Roadway ID 48205000																	
Additional lanes at intersections.																	
SR 196																	
Bayfront Parkway S. Tarragona to Chase Street	Minor Arterial	4	Divided	1	0.980	1.020	Urbanized	(D) 36,700	5313 5314 5294	15,800 12,100 15,000	0	D	80	D	80	Route 42 = 0.50 Beach Jumper = 0 Total = .50	F
0.000-1.009 Roadway ID 48006000																	
Segment is on the Strategic Intermodal System																	
SR 289																	
9th Avenue Chase Street to Gregory Street / SR 30	Minor Arterial	4	Undivided	1	12.500	0.080	Urbanized	(C) 11,340	5180	15,300	0	D	100	C	100	N/A	N/A
0.000-0.083 Roadway ID 48003000																	
Segment is on the Strategic Intermodal System Divided at the intersection with Cervantes Street.																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 289 (cont.)																		
9th Avenue Gregory Street / SR 30 to Cervantes Street / US 90 0.083-0.496 Roadway ID 48003000	Minor Arterial	4	Undivided	1	2.421	0.413	Urbanized	(D) 31,540	5180	15,300	0	E	100	C	100	Route 42 = 1 Route 58 = 0 Total = 1		E
				Divided at the intersection with Cervantes Street.														
Cervantes Street / US 90 to Fairfield Drive / SR 295 0.496-2.707 Roadway ID 48003000	Minor Arterial	4	Undivided	4	1.818	2.200	Urbanized	(D) 34,865	5049	17,000	0	E	70	D	70	Route 42 = 0.75 Route 58 = 0 Total = .75		F
				5249 NA 5233 16,300 5050 19,400														
Added Count Station 5050 in 2004 reporting year.																		
Fairfield Drive / SR 295 to Bayou Boulevard / SR 296 2.707-4.025 Roadway ID 48003000	Minor Arterial	4	Undivided	1	0.754	1.326	Urbanized	(D) 34,865	4011 T	NA	0	E	32.5	F	32.5	Route 42 = 1 Total = 1		F
				5051 NA 5003 26,500														
Divided at the intersections of Fairfield Drive and Bayou Boulevard.																		

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 289 (cont.)																		
9th Avenue Bayou Boulevard / SR 296 to Langley Avenue 4.025-5.374 Roadway ID 48003000	Minor Arterial	4	Divided	5	3.731	1.340	Urbanized	(D) 33,200	5052 5053 T	32,000 NA	0	E	85	D	85	Route 41 = 0.50 Route 42 = 0.75 Route 43 = 0.25 Route 63 = 0.50 Total = 2	D	
Segment was granted a Backlogged Facility Designation in April 1995.																		
Langley Avenue to Olive Road / SR 290 5.374-7.281 Roadway ID 48003000	Minor Arterial	4	Divided	5	2.622	1.907	Urbanized	(D) 33,200	5065 4031	31,500 25,500	47.9	E	100	D	100	Route 43 = 0.75 Total = .75	F	
SR 291																		
Alcaniz Street / Martin Luther Hart Drive to Wright Street 0.063-2.405 Roadway ID 48070101	Minor Arterial	2	One-Way	5	2.135	2.342	Urbanized	(D) 19,920	4007 5308 5235 5247 5309 5028 5293	3,700 4,300 2,800 2,100 2,400 2,700 2,400	0	C	100	C	100	Route 45 = 1 Total = 1	E	
Alcaniz Street Wright Street to Gregory Street 0.0-0.123 Roadway ID 48070000	Minor Arterial	6	Divided	0	0.000	0.123	Urbanized	(D) 19,920	5030 Segment became 2 way in 2005	6,600	0	C	100	C	100	Route 45 = 1 Route 58 = 0 Total = 1	E	

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR 291 (cont.)																	
Davis Highway Wright Street to Fairfield Drive / SR 295 0.060-2.686 Roadway ID 48070000	Minor Arterial	2	One-Way	5	1.904	2.626	Urbanized	(D) 22,020	4010 5234 5248 5162 5161 5292 5047	5,100 3,400 2,400 NA 3,300 2,800 3,300	35.8	D	100	C	100	Route 45 = 1 Total = 1	E
Segment contains additional lanes at Fairfield Drive.																	
Fairfield Drive / SR 295 to Brent Lane / SR 296 2.686-4.174 Roadway ID 48070000	Minor Arterial	4	Divided	1	0.671	1.490	Urbanized	(D) 36,700	540 5060	19,300 NA	0	D	35	F	35	Route 45 = 1 Total = 1	F
Brent Lane / SR 296 to Burgess Road / SR 742 4.174-5.632 Roadway ID 48070000	Minor Arterial	4	Divided	3	1.852	1.620	Urbanized	(D) 36,700	5067 5069 T 5070	31,500 NA 23,500	0	E	30	F	30	Route 45 = 1 Total = 1	F

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR 291 (cont.)																	
Davis Highway Burgess Road / SR 742 to I-10 / SR 8 5.632-6.279 Roadway ID 48070000	Minor Arterial	6	Divided	3	4.637	0.647	Urbanized	(D) 43,700	5068	32,500	100	C	100	C	100	Route 45 = 0.25 Total = .25	F
I-10 / SR 8 to University Parkway 6.279-6.864 Roadway ID 48070000	Minor Arterial	6	Divided	4	6.838	0.585	Urbanized	(D) 43,700	5296 4012	52,500 60,500	100	C	100	E	100	Route 43 = 0.25 Route 45 = 1 Total = 1.25	E
Segment was granted a Backlogged Facility Designation in April 1991.																	
University Parkway to Nine Mile Road / SR 10 / US 90A 6.864-8.803 Roadway ID 48070000	Minor Arterial	4	Divided	3	1.577	1.902	Urbanized	(D) 36,700	4043 4049	13,900 24,500	0	D	87.5	C	87.5	Route 43 = 0.80 Route 45 = 0.25 Total = 1.05	E
Segment contains additional lanes at the University Parkway intersection.																	

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR 292 Perdido Key Drive Alabama State Line to Old River Road (west) 0.000-4.079 Roadway ID 48050000	Principal Arterial	2	Undivided	0	0.000	4.120	Urbanized	(D) 22,200	460 461	9,300 9,500	100	C	0	D	0	N/A	N/A
Sorrento Road Old River Road (west) to Doug Ford Drive 4.079-7.751 Roadway ID 48050000	Principal Arterial	2	Undivided	1	0.274	3.650	Urbanized	(D) 16,500	452 464	14,500 16,500	78.2	D	0	F	0	N/A	N/A
Doug Ford Drive to Blue Angel Parkway / SR 173 7.751-12.030 Roadway ID 48050000	Principal Arterial	2	Undivided	2	0.464	4.310	Urbanized	(D) 16,500	534	15,000	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
SR 292 (cont.)																	
Gulf Beach Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 12.030-15.354 Roadway ID 48050000	Principal Arterial	2	Undivided	2	0.601	3.330	Urbanized	(D) 16,500	4014 4066 559	18,400 16,000 10,500	71.2	D	0	F	0	N/A	N/A
Fairfield Drive / SR 727 to to Navy Boulevard / SR 295 15.354-17.246 Roadway ID 48050000	Principal Arterial	2	Divided	1	0.526	1.900	Urbanized	(D) 17,325	5077 5130	21,000 17,500	0	E	40	F	40	Route 55 = 1 Total = 1	F
Barrancas Avenue Navy Boulevard / SR 295/ New Warrington Road to Broadmoor Lane 17.246-18.808 Roadway ID 48050000	Minor Arterial	4	Divided	2	1.280	1.562	Urbanized	(D) 36,700	5074 5126 5128	NA 23,500 23,500	100	C	100	D	100	Route 55 = 1 Total = 1	E

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											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
SR 292 (cont.)																	
Barrancas Avenue Broadmoor Lane to Pace Boulevard 0.055-1.000 Roadway ID 48050001	Minor Arterial	6	Divided	1	1.058	0.945	Urbanized	(D) 55,300	4004	22,500	100	C	100	C	100	Route 55 = 1 Total = 1	E
Pace Boulevard Barrancas Avenue to Garden Street / SR 30 / US 98 19.852-20.421 Roadway ID 48050000	Minor Arterial	4	Divided	1	1.757	0.569	Urbanized	(D) 36,700	5017 5018	8,800 7,400	0	D	100	C	100	Route 48 = 0.50 Route 55 = 1 Total = 1.50	E
Garden Street / SR 30 / US 98 to Cervantes Street / SR 10A / US 90 20.421-21.029 Roadway ID 48050000	Minor Arterial	4	Divided	2	3.279	0.610	Urbanized	(D) 33,200	5015 5016	16,600 14,500	0	D	100	C	100	Route 55 = 1 Total = 1	E

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 292 (cont.)																	
Pace Boulevard Cervantes Street / SR 10A / US 90 to SR 95 / Palafox Street	Minor Arterial	4	Divided	5	2.076	2.408	Urbanized	(D) 36,700	5111 5119 4023 5120	16,300 NA 19,600 NA	0	D	100	C	100	Route 47 = 0.25 Route 55 = 0.75 Total = 1	E
21.029-23.676 Roadway ID 48050000																	
SR 294																	
Chiefs Way SR 295 / New Warrington Road to US 98 / Navy Boulevard	Principal Arterial	2	Undivided	2	9.259	0.216	Urbanized	(D) 11,900	5203	5,000	0	D	65	D	65	Route 57 = 1 Route 58 = 0.50 Route 59 = 1 Route 59A = 1 Total = 3.50	D
0.000-0.209 Roadway ID 48080061																	
SR 295																	
Navy Boulevard Bayou Grande Bridge NE/ to SR 292 / Barrancas Avenue	Principal Arterial	5	Divided	3	3.125	0.960	Urbanized	(D) 50,100	5135 4025	24,000 19,700	0	D	87.5	C	87.5	Route 57 = 1 Route 59 = 1 Route 59A = 1 Total = 3	C
0.000-0.956 Roadway ID 48080000																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 295 (cont.)																	
Navy Boulevard SR 292 / Barrancas Avenue to SR 295 / New Warrington Road 0.956-2.054 Roadway ID 48080000	Principal Arterial	4	Divided	3	2.7322	1.098	Urbanized	(D) 36,700	5095 5129	47,000 25,000	66.4	D	100	D	100	Route 57 = 1 Route 59 = 1 Route 59A = 1 Total = 3	C
Segment contains additional lanes at SR 30 (US 98).																	
New Warrington Road US 98 / Navy Boulevard to Mobile Highway Interchange 2.054-3.957 Roadway ID 48080000	Principal Arterial	4	Divided	3	1.576	1.903	Urbanized	(D) 36,700	5200 5202 4020 5094	25,500 30,000 32,500 28,500	27.6	E	72.4	E	72.4	Route 59A = 1 Total = 1	F
New Warrington Road Mobile Highway Interchange to New Warrington Road Leg C 0.000-0.482 Roadway ID 48080062	Principal Arterial	4	Divided	1	2.075	0.482	Urbanized	(D) 33,200	5096	5,500	75	C	0	E	0	Route 2 = 0.50 Total = .50	F

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 295 (cont.)																	
Fairfield Drive Mobile Highway to "W" Street / CR 453 3.957-4.704 Roadway ID 48080000 6.435-7.776 Roadway ID 48004000	Principal Arterial	4	Divided	2	0.958	2.088	Urbanized	(D) 36,700	5275 5199 5198 4034	41,000 NA 18,300 16,400	0	E	60	E	60	Route 1 = 1 Route 59A = 1 Total = 2	E
"W" Street / CR 453 to SR 289 / 9th Avenue 7.776-10.043 Roadway ID 48004000	Principal Arterial	4	Divided	8	3.687	2.170	Urbanized	(D) 33,200	5206 4019 5166 5113 4036	20,400 32,500 27,000 34,000 33,500	8.8	E	100	D	100	Route 1 = 0.25 Route 42 = 0.75 Route 44 = 0.50 Route 45 = 0.50 Route 50 = 0.25 Route 51 = 0.25 Route 59A = 1 Route 61 = 0.50 Total = 4	B
SR 296																	
Michigan Avenue & Beverly Parkway Mobile Highway / SR 10A / US 90A to SR 95 / Palafox Highway 0.000-3.569 Roadway ID 48012000	Principal Arterial	4	Divided	4	1.120	3.570	Urbanized	(D) 36,700	5109 5080 5110	27,000 32,500 27,500	0	E	100	D	100	Route 63 = 1 Total = 1	E

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 296 (cont.)																	
Brent Lane SR 95 / Palafox Highway to SR 289 / 9th Avenue 3.569-5.516 Roadway ID 48012000	Minor Arterial	4	Divided	6	3.085	1.945	Urbanized	(D) 33,200	5189 5164 4039 282 T	NA 38,500 30,000 24,888	16.9	E	100	D	100	Route 59 = 0.50 Total = .50	F
Bayou Boulevard SR 289 / 9th Avenue to 12th Avenue 5.516-6.268 Roadway ID 48012000	Minor Arterial	4	Divided	2	2.667	0.750	Urbanized	(D) 33,200	544 5008	NA 23,000	0	D	100	D	100	N/A	N/A
SR 296 (cont.)																	
Bayou Boulevard & Perry Avenue 12th Avenue to Cervantes Street / US 90 / SR10A 6.268-9.601 Roadway ID 48012000	Minor Arterial	2	Undivided	2	0.590	3.392	Urbanized	(D) 16,500	4009 5055 5228 5041 5039	13,200 NA 11,300 8,600 8,200	34.1	D	30.9	E	30.9	Route 41 = 0.75 Total = .75	F
Segment contains additional lanes at 12th Avenue.																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 297																	
Pine Forest Road Mobile Highway / US 90 / SR 10A to I-10 / SR 8	Minor Arterial	4	Divided	2	0.590	3.390	Urbanized	(D) 36,700	4063 4064	27,500 16,700	73.2	D	26.8	F	26.8	Route 47 = 1 Total = 1	F
0.000-3.390 Roadway ID 48190000																	
I-10 / SR 8 to Nine Mile Road / US 90A / SR 10	Minor Arterial	2	Undivided	2	2.212	0.904	Urbanized	(D) 15,200	4061	23,500	100	C	0	F	0	N/A	N/A
3.390-4.294 Roadway ID 48190000																	
Segment was granted a Backlogged Facility Designation in April, 1995. Segment contains additional lanes at I-10.																	
SR 298																	
Lillian Highway SR 30 / US 98 to Blue Angel Parkway / SR 173	Principal Arterial	2	Undivided	1	0.300	3.335	Urbanized	(D) 16,500	203	9,600	0	D	0	E	0	N/A	N/A
3.971-7.306 Roadway ID 48110000																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 298 (cont.)																	
Lillian Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 7.306-7.989 Roadway ID 48110000	Principal Arterial	2	Undivided	1	1.471	0.680	Urbanized	(D) 16,500	4016	13,400	0	E	0	E	0	N/A	N/A
Fairfield Drive / SR 272 to SR 295 / New Warrington Road 7.989-10.808 Roadway ID 48110000	Principal Arterial	2	Undivided	3.000	1.056	2.840	Urbanized	(D) 16,500	5150 5083 5148	10,500 8,300 7,700	100	C	0	E	0	Route 2 = 0.90 Total = .90	F
SR 727																	
Fairfield Drive SR 292 / Gulf Beach Highway to SR 30 / US 98 / Dr. Farin Drive 0.000-1.638 Roadway ID 48004000	Minor Arterial	2	Undivided	1	0.610	1.640	Urbanized	(D) 16,500	5132	6,100	0	D	0	E	0	Route 55 = 0.30 Total = .30	F

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 727 (cont.)																	
Fairfield Drive SR 30 / US 98 / Dr. Farin Drive to Lillian Highway / SR 298	Minor Arterial	2	Undivided	2	1.459	1.371	Urbanized	(D) 16,500	4021 5099	13,000 12,500	0	E	0	E	0	Route 2 = 0.25 Total = .25	F
1.638-3.010 Roadway ID 48004000																	
Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A	Minor Arterial	2	Undivided	3	1.019	2.945	Urbanized	(D) 16,500	4018 5088 5146	21,000 18,000 15,000	67	D	0	F	0	Route 1 = 0.75 Route 2 = 0.25 Total = 1	F
3.010-5.951 Roadway ID 48004000																	
Mobile Highway / US 90 / SR 10A to SR 295 / New Warrington Road	Minor Arterial	4	Divided	1	1.245	0.803	Urbanized	(D) 36,700	5151	24,000	0	D	0	F	0	Route 1 = 1 Total = 1	F
5.951-6.517 Roadway ID 48004000																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 742																	
W Burgess Road SR 95 / Pensacola Boulevard to CR 95-A / Old Palafox Highway 19.439-20.015 Roadway ID 48013001	Minor Arterial	2	Undivided	1	1.754	0.570	Urbanized	(D) 16,500	5184	6,800	0	D	0	E	0	N/A	N/A
Count Station 5181 added in 2004 reporting year.																	
E Burgess Road CR 95A / Old Palafox Highway to Hilburn Road 0.000-1.336 Roadway ID 48013000	Minor Arterial	2	Undivided	2	1.497	1.336	Urbanized	(D) 16,500	538 5182	NA 8,600	46.9	D	0	E	0	N/A	N/A
Plantation Road to Davis Highway / SR 291 1.616-1.967 Roadway ID 48013000	Minor Arterial	2	Divided	1	2.849	0.351	Urbanized	(D) 15,960	5181 538	4,600 NA	0	D	0	D	0	N/A	N/A

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	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 742 (cont.)																	
E Burgess Road Sanders Street to Lanier Drive 2.78-3.154 Roadway ID 48013000	Minor Arterial	4	Divided	0	0.000	0.374	Urbanized	(D) 64,300	5295	2,100	0	C	0	D	0	N/A	N/A
Creighton Road Hillburn Road to Davis Highway 1.324-1.967 Roadway ID 48013002	Minor Arterial	4	Undivided	2	3.125	0.640	Urbanized	(D) 31,540	5288	10,500	44.6	D	100	C	100	Route 45 = 0.75 Total = .75	F
Davis Highway to Lanier Avenue 1.967-2.985 Roadway ID48013002	Minor Arterial	4	Divided	1	1.000	1.000	Urbanized	(D) 36,700	5289	21,000	0	D	100	C	100	N/A	N/A

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 742 (cont.)																	
Lanier Drive to SR 289 / 9th Avenue 3.154-4.074 Roadway ID 48013000	Minor Arterial	4	Divided	3	3.261	0.920	Urbanized	(D) 33,200	4069 4067	22,000 18,900	0	D	100	C	100	N/A	N/A
SR 289 / 9th Avenue to SR 10A / US 90 (Scenic Highway) 4.074-6.361 Roadway ID 48013000	Minor Arterial	2	Undivided	3	1.304	2.300	Urbanized	(D) 16,500	5058 5205	6,900 11,700	100	C	0	E	0	Route 43 = 0.75 Total = .75	F
Segment contains additional lanes / is divided at SR 289 intersection.																	
SR 750																	
Airport Boulevard US 29 / SR 95 to I-110 0.000-0.187 Roadway ID: 48117000 0.187-1.155 Roadway ID: 48117000	Minor Arterial	4	Divided	3	2.597	1.155	Urbanized	(D) 64,300	5283	19,600	100	C	100	C	100	Route 51 = 0.25 Route 63 = 1 Total = 1.25	E
I-110 to Davis Highway 1.155-1.606 Roadway ID: 48117000	Minor Arterial	4	Divided	1	2.217	0.451	Urbanized	(C) 22,500	5302	17,500	100	C	100	C	100	Route 59 = 1 Route 63 = 1 Total = 2	D
Segment is on the Strategic Intermodal System																	

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

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL.	FDOT COUNT STA #	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 750 (cont.)																	
Davis Highway to 9th Avenue	Minor Arterial	4	Divided	5	5.000	1.000	Urbanized	(C) 12,600	5300 5303	28,000 33,000	100	C	100	D	100	Route 59 = 1 Route 63 = 1 Total = 2	D
0.000-1.085 Roadway ID 48116000							Segment is on the Strategic Intermodal System										
SR 289 / 9th Avenue to 12th Avenue	Minor Arterial	4	Divided	1	1.718	0.582	Urbanized	(C) 35,500	5304	19,800	100	C	100	C	100	Route 41 = 1 Route 42 = 1 Route 63 = 1 Total = 3	C
0.000-0.582 Roadway ID 48008000							Segment is on the Strategic Intermodal System										
SR 752																	
Texar Drive SR 295 / Fairfield Drive to SR 289 / 9th Avenue	Urban Collector	4	Divided	4	3.380	1.185	Urbanized	(D) 33,200	5284 5090	10,100 6,500	0	D	100	C	100	Route 42 = 1 Route 45 = 0.75 Route 58 = 0 Total = 1.75	E
0.000-1.182 Roadway ID 48005000																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR95A																	
Old Palafox Highway Pensacola Boulevard to Nine Mile Road 0.000-4.823 Roadway ID: 48731000	Urban Collector	2	Undivided	4	0.829	4.823	Urbanized	(D) 14,850	4051 4013 5072	10,000 16,000 14,400	0	E	0	E	0	Route 50 = 0.25 Route 51 = 1 Total = 1.25	F
Nine Mile Road to Old Chemstrand Road 4.823-8.286 Roadway ID: 48731000	Urban Collector	2	Undivided	1	0.289	3.463	Urbanized	(D) 14,850	4055 235	9,800 7,600	0	D	0	E	0	N/A	N/A
Old Chemstrand Road to US29 8.286-10.650 Roadway ID: 48731000	Urban Collector	2	Undivided	0	0.000	2.364	Urbanized	(D) 22,200	381	2,000	0	C	0	D	0	N/A	N/A

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR182																	
Barrancas Avenue Pace Boulevard to Garden Street 0.000-0.942 Roadway ID: 48000030	Minor Arterial	4	Undivided	2	2.123	0.942	Urbanized	(D) 28,386	5201	18,800	0	C	82.5	D	82.5	N/A	N/A
This roadway is maintained by the City of Pensacola																	
CR 290																	
Olive Road Old Palafox Highway/CR 95A to Davis Highway / SR 291 0.000-2.409 Roadway ID 48030000	Urban Collector	2	Undivided	3	1.242	2.415	Urbanized	(D) 16,500 *(E) 16,500	5207 4050	18,000 11,300	100	C	10	F	10	Route 45 = 0.75 Total = .75	F
Davis Highway / SR 291 to 9th Avenue / SR 289 2.409-4.535 Roadway ID 48030000	Urban Collector	2	Undivided	1	0.469	2.130	Urbanized	(D) 16,500 *(E) 16,500	4048 5066	16,500 16,000	100	C	8	E	8	Route 43 = 1 Total = 1	F
Segment contains additional lanes at 9th Avenue.																	
9th Avenue / SR 289 to Scenic Highway / SR 10-A 4.535-5.471 Roadway ID 48030000	Urban Collector	2	Undivided	1	1.075	0.930	Urbanized	(D) 16,500 *(E) 16,500	4045	10,500	100	C	65	C	65	Route 43 = 1 Total = 1	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 - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR293																	
Bauer Road US98 to Sorrento Road 0.000-3.936 Roadway ID: 48505000	Urban Collector	2	Undivided	1	0.254	3.936	Urbanized	(D) 14,850	535	8,600	10.2	D	5.1	E	5.1	N/A	N/A
CR 295A																	
Old Corry Field Road Barrancas Avenue to Navy Boulevard 0.000-1.217 Roadway ID: 48560000	Urban Collector	2	Undivided	1	0.822	1.217	Urbanized	(D) 14,850	5127 5144	6,200 7,000	0	D	50	D	50	Route 55 = 0.30 Total = .30	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 Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR 297 (cont.)																	
Pine Forest Road Nine Mile Road to West Roberts Road 0.000-2.016 Roadway ID: 48680000	Urban Collector	2	Undivided	0	0.000	2.016	Urbanized	(D) 22,200	4059 4058	19,500 11,500	100	C	0	F	0	N/A	N/A
Old Chemstrand Road US29 to Chemstrand Road 4.673-6.918 Roadway ID: 48680000	Urban Collector	2	Undivided	1	0.445	2.245	Urbanized	(D) 14,850	417 416	3,300 8,600	100	B	0	E	0	N/A	N/A
CR 297A																	
Pine Forest Road to CR97 0.000-1.365 Roadway ID: 48630000	Urban Collector	2	Undivided	0	0.000	1.365	Urbanized	(D) 22,200	4060	7,700	0	D	0	E	0	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR 298A																	
Fairfied Drive to New Warrington Road 0.000-2.499 Roadway ID: 48570000	Urban Collector	2	Undivided	3	1.200	2.499	Urbanized	(D) 14,850	5142 5140	11,000 4,700	0	D	0	E	0	Route 2 = 1 Total = 1	F
Jackson Street New Warrington Road to W Street 2.499-4.023 Roadway ID: 48570000	Urban Collector	2	Undivided	1	0.656	1.524	Urbanized	(D) 14,850	5145 4024	8,200 5,500	0	D	0	E	0	N/A	N/A
W Street to A Street 4.023-4.554 Roadway ID: 48570000 0.000-0.950 Roadway ID: 48000032	Urban Collector	2	Undivided	1	0.675	1.481	Urbanized	(D) 14,850	5124	4,800	0	D	39.2	D	39.2	N/A	N/A

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR 399																	
Fort Pickens Road Fort Pickens to Pensacola Beach Boulevard 0.000-9.498 Roadway ID: 48230000	Urban Collector	2	Undivided	1	0.105	9.498	Urbanized	(D) 14,850	453	9,500	0	D	53.4	D	53.4	Route 61 = 0.50 Total = .50	F
Via De Luna Pensacola Beach Boulevard east to Avenida 22 0.000-2.698 Roadway ID: 48530500	Urban Collector	4	Divided	0	0.000	2.698	Urbanized	(D) 64,300	454	15,500	77.9	D	100.0	C	100.0	Route 61 = 0.25 Beach Jumper = 0 Total = .25	F
Via De Luna Avenida 22 to end of development 2.698-3.394 Roadway ID: 48530500	Urban Collector	2	Undivided	0	0.000	0.696	Urbanized	(D) 22,200	455	4,700	0	D	50	D	50	Route 61 = 0 Beach Jumper = 0 Total = 0	F
CR 399																	
Pensacola Beach Boulevard SR 30 (US 98) to Via Deluna 9.498 - 11.090 Roadway ID 48230000 0.000 - 0.610 Roadway ID 58140000	Urban Collector	4	Divided	0	0.000	2.202	Urbanized	(D) 64,300	235 (Count Station in Santa Rosa County)	23,000	38.1	D	49.5	E	49.5	Route 61 = 1 Beach Jumper = 0 Total = 1	F

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR 453																	
"W" Street Navy Boulevard to Cervantes Street 0.000-0.610 Roadway ID: 48511000	Minor Arterial	4	Divided	2	3.279	0.610	Urbanized	(D) 29,880	5192 5193	7,700 10,100	0	D	60	D	60	N/A	N/A
Cervantes Street to Fairfield Drive 0.610-2.219 Roadway ID: 48511000	Minor Arterial	4	Divided	2	1.243	1.609	Urbanized	(D) 33,030	5194 5197	10,700 13,000	0	D	82.5	D	82.5	Route 44 = 0.50 Total = .50	F
Fairfield Drive to Beverly Parkway 2.219-3.618 Roadway ID: 48511000	Minor Arterial	4	Divided	2	1.430	1.399	Urbanized	(D) 33,030	5299	22,500	0	D	100	C	100	Route 47 = 0.30 Total = .30	F

Updated 2012, using 2011 DOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR 453 (cont.)																	
"W" Street Beverly Parkway to Pensacola Boulevard 3.618-5.300 Roadway ID: 58511000	Minor Arterial	4	Divided	4	2.378	1.682	Urbanized	(D) 29,880	5280 5312	27,000 20,400	0	D	25	E	25	N/A	N/A
CR 748																	
Langley Avenue Davis Highway to 9th Avenue 0.000-1.537 Roadway ID: 48000015	Urban Collector	2	Divided	2	1.301	1.537	Urbanized	(D) 15,593	5227	5,400	47.4	D	100	C	100	N/A	N/A
Segment is divided from Davis Highway to Goodrich Drive.																	
9th Avenue to Scenic Highway 1.537-3.761 Roadway ID: 48000015	Urban Collector	2	Undivided	4	1.799	2.224	Urbanized	(D) 13,680	5305 5306	6,300 14,500	100	C	100	C	100	Route 43 = 0.75 Total = .75	F

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
CR 749																	
Chemstrand Road Nine Mile Road to Old Chemstrand Road 0.000-3.945 Roadway ID: 48620000	Urban Collector	2	Undivided	1	0.253	3.945	Urbanized	(D) 14,850	4053	12,000	0	D	0	E	0	N/A	N/A
CR 750																	
Airport Boulevard W street to US 29 / SR 95 0.000-0.441 Roadway ID: 48000064	Minor Arterial	4	Divided	1	2.268	0.441	Urbanized	(D) 29,880	5311	16,300	0	D	100	C	100	N/A	N/A
CR 1868																	
Longleaf Drive/Kemp Road/ Diamond Dairy Road Pine Forest Road to Pensacola Boulevard 0.000-0.999 Roadway ID: 48000012 0.000-2.294 Roadway ID: 48000013		2	Undivided	1	0.304	3.293	Urbanized	(D) 14,850	5073	6,600	44	D	0	E	0	Route 47 = 0.50 Route 50 = 0.30 Total = .80	F
CR 1870																	
12th Avenue Cervantes Street to Fairfield Drive 0.000-2.358 Roadway ID: 48000047	Urban Collector	2	Undivided	2	0.848	2.358	Urbanized	(D) 14,850	5232	6,400	0	C	80	D	80	Route 41 = 1 Total = 1	F
Segment is a City maintained roadway.																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																		
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.			
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS	
CR 1870 (cont.)																		
12th Avenue Bayou Boulevard to Airport Boulevard 0.995-1.712 Roadway ID: 48523000	Urban Collector	4	Divided	2	2.789	0.717	Urbanized	(D) 29,880	5186 543	25,500 24,000	100	C	100	D	100	Route 41 = 1 Route 59A = 0 Total = 1	E	
Segment is a City maintained roadway																		
12th Avenue/Tippin Ave Airport Boulevard to Langley Avenue 1.712-2.650 Roadway ID: 48523000	Urban Collector	4	Divided	2	2.132	0.938	Urbanized	(D) 29,880	5310	18,300	100	C	100	C	100	Route 42 = 0.50 Route 63 = 0.50 Total = 1	E	
Segment is a City maintained roadway.																		
9th Avenue																		
Bayfront Parkway to Chase Street 0.000-0.360 Roadway ID: 48000069	Minor Arterial	2	Divided	1	2.778	0.360	Urbanized	(D) 14,364	5265	4,500	0	D	100	C	100	Route 42 = 1 Total = 1	E	
Segment is on the Strategic Intermodal System and is a City maintained roadway.																		

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
12th Avenue/Fairfield Drive																	
9th Avenue to Bayou Boulevard 0.000-0.995 Roadway ID: 48523000	Urban Collector	4	Divided	1	1.005	0.995	Urbanized	(D) 33,030	5187	21,000	0	D	50	D	50	Route 41 = 0.70 Route 59A = 0 Total = .70	F
Segment is a City maintained roadway.																	
Burgess Road																	
Davis Highway to Sanders Street 1.975 - 2.777 Roadway ID: 48013000	Minor Arterial	2	Undivided	1	1.250	0.800	Urbanized	(D) 14,850	5295	2100	0	C	0	D	0	N/A	N/A
Campus Boulevard-UWF																	
University Parkway to Nine Mile Road 0.000-1.369 Roadway ID: 48000016	Urban Collector	4	Divided	2	1.461	1.369	Urbanized	(D) 33,030	5076	4,900	0	C	50	D	50	Route 43 = 0.25 Total = .25	F

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
Main Street																	
Barrancas Avenue to "A" Street 0.000-0.687 Roadway ID: 48000117	Minor Arterial	2	Undivided	1	1.456	0.687	Urbanized	(D) 14,850	5082	9,100	0	D	0	E	0	N/A	N/A
"A" Street to Baylen Street 0.687-1.348 Roadway ID: 48000117	Minor Arterial	4	Divided	1	1.513	0.661	Urbanized	(D) 33,030	5079	13,000	0	D	50	D	50	Route 2 = 0.30 Route 41 = 0.15 Route 42 = 0.30 Route 44 = 0.10 Route 45 = 0.15 Route 48 = 0.90 Route 61 = 0.50 Total = 2.40	E
Baylen Street to Tarragona Street 1.348-1.596 Roadway ID: 48000117	Minor Arterial	2	Divided	1	4.032	0.248	Urbanized	(D) 14,364	5263	15,000	100	C	100	D	100	Route 42 = 1 Route 61 = 0.30 Beach Jumper = 0 Total = 1.30	E

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S COUNTY ROADS																	
COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2011 AADT	Bicycle Mode LOS		Pedestrian Mode LOS		PK HR. / PK DIR.		
											Paved Shoulder or Bike Lane % Coverage	LOS	Sidewalk % Coverage	LOS	Sidewalk % Coverage	No. Buses per hour	LOS
University Parkway																	
Davis Highway to Nine Mile Road 0.000-1.452 Roadway ID: 48732500	Urban Collector	4	Divided	2	1.377	1.452	Urbanized	(D) 33,030	5297	27,500	100	C	100	D	100	Route 43 = 0.70 Total = .70	F
Nine Mile Road to Campus Boulevard 1.452-2.271 Roadway ID: 48732500	Urban Collector	4	Divided	2	2.442	0.819	Urbanized	(D) 29,880	5285	17,100	100	C	100	C	100	Route 43 = 1 Total = 1	E

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																		
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 4																		
Escambia County Line to CR 399N / Neal Jones Road 0.763-7.144 Roadway ID 58080000	Minor Arterial	2	Undivided	1	0.157	6.381	Rural Undev	(C) 8,100	38 5	4,000 2,700	100	B	9.5	D	9.5	N/A	N/A	
					Analyzed as Uninterrupted due to Segment Length													
CR 399N/Neal Jones Road to Okaloosa County Line 7.144-29.102 Roadway ID 58080000	Minor Arterial	2	Undivided	0	0.000	21.958	Rural Undev	(C) 8,100	42 110 74 72 330 T	2,300 1,300 1,500 1,900 1,408	100	B	0	D	0	N/A	N/A	
SR 8 (I-10)																		
Scenic Highway to End of 6 lanes 0.000 - 2.878 Roadway ID 58002000	Principal Arterial	6	Divided	0	0.000	2.878	Urbanized	(C) 90,500	2015 2001	45,500 43,500	0	E	0	F	0	N/A	N/A	
Segment is on the Strategic Intermodal System																		
End of 6 lanes to SR 281/ Avalon Boulevard 2.878-5.151 Roadway ID 58002000	Principal Arterial	4	Divided	0	0.000	2.273	Urbanized	(C) 59,800	2001	43,500	0	E	0	F	0	N/A	N/A	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 10 (US 90) (cont.)																	
East Spencer Field Road to SR 281 / Avalon Boulevard 5.811-9.304 Roadway ID 58010000	Minor Arterial	4	Divided	6	1.718	3.493	Urbanized	(D) 36,700	128	29,500	100	C	0	F	0	N/A	N/A
SR 281 / Avalon Boulevard to SR 87 / Stewart Street 9.304-11.621 Roadway ID 58010000	Minor Arterial	4	Divided	5	2.158	2.317	Urbanized	(D) 33,200	1502 5018	34,000 21,500	0	E	0	F	0	N/A	N/A
SR 87 / Stewart Street to Airport Road 11.621-14.766 Roadway ID 58010000	Minor Arterial	2	Undivided	4	1.272	3.145	Urbanized	(D) 16,500	5011 1503 5010 1507 62	18,000 NA 13,000 19,500 12,300	84.7	D	50.3	F	50.3	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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 10 (US 90) (cont.)																	
Airport Road to SR 87S / Milton Road / FL-AL Urbanized Area Boundary 14.766-16.216 Roadway ID 58010000	Minor Arterial	2	Undivided	1	0.690	1.450	Urbanized	(D) 16,500	19 18	12,300 5,600	100	C	50	D	50	N/A	N/A
SR 87S / Milton Road / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary 16.216-27.920 Roadway ID 58010000	Minor Arterial	2	Undivided	0	0.000	11.704	Trans.	(C) 15,100	251 T	2,187	100	B	0	D	0	N/A	N/A
SR 30 (US 98)																	
Escambia County Line to Fairpoint Drive 0.000-0.724 Roadway ID 58030000	Principal Arterial	6	Divided	1	1.381	0.724	Urbanized	(D) 55,300	261 T	50,937	0	E	100	D	100	Route 61 = 1 Beach Jumper = 0 Total = 1	E

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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																		
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 30 (US 98) (cont.)																		
CR 191B to FL-AL & OK - WL Urbanized Area Boundaries (West of Bergren Road)	Principal Arterial	4	Divided	1	0.226	4.425	Urbanized	(D) 36,700	283	30,500	100	C	0	F	0	N/A	N/A	
Within FL-AL Urbanized Area Boundary																		
9.069-13.494 Roadway ID 58030000																		
FL-AL and OK-WL Urbanized Area Boundaries (West of Bergren Road) to Edgewood Drive	Principal Arterial	4	Divided	0	0.000	1.531	Urbanized	(D) 64,300	283	30,500	100	C	0	F	0	N/A	N/A	
Within OK-WL Urbanized Area Boundary																		
13.494-15.025 Roadway ID 58030000																		
Edgewood Drive Belle Meade Circle	Principal Arterial	4	Divided	10	1.286	7.778	Urbanized	(D) 36,700	236 61	39,500 34,500	100	C	0	F	0	N/A	N/A	
15.025-22.803 Roadway ID 58030000																		

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																		
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 30 (US 98) (cont.)																		
Belle Meade Circle to the Okaloosa County Line (FL-AL MPA Boundary)	Principal Arterial	4	Divided	1	0.832	1.202	Urbanized	(D) 36,700	167T (OKA)	34,000	100	C	0	F	0	N/A	N/A	
22.803-24.005 Roadway ID 58030000																		
SR 87N																		
Stewart Street SR 10 / US 90 to SR 89 South	Minor Arterial	4	Divided	4	1.246	3.209	Urbanized	(D) 36,700	5006 5004 1508 9937 T	14,900 14,000 9,300 12,415	38.7	D	100	C	100	N/A	N/A	
0.000-3.209 Roadway ID 58050000																		
SR 89 South to SR 89 North	Minor Arterial	4	Divided	0	0.000	1.641	Urbanized	(D) 64,300	9937 T	12,415	100	B	100	C	100	N/A	N/A	
3.209-4.850 Roadway ID 58050000																		

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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																		
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 87N (cont.)																		
SR 89 North to Whiting Field Entrance / CR 87A / Langley Street 4.850-6.024 Roadway ID 58050000	Minor Arterial	4	Divided	1	0.852	1.174	Urbanized	(D) 36,700	60 114	NA 10,300	100	B	0	E	0	N/A	N/A	
Whiting Field Entrance Langley Street/CR 87A to FL-AL Urbanized Area Boundary (north of Whiting Field Circle) 6.024-8.070 Roadway ID 58050000	Minor Arterial	2	Undivided	1	0.489	2.046	Urbanized	(D) 16,500	119	3,800	100	B	0	D	0	N/A	N/A	
FL-AL Urbanized Area Boundary (north of Whiting Field Circle) to FL-AL MPA Boundary (north of Hopewell Road) 8.070-11.712 Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	3.642	Trans.	(C) 15,100	278	2,600	100	B	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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 87S (cont.)																	
OK-WL Urbanized Boundary (North of Vonnie Tolbert Road) to Barney Broxon Road	Minor Arterial	2	Undivided	0	0.000	9.044	Trans.	(C) 15,100	32	7,700	100	C	0	E	0	N/A	N/A
Segment is on the Strategic Intermodal System																	
6.790-15.834 Roadway ID 58040000																	
Barney Broxon Road to FL-AL Urbanized Area Boundary (South of Nichols Lake Road)	Minor Arterial	4	Divided	0	0.000	0.545	Trans.	(C) 45,400	32	7,700	100	B	0	D	0	N/A	N/A
Segment is on the Strategic Intermodal System																	
15.834-16.379 Roadway ID 58040000																	
FL-AL Urbanized Area Boundary (south of Nichols Lake Road) to I-10 / SR 8	Minor Arterial	4	Divided	1	0.460	2.173	Urbanized	(C) 35,500	271	9,800	100	B	25	D	25	N/A	N/A
Segment is on the Strategic Intermodal System																	
16.379-18.552 Roadway ID 58040000																	

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CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 89 (cont.)																	
SR 87 to FL-AL Urbanized Area Boundary (south of Divot Lane) 0.000-1.760 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.760	Urbanized	(D) 22,200	121	2,300	100	B	0	D	0	N/A	N/A
FL-AL Urbanized Area Boundary (south of Divot Lane) to FL-AL MPA Boundary (south of Pond Creek Road) 1.760-2.912 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.152	Trans.	(C) 15,100	278	2,600	100	B	0	D	0	N/A	N/A
FL-AL MPA Boundary (south of Pond Creek Road) to Shell Road/Jay City Limits 2.912-20.693 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	17.781	Rural Undev	(C) 8,100	285 T 33	1,505 2,800	57.9	B	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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 89 (cont.)																	
Shell Road/Jay City Limits to Pollard Road 20.693-22-519 Roadway ID 58060000	Minor Arterial	2	Undivided	1	0.548	1.826	Rural Developed	(C) 9,800	33	2,800	100	B	45	D	45	N/A	N/A
Pollard Road to the Alabama State Line 22.519-26.002 Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	3.483	Rural Undev	(C) 8,100	73 194	2,300 1,300	100	B	0	D	0	N/A	N/A
SR 281																	
Avalon Boulevard SR 30 / US 98 to FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) 0.000-2.210 Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	2.210	Trans.	(C) 15,100	35	3,700	100	B	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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2012 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (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 281																	
Avalon Boulevard FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) to CR 191 2.210-7.090 Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	4.880	Urbanized	(D) 22,200	35	3,700	100	B	0	D	0	N/A	N/A
CR 191 to I-10 / SR 8 / FL-AL Urbanized Area Boundary 7.090-10.941 Roadway ID 58170000	Minor Arterial	2	Undivided	1	0.260	3.851	Urbanized	(D) 16,500	280	5,000	100	B	0	D	0	N/A	N/A
I-10 / SR 8 Ramp / FL-AL Urbanized Area Boundary to US 90 / SR 10 0.000-5.127 Roadway ID 58005000	Minor Arterial	2	Undivided	3	0.585	5.127	Urbanized	(D) 16,500	270 276 215	19,300 15,500 16,500	0	E	0	F	0	N/A	N/A
		4	Divided	3	0.585	5.127	Urbanized	(D) 36,700									

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 Planning Purposes Only. Not To Be Used For Concurrence Management Purposes. Prepared for the FY 2012/13 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2011 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	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
CR 197A																	
Bell Lane CR 191B to US 90 / SR 10 0.857 - 2.852 Roadway ID 58630000	Urban Collector	2	Undivided	1	0.501	1.995	Urbanized	(D) 14,850	221	7,200	0	D	0	E	0	N/A	N/A
Woodbine Road US 90 / SR 10 to CR 197 / Chumuckla Highway 0.000 - 3.725 Roadway ID 58531000	Urban Collector	2	Divided	1	0.268	3.725	Urbanized	(D) 15,593	214 218	15,000 12,500	0	E	0	E	0	N/A	N/A
CR 399																	
Pensacola Beach Boulevard SR 30 (US 98) to Via Deluna 9.498 - 11.090 Roadway ID 48230000 0.000 - 0.610 Roadway ID 58140000	Urban Collector	4	Divided	0	0.000	2.202	Urbanized	(D) 64,300	235	23,000	38.1	D	49.5	F	49.5	Route 61 = 1 Beach Jumper = 0 Total = 1	F

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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. P. 7. The chart lists two pieces of the pie as Baldwin County County Road. One should be state roads.

Response: Change has been made.

4. 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) Alabama Department of Transportation

1. Cover: you might move some of that information on the front to a Title/contacts page as p i

Response: Change has been made.

2. The Cooperating Agency statement at bottom of the page was lacking the *USDOT disclaimer*, which is required of formal planning documents.

Response: Change has been made.

3. P. 3. I'm guessing the 2010 data was the most recent you could get from FDOT? Only problem is that you have two-year old accident/incident data in the draft document.

Response: Correct. The FDOT Safety Data Base in currently up to date through the calendar year 2010.

4. P. 7. On your pie chart, the Baldwin County slices should be County Miles and State Miles. Both indicate County.

Response: Change has been made.

5. P. 9. Map 3.2 is distorted and it probably occurred during copying and pasting. Compare it to 3.3.

Response: The distortion has been corrected; however, because of the text in the report, Map 3.2 is still smaller than Map 3.3.

6. I think the section on Performance Measures is well done, but.....This would take a phone conversation and there may be differing views on the approach to these measures. We won't have rule-making CFRs for another year or may be year and a half, and potential requirements for state implementing agencies versus that for MPOs are so different, it will take awhile to sort out who does what. My first reaction to your PM was that much of what you've produced is state-level tasking not what be expected of the MPOs. Again it would take a conversation.

Response: Further conversation on performance measures can occur for next major update to the Congestion Management Process Plan.

7. 6.1.2 P. 17. You probably know this already, but with non-conformity designation for ozone by 2016, you'll have CMAQ 'dedicated funding', available for mitigation. Or should have. The next NAAQS proposal is due in July.

Response: Commented noted. As of the date of this report, the Florida-Alabama TPO is in attainment for ozone.

(C) Escambia County

1. Add Muscogee Road (CR 184) to the Freight Network.

Response: Change has been made.

2. Nine Mile Road from I-10 to US 29 was divided into two segments. Why and how does this affect the LOS?

Response: Nine Mile Road from I-10 to US 29 was divided into two segments: I-10 to Pine Forest Road and Pine Forest Road to US 29 because each of these segments are different roadway capacity priorities of the TPO. The Pine Forest Road to US 29 segment is Priority 7 and the I-10 to Pine Forest Road segment is Priority 14. The source of the Level of Service is the 2009 FDOT Quality Level of Service Handbook. Both segments utilized the Urbanized AADT Tables Class I State Signalized Arterial. Therefore, because the lane call is the same for both segments, the difference in LOS is the traffic volume. The I-10 to Pine Forest Road Segment uses Traffic Count Station Number 4062 and the Pine Forest Road to US 29 Segment uses Traffic Count Station Numbers 4057 and 4072.

3. Nine Mile Road from US 29 to University Parkway was projected to exceed LOS in the 2012 CMPP, but now is expected to maintain the adopted LOS. Can you explain the change?

Response: The 2011 AADT for this segment was incorrectly entered as 23,967. The correct AADT is 34,167. This correction has been entered into the spreadsheet and the projected LOS for 2016 and 2021 shows LOS F.

4. Can we consider US 29 from I-10 to Nine Mile Road as a six lane facility for capacity calculations since it is within three years until construction?

Response: A review of FDOT's Tentative Work Program indicates this segment is scheduled to begin construction in Fiscal Year 2015/16. Therefore, the LOS Tables for this segment have been updated for 2021 to show this segment as 6 lanes.

5. P. 21 notes that 9th Avenue is on the SIS. Is this correct?

Response: 9th Avenue from Chase Street to Gregory Street is a SIS connector from I-110 to the Port of Pensacola as a state road and 9th Avenue from Bay Front Parkway to Chase Street is a SIS connector from I-110 to the Port of Pensacola as a local road. Therefore, these segments are shown as SIS facilities.

6. Olive Road is now CR 290.

Response: CR 290 (Olive Road) has been moved to the Escambia County Road Table instead of the Escambia County State Road Table. Because of this change, Olive Road is now analyzed as a Major County Roadway instead of a Class I State Signalized Arterial.

7. Creighton Road from Lanier to 9th Avenue has changed from a projected LOS F to C. Please explain.

Response: The previous year's Level of Service Tables identifies the 2010 AADT for Traffic Count Station 4067 as 33,500. A review of historical data for this Traffic Count Station revealed that the 2010 AADT was 19,000. Therefore, the projected LOS in the 2010 LOS Tables was incorrectly calculated for this roadway segment.

8. Via de Luna now has four lanes for a majority of its length. Segments need to be revised and capacity recalculated.

Response: Segments have been revised accordingly since Via de Luna was completed as a four lane facility in 2008 according to the Santa Rosa Island Authority.

9. When will the municipalities have a chance to add roadway segments to the base map? Escambia County would want to add CR 97 and CR 297A among others.

Response: FDOT will review functional classifications based upon the smoothed FHWA boundary sometime in 2013 and will meet with each of the counties regarding the functional classifications as well. Once the functional classifications are received from FDOT, the TPO Staff will review the designations for updates to the Congestion Management Process Plan Segments. Please keep in mind that the Congestion Management Process Plan segments only utilize arterials and urban collectors since the TPO is a regional transportation entity.

(D) 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 1.0.1 Florida-Alabama 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 Florida-Alabama 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 – “Escambia County Area Transit (ECAT) services *a portion* of the TPO area” is this ‘portion’ the Urbanized Area, or do they provide some rural service as well? If not, simply say they provide service for the Pensacola UA.

Response: This section has been reworded as follows the Escambia County Area Transit (ECAT) provides services in Escambia County. Route 60 has three trips per day to Century on the weekdays. The City of Century is located in northern Escambia County and is outside the TPO Study Area. Otherwise, ECAT service is contained to the TPO Study Area.

7. 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.

8. 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

9. 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.

10. 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.

11. 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.

12 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.

13. 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.

14. 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.

15. 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.

16. 6.1.3 Linkage between the Transportation System Management and Operations and the ITS- Great! Adoption of Regional ITS Plan. “As a collaborative effort, Escambia and Santa Rosa Counties are working together to produce a unified seamless ITS” – elaborate on initiative, e.g. does it include traffic incident management, traveler information services, emergency management. Roadway weather management, communication networks, ITS architecture, information sharing, etc. Also, what agreements are in place to support the collaborative efforts?

Response: The following wording has been included in Section 6.1.3. A signal timing committee which consists of local governments, TPO Staff, and FDOT meets monthly at the City of Pensacola Public Works Department. The TPO serves as a pass through agency to the City of Pensacola to staff these meetings and fund the consultant services.

17. 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.

18. 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.

19. 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.

20. 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].”- See also, Florida-Alabama 2035 LRTP Goal C).

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.

21. 9.0 Strategic Effectiveness Evaluation - Where are the Safety Maps (Map 1.0.1) – is this the Map 1.0.1 Florida-Alabama Crashes per 1,000 AADT (2010)? 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.

22. 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 with both entities to include the information they have requested. In addition, Escambia and Santa Rosa Counties have requested additional segments be added based upon the next review of the Functional Classification designations by the FDOT District III. Therefore, presently the TPO Staff is not making any changes to these tables.

APPENDIX F

CONGESTION MANAGEMENT PROCESS PLAN

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 – A numerical value calculated by the *Bicycle LOS Model* that corresponds to a *bicycle level of service*.
- Bicycle pavement condition – Same as *pavement condition*.
- BLOS – Same as *bicycle level of service score*.
- Boundaries – In this Handbook the geographical limits associated with *FDOT's Statewide Minimum Level of Service Standards* for the *State Highway System* or its MPO Administrative Manual.
- Bus – In this Handbook a self-propelled, rubber-tired roadway vehicle designed to carry a substantial number of passengers and traveling on a *scheduled fixed route*.
- Bus frequency – The number of buses which have a potential to stop on a given *segment* in one direction of flow in a one hour time period.
- Bus span of service – The number of hours in a day of bus service along a *route segment*.
- Bus stop – An area where *bus* passengers wait for, board, alight, and transfer.
- Capacity – The maximum sustainable flow rate at which persons or vehicles reasonably can be expected to traverse a *point* or a uniform section of roadway during a given time period under prevailing conditions.
As typically used in this Handbook, the maximum number of vehicles that can pass a point in a one hour time period under prevailing *roadway, traffic and control conditions*.
- Capacity analysis – Same as *highway capacity analysis*.
- Capacity constrained – A condition in which traffic *demand* exceeds the capacity of a roadway.
- Class – Same as *roadway class*.

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

GLOSSARY

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

APPENDIX G

CONGESTION MANAGEMENT PROCESS PLAN

RESOLUTION 13-02

RESOLUTION FL-AL 13-02

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE 2012 CONGESTION MANAGEMENT PROCESS PLAN MAJOR UPDATE

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

WHEREAS, the Pensacola Urbanized Area is an area with a population of 200,000 or more; and

WHEREAS, 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 is considered a fully operational management system; 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 has been reviewed by the Florida and Alabama Departments of Transportation as well as the Federal Highway Administration;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

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

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 13th day of February 2013.

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY: 

Lane Lynchard, Chairman

ATTEST: 