

Florida-Alabama TPO Congestion Management Process Plan



November 2015

Florida – Alabama Transportation Planning Organization (TPO)

Congestion Management Process Plan

November 2015

Prepared by: Atkins
Staff Contact: Gary Kramer, Senior Transportation Planner
Email: gary.kramer@wfrpc.org
Address: 4081 E. Olive Rd., Ste A
Pensacola, FL 32514
Mailing Address: P. O. Box 11399
Pensacola, FL 32524
Phone: (850) 332-7976
Fax: (850) 637-1923

This report was financed in part by the U. S. Department of Transportation, Federal Highway Administration, the Florida Department of Transportation, and the Alabama Department of Transportation. The contents of this report do not necessarily reflect the official views or policy of the U. S. Department of Transportation.

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Glossary

AADT	Annual Average Daily Traffic
ALDOT	Alabama Department of Transportation
BPAC	Bicycle and Pedestrian Advisory Council
CAC	Citizens Advisory Committee
CCTV	Closed Circuit Television
CFR	Code of Federal Regulations
CMP	Corridor Management Plan
CMPP	Congestion Management Process Plan
DMS	Dynamic Message Signs
ECAT	Escambia County Area Transit
FHWA	Federal Highway Administration
FDOT	Florida Department of Transportation
ITS	Intelligent Transportation Systems
LRTP	Long Range Transportation Plan
MAP-21	Moving ahead for Progress in the 21 st Century
NWFRPM	Northwest Florida Regional Planning Model
PIP	Public Involvement Plan
RWIS	Road Weather Information Systems
TCC	Technical Coordinating Committee
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPO	Transportation Planning Organization

Congestion Management Process Plan, Florida-Alabama TPO

TSMO	Transportation System Management and Operation
VDS	Vehicle Detector Stations
VMT	Vehicle Miles Traveled
WFRPC	West Florida Regional Planning Council

1.0 Introduction

Congestion of any 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 nine sections: (1) Introduction; (2) Goals and Objectives; (3) Networks; (4) Performance Measures; (5) Performance Measures Assessment; (6) Corridor Management Planning & Planning for Constrained Facilities; (7) Data Collection Needs and Sources; (8) CMPP Coordination and Integration; and (9) Conclusion. The CMPP is a state and federally mandated document designed to support the transportation planning process.

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 eight major steps in the congestion management process are found in Figure 1.1.

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 and the City of Orange Beach (Alabama). The function of the TPO is to coordinate transportation planning among the local governments, Florida Department of Transportation (FDOT), Alabama Department of Transportation (ALDOT), and the Federal Highway Administration (FHWA). The TPO CMPP is developed for and implemented within the Metropolitan Planning Area. Figure 1.2 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 in Alabama, the City of Orange Beach and the town of Lillian.

Figure 1.1. Major Steps of the Congestion Management Process.

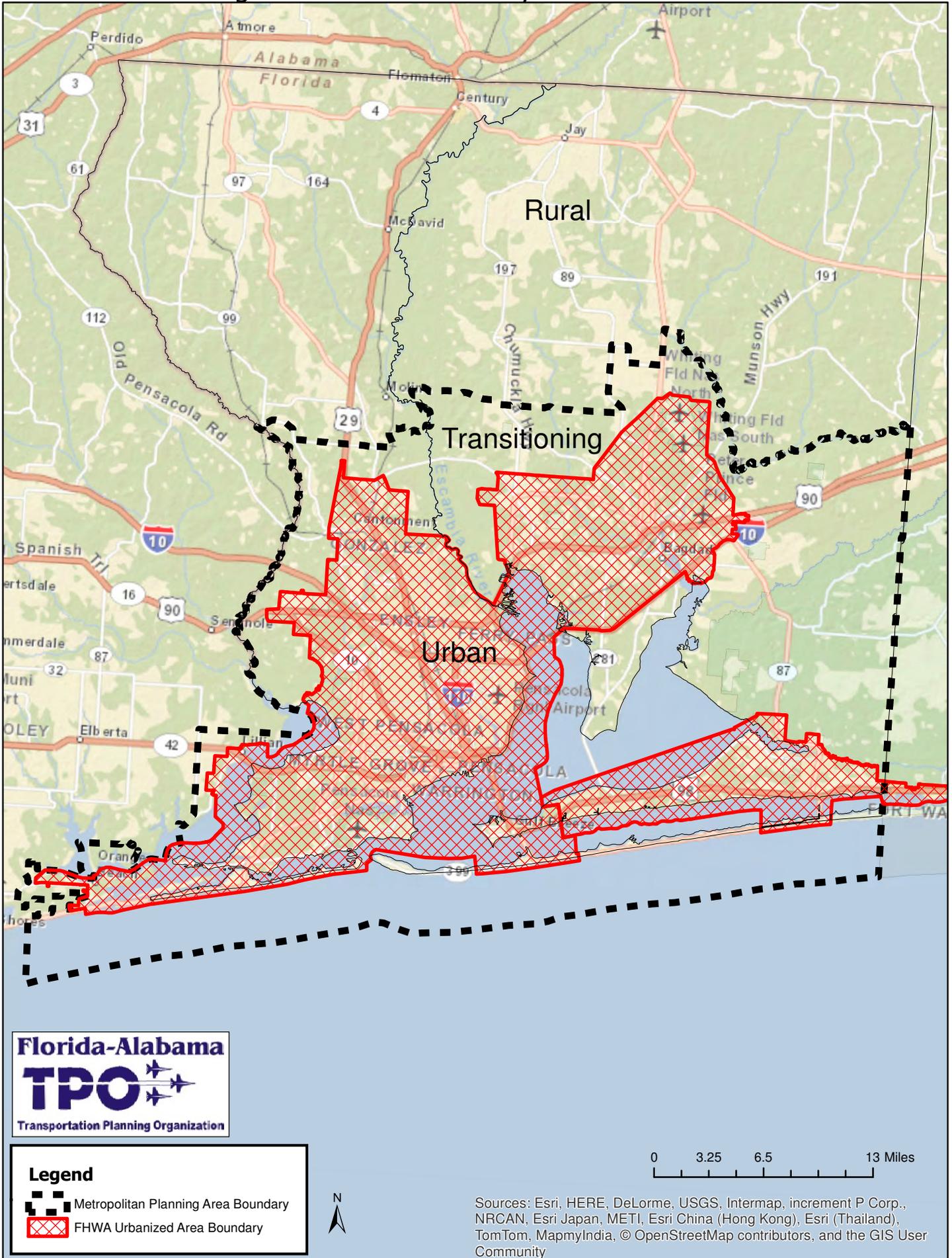


Source: Congestion Management Process Guidebook

1.1 Florida- Alabama TPO Boundary and Level of Service (LOS) Area

The boundary for the Florida-Alabama TPO is shown below in Figure 1.1. This map shows the Metropolitan Planning Area Boundary, which is the boundary for the TPO, as well as the FHWA Urbanized Area Boundary. For LOS analysis purposes, land within the FHWA Urbanized Area Boundary is considered 'Urbanized.' Land within the Metropolitan Planning Area Boundary is considered 'Transitioning,' and land outside of the Urbanized and Transitioning boundaries is considered 'Rural.'

Figure 1.2. TPO Boundary and LOS Area



Florida-Alabama
TPO
Transportation Planning Organization

Legend

- Metropolitan Planning Area Boundary
- FHWA Urbanized Area Boundary



0 3.25 6.5 13 Miles

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

2.0 CMPP Goals and Objectives

The first process of the CMPP is the development of the goals and objectives. The goals and objectives guide the CMPP process. The context of the CMPP goals and objectives is set by the Long Range Transportation Plan (LRTP). The vision and the goals of the 2040 LRTP will be used as guidance for the TPO’s regional mobility. The vision and goals of the LRTP are established within the steering committee session. The steering committee is composed of representatives from the Florida Department of Transportation, local government representatives, citizens, and stakeholders. Before adoption, the vision statement and goals were presented to the general public for review, comment, and recommendations.

2.1 Goals

Goals are broad statements of intent, whereas objectives are specific in context in order to accomplish the goal. The goals established in the 2040 LRTP are found below in Table 2.1.

Table 2.1 Florida-Alabama TPO 2040 Long Range Transportation Goals

Goal A:	A transportation system that is safe and secure.
Goal B:	A transportation system that meets user needs.
Goal C:	A transportation system that is maintained and operated efficiently.
Goal D:	A transportation system that is multimodal, integrated and connected.
Goal E:	A transportation system that supports economic vitality.
Goal F:	A transportation system that supports a high quality of life respectful of the environment, public health and vulnerable users.
Goal G:	A transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.

2.2 Objectives and Congestion Mitigation Strategies

As outlined in the Federal Highway Administration’s *Congestion Management Process: A Guidebook*, ideal congestion management objectives are SMART: Specific, Measurable, Agreed, Realistic, and Time-Bound. Objectives should be specific and measurable, regional in nature, and focused on a specific aspect of congestion. Objectives generally lead directly to a performance measure that can be used to assess whether or not the objective has subsequently been achieved. The CMPP Objectives are shown below in Table 2.2, along with congestion mitigation strategies that are recommended to achieve the objectives of this CMPP update. Performance measures used to evaluate the mitigation strategies are found in Section 4.

Table 2.2. Congestion Management Process Objectives and Congestion Mitigation Strategies.

Objectives	Congestion Mitigation Strategies
1 Reduce travel demand	Decrease vehicle miles traveled (VMT) Implement Transportation Demand Management Strategies Encourage carpooling and use of the Commuter Assistance Program Encourage other modes of transportation
2 Promote alternate modes of transportation	Improve access to transit by supporting transit expansion Increase bicycle and pedestrian connectivity by expanding bicycle and pedestrian facilities
3 Improve functionality and reliability of the transportation system	Improve traffic flow Implement Transportation System Management and Operation Strategies
4 Enhance the safety for motorized and non-motorized users	Reduce the rate of accidents Seek out high-crash "hot spots" Separate travel modes to reduce conflict points
5 Preserve the existing transportation system	Monitor traffic conditions in real time Prioritize capacity improvements for roadways with a deficient LOS / volume to capacity ratio Prioritize low-cost, operational improvements that will reduce congestion

The purpose of the CMPP is to meet the goals and objectives laid out in Tables 2.1 and 2.2 by working to reduce travel demand and improve the security, safety, and reliability of the transportation system. Specific performance measures that will be used to evaluate how well this is being accomplished are found in Section 4. Two of the concepts listed above in Table 2.2 are more complex, and therefore will be discussed more in-depth below.

2.3 Reducing Travel Demand

One of the major ways to reduce congestion is to reduce travel demand, either by implementing strategies to reduce overall demand for the system (ex. encouraging telecommuting, supporting and encouraging land use decisions that reduce vehicle miles traveled); by implementing strategies that reduce demand for the system at peak times (ex. Encouraging flextime); or by implementing strategies that more efficiently use the transportation system (ex. Carpooling or vanpooling, use of transit services, biking or walking).

One way that the TPO has been working to reduce travel is through The ride-On Program. The ride-On Program is funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council. The ride-On Program 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. Additional information on the ride-on program may be found in Section 3.5. Figure 3.4 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 by zip code.

2.4 Implementation of Transportation System Management and Operation (TSMO) Strategies

TSMO strategies not only reduce congestion and improve mobility, but they also function to increase safety. The Federal Highway Administration defines Transportation Systems Management and Operations (TSM&O) as "an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system."



TSM&O actions and strategies laid out by FDOT in the *Florida Transportation Systems Management and Operations Strategic Plan (December 2013)* include:

- Ramp signals
- Advanced Traffic Management System
- Severe Incident Response Vehicles
- Managed Lanes
- Incident Management
- Rapid Incident Scene Clearance

- Traveler Information
- Arterial Management
- Work Zone Traffic Management
- Weather Information
- Variable Speed Limits

In the TPO Service Area, the Pensacola Freeway Management System is in place and is managed at the Pensacola SunGuide Center (which is the Regional Transportation Management Center). The SunGuide Center monitors and disseminates traffic congestion and accident information for the Interstate 10 and Interstate 110 travelers in Escambia and Santa Rosa counties. Dynamic Message Signs (DMS), Closed Circuit Television (CCTV) cameras, Vehicle Detector Stations (VDS), and Road Weather Information Systems (RWIS) are used to collect and disseminate this information.

The SunGuide Center manages the Road Ranger Service Patrol program and coordinates with the Florida Highway Patrol and other RTMC partners (i.e. Florida 511, local law enforcement and governments) to identify and better manage accident and congestion locations.



Source: www.d3sunguide.com

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, pedestrians, and freight. 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 as 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, SR 87, SR 292, US 29, US 90, US 90A, and US 98. Other major urban arterial corridors include: SR 289 (9th Avenue), SR 291 (Davis Highway), SR 296 (Brent Lane), SR 295 Fairfield Drive/New Warrington Road/Navy Boulevard) and SR 281 (Avalon Boulevard).

After the 2010 census the Florida-Alabama urbanized area was expanded to include Orange Beach, Alabama. At that time SR 182 (Perdido Beach Boulevard) from the Alabama State Line to SR 161 was added to the network.

Based on a review of the FDOT District 3 updated Roadway Functional Classification maps for Escambia and Santa Rosa Counties, the following roadway segments have been added to the CMPP network:

Escambia County Roadway Segments

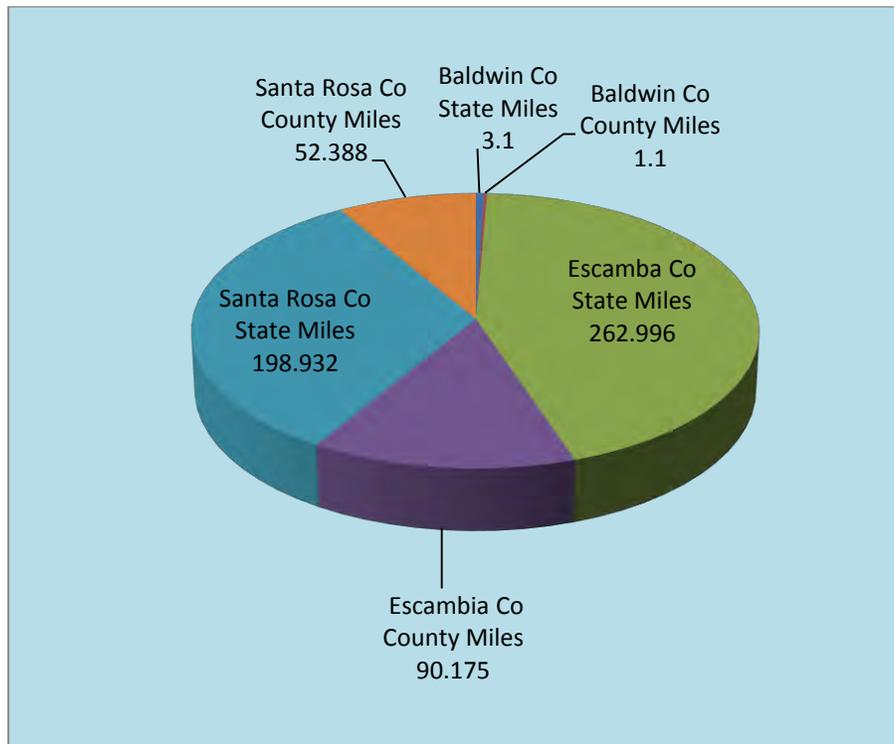
Ten Mile Road from Stefani Road to US29
Ten Mile Road from US29 to Chemstrand Road
Greenbrier Boulevard from Chemstrand Road to Guidy Lane
Kingsfield Road from US29 to Chemstrand Road
Quinette Road from US29 to the Santa Rosa County Line
Bauer Road (CR293) from Gulf Beach Highway (CR292A) to US98
Massachusetts Avenue from US90 (Mobile Highway) to US29
Beulah Road (CR99) from US90 (Mobile Highway) to Frank Reeder Road
Gulf Beach Highway (CR292A) from Blue Angel Parkway to Sorrento Road/Gulf Beach Highway
Detroit Avenue from Pine Forest Road to US29

Johnson Avenue from US29 to Cody Lane
County Road 196 from Jacks Branch Road to US29
Guidy Lane from (US90A) Nine Mile Road to Ten Mile Road
Cerny Road (CR296A) from Blue Angel Parkway to US90 (Mobile Highway)

Santa Rosa County Roadway Segments

Allentown Road from SR89 to SR87N
Commerce Road from SR281 (Avalon Boulevard) to Galt City Road
Allentown School Road (CR182) from Chumuckla Highway (CR197) to Allentown Road
Garcon Point Road (CR191) from SR281 (Avalon Boulevard) to Milton City Limits
Munson Highway (CR191) from SR87 N to the Alabama State Line
Willard Norris Road (CR197) from SR87N to Chumuckla Highway (CR197)
Sterling Way/Cyanamid Road (CR191B/281B) Bell Lane (CR197A) to SR281 (Avalon Boulevard)
Chumuckla Highway (CR197) from Ten Mile Road to SR89
Spring Street (CR197A) from CR197 to SR4
County Mill Road (CR399) from SR4 to SR87
Ward Basin Road (CR89) from I-10 to CR89 (Ward Basin Road) End of the road
Da Lisa Road from Galt City Road to Garcon Point Road (CR191)
East Spencer Field Road from US90 to North Spencer Field Road
Galt City Road from US90 to Da Lisa Road
Greenwood Road from SR89 to SR87
Hamilton Bridge Road from East Spencer Field Road to Berryhill Road (CR184A)
Norris Road from Chumuckla Highway (CR197) to West Spencer Field Road (CR197B)
Park Avenue from SR89 to SR87
SR87A from Munson Highway (CR191) to Whiting Field Gate
SR87A from SR87 to Whiting Field (CR87A/Langley Street)

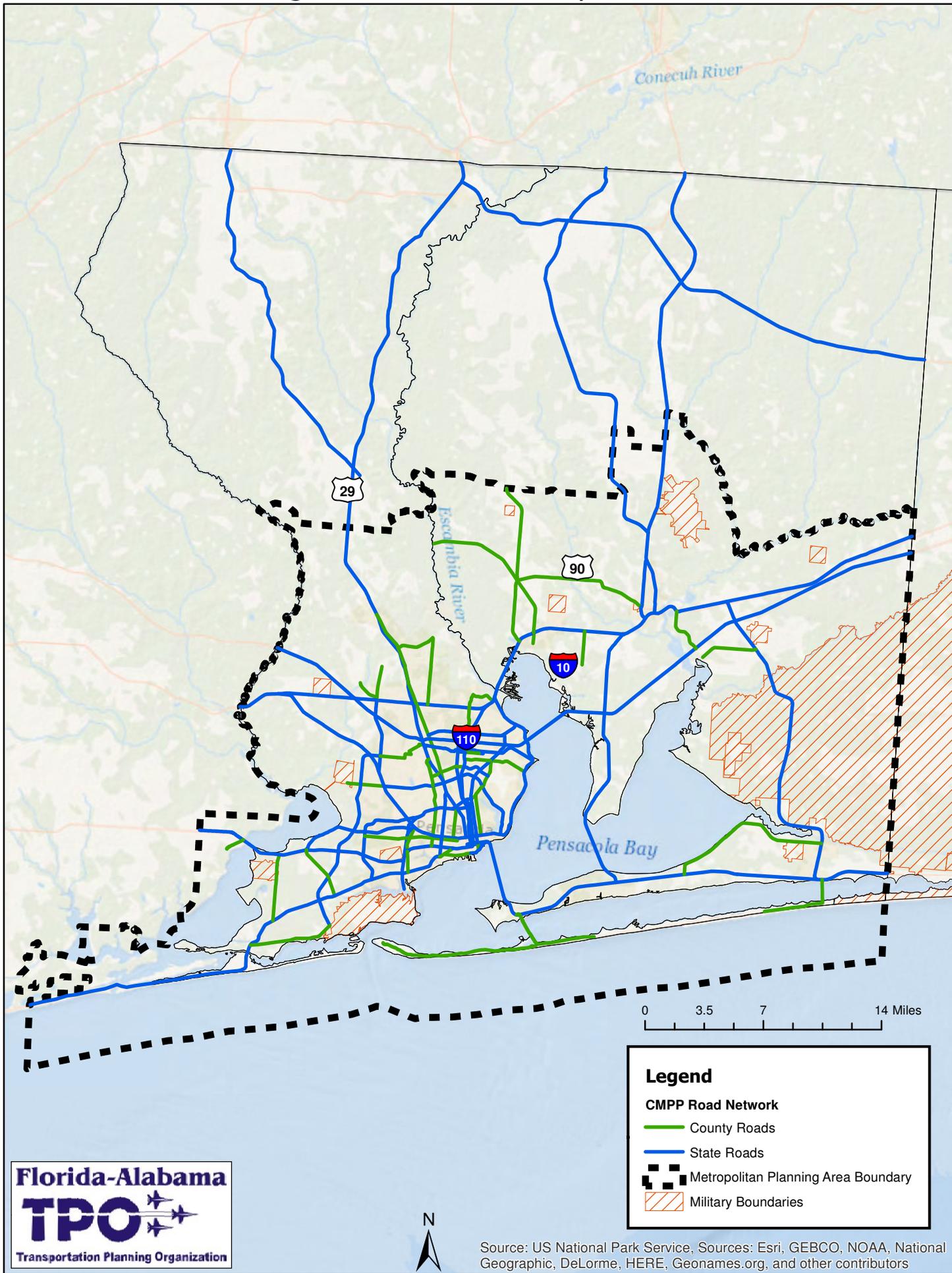
Figure 3.1. Congestion Management Process Plan Network Roadway Mileage.



Source: Florida-Alabama TPO Congestion Management Process Plan Network.

The total roadway mileage for the congestion management process plan network is shown in Figure 3.1. Escambia County has the largest amount of total roadway miles in the network area. The roadway network is depicted in Figure 3.2.

Figure 3.2 CMPP Roadway Network



3.2 Transit Network

Escambia County Area Transit (ECAT) provides a fixed-route service to Escambia County. ECAT operates 20 local bus routes, including 1 express route and the Beach Jumper route. The majority of the routes operate on weekdays and Saturdays, with Sunday service on the Express and Beach Jumper routes. 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.

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, the military, and ADA-certified transportation ID cardholders can ride for free; and senior citizens, disabled riders, and Medicare card holders pay \$0.85. ECAT also offers weekly, monthly and other special discount passes. Figure 3.3 shows the current ECAT Routes as of January 2014.

3.3 Paratransit Services in Santa Rosa County

Tri-County Community Council is the local Community Transportation Coordinator in Santa Rosa County which coordinates medical and non-medical transportation services for the Transportation Disadvantaged community. Para transit (door to door) service is available to Santa Rosa County residents that qualify.

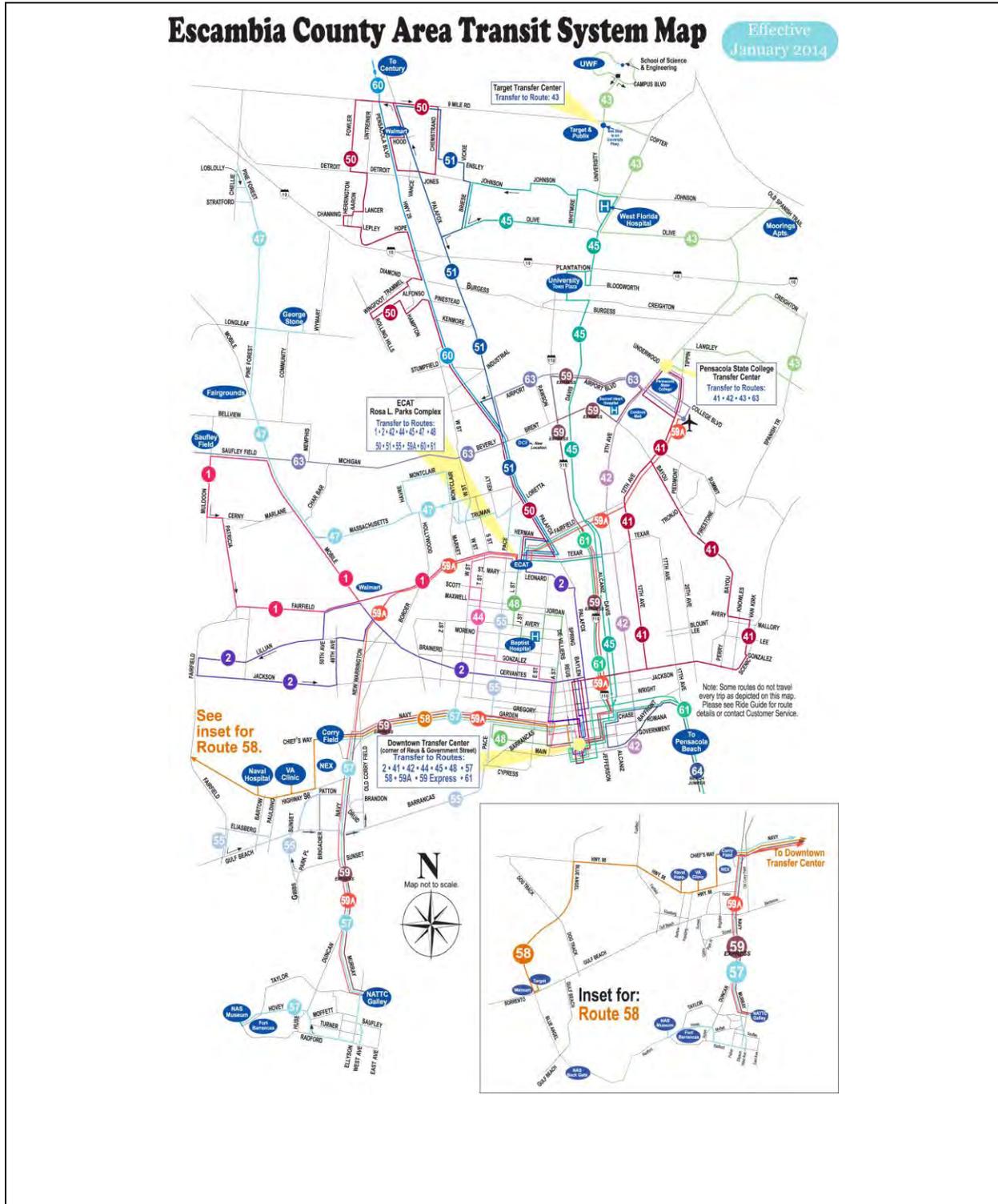
Several agencies sponsor client transportation needs and pay all or most of the cost. The Florida Commission for the Transportation Disadvantaged provides cost sharing assistance for individuals who are not sponsored and meet eligibility criteria.

3.4 BRATS Public Bus (Baldwin Rural Area Transportation System)

BRATS serves the needs of all the citizens of Baldwin County. Anyone, any age and ability is eligible to enjoy our public transit system. The transit program provides many with increased independence, supports an active lifestyle, reduces traffic congestions, helps protect the local environment and provides greater access to the community.

In conjunction with the Baldwin County Council on Aging, BRATS provides paratransit services to individuals that meet the the program qualifications.

Figure 3.3 Escambia County Area Transit System Map, Effective January 2014.



Source: ECAT

Figure 3.4 shows the location of the current park and ride lots in Escambia and Santa Rosa counties, and also shows the population density of the TPO service area by zip code. Currently there are no park and rides lots in Baldwin County, Alabama within the study area.

3.5 ride On Program

The West Florida Regional Planning Council (WFRPC) continues operating and managing the rideOn program for District Three of the Florida Department of Transportation (FDOT). rideOn



currently **serves as FDOT's District Three Commuter Assistance Program (CAP) in the ten (10) western counties of the District.** These counties are Bay, Calhoun, Escambia, Gulf, Holmes, Jackson, Okaloosa, Santa Rosa, Walton, and Washington (the Panhandle of Florida). Calhoun and Jackson Counties are shared with Commuter Services of North Florida because some residents in these Counties commute to jobs in the Panama City Urbanized Area and some commute to the Tallahassee Urbanized Area.

The mission of the rideOn program is to identify barriers to commuter mobility and then develop, promote, and track affordable, reliable, and sustainable alternatives to mitigate these barriers.

Businesses in the western Florida gulf coast resort communities of Destin and South Walton have had a hard time attracting and retaining service employees, especially during the busy tourist season. Restaurants, hotels, and stores along the coast needed workers, but potential employees can't afford the area's increasingly high housing costs. Many workers who do accept positions have commutes of an hour or more. The difficulties increase for workers who lack reliable transportation. Turnover and absenteeism has been high.

An initial meeting of business people generated tremendous interest and led to the formation of an informal task force. The task force decided that a vanpools system would offer a good compromise between reliability and flexibility at a reasonable cost. Routes serve Crestview, Gulf Breeze, and rural communities.

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Vanpools	Locations	Destination
Green Way Shuttles	Panama City	Mariana Prison
Green Way Shuttles	Panama City	Mariana Prison
Green Way Shuttles	Bonifay	Mariana Prison
VOC01 Okaloosa County	Niceville to Ft. Walton	Water & Sewer/Okaloosa County
VOC02 Okaloosa County	Crestview to Ft. Walton	Water & Sewer/Okaloosa County
VOC03 Okaloosa County	Crestview to Ft. Walton	Water & Sewer/Okaloosa County
VOC04 Okaloosa County (2 nd shift)	Crestview to Ft. Walton	Water & Sewer/Okaloosa County
Van Go - VGOF01	Milton, FL.	Eglin AFB
Van Go - VGOF02	De Funiak Springs	Eglin AFB
Van Go - VGOF03	Pensacola	Hurlburt Field
Van Go - VGOF04	Pensacola	Eglin AFB
Van Go - VGOF05	Crestview	Eglin AFB
Van Go - VGOF06	Pensacola	Eglin AFB
Van Go - VGOF07	Holley by the Sea	Eglin AFB
Van Go - VGOF08	Navarre	Eglin AFB
V-Ride	Panama City	Mariana Prison
Total Vanpools 16		

Some workers will meet the vanpools at area park & ride lots. Some businesses will pay a base fee for some of their employees to choose alternative modes of transportation.

We currently have 16 vans operating in the Florida Panhandle. We solicit employers who have 50 or more employees. We are currently working with Seaside promoting the rideOn Program in hopes of providing transportation to the North end of the county 331 - Niceville, Freeport, Defuniak Springs, Ponce Deleon, Pace, and Westville. These individuals are commuting to Seaside for work; some of the major communities we are targeting are Defuniak Springs, Destin, Miramar Beach, Panama City Beach, and Santa Rosa Beach. Combining some of the other rural counties you have a total of 449 employees who need some type of alternative mode of transportation to get to work.

3.6 Park and Ride



Park-and-Ride facilities serve as collection areas for people transferring to higher occupancy vehicles. They are often located and designed to serve bus or rail transit, but many are used by carpoolers and vanpoolers as well. The West Florida Regional Planning Council staff supports the location and use of Park and Ride Lots. **There are Park and Ride lots throughout rideOn's ten-county region,** and these lots are used as central meeting points for commuters engaged in carpool and vanpool activities. Most Park and Ride lots are constructed by the Florida Department of Transportation (FDOT) for use by the public. Occasionally, property owners will allow for a few spots to be designated for Park and Ride, and we are grateful to these property owners for their generosity.

Current Park and Ride locations:

Escambia County

- Pensacola I-110 at Civic Center (near ECAT Stop)
- Century Courthouse Annex
- Scenic Highway at I-10 next to the Dairy Queen

Santa Rosa County

- Avalon Blvd – East side of highway 281: 0.5 mile North of I-10
- Navarre – Southwest corner of Highway 87 and Highway 90 intersection
- Milton – DOT Maintenance Yard
- Milton – Southeast corner of US 90 and highway 87
- Pace – US 90 at C197-A

3.7 Intelligent Transportation Systems (ITS)

ITS is a program aimed at using computers and communications to make travel smarter, faster, safer, and more convenient. Here are just a few of the ways ITS helps the traveling public:

- Intelligent traffic control systems help us by reducing the time we spend stopped at red lights or waiting on freeways when an accident occurs.
- Automatic toll collection moves vehicles more quickly through toll booths, reducing congestion and pollution.
- Traveler information systems help us by giving us current, multi-modal information on travel conditions, allowing us to make smarter choices about how, when and where to travel.

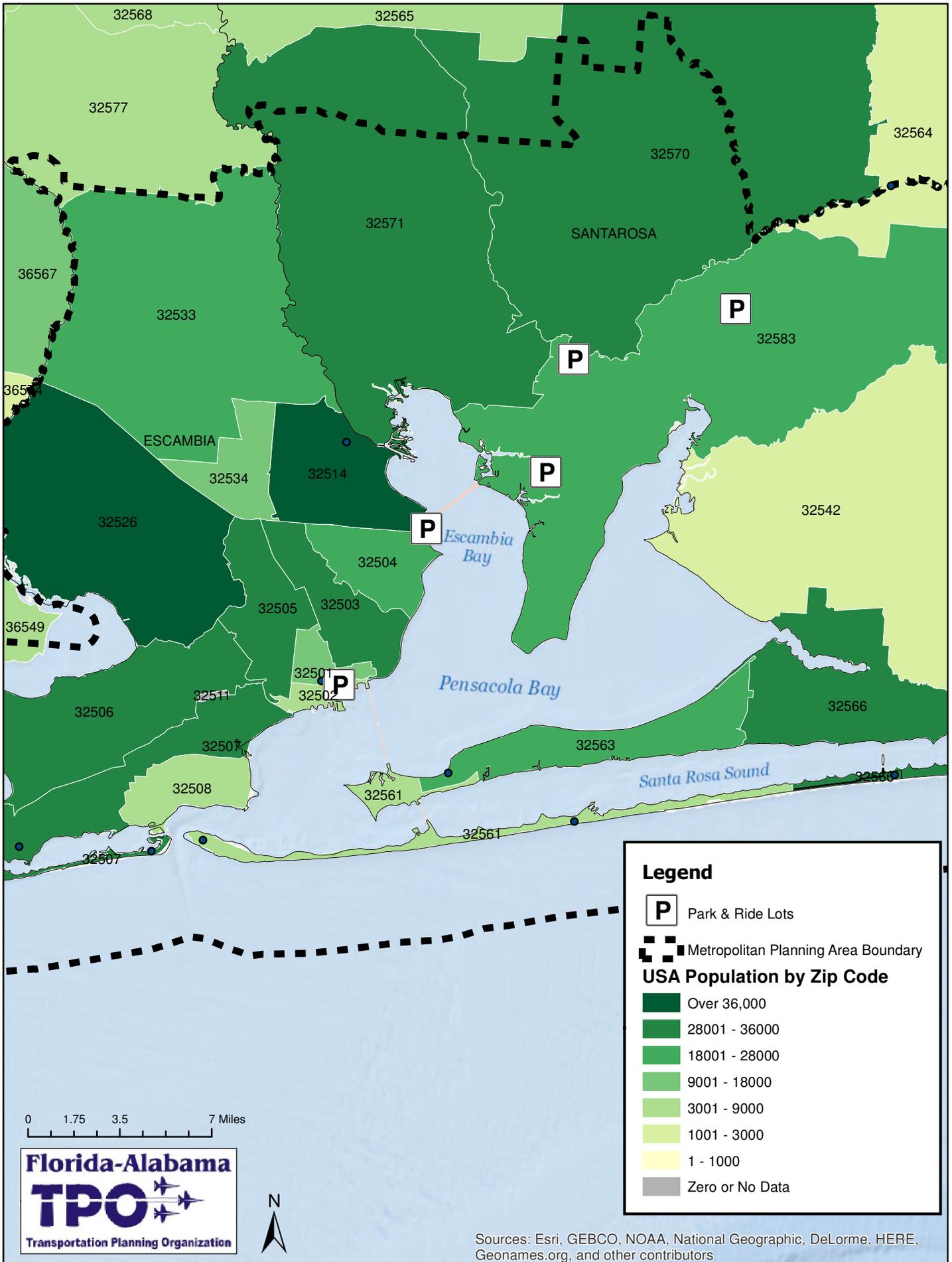
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- In-vehicle systems will help us by giving us in-vehicle maps, guiding us to our destination, and improving our safety by automatically notifying emergency services when a serious accident occurs and exactly where the accident is located.
- Advanced transit systems help transit agencies operate more efficiently and provide travelers with real time information that makes using transit easier and more attractive.
- Intelligent commercial vehicle systems will help commercial vehicle operators process the paperwork associated with moving goods. These systems will also help public agencies improve safety by inspecting the vehicles that need it the most.

ITS makes travel safer and less time-consuming and makes it easier to choose how to travel. It also helps reduce the cost of moving goods and services to the marketplace.

The Florida-Alabama TPO, in partnership with the Okaloosa-Walton and Bay County TPOs, completed a Regional ITS Plan (2010). The Regional ITS Plan identifies and evaluates the existing ITS networks, evaluated future ITS needs, and determined additional staffing needs for operation and maintenance of future ITS improvements. This plan was adopted in September of 2010 by each of the three Northwest Florida TPOs.

Figure 3.4. Park and Ride Lots by Zip Code.



0 1.75 3.5 7 Miles



Legend

- P Park & Ride Lots
- Metropolitan Planning Area Boundary
- USA Population by Zip Code**
- Over 36,000
- 28001 - 36000
- 18001 - 28000
- 9001 - 18000
- 3001 - 9000
- 1001 - 3000
- 1 - 1000
- Zero or No Data

Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, HERE, Geonames.org, and other contributors

3.5 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.

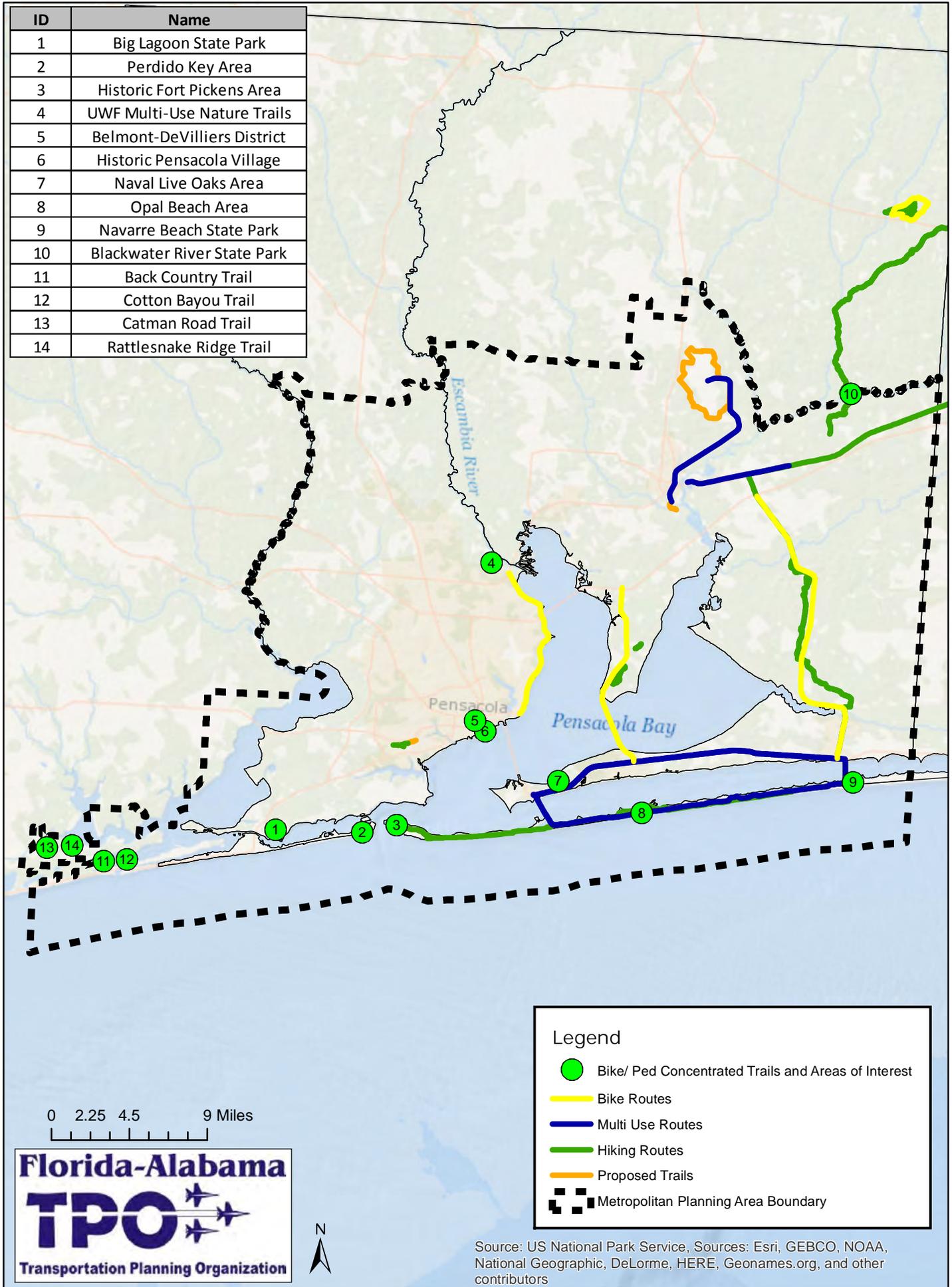
The pedestrian network is comprised of the CMPP network. Pedestrians are typically prohibited from walking on highways, limited access facilities, HOV and toll facilities, and ramps. Figure 3.5 depicts existing and proposed bicycle and pedestrian routes and trails.

As this report was being finalized Santa Rosa County was finishing their efforts to develop a bicycle/pedestrian plan for south Santa Rosa County. The routes and projects that are being considered as part of that study are located north of US98 in the Navarre area. Once finalized, these projects should be included in the CMPP.

In addition to the facilities being identified in Santa Rosa County, there are several multiuse trails in Orange Beach, Alabama within the study area. They include the following:

1. Hugh S Branyon Back Country Trail
2. Cotton Bayou Trail
3. Catman Road Trail
4. Rattlesnake Ridge Trail

Figure 3.5. Bicycle and Pedestrian Routes and Trails



3.6 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 3.1 denotes the highways that support commerce 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.

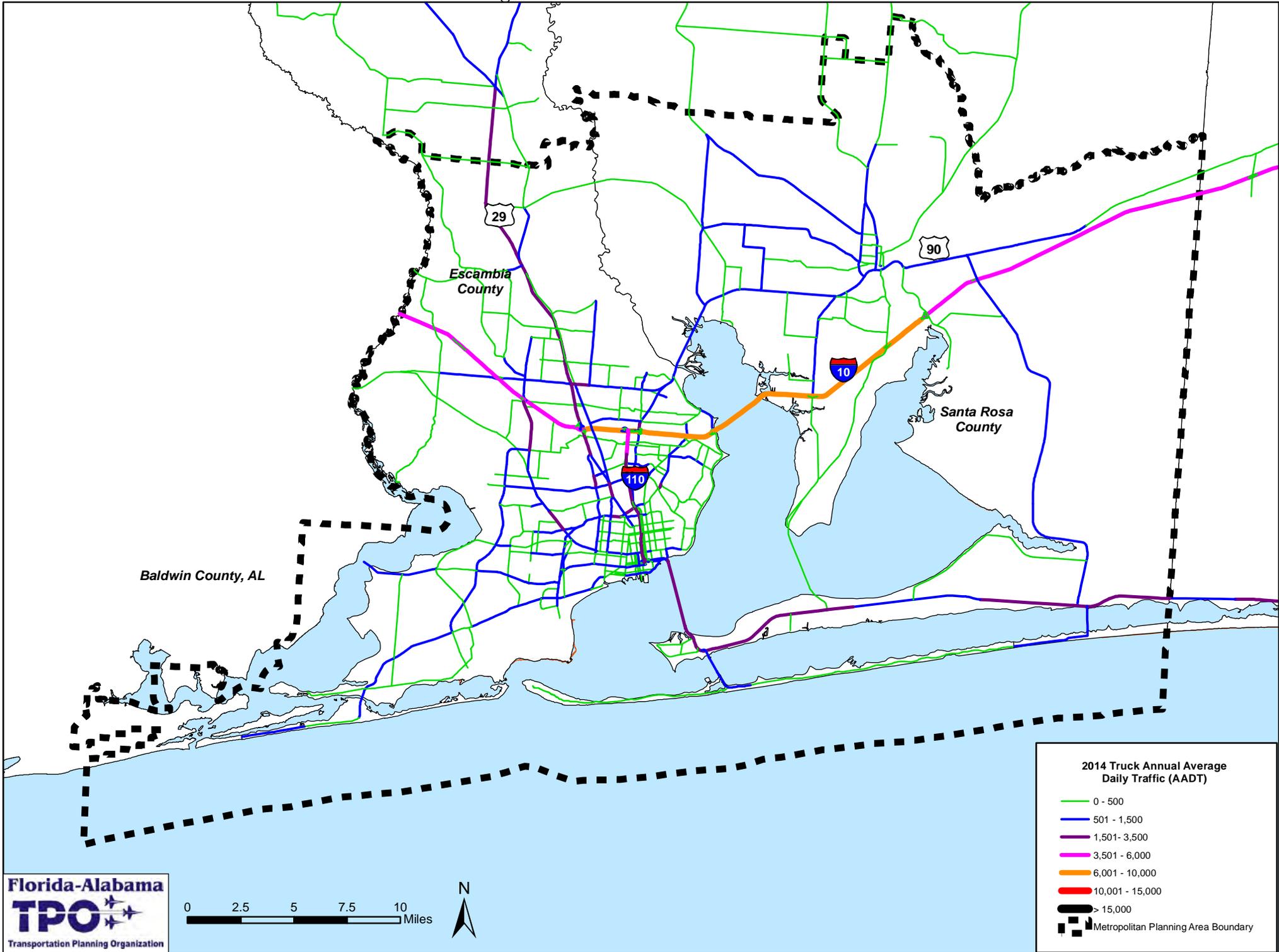
Table 3.1 Highways of Commerce

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.

Figure 3.6 presents the 2014 truck volumes within the study area based on the Florida Department of Transportation's 2014 truck volume average annual daily traffic counts.

Figure 3.6 2014 Truck Volumes



4.0 Performance Measures

Performance measures are 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 Level of Service Performance Measure

The performance measure previously used to determine the state of congestion on the CMPP network was the CMPP roadway networks Level of Service (LOS). For this CMPP update, LOS will continue to be used as a performance measure. The Escambia County, Santa Rosa County, and Baldwin County Roadway and Multimodal Level of Service Tables are located in Appendix A.

A LOS analysis is a quantitative examination of the quality of service provided by the transportation system (QLOS). The LOS tables are based on the generalized tables within the 2013 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.

4.2 LOS Analysis Methodology

To determine roadway LOS, annual average daily traffic counts (AADT) are utilized to measure the amount of daily and peak hour traffic on regionally-significant state and local roadways, and the level of traffic is assessed for the roadway type using the Florida Department of Transportation's (FDOT) Generalized LOS tables. Bicycle, pedestrian, and bus mode level of service utilizes the traffic volume as well as the percentage of either paved shoulder / bicycle lane coverage or sidewalk coverage to determine the level of service.

Over the last four years, the FDOT has updated and revised the way that LOS is calculated in its two QLOS handbook releases (2009 and 2013) and Generalized LOS tables releases (2009, 2010, and 2012). In the most recent update, the Generalized LOS tables now define arterials as Class I or II based on the posted speed limit of the roadway, and freeways in the urbanized area are **divided into 'Core Urbanized' and 'Urbanized.'** **Additionally, the "K Factor" has been revised and has been standardized to utilize the latest research and provide a time savings to FDOT. 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 steps for determining the CMPP network roadway congestion levels are 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) For arterial roadways, determine the posted speed limit 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, or whether it has any adjustments to be made based on the presence or lack of median and turn lanes.
- 5) Find the appropriate row in the table under the proper class designation.
- 6) Look up the 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.
- 7) Using the proper table, the appropriate Class designation, and the correct row, you can determine the LOS Classification in which the AADT falls.

4.3 Performance Measures for Congestion Mitigation Strategies

When MAP-21 replaced SAFETEA-LU (which stands for Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users) several key modifications were made that affect the metropolitan transportation planning process. MAP-21 focus' on performance-based planning, or planning that is performance-driven and outcome-based. Metropolitan planning organizations are required to establish and use a performance-based approach to transportation decision making and the development of transportation plans. To incorporate performance-based planning into this CMPP major update, performance measures that will be used to assess the congestion mitigation strategies have been created. These measures are specific, actionable, and speak directly to individual congestion management strategies. They are shown below in Table 4.1.

Table 4.1. Congestion Management Process Objectives, Congestion Mitigation Strategies, and Performance Measures to Assess the Congestion Mitigation Strategies

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
1A	Reduce number of automobile trips	- Decrease vehicle miles traveled (VMT) - Implement Transportation Demand Management Strategies	→Track VMT and public transportation annual passenger miles of travel →Monitor travel times to work →Continue to promote public awareness of the Commuter Assistance Program
1B	Reduce length of automobile trips	-Encourage carpooling and use of the Commuter Assistance Program -Encourage other modes of transportation	→Promote ECAT services →Produce electronic bicycle and pedestrian route maps for the public by December 2016 and 1,000 printed maps by December 2017 →Encourage telecommuting and flexible work hours programs → Reduce travel time to work
2	Promote alternate modes of transportation	- Improve access to transit by supporting transit expansion - Increase bicycle and pedestrian connectivity by expanding bicycle and pedestrian facilities - Increase participation in rideOn and similar programs	→Monitor transit usage →Monitor means of transportation to work →Prioritize bike lane and sidewalk projects that create connectivity between existing multi-modal facilities →Track rideOn participation →Identify and construct 1 of Park and Ride lot annually
3	Improve functionality and reliability of the transportation system	- Improve traffic flow - Implement Transportation System Management and Operation Strategies	→ Increase ITS capabilities to give travelers greater access to system information →Re-time 60 of traffic signals annually →Monitor congestion measures annually to discover congestion problems
4	Enhance the safety for motorized and non-motorized users	- Reduce the rate of accidents - Seek out high-crash "hot spots" -Separate travel modes to reduce conflict points	→Track and bring awareness to the number of traffic and pedestrian fatalities →Implement access management strategies to reduce conflict points →Map and review crash locations for high-crash hot spots annually as a part of the CMP →Provide \$350,000 of funding annually for separated bicycle and pedestrian facilities.

Congestion Management Process Plan, Florida-Alabama TPO

Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
5 Preserve the existing transportation system	<ul style="list-style-type: none"> -Monitor traffic conditions in real time -Prioritize capacity improvements for roadways with a deficient LOS / volume to capacity ratio -Prioritize low-cost, operational improvements that will reduce congestion 	<ul style="list-style-type: none"> →Seek out capital and operating funding for traffic monitoring, management, and control facilities and programs →Update LOS tables annually and prioritize projects that have a failing LOS →Invest \$150K in operational roadway improvements (including intersection improvements, removal of bottlenecks, and addition of turn lanes) each fiscal year

The Alabama Department of Transportation Chief Engineer has directed that the Alabama Department of Transportation cannot allow accident, incident, crash, injury, or fatality information be shown or presented in association with descriptions of transportation projects, facilities, or physical locations in formal planning documents(UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. Including such language in those documents could potentially expose both the TPO and the State of Alabama to litigation. – *Bureau of Transportation Planning and Modal Programs, Montgomery, AL. May 9, 2014*

5.0 Performance Measure Assessment

5.1 Level of Service Analysis

A level of service analysis was completed on all major Escambia and Santa Rosa County state and county roadways in the fall of 2014 using 2013 traffic count data. Major facilities in Orange Beach and Lillian, Alabama were also analyzed. This analysis reported the annual average daily traffic and peak hour / peak direction traffic volume and level of service. It also included an analysis of the percentage of the maximum service volume that each facility was operating at the AADT level. The full analysis can be found in Appendix A.

The following Escambia County roadway segments had a failing level of service in 2013:

- SR 10 (US 90A) / Nine Mile Road from SR 297 / Pine Forest Road to US 29 / SR 95
- SR 10A (US 90) / Mobile Highway from Fairfield Drive / SR 727 to Kirk Street
- SR 10A (US 90) / Scenic Highway from Strong Street to Hyde Park Road
- SR 10A (US 90) / Scenic Highway from Hyde Park Road to Summit Boulevard
- SR 95 (US 29) / Pensacola Boulevard from I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A
- SR 173 / Blue Angel Parkway from Lillian Highway / SR 298 to Saufley Field Road / CR 296
- SR 291 / Davis Hwy from I-10 / SR 8 to University Parkway
- SR 292 / Gulf Beach Hwy from Fairfield Drive / SR 727 to Navy Boulevard / SR 295
- SR 295 / Navy Boulevard from SR 292 / Barrancas Avenue to SR 295 / New Warrington Road
- SR 297 / Pine Forest Road from I-10 / SR 8 to Nine Mile Road / US 90A / SR 10
- SR 727 / Fairfield Drive from Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A
- CR 295A / Saufley Field Road from Mobile Highway to Blue Angel Parkway
- Main Street from Baylen Street to Tarragona Street

The following Santa Rosa County roadway segments had a failing level of service in 2013:

- SR 30 (US 98) from the Escambia County Line to Fairpoint Drive
- SR 30 (US 98) from Fairpoint Drive to SR 399 / Pensacola Beach Boulevard
- SR 30 (US 98) from SR 399 / Pensacola Beach Boulevard to the East End of Naval Live Oaks / Gulf Breeze City Limits

The following Orange Beach, Al roadway segment had a failing level of service in 2013:

- SR 180 / Canal Road from the Foley Beach Express to SR 161

5.2 Safety Analysis

Number of Crashes and Crash Rate Analysis

The FDOT annually collects crash information for each Florida County. FDOT provides guidance for calculating a roadway segment's crash rate using the following formula:

$$\text{Crash Rate} = \frac{\text{Total Number of Crashes} \times 1,000,000}{\# \text{ of Days} \times \text{AADT} \times \# \text{ Years} \times \text{Segment Length}}$$

The most recent FDOT crash data (2013) was analyzed using the crash rate formula. This yields the frequency of crashes that occur on a roadway segment relative to the exposure of traffic on that segment. The crash rates shown in Figure 5.1 and 5.2 are segment crash rates and are presented as crashes per million vehicle miles traveled.

Figure 5.3 and 5.4 present the change over five years, between 2008 and 2013, in the number of crashes. These figures show whether crashes have increased, decreased, or stayed the same.

As noted earlier, the Alabama Department of Transportation Chief Engineer has directed that the Alabama Department of Transportation cannot allow accident, incident, crash, injury, or fatality information be shown or presented in association with descriptions of transportation projects, facilities, or physical locations in formal planning documents (UPWP, Long Range Plan, TIP, Congestion Management Plan, and Air Quality Conformity documentation) that include narrative or tabular project listings or descriptions. Including such language in those documents could potentially expose both the TPO and the State of Alabama to litigation. – *Bureau of Transportation Planning and Modal Programs, Montgomery, AL. May 9, 2014*

Figure 5.1. 2013 Crashes Per Million Vehicle Miles of Travel

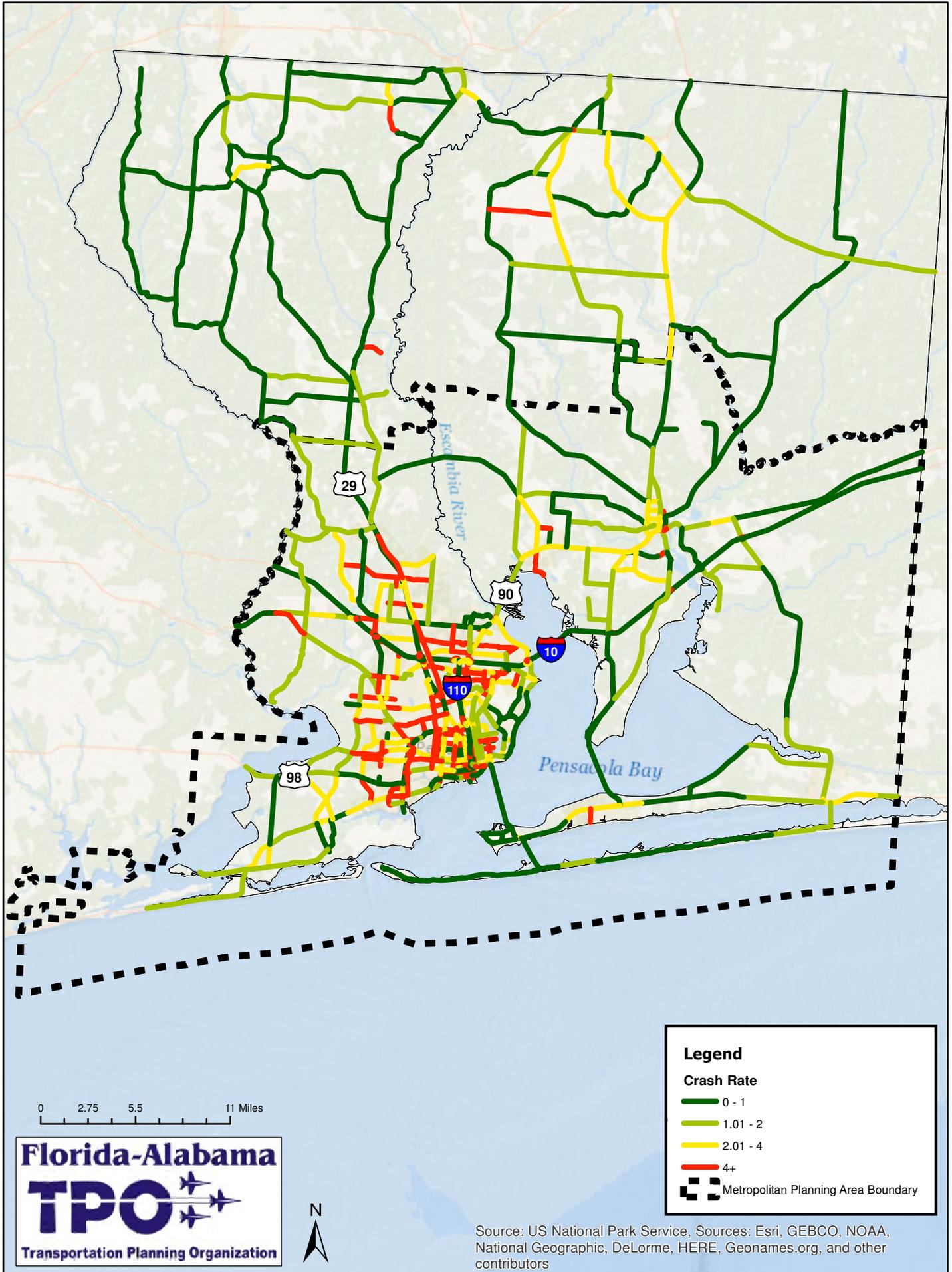


Figure 5.2. 2013 Crash Rate Per Million Vehicle Miles of Travel, Pensacola Inset.

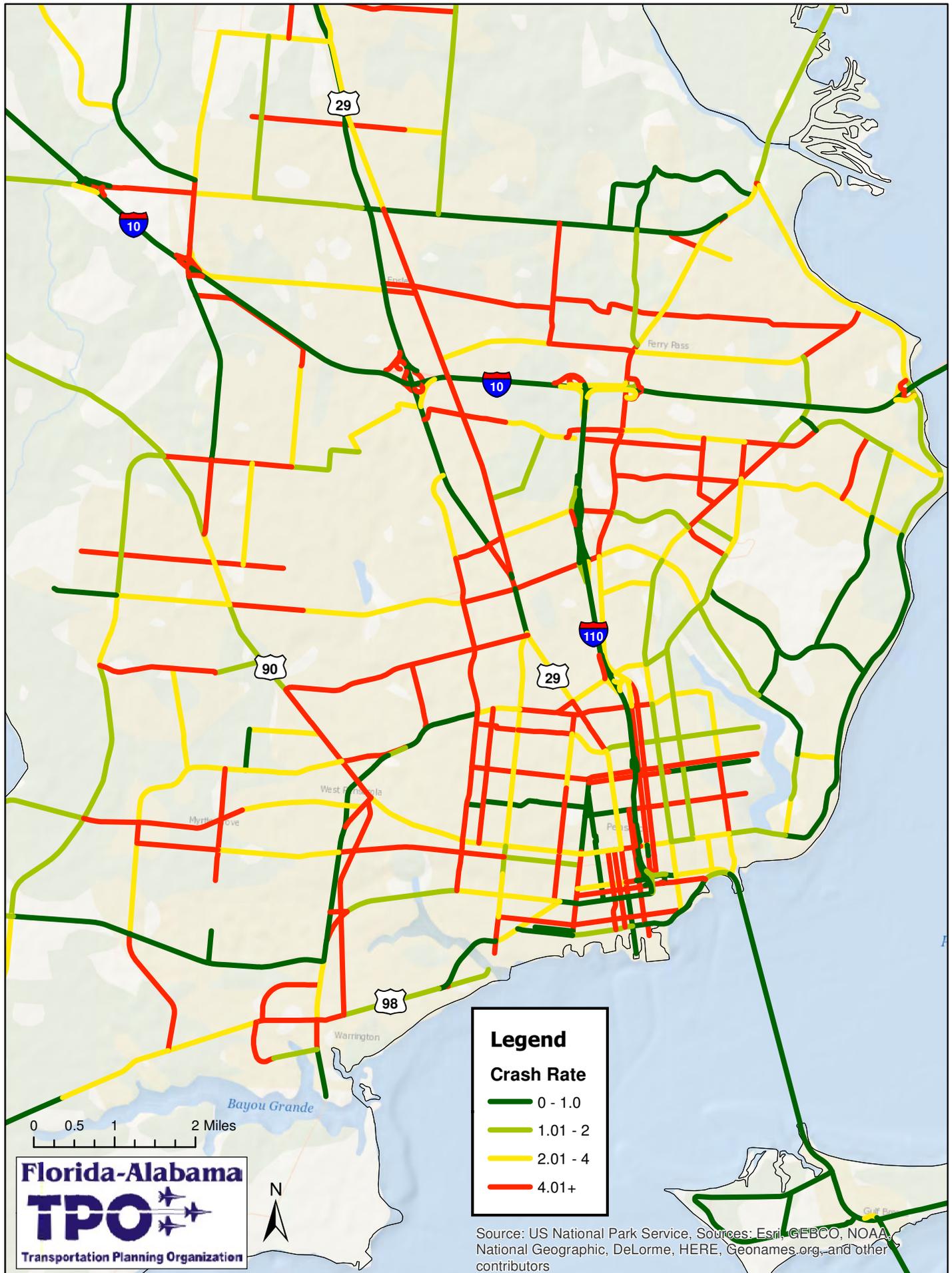


Figure 5.3. Change in Number of Crashes, 2008-2013

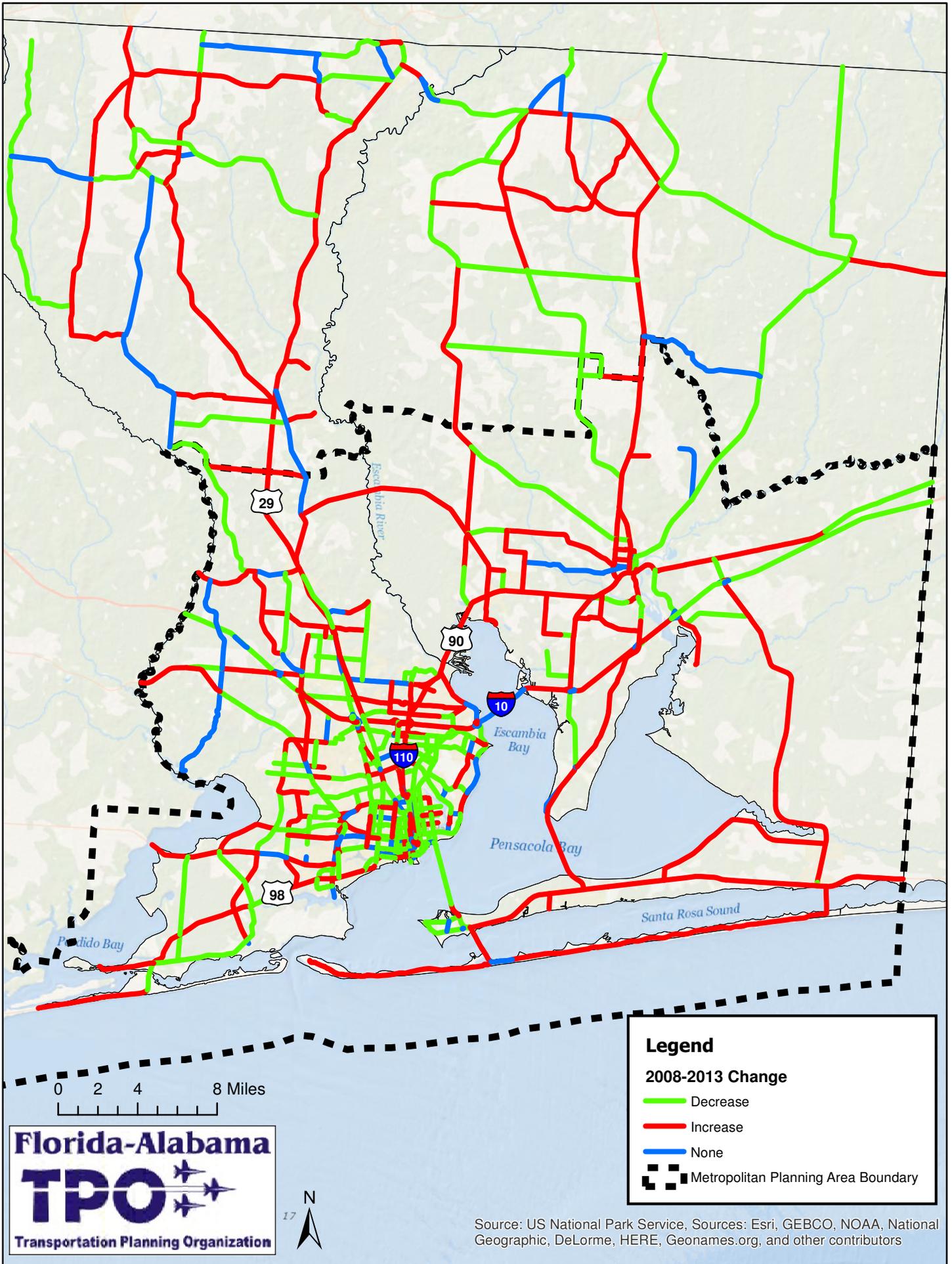
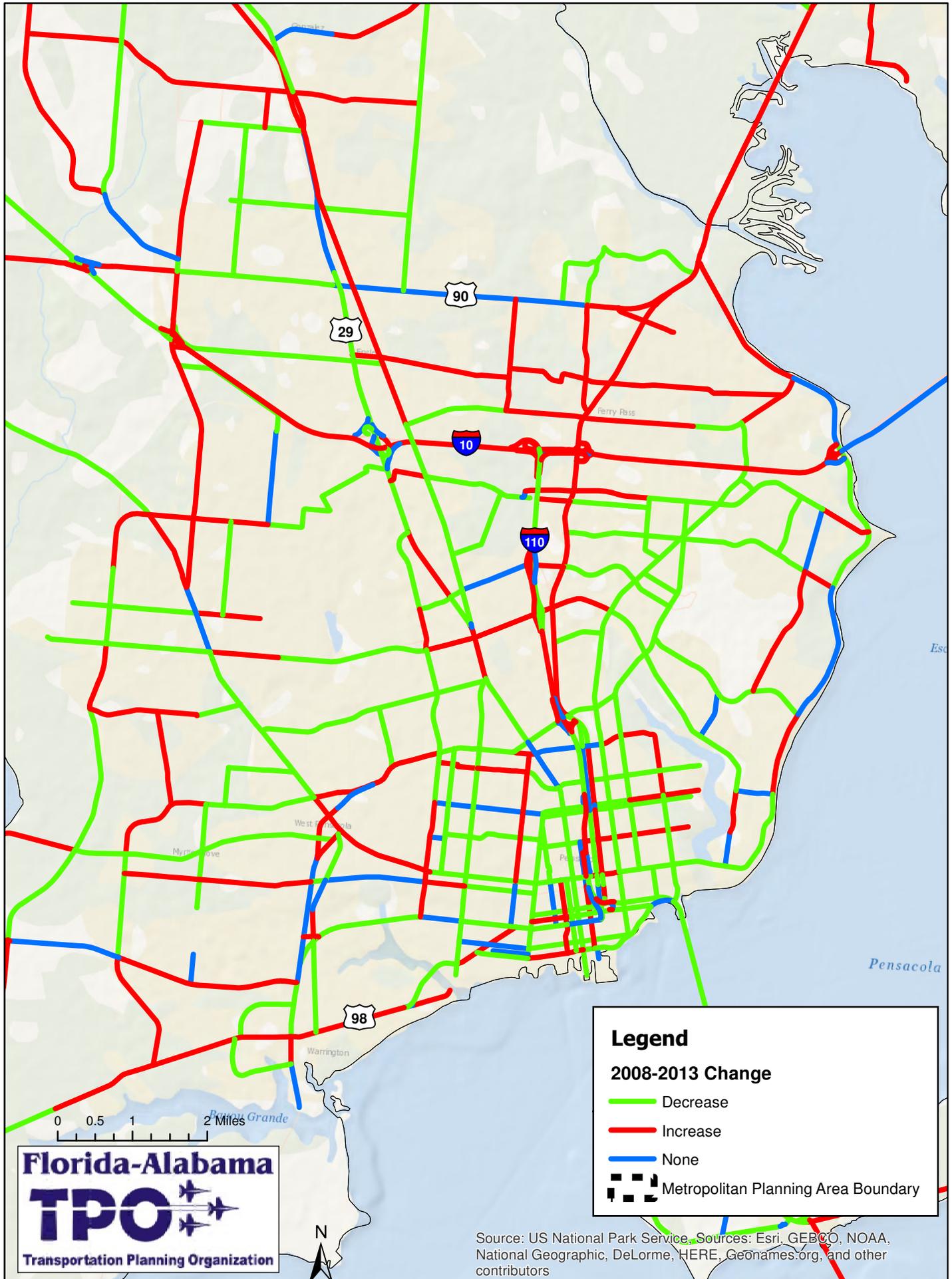


Figure 5.4. Change in Number of Crashes, Pensacola Inset, 2008-2013

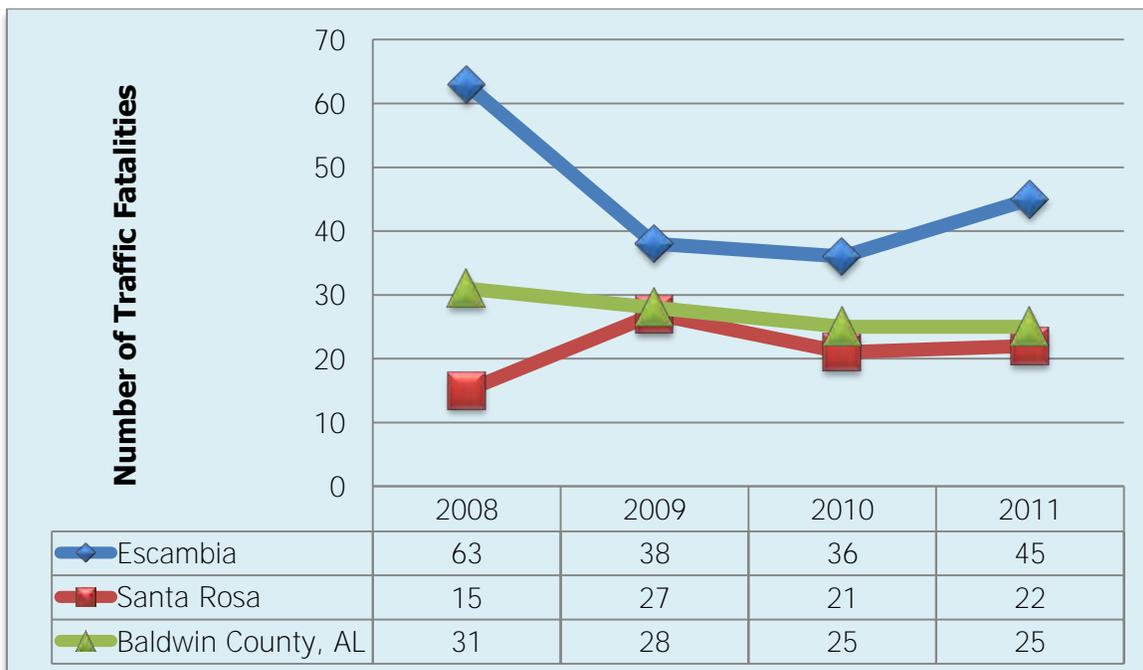


Traffic Fatalities

The National Highway Traffic Safety Administration annually publishes traffic fatalities by county. Figure 5.5 below shows the number of traffic fatalities in Escambia, Santa Rosa and Baldwin counties from 2008 through 2011.

Figure 5.5. Number of Traffic Fatalities in Escambia and Santa Rosa Counties, and Baldwin County, Alabama

2008-2011.



Source: National Highway Traffic Safety Administration Fatality Analysis Reporting System Encyclopedia.

Pedestrian Safety

Smart Growth America is a neighborhood advocacy organization that recently published their 2014 *Dangerous by Design* report, which provides facts about traffic fatalities and pedestrian fatalities. Pedestrian fatalities are analyzed based on how prevalent they are in a given state, Metropolitan Statistical Area, or county area. *Dangerous by Design* also analyzes pedestrian deaths based on posted speed limit and the percentage of fatalities that occur on arterials. These factors tie into land use and roadway design, and they speak to the correlation between higher-speed facilities that are designed primarily for the automobile and pedestrian deaths.

Table 5.1. Traffic and Pedestrian Fatality Data for the TPO Area, 2003-2012.

Area	Traffic Fatalities (2003-2012)	Pedestrian Fatalities (2003-2012)	% of Traffic deaths that were pedestrians	Annual pedestrian deaths per 100,000 (2008-12)	% of Pedestrian deaths by posted speed limit			% of pedestrian fatalities on arterials
					>20 mph	>30 mph	40 mph and over	
Pensacola-Ferry Pass-Brent MSA	714	124	17.4%	3.01	0.0%	4%	70%	65.3%
Escambia County	483	92	19.0%	3.08	0.0%	1.1%	66.3%	64.1%
Santa Rosa County	231	32	13.9%	2.19	0.0%	12.5%	81.3%	68.8%
Baldwin County, AL	336	22	6.5%	1.27	0.0%	0.0%	77.3%	40.9%

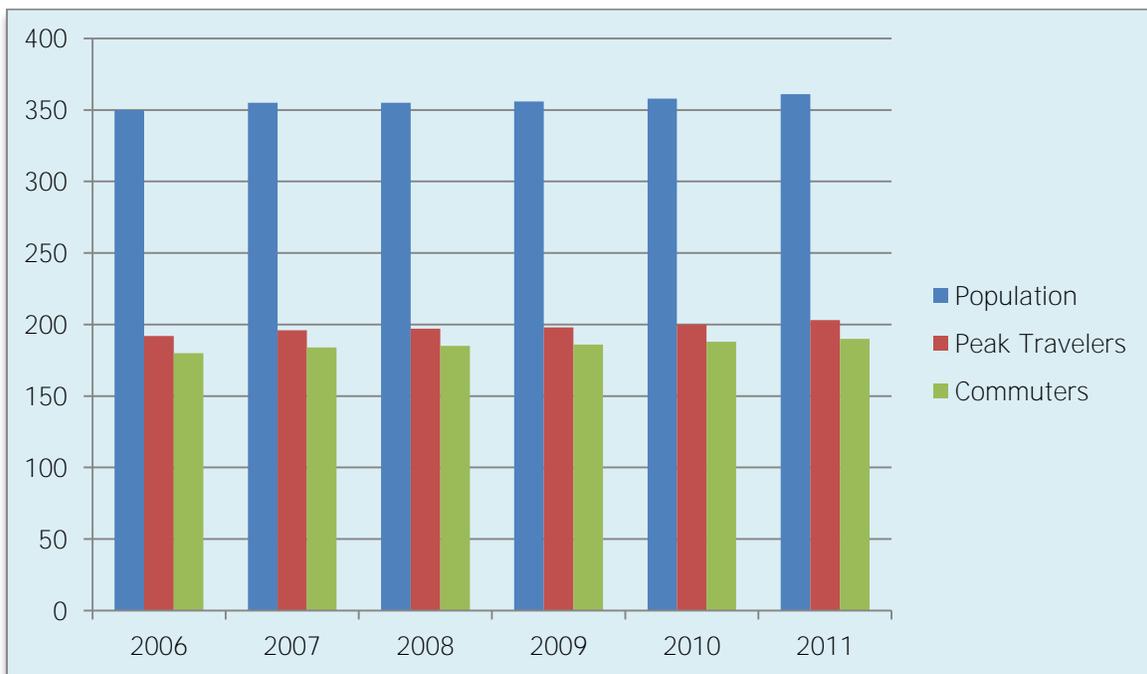
Source: Dangerous by Design 2014, Smart Growth America.

As shown in Table 5.1, the vast majority of pedestrian deaths occurring in the TPO area happen on arterial roadways that have a posted speed limit of 40 miles per hour or more. Approximately 15% to 20% of traffic deaths have been pedestrians in the TPO area between 2003 and 2012.

5.3 Behavioral Analysis

Congestion is directly tied to the number of people, commuters, and peak travelers; to the number of miles traveled; and to the transportation choices of those travelers. Figure 5.6 shows population, peak travelers, and commuter changes from 2006-2011 in the Pensacola FL-AL Urbanized Area.

Figure 5.6. Population, Peak Travelers, and Commuters from 2006-2011 in the Pensacola FL-AL Urbanized Area (in 1000s).



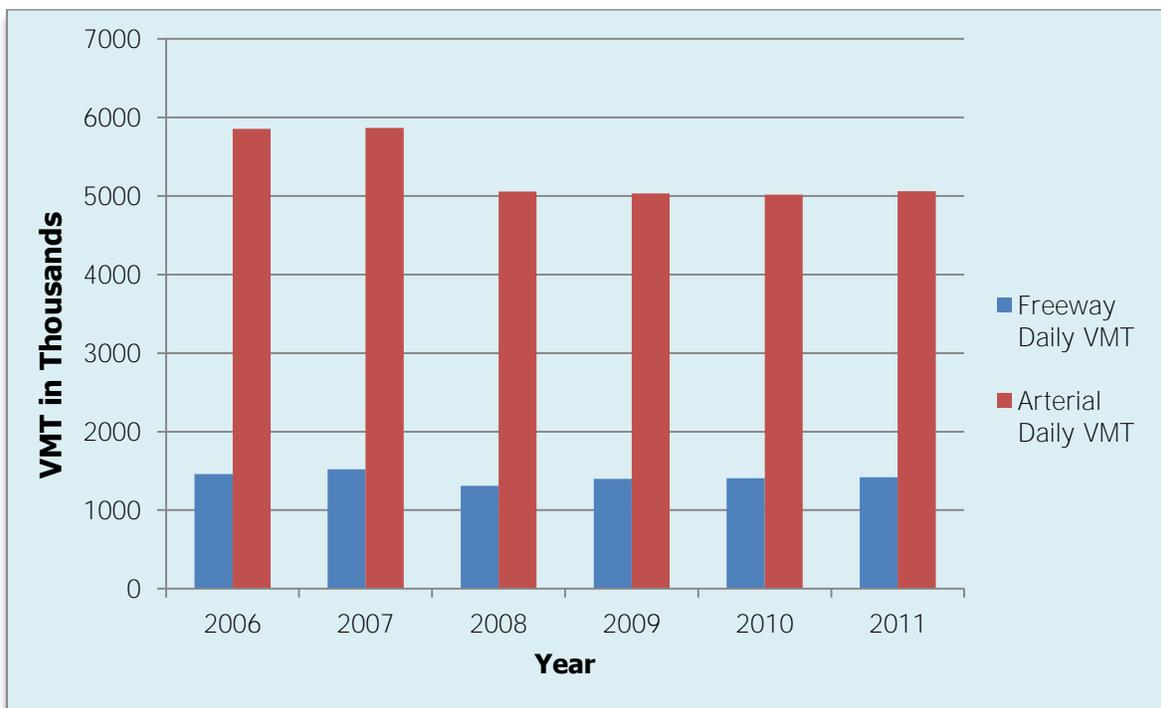
Source: Texas Transportation Institute's 2012 Urban Mobility Report.

Figure 5.6 shows that the population, number of peak travelers, and number of commuters have all increased since 2006. The increases amongst all of these measures are fairly proportional.

Vehicle and Public Transportation Miles of Travel

When evaluating congestion, an important component to assess is the number of vehicle miles traveled and the number of public transportation annual passenger miles of travel. One of the goals of congestion management is to reduce the number of vehicle miles traveled, which can be achieved in part by an increase in the number of public transportation annual passenger miles of travel. Figure 5.7 below shows the number of vehicle and public transportation annual passenger miles of travel in the Pensacola FL-AL Urbanized Area.

Figure 5.7. Vehicle Miles of Travel (VMT) for the Pensacola FL-AL Urbanized Area (in 1000s), 2006-2011.



Source: Texas Transportation Institute's 2012 Urban Mobility Report.

Figure 5.7 above shows that while the number of freeway daily VMT remained relatively constant between 2006 and 2011, the number of arterial daily VMT decreased in 2008 and stayed constant between 2008 and 2011. This decrease happened despite an increase in population, peak travelers, and commuters.

Means of Transportation to Work

Means of Transportation to work is reported by the American Community Survey and shows how workers 16 years and over get to work: whether they went in an automobile, walked, biked, used public transportation, used a taxicab, motorcycle, or others means; whether they worked from home; and whether they drove alone or carpooled. Tables 5.2, 5.3, and 5.4 below show the results for Escambia, Santa Rosa, and Baldwin counties for a four year period: 2009-2012. It is important to note that the margin of error can be up to five percent for the American Community Survey measures.

Table 5.2. Means of Transportation to Work for Escambia County, 2009-2012.

Means of Transportation to Work:	2009	2010	2011	2012	2009-2012 % change	2011-2012 % change
Car, Truck, or Van	82.4%	84.5%	87.5%	86.9%	4.5%	-0.6%
Drove Alone	74.0%	75.2%	76.8%	78.1%	4.1%	1.3%
Carpooled	8.5%	9.3%	10.7%	8.8%	0.3%	-1.9%
In 2 Person Carpool	7.5%	7.6%	8.5%	6.7%	-0.8%	-1.8%
In 3 Person Carpool	0.7%	1.5%	1.8%	1.3%	0.6%	-0.5%
In 4 or more Person Carpool	0.2%	0.2%	0.5%	0.8%	0.6%	0.3%
Workers per car, truck, or van	1.06	1.06	1.07	1.06	0.0%	-1.0%
Public Transportation (excluding taxi)	0.8%	0.6%	0.3%	0.9%	0.1%	0.6%
Walked	4.2%	3.6%	2.6%	2.2%	-2.0%	-0.4%
Bicycle	0.5%	0.4%	0.1%	0.4%	-0.1%	0.3%
Taxicab, motorcycle, or other means	1.3%	1.1%	1.3%	1.3%	0.0%	0.0%
Worked at home	10.7%	9.7%	8.1%	8.3%	-2.4%	0.2%

Source: American Community Survey.

As shown in Table 5.2, transportation to work by car, truck, or van has increased by almost 5% between 2009 and 2012. Four percent more of workers are driving alone, and less workers are walking. However, between 2011 and 2012, the number of workers using public transportation increased by 0.6%, and 0.3% more workers bicycled to work.

Table 5.3. Means of Transportation to Work for Santa Rosa County, 2009-2012.

Means of Transportation to Work:	2009	2010	2011	2012	2009-2010 % Change
Car, Truck, or Van	92.9%	94.2%	NA	NA	1.3%
Drove Alone	77.7%	83.8%	NA	NA	6.1%
Carpooled	15.2%	10.4%	NA	NA	-4.8%
In 2 Person Carpool	10.8%	7.7%	NA	NA	-3.1%
In 3 Person Carpool	3.0%	1.8%	NA	NA	-1.2%
In 4 or more Person Carpool	1.4%	0.9%	NA	NA	-0.5%
Workers per car, truck, or van	1.10	1.06	NA	NA	-4.0%
Public Transportation (excluding taxi)	0.8%	0.0%	NA	NA	-0.8%
Walked	1.2%	0.8%	NA	NA	-0.4%
Bicycle	0.0%	0.1%	NA	NA	0.1%
Taxicab, motorcycle, or other means	1.0%	1.8%	NA	NA	0.8%
Worked at home	4.1%	3.0%	NA	NA	-1.1%

Source: American Community Survey.

As shown in Table 5.3, 2011 and 2012 data was not reported in the American Community Survey. However, data from 2009 and 2010 was reported, and the results show that, like Escambia County, commuting to work by car, truck, or van increased by 1.3%. Also, driving alone increased by 6.1%. Bicycling saw a slight increase between 2009 and 2010.

Table 5.4. Means of Transportation to Work for Baldwin County, Alabama, 2009-2012.

Means of Transportation to Work:	2009	2010	2011	2012	2009-2012 % change	2011-2012 % change
Car, Truck, or Van	92.6%	93.8%	94.3%	92%	-0.6%	-2.3%
Drove Alone	84.7%	82.0%	81.4%	82.7%	-2.0%	1.3%
Carpooled	7.9%	11.8%	12.9%	9.3%	1.4%	-3.6%
In 2 Person Carpool	5.7%	8.4%	7.5%	5.8%	0.1%	-1.7%
In 3 Person Carpool	1.6%	1.5%	5.1%	1.8%	0.2%	-3.3%
In 4 or more Person Carpool	0.6%	1.9%	0.3%	1.7%	1.1%	1.4%
Workers per car, truck, or van	1.05	1.08	1.08	1.06	1.0%	-2.0%
Public Transportation (excluding taxi)	0.5%	0.1%	0.0%	0.4%	-0.1%	0.4%
Walked	1.7%	1.6%	0.9%	1.4%	-0.3%	0.5%
Bicycle	0.4%	0.0%	1.0%	0.8%	0.4%	-0.2%
Taxicab, motorcycle, or other means	1.7%	0.5%	1.4%	1.1%	-0.6%	-0.3%
Worked at home	3.1%	4.0%	2.4%	4.4%	1.3%	2.0%

Source: American Community Survey.

Table 5.4 shows that the percentage of workers using a car, truck, or van to get to work decreased slightly, while the percentage of workers working from home increased slightly.

Travel Time to Work

Also reported by the American Community Survey is travel time to work. Table 5.5, 5.6, and 5.7 below show the results for Escambia, Santa Rosa, and Baldwin counties for the 2009-2012 four year period. It is important to note that the margin of error can be up to five percent for the American Community Survey measures.

Table 5.5. Travel Time to Work for Escambia County, 2009-2012.

Travel Time to Work:	2009	2010	2011	2012	2009-2012 % change	2011-12 % change
Less than 10 minutes	16.7%	13.9%	12.9%	10.8%	-5.9%	-2.1%
10 to 14 minutes	17.2%	19.9%	17.7%	16.3%	-0.9%	-1.4%
15 to 19 minutes	19.7%	21.0%	21.0%	22.7%	3.0%	1.7%
20 to 24 minutes	16.2%	16.7%	20.8%	18.2%	2.0%	-2.6%
25 to 29 minutes	4.6%	5.6%	5.8%	6.9%	2.3%	1.1%
30 to 34 minutes	12.0%	10.1%	10.8%	11.9%	-0.1%	1.1%
35 to 44 minutes	2.8%	3.9%	3.4%	4.2%	1.4%	0.8%
45 to 59 minutes	4.8%	3.9%	3.1%	3.8%	-1.0%	0.7%
60 or more minutes	5.9%	5.0%	4.6%	5.2%	-0.7%	0.6%
Mean travel time to work (minutes)	22.2	21.7	21.1	22.8	0.6	1.7

Source: American Community Survey.

Figure 5.8. Travel Time to Work for Escambia County, 2009-2012.

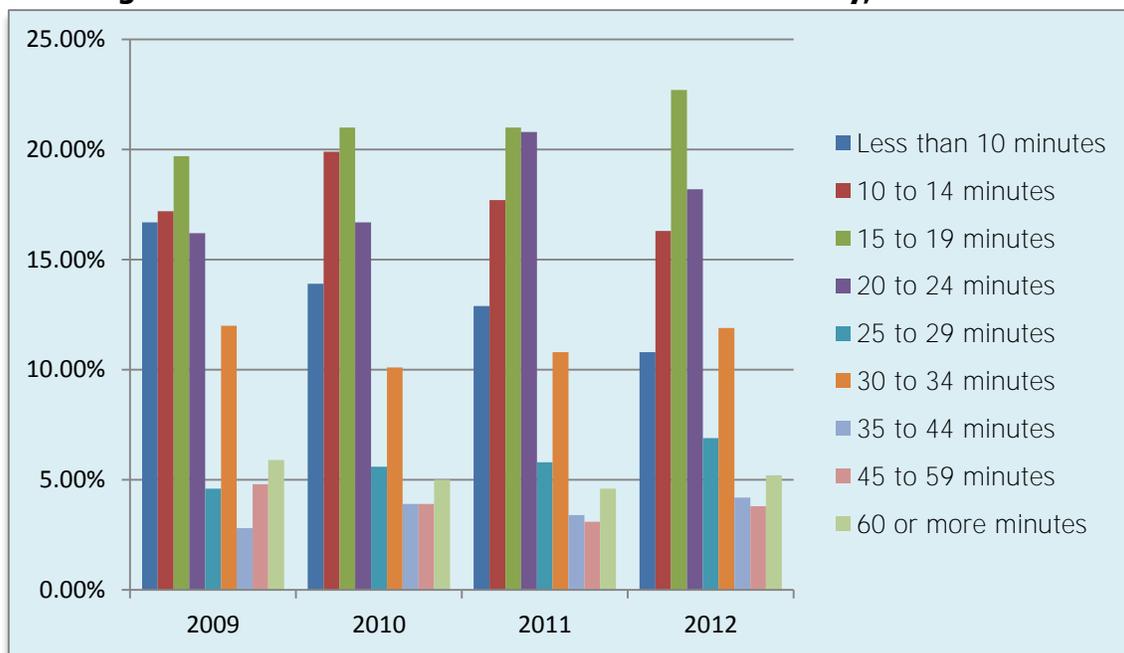


Table 5.5 and Figure 5.8 shows that travel times to work that are less than 15 minutes decreased in Escambia County between 2009 and 2012 and between 2011 and 2012. Travel times to work between 15 and 29 minutes increased between 2009 and 2012. Travel times to work increased slightly from 2011-2012 for commutes of 25 minutes or more.

Table 5.6. Travel Time to Work for Santa Rosa County, 2009-2012.

Travel Time to Work:	2009	2010	2011	2012	2009-2012 % change	2011-2012 % change
Less than 10 minutes	14.5%	12.4%	10.3%	9.5%	-5.0%	-0.8%
10 to 14 minutes	9.4%	12.2%	11.4%	13.3%	3.9%	1.9%
15 to 19 minutes	12.1%	14.1%	13.8%	14.2%	2.1%	0.4%
20 to 24 minutes	11.8%	14.0%	19.7%	14.9%	3.1%	-4.8%
25 to 29 minutes	7.5%	9.1%	8.0%	7.6%	0.1%	-0.4%
30 to 34 minutes	19.1%	16.7%	14.8%	15.8%	-3.3%	1.0%
35 to 44 minutes	8.4%	8.3%	8.4%	8.1%	-0.3%	-0.3%
45 to 59 minutes	9.0%	7.2%	7.7%	9.8%	0.8%	2.1%
60 or more minutes	8.3%	6.1%	6.0%	6.8%	-1.5%	0.8%
Mean travel time to work (minutes)	27.8	25.6	26.4	28.1	0.3	1.7

Source: American Community Survey.

Figure 5.9. Travel Time to Work for Santa Rosa County, 2009-2012.

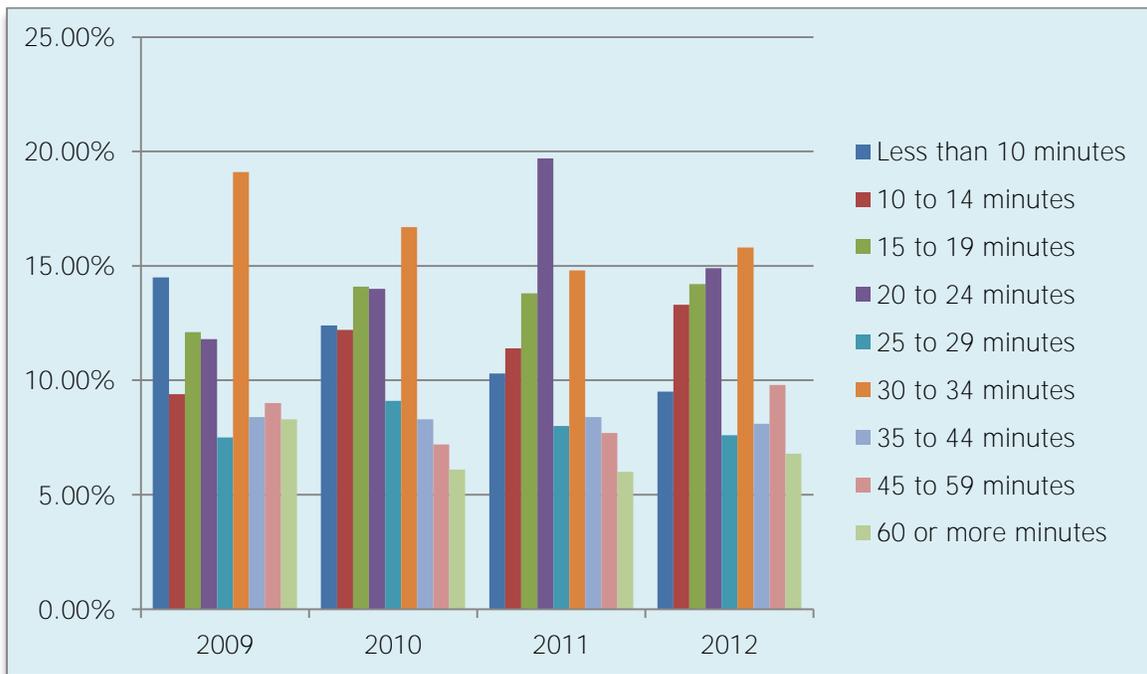


Table 5.6 and Figure 5.9 show that travel times to work between 10 and 29 minutes increased in Santa Rosa County between 2009 and 2012. Between 2011 and 2012, travel times to work between 10 and 19 minutes increased, as well as travel times that were 45 minutes or more. Measuring the overall four years and the most recent one year of data, travel times to work of less than 10 minutes have decreased.

Table 5.7. Travel Time to Work for Baldwin County, AL, 2009-2012.

Travel Time to Work:	2009	2010	2011	2012	2009-2012 % change	2011-2012 % change
Less than 10 minutes	16.5%	12.4%	15.0%	14.7%	-1.8%	-0.3%
10 to 14 minutes	14.5%	12.8%	19.2%	15.0%	0.5%	-4.2%
15 to 19 minutes	15.6%	13.7%	14.2%	15.2%	-0.4%	1.0%
20 to 24 minutes	13.9%	15.9%	13.3%	13.5%	-0.4%	0.2%
25 to 29 minutes	5.5%	6.3%	4.8%	5.0%	-0.5%	0.2%
30 to 34 minutes	12.5%	15.6%	14.6%	10.2%	-2.3%	-4.4%
35 to 44 minutes	5.9%	7.2%	3.9%	5.4%	-0.5%	1.5%
45 to 59 minutes	7.8%	7.5%	7.9%	11.0%	3.2%	3.1%
60 or more minutes	7.7%	8.7%	7.1%	10.1%	2.4%	3.0%
Mean travel time to work (minutes)	25.3	27.1	24.0	26.9	1.6	2.9

Source: American Community Survey.

Figure 5.10. Travel Time to Work for Baldwin County, 2009-2012.

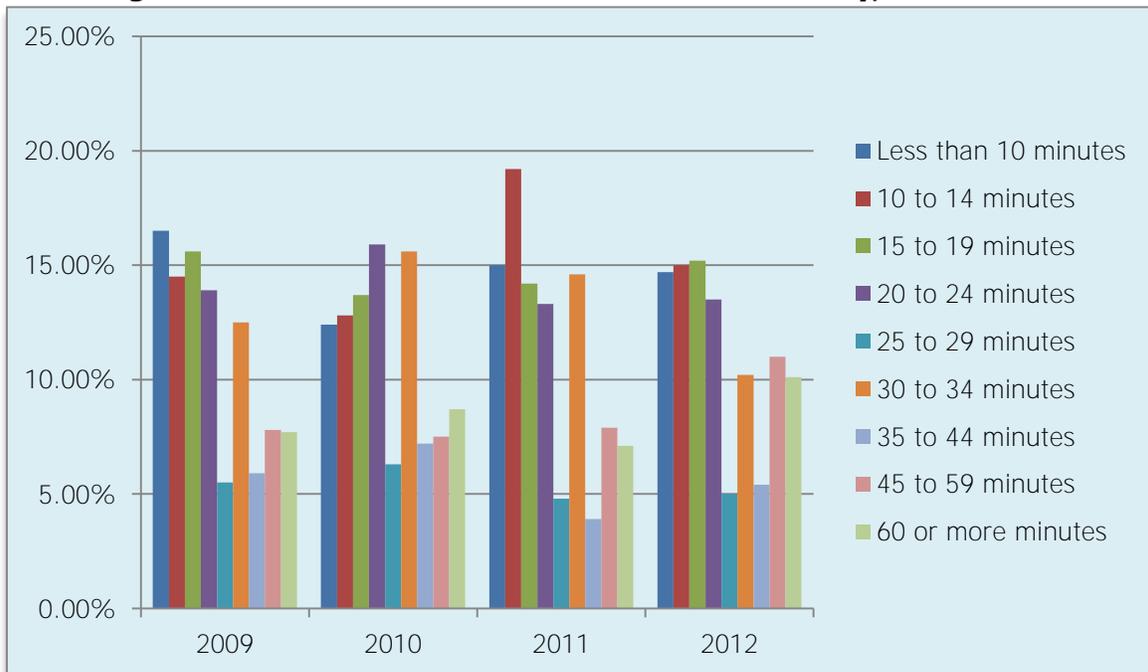


Table 5.7 and Figure 5.10 show that travel times to work between 15 minutes and 44 minutes decreased in Baldwin County between 2009 and 2012. Travel times to work of 45 minutes or more increased between 2009 and 2012, and the mean travel time to work increased by 1.6 minutes.

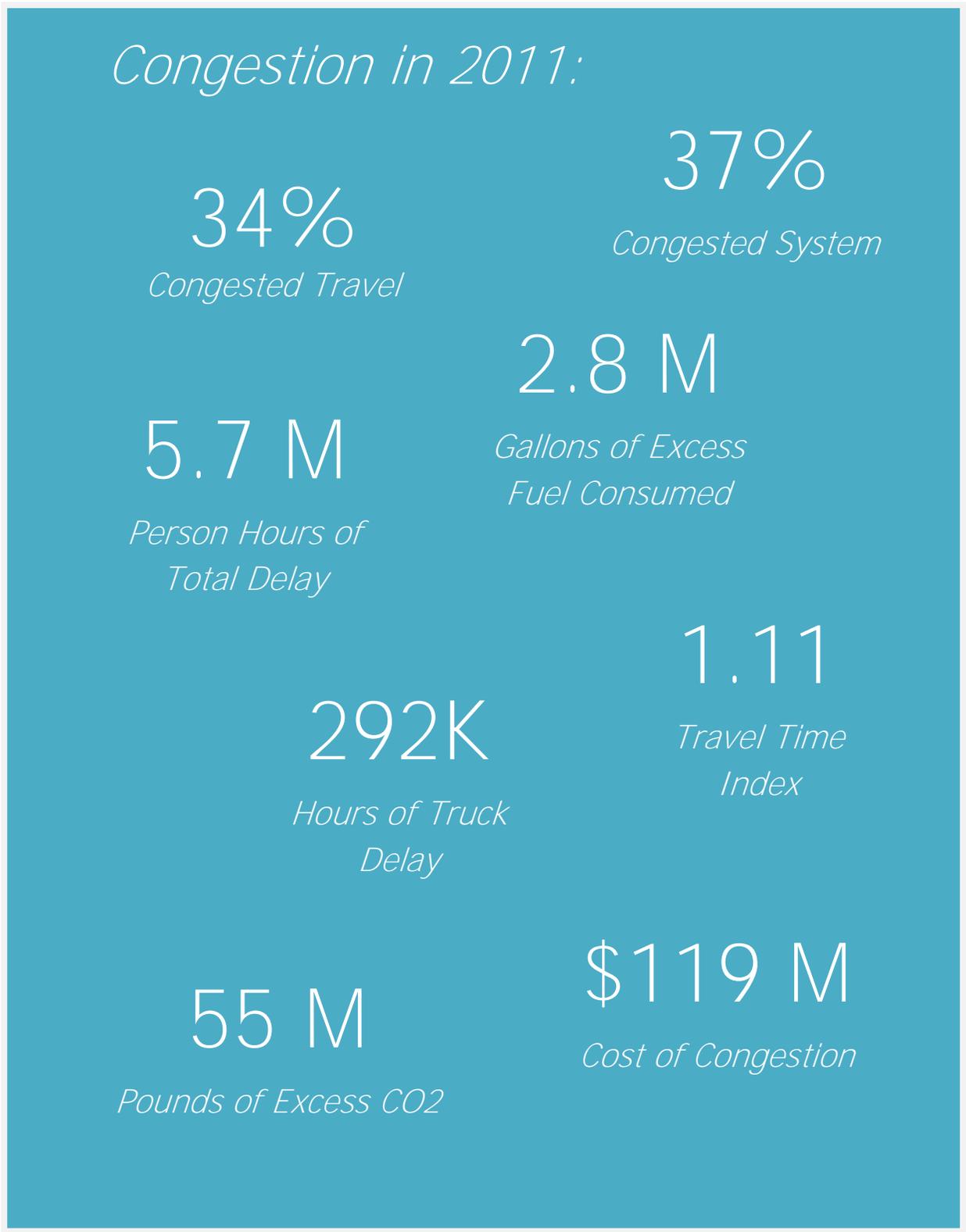
5.4 Congestion Analysis

There are many measures of congestion, including:

- Roadway **level of service**
- the percentage of **Congested Travel** (as a % of peak VMT)
- the percentage of **System Congestion** (as a % of lane miles)
- total **Annual Excess Fuel Consumed** (measured in number of gallons)
- total **Annual Delay** (measured in 1,000s of person hours)
- total **Annual Truck Delay** (also measured in 1,000s of person hours)
- **Travel Time Index** (the ratio of travel time in the peak period to the travel time at free-flow conditions)
- **Excess CO2** (measured in million pounds)
- total **Congestion Cost** (measured in millions of dollars)

Many of these measures are collected by the Texas Transportation Institute annually, and the results from the most recent *Urban Mobility Report (2012)* for the Pensacola FL-AL Urbanized Area are shown in Figure 5.11.

Figure 5.11. Congestion Measures for the Pensacola FL-AL Urbanized Area, 2011.



Source: Texas Transportation Institute's 2012 Urban Mobility Report.

Comparison to Other Urbanized Areas

How do these measures for the Pensacola FL-AL Urbanized Area compare to other urban areas? The **Texas Transportation Institute's 2012 Urban Mobility Report** evaluates 101 urban areas, of which 15 are very large urbanized areas of over 3 million people (such as New York, Los Angeles, Chicago, and Miami); 32 are large urbanized ban areas between 1 and 3 million (Tampa, Denver, Baltimore, Orlando, and New Orleans); 33 are medium urbanized areas over 500,000 but less than 1,000,000 (Sarasota, Omaha, Charleston); and 21 are less than 500,000 (including Pensacola FL-AL, Cape Coral, and Columbia).

The Texas Transportation Institute measures each of these urbanized areas on a number of different components of congestion, and then ranks them from 1 to 101. In the ranking comparison, typically the lower the rank the better because a lower rank signifies that a particular measure of congestion is lower than other urbanized areas.

It is common sense that a smaller urbanized area such as Pensacola FL-AL would rank lower in terms of congestion measures than larger urbanized areas such as New York City. For the purposes of this comparison, rankings of 1-35 shall be considered HIGH; 35-70 shall be MEDIUM; and 67-101 shall be LOW.

Table 5.8 shows congestion measures for the Pensacola FL-AL Urbanized Area and how they rank as compared to the 101 urbanized areas included in the study.

Table 5.8. Pensacola FL-AL Urbanized Area Congestion Ranking.

Congestion Measure	2011 Value	Ranking (out of 101)	Ranking Comparison
Travel Delay	5.7 million hours	88	LOW
Excess Fuel Consumed	2.8 million gallons	87	LOW
Truck Congestion Cost	\$22 million	94	LOW
Total Congestion Cost	\$119 million	88	LOW
Total Peak Period Travel Time	46 minutes	13	HIGH
Annual Truck Delay	292,000 hours	94	LOW
Commuter Stress Index*	1.16	68	MEDIUM
Delay per Non-Peak Traveler**	8	81	LOW
Truck Commodity Value***	\$6,415 million	92	LOW
Planning Time Index****	1.31	101	LOW

*The ratio of travel time in the peak period to the travel time at free-flow conditions for the peak directions of travel in both peak periods. A value of 1.4 indicated a 20-minute free-flow trip takes 28 minutes in the most congested directions of the peak periods.

**Extra travel time during midday, evening, and weekends divided by the number of private vehicle travelers who do not typically travel in the peak periods.

***Value of all commodities moved by truck estimated to be traveling in the urbanized area.

****A travel time reliability measure that represents the total travel time that should be planned for a trip. Computed to the 95th percentile travel time, it represents the amount of time that should be planned for a trip to be late for only 1 day a month.

Source: Texas Transportation Institute's 2012 Urban Mobility Report.

As shown in Table 5.8, many of the congestion measures are ranked as Low in comparison with other areas, which is good. In fact, the Pensacola FL-AL Urbanized Area has the lowest Planning Time Index of all the urban areas studied. However, the total peak period travel time is high (46 minutes), and the commuter stress index **is relatively high given the area's smaller size (68 out of 101)**.

Also, the truck commodity value ranks as one of the lowest in the study (92nd), which is not a positive; however, given the smaller size of the Pensacola FL-AL Urbanized Area in comparison to other areas studied, this lower ranking is not unexpected.

6.0 Corridor Management Planning and Planning for Constrained Facilities

As discussed in the section on Transportation System Management and Operation (TSMO) Strategies, it is recognized that there are congested roadway corridors for which a typical roadway widening will not work. In some cases, widening is not feasible, not appropriate, or it may be decided that other modes or characteristics of the corridor will take priority over roadway congestion.

6.1 Corridor Management Planning

Over the last several years, the TPO has undertaken Corridor Management Plans (CMP) to examine several corridors holistically. The purpose of these plans is to identify operational and access management improvements and priorities needed to support all modes of transportation including roadway capacity, public transit and bicycle and pedestrian movements.



The following roadways have completed corridor studies within the last four years:

- Fairfield Drive from Lillian Highway to Mobile Highway
- Gulf Beach Highway from Blue Angel Parkway to Navy Boulevard
- Main Street from Barrancas Avenue to Clubbs Street

The following roadways are recommended for corridor/multimodal studies:

1. 17th Avenue from Cervantes Street to Bayfront Parkway (US 98)
2. East Cervantes Street from A Street to 17th Avenue
3. Scenic Highway from Perry Avenue to Summit Boulevard
4. US 98 (SR 30) Lillian Highway from Perdido Bay Bridge to CR 297 (Dog Track Road)
5. Pine Forest Road from I-10 to Nine Mile Road (US 90A)
6. North Palafox Street from Cervantes Street to Garden Street
7. Palafox Street from Leonard Street to Cervantes Street

7.0 Data Collection Needs and Sources

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 following specific pieces of data that will be **collected for the future analysis of the TPO's CMPP** are discussed in more detail below.

7.1 Traffic Volume Data for LOS Tables

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 2013 Quality/Level of Service Handbook.

7.2 Crash Data

FDOT annually collects crash data for both On State Highway System and Off State Highway System crashes. This information can be obtained from the FDOT State Safety Office and is available in ArcGIS shapefile format.

7.3 ITS and Operations Data

As mentioned in Section 2, Dynamic Message Signs, Closed Circuit Television cameras, Vehicle Detector Stations, and Road Weather Information Systems are used to collect and disseminate information in the TPO service area. The Freeway Management System consists of numerous devices deployed along the interstate that monitor traffic activity and roadway and weather conditions. The current system covers Interstate 10 and Interstate 110 in Escambia County, and about 16 miles of Interstate 10 in Santa Rosa County beginning at the Escambia County Line. This ITS information, both current and archived, should be incorporated into the next CMPP update.

7.4 Speed and Travel Time Data

Travel time and speed samples can be collected using GPS technology in a probe vehicle to measure link-speeds. This information is typically used for corridor-level analyses of recurring congestion. The TPO may choose to collect and incorporate this data into the CMPP.

7.5 Travel Survey Data

The American Community Survey provides data on travel behavior, including: means of transportation to work; place of work (in state, in county, outside of county); time leaving home to go to work; travel time to work; and number of vehicles available. This data is available at the state, county, or place level. Additionally, any transit survey information available, such as rider surveys from ECAT to gauge customer satisfaction, can be incorporated into the CMPP.

7.6 Travel Demand Model Data

Travel demand model data can be used to compare base and future year conditions. For the CMPP, the TPO can utilize the Northwest Florida Regional Planning Model (NWF RPM) to analyze changes between the base and future years.

8.0 CMPP Coordination and Integration

It is very important to involve and receive input from TPO committees and other invested parties about the CMPP. Additionally, it is important that information and recommendations from the CMPP be integrated into other TPO planning documents such as the Long Range Transportation Plan.

8.1 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 Planning 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.

8.2 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.

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

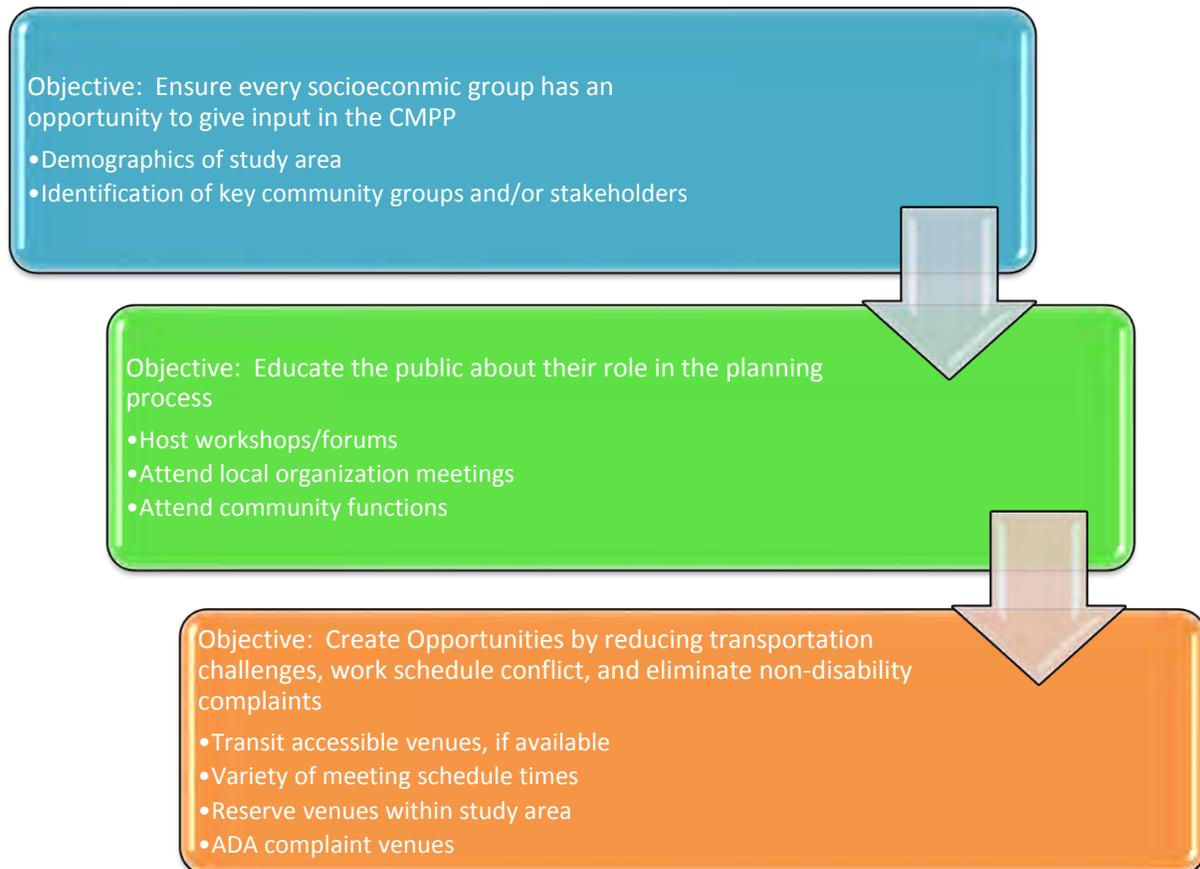
The Florida-Alabama TPO adopted the Regional Intelligent Transportation Systems (ITS) Plan in 2010 along with two other TPOs in Northwest Florida. ITS is a technological tool and system that local governments use to manage transportation operations. The plan identifies the current and future needs of the area to make the existing infrastructure and systems work in harmony.

8.4 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 the 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 7.1.

Figure 8.1. Public Involvement Objectives



8.6 Implementation of the CMPP

As mentioned previously, the CMPP has either a minor update (update to the LOS tables and performance measures spreadsheet) or a major update (once every five years, occurring concurrently with the LRTP update) each year. By default, the CMPP must be a living document that produces information that informs the Florida-Alabama TPO's transportation planning decisions. To accomplish this, how the CMPP is implemented is of the utmost importance. This section discusses the roles, responsibilities, and timeline envisioned to implement the CMPP.

8.7 Monitoring and Tracking

The effectiveness of the congestion mitigation strategies and performance measures will be monitored and tracked along with the major update 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.

8.8 Implementation Schedule

The CMPP is an element of the LRTP and will have a major update along with the LRTP every five years, and congested spots and corridors will be studied in-between update cycles during the annual minor update. The primary objective of the update will be to assess CMPP implementation and address new locations of congestion and related issues.

8.9 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.

8.10 Role of Decision Makers and Elected Officials

There are several agencies involved during the planning process. Representatives from various agencies serve on the 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 8.1, a list of representative agencies composing the TCC is provided.

Table 8.1 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
	Pensacola International Airport
	Port of Pensacola

The Florida-Alabama TPO representatives include city and county elected officials within the urbanized area. There are eleven commissioners, eight city council members, and one public transportation representative serving on the TPO's board (See Table 8.2). 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 8.2 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
City of Orange Beach	1 Council Member
Escambia County Area Transit	1 Council Member

9.0 Conclusion

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. This CMPP update is a major update that will be completed in conjunction with the LRTP's update. This CMPP major update will be included as an additional element to the LRTP once adopted by the TPO.

The previous 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 would be **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 continue to be the Level of Service Tables in Appendix A as well as the Safety Maps (Figures 5.1, 5.2, 5.3, and 5.4) in Section 5 of this report. However, with the implementation of performance measures in this plan update, major updates (that occur concurrently with the LRTP Update) will include an analysis of the results of the performance measures. (See Table 9.1)

Based on the most recent Federal Highway Administration certification review of the Florida-Alabama TPO, a corrective action was identified for the Congestion Management Process Plan. It is provided below:

Congestion Management Plan: As identified by 23 CFR 450.320(c)(6), the CMP needs to contain evaluation measures that must be used to provide feedback to determine the effectiveness of strategies in the CMP. This requirement for evaluation measures to be included in the CMP needs to be met by November 30, 2015 and in use by April 30, 2016.

In response to this comment the TPO has indicated that projects identified in the Congestion Management Process Plan are short-term operation strategies/improvements to manage congestion on a particular roadway segment. It is recognized that the FDOT Level of Service Tables are not single measures to consider when developing strategies for a particular congested roadway segment. Because the Congestion Management Process Plan is not required to be completed annually, the TPO staff plans to have the Congestion Management Process Plan completed by its General Planning Consultant in conjunction with the next Long Range Transportation Plan update which is to be completed by November 2015.

As presented in section 4, below are the recommended strategies and corresponding measures to address the FHWA comments.

Table 9.1. Congestion Management Process Objectives, Congestion Mitigation Strategies, and Performance Measures to Assess the Congestion Mitigation Strategies

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
1A	Reduce number of automobile trips	- Decrease vehicle miles traveled (VMT) - Implement Transportation Demand Management Strategies	→Track VMT and public transportation annual passenger miles of travel →Monitor travel times to work →Continue to promote public awareness of the Commuter Assistance Program
1B	Reduce length of automobile trips	-Encourage carpooling and use of the Commuter Assistance Program -Encourage other modes of transportation	→Promote ECAT services →Produce electronic bicycle and pedestrian route maps for the public by December 2016 and 1,000 printed maps by December 2017 →Encourage telecommuting and flexible work hours programs → Reduce travel time to work
2	Promote alternate modes of transportation	- Improve access to transit by supporting transit expansion - Increase bicycle and pedestrian connectivity by expanding bicycle and pedestrian facilities - Increase participation in rideOn and similar programs	→Monitor transit usage →Monitor means of transportation to work →Prioritize bike lane and sidewalk projects that create connectivity between existing multi-modal facilities →Track rideOn participation →Identify and construct 1 of Park and Ride lot annually
3	Improve functionality and reliability of the transportation system	- Improve traffic flow - Implement Transportation System Management and Operation Strategies	→ Increase ITS capabilities to give travelers greater access to system information →Re-time 60 of traffic signals annually →Monitor congestion measures annually to discover congestion problems
4	Enhance the safety for motorized and non-motorized users	- Reduce the rate of accidents - Seek out high-crash "hot spots" -Separate travel modes to reduce conflict points	→Track and bring awareness to the number of traffic and pedestrian fatalities →Implement access management strategies to reduce conflict points →Map and review crash locations for high-crash hot spots annually as a part of the CMP →Provide \$350,000 of funding annually for separated bicycle and pedestrian facilities.

Congestion Management Process Plan, Florida-Alabama TPO

Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
5 Preserve the existing transportation system	<ul style="list-style-type: none"> -Monitor traffic conditions in real time -Prioritize capacity improvements for roadways with a deficient LOS / volume to capacity ratio -Prioritize low-cost, operational improvements that will reduce congestion 	<ul style="list-style-type: none"> →Seek out capital and operating funding for traffic monitoring, management, and control facilities and programs →Update LOS tables annually and prioritize projects that have a failing LOS →Invest \$150K in operational roadway improvements (including intersection improvements, removal of bottlenecks, and addition of turn lanes) each fiscal year

Appendix A:
2013 Level of Service Tables for
Escambia, Santa Rosa, and Baldwin Counties

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																											
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 45 MPH	0	1.200	Rural Developed	(C) 16,400	254	4,300	2004	4,800	B	(C) 850	251	B												
										2005	5,200	B		272	B												
										2006	5,100	B		266	B												
										2007	5,000	B		261	B												
										2008	4,800	B		251	B												
										2009	4,700	B		246	B												
										2010	4,600	B		240	B												
										2011	4,500	B		235	B												
										% of MV	2012	4,300		B	225	B											
										26.22%	2013	4,300		B	225	B											
										28.95%	2018	4,748		B	248	B											
										31.96%	2023	5,242		B	274	B											
										SR 4 Realignment to the Santa Rosa County Line																	
										0.000-1.440 Roadway ID 48140001	Minor Arterial	2		Undivided 55 MPH	0	1.440	Rural Developed	(C) 16,400	254	4,300	2004	4,800	B	(C) 850	251	B	
2005	5,200	B	272	B																							
2006	5,100	B	266	B																							
2007	5,000	B	261	B																							
2008	4,800	B	251	B																							
2009	4,700	B	246	B																							
2010	4,600	B	240	B																							
2011	4,500	B	235	B																							
% of MV	2012	4,300	B	225	B																						
26.22%	2013	4,300	B	225	B																						
28.95%	2018	4,748	B	248	B																						
31.96%	2023	5,242	B	274	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 70 MPH	0	1.770	Trans	(C) 57,600	156 T	36,508				2004								32,300	B	(C) 2,880		1,613	B	
										2005	34,100	B	1,703	B													
										2006	33,800	B	1,688	B													
										2007	33,853	B	1,691	B													
										2008	32,768	B	1,637	B													
										2009	33,730	B	1,685	B													
										2010	34,265	B	1,712	B													
										2011	34,151	B	1,706	B													
										% of MV	2012	34,939	B	1,745	B												
										63.38%	2013	36,508	B	1,824	B												
										69.98%	2018	40,308	B	2,013	B												
										77.26%	2023	44,503	C	2,223	C												
										Segment is on the Strategic Intermodal System																	

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 70 MPH	0	3.770	Urbanized	(C) 61,500	156 T	36,508	2004	32,300	B	(C) 3,020	1,590	B			
										2005	34,100	B				1,679	B	
										2006	33,800	B				1,664	B	
										2007	33,853	B				1,667	B	
										2008	32,768	B				1,613	B	
										2009	33,730	B				1,661	B	
										2010	34,265	B				1,687	B	
										2011	34,151	B				1,681	B	
										% of MV	2012	34,939				B	1,720	B
										59.36%	2013	36,508				B	1,797	B
										65.54%	2018	40,308				B	1,984	B
										72.36%	2023	44,503				B	2,191	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 70 MPH	0	4.810	Urbanized	(D) 74,400	156T 9949	36,508 47,520	2004	32,252	B	(D) 3,660	1,588	B			
										2005	34,122	B				1,680	B	
										2006	33,760	B				1,662	B	
										2007	33,853	B				1,667	B	
										2008	32,768	B				1,613	B	
										2009	33,730	B				1,661	B	
										2010	40,250	B				1,982	B	
										2011	39,747	B				1,957	B	
										% of MV	2012	40,459				B	1,992	B
										56.47%	2013	42,014				B	2,068	B
										62.35%	2018	46,387				C	2,284	C
										68.84%	2023	51,215				C	2,521	C
										Segment is on the Strategic Intermodal System								
US 29 / SR 95 to I-110 10.250-12.398 Roadway ID 48260000	Principal Arterial	6	Divided 55 MPH	0	2.150	Urbanized	(D) 111,800	2006	77,000	2004	57,000	B	(D) 5,500	2,806	B			
										2005	58,000	B				2,855	B	
										2006	59,000	B				2,905	B	
										2007	69,000	C				3,397	C	
										2008	56,500	B				2,781	B	
										2009	57,500	B				2,831	B	
										2010	64,500	C				3,175	B	
										2011	65,000	C				3,200	B	
										% of MV	2012	65,500				C	3,225	B
										68.87%	2013	77,000				C	3,791	C
										76.04%	2018	85,014				C	4,185	C
										83.96%	2023	93,863				D	4,621	D*
										Segment is on the Strategic Intermodal System								

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 55 MPH	0	0.520	Urbanized	(D) 111,800	2013	40,500	2004	72,000	C	(D) 5,500	3,545	C	
										2005	74,000	C		3,643	C	
										2006	75,000	C		3,692	C	
										2007	65,100	C		3,205	B	
										2008	55,300	B		2,722	B	
										2009	45,400	B		2,235	B	
										2010	35,500	B		1,748	B	
										2011	36,500	B		1,797	B	
										% of MV	2012	39,000		B	1,920	B
										36.23%	2013	40,500		B	1,994	B
										40.00%	2018	44,715		B	2,201	B
										44.16%	2023	49,369		B	2,430	B
										Segment is on the Strategic Intermodal System						
Davis Highway / SR 291 to Scenic Highway 12.917-16.549 Roadway ID 48260000	Principal Arterial	4	Divided 55 MPH	0	3.630	Urbanized	(D) 74,400	2015 560 T	46,000 NA	2004	41,242	B	(D) 3,660	2,030	B	
										2005	42,500	B		2,092	B	
										2006	43,750	B		2,154	B	
										2007	44,000	B		2,166	B	
										2008	39,000	B		1,920	B	
										2009	36,500	B		1,797	B	
										2010	45,000	B		2,215	B	
										2011	45,500	B		2,240	B	
										% of MV	2012	40,500		B	1,994	B
										61.83%	2013	46,000		C	2,265	C
										68.26%	2018	50,788		C	2,500	C
										75.37%	2023	56,074		C	2,761	C
										Segment is on the Strategic Intermodal System Count Station 560T added in 2004 reporting year.						
Scenic Highway to End of 6 lanes 0.000 - 2.878 Roadway ID 58002000	Principal Arterial	6	Divided 70 MPH	0	2.878	Urbanized	(D) 111,800	2015 2001	46,000 45,000	2004	45,250	B	(D) 5,500	2,228	B	
										2005	40,250	B		1,982	B	
										2006	40,750	B		2,006	B	
										2007	43,500	B		2,142	B	
										2008	41,250	B		2,031	B	
										2009	41,750	B		2,055	B	
										2010	47,500	B		2,338	B	
										2011	44,500	B		2,191	B	
										% of MV	2012	42,500		B	2,092	B
										40.70%	2013	45,500		B	2,240	B
										44.93%	2018	50,236		B	2,473	B
										49.61%	2023	55,464		B	2,731	B
										Segment is on the Strategic Intermodal System						

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																	
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.				
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS		
SR 8A (I-110)																	
Gregory/Chase Street to Maxwell 0.000-1.600 Roadway ID 48270000	Principal Arterial	4	Divided 55 MPH	0	1.600	Urbanized	(D) 74,400	2017 2018	54,500	2004	45,500	B	(D) 3,660	2,240	B		
									36,000	2005	47,500	C				2,338	C
										2006	48,000	C				2,363	C
										2007	48,500	C				2,388	C
										2008	48,500	C				2,388	C
										2009	47,400	C				2,334	C
										2010	41,250	B				2,031	B
										2011	40,750	B				2,006	B
									% of MV	2012	43,500	B				2,142	B
									60.82%	2013	45,250	B				2,228	B
									67.15%	2018	49,960	C				2,460	C
									74.14%	2023	55,159	C				2,716	C
									Segment is on the Strategic Intermodal System								
Maxwell to Fairfield 1.600-2.670 Roadway ID 48270000	Principal Arterial	6	Divided 55 MPH	0	1.070	Urbanized	(D) 111,800	2012	57,500	2004	56,500	B	(D) 5,500	2,781	B		
										2005	56,500	B				2,781	B
										2006	57,000	B				2,806	B
										2007	58,000	B				2,855	B
										2008	58,000	B				2,855	B
										2009	53,000	B				2,609	B
										2010	48,000	B				2,363	B
										2011	51,000	B				2,511	B
									% of MV	2012	52,500	B				2,585	B
									51.43%	2013	57,500	B				2,831	B
									56.78%	2018	63,485	C				3,125	B
									62.69%	2023	70,092	C				3,451	C
									Segment is on the Strategic Intermodal System								
Fairfield Drive / SR 295 to Brent Lane / SR 296 2.670-3.900 Roadway ID 48270000	Principal Arterial	6	Divided 55 MPH	0	1.230	Urbanized	(D) 111,800	2010	61,000	2004	56,000	B	(D) 5,500	2,757	B		
										2005	56,000	B				2,757	B
										2006	57,000	B				2,806	B
										2007	58,000	B				2,855	B
										2008	58,000	B				2,855	B
										2009	56,300	B				2,772	B
										2010	54,500	B				2,683	B
										2011	52,000	B				2,560	B
									% of MV	2012	56,500	B				2,781	B
									54.56%	2013	61,000	B				3,003	B
									60.24%	2018	67,349	C				3,316	B
									66.51%	2023	74,359	C				3,661	C
									Segment is on the Strategic Intermodal System								

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 8A (I-110) (cont.)																
Brent Lane / SR 296 to I-10 / SR 8 3.900-6.341 Roadway ID 48270000	Principal Arterial	6	Divided 55 MPH	0	2.440	Urbanized	(D) 111,800	9924 T 2008	NA 65,000	2004	58,250	B	(D) 5,500	2,868	B	
										2005	59,500	B		2,929	B	
										2006	61,500	B		3,028	B	
										2007	61,500	B		3,028	B	
										2008	61,500	B		3,028	B	
										2009	61,800	B		3,042	B	
										2010	62,000	C		3,052	B	
										2011	62,500	C		3,077	B	
										% of MV	2012	67,000		C	3,298	B
										58.14%	2013	65,000		C	3,200	B
										64.19%	2018	71,765		C	3,533	C
										70.87%	2023	79,235		C	3,901	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 55 MPH	0	2.490	Trans.	(C) 14,400	48 T 555	5,018 NA	2004	4,990	C	(C) 710	247	C	
										2005	5,120	C		253	C	
										2006	4,992	C		247	C	
										2007	4,887	C		242	C	
										2008	4,600	C		228	C	
										2009	4,731	C		234	C	
										2010	4,774	C		236	C	
										2011	4,789	C		237	C	
										% of MV	2012	4,902		C	243	C
										34.85%	2013	5,018		C	248	C
										38.47%	2018	5,540		C	274	C
										42.48%	2023	6,117		C	303	C
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																
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 55 MPH	0	1.795	Trans.	(C) 17,300	145	6,400	2004	4,600	B	(C) 850	228	B	
										2005	4,600	B		228	B	
										2006	4,100	B		203	B	
										2007	4,200	B		208	B	
										2008	4,200	B		208	B	
										2009	5,000	B		248	B	
										2010	4,200	B		208	B	
										2011	4,500	B		223	B	
										% of MV	2012	6,200		B	307	B
										36.99%	2013	6,400		B	317	B
										40.84%	2018	7,066		B	350	B
										45.10%	2023	7,802		B	386	B
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.																

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 10 (US 90A) (cont.)																
FL-AL Urbanized Boundary (west of Beulah Road) to I-10 / SR 8 4.280-6.809 Roadway ID 48010000	Minor Arterial	2	Undivided 55 MPH	1	2,529	Urbanized	(D) 17,700	145	6,400	2004	4,600	C	(D) 880	228	C	
										2005	4,600	C		228	C	
										2006	4,100	C		203	C	
										2007	4,200	C		208	C	
										2008	4,200	C		208	C	
										2009	5,000	C		248	C	
										2010	4,200	C		208	C	
										2011	4,500	C		223	C	
										% of MV	2012	6,200		C	307	C
										36.16%	2013	6,400		C	317	C
										39.92%	2018	7,066		C	350	C
										44.08%	2023	7,802		C	386	C
										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 45 MPH	1	1,490	Urbanized	(D) 17,700	4062	12,600	2004	10,900	C	(D) 880	540	C	
										2005	11,400	C		564	C	
										2006	10,300	C		510	C	
										2007	11,500	C		569	C	
										2008	11,100	C		549	C	
										2009	11,100	C		549	C	
										2010	11,200	C		554	C	
										2011	11,500	C		569	C	
										% of MV	2012	11,800		C	584	C
										71.19%	2013	12,600		C	624	C
										78.60%	2018	13,911		C	689	C
										86.78%	2023	15,359		C	760	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 45 MPH	3	2,104	Urbanized	(D) 17,700	4072 4057	22,000	2004	24,000	F*	(D) 880	1,188	F*	
									24,500	2005	26,000	F*		1,287	F*	
										2006	25,500	F*		1,262	F*	
										2007	23,750	F*		1,176	F*	
										2008	24,000	F*		1,188	F*	
										2009	22,500	F*		1,114	F*	
										2010	24,000	F*		1,188	F*	
										2011	22,500	F*		1,114	F*	
									% of MV	2012	24,500	F*		1,213	F*	
									131.36%	2013	23,250	F*		1,151	F*	
									145.03%	2018	25,670	F*		1,271	F*	
									160.12%	2023	28,342	F*		1,403	F*	
									Segment contains additional lanes at the intersections.							

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 45 MPH	7	3.370	Urbanized	(D) 39,800	4054 4052 4046	28,500 35,000 37,000	2004	38,333	D	(D) 2,000	1,897	C	
										2005	40,700	F*		2,015	F*	
										2006	41,667	F*		2,063	F*	
										2007	40,500	F*		2,005	F*	
										2008	35,667	C		1,766	C	
										2009	35,167	C		1,741	C	
										2010	34,833	C		1,724	C	
										2011	34,167	C		1,691	C	
										% of MV	2012	35,500		C	1,757	C
										84.17%	2013	33,500		C	1,658	C
										92.93%	2018	36,987		C	1,831	C
										102.60%	2023	40,836		F*	2,021	F*
										University Parkway to Davis Highway / SR 291 13.77-14.722 Roadway ID 48010000	Minor Arterial	4		Divided 45 MPH	0	0.950
2005	17,500	C	866	C												
2006	17,500	C	866	C												
2007	15,700	C	777	C												
2008	14,000	C	693	C												
2009	18,800	C	931	C												
2010	13,200	C	653	C												
2011	12,500	C	619	C												
% of MV	2012	13,800	C	683	C											
34.92%	2013	13,900	C	688	C											
38.56%	2018	15,347	C	760	C											
42.57%	2023	16,944	C	839	C											
Davis Highway / SR 291 to the Santa Rosa County Line 14.722-16.322 Roadway ID 48010000	Minor Arterial	4	Divided 45 MPH	2	1.600	Urbanized	(D) 39,800	4040	28,000				2004			
										2005	32,500	C	1,609	C		
										2006	32,000	C	1,584	C		
										2007	28,500	C	1,411	C		
										2008	26,500	C	1,312	C		
										2009	25,500	C	1,262	C		
										2010	26,500	C	1,312	C		
										2011	25,000	C	1,238	C		
										% of MV	2012	27,500	C	1,361	C	
										70.35%	2013	28,000	C	1,386	C	
										77.67%	2018	30,914	C	1,530	C	
										85.76%	2023	34,132	C	1,690	C	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 45 MPH	0	2.197	Trans.	(C) 17,300	46	1,300	2004	1,500	B	(C) 850	74	B	
										2005	1,550	B		77	B	
										2006	1,350	B		67	B	
										2007	1,450	B		72	B	
										2008	1,250	B		62	B	
										2009	1,350	B		67	B	
										2010	1,250	B		62	B	
										2011	1,350	B		67	B	
										% of MV	2012	1,300		B	64	B
										7.51%	2013	1,300		B	64	B
										8.30%	2018	1,435		B	71	B
										9.16%	2023	1,585		B	78	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 45 MPH	2	5.591
2005	9,450	C	453	C												
2006	8,950	C	468	C												
2007	8,950	C	443	C												
2008	8,700	C	443	C												
2009	8,600	C	431	C												
2010	9,450	C	426	C												
2011	8,250	C	468	C												
% of MV	2012	8,600	C	408	C											
50.85%	2013	9,000	C	426	C											
56.14%	2018	9,937	C	492	C											
61.98%	2023	10,971	C	543	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 40 MPH	5	2.706	Urbanized	(D) 39,800	4002 5154 5156	24,500 NA 32,000	2004	31,500	C	(D) 2,000	1,559	C	
										2005	32,300	C		1,599	C	
										2006	30,750	C		1,522	C	
										2007	29,750	C		1,473	C	
										2008	28,000	C		1,386	C	
										2009	28,750	C		1,423	C	
										2010	27,750	C		1,374	C	
										2011	27,750	C		1,374	C	
										% of MV	2012	26,500		C	1,312	C
										70.98%	2013	28,250		C	1,398	C
										78.37%	2018	31,190		C	1,544	C
										86.52%	2023	34,437		C	1,705	C

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 40 MPH	2	0.601	Urbanized	(D) 59,900	5062	34,000	2004	39,000	C	(D) 3,020	1,966	C	
										2005	41,000	C		2,066	C	
										2006	39,000	C		1,966	C	
										2007	41,500	C		2,092	C	
										2008	47,000	C		2,369	C	
										2009	38,000	C		1,915	C	
										2010	36,000	C		1,814	C	
										2011	36,000	C		1,814	C	
										% of MV	2012	35,500		C	1,789	C
										56.76%	2013	34,000		C	1,714	C
										62.67%	2018	37,539		C	1,892	C
										69.19%	2023	41,446		C	2,089	C
Fairfield Drive / SR 727 to Kirk Street 11.095-12.428 Roadway ID 48020000	Principal Arterial	4	Divided 35 MPH	2	1.333	Urbanized	(D) 32,400	5271 5155	32,500 NA	2004	28,000	D	(D) 1,630	1,411	D	
										2005	27,750	D		1,399	D	
										2006	29,250	D		1,474	D	
										2007	35,500	F*		1,789	F*	
										2008	28,500	D		1,436	D	
										2009	23,500	D		1,184	D	
										2010	31,000	D		1,562	D	
										2011	29,000	D		1,462	D	
										% of MV	2012	31,500		D	1,588	D
										100.31%	2013	32,500		E*	1,638	E*
										110.75%	2018	35,883		F*	1,808	F*
										122.28%	2023	39,617		F*	1,997	F*
Cervantes Street Kirk Street to Pace Boulevard / SR 292 12.428-13.473 Roadway ID 48020000	Principal Arterial	4	Undivided 35 MPH	4	1.045	Urbanized	(D) 32,400	4035 5064 5043 5045	21,000	2004	23,750	D	(D) 1,630	1,197	D	
									NA	2005	22,300	D		1,124	D	
									18,800	2006	24,500	D		1,235	D	
									NA	2007	22,750	D		1,147	D	
									2008	21,500	D	1,084		D		
									2009	21,700	D	1,094		D		
									2010	21,000	D	1,058		D		
									2011	19,650	D	990		D		
									% of MV	2012	20,050	D		1,011	D	
									61.42%	2013	19,900	D		1,003	D	
									67.81%	2018	21,971	D		1,107	D	
									74.87%	2023	24,258	D		1,223	D	

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS															
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 35 MPH	5	1.430	Urbanized	(D) 32,400	5013 5011 5007 5009	19,800	2004	25,500	D	(D) 1,630	1,285	D
									NA	2005	24,600	D		1,240	D
									27,000	2006	23,500	D		1,184	D
									NA	2007	24,450	D		1,232	D
										2008	23,000	D		1,159	D
										2009	23,400	D		1,179	D
										2010	22,400	D		1,129	D
										2011	23,600	D		1,189	D
									% of MV	2012	26,750	D		1,348	D
									72.22%	2013	23,400	D		1,179	D
									79.74%	2018	25,835	D		1,302	D
									88.04%	2023	28,524	D		1,438	D
									Palafox Street/SR 95/US29 to North 15th Avenue 14.910-16.075 Roadway ID 48020000	Principal Arterial	4	Divided 35 MPH		5	1.160
5250	24,000	2005	27,700	D	1,396	D									
5005	18,200	2006	25,800	D	1,300	D									
5004	16,400	2007	25,380	D	1,279	D									
5006	23,500	2008	23,600	D	1,189	D									
		2009	22,575	D	1,138	D									
		2010	21,920	D	1,105	D									
		2011	22,680	D	1,143	D									
% of MV	2012	23,680	D	1,193	D										
69.51%	2013	22,520	D	1,135	D										
76.74%	2018	24,864	D	1,253	D										
84.73%	2023	27,452	D	1,384	D										
15th Avenue to Perry Avenue / SR 296 16.075-16.959 Roadway ID 48020000	Principal Arterial	4	Undivided; Divided at Perry Ave. 35 MPH	2	0.884	Urbanized	(D) 32,400	4001					26,500		
								5034	NA	2005	27,000	D	1,361	D	
										2006	29,000	D	1,462	D	
										2007	28,000	D	1,411	D	
										2008	26,500	D	1,336	D	
										2009	27,000	D	1,361	D	
										2010	24,500	D	1,235	D	
										2011	25,500	D	1,285	D	
								% of MV	2012	27,000	D	1,361	D		
								81.79%	2013	26,500	D	1,336	D		
								90.30%	2018	29,258	D	1,475	D		
								99.70%	2023	32,303	D	1,628	D		

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 35 MPH	0	0.331	Urbanized	(D) 32,400	5038	16,500	2004	21,000	D	(D) 1,630	1,058	D	
										2005	17,500	D		882	D	
										2006	18,500	D		932	D	
										2007	18,000	D		907	D	
										2008	17,000	D		857	D	
										2009	14,000	C		706	C	
										2010	15,000	D		756	D	
										2011	15,500	D		781	D	
										% of MV	2012	16,500		D	832	D
										50.93%	2013	16,500		D	832	D
										56.23%	2018	18,217		D	918	D
										62.08%	2023	20,113		D	1,014	D
										Scenic Highway Strong Street to Hyde Park Road Constrained Facility 17.290-18.312 Roadway ID 48020000	Principal Arterial	2		Divided 35 MPH	0	1.030
2005	17,500	F*	890	F*												
2006	18,500	F*	941	F*												
2007	18,000	F*	915	F*												
2008	17,000	F*	864	F*												
2009	14,000	D	712	D												
2010	15,000	E*	763	E*												
2011	15,500	E*	788	E*												
% of MV	2012	16,500	F*	839	F*											
111.49%	2013	16,500	F*	839	F*											
123.09%	2018	18,217	F*	926	F*											
135.90%	2023	20,113	F*	1,023	F*											
Hyde Park Road to Summit Boulevard Constrained Facility 18.312-19.442 Roadway ID 48020000	Principal Arterial	2	Undivided 35 MPH	0	1.120	Urbanized	(D) 14,800	5057	15,000				2004			
										2005	18,000	F*	915	F*		
										2006	17,500	F*	890	F*		
										2007	17,500	F*	890	F*		
										2008	17,000	F*	864	F*		
										2009	14,500	D	737	D		
										2010	13,500	D	686	D		
										2011	14,000	D	712	D		
										% of MV	2012	15,000	E*	763	E*	
										101.35%	2013	15,000	E*	763	E*	
										111.90%	2018	16,561	F*	842	F*	
										123.55%	2023	18,285	F*	930	F*	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 45 MPH	2	3.910	Urbanized	(D) 17,700	545 5158 4032	13,000 13,500 15,800	2004	17,800	F*	(D) 880	881	F*	
										2005	16,500	C		817	C	
										2006	16,033	C		794	C	
										2007	16,600	C		822	C	
										2008	15,633	C		774	C	
										2009	15,100	C		747	C	
										2010	13,367	C		662	C	
										2011	14,533	C		719	C	
										% of MV	2012	13,633		C	675	C
										79.66%	2013	14,100		C	698	C
										87.95%	2018	15,568		C	771	C
										97.11%	2023	17,188		D	851	D
										Constrained Facility						
I-10 / SR 8 to Nine Mile Road / SR 10 / US 90 A 23.352-26.822 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections 45 MPH	3	3.470	Urbanized	(D) 17,700	4030 4041	11,500 14,800	2004	15,900	C	(D) 880	787	C	
										2005	16,600	C		822	C	
										2006	16,600	C		822	C	
										2007	14,850	C		735	C	
										2008	13,850	C		686	C	
										2009	14,500	C		718	C	
										2010	13,100	C		648	C	
										2011	13,600	C		673	C	
										% of MV	2012	14,650		C	725	C
										74.29%	2013	13,150		C	651	C
										82.03%	2018	14,519		C	719	C
										90.56%	2023	16,030		C	793	C
										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. 45 MPH 55 MPH	1	3.580	Urbanized	(D) 17,700	552 155 325 T	NA 18,100 11,508	2004	14,000	C	(D) 880	693	C	
										2005	13,500	C		668	C	
										2006	14,200	C		703	C	
										2007	14,174	C		702	C	
										2008	13,491	C		668	C	
										2009	14,074	C		697	C	
										2010	14,101	C		698	C	
										2011	14,355	C		711	C	
										% of MV	2012	14,979		C	741	C
										83.64%	2013	14,804		C	733	C
										92.34%	2018	16,345		C	809	C
										101.95%	2023	18,046		F*	893	F*

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 45 MPH 55 MPH	1	1.890	Urbanized	(D) 17,700	4028	9,900	2004	10,100	C	(D) 880	500	C	
										2005	10,700	C		530	C	
										2006	10,900	C		540	C	
										2007	9,900	C		490	C	
										2008	9,500	C		470	C	
										2009	9,700	C		480	C	
										2010	10,100	C		500	C	
										2011	10,200	C		505	C	
										% of MV	2012	9,900		C	490	C
										55.93%	2013	9,900		C	490	C
										61.75%	2018	10,930		C	541	C
										68.18%	2023	12,068		C	597	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 45 MPH	1	1.488
2005	21,500	C	1,084	C												
2006	22,500	C	1,134	C												
2007	23,000	C	1,159	C												
2008	19,900	C	1,003	C												
2009	21,000	C	1,058	C												
2010	24,000	C	1,210	C												
2011	21,500	C	1,084	C												
% of MV	2012	21,500	C	1,084	C											
48.49%	2013	19,300	C	973	C											
53.54%	2018	21,309	C	1,074	C											
59.11%	2023	23,527	C	1,186	C											
Fairfield Drive / SR 727 to Navy Boulevard / SR 295 3.611-6.067 Roadway ID 48280000	Principal Arterial	4	Divided 45 MPH	5	2.456	Urbanized	(D) 39,800	5178 5204	27,000				2004			
									21,000	2005	24,800	C	1,250	C		
									2006	24,250	C	1,222	C			
									2007	25,250	C	1,273	C			
									2008	21,950	C	1,106	C			
									2009	24,500	C	1,235	C			
									2010	24,250	C	1,222	C			
									2011	26,000	C	1,310	C			
									% of MV	2012	25,500	C	1,285	C		
									60.30%	2013	24,000	C	1,210	C		
									66.58%	2018	26,498	C	1,335	C		
									73.51%	2023	29,256	C	1,474	C		

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 40 MPH	5	2.370	Urbanized	(D) 39,800	5136 5101 4005 5019	16,500	2004	22,800	C	(D) 2,000	1,149	C
									20,500	2005	23,300	C		1,174	C
									21,500	2006	22,850	C		1,152	C
									18,800	2007	22,450	C		1,131	C
										2008	19,950	C		1,005	C
										2009	20,850	C		1,051	C
										2010	21,633	C		1,090	C
										2011	20,575	C		1,037	C
										2012	20,275	C		1,022	C
										2013	19,325	C		974	C
										2018	21,336	C		1,075	C
										2023	23,557	C		1,187	C
										% of MV					
	48.56%														
	53.61%														
	59.19%														
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 35 MPH	2	0.730	Urbanized	(D) 32,400	5169	16,300	2004	16,850	D	(D) 1,630	849	D
								4026	19,500	2005	18,100	D		912	D
										2006	18,100	D		912	D
										2007	19,450	D		980	D
										2008	15,550	D		784	D
										2009	16,650	D		839	D
										2010	15,900	D		801	D
										2011	17,750	D		895	D
										2012	16,150	D		814	D
										2013	17,900	D		902	D
										2018	19,763	D		996	D
										2023	21,820	D		1,100	D
									% of MV						
	55.25%														
	61.00%														
	67.35%														
Barrancas Avenue to Gregory Street 3.103-4.463 Roadway ID 48080060 Segment contains additional lanes at Gregory Street intersection.	Principal Arterial	4	Divided 30 MPH	7	1.360	Urbanized	(D) 32,400	5167	NA	2004	20,150	D	(D) 1,630	1,016	D
								5171	23,000	2005	21,800	D		1,099	D
								5173	26,500	2006	20,600	D		1,038	D
								4027	19,400	2007	20,420	D		1,029	D
								5259	17,700	2008	18,540	D		934	D
								5177	10,700	2009	19,320	D		974	D
										2010	18,320	D		923	D
										2011	21,800	D		1,099	D
										2012	20,860	D		1,051	D
										2013	19,460	D		981	D
										2018	21,485	D		1,083	D
										2023	23,722	D		1,196	D
									% of MV						
	60.06%														
	66.31%														
	73.21%														

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 30 MPH	1	0.250	Urbanized	(D) 30,000	5258	9,600	2004	N/A	N/A	(D) 2,520	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	
										2010	8,300	C		422	C	
										2011	9,000	C		458	C	
										% of MV						
										32.00%	2012	8,300		C	422	C
										35.33%	2013	9,600		C	488	C
											2018	10,599		C	539	C
										39.01%	2023	11,702		C	595	C
Chase Street /1 Way EB I-110 to Bayfront Parkway 0.251-0.982 Roadway ID 48100001	Principal Arterial	3	One-Way 30 MPH	2	0.730	Urbanized	(D) 30,000	5266 5209	17,000 14,500	2004	N/A	N/A	(D) 2,520	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	
										2010	15,000	D		763	C	
										2011	16,500	D		839	C	
										% of MV						
										52.50%	2012	17,750		D	903	C
										57.96%	2013	15,750		D	801	C
											2018	17,389		D	884	C
										64.00%	2023	19,199		D	976	C
Segment is on the Strategic Intermodal System																
Bayfront Parkway to Gregory Street 0.982-1.296 Roadway ID 48100001	Principal Arterial	4	Divided 35 MPH	1	0.314	Urbanized	(D) 32,400	5210	30,600	2004	28,300	D	(D) 1,630	1,426	D	
										2005	28,000	D		1,411	D	
										2006	29,800	D		1,502	D	
										2007	31,000	D		1,562	D	
										2008	28,300	D		1,426	D	
										2009	25,600	D		1,290	D	
										2010	27,000	D		1,361	D	
										2011	26,400	D		1,331	D	
										% of MV						
										94.44%	2012	30,000		D	1,512	D
										104.27%	2013	30,600		D	1,542	D
											2018	33,785		E*	1,703	F*
										115.13%	2023	37,301		F*	1,880	F*

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 30 MPH	2	0.326	Urbanized	(D) 19,440	5257	3,650	2004	5,000	C	(D) 1,630	254	C	
										2005	7,500	C		381	C	
										2006	5,050	C		257	C	
										2007	5,150	C		262	C	
										2008	4,450	C		226	C	
										2009	4,350	C		221	C	
										2010	4,500	C		229	C	
										2011	5,050	C		257	C	
										% of MV	2012	3,450		C	175	C
										18.78%	2013	3,650		C	186	C
										20.73%	2018	4,030		C	205	C
										22.89%	2023	4,449		C	226	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 30 MPH	2	0.941	Urbanized	(D) 30,000	5267 5031 5033	17,000	2004	18,250	D	(D) 2,520	903	C	
									16,500	2005	20,000	D		990	C	
									NA	2006	18,250	D		903	C	
										2007	17,500	D		866	C	
										2008	16,500	D		817	C	
										2009	18,500	D		916	C	
										2010	16,000	D		792	C	
										2011	18,000	D		891	C	
									% of MV	2012	19,500	D		965	C	
									55.83%	2013	16,750	D		829	C	
									61.64%	2018	18,493	D		915	C	
									68.06%	2023	20,418	D		1,011	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 35 MPH		0	3.275	Urbanized
	2005	53,500	D	2,648	D											
	2006	52,900	D	2,619	D											
	2007	51,077	C	2,528	0											
	2008	48,428	C	2,397	0											
	2009	49,683	C	2,459	0											
	2010	50,065	C	2,478	0											
	2011	50,937	C	2,521	0											
% of MV	2012	51,700	C	2,559	0											
79.01%	2013	51,831	D	2,566	D											
87.23%	2018	57,226	D	2,833	D											
96.31%	2023	63,182	D	3,127	D											

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS															
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.		
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 95 (US 29)															
SR 10A / US 90 / Cervantes Street to W. Scott Street 0.000-1.129 Roadway ID 48040000	Principal Arterial	4	Undivided 30 MPH	3	1.129	Urbanized	(D) 32,400	5103 5239 82T 5023 5021	NA	2004	11,300	C	(D) 1,630	570	C
									NA	2005	11,700	C		590	C
									8,600	2006	10,900	C		549	C
									NA	2007	10,400	C		524	C
									NA	2008	9,900	C		499	C
										2009	9,700	C		489	C
										2010	7,600	C		383	C
										2011	8,500	C		428	C
									% of MV	2012	7,700	C		388	C
									26.54%	2013	8,600	C		433	C
									29.31%	2018	9,495	C		479	C
									32.36%	2023	10,483	C		528	C
									Scott Street to Pace Boulevard / SR 292 1.129-2.976 Roadway ID 48040000	Principal Arterial	4	Divided 40 MPH		4	1.880
12,200	2005	18,700	C	942	C										
12,400	2006	18,900	C	953	C										
	2007	19,233	C	969	C										
	2008	16,233	C	818	C										
	2009	13,033	C	657	C										
	2010	11,767	C	593	C										
	2011	12,133	C	612	C										
% of MV	2012	12,133	C	612	C										
29.98%	2013	11,933	C	601	C										
33.10%	2018	13,175	C	664	C										
36.55%	2023	14,546	C	733	C										
Pace Boulevard / SR 292 to Brent Lane / SR 296 2.976-3.543 Roadway ID 48040000	Principal Arterial	6	Divided 40 MPH	1	0.534	Urbanized	(D) 59,900	4038					24,500		
										2005	35,500	C	1,789	C	
										2006	32,000	C	1,613	C	
										2007	29,500	C	1,487	C	
										2008	31,500	C	1,588	C	
										2009	32,500	C	1,638	C	
										2010	26,500	C	1,336	C	
										2011	27,000	C	1,361	C	
									% of MV	2012	26,500	C	1,336	C	
									40.90%	2013	24,500	C	1,235	C	
									45.16%	2018	27,050	C	1,363	C	
									49.86%	2023	29,865	C	1,505	C	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 45 MPH	7	2.842	Urbanized	(D) 59,900	4037 5108 5106	38,000	2004	34,000	C	(D) 3,020	1,714	C	
									22,100	2005	34,000	C		1,714	C	
									27,500	2006	37,200	C		1,875	C	
										2007	38,167	C		1,924	C	
										2008	35,833	C		1,806	C	
										2009	34,833	C		1,756	C	
										2010	30,833	C		1,554	C	
										2011	31,333	C		1,579	C	
										% of MV	2012	30,233		C	1,524	C
									48.75%	2013	29,200	C		1,472	C	
									53.82%	2018	32,239	C		1,625	C	
									59.42%	2023	35,595	C		1,794	C	
									I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A 6.385-8.614 Roadway ID 48040000	Principal Arterial	4	Divided 40 MPH		3	2.229	Urbanized
	2005	45,000	F*	2,268	F*											
	2006	44,500	F*	2,243	F*											
	2007	44,500	F*	2,243	F*											
	2008	40,000	F*	2,016	F*											
	2009	39,000	D	1,966	D											
	2010	40,000	F*	2,016	F*											
	2011	39,500	D	1,991	D											
	% of MV	2012	36,500	C	1,840	C										
	2013	40,500	F*	2,041	F*											
	2018	44,715	F*	2,254	F*											
	2023	49,369	F*	2,488	F*											
Segment is on the Strategic Intermodal System and contains additional lanes at I-10 intersection.		6	Divided	3	2.229	Urbanized	(C) 58,400	4022					101.76%			
	2018								44,715	F*	2,254	F*				
	2023								49,369	F*	2,488	F*				
Nine Mile Road / SR 10 to Well Line Road 8.614-15.517 Roadway ID 48040000	Principal Arterial	4	Divided 40 MPH	8	6.903	Urbanized	(D) 39,800	380 159T 4056 446 9916 T	NA	2004	26,600	C	(D) 2,000	1,341	C	
									NA	2005	26,600	C		1,341	C	
									NA	2006	26,700	C		1,346	C	
									18,400	2007	26,736	C		1,347	C	
									30,181	2008	25,079	C		1,264	C	
										2009	25,670	C		1,294	C	
										2010	26,518	C		1,337	C	
										2011	24,801	C		1,250	C	
										% of MV	2012	24,494		C	1,234	C
										2013	24,291	C		1,224	C	
										2018	26,819	C		1,352	C	
										2023	29,611	C		1,492	C	
									Segment is on the Strategic Intermodal System Count Stations 446 and 9916T added in 2004 reporting year.							
									67.38%	2018	26,819	C		1,352	C	
									74.40%	2023	29,611	C		1,492	C	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 65 MPH	0	2.624	Urbanized	(D) 65,600	446	18,400	2004	19,800	B	(D) 3,240	980	B			
										2005	18,200	B				901	B	
										2006	19,300	B				955	B	
										2007	20,400	B				1,010	B	
										2008	19,400	B				960	B	
										2009	19,900	B				985	B	
										2010	21,500	B				1,064	B	
										2011	18,900	B				936	B	
										% of MV	2012	18,600				B	921	B
										28.05%	2013	18,400				B	911	B
										30.97%	2018	20,315				B	1,006	B
										34.19%	2023	22,429				B	1,110	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 65 MPH	0	1.910	Trans	(C) 49,600	446 449	18,400 13,600	2004	17,300	B	(C) 2,450	856	B			
										2005	16,700	B				827	B	
										2006	17,150	B				849	B	
										2007	17,850	B				884	B	
										2008	16,250	B				804	B	
										2009	17,750	B				879	B	
										2010	17,600	B				871	B	
										2011	16,350	B				809	B	
										% of MV	2012	16,350				B	809	B
										32.26%	2013	16,000				B	792	B
										35.62%	2018	17,665				B	874	B
										39.32%	2023	19,504				B	965	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 65 MPH	0	3.500	Rural Undev	(C) 40,300	449	13,600	2004	14,800	B	(C) 2,100	773	B			
										2005	15,200	B				794	B	
										2006	15,000	B				784	B	
										2007	15,300	B				799	B	
										2008	13,100	B				684	B	
										2009	15,600	B				815	B	
										2010	13,700	B				716	B	
										2011	13,800	B				721	B	
										% of MV	2012	14,100				B	737	B
										33.75%	2013	13,600				B	711	B
										37.26%	2018	15,015				B	785	B
										41.14%	2023	16,578				B	866	B
										Segment is on the Strategic Intermodal System								

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 65 MPH	0	17.020	Rural Developed	(C) 40,300	448 348 T	NA 6,748	2004	8,100	B	(C) 2,100	423	B	
										2005	8,000	B		418	B	
										2006	7,900	B		413	B	
										2007	7,685	B		402	B	
										2008	6,889	B		360	B	
										2009	6,977	B		365	B	
										2010	6,911	B		361	B	
										2011	6,886	B		360	B	
										% of MV	2012	6,882		B	360	B
										16.74%	2013	6,748		B	353	B
										18.49%	2018	7,450		B	389	B
										20.41%	2023	8,226		B	430	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 45 MPH	1	3.060	Rural Developed	(C) 29,300	3 218 220	10,200 NA NA	2004	11,100	C	(C) 1,530	580	C	
										2005	13,200	C		690	C	
										2006	11,500	C		601	C	
										2007	11,900	C		622	C	
										2008	10,300	C		538	C	
										2009	10,000	C		523	C	
										2010	10,100	C		528	C	
										2011	9,800	C		512	C	
										% of MV	2012	10,200		C	533	C
										34.81%	2013	10,200		C	533	C
										38.44%	2018	11,262		C	588	C
										42.44%	2023	12,434		C	650	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 45 MPH	0	22.650	Rural Undev	(C) 8,400	340 255 447 243 T	4,700 4,000 5,600 5,718	2004	4,400	B	(C) 430	230	B	
										2005	4,600	B		240	C	
										2006	4,600	B		240	C	
										2007	4,667	B		244	C	
										2008	4,381	B		229	B	
										2009	5,007	C		262	C	
										2010	5,095	C		266	C	
										2011	4,931	C		258	C	
										% of MV	2012	5,137		C	268	C
										59.58%	2013	5,005		C	262	C
										65.78%	2018	5,526		C	289	C
										72.63%	2023	6,101		C	319	C

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 45 MPH	1	1.600	Urbanized	(D) 39,800	553	11,000	2004	10,100	C	(D) 2,000	509	C			
										2005	11,300	C				570	C	
										2006	11,000	C				554	C	
										2007	10,300	C				519	C	
										2008	10,800	C				544	C	
										2009	10,800	C				544	C	
										2010	11,600	C				585	C	
										2011	10,800	C				544	C	
										% of MV	2012	10,000				C	504	C
										27.64%	2013	11,000				C	554	C
										30.51%	2018	12,145				C	612	C
										33.69%	2023	13,409				C	676	C
										Blue Angel Parkway Sorrento Road / SR 292 to Lillian Highway / SR 298 2.340-7.136 Roadway ID 48205000	Minor Arterial	2				Undivided 45 MPH	2	4.796
2005	19,500	F*	965	F*														
2006	19,000	F*	941	F*														
2007	19,000	F*	941	F*														
2008	17,500	D	866	D														
2009	17,500	D	866	D														
2010	18,050	F*	893	F*														
2011	17,100	D	846	D														
% of MV	2012	17,900	F*	886	F*													
93.79%	2013	16,600	C	822	C													
103.55%	2018	18,328	F*	907	F*													
114.32%	2023	20,235	F*	1,002	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 45 MPH	2	2.872	Urbanized	(D) 17,700	5301 363	19,300 21,000	2004	20,500	F*	(D) 880	1,015	F*			
										2005	22,000	F*				1,089	F*	
										2006	21,000	F*				1,040	F*	
										2007	22,250	F*				1,101	F*	
										2008	24,350	F*				1,205	F*	
										2009	19,550	F*				968	F*	
										2010	20,100	F*				995	F*	
										2011	20,250	F*				1,002	F*	
										% of MV	2012	20,600				F*	1,020	F*
										113.84%	2013	20,150				F*	997	F*
										125.69%	2018	22,247				F*	1,101	F*
										138.77%	2023	24,563				F*	1,216	F*
										Divided at the intersections of Lillian Highway and Saufley Field Road.								

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 45 MPH	1	2.646	Urbanized	(D) 17,700	5316 5315 537	15,400	2004	14,800	C	(D) 880	746	C	
									14,500	2005	15,300	C		771	C	
									16,800	2006	15,500	C		781	C	
										2007	15,633	C		788	C	
										2008	14,633	C		738	C	
										2009	14,866	C		749	C	
										2010	14,967	C		754	C	
										2011	14,167	C		714	C	
										% of MV	2012	14,800		C	746	C
										83.62%	2013	15,567		C	785	C
										97.10%	2018	17,187		D	866	D
										107.21%	2023	18,976		F*	956	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 30 MPH	1	1.020	Urbanized	(D) 32,400	5313 5314 5294	16,200	2004	17,900	D	(D) 2,000	886	D	
									13,700	2005	16,500	D		817	D	
									16,100	2006	17,400	D		861	D	
										2007	16,200	D		802	D	
										2008	15,067	D		746	D	
										2009	14,700	D		728	C	
										2010	13,900	C		688	C	
										2011	14,300	C		708	C	
										% of MV	2012	13,267		C	657	C
										47.32%	2013	15,333		D	759	D
										52.25%	2018	16,929		D	838	D
										57.69%	2023	18,691		D	925	D
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 35 MPH	1	0.080	Urbanized	(D) 32,400	5180	16,100	2004	17,800	D	(D) 1,630	881	D	
										2005	18,000	D		891	D	
										2006	19,000	D		941	D	
										2007	15,500	D		767	D	
										2008	15,700	D		777	D	
										2009	18,200	D		901	D	
										2010	16,300	D		807	D	
										2011	15,300	D		757	D	
										% of MV	2012	15,200		D	752	D
										49.69%	2013	16,100		D	797	D
										54.86%	2018	17,776		D	880	D
										60.57%	2023	19,626		D	971	D
Segment is on the Strategic Intermodal System Divided at the intersection with Cervantes Street.																

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 35 MPH	1	0.413	Urbanized	(D) 30,780	5180	16,100	2004	17,800	D	(D) 1,549	897	D	
										2005	18,000	D		907	D	
										2006	19,000	D		958	D	
										2007	15,500	D		781	D	
										2008	15,700	D		791	D	
										2009	18,200	D		917	D	
										2010	16,300	D		822	D	
										2011	15,300	D		771	D	
										% of MV	2012	15,200		D	766	D
										52.31%	2013	16,100		D	811	D
										57.75%	2018	17,776		D	896	D
										63.76%	2023	19,626		D	989	D
										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 35 MPH	4	2.200	Urbanized	(D) 30,780	5049 5249 5233 5050	16,500	2004	21,000	D	(D) 1,630	1,058	D	
									NA	2005	20,800	D		1,048	D	
									17,000	2006	22,000	D		1,109	D	
									18,800	2007	22,267	D		1,122	D	
										2008	20,500	D		1,033	D	
										2009	19,333	D		974	D	
										2010	18,233	D		919	D	
										2011	17,567	D		885	D	
									% of MV	2012	18,267	D		921	D	
									56.64%	2013	17,433	D		879	D	
									62.53%	2018	19,247	D		970	D	
									69.04%	2023	21,251	D		1,071	D	
									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 35 MPH	1	1.326	Urbanized	(D) 30,780	4011 T 5051 5003	NA	2004	26,600	D	(D) 1,630	1,341	D	
									NA	2005	27,400	D		1,381	D	
									25,500	2006	29,000	D		1,462	D	
										2007	30,250	D		1,525	D	
										2008	28,500	D		1,436	D	
										2009	25,000	D		1,260	D	
										2010	25,500	D		1,285	D	
										2011	26,500	D		1,336	D	
									% of MV	2012	26,500	D		1,336	D	
									82.85%	2013	25,500	D		1,285	D	
									91.47%	2018	28,154	D		1,419	D	
									100.99%	2023	31,084	E*		1,567	E*	
									Divided at the intersections of Fairfield Drive and Bayou Boulevard.							

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 40 MPH	5	1.340	Urbanized	(D) 39,800	5052 5053 T	30,500 NA	2004	37,400	C	(D) 2,000	1,885	C	
										2005	35,900	C		1,809	C	
										2006	36,250	C		1,827	C	
										2007	35,000	C		1,764	C	
										2008	30,000	C		1,512	C	
										2009	25,000	C		1,260	C	
										2010	31,500	C		1,588	C	
										2011	32,000	C		1,613	C	
										% of MV	2012	31,000		C	1,562	C
										76.63%	2013	30,500		C	1,537	C
										84.61%	2018	33,674		C	1,697	C
										93.42%	2023	37,179		C	1,874	C
										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 40 MPH	5	1.907	Urbanized	(D) 39,800	5065 4031	31,000 25,000	2004	30,750	C	(D) 2,000	1,550	C	
										2005	31,750	C		1,600	C	
										2006	33,500	C		1,688	C	
										2007	30,750	C		1,550	C	
										2008	29,000	C		1,462	C	
										2009	26,000	C		1,310	C	
										2010	26,500	C		1,336	C	
										2011	28,500	C		1,436	C	
										% of MV	2012	25,750		C	1,298	C
										70.35%	2013	28,000		C	1,411	C
										77.67%	2018	30,914		C	1,558	C
										85.76%	2023	34,132		C	1,720	C
										SR 291						
Alcaniz Street / Martin Luther Hart Drive to Wright Street 0.063-2.405 Roadway ID 48070101	Minor Arterial	2	One-Way 35 MPH	5	2.342	Urbanized	(D) 19,440	4007 5308 5235 5247 5309 5028	3,500 3,900 2,400 2,200 2,300 2,300	2004	3,986	C	(D) 1,956	203	C	
										2005	4,757	C		242	C	
										2006	4,171	C		212	C	
										2007	3,929	C		200	C	
										2008	3,800	C		193	C	
										2009	3,329	C		169	C	
										2010	2,929	C		149	C	
										2011	2,914	C		148	C	
										% of MV	2012	2,814		C	143	C
										14.23%	2013	2,767		C	141	C
										15.71%	2018	3,055		C	155	C
										17.35%	2023	3,373		C	172	C

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 291 (cont.)																
Alcaniz Street Wright Street to Gregory Street 0.0-0.123 Roadway ID 48070000	Minor Arterial	6	Divided 35 MPH	0	0.123	Urbanized	(D) 50,000	5030 Segment became 2 way in 2005	5,700	2004	N/A	N/A	(D) 2,520	N/A	N/A	
										2005	10,100	C		509	C	
										2006	7,800	C		393	C	
										2007	7,800	C		393	C	
										2008	6,800	C		343	C	
										2009	8,000	C		403	C	
										2010	5,400	C		272	C	
										2011	6,600	C		333	C	
										% of MV	2012	6,700		C	338	C
										11.40%	2013	5,700		C	287	C
										12.59%	2018	6,293		C	317	C
										13.90%	2023	6,948		C	350	C
										Davis Highway Wright Street to Fairfield Drive / SR 295 0.060-2.686 Roadway ID 48070000	Minor Arterial	2		One-Way 35 MPH	5	2.626
2005	4,100	C	208	C												
2006	4,000	C	203	C												
2007	4,033	C	205	C												
2008	4,200	C	214	C												
2009	3,783	C	192	C												
2010	3,150	C	160	C												
2011	3,383	C	172	C												
% of MV	2012	3,150	C	160	C											
15.69%	2013	3,050	C	155	C											
17.32%	2018	3,367	C	171	C											
19.13%	2023	3,718	C	189	C											
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 45 MPH	1	1.490	Urbanized	(D) 39,800	540 5060	18,200 NA	2004	21,500	C	(D) 2,000	1,084	C	
										2005	21,000	C		1,058	C	
										2006	19,100	C		963	C	
										2007	21,500	C		1,084	C	
										2008	20,100	C		1,013	C	
										2009	19,100	C		963	C	
										2010	18,700	C		942	C	
										2011	19,300	C		973	C	
										% of MV	2012	18,600		C	937	C
										45.73%	2013	18,200		C	917	C
										50.49%	2018	20,094		C	1,013	C
										55.74%	2023	22,186		C	1,118	C

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 291 (cont.)																
Brent Lane / SR 296 to Burgess Road / SR 742 4.174-5.632 Roadway ID 48070000	Minor Arterial	4	Divided 45 MPH	3	1.620	Urbanized	(D) 39,800	5067 5069 T 5070	31,500	2004	32,333	C	(D) 2,000	1,630	C	
									NA	2005	31,100	C		1,567	C	
									23,500	2006	30,800	C		1,552	C	
										2007	31,167	C		1,571	C	
										2008	31,250	C		1,575	C	
										2009	29,000	C		1,462	C	
										2010	28,250	C		1,424	C	
										2011	27,500	C		1,386	C	
									% of MV	2012	28,750	C		1,449	C	
									69.10%	2013	27,500	C		1,386	C	
									76.29%	2018	30,362	C		1,530	C	
									84.23%	2023	33,522	C		1,690	C	
									Davis Highway Burgess Road / SR 742 to I-10 / SR 8 5.632-6.279 Roadway ID 48070000	Minor Arterial	6	Divided 35 MPH		3	0.647	Urbanized
	2005	40,000	D	2,016	D											
	2006	41,000	D	2,066	D											
	2007	42,000	D	2,117	D											
	2008	39,000	D	1,966	D											
	2009	35,000	D	1,764	D											
	2010	33,500	D	1,688	D											
	2011	32,500	D	1,638	D											
% of MV	2012	32,500	D	1,638	D											
66.00%	2013	33,000	D	1,663	D											
72.87%	2018	36,435	D	1,836	D											
80.45%	2023	40,227	D	2,027	D											
I-10 / SR 8 to University Parkway 6.279-6.864 Roadway ID 48070000	Minor Arterial	6	Divided 35 MPH	4	0.585	Urbanized	(D) 50,000	5296 4012					51,500			
									60,000	2005	54,250	F*	2,734	F*		
										2006	59,500	F*	2,999	F*		
										2007	59,500	F*	2,999	F*		
										2008	54,000	F*	2,722	F*		
										2009	56,500	F*	2,848	F*		
										2010	51,250	F*	2,583	F*		
										2011	56,500	F*	2,848	F*		
									% of MV	2012	56,000	F*	2,822	F*		
									111.50%	2013	55,750	F*	2,810	F*		
									123.11%	2018	61,553	F*	3,102	F*		
									135.92%	2023	67,959	F*	3,425	F*		
									Segment was granted a Backlogged Facility Designation in April 1991.							

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 291 (cont.)																
University Parkway to Nine Mile Road / SR 10 / US 90A 6.864-8.803 Roadway ID 48070000	Minor Arterial	4	Divided 45 MPH	3	1.902	Urbanized	(D) 39,800	4043 4049	15,300	2004	21,450	C	(D) 2,000	1,081	C	
									25,500	2005	25,100	C		1,265	C	
										2006	24,700	C		1,245	C	
										2007	24,850	C		1,252	C	
										2008	23,050	C		1,162	C	
										2009	22,200	C		1,119	C	
										2010	20,100	C		1,013	C	
										2011	19,200	C		968	C	
									% of MV	2012	19,400	C		978	C	
									51.26%	2013	20,400	C		1,028	C	
									56.59%	2018	22,523	C		1,135	C	
									62.48%	2023	24,867	C		1,253	C	
									Segment contains additional lanes at the University Parkway intersection.							
SR 292																
Perdido Key Drive Alabama State Line to Old River Road (west) 0.000-4.079 Roadway ID 48050000	Principal Arterial	2	Undivided 45 MPH	0	4.120	Urbanized	(D) 17,700	460 461	9,600	2004	10,400	C	(D) 880	515	C	
									10,000	2005	10,500	C		520	C	
										2006	10,150	C		502	C	
										2007	14,500	C		718	C	
										2008	11,200	C		554	C	
										2009	7,800	C		386	C	
										2010	6,850	C		339	C	
										2011	9,400	C		465	C	
									% of MV	2012	12,950	C		641	C	
									55.37%	2013	9,800	C		485	C	
									61.13%	2018	10,820	C		536	C	
									67.49%	2023	11,946	C		591	C	
									Sorrento Road Old River Road (west) to Doug Ford Drive 4.079-7.751 Roadway ID 48050000	Principal Arterial	2	Undivided 45 MPH		1	3.650	Urbanized
14,500	2005	16,000	C	792	C											
	2006	15,750	C	780	C											
	2007	15,500	C	767	C											
	2008	15,000	C	743	C											
	2009	12,500	C	619	C											
	2010	15,000	C	743	C											
	2011	15,500	C	767	C											
% of MV	2012	16,500	C	817	C											
80.51%	2013	14,250	C	705	C											
88.89%	2018	15,733	C	779	C											
98.14%	2023	17,371	D	860	D											

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 292 (cont.)																
Doug Ford Drive to Blue Angel Parkway / SR 173 7.751-12.030 Roadway ID 48050000	Principal Arterial	2	Undivided 45 MPH	2	4.310	Urbanized	(D) 17,700	534	15,500	2004	15,000	C	(D) 880	743	C	
										2005	16,500	C		817	C	
										2006	15,500	C		767	C	
										2007	15,000	C		743	C	
										2008	15,500	C		767	C	
										2009	15,000	C		743	C	
										2010	15,000	C		743	C	
										2011	15,000	C		743	C	
										% of MV	2012	16,500		C	817	C
										87.57%	2013	15,500		C	767	C
										96.69%	2018	17,113		D	847	D
										106.75%	2023	18,894		F*	935	F*
										Gulf Beach Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 12.030-15.354 Roadway ID 48050000	Principal Arterial	2		Undivided 45 MPH	2	3.330
16,000	2005	16,500	C	817	C											
9,700	2006	16,700	C	827	C											
	2007	15,500	C	767	C											
	2008	14,267	C	706	C											
	2009	14,433	C	714	C											
	2010	14,900	C	738	C											
	2011	14,967	C	741	C											
% of MV	2012	14,867	C	736	C											
84.56%	2013	14,967	C	741	C											
93.36%	2018	16,525	C	818	C											
103.08%	2023	18,245	F*	903	F*											
Fairfield Drive / SR 727 to Navy Boulevard / SR 295 15.354-17.246 Roadway ID 48050000	Principal Arterial	2	Divided 45 MPH	1	1.900	Urbanized	(D) 17,700	5077 5130	22,000				2004			
									17,700	2005	23,000	F*	1,139	F*		
										2006	22,500	F*	1,114	F*		
										2007	22,250	F*	1,101	F*		
										2008	19,500	F*	965	F*		
										2009	18,750	F*	928	F*		
										2010	19,250	F*	953	F*		
										2011	19,250	F*	953	F*		
									% of MV	2012	19,600	F*	970	F*		
									112.15%	2013	19,850	F*	983	F*		
									123.82%	2018	21,916	F*	1,085	F*		
									136.71%	2023	24,197	F*	1,198	F*		

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS															
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.		
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
SR 292 (cont.)															
Barrancas Avenue Navy Boulevard / SR 295/ New Warrington Road to Broadmoor Lane 17.246-18.808 Roadway ID 48050000	Minor Arterial	4	Divided 40 MPH	2	1.562	Urbanized	(D) 39,800	5074 5126 5128	NA	2004	26,500	C	(D) 2,000	1,336	C
									23,500	2005	26,500	C		1,336	C
									24,000	2006	26,500	C		1,336	C
										2007	27,000	C		1,361	C
										2008	26,000	C		1,310	C
										2009	23,000	C		1,159	C
										2010	24,000	C		1,210	C
										2011	23,500	C		1,184	C
									% of MV	2012	23,500	C		1,184	C
									59.67%	2013	23,750	C		1,197	C
									65.88%	2018	26,222	C		1,322	C
									72.74%	2023	28,951	C		1,459	C
									Barrancas Avenue Broadmoor Lane to Pace Boulevard 0.055-1.000 Roadway ID 48050001	Minor Arterial	6	Divided 45 MPH		1	0.945
	2005	27,000	C	1,361	C										
	2006	27,000	C	1,361	C										
	2007	27,000	C	1,361	C										
	2008	25,500	C	1,285	C										
	2009	24,500	C	1,235	C										
	2010	25,000	C	1,260	C										
	2011	22,500	C	1,134	C										
% of MV	2012	25,500	C	1,285	C										
45.91%	2013	27,500	C	1,386	C										
50.69%	2018	30,362	C	1,530	C										
55.96%	2023	33,522	C	1,690	C										
Pace Boulevard Barrancas Avenue to Garden Street / SR 30 / US 98 19.852-20.421 Roadway ID 48050000	Minor Arterial	4	Divided 40 MPH	1	0.569	Urbanized	(D) 39,800	5017 5018					9,000		
									7,700	2005	10,700	C	539	C	
										2006	12,500	C	630	C	
										2007	11,850	C	597	C	
										2008	10,050	C	507	C	
										2009	9,250	C	466	C	
										2010	8,550	C	431	C	
										2011	8,100	C	408	C	
									% of MV	2012	8,200	C	413	C	
									20.98%	2013	8,350	C	421	C	
									23.16%	2018	9,219	C	465	C	
									25.57%	2023	10,179	C	513	C	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 292 (cont.)																
Garden Street / SR 30 / US 98 to Cervantes Street / SR 10A / US 90 20.421-21.029 Roadway ID 48050000	Minor Arterial	4	Divided 40 MPH	2	0.610	Urbanized	(D) 39,800	5015 5016	14,900	2004	16,750	C	(D) 2,000	844	C	
									13,700	2005	17,300	C		872	C	
										2006	19,400	C		978	C	
										2007	20,650	C		1,041	C	
										2008	19,800	C		998	C	
										2009	17,950	C		905	C	
										2010	14,800	C		746	C	
										2011	15,550	C		784	C	
									% of MV	2012	15,250	C		769	C	
									35.93%	2013	14,300	C		721	C	
									39.67%	2018	15,788	C		796	C	
									43.80%	2023	17,432	C		879	C	
									SR 294							
Pace Boulevard Cervantes Street / SR 10A / US 90 to SR 95 / Palafox Street 21.029-23.676 Roadway ID 48050000	Minor Arterial	4	Divided 40 MPH	5	2.408	Urbanized	(D) 39,800	5111	14,900	2004	20,000	C	(D) 2,000	1,008	C	
								5119	NA	2005	20,000	C		1,008	C	
								4023	18,500	2006	21,000	C		1,058	C	
								5120	NA	2007	21,250	C		1,071	C	
										2008	19,800	C		998	C	
										2009	20,400	C		1,028	C	
										2010	17,400	C		877	C	
										2011	17,950	C		905	C	
								% of MV	2012	16,900	C	852		C		
								41.96%	2013	16,700	C	842		C		
								46.33%	2018	18,438	C	929		C		
								51.15%	2023	20,357	C	1,026		C		
								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 30 MPH	2	0.216	Urbanized	(D) 17,700	5203	3,600	2004	4,700	C	(D) 750	233	C	
										2005	5,600	C		277	C	
										2006	6,300	C		312	C	
										2007	6,900	C		342	C	
										2008	6,800	C		337	C	
										2009	4,600	C		228	C	
										2010	4,500	C		223	C	
										2011	5,000	C		248	C	
									% of MV	2012	4,400	C		218	C	
									20.34%	2013	3,600	C		178	C	
									22.46%	2018	3,975	C		197	C	
									24.79%	2023	4,388	C		217	C	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 295																
Navy Boulevard Bayou Grande Bridge NE/ to SR 292 / Barrancas Avenue 0.000-0.956 Roadway ID 48080000	Principal Arterial	5	Divided 35 MPH	3	0.960	Urbanized	(D) 50,000	5135 4025	22,500 19,900	2004	28,250	D	(D) 2,520	1,424	D	
										2005	26,800	D		1,351	D	
										2006	28,500	D		1,436	D	
										2007	28,400	D		1,431	D	
										2008	26,400	D		1,331	D	
										2009	24,250	D		1,222	D	
										2010	21,650	C		1,091	C	
										2011	21,850	C		1,101	C	
										% of MV	2012	21,200		C	1,068	C
										42.40%	2013	21,200		C	1,068	C
										46.81%	2018	23,407		D	1,180	D
										51.69%	2023	25,843		D	1,302	D
										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 35 MPH	3	1.098	Urbanized	(D) 32,400	5095 5129	42,000 25,000	2004	39,300	F*	(D) 1,630	1,981	F*	
										2005	35,300	F*		1,779	F*	
										2006	36,800	F*		1,855	F*	
										2007	36,750	F*		1,852	F*	
										2008	30,000	D		1,512	D	
										2009	31,500	D		1,588	D	
										2010	34,750	F*		1,751	F*	
										2011	36,000	F*		1,814	F*	
										% of MV	2012	34,250		F*	1,726	F*
										103.40%	2013	33,500		E*	1,688	E*
										114.16%	2018	36,987		F*	1,864	F*
										126.04%	2023	40,836		F*	2,058	F*
										Segment contains additional lanes at SR 30 (US 98).						
New Warrington Road US 98 / Navy Boulevard to Mobile Highway Interchange 2.054-3.957 Roadway ID 48080000	Principal Arterial	4	Divided 40 MPH	3	1.903	Urbanized	(D) 39,800	5200 5202 4020 5094	24,500 29,000 28,500 27,500	2004	39,600	D	(D) 2,000	1,996	D	
										2005	29,400	C		1,482	C	
										2006	28,100	C		1,416	C	
										2007	28,500	C		1,436	C	
										2008	25,375	C		1,279	C	
										2009	29,625	C		1,493	C	
										2010	28,500	C		1,436	C	
										2011	29,125	C		1,468	C	
										% of MV	2012	28,375		C	1,430	C
										68.78%	2013	27,375		C	1,380	C
										75.94%	2018	30,224		C	1,523	C
										83.84%	2023	33,370		C	1,682	C

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 295 (cont.)																
New Warrington Road Mobile Highway Interchange to New Warrington Road Leg C 0.000-0.482 Roadway ID 48080062	Principal Arterial	4	Divided 40 MPH	1	0.482	Urbanized	(D) 39,800	5096	4,800	2004	6,700	C	(D) 2,000	338	C	
										2005	6,200	C		312	C	
										2006	7,000	C		353	C	
										2007	6,200	C		312	C	
										2008	6,800	C		343	C	
										2009	5,600	C		282	C	
										2010	5,400	C		272	C	
										2011	5,500	C		277	C	
										% of MV	2012	6,200		C	312	C
										12.06%	2013	4,800		C	242	C
										13.32%	2018	5,300		C	267	C
										14.70%	2023	5,851		C	295	C
										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 40 MPH	2	2.088
2005	28,800	C	1,452	C												
2006	25,700	C	1,295	C												
2007	26,267	C	1,324	C												
2008	25,333	C	1,277	C												
2009	27,667	C	1,394	C												
2010	18,303	C	922	C												
2011	25,233	C	1,272	C												
% of MV	2012	24,700	C	1,245	C											
61.31%	2013	24,400	C	1,230	C											
67.69%	2018	26,940	C	1,358	C											
74.73%	2023	29,743	C	1,499	C											
"W" Street / CR 453 to SR 289 / 9th Avenue 7.776-10.043 Roadway ID 48004000	Principal Arterial	4	Divided 40 MPH	8	2.170	Urbanized	(D) 39,800	5206 4019 5166 5113 4036	21,500 32,000 27,500 30,000 32,500				2004			
										2005	31,700	C	1,598	C		
										2006	31,000	C	1,562	C		
										2007	31,400	C	1,583	C		
										2008	30,400	C	1,532	C		
										2009	28,900	C	1,457	C		
										2010	29,160	C	1,470	C		
										2011	29,480	C	1,486	C		
										% of MV	2012	29,220	C	1,473	C	
										72.11%	2013	28,700	C	1,446	C	
										79.62%	2018	31,687	C	1,597	C	
										87.90%	2023	34,985	C	1,763	C	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS															
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.		
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS
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 40 MPH	4	3.570	Urbanized	(D) 39,800	5109 5080 5110	25,500	2004	31,700	C	(D) 2,000	1,598	C
									32,000	2005	33,200	C		1,673	C
									28,000	2006	34,700	C		1,749	C
										2007	35,167	C		1,772	C
										2008	30,000	C		1,512	C
										2009	29,167	C		1,470	C
										2010	28,500	C		1,436	C
										2011	29,000	C		1,462	C
									% of MV	2012	27,833	C		1,403	C
									71.61%	2013	28,500	C		1,436	C
									79.06%	2018	31,466	C		1,586	C
									87.29%	2023	34,741	C		1,751	C
									Brent Lane SR 95 / Palafox Highway to SR 289 / 9th Avenue 3.569-5.516 Roadway ID 48012000						
Minor Arterial	4	Divided 35 MPH	6	1.945	Urbanized	(D) 32,400	5189 5164 4039 282 T	NA	2004	38,000	F*	(D) 1,630	1,915	F*	
								35,500	2005	37,200	F*		1,875	F*	
								30,500	2006	35,100	F*		1,769	F*	
								25,247	2007	37,000	F*		1,865	F*	
									2008	36,494	F*		1,839	F*	
									2009	33,567	E*		1,692	E*	
									2010	30,718	D		1,548	D	
									2011	31,129	D		1,569	D	
								% of MV	2012	31,207	D		1,573	D	
								93.88%	2013	30,416	D		1,533	D	
								103.65%	2018	33,582	E*		1,693	E*	
								114.43%	2023	37,077	F*		1,869	F*	
								Bayou Boulevard SR 289 / 9th Avenue to 12th Avenue 5.516-6.268 Roadway ID 48012000							
Minor Arterial	4	Divided 40 MPH	2	0.750	Urbanized	(D) 39,800	544 5008	NA	2004	25,500	C	(D) 2,000	1,285	C	
								23,000	2005	26,000	C		1,310	C	
									2006	29,000	C		1,462	C	
									2007	26,500	C		1,336	C	
									2008	25,500	C		1,285	C	
									2009	23,500	C		1,184	C	
									2010	23,000	C		1,159	C	
									2011	23,000	C		1,159	C	
								% of MV	2012	22,500	C		1,134	C	
								57.79%	2013	23,000	C		1,159	C	
								63.80%	2018	25,394	C		1,280	C	
								70.44%	2023	28,037	C		1,413	C	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
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 40 MPH	2	3.392	Urbanized	(D) 17,700	4009 5055 5228 5041 5039	12,600	2004	11,900	C	(D) 880	589	C	
									NA	2005	11,300	C		559	C	
									10,700	2006	11,100	C		549	C	
									9,500	2007	10,700	C		530	C	
									8,200	2008	10,625	C		526	C	
										2009	10,100	C		500	C	
										2010	10,250	C		507	C	
										2011	10,325	C		511	C	
									% of MV	2012	10,000	C		495	C	
									57.91%	2013	10,250	C		507	C	
									63.94%	2018	11,317	C		560	C	
									70.59%	2023	12,495	C		618	C	
									Segment contains additional lanes at 12th Avenue.							
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 45 MPH	2	3.390	Urbanized	(D) 39,800	4063	28,000	2004	26,000	C	(D) 2,000	1,310	C	
								4064	17,000	2005	25,200	C		1,270	C	
										2006	24,500	C		1,235	C	
										2007	26,250	C		1,323	C	
										2008	23,050	C		1,162	C	
										2009	22,750	C		1,147	C	
										2010	22,050	C		1,111	C	
										2011	22,100	C		1,114	C	
								% of MV	2012	24,650	C	1,242		C		
								56.53%	2013	22,500	C	1,134		C		
								62.42%	2018	24,842	C	1,252		C		
								68.91%	2023	27,427	C	1,382		C		
								Segment was granted a Backlogged Facility Designation in April, 1995.								
Segment contains additional lanes at I-10.																
I-10 / SR 8 to Nine Mile Road / US 90A / SR 10 3.390-4.294 Roadway ID 48190000	Minor Arterial	2	Undivided 45 MPH	2	0.904	Urbanized	(D) 17,700	4061	26,000	2004	23,500	F*	(D) 880	1,163	F*	
										2005	24,500	F*		1,213	F*	
										2006	22,500	F*		1,114	F*	
										2007	22,500	F*		1,114	F*	
										2008	21,500	F*		1,064	F*	
										2009	25,000	F*		1,238	F*	
										2010	23,500	F*		1,163	F*	
										2011	23,500	F*		1,163	F*	
								% of MV	2012	25,500	F*	1,262		F*		
								146.89%	2013	26,000	F*	1,287		F*		
								162.18%	2018	28,706	F*	1,421		F*		
								179.06%	2023	31,694	F*	1,569		F*		

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
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 45 MPH	1	3.335	Urbanized	(D) 17,700	203	9,500	2004	10,200	C	(D) 880	505	C	
										2005	10,200	C		505	C	
										2006	10,000	C		495	C	
										2007	10,500	C		520	C	
										2008	8,400	C		416	C	
										2009	9,400	C		465	C	
										2010	9,400	C		465	C	
										2011	9,600	C		475	C	
										% of MV	2012	9,500		C	470	C
										53.67%	2013	9,500		C	470	C
										59.26%	2018	10,489		C	519	C
										65.43%	2023	11,580		C	573	C
										Lillian Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 7.306-7.989 Roadway ID 48110000	Principal Arterial	2		Undivided 45 MPH	1	0.680
2005	13,900	C	688	C												
2006	13,700	C	678	C												
2007	14,600	C	723	C												
2008	12,500	C	619	C												
2009	13,900	C	688	C												
2010	13,300	C	658	C												
2011	13,400	C	663	C												
% of MV	2012	13,900	C	688	C											
73.45%	2013	13,000	C	644	C											
81.09%	2018	14,353	C	710	C											
89.53%	2023	15,847	C	784	C											
Fairfield Drive / SR 272 to SR 295 / New Warrington Road 7.989-10.808 Roadway ID 48110000	Principal Arterial	2	Undivided 35 MPH	3.000	2.840	Urbanized	(D) 14,800	5150 5083 5148	8,800				2004			
									8,000	2005	10,000	D	509	D		
									7,400	2006	11,000	D	559	D		
										2007	10,333	D	525	D		
										2008	9,800	D	498	D		
										2009	9,567	D	486	D		
										2010	9,067	D	461	D		
										2011	8,833	D	449	D		
									% of MV	2012	8,833	D	449	D		
									54.51%	2013	8,067	D	410	D		
									60.18%	2018	8,907	D	453	D		
									66.44%	2023	9,834	D	500	D		

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
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 40 MPH	1	1.640	Urbanized	(D) 17,700	5132	6,200	2004	6,500	C	(D) 880	322	C	
										2005	7,000	C		347	C	
										2006	7,200	C		356	C	
										2007	6,700	C		332	C	
										2008	5,300	C		262	C	
										2009	5,900	C		292	C	
										2010	5,800	C		287	C	
										2011	6,100	C		302	C	
										% of MV	2012	6,200		C	307	C
										35.03%	2013	6,200		C	307	C
										38.67%	2018	6,845		C	339	C
										42.70%	2023	7,558		C	374	C
										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 40 MPH	2	1.371
12,800	2005	15,900	C	787	C											
	2006	15,800	C	782	C											
	2007	16,150	C	799	C											
	2008	14,300	C	708	C											
	2009	14,000	C	693	C											
	2010	13,650	C	676	C											
	2011	12,750	C	631	C											
% of MV	2012	13,150	C	651	C											
72.88%	2013	12,900	C	639	C											
80.47%	2018	14,243	C	705	C											
88.84%	2023	15,725	C	778	C											
Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A 3.010-5.951 Roadway ID 48004000	Minor Arterial	2	Undivided 40 MPH	3	2.945	Urbanized	(D) 17,700	4018	22,500				2004			
								5088	17,500	2005	23,300	F*	1,153	F*		
								5146	14,500	2006	20,800	F*	1,030	F*		
										2007	20,167	F*	998	F*		
										2008	19,333	F*	957	F*		
										2009	19,667	F*	974	F*		
										2010	19,833	F*	982	F*		
										2011	18,000	F*	891	F*		
								% of MV	2012	18,500	F*	916	F*			
								102.64%	2013	18,167	F*	899	F*			
								113.32%	2018	20,058	F*	993	F*			
								125.12%	2023	22,145	F*	1,096	F*			

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 727 (cont.)																
Mobile Highway / US 90 / SR 10A to SR 295 / New Warrington Road 5.951-6.517 Roadway ID 48004000	Minor Arterial	4	Divided 40 MPH	1	0.803	Urbanized	(D) 39,800	5151	23,000	2004	24,500	C	(D) 2,000	1,235	C	
										2005	28,000	C		1,411	C	
										2006	25,500	C		1,285	C	
										2007	22,500	C		1,134	C	
										2008	23,500	C		1,184	C	
										2009	24,000	C		1,210	C	
										2010	23,500	C		1,184	C	
										2011	24,000	C		1,210	C	
										% of MV	2012	24,500		C	1,235	C
										57.79%	2013	23,000		C	1,159	C
										63.80%	2018	25,394		C	1,280	C
										70.44%	2023	28,037		C	1,413	C
										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 35 MPH	1	0.570	Urbanized	(D) 14,800	5184	7,300	2004	10,400	D	(D) 750	529	D	
										2005	10,700	D		544	D	
										2006	10,400	D		529	D	
										2007	9,400	D		478	D	
										2008	8,800	D		447	D	
										2009	8,600	D		437	D	
										2010	6,900	C		351	C	
										2011	6,800	C		346	C	
										% of MV	2012	7,100		C	361	C
										49.32%	2013	7,300		C	371	D
										54.46%	2018	8,060		D	410	D
										60.13%	2023	8,899		D	452	D
										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 35 MPH	2	1.336	Urbanized	(D) 14,800	538 5182	NA 8,900	2004	13,900	D	(D) 750	707	D	
										2005	13,600	D		692	D	
										2006	13,300	D		676	D	
										2007	13,600	D		692	D	
										2008	12,100	D		615	D	
										2009	11,250	D		572	D	
										2010	10,750	D		547	D	
										2011	8,600	D		437	D	
										% of MV	2012	9200		D	468	D
										60.14%	2013	8,900		D	453	D
										66.39%	2018	9,826		D	500	D
										73.30%	2023	10,849		D	552	D

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 742 (cont.)																
E Burgess Road Plantation Road to Davis Highway / SR 291 1.616-1.967 Roadway ID 48013000	Minor Arterial	2	Divided 35 MPH	1	0.351	Urbanized	(D) 15,540	5181 538	3,900 NA	2004	11,000	D	(D) 788	559	D	
										2005	11,500	D		585	D	
										2006	11,500	D		585	D	
										2007	15,800	E*		803	E*	
										2008	13,850	D		704	D	
										2009	8,400	D		427	D	
										2010	8,250	D		420	D	
										2011	4,600	C		234	C	
										% of MV	2012	4,600		C	234	C
										25.10%	2013	3,900		C	198	C
										27.71%	2018	4,306		C	219	C
										30.59%	2023	4,754		C	242	C
										E Burgess Road Sanders Street to Lanier Drive 2.78-3.154 Roadway ID 48013000	Minor Arterial	4		Divided 45 MPH	0	0.374
2005	NA	NA	NA	NA												
2006	NA	NA	NA	NA												
2007	3,600	B	178	B												
2008	2,300	B	114	B												
2009	2,300	B	114	B												
2010	2,100	B	104	B												
2011	2,100	B	104	B												
% of MV	2012	1,950	B	97	B											
2.90%	2013	1,900	B	94	B											
3.20%	2018	2,098	B	104	B											
3.53%	2023	2,316	B	115	B											
Creighton Road Hillburn Road to Davis Highway 1.324-1.967 Roadway ID 48013002	Minor Arterial	4	Undivided 35 MPH	2	0.640	Urbanized	(D) 30,780	5288	11,700				2004			
										2005	NA	NA	NA	NA		
										2006	NA	NA	NA	NA		
										2007	12,200	C	615	C		
										2008	14,200	D	716	D		
										2009	13,100	C	660	C		
										2010	10,900	C	549	C		
										2011	10,500	C	529	C		
										% of MV	2012	10,700	C	539	C	
										38.01%	2013	11,700	C	590	C	
										41.97%	2018	12,918	C	651	C	
										46.34%	2023	14,262	D	719	D	

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 742 (cont.)																
Davis Highway to Lanier Avenue 1.967-2.985 Roadway ID 48013002	Minor Arterial	4	Divided 35 MPH	1	1.000	Urbanized	(D) 32,400	5289	22,000	2004	NA	NA	(D) 1,630	NA	NA	
										2005	NA	NA		NA	NA	
										2006	NA	NA		NA	NA	
										2007	22,000	D		1,109	D	
										2008	22,000	D		1,109	D	
										2009	22,500	D		1,134	D	
										2010	21,500	D		1,084	D	
										2011	21,000	D		1,058	D	
										% of MV	2012	22,000		D	1,109	D
										67.90%	2013	22,000		D	1,109	D
										74.97%	2018	24,290		D	1,224	D
										82.77%	2023	26,818		D	1,352	D
										Lanier Drive to SR 289 / 9th Avenue 3.154-4.074 Roadway ID 48013000	Minor Arterial	4		Divided 45 MPH	3	0.920
2005	24,800	C	1,250	C												
2006	23,500	C	1,184	C												
2007	23,250	C	1,172	C												
2008	22,000	C	1,109	C												
2009	21,100	C	1,063	C												
2010	33,500	C	1,688	C												
2011	20,450	C	1,031	C												
% of MV	2012	21,450	C	1,081	C											
50.38%	2013	20,050	C	1,011	C											
55.62%	2018	22,137	C	1,116	C											
61.41%	2023	24,441	C	1,232	C											
SR 289 / 9th Avenue to SR 10A / US 90 (Scenic Highway) 4.074-6.361 Roadway ID 48013000	Minor Arterial	2	Undivided 45 MPH	3	2.300	Urbanized	(D) 17,700	5058 5205	6,200 12,400				2004			
										2005	9,700	C	480	C		
										2006	9,550	C	473	C		
										2007	9,700	C	480	C		
										2008	9,500	C	470	C		
										2009	8,800	C	436	C		
										2010	8,850	C	438	C		
										2011	9,300	C	460	C		
										% of MV	2012	8,400	C	416	C	
										52.54%	2013	9,300	C	460	C	
										58.01%	2018	10,268	C	508	C	
										64.05%	2023	11,337	C	561	C	
										Segment contains additional lanes / is divided at SR 289 intersection.						

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
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 40 MPH	3	1.155	Urbanized	(D) 39,800	5283	18,600	2004	N/A	N/A	(D) 2,000	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	
										2010	25,000	C		1,260	C	
										2011	19,600	C		988	C	
										% of MV	2012	19,300		C	973	C
										46.73%	2013	18,600		C	937	C
										51.60%	2018	20,536		C	1,035	C
										56.97%	2023	22,673		C	1,143	C
										I-110 to Davis Highway 1.155-1.606 Roadway ID: 48117000	Minor Arterial	4		Divided 40 MPH	1	0.451
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												
2010	16,900	C	852	C												
2011	17,500	C	882	C												
% of MV	2012	17,900	C	882	C											
42.46%	2013	16,900	C	902	C											
46.88%	2018	18,659	C	940	C											
51.76%	2023	20,601	C	1,038	C											
Segment is on the Strategic Intermodal System																
Davis Highway to 9th Avenue 0.000-1.085 Roadway ID 48116000	Minor Arterial	4	Divided 45 MPH	5	1.000	Urbanized	(D) 39,800	5300 5303	28,000 33,000	2004	29,250	C	(D) 2,000	1,474	C	
										2005	28,800	C		1,452	C	
										2006	29,250	C		1,474	C	
										2007	30,000	C		1,512	C	
										2008	28,000	C		1,411	C	
										2009	27,750	C		1,399	C	
										2010	30,250	C		1,525	C	
										2011	30,500	C		1,537	C	
										% of MV	2012	30,000		C	1,512	C
										76.63%	2013	30,500		C	1,537	C
										84.61%	2018	33,674		C	1,697	C
										93.42%	2023	37,179		C	1,874	C
										Segment is on the Strategic Intermodal System						

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR 750 (cont.)																
SR 289 / 9th Avenue to 12th Avenue 0.000-0.582 Roadway ID 48008000	Minor Arterial	4	Divided 40 MPH	1	0.582	Urbanized	(D) 39,800	5304	17,700	2004	19,900	C	(D) 2,000	1,003	C	
										2005	21,500	C		1,084	C	
										2006	23,500	C		1,184	C	
										2007	23,000	C		1,159	C	
										2008	22,000	C		1,109	C	
										2009	16,100	C		811	C	
										2010	20,100	C		1,013	C	
										2011	19,800	C		998	C	
										% of MV	2012	20,000		C	1,008	C
										44.47%	2013	17,700		C	892	C
										49.10%	2018	19,542		C	985	C
										54.21%	2023	21,576		C	1,087	C
										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 40 MPH	4	1.185	Urbanized	(D) 39,800	5284 5090	9,500	2004	9,650	C	(D) 2,000	486	C	
									6,400	2005	10,300	C		519	C	
										2006	10,800	C		544	C	
										2007	10,500	C		529	C	
										2008	9,400	C		474	C	
										2009	9,700	C		489	C	
										2010	7,800	C		393	C	
										2011	8,300	C		418	C	
									% of MV	2012	8,250	C		416	C	
									19.97%	2013	7,950	C		401	C	
									22.05%	2018	8,777	C		442	C	
									24.35%	2023	9,691	C		488	C	

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 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 45 MPH	4	0.829	4.823	Urbanized	(D) 17,700	4051 4013 5072	11,000 16,500 13,500	2004	16,800	C	(D) 880	832	D	
											2005	18,300	F*		906	F*	
											2006	17,733	F*		878	D	
											2007	17,433	D		863	D	
											2008	16,700	C		827	C	
											2009	16,500	C		817	C	
											2010	13,933	C		690	C	
											2011	13,467	C		667	C	
											% of MV	2012	13,767		C	681	C
											77.21%	2013	13,667		C	677	C
											85.25%	2018	15,089		C	747	C
											94.12%	2023	16,660		C	825	C
											Nine Mile Road to Old Chemstrand Road 4.823-8.286 Roadway ID: 48731000	Urban Collector	2		Undivided 45 MPH	1	0.289
2005	8,400	C	416	C													
2006	8,050	C	398	C													
2007	8,400	C	416	C													
2008	9,000	C	446	C													
2009	7,200	C	356	C													
2010	8,900	C	441	C													
2011	8,700	C	431	C													
% of MV	2012	8,900	C	441	C												
47.74%	2013	8,450	C	418	C												
52.71%	2018	9,329	C	462	C												
58.19%	2023	10,301	C	510	C												
Old Chemstrand Road to US29 8.286-10.650 Roadway ID: 48731000	Urban Collector	2	Undivided 40 MPH	0	0.000	2.364	Urbanized	(D) 24,200	381	2,100				2004			
										2005	2,600	B	129	B			
										2006	2,500	B	124	B			
										2007	2,700	B	134	B			
										2008	3,000	B	149	B			
										2009	2,200	B	109	B			
										2010	2,000	B	99	B			
										2011	2,000	B	99	B			
										% of MV	2012	2,000	B	99	B		
										8.68%	2013	2,100	B	104	B		
										9.58%	2018	2,319	B	115	B		
										10.58%	2023	2,560	B	127	B		

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 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 35 MPH	2	2.123	0.942	Urbanized	(D) 30,780	5201	20,000	2004	23,500	D	(D) 1,549	1,184	D	
											2005	23,000	D		1,159	D	
											2006	23,000	D		1,159	D	
											2007	22,000	D		1,109	D	
											2008	20,100	D		1,013	D	
											2009	19,200	D		968	D	
											2010	20,400	D		1,028	D	
											2011	18,800	D		948	D	
											% of MV	2012	18,600		D	937	D
											64.98%	2013	20,000		D	1,008	D
											71.74%	2018	22,082		D	1,113	D
											79.21%	2023	24,380		D	1,229	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 40 MPH	3	1.242	2.415	Urbanized	(D) 17,700	5207 4050	18,500	2004	15,000	C	(D) 880	743	C	
										11,200	2005	15,400	C		762	C	
											2006	15,350	C		760	C	
											2007	15,250	C		755	C	
											2008	14,950	C		740	C	
											2009	14,950	C		740	C	
											2010	15,150	C		750	C	
										FDOT	2011	14,650	C		725	C	
										% of MV	2012	14,900	C		738	C	
										83.90%	2013	14,850	C		735	C	
										92.63%	2018	16,396	C		812	C	
										102.27%	2023	18,102	F*		896	F*	
Davis Highway / SR 291 to 9th Avenue / SR 289 2.409-4.535 Roadway ID 48030000	Urban Collector	2	Undivided 40 MPH	1	0.469	2.130	Urbanized	(D) 17,700	4048 5066	18,900	2004	18,800	F*	(D) 880	931	F*	
										14,400	2005	20,450	F*		1,012	F*	
											2006	20,500	F*		1,015	F*	
											2007	19,600	F*		970	F*	
											2008	17,850	F*		884	F*	
											2009	19,400	F*		960	F*	
											2010	17,350	D		859	D	
										FDOT	2011	16,250	C		804	C	
										% of MV	2012	17,550	D		869	D	
										94.07%	2013	16,650	C		824	C	
										103.86%	2018	18,383	F*		910	F*	
										114.67%	2023	20,296	F*		1,005	F*	
Segment contains additional lanes at 9th Avenue.																	

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 290 (cont.)																	
9th Avenue / SR 289 to Scenic Highway / SR 10-A 4.535-5.471 Roadway ID 48030000	Urban Collector	2	Undivided 40 MPH	1	1.075	0.930	Urbanized	(D) 17,700	4045	10,000	2004	11,500	C	(D) 880	569	C	
											2005	12,500	C		619	C	
											2006	12,000	C		594	C	
											2007	11,500	C		569	C	
											2008	10,500	C		520	C	
											2009	10,500	C		520	C	
											2010	9,100	C		450	C	
											2011	10,500	C		520	C	
											FDOT						
											% of MV						
											56.50%	2012	10,600		C	525	C
											62.38%	2013	10,000		C	495	C
	2018	11,041	C	547	C												
68.87%	2023	12,190	C	603	C												
CR293																	
Bauer Road US98 to Sorrento Road 0.000-3.936 Roadway ID: 48505000	Urban Collector	2	Undivided 35 MPH	1	0.254	3.936	Urbanized	(D) 14,800	535	8,500	2004	7,700	D	(D) 750	392	D	
											2005	8,400	D		427	D	
											2006	8,600	D		437	D	
											2007	8,900	D		453	D	
											2008	7,500	D		381	D	
											2009	7,200	C		366	C	
											2010	9,000	D		458	D	
											2011	8,600	D		437	D	
											% of MV						
											57.43%	2012	8,500		D	432	D
											63.41%	2013	8,500		D	432	D
											70.01%	2018	9,385		D	477	D
	2023	10,361	D	527	D												
Sorrento Road Gulf Beach Highway Roadway ID: 48505000	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	5901	4,000	2011	3,600	C	(D) 750	179	C	
											2012	3,800	C		188	C	
											% of MV						
											27.03%	2013	4,000		C	198	C
											29.84%	2018	4,416		C	219	C
											32.95%	2023	4,876		C	242	C
CR 295A																	
Old Corry Field Road Barrancas Avenue to Navy Boulevard 0.000-1.217 Roadway ID: 48560000	Urban Collector	2	Undivided 30 MPH	1	0.822	1.217	Urbanized	(D) 14,800	5127 5144	5,900 6,900	2004	8,500	D	(D) 750	432	D	
											2005	7,300	C		371	D	
											2006	6,950	C		353	C	
											2007	7,400	D		376	D	
											2008	7,100	C		361	C	
											2009	7,100	C		361	C	
											2010	7,550	D		384	D	
											2011	6,600	C		336	C	
											% of MV						
											43.24%	2012	6,300		C	320	C
											47.74%	2013	6,400		C	325	C
												2018	7,066		C	359	C
52.71%	2023	7,802	D	397	D												

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											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 35 MPH	1	0.698	1.433	Urbanized	(D) 14,800	5084 4017	8,800 9,700	2004	11,000	D	(D) 750	559	D	
											2005	10,300	D		524	D	
											2006	10,500	D		534	D	
											2007	10,250	D		521	D	
											2008	9,950	D		506	D	
											2009	10,150	D		516	D	
											2010	10,850	D		552	D	
											2011	9,200	D		468	D	
											% of MV	2012	9,750		D	496	D
											62.50%	2013	9,250		D	470	D
											69.01%	2018	10,213		D	519	D
											76.19%	2023	11,276		D	573	D
											CR 296						
Saufley Field Road Saufley Field entrance to Blue Angel Parkway 0.000-0.780 Roadway ID: 48610000	Urban Collector	2	Divided 45 MPH	1	1.282	0.780	Urbanized	(D) 17,700	4073	3,400	2004	5,700	C	(D) 880	282	C	
											2005	6,000	C		297	C	
											2006	5,700	C		282	C	
											2007	5,900	C		292	C	
											2008	5,500	C		272	C	
											2009	5,200	C		257	C	
											2010	4,800	C		238	C	
											2011	4,500	C		223	C	
											% of MV	2012	4,200		C	208	C
											19.21%	2013	3,400		C	168	C
											21.21%	2018	3,754		C	186	C
											23.42%	2023	4,145		C	205	C
											Mobile Highway to Blue Angel Parkway 0.780.2.182 Roadway ID: 48610000	Minor Arterial	2		Divided 45 MPH	1	0.713
2005	21,000	F*	1,040	F*													
2006	21,500	F*	1,064	F*													
2007	21,500	F*	1,064	F*													
2008	20,900	F*	1,035	F*													
2009	17,500	D	866	D													
2010	19,500	F*	965	F*													
2011	20,000	F*	990	F*													
% of MV	2012	19,500	F*	965	F*												
104.52%	2013	18,500	F*	916	F*												
115.40%	2018	20,425	F*	1,011	F*												
127.41%	2023	22,551	F*	1,116	F*												

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 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 55 MPH	1	0.476	2.103	Urbanized	(D) 17,700	150	6,300	2004	4,700	C	(D) 880	233	C	
											2005	5,600	C		277	C	
											2006	5,100	C		252	C	
											2007	5,200	C		257	C	
											2008	4,700	C		233	C	
											2009	5,500	C		272	C	
											2010	5,800	C		287	C	
											2011	5,900	C		292	C	
											% of MV	2012	5,500		C	272	C
											35.59%	2013	6,300		C	312	C
											39.30%	2018	6,956		C	344	C
											43.39%	2023	7,680		C	380	C
Sorrento Road to Blue Angel Parkway 0.000-1.159 Roadway ID: 48602000	Urban Collector	2	Undivided 55 MPH	0	0.000	1.159	Urbanized	(D) 24,200	268	2,900	2004	2,700	B	(D) 1,190	134	B	
											2005	3,000	B		149	B	
											2006	3,100	B		153	B	
											2007	3,400	B		168	B	
											2008	2,500	B		124	B	
											2009	2,900	B		144	B	
											2010	3,100	B		153	B	
											2011	3,200	B		158	B	
											% of MV	2012	2,500		B	124	B
											11.98%	2013	2,900		B	144	B
											13.23%	2018	3,202		B	158	B
											14.61%	2023	3,535		B	175	B
CR292A																	
Gulf Beach Highway Sorrento Road to Blue Angel Parkway 2.829-7.837 Roadway ID: 48540000	Urban Collector	2	Undivided 40 MPH	1	0.200	5.008	Urbanized	(D) 17,700	297 299	6,000 5,000	2004	5,100	C	(D) 880	252	C	
											2005	5,600	C		277	C	
											2006	5,600	C		277	C	
											2007	5,600	C		277	C	
											2008	5,100	C		252	C	
											2009	5,300	C		262	C	
											2010	5,400	C		267	C	
											2011	5,200	C		257	C	
											% of MV	2012	6,100		C	302	C
											31.07%	2013	5,500		C	272	C
											34.31%	2018	6,072		C	301	C
											37.88%	2023	6,704		C	332	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR292A Cont																	
Blue Angel Parkway to Sorrento Road/Gulf Beach Highway Roadway ID: 48540000	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	297	6,000	2004	6,300	C	(D) 750	312	C	
											2005	5,900	C		293	C	
											2006	6,300	C		312	C	
											2007	6,100	C		302	C	
											2008	5,400	C		268	C	
											2009	5,900	C		293	C	
											2010	5,500	C		273	C	
											2011	5,400	C		268	C	
											% of MV	2012	5,000		C	248	C
											40.54%	2013	6,000		C	298	C
											44.76%	2018	6,624		C	329	C
											49.42%	2023	7,314		D	363	C
CR 297																	
Pine Forest Road Nine Mile Road to West Roberts Road 0.000-2.016 Roadway ID: 48680000	Urban Collector	2	Undivided 45 MPH	0	0.000	2.016	Urbanized	(D) 24,200	4059 4058	21,000 14,000	2004	14,250	C	(D) 1,190	705	C	
											2005	15,000	C		743	C	
											2006	14,250	C		705	C	
											2007	14,750	C		730	C	
											2008	16,000	C		792	C	
											2009	15,250	C		755	C	
											2010	15,000	C		743	C	
											2011	15,500	C		767	C	
											% of MV	2012	16,000		C	792	C
											72.31%	2013	17,500		D	866	D
											79.84%	2018	19,321		D	956	D
											88.15%	2023	21,332		D	1,056	D
Old Chemstrand Road US29 to Chemstrand Road 4.673-6.918 Roadway ID: 48680000	Urban Collector	2	Undivided 45 MPH	1	0.445	2.245	Urbanized	(D) 17,700	417 416	2,600 7,600	2004	5,100	C	(D) 880	252	C	
											2005	5,300	C		262	C	
											2006	5,750	C		285	C	
											2007	5,600	C		277	C	
											2008	5,250	C		260	C	
											2009	4,400	C		218	C	
											2010	5,500	C		272	C	
											2011	5,950	C		295	C	
											% of MV	2012	5,450		C	270	C
											28.81%	2013	5,100		C	252	C
											31.81%	2018	5,631		C	279	C
											35.12%	2023	6,217		C	308	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 297A																	
Pine Forest Road to CR97 0.000-1.365 Roadway ID: 48630000	Urban Collector	2	Undivided 45 MPH	0	0.000	1.365	Urbanized	(D) 24,200	4060	8,400	2004	11,500	C	(D) 1,190	569	C	
											2005	7,800	B		386	B	
											2006	10,500	C		520	C	
											2007	11,000	C		545	C	
											2008	11,000	C		545	C	
											2009	11,000	C		545	C	
											2010	10,500	C		520	C	
											2011	7,700	B		381	B	
											% of MV	2012	8,000		B	396	B
											34.71%	2013	8,400		B	416	B
											38.32%	2018	9,274		C	459	C
											42.31%	2023	10,240		C	507	C
CR 298A																	
Fairfied Drive to New Warrington Road 0.000-2.499 Roadway ID: 48570000	Urban Collector	2	Undivided 35 MPH	3	1.200	2.499	Urbanized	(D) 14,800	5142 5140	11,500 4,100	2004	8,850	D	(D) 750	450	D	
											2005	8,200	D		417	D	
											2006	8,050	D		409	D	
											2007	7,450	D		379	D	
											2008	8,000	D		407	D	
											2009	8,000	D		407	D	
											2010	8,000	D		407	D	
											2011	7,850	D		399	D	
											% of MV	2012	8,500		D	432	D
											52.70%	2013	7,800		D	397	D
											58.19%	2018	8,612		D	438	D
											64.24%	2023	9,508		D	483	D
Jackson Street New Warrington Road to W Street 2.499-4.023 Roadway ID: 48570000	Urban Collector	2	Undivided 35 MPH	1	0.656	1.524	Urbanized	(D) 14,800	5145 4024	9,100 5,800	2004	8,200	D	(D) 750	417	D	
											2005	7,900	D		402	D	
											2006	8,850	D		450	D	
											2007	8,300	D		422	D	
											2008	7,950	D		404	D	
											2009	8,300	D		422	D	
											2010	6,700	C		341	C	
											2011	6,850	C		348	C	
											% of MV	2012	8,700		D	442	D
											50.34%	2013	7,450		D	379	D
											55.58%	2018	8,225		D	418	D
											61.36%	2023	9,082		D	462	D

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 298A Cont																	
W Street to A Street 4.023-4.554 Roadway ID: 48570000 0.000-0.950 Roadway ID: 48000032	Urban Collector	2	Undivided 30 MPH	1	0.675	1.481	Urbanized	(D) 14,800	5124	4,400	2004	5,200	C	(D) 750	264	C	
											2005	5,200	C		264	C	
											2006	5,400	C		275	C	
											2007	5,400	C		275	C	
											2008	5,600	C		285	C	
											2009	5,000	C		254	C	
											2010	4,800	C		244	C	
											2011	4,800	C		244	C	
											% of MV	2012	4,900		C	249	C
											29.73%	2013	4,400		C	224	C
											32.82%	2018	4,858		C	247	C
											36.24%	2023	5,364		C	273	C
											CR 399						
Fort Pickens Road Fort Pickens to Pensacola Beach Boulevard 0.000-9.498 Roadway ID: 48230000	Urban Collector	2	Undivided 30 MPH	1	0.105	9.498	Urbanized	(D) 14,800	453	9,100	2004	12,200	D	(D) 750	620	D	
											2005	12,400	D		631	D	
											2006	12,600	D		641	D	
											2007	13,000	D		661	D	
											2008	13,400	D		681	D	
											2009	6,000	C		305	C	
											2010	10,600	D		539	D	
											2011	9,500	D		483	D	
											% of MV	2012	9,100		D	463	D
											61.49%	2013	9,100		D	463	D
											67.89%	2018	10,047		D	511	D
											74.95%	2023	11,093		D	564	D
											Via De Luna Pensacola Beach Boulevard east to Avenida 22 0.000-2.698 Roadway ID: 48530500	Urban Collector	4		Divided 30 MPH	0	0.000
2005	15,000	B	743	B													
2006	11,000	B	545	B													
2007	11,000	B	545	B													
2008	28,500	B	1,411	B													
2009	14,300	B	708	B													
2010	16,100	B	797	B													
2011	15,500	B	767	B													
% of MV	2012	14,800	B	733	B												
27.29%	2013	17,900	B	886	B												
30.13%	2018	19,763	B	978	B												
33.26%	2023	21,820	B	1,080	B												

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 399 contd.																	
Via De Luna Avenida 22 to end of development 2.698-3.394 Roadway ID: 48530500	Urban Collector	2	Undivided 35 MPH	0	0.000	0.696	Urbanized	(D) 24,200	455	4,300	2004	2,900	B	(D) 1,190	144	B	
											2005	2,900	B		144	B	
											2006	2,900	B		144	B	
											2007	11,500	C		569	C	
											2008	9,000	C		446	C	
											2009	3,900	B		193	B	
											2010	4,400	B		218	B	
											2011	4,700	B		233	B	
											% of MV	2012	4,500		B	223	B
											17.77%	2013	4,300		B	213	B
											19.62%	2018	4,748		B	235	B
											21.66%	2023	5,242		B	259	B
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 30 MPH	0	0.000	2.202	Urbanized	(D) 65,600	235 (Count Station in Santa Rosa County)	24,000	2004	21,000	B	(D) 3,240	1,040	B	
											2005	22,000	B		1,089	B	
											2006	18,300	B		906	B	
											2007	18,700	B		926	B	
											2008	21,500	B		1,064	B	
											2009	15,000	B		743	B	
											2010	20,500	B		1,015	B	
											2011	23,000	B		1,139	B	
											% of MV	2012	23,000		B	1,139	B
											36.59%	2013	24,000		B	1,188	B
											40.39%	2018	26,498		B	1,312	B
											44.60%	2023	29,256		B	1,448	B
CR 443																	
E Street Cervantes Street to Texar Drive 0.000-1.706 Roadway ID: 48500001	Urban Collector	2	Undivided 35 MPH	4	2.345	1.706	Urbanized	(D) 14,800	5185 5091 5115	7,300 8,200 7,400	2004	8,867	D	(D) 750	451	D	
											2005	9,200	D		468	D	
											2006	9,167	D		466	D	
											2007	8,867	D		451	D	
											2008	8,967	D		456	D	
											2009	7,700	D		392	D	
											2010	11,000	D		559	D	
											2011	7,967	D		405	D	
											% of MV	2012	7,433		D	378	D
											51.57%	2013	7,633		D	388	D
											56.94%	2018	8,427		D	429	D
											62.87%	2023	9,305		D	473	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 #	2013 AADT	AADT			PK HR. / PK DIR.																							
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS																					
CR 453																																					
"W" Street Navy Boulevard to Cervantes Street 0.000-0.610 Roadway ID: 48511000	Minor Arterial	4	Divided 40 MPH	2	3.279	0.610	Urbanized	(D) 39,800	5192 5193	8,200 8,700	2004	11,150	C	(D) 2,000	562	C																					
											2005	11,100	C				559	C																			
											2006	11,500	C						580	C																	
											2007	11,500	C								534	C															
											2008	10,600	C										552	C													
											2009	10,950	C												426	C											
											2010	8,450	C														449	C									
											2011	8,900	C																451	C							
											% of MV	2012	8,950																		C	426	C				
											21.23%	2013	8,450																		C			470	C		
											23.44%	2018	9,329																		C					519	C
											25.88%	2023	10,301																		C						
Cervantes Street to Fairfield Drive 0.610-2.219 Roadway ID: 48511000	Minor Arterial	4	Divided 40 MPH	2	1.243	1.609	Urbanized	(D) 39,800	5194 5197	10,400 12,100	2004	14,500	C	(D) 2,000	731	C																					
											2005	15,300	C				771	C																			
											2006	17,050	C						859	C																	
											2007	16,200	C								816	C															
											2008	17,450	C										879	C													
											2009	15,300	C												771	C											
											2010	11,700	C														590	C									
											2011	11,850	C																597	C							
											% of MV	2012	11,200																		C	564	C				
											28.27%	2013	11,250																		C			567	C		
											31.21%	2018	12,421																		C					626	C
											34.46%	2023	13,714																		C						
Fairfield Drive to Beverly Parkway 2.219-3.618 Roadway ID: 48511000	Minor Arterial	4	Divided 40 MPH	2	1.430	1.399	Urbanized	(D) 39,800	5299	22,500	2004	27,000	C	(D) 2,000	1,361	C																					
											2005	28,000	C				1,411	C																			
											2006	27,500	C						1,386	C																	
											2007	30,500	C								1,537	C															
											2008	30,500	C										1,537	C													
											2009	28,000	C												1,411	C											
											2010	24,000	C														1,210	C									
											2011	22,500	C																1,134	C							
											% of MV	2012	22,000																		C	1,109	C				
											56.53%	2013	22,500																		C			1,134	C		
											62.42%	2018	24,842																		C					1,252	C
											68.91%	2023	27,427																		C						

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
"W" Street Beverly Parkway to Pensacola Boulevard 3.618-5.300 Roadway ID: 58511000	Minor Arterial	4	Divided 40 MPH	4	2.378	1.682	Urbanized	(D) 39,800	5280 5312	27,000 19,200	2004	28,500	C	(D) 2,000	1,436	C	
											2005	29,500	C		1,487	C	
											2006	29,750	C		1,499	C	
											2007	30,500	C		1,537	C	
											2008	30,000	C		1,512	C	
											2009	26,000	C		1,310	C	
											2010	24,000	C		1,210	C	
											2011	23,700	C		1,194	C	
											% of MV	2012	24,300		C	1,225	C
											58.04%	2013	23,100		C	1,164	C
											64.08%	2018	25,504		C	1,285	C
											70.75%	2023	28,159		C	1,419	C
											CR 748						
Langley Avenue Davis Highway to 9th Avenue 0.000-1.537 Roadway ID: 48000015	Urban Collector	2	Divided 30 MPH	2	1.301	1.537	Urbanized	(D) 15,540	5227	6,000	2004	5,800	C	(D) 788	295	C	
											2005	6,300	C		320	C	
											2006	6,900	C		351	C	
											2007	6,900	C		351	C	
											2008	5,500	C		280	C	
											2009	5,100	C		259	C	
											2010	5,200	C		264	C	
											2011	5,400	C		275	C	
											% of MV	2012	5,400		C	275	C
											38.61%	2013	6,000		C	305	C
											42.63%	2018	6,624		C	337	C
47.07%	2023	7,314	C	372	C												
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 30 MPH	4	1.799	2.224	Urbanized	(D) 14,800	5305 5306	6,400 14,000	2004	12,750	D	(D) 750	648	D	
											2005	13,100	D		666	D	
											2006	12,650	D		643	D	
											2007	12,350	D		628	D	
											2008	11,450	D		582	D	
											2009	11,050	D		562	D	
											2010	10,150	D		516	D	
											2011	10,400	D		529	D	
											% of MV	2012	9,600		D	488	D
											68.92%	2013	10,200		D	519	D
											76.09%	2018	11,262		D	573	D
84.01%	2023	12,434	D	632	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 #	2013 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 45 MPH	1	0.253	3.945	Urbanized	(D) 17,700	4053	13,600	2004	17,000	D	(D) 880	842	D	
											2005	17,000	D		842	D	
											2006	17,000	D		842	D	
											2007	16,000	C		792	C	
											2008	16,000	C		792	C	
											2009	15,500	C		767	C	
											2010	13,000	C		644	C	
											2011	12,000	C		594	C	
											% of MV	2012	13,800		C	683	C
											76.84%	2013	13,600		C	673	C
											84.83%	2018	15,015		C	743	C
93.66%	2023	16,578	C	821	C												
CR 750																	
Airport Boulevard W street to US 29 / SR 95 0.000-0.441 Roadway ID: 48000064	Minor Arterial	4	Divided 35 MPH	1	2.268	0.441	Urbanized	(D) 32,400	5311	15,700	2004	19,200	D	(D) 1,630	968	D	
											2005	18,700	D		942	D	
											2006	21,200	D		1,068	D	
											2007	20,200	D		1,018	D	
											2008	21,500	D		1,084	D	
											2009	21,200	D		1,068	D	
											2010	15,900	D		801	D	
											2011	16,300	D		822	D	
											% of MV	2012	17,800		D	897	D
											48.46%	2013	15,700		D	791	D
											53.50%	2018	17,334		D	874	D
59.07%	2023	19,138	D	965	D												
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 35 MPH	1	0.304	3.293	Urbanized	(D) 14,800	5073	8,000	2004	9,000	D	(D) 750	458	D	
											2005	9,200	D		468	D	
											2006	9,000	D		458	D	
											2007	8,500	D		432	D	
											2008	8,900	D		453	D	
											2009	7,500	D		381	D	
											2010	7,500	D		381	D	
											2011	6,600	C		336	C	
											% of MV	2012	7,400		D	376	D
											54.05%	2013	8,000		D	407	D
											59.68%	2018	8,833		D	449	D
65.89%	2023	9,752	D	496	D												

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 1870																	
12th Avenue Cervantes Street to Fairfield Drive 0.000-2.358 Roadway ID: 48000047	Urban Collector	2	Undivided 30 MPH	2	0.848	2.358	Urbanized	(D) 14,800	5232	6,200	2004	9,300	D	(D) 750	473	D	
											2005	8,600	D		437	D	
											2006	8,600	D		437	D	
											2007	8,700	D		442	D	
											2008	8,500	D		432	D	
											2009	8,300	D		422	D	
											2010	7,100	C		361	C	
											2011	6,400	C		325	C	
											% of MV	2012	6,700		C	341	C
											41.89%	2013	6,200		C	315	C
											46.25%	2018	6,845		C	348	C
											51.07%	2023	7,558		D	384	D
											Segment is a City maintained roadway.						
12th Avenue Bayou Boulevard to Airport Boulevard 0.995-1.712 Roadway ID: 48523000	Urban Collector	4	Divided 45 MPH	2	2.789	0.717	Urbanized	(D) 39,800	5186 543	26,000	2004	30,250	C	(D) 2,000	1,525	C	
										25,000	2005	31,800	C		1,603	C	
											2006	32,000	C		1,613	C	
											2007	33,250	C		1,676	C	
											2008	33,250	C		1,676	C	
											2009	27,500	C		1,386	C	
											2010	26,000	C		1,310	C	
											2011	24,750	C		1,247	C	
										% of MV	2012	25,500	C		1,285	C	
										64.70%	2013	25,750	C		1,298	C	
										71.43%	2018	28,430	C		1,433	C	
										78.87%	2023	31,389	C		1,582	C	
										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 45 MPH	2	2.132	0.938	Urbanized	(D) 39,800	5310	18,100	2004	21,500	C	(D) 2,000	1,084	C	
											2005	21,000	C		1,058	C	
											2006	22,500	C		1,134	C	
											2007	22,500	C		1,134	C	
											2008	20,500	C		1,033	C	
											2009	19,900	C		1,003	C	
											2010	18,900	C		953	C	
											2011	18,300	C		922	C	
										% of MV	2012	18,500	C		932	C	
										45.48%	2013	18,100	C		912	C	
										50.21%	2018	19,984	C		1,007	C	
										55.44%	2023	22,064	C		1,112	C	
										Segment is a City maintained roadway.							

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
9th Avenue																	
Bayfront Parkway to Chase Street 0.000-0.360 Roadway ID: 48000069	Minor Arterial	2	Divided 35 MPH	1	2.778	0.360	Urbanized	(D) 15,540	5265	5,000	2004	4,900	C	(D) 788	249	C	
											2005	5,500	C		280	C	
											2006	5,300	C		270	C	
											2007	4,700	C		239	C	
											2008	4,800	C		244	C	
											2009	4,800	C		244	C	
											2010	4,700	C		239	C	
											2011	4,500	C		229	C	
											% of MV	2012	4,600		C	234	C
											32.18%	2013	5,000		C	254	C
											35.52%	2018	5,520		C	281	C
											39.22%	2023	6,095		C	310	C
											Segment is on the Strategic Intermodal System and is a City maintained roadway.						
12th Avenue/Fairfield Drive																	
9th Avenue to Bayou Boulevard 0.000-0.995 Roadway ID: 48523000	Urban Collector	4	Divided 35 MPH	1	1.005	0.995	Urbanized	(D) 32,400	5187	19,400	2004	24,500	D	(D) 1,630	1,235	D	
											2005	27,000	D		1,361	D	
											2006	26,500	D		1,336	D	
											2007	24,500	D		1,235	D	
											2008	24,500	D		1,235	D	
											2009	22,000	D		1,109	D	
											2010	21,000	D		1,058	D	
											2011	21,000	D		1,058	D	
											% of MV	2012	20,500		D	1,033	D
											59.88%	2013	19,400		D	978	D
											66.11%	2018	21,419		D	1,080	D
											72.99%	2023	23,648		D	1,192	D
											Segment is a City maintained roadway.						
Burgess Road Davis Highway to Sanders Street 1.975 - 2.777 Roadway ID: 48013000	Minor Arterial	2	Undivided 45 MPH	1	1.250	0.800	Urbanized	(D) 17,700	5295	1900	2004	NA	NA	(D) 880	NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	2,300	C		114	B	
											2009	2,300	C		114	B	
											2010	2,100	C		104	B	
											2011	2,100	C		104	B	
											% of MV	2012	1,950		C	97	B
											10.73%	2013	1,900		C	94	B
											11.85%	2018	2,098		C	104	B
											13.09%	2023	2,316		C	115	B

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Campus Boulevard-UWF																	
University Parkway to Nine Mile Road 0.000-1.369 Roadway ID: 4800016	Urban Collector	4	Divided 35 MPH	2	1.461	1.369	Urbanized	(D) 32,400	5076	6,000	2004	3,500	C	(D) 1,630	176	C	
											2005	4,600	C		232	C	
											2006	3,600	C		181	C	
											2007	4,100	C		207	C	
											2008	4,000	C		202	C	
											2009	4,400	C		222	C	
											2010	4,700	C		237	C	
											2011	4,900	C		247	C	
											% of MV	2012	4,600		C	232	C
											18.52%	2013	6,000		C	302	C
											20.45%	2018	6,624		C	334	C
											22.57%	2023	7,314		C	369	C
Main Street																	
Barrancas Avenue to "A" Street 0.000-0.687 Roadway ID: 4800017	Minor Arterial	2	Undivided 30 MPH	1	1.456	0.687	Urbanized	(D) 14,800	5082	9,200	2004	14,000	D	(D) 750	712	D	
											2005	13,500	D		686	D	
											2006	15,500	E*		788	E*	
											2007	14,500	D		737	D	
											2008	10,500	D		534	D	
											2009	9,700	D		493	D	
											2010	11,500	D		585	D	
											2011	9,100	D		463	D	
											% of MV	2012	10,000		D	509	D
											62.16%	2013	9,200		D	468	D
											68.63%	2018	10,158		D	517	D
											75.78%	2023	11,215		D	570	D
"A" Street to Baylen Street 0.687-1.348 Roadway ID: 48000117	Minor Arterial	4	Divided 30 MPH	1	1.513	0.661	Urbanized	(D) 32,400	5079	15,500	2004	19,600	D	(D) 1,630	988	D	
											2005	20,500	D		1,033	D	
											2006	18,500	D		932	D	
											2007	15,000	D		756	D	
											2008	16,500	D		832	D	
											2009	13,300	C		670	C	
											2010	14,000	C		706	C	
											2011	13,000	C		655	C	
											% of MV	2012	14,500		C	731	D
											47.84%	2013	15,500		D	781	D
											52.82%	2018	17,113		D	863	D
											58.32%	2023	18,894		D	952	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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Main Street																	
Baylen Street to Tarragona Street 1.348-1.596 Roadway ID: 48000117	Minor Arterial	2	Divided 30 MPH	1	4.032	0.248	Urbanized	(D) 14,800	5263	16,000	2004	21,000	F*	(D) 750	1,068	F*	
											2005	21,000	F*		1,068	F*	
											2006	21,500	F*		1,093	F*	
											2007	21,500	F*		814	F*	
											2008	16,000	F*		839	F*	
											2009	16,500	F*		763	E*	
											2010	15,000	E*		763	E*	
											2011	15,000	E*		686	D	
											% of MV	2012	13,500		D	814	F*
											108.11%	2013	16,000		F*	898	F*
											119.36%	2018	17,665		F*	992	F*
											131.78%	2023	19,504		F*		
											University Parkway						
Davis Highway to Nine Mile Road 0.000-1.452 Roadway ID: 48732500	Urban Collector	4	Divided 40 MPH	2	1.377	1.452	Urbanized	(D) 39,800	5297	25,500	2004	24,500	C	(D) 2,000	1,235	C	
											2005	23,000	C		1,159	C	
											2006	22,500	C		1,134	C	
											2007	24,500	C		1,235	C	
											2008	23,500	C		1,184	C	
											2009	25,500	C		1,285	C	
											2010	27,000	C		1,361	C	
											2011	27,500	C		1,386	C	
											% of MV	2012	29,000		C	1,462	C
											64.07%	2013	25,500		C	1,285	C
											70.74%	2018	28,154		C	1,419	C
											78.10%	2023	31,084		C	1,567	C
											Nine Mile Road to Campus Boulevard 1.452-2.271 Roadway ID: 48732500	Urban Collector	4		Divided 30 MPH	2	2.442
2005	14,500	C	731	D													
2006	12,900	C	650	C													
2007	14,900	D	751	D													
2008	18,100	D	912	D													
2009	19,400	D	978	D													
2010	17,200	D	867	D													
2011	17,100	D	862	D													
% of MV	2012	17,700	D	892	D												
61.73%	2013	20,000	D	1,008	D												
68.15%	2018	22,082	D	1,113	D												
75.25%	2023	24,380	D	1,229	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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR297A																	
Muscogee Road (CR97) to CR184	Urban Collector	2	Undivided 40 MPH	0	0.000	1.452	Urbanized	(D) 17,700	418	3,500	2004	3,900	C	(D) 750	197	C	
											2005	3,800	C		192	C	
											2006	3,900	C		197	C	
											2007	3,400	C		171	C	
											2008	4,100	C		207	C	
											2009	3,500	C		176	C	
											2010	3,900	C		197	C	
											2011	3,400	C		171	C	
											% of MV	2012	3,400		C	171	C
											19.77%	2013	3,500		C	176	C
											21.83%	2018	3,864		C	195	C
											24.10%	2023	4,266		C	215	C
CR97																	
CR297A to CR184	Urban Collector	2	Undivided 40 MPH	0	0.000	0.819	Urbanized	(D) 14,800	419	2,400	2004	2,400	C	(D) 750	121	C	
											2005	2,300	C		116	C	
											2006	2,600	C		131	C	
											2007	2,600	C		131	C	
											2008	2,500	C		126	C	
											2009	2,400	C		121	C	
											2010	2,400	C		121	C	
											2011	2,600	C		131	C	
											% of MV	2012	2,200		C	111	C
											16.22%	2013	2,400		C	121	C
											17.90%	2018	2,650		C	134	C
											19.77%	2023	2,926		C	147	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Muscogee Road (CR97)																	
US29 to the Urban Area Boundary	Urban Collector	2	Undivided 40 MPH	0	0.000	1.452	Urbanized	(D) 14,800	435 436	9,900 5,700	2004	8,950	C	(D) 750	451	C	
											2005	8,200	C		413	C	
											2006	8,600	C		433	C	
											2007	9,150	C		461	C	
											2008	8,150	C		411	C	
											2009	8,400	C		423	C	
											2010	8,100	C		408	C	
											2011	7,450	C		375	C	
											% of MV	2012	7,350		C	370	C
											52.03%	2013	7,700		C	388	C
											57.44%	2018	8,501		C	428	C
											63.42%	2023	9,386		C	473	C
Old Chemstrand Road																	
US29 to Chemstrand Road	Urban Collector	2	Undivided 40 MPH	0	0.000	0.819	Urbanized	(D) 14,800	417 416	2,600 7,600	2004	5,100	C	(D) 750	257	C	
											2005	5,300	C		267	C	
											2006	5,750	C		290	C	
											2007	5,600	C		282	C	
											2008	5,250	C		265	C	
											2009	4,400	C		222	C	
											2010	5,500	C		277	C	
											2011	5,950	C		300	C	
											% of MV	2012	5,450		C	275	C
											34.46%	2013	5,100		C	257	C
											38.05%	2018	5,631		C	284	C
											42.01%	2023	6,217		C	313	C
Ten Mile Road																	
Stefani Road to US29	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	200	4,200	2004	4,100	C	(D) 750	199	C	
											2005	4,200	C		204	C	
											2006	4,100	C		199	C	
											2007	4,600	C		224	C	
											2008	4,700	C		228	C	
											2009	4,000	C		194	C	
											2010	3,600	C		175	C	
											2011	3,800	C		185	C	
											% of MV	2012	3,800		C	185	C
											28.38%	2013	4,200		C	204	C
											31.33%	2018	4,637		C	225	C
											34.59%	2023	5,120		C	249	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Ten Mile Road (cont)																	
US29 to Chemstrand Road	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	5222 201	10,700 8,600	2004	8,200	D	(D) 750	413	D	
											2005	9,150	D		461	D	
											2006	8,350	D		421	D	
											2007	8,400	D		423	D	
											2008	9,150	D		461	D	
											2009	9,100	D		459	D	
											2010	8,750	D		441	D	
											2011	8,600	D		433	D	
											% of MV	2012	8,750		D	441	D
											65.20%	2013	9,650		D	486	D
											71.99%	2018	10,654		D	537	D
											79.48%	2023	11,763		D	593	D
Greenbrier Boulevard																	
Chemstrand Road to Guidy Lane	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	5329	7,400	2004	-	-	(D) 750	-	-	
											2005	-	-		-	-	
											2006	-	-		-	-	
											2007	-	-		-	-	
											2008	-	-		-	-	
											2009	-	-		-	-	
											2010	-	-		-	-	
											2011	-	-		-	-	
											% of MV	2012	-		-	-	-
											50.00%	2013	7,400		D	373	D
											55.20%	2018	8,170		D	412	D
											60.95%	2023	9,021		D	455	D
Kingsfield Road																	
US29 to Chemstrand Road	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	533	5,900	2004	6,100	C	(D) 750	306	C	
											2005	5,800	C		292	C	
											2006	6,600	C		333	C	
											2007	6,000	C		302	C	
											2008	5,900	C		297	C	
											2009	5,800	C		292	C	
											2010	5,300	C		267	C	
											2011	5,600	C		282	C	
											% of MV	2012	5,600		C	282	C
											39.86%	2013	5,900		C	297	C
											44.01%	2018	6,514		C	328	C
											48.60%	2023	7,192		C	362	C

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											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Quinette Road																	
US29 to the Santa Rosa County Line	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	386	5,000	2004	3,500	C	(D) 750	170	C	
											2005	3,700	C		186	C	
											2006	4,100	C		207	C	
											2007	4,300	C		217	C	
											2008	4,300	C		217	C	
											2009	4,700	C		237	C	
											2010	4,000	C		202	C	
											2011	4,100	C		207	C	
											% of MV	2012	4,600		C	232	C
											33.78%	2013	5,000		C	252	C
											37.30%	2018	5,520		C	278	C
											41.18%	2023	6,095		C	307	C
Massachusetts Avenue																	
Mobile Highway (US90) to US29	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	5278 5282	8,300 7,000	2004	8,950	D	(D) 750	449	D	
											2005	9,900	D		497	D	
											2006	9,600	D		482	D	
											2007	9,350	D		470	D	
											2008	9,500	D		477	D	
											2009	8,750	D		439	D	
											2010	8,300	D		417	D	
											2011	8,000	D		402	D	
											% of MV	2012	8,400		D	422	D
											51.69%	2013	7,650		D	384	D
											57.07%	2018	8,446		D	424	D
											63.01%	2023	9,325		D	468	D
Beulah Road																	
Mobile Highway (US90) to Frank Reeder Road	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	106	4,200	2004	3,400	C	(D) 750	165	C	
											2005	3,600	C		175	C	
											2006	3,700	C		180	C	
											2007	3,900	C		190	C	
											2008	3,700	C		180	C	
											2009	3,700	C		180	C	
											2010	3,600	C		175	C	
											2011	4,000	C		194	C	
											% of MV	2012	4,200		C	204	C
											28.38%	2013	4,200		C	204	C
											31.33%	2018	4,637		C	225	C
											34.59%	2023	5,120		C	249	C

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Detroit Avenue																	
Pine Forest Road to US29	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	5225	7,000	2004	7,200	C	(D) 750	362	C	
											2005	6,500	C		326	C	
											2006	6,300	C		316	C	
											2007	6,400	C		321	C	
											2008	6,500	C		326	C	
											2009	6,300	C		316	C	
											2010	6,600	C		331	C	
											2011	5,800	C		291	C	
											% of MV	2012	6,500		C	326	C
											47.30%	2013	7,000		C	352	C
											52.22%	2018	7,729		D	388	D
											57.66%	2023	8,533		D	429	D
Johnson Avenue																	
US29 to Cody Lane	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	5226	6,800	2004	7,100	C	(D) 750	357	C	
											2005	7,700	D		387	D	
											2006	7,500	D		377	D	
											2007	8,200	D		412	D	
											2008	6,100	C		306	C	
											2009	5,400	C		271	C	
											2010	6,500	C		326	C	
											2011	6,100	C		306	C	
											% of MV	2012	4,900		C	246	C
											45.95%	2013	6,800		C	341	C
											50.73%	2018	7,508		D	377	D
											56.01%	2023	8,289		D	416	D
CR196 (Barrineau Park Road)																	
Jacks Branch Road to US29	Rural Collector	2	Undivided 35 MPH	0	0.000	0.819	Rural	(D) 14,800	44	1,400	2004	1,600	C	(D) 750	78	C	
											2005	1,600	C		81	C	
											2006	1,500	C		76	C	
											2007	1,700	C		86	C	
											2008	1,600	C		81	C	
											2009	1,500	C		76	C	
											2010	1,400	C		71	C	
											2011	1,400	C		71	C	
											% of MV	2012	1,400		C	71	C
											9.46%	2013	1,400		C	71	C
											10.44%	2018	1,546		C	78	C
											11.53%	2023	1,707		C	86	C

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Guidy Lane																	
Nine Mile Road (US90A) to Ten Mile Road	Urban Collector	2	Undivided 35 MPH	0	0.000	0.819	Urbanized	(D) 14,800	5325	5,800	2004	-	-	(D) 750	-	-	
											2005	-	-		-	-	
											2006	-	-		-	-	
											2007	-	-		-	-	
											2008	-	-		-	-	
											2009	-	-		-	-	
											2010	-	-		-	-	
											2011	-	-		-	-	
											% of MV	2012	-		-	-	-
											39.19%	2013	5,800		C	292	C
43.27%	2018	6,404	C	323	C												
47.77%	2023	7,070	C	356	C												

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 8 (I-10) (cont.)													
FL-AL Urbanized Boundary (east of Beulah Road Overpass) to Nine Mile Road/SR 10/US90A Roadway ID 48260000	Principal Arterial	4	Divided	0	0	3.77	Urbanized	(C) 61,500	156 T	28,000	NA	NA	NA
Segment is on the Florida Intrastate Highway System													
Nine Mile Road/ SR 10/ US 90A to US 29 / SR 95 Roadway ID 48260000	Principal Arterial	4	Divided	0	0	4.61	Urbanized	(D) 74,400	2003 2005	49,474	NA	NA	NA
Segment is on the Florida Intrastate Highway System													
US 29 / SR 95 to I-110 Roadway ID 48260000	Principal Arterial	4	Divided	0	0	2.06	Urbanized	(D) 111,800	2006	75,500	NA	NA	NA
Segment scheduled to be six-laned		6	Divided	0	0	2.06		(C) 90,500 PkJr/PkJDir 4,580					
Segment is on the Florida Intrastate Highway System													

Updated 2015, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 8 (I-10) (cont.)													
I-110 to Davis Highway / SR 291 Roadway ID 48260000	Principal Arterial	4	Divided	0	0	0.506	Urbanized	(D) 111,800	2013	41,000	NA	NA	NA
Segment scheduled to be six-laned		6	Divided	0	0	0.506		(C) 90,500 PkJr/PkJDir 4580					
Segment is on the Florida Intrastate Highway System													
Davis Highway / SR 291 to the Santa Rosa County Line Roadway ID 48260000	Principal Arterial	4	Divided	0	0	3.62	Urbanized	(D) 74,400	2015 560 T	44,500 NA	NA	NA	NA
Segment is on the Florida Intrastate Highway System Count Station 560T added in 2004 reporting year.													
SR 8A (I-110)													
Gregory/Chase Street to Fairfield Drive / SR 295 Roadway ID 48270000	Principal Arterial	4	Divided	0	0	2.75	Urbanized	(D) 74,400	2017 2018 2012	54,000 41,500 59,000	NA	N/A	NA
Segment is on the Florida Intrastate Highway System													

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 8A (I-110) (cont.)													
Fairfield Drive / SR 295 to Brent Lane / SR 296 Roadway ID 48270000	Principal Arterial	4	Divided	0	0	1.48	Urbanized	(D) 111,800	2010	61,064	NA	N/A	NA
Segment scheduled to be six-laned		6	Divided	0	0	1.48		(C) 90,500 PkJr/PkJDir 4,580					
Segment is on the Florida Intrastate Highway System													
Brent Lane / SR 296 to I-10 / SR 8 Roadway ID 48270000	Principal Arterial	4	Divided	0	0	2.4	Urbanized	(D) 111,800	9924 T 2008	NA 76,500	NA	NA	NA
Segment scheduled to be eight-laned		8	Divided	0	0	2.4		(C) 120,100 PkJr/PkJDir 7,680					
Segment is on the Florida Intrastate Highway System													
SR 10 (US 90A)													
Nine Mile Road Alabama Line to SR 10-A / Mobile Highway Roadway ID 48010000	Minor Arterial	2	Undivided	0	0	2.49	Trans.	(C) 14,400	48 T 555	5,015 NA	NA	NA	NA
Segment contains additional lanes & is divided at the intersection of SR 10-A / Mobile Highway.													

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 10 (US 90A) (cont.)													
SR 10-A / Mobile Hwy to FL-AL Urbanized Boundary (west of Beulah Road) Roadway ID 48010000	Minor Arterial	2	Undivided	0	0	1.59	Trans.	(C) 17,300	145	4,700	NA	NA	NA
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 Roadway ID 48010000	Minor Arterial	2	Undivided	1	0.36	2.76	Urbanized	(D) 17,700	145	4,700	0%	0	F
Segment contains additional lanes & is divided at the intersection of SR 8 / Interstate 10.													
Nine Mile Road I-10 / SR 8 to US 29 / SR 95 Roadway ID 48010000	Minor Arterial	2	Divided	4	1.16	3.443	Urbanized	(D) 17,700	4062 4057 4072	12,500 24,000 19,800	0%	0	F
Segment contains additional lanes at the intersections.													

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 10 (US 90A) (cont.)													
Nine Mile Road US 29 / SR 95 to University Parkway Roadway ID 48010000	Minor Arterial	4	Divided	6	1.8	3.331	Urbanized	(D) 39,800	4054 4052 4046	31,500 34,500 35,000	0%	0	F
University Parkway to Davis Highway / SR 291 Roadway ID 48010000	Minor Arterial	4	Divided	0	0.00	1.153	Urbanized	(D) 39,800	4042	12,700	0%	1	F
Davis Highway / SR 291 to the Santa Rosa County Line Roadway ID 48010000	Minor Arterial	4	Divided	2	1.61	1.24	Urbanized	(D) 39,800	4040	27,000	65%	0	F

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 10A (US 90)													
Mobile Highway Nine Mile Road / SR 10 / US90A to the FL-AL Urbanized Boundary (west of Beulah Road) Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.00	2.3	Trans.	(C) 17,300	46	1,250	0%	NA	NA
FL-AL Urbanized Boundary (west of Beulah Road) to Pine Forest Road / SR 297 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at Blue Angel & Pine Forest intersections	2	0.36	5.6	Urbanized	(D) 17,700	105 4065	8,800 7,700	0%	0	F
Segment contains additional lanes at the SR 297 intersection.													
Pine Forest Road / CR 297 to Edison Drive Roadway ID 48020000	Principal Arterial	4	Divided	5	1.85	2.706	Urbanized	(D) 39,800	4002 5154 5156	24,000 NA 31,000	0%	1	F

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 10A (US 90) (cont.)													
Mobile Highway Edison Drive to Fairfield Drive / SR 727 / SR 295 Roadway ID 48020000	Principal Arterial	6	Divided	2	3.33	0.601	Urbanized	(D) 59,900	5062	35,500	100%	3	C
Fairfield Drive / SR 727 to Kirk Street Roadway ID 48020000	Principal Arterial	4	Divided	2	1.50	1.333	Urbanized	(D) 32,400	5271 5155	29,000 NA	100%	1	E
Cervantes Street Kirk Street to Pace Boulevard / SR 292 Roadway ID 48020000	Principal Arterial	4	Undivided	4	3.83	1.045	Urbanized	(D) 32,400	4035 5064 5043 5045	19,200 NA 18,100 NA	100%	1	E

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 10A (US 90) (cont.)													
Cervantes Street Pace Boulevard / SR 292 to to Palafox Street/SR 95/US29 Roadway ID 48020000	Principal Arterial	4	Divided	5	3.49	1.43	Urbanized	(D) 32,400	5013 5011 5007 5009	18,900 NA 26,000 NA	100%	1	E
Palafox Street/SR 95/US29 to North 15th Avenue Roadway ID 48020000	Principal Arterial	4	Divided	5	4.31	1.16	Urbanized	(D) 32,400	4003 5250 5005 5004 5006	27,000 NA 19,000 17,300 24,000	100%	1	E
15th Avenue to Perry Avenue / SR 296 Roadway ID 48020000	Principal Arterial	4	Undivided; Divided at Perry Ave.	2	2.26	0.884	Urbanized	(D) 32,400	4001 5034	25,000 NA	100%	1	E

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 10A (US 90) (cont.)													
Cervantes Street Perry Avenue / SR 296 to Strong Street Roadway ID 48020000	Principal Arterial	4	Divided	0	0	0.331	Urbanized	(D) 32,400	5038	16,000	100%	1	E
Scenic Highway Strong Street to Hyde Park Road Constrained Facility Roadway ID 48020000	Principal Arterial	2	Divided	0	0.00	1.03	Urbanized	(D) 14,800	5038	16,000	85%	0	F
Hyde Park Road to Summit Boulevard Constrained Facility Roadway ID 48020000	Principal Arterial	2	Undivided	0	0.00	1.12	Urbanized	(D) 14,800	5057	14,500	0%	0	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 10A (US 90) (cont.)													
Scenic Highway Summit Boulevard to I-10 / SR 8 Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections	2	0.498	4.013	Urbanized	(D) 17,700	545	12,200	0%	0	F
									5158	13,000			
Constrained Facility									4032	16,100			
I-10 / SR 8 to Nine Mile Road / SR 10 / US 90 A Roadway ID 48020000	Principal Arterial	2	Undivided; Divided at intersections	3	0.91	3.304	Urbanized	(D) 17,700	4030	14,500	0%	0	F
									4041	15,200			
Constrained Facility													
SR 30 (US 98)													
Alabama Line to SR 298 / Lillian Highway Roadway ID 48110000	Principal Arterial	2	Undivided; Divided at Bauer and Lillian Hwy.	1	0.28	3.57	Urbanized	(D) 17,700	552	NA	0%	0	F
									155	17,100			
									325 T	11,608			

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 30 (US 98) (cont.)													
SR 298 / Lillian Highway to Blue Angel Parkway / SR 173 Roadway ID 48280000	Principal Arterial	2	Undivided; Divided at Blue Angel	1	0.53	1.89	Urbanized	(D) 17,700	4028	9,700	0%	0	F
Dr. Farin Drive Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 Roadway ID 48280000	Principal Arterial	4	Divided	1	0.67	1.488	Urbanized	(D) 39,800	5298	18,900	0%	0	F
Fairfield Drive / SR 727 to Navy Boulevard / SR 295 Roadway ID 48280000	Principal Arterial	4	Divided	5	2.04	2.456	Urbanized	(D) 39,800	5178 5204	30,000 23,500	0%	0	F

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 30 (US 98) (cont.)													
Navy Boulevard New Warrington Road/SR295 to Pace Boulevard / SR292 Roadway ID 48080060	Principal Arterial	4	Divided	5	2.109	2.37	Urbanized	(D) 39,800	5136 5101 4005 5019	17,300 22,000 NA 21,500	20%	1	F
Garden Street Pace Boulevard / SR 292 to Barrancas Avenue Roadway ID 48080060	Principal Arterial	4	Undivided; Divided at Pace and Barrancas intersections	2	2.74	.73	Urbanized	(D) 32,400	5169 4026	16,600 NA	100%	1	E
Barrancas Avenue to Gregory Street Roadway ID 48080060	Principal Arterial	4	Divided	7	5.15	1.36	Urbanized	(D) 32,400	5167 5171 5173 4027 5259 5177	NA 23,500 23,000 20,800 17,200 12,100	89%	1	E
Segment contains additional lanes at Gregory Street intersection.													

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 30 (Bus. US 98) (cont.)													
Chase Street /1 Way EB North Palafox Street to Bayfront Parkway Roadway ID 48100001	Principal Arterial	3	One-Way	2	2.04	0.982	Urbanized	(D) 30,000	5266 5209 5258	NA 15,000 9,100	68%	0	F
Bayfront Parkway to Gregory Street Roadway ID 48100001	Principal Arterial	4	Divided	1	3.18	0.314	Urbanized	(D) 32,400	5210	27,100	80%	0	F
Gregory Street/1 Way WB Palafox Street to Alcaniz Street Roadway ID 48100000	Principal Arterial	2	One-Way	2	6.29	0.318	Urbanized	(D) 19,440	5257	3,600	100%	0	F
Segment contains additional lanes at Alcaniz Street intersection.													

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 30 (US 98) (cont.)													
Gregory Street/1 Way WB Alcaniz Street to Bayfront Parkway / Chase Street Roadway ID 48100000	Principal Arterial	3	One-Way	2	2.13	0.936	Urbanized	(D) 30,000	5267 5031 5033	17,000 17,000 NA	50%	0	F
Pensacola Bay Bridge Bayfront Parkway / Chase Street to the Santa Rosa County Line Roadway ID 48100000	Principal Arterial	4	Divided	0	0	3.275	Urbanized	(D) 65,600	261 T (Count Station in Santa Rosa County)	53,281	0%	1	F
SR 95 (US 29)													
SR 10A / US 90 / Cervantes Street to W. Scott Street Roadway ID 48040000	Principal Arterial	4	Undivided	3	2.66	1.129	Urbanized	(D) 32,400	5103 5239 5023 82T 5021	NA NA 8,000 NA NA	100%	1	E

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 95 (US 29) (cont.)													
Scott Street to Pace Boulevard / SR 292 Roadway ID 48040000	Principal Arterial	4	Divided	4	2.13	1.88	Urbanized	(D) 39,800	5071 5105 4006	NA 11,900 12,800	100%	2	D
Pace Boulevard / SR 292 to Brent Lane / SR 296 Roadway ID 48040000	Principal Arterial	6	Divided	1	1.87	0.534	Urbanized	(D) 59,900	4038	25,500	0%	3	C
Pensacola Boulevard Brent Lane / SR 296 to I-10 / SR 8 Roadway ID 48040000	Principal Arterial	6	Divided	7	2.78	2.519	Urbanized	(D) 59,900	4037 5108 5106 5107	38,000 22,600 28,500 18,300	50%	2	D

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 95 (US 29) (cont.)													
I-10 / SR 8 to Nine Mile Road / SR 10 / US 90A Roadway ID 48040000	Principal Arterial	4	Divided	3	1.42	2.12	Urbanized	(D) 39,800	4022	40,000	0%	1	F
Segment contains additional lanes at I-10 intersection.													
Nine Mile Road / SR 10 to Well Line Road Roadway ID 48040000	Principal Arterial	4	Divided	7	1.01	6.91	Urbanized	(D) 39,800	380 159T 4056 446 9916 T 32	NA NA NA 19,700 30,502 29,500	8%	1	F
Count Stations 446 and 9916T added in 2004 reporting year.													
Well Line Road to FL-AL Urbanized Boundary (North of Quintette Road) Roadway ID 48040000	Principal Arterial	4	Divided	0	0	2.69	Urbanized	(D) 65,600	446	19,700	0%	1	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 95 (US 29) (cont.)													
FL-AL Urbanized Boundary (north of Quintette Road) to FL-AL MPA Boundary (at Barrineau Park Road) Roadway ID 48040000	Principal Arterial	4	Divided	0	0	1.88	Trans	(C) 49,600	446 449	19,700 13,800	0%	1	C
FL-AL MPA Boundary (at Barrineau Park Road) to SR 97/Atmore Highway Roadway ID 48040000	Principal Arterial	4	Divided	0	0	3.5	Rural Undev	(C) 40,300	449	13,800	0%	1	C
SR 97 / Atmore Highway to Salter's Lake Road Roadway ID 48060000	Principal Arterial	4	Divided	0	0	17.02	Rural Developed	(C) 40,300	448 348 T	NA 7,011	0%	NA	NA

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 173 (cont.)													
Blue Angel Parkway Sorrento Road / SR 292 to Lillian Highway / SR 298 Roadway ID 48205000	Minor Arterial	2	Undivided	2	0.42	4.80	Urbanized	(D) 17,700	554 556 5324	18,800 16,500 19,000	0%	0	F
Divided at the intersections of Sorrento Road, Dog Track, and Lillian Highway.													
Lillian Highway / SR 298 to Saufley Field Road / CR296 Roadway ID 48205000	Minor Arterial	2	Undivided	2	0.696	2.872	Urbanized	(D) 17,700	5301 363	20,500 23,000	0%	0	F
Divided at the intersections of Lillian Highway and Saufley Field Road.													
Saufley Field Road / CR 296 to Pine Forest Road / SR 297 Roadway ID 48205000	Minor Arterial	2	Undivided	1	0.37	2.701	Urbanized	(D) 17,700	5316 5315 537	14,600 12,500 17,800	0%	0	F
Additional lanes at intersections.													

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 196													
Bayfront Parkway S. Tarragona to Chase Street	Minor Arterial	4	Divided	1	0.98	1.02	Urbanized	(D) 32,400	5313 5314 5294	15,700 NA 14,200	80%	0	F
Roadway ID 48006000													
SR 289													
9th Avenue Chase Street to Cervantes Street / US 90	Minor Arterial	4	Undivided	2	4.03	0.496	Urbanized	(D) 32,400	5180	15,300	100%	1	E
Divided at the intersection with Cervantes Street.													
Cervantes Street / US 90 to Fairfield Drive / SR 295	Minor Arterial	4	Undivided	4	1.82	2.2	Urbanized	(D) 30,780	5049 5249 5233 5050	NA NA 16,900 19,200	70%	1	F
Roadway ID 48003000													
Added Count Station 5050 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 289 (cont.)													
9th Avenue Fairfield Drive / SR 295 to Bayou Boulevard / SR 296 Roadway ID 48003000	Minor Arterial	4	Undivided	1	0.75	1.326	Urbanized	(D) 30,780	4011 T 5051 5003	NA NA 26,500	33%	1	F
Divided at the intersections of Fairfield Drive and Bayou Boulevard.													
Bayou Boulevard / SR 296 to Langley Avenue Roadway ID 48003000	Minor Arterial	4	Divided	5	3.73	1.34	Urbanized	(D) 39,800	5052 5053 T	30,500 34,000	85%	1	E
Segment was granted a Backlogged Facility Designation in April 1995.													
Langley Avenue to Olive Road / SR 290 Roadway ID 48003000	Minor Arterial	4	Divided	5	2.62	1.91	Urbanized	(D) 39,800	5065 4031	29,000 25,000	100%	1	E

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 290													
Olive Road Old Palafox Highway/CR 95A to Davis Highway / SR 291 Roadway ID 48030000	Urban Collector	2	Undivided	2	0.828	2.415	Urbanized	(D) 16,500	5207 4050	20,500 12,400	10%	1	F
Davis Highway / SR 291 to 9th Avenue / SR 289 Roadway ID 48030000	Urban Collector	2	Undivided	1	0.47	2.131	Urbanized	(D) 16,500	4048 5066	18,900 15,800	10%	1	F
Segment contains additional lanes at 9th Avenue.													
9th Avenue / SR 289 to Scenic Highway / SR 10-A Roadway ID 48030000	Urban Collector	2	Undivided	1	1.08	0.93	Urbanized	(D) 16,500	4045	11,300	65%	1	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 291													
Alcaniz Street 36th Street to Gregory Street / SR 30 Roadway ID 48070101	Minor Arterial	2	One-Way	5	2.02	2.47	Urbanized	(D) 19,440	4007	3,100	100%	0	F
									5308	4,200			
									5235	2,400			
									5247	2,400			
									5309	2,600			
									5028	2,300			
									5293	2,000			
5030	5,500												
Davis Highway Gregory Street / SR 30 to Fairfield Drive / SR 295 Roadway ID 48070000	Minor Arterial	2	One-Way	5	1.87	2.68	Urbanized	(D) 19,440	4010	4,800	50-84%	1	F
									5234	3,200			
									5248	2,000			
									5162	NA			
									5161	2,600			
									5292	2,400			
									5047	NA			
5323	8,400												
Segment contains additional lanes at Fairfield Drive.													
Fairfield Drive / SR 295 to Brent Lane / SR 296 Roadway ID 48070000	Minor Arterial	4	Divided	1	.67	1.49	Urbanized	(D) 39,800	540 5060	17,800 NA	35%	1	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 291 (cont.)													
Davis Highway Brent Lane / SR 296 to Burgess Road / SR 742 Roadway ID 48070000	Minor Arterial	4	Divided	3	1.85	1.62	Urbanized	(D) 39,800	5067 5069 T 5070	32,500 NA 24,000	30%	1	F
Burgess Road / SR 742 to I-10 / SR 8 Roadway ID 48070000	Minor Arterial	6	Divided	3	4.55	0.66	Urbanized	(D) 50,000	5068 5081	NA 39,000	100%	1	E
I-10 / SR 8 to University Parkway Roadway ID 48070000	Minor Arterial	6	Divided	4	7.27	0.55	Urbanized	(D) 50,000	5296 4012	52,500 59,500	100%	1	E
Segment was granted a Backlogged Facility Designation in April 1991.													

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 291 (cont.)													
University Parkway to Nine Mile Road / SR 10 / US 90A Roadway ID 48070000	Minor Arterial	4	Divided	3	1.58	1.902	Urbanized	(D) 39,800	4043 4049	15,900 25,000	88%	1	E
Segment contains additional lanes at the University Parkway intersection.													
SR 292													
Perdido Key Drive Alabama State Line to Old River Road (west) Roadway ID 48050000	Principal Arterial	2	Undivided	0	0.00	4.12	Urbanized	(D) 17,700	460 461	11,000 11,000	0%	1	F
Sorrento Road Old River Road (west) to Doug Ford Drive Roadway ID 48050000	Principal Arterial	2	Undivided	1	.34	3.65	Urbanized	(D) 17,700	452 464	17,000 16,000	0%	0	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 292 (cont.)													
Sorrento Road Doug Ford Drive to Blue Angel Parkway / SR 173 Roadway ID 48050000	Principal Arterial	2	Undivided	2	0.46	4.31	Urbanized	(D) 17,700	534	15,000	0%	0	F
Gulf Beach Highway Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 Roadway ID 48050000	Principal Arterial	2	Undivided	1	0.30	3.33	Urbanized	(D) 17,700	4014 4066 559	19,200 16,500 10,700	0%	0	F
Fairfield Drive / SR 727 to to Navy Boulevard / SR 295 Roadway ID 48050000	Principal Arterial	2	Divided	1	0.53	1.9	Urbanized	(D) 17,700	5077 5130	21,000 17,400	40%	1	F

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 292 (cont.)													
Barrancas Avenue Navy Boulevard / SR 295/ New Warrington Road to Broadmoor Lane Roadway ID 48050000	Minor Arterial	4	Divided	2	1.24	1.61	Urbanized	(D) 39,800	5074 5126 5128	NA 23,500 24,000	100%	1	E
Broadmoor Lane to Barrancas Avenue Roadway ID 48050001	Minor Arterial	6	Divided	1	1.03	0.97	Urbanized	(D) 59,900	4004	24,500	100%	1	E
Pace Boulevard Barrancas Avenue to Garden Street / SR 30 / US 98 Roadway ID 48050000	Minor Arterial	4	Divided	1	1.69	0.59	Urbanized	(D) 39,800	5017 5018	8,000 7,600	100%	1	E

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 292 (cont.)													
Pace Boulevard Garden Street / SR 30 / US 98 to Cervantes Street / SR 10A / US 90 Roadway ID 48050000	Minor Arterial	4	Divided	2	3.28	.61	Urbanized	(D) 39,800	5015 5016	14,300 14,100	100%	1	E
Cervantes Street / SR 10A / US 90 to SR 95 / Palafox Street Roadway ID 48050000	Minor Arterial	4	Divided	5	1.87	2.67	Urbanized	(D) 39,800	5111 5119 4023 5120	14,500 NA 17,400 NA	100%	1	E
SR 294													
Chiefs Way SR 295 / New Warrington Road to US 98 / Navy Boulevard Roadway ID 48080061	Principal Arterial	2	Undivided	2	9.26	0.216	Urbanized	(D) 17,700	5203	3,700	65%	0	F

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 295													
Navy Boulevard Bayou Grande Bridge NE/ to SR 292 / Barrancas Avenue Roadway ID 48080000	Principal Arterial	5	Divided	3	3.13	0.96	Urbanized	(D) 50,000	5135 4025	23,000 19,500	88%	1	E
SR 292 / Barrancas Avenue to SR 295 / New Warrington Road Roadway ID 48080000	Principal Arterial	4	Divided	3	1.305	2.298	Urbanized	(D) 32,400	5095 5129	44,500 25,000	100%	1	E
Segment contains additional lanes at SR 30.													
New Warrington Road US 98 / Navy Boulevard to Mobile Highway Interchange Roadway ID 48080000	Principal Arterial	4	Divided	3	4.56	0.658	Urbanized	(D) 39,800	5200 5202 4020 5094	25,500 29,500 28,000 28,000	50%	0	F

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 295 (cont.)													
New Warrington Road Mobile Highway Interchange to New Warrington Road Leg C Roadway ID 48080062	Principal Arterial	4	Divided	1	2	0.5	Urbanized	(D) 39,800	5096	NA	0%	1	F
Fairfield Drive New Warrington Road, Leg C to "W" Street / CR 453 Roadway ID 48004000	Principal Arterial	4	Divided	2	1.95	1.025	Urbanized	(D) 39,800	5275 5199 5198 4034	40,000 NA 18,900 NA	90%	1	E
"W" Street / CR 453 to SR 289 / 9th Avenue Roadway ID 48004000	Principal Arterial	4	Divided	8	3.69	2.17	Urbanized	(D) 39,800	5206 4019 5166 5113 4036	23,000 33,500 28,500 32,500 33,000	100%	3	C

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 296													
Michigan Avenue & Beverly Parkway Mobile Highway / SR 10A / US 90A to SR 95 / Palafox Highway Roadway ID 48012000	Principal Arterial	4	Divided	4	1.12	3.57	Urbanized	(D) 39,800	5109 5080 5110	27,500 32,500 29,000	100%	1	E
Brent Lane SR 95 / Palafox Highway to SR 289 / 9th Avenue Roadway ID 48012000	Minor Arterial	4	Divided	6	3.08	1.945	Urbanized	(D) 32,400	5189 5164 4039 282 T	NA 37,000 30,500 25,314	100%	1	E
Bayou Boulevard SR 289 / 9th Avenue to 12th Avenue Roadway ID 48012000	Minor Arterial	4	Divided	2	2.67	0.75	Urbanized	(D) 39,800	544 5008	NA 20,900	100%	2	D

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 296 (cont.)													
Bayou Boulevard & Perry Avenue 12th Avenue to Cervantes Street / US 90 / SR10A Roadway ID 48012000	Minor Arterial	2	Undivided	2	0.589	3.392	Urbanized	(D) 17,700	4009 5055 5228 5041 5039	12,600 NA 11,100 9,400 7,900	50-84%	1	F
Segment contains additional lanes at 12th Avenue.													
SR 297													
Pine Forest Road Mobile Highway / US 90 / SR 10A to I-10 / SR 8 Roadway ID 48190000	Minor Arterial	4	Divided	2	0.63	3.183	Urbanized	(D) 39,800	4063 4064	29,500 17,500	0%	1	F
I-10 / SR 8 to Nine Mile Road / US 90A / SR 10 Roadway ID 48190000	Minor Arterial	2	Undivided	2	1.67	1.197	Urbanized	(D) 17,700	4061	26,500	0%	0	F
Segment was granted a Backlogged Facility Designation in April, 1995. Segment contains additional lanes at I-10.													

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 298													
Lillian Highway SR 30 / US 98 to Blue Angel Parkway / SR 173 Roadway ID 48110000	Principal Arterial	2	Undivided	1	0.28	3.55	Urbanized	(D) 17,700	203	9,300	0%	0	F
Blue Angel Parkway / SR 173 to Fairfield Drive / SR 727 Roadway ID 48110000	Principal Arterial	2	Undivided	1	1.47	0.68	Urbanized	(D) 17,700	4016	13,000	0%	0	F
Fairfield Drive / SR 272 to SR 295 / New Warrington Road Roadway ID 48110000	Principal Arterial	2	Undivided	3	1.06	2.84	Urbanized	(D) 14,800	5150 5083 5148	9,100 8,000 7,400	0%	1	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 727													
Fairfield Drive SR 292 / Gulf Beach Highway to SR 30 / US 98 / Dr. Farin Drive Roadway ID 48004000	Minor Arterial	2	Undivided	1	0.61	1.64	Urbanized	(D) 17,700	5132	5,900	0%	0	F
SR 30 / US 98 / Dr. Farin Drive to Lillian Highway / SR 298 Roadway ID 48004000	Minor Arterial	2	Undivided	2	1.46	1.371	Urbanized	(D) 17,700	4021 5099	15,000 12,000	0%	0	F
Lillian Highway / SR 298 to Mobile Highway / US 90 / SR 10A Roadway ID 48004000	Minor Arterial	2	Undivided	3	1.02	2.945	Urbanized	(D) 17,700	4018 5088 5146	22,000 18,500 15,500	0%	0	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 727 (cont.)													
Fairfield Drive Mobile Highway / US 90 / SR 10A to SR 295 / New Warrington Road Roadway ID 48004000	Minor Arterial	4	Divided	1	1.25	0.803	Urbanized	(D) 39,800	5151	23,000	0%	0	F
SR 742													
W Burgess Road SR 95 / Pensacola Boulevard to CR 95-A / Old Palafox Highway Roadway ID 48013001	Minor Arterial	2	Undivided	1	1.75	0.57	Urbanized	(D) 14,800	5184	6,600	0%	0	F
Count Station 5181 added in 2004 reporting year.													
E Burgess Road CR 95A / Old Palafox Highway to Creighton Road Roadway ID 48013000	Minor Arterial	2	Undivided	2	1.42	1.41	Urbanized	(D) 14,800	538 5182	NA 8,000	0%	0	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 742 (cont.)													
E Burgess Road Plantation Road to Davis Highway / SR 291 Roadway ID 48013000	Minor Arterial	2	Divided	1	3.125	0.32	Urbanized	(D) 15,540	5181 538	3,900 NA	0%	0	F
Sanders Street to Lanier Drive Roadway ID 48013002	Minor Arterial	4	Divided	0	0	0.25	Urbanized	(D) 65,600	5295	1,900	0%	0	F
Creighton Road Hillburn Road to Davis Highway Roadway ID 48013000	Minor Arterial	4	Undivided	2	3.13	0.64	Urbanized	(D) 30,780	5288	12,200	100%	0	F

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
SR 742 (cont.)													
Creighton Road Davis Highway to Lanier Avenue Roadway ID 48013000	Minor Arterial	4	Divided	1	1.00	1	Urbanized	(D) 32,400	5289	22,500	100%	0	F
Lanier Drive to SR 289 / 9th Avenue Roadway ID 48013000	Minor Arterial	4	Divided	3	3.26	0.92	Urbanized	(D) 39,800	4069 4067	22,500 18,800	100%	0	F
SR 289 / 9th Avenue to SR 10A / US 90 (Scenic Highway) Roadway ID 48013000	Minor Arterial	2	Undivided	2	0.87	2.3	Urbanized	(D) 17,700	5058 5205 5322	4,900 11,500 9,400	0%	1	F
Segment contains additional lanes / is divided at SR 289 intersection.													

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR95A													
Old Palafox Highway Pensacola Boulevard to Nine Mile Road	Urban Collector	2	Undivided	4	0.833	4.8	Urbanized	(D) 17,700	4051 4013 5072	12,000 16,000 13,000	0%	1	F
Nine Mile Road to Old Chemstrand Road	Urban Collector	2	Undivided	1	0.42	2.36	Urbanized	(D) 17,700	4055 235	9,000 7,200	0%	0	F
Old Chemstrand Road to US29	Urban Collector	2	Undivided	0	0	2.3	Urbanized	(D) 24,200	381	2,100	0%	0	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR182													
Barrancas Avenue Garden Street to Pace Boulevard	Minor Arterial	4	Undivided	2	2.22	0.9	Urbanized	(D) 30,780	5201	18,300	80%	0	F
This roadway is maintained by the City of Pensacola													
CR293													
Bauer Road US98 to Sorrento Road	Urban Collector	2	Undivided	1	0.26	3.9	Urbanized	(D) 14,800	535	7,700	0-49%	0	F
CR 295A													
Old Corry Field Road Barrancas Avenue to Navy Boulevard	Urban Collector	2	Undivided	1	.83	1.2	Urbanized	(D) 14,800	5127 5144	6,000 NA	50%	0	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR 295A (cont.)													
Old Corry Field Road Navy Boulevard to Lillian Highway	Urban Collector	2	Undivided	1	0.67	1.5	Urbanized	(D) 14,800	5084 4017 5144	9,000 9,100 6,900	0%	0	F
CR 296													
Saufley Field Road Blue Angel Parkway to Saufley Field entrance	Urban Collector	2	Divided	1	2	.5	Urbanized	(D) 17,700	4073	3,600	0%	0	F
Mobile Highway to Blue Angel Parkway	Minor Arterial	2	Divided	1	0.71	1.4	Urbanized	(D) 17,700	4015	19,000	8%	1	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR297													
Dog Track Road US98 to Blue Angel Parkway	Major Collector	2	Undivided	1	0.48	2.1	Urbanized	(D) 14,850	150	5,500	50%	0	F
Blue Angel Parkway to Sorrento Road	Urban Collector	2	Undivided	0	0	1.2	Urbanized	(D) 22,200	268	2,900	0%	0	F
Gulf Beach Highway Sorrento Road to Blue Angel Parkway	Urban Collector	2	Undivided	1	0.53	1.9	Urbanized	(D) 17,700	297 299	6,200 NA	0%	1	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR 297 (cont.)													
Pine Forest Road Nine Mile Road to West Roberts Road	Urban Collector	2	Undivided	0	0	2	Urbanized	(D) 24,200	4059 4058	21,000 14,000	0%	0	F
Old Chemstrand Road Chemstrand Road to US29	Urban Collector	2	Undivided	1	0.45	2.2	Urbanized	(D) 17,700	417 416	3,000 8,000	0%	0	F
CR 297A													
Pine Forest Road to CR97	Urban Collector	2	Undivided	0	0	1.4	Urbanized	(D) 24,200	4060	8,900	0%	0	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR 298A													
Fairfied Drive to New Warrington Road	Urban Collector	2	Undivided	3	1.2	2.5	Urbanized	(D) 14,800	5142 5140	12,000 4,000	0%	1	F
Jackson Street New Warrington Road to W Street	Urban Collector	2	Undivided	1	0.67	1.8	Urbanized	(D) 14,800	5145 4024	8,300 5,800	0%	0	F
W Street to A Street	Urban Collector	2	Undivided	1	0.71	1.4	Urbanized	(D) 14,800	5124	4,800	35%	0	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR 399													
Fort Pickens Road Fort Pickens to Pensacola Beach Boulevard	Urban Collector	2	Undivided	1	0.32	3.1	Urbanized	(D) 14,800	453	9,900	75%	1	F
Via De Luna Pensacola Beach Boulevard east to end of development	Urban Collector	2	Undivided	0	0	2.5	Urbanized	(D) 24,200	454	15,600	67%	1	F
CR 443													
E Street Cervantes Street to Texar Drive	Urban Collector	2	Undivided	4	2.35	1.7	Urbanized	(D) 14,800	5185 5091 5115	7,300 8,300 7,400	100%	0	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR 453													
"W" Street Navy Boulevard to Cervantes Street	Minor Arterial	4	Divided	2	3.33	.6	Urbanized	(D) 39,800	5192 5193	7,800 9,600	60%	0	F
Cervantes Street to Fairfield Drive	Minor Arterial	4	Divided	2	1.33	1.5	Urbanized	(D) 39,800	5194 5197	10,500 13,000	83%	0	F
Fairfield Drive to Beverly Parkway	Minor Arterial	4	Divided	2	1.4	1.4	Urbanized	(D) 39,800	5299	23,000	100%	0	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR 453 (cont.)													
"W" Street Beverly Parkway to Pensacola Boulevard	Minor Arterial	4	Divided	4	2.35	1.7	Urbanized	(D) 39,800	5280 5312	27,500 19,700	25%	0	F
CR 748													
Langley Avenue Davis Highway to 9th Avenue	Urban Collector	2	Divided	2	1.3	1.54	Urbanized	(D) 15,540	5227	5,200	100%	0	F
Segment is divided from Davis Highway to Goodrich Drive.													
9th Avenue to Scenic Highway	Urban Collector	2	Undivided	4	2	2	Urbanized	(D) 14,800	5305 5306	6,200 13,500	100%	1	E

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR 749													
Chemstrand Road Nine Mile Road to Old Chemstrand Road	Urban Collector	2	Undivided	1	0.26	3.9	Urbanized	(D) 17,700	4053	13,800	0%	0	F
CR 750													
Airport Boulevard W street to Old Palafox Street	Minor Arterial	4	Divided	2	3.33	.6	Urbanized	(D) 32,400	5311 5022	16,100 12,500	100%	0	F
Old Palafox Street to Davis Highway	Minor Arterial	4	Divided	2	1.30	1.54	Urbanized	(D) 33,030	5283 5302 5318	17,800 16,400 28,500	100%	0	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
CR 1868													
Longleaf Drive/Kemp Road/ Diamond Dairy Road Pine Forest Road to Pensacola Boulevard		2	Undivided	1	0.6	3.3	Urbanized	(D) 14,800	5073	7,400	100%	0	F
CR 1870													
12th Avenue Cervantes Street to Fairfield Drive	Urban Collector	2	Undivided	2	0.87	2.3	Urbanized	(D) 14,800	5232	6,300	80%	1	F
Segment is a City maintained roadway.													
CR 1870 (cont.)													
12th Avenue Bayou Boulevard to Airport Boulevard	Urban Collector	4	Divided	2	2.81	0.71	Urbanized	(D) 39,800	5186 543	26,000 24,000	100%	1	E
Segment is a City maintained roadway													

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											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
12th Avenue/Tippin Ave	Urban Collector	4	Divided	2	2.5	0.8	Urbanized	(D) 39,800	5310	18,400	100%	0	F
Airport Boulevard to Langley Avenue													
Segment is a City maintained roadway.													
9th Avenue													
Bayfront Parkway to Chase Street	Minor Arterial	2	Divided	1	2.9	0.35	Urbanized	(D) 15,540	5265	5,300	100%	0	F
12th Avenue													
Fairfield Drive to Bayou Boulevard	Urban Collector	4	Divided	1	1.43	0.7	Urbanized	(D) 32,400	5187	19,200	50%	0	F
Segment is a City maintained roadway.													

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
Burgess Road Davis Highway to Sanders Street	Minor Arterial	2	Undivided	1	1.25	.8	Urbanized	(D) 17,700	5295	1,900	0%	0	F
Campus Boulevard-UWF Nine Mile Road to University Parkway	Urban Collector	4	Divided	2	0.77	1.3	Urbanized	(D) 32,400	5076	5,500	50%	1	D
Main Street Barrancas Avenue to "A" Street	Minor Arterial	2	Undivided	1	1.43	0.7	Urbanized	(D) 14,800	5082	9,200	0%	0	F

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COUNTY ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MILE	SEG LTH MI.	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
"A" Street to Baylen Street	Minor Arterial	4	Divided	1	1.43	0.7	Urbanized	(D) 32,400	5079	14,000	50%	0	F
Baylen Street to Tarragona Street	Minor Arterial	2	Divided	1	3.33	0.3	Urbanized	(D) 14,800	5263	16,500	100%	1	E
University Parkway													
Davis Highway to Nine Mile Road	Urban Collector	4	Divided	2	1.43	1.4	Urbanized	(D) 39,800	5297	22,500	100%	1	E

Updated 2015, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. of Pk Hr/ Pk Direction Buses	LOS
Nine Mile Road to Campus Boulevard	Urban Collector	4	Divided	2	2.86	0.7	Urbanized	(D) 32,400	5285	19,600	100%	1	E

Updated 2015, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 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 55 MPH	1	0.157	6.381	Rural Undev	(C) 8,400	38 5	4,100 2,700	2004	3,650	B	(C) 430	191	B												
											2005	3,500	B		183	B												
											2006	3,500	B		183	B												
											2007	3,700	B		193	B												
											2008	3,500	B		183	B												
											2009	3,650	B		191	B												
											2010	3,400	B		178	B												
											2011	3,350	B		175	B												
											% of MV	2012	3,400		B	178	B											
											40.48%	2013	3,400		B	178	B											
											44.69%	2018	3,754		B	196	B											
											49.34%	2023	4,145		B	217	B											
											CR 399N/Neal Jones Road to Okaloosa County Line 7.144-29.102 Roadway ID 58080000	Minor Arterial	2		Undivided 55 MPH	0	0.000	21.958	Rural Undev	(C) 8,400	42 110 74 72 330 T	2,400 1,300 1,600 1,800 1,412	2004 2005 2006 2007 2008 2009 2010 2011	1,649 1,500 1,545 1,594 1,605 1,658 4,034 1,682	B B B B B B B B	(C) 430	86 78 81 83 84 87 211 88	B B B B B B B B
											% of MV	2012	1,614		B	84	B											
20.26%	2013	1,702	B	89	B																							
22.37%	2018	1,879	B	98	B																							
24.70%	2023	2,075	B	108	B																							
SR 8 (I-10)																												
Scenic Highway to End of 6 lanes 0.000 - 2.878 Roadway ID 58002000	Principal Arterial	6	Divided 70 MPH	0	0.000	2.878	Urbanized	(D) 111,800	2015 2001	NA 45,000	2004	45,250	B	(D) 5,500	2,228	B												
											2005	40,250	B		1,982	B												
											2006	40,750	B		2,006	B												
											2007	43,500	B		2,142	B												
											2008	41,250	B		2,031	B												
											2009	41,750	B		2,055	B												
											2010	47,500	B		2,338	B												
											2011	44,500	B		2,191	B												
											% of MV	2012	42,500		B	2,092	B											
											40.25%	2013	45,000		B	2,215	B											
											44.44%	2018	49,684		B	2,446	B											
49.07%	2023	54,855	B	2,700	B																							
Segment is on the Strategic Intermodal System																												

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 8 (I-10) (cont.)																
End of 6 lanes to SR 281/ Avalon Boulevard 2.878-5.151 Roadway ID 58002000	Principal Arterial	4	Divided 70 MPH	0	0.000	2.273	Urbanized	(D) 74,400	2001	45,000	2004	47,500	C	(D) 3,660	2,338	C
											2005	36,500	B		1,797	B
											2006	36,500	B		1,797	B
											2007	43,000	B		2,117	B
											2008	43,500	B		2,142	B
											2009	47,000	C		2,314	C
											2010	50,000	C		2,462	C
											2011	43,500	B		2,142	B
										% of MV	2012	44,500	B		2,191	B
										60.48%	2013	45,000	B		2,215	B
										66.78%	2018	49,684	C		2,446	C
										73.73%	2023	54,855	C		2,700	C
										SR 281 / Avalon Boulevard to SR 87 / FL-AL Urbanized Area Boundary 5.151-14.723 Roadway ID 58002000	Principal Arterial	4	Divided 70 MPH		0	0.000
2003	34,500	2005	27,000	B	1,329	B										
2004	NA	2006	26,000	B	1,280	B										
2008	28,500	2007	29,167	B	1,436	B										
2010	NA	2008	25,933	B	1,277	B										
2005	27,000	2009	27,167	B	1,337	B										
	2010	28,333	B	1,395	B											
	2011	27,000	B	1,329	B											
% of MV	2012	27,833	B	1,370	B											
40.32%	2013	30,000	B	1,477	B											
44.52%	2018	33,122	B	1,631	B											
49.15%	2023	36,570	B	1,800	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 70 MPH	0	0.000	11.182	Trans.	(C) 57,600	2006					NA		
									2007	23,500	2005	22,000	B	1,099	B	
										2006	25,500	B	1,274	B		
										2007	23,500	B	1,174	B		
										2008	21,000	B	1,049	B		
										2009	21,500	B	1,074	B		
										2010	22,500	B	1,124	B		
										2011	20,500	B	1,024	B		
									% of MV	2012	25,000	B	1,249	B		
									40.80%	2013	23,500	B	1,174	B		
									45.04%	2018	25,946	B	1,296	B		
									49.73%	2023	28,646	B	1,431	B		
									Segment is on the Strategic Intermodal System							

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 10 (US 90)																	
Escambia County Line to East Spencer Field Road 0.000-5.811 Roadway ID 58010000	Minor Arterial	4	Divided 45 MPH	4	0.688	5.811	Urbanized	(D) 39,800	27 105	36,000 33,500	2004	37,000	C	(D) 2,000	1,865	C	
											2005	38,300	D		1,930	D	
											2006	40,500	F*		2,041	F*	
											2007	36,750	C		1,852	C	
											2008	32,750	C		1,651	C	
											2009	33,500	C		1,688	C	
											2010	35,000	C		1,764	C	
											2011	33,750	C		1,701	C	
											% of MV	2012	36,500		C	1,840	C
											87.31%	2013	34,750		C	1,751	C
											96.40%	2018	38,367		D	1,934	D
											106.43%	2023	42,360		F*	2,135	F*
											2004	32,500	C		1,638	C	
											2005	33,500	C		1,688	C	
2006	33,500	C	1,688	C													
2007	29,000	C	1,462	C													
2008	28,000	C	1,411	C													
2009	30,500	C	1,537	C													
2010	31,500	C	1,588	C													
2011	29,500	C	1,487	C													
% of MV	2012	31,000	C	1,562	C												
71.61%	2013	28,500	C	1,436	C												
79.06%	2018	31,466	C	1,586	C												
87.29%	2023	34,741	C	1,751	C												
East Spencer Field Road to SR 281 / Avalon Boulevard 5.811-9.304 Roadway ID 58010000	Minor Arterial	4	Divided 45 MPH	6	1.718	3.493	Urbanized	(D) 39,800	128	28,500	2004	32,500	C	(D) 2,000	1,638	C	
											2005	33,500	C		1,688	C	
											2006	33,500	C		1,688	C	
											2007	29,000	C		1,462	C	
											2008	28,000	C		1,411	C	
											2009	30,500	C		1,537	C	
											2010	31,500	C		1,588	C	
											2011	29,500	C		1,487	C	
											% of MV	2012	31,000		C	1,562	C
											71.61%	2013	28,500		C	1,436	C
											79.06%	2018	31,466		C	1,586	C
											87.29%	2023	34,741		C	1,751	C
											2004	32,500	C		1,638	C	
											2005	34,250	C		1,726	C	
2006	34,250	C	1,726	C													
2007	33,250	C	1,676	C													
2008	29,500	C	1,487	C													
2009	31,250	C	1,575	C													
2010	38,000	D	1,915	D													
2011	27,750	C	1,399	C													
% of MV	2012	29,500	C	1,487	C												
73.49%	2013	29,250	C	1,474	C												
81.14%	2018	32,294	C	1,628	C												
89.59%	2023	35,656	C	1,797	C												
SR 281 / Avalon Boulevard to SR 87 / Stewart Street 9.304-11.621 Roadway ID 58010000	Minor Arterial	4	Divided 45 MPH	5	2.158	2.317	Urbanized	(D) 39,800	1502 5018	32,500 26,000	2004	32,500	C	(D) 2,000	1,638	C	
											2005	34,250	C		1,726	C	
											2006	34,250	C		1,726	C	
											2007	33,250	C		1,676	C	
											2008	29,500	C		1,487	C	
											2009	31,250	C		1,575	C	
											2010	38,000	D		1,915	D	
											2011	27,750	C		1,399	C	
											% of MV	2012	29,500		C	1,487	C
											73.49%	2013	29,250		C	1,474	C
											81.14%	2018	32,294		C	1,628	C
											89.59%	2023	35,656		C	1,797	C

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS												
SR 10 (US 90) (cont.)																												
SR 87 / Stewart Street to Airport Road 11.621-14.766 Roadway ID 58010000	Minor Arterial	2	Undivided 45 MPH	4	1.272	3.145	Urbanized	(D) 17,700	5011 1503 5010 1507 62	19,200 NA 15,000 17,800 13,300	2004	16,375	C	(D) 880	811	C												
											2005	18,100	F*		896	F*												
											2006	17,750	F*		879	D												
											2007	16,700	C		827	C												
											2008	16,375	C		811	C												
											2009	15,875	C		786	C												
											2010	17,575	D		870	D												
											2011	15,700	C		777	C												
											% of MV	2012	16,400		C	812	C											
											92.23%	2013	16,325		C	808	C											
											101.83%	2018	18,024		F*	892	F*											
											112.43%	2023	19,900		F*	985	F*											
											2004	8,450	C		418	C												
											2005	8,600	C		426	C												
2006	7,800	C	386	C																								
2007	7,900	C	391	C																								
2008	8,000	C	396	C																								
2009	8,300	C	411	C																								
2010	9,400	C	465	C																								
2011	8,950	C	443	C																								
% of MV	2012	8,800	C	436	C																							
48.59%	2013	8,600	C	426	C																							
53.64%	2018	9,495	C	470	C																							
59.23%	2023	10,483	C	519	C																							
SR 87S / Milton Road / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary 14.766-16.216 Roadway ID 58010000	Minor Arterial	2	Undivided 45 MPH	1	0.690	1.450	Urbanized	(D) 17,700	19 18	11,900 5,300	2004	2,203	B	(C) 850	109	B												
											2005	2,320	B		115	B												
											2006	2,350	B		116	B												
											2007	2,121	B		105	B												
											2008	1,994	B		99	B												
											2009	2,141	B		106	B												
											2010	2,187	B		108	B												
											2011	2,187	B		108	B												
											% of MV	2012	2,131		B	105	B											
											12.27%	2013	2,122		B	105	B											
											13.54%	2018	2,343		B	116	B											
											14.95%	2023	2,587		B	128	B											
											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 45 MPH	0	0.000	11.704	Trans.	(C) 17,300	251 T	2,122	2004	2,203	B	(C) 850	109	B
																							2005	2,320	B		115	B
2006	2,350	B	116	B																								
2007	2,121	B	105	B																								
2008	1,994	B	99	B																								
2009	2,141	B	106	B																								
2010	2,187	B	108	B																								
2011	2,187	B	108	B																								
% of MV	2012	2,131	B	105	B																							
12.27%	2013	2,122	B	105	B																							
13.54%	2018	2,343	B	116	B																							
14.95%	2023	2,587	B	128	B																							

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS												
SR 30 (US 98)																												
Escambia County Line to Fairpoint Drive 0.000-0.724 Roadway ID 58030000	Principal Arterial	6	Divided 35 MPH	1	1.381	0.724	Urbanized	(D) 50,000	261 T	51,831	2004	53,495	F*	(D) 2,520	2,696	F*												
											2005	52,700	F*		2,656	F*												
											2006	52,855	F*		2,664	F*												
											2007	51,077	F*		2,574	F*												
											2008	48,428	D		2,441	D												
											2009	49,683	D		2,504	D												
											2010	50,065	E*		2,523	E*												
											2011	50,937	F*		2,567	F*												
											% of MV	2012	51,700		F*	2,606	F*											
											103.66%	2013	51,831		F*	2,612	F*											
											114.45%	2018	57,226		F*	2,884	F*											
											126.36%	2023	63,182		F*	3,184	F*											
											0.724-1.653 Roadway ID 58030000																	
											Fairpoint Drive to SR 399 / Pensacola Beach Boulevard	Principal Arterial	6		Divided 35 MPH	2	2.153	0.929	Urbanized	(D) 50,000	143	53,000	2004	53,000	F*	(D) 2,520	2,671	F*
2005	53,500	F*	2,696	F*																								
2006	54,500	F*	2,747	F*																								
2007	55,500	F*	2,797	F*																								
2008	46,500	D	2,344	D																								
2009	53,000	F*	2,671	F*																								
2010	50,000	D	2,520	D																								
2011	50,500	E*	2,545	E*																								
% of MV	2012	52,500	F*	2,646	F*																							
106.00%	2013	53,000	F*	2,671	F*																							
117.03%	2018	58,516	F*	2,949	F*																							
129.21%	2023	64,607	F*	3,256	F*																							
1.653-4.418 Roadway ID 58030000																												
SR 399 / Pensacola Beach Boulevard to East End of Navel Live Oaks/ Gulf Breeze City Limits	Principal Arterial	4	Divided 45 MPH	1	0.362	2.765	Urbanized	(D) 39,800	28	41,000				2004									45,000	F*	(D) 2,000		2,268	F*
											2005	47,500	F*	2,394	F*													
											2006	46,500	F*	2,344	F*													
											2007	45,500	F*	2,293	F*													
											2008	43,000	F*	2,167	F*													
											2009	47,000	F*	2,369	F*													
											2010	46,000	F*	2,318	F*													
											2011	41,000	F*	2,066	F*													
											% of MV	2012	42,500	F*	2,142	F*												
											103.02%	2013	41,000	F*	2,066	F*												
											113.74%	2018	45,267	F*	2,281	F*												
											125.57%	2023	49,979	F*	2,519	F*												

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 30 (US 98) (cont.)																
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 45 MPH	7	1.505	4.651	Urbanized	(D) 39,800	30	39,500	2004	38,000	D	(D) 2,000	1,915	D
										39,000	2005	42,300	F*		2,132	F*
										35,000	2006	46,333	F*		2,335	F*
											2007	44,167	F*		2,226	F*
											2008	39,333	D		1,982	D
											2009	43,333	F*		2,184	F*
											2010	40,167	F*		2,024	F*
											2011	36,833	C		1,856	C
										% of MV	2012	37,333	C		1,882	C
										95.06%	2013	37,833	C		1,907	C
										104.95%	2018	41,771	F*		2,105	F*
										115.87%	2023	46,118	F*		2,324	F*
											2004	29,000	C		1,462	C
											2005	32,500	C		1,638	C
	2006	34,000	C	1,714	C											
	2007	35,000	C	1,764	C											
	2008	30,500	C	1,537	C											
	2009	32,000	C	1,613	C											
	2010	32,500	C	1,638	C											
	2011	30,500	C	1,537	C											
	2012	30,500	C	1,537	C											
	2013	31,000	C	1,562	C											
	2018	34,227	C	1,725	C											
	2023	37,789	C	1,905	C											
CR 191B to FL-AL & OK - WL Urbanized Area Boundaries (West of Bergren Road) 9.069-13.494 Roadway ID 58030000	Principal Arterial	4	Divided 55 MPH	1	0.226	4.425	Urbanized	(D) 39,800	283	31,000	2004	29,000	C	(D) 2,000	1,462	C
Within FL-ALUrbanized Area Boundary											2005	32,500	C	1,638	C	
											2006	34,000	C	1,714	C	
											2007	35,000	C	1,764	C	
											2008	30,500	C	1,537	C	
											2009	32,000	C	1,613	C	
											2010	32,500	C	1,638	C	
											2011	30,500	C	1,537	C	
										% of MV	2012	30,500	C	1,537	C	
										77.89%	2013	31,000	C	1,562	C	
										86.00%	2018	34,227	C	1,725	C	
										94.95%	2023	37,789	C	1,905	C	
FL-AL and OK-WL Urbanized Area Boundaries (West of Bergren Road) to Edgewood Drive 13.494-15.025 Roadway ID 58030000	Principal Arterial	4	Divided 55 MPH	0	0.000	1.531	Urbanized	(D) 65,600	283	31,000	2004	29,000	B	(D) 3,240	1,436	B
Within FL-ALUrbanized Area Boundary											2005	32,500	B	1,609	B	
											2006	34,000	B	1,683	B	
											2007	35,000	B	1,733	B	
											2008	30,500	B	1,510	B	
											2009	32,000	B	1,584	B	
											2010	32,500	B	1,609	B	
											2011	30,500	B	1,510	B	
										% of MV	2012	30,500	B	1,510	B	
										47.26%	2013	31,000	B	1,535	B	
										52.17%	2018	34,227	B	1,694	B	
										57.60%	2023	37,789	C	1,871	C	

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 30 (US 98) (cont.)																	
Edgewood Drive Belle Meade Circle 15.025-22.803 Roadway ID 58030000	Principal Arterial	4	Divided 55 MPH	10	1.286	7.778	Urbanized	(D) 39,800	236 61	41,000 34,500	2004	35,000	C	(D) 2,000	1,764	C	
											2005	35,800	C		1,804	C	
											2006	37,000	C		1,865	C	
											2007	36,750	C		1,852	C	
											2008	37,250	C		1,877	C	
											2009	36,000	C		1,814	C	
											2010	41,250	F*		2,079	F*	
											2011	37,000	C		1,865	C	
											% of MV	2012	36,000		C	1,814	C
											94.85%	2013	37,750		C	1,903	C
											104.72%	2018	41,679		F*	2,101	F*
											115.62%	2023	46,017		F*	2,319	F*
											Belle Meade Circle to the Okaloosa County Line (FL-AL MPA Boundary) 22.803-24.005 Roadway ID 58030000	Principal Arterial	4		Divided 55 MPH	1	0.832
2005	39,500	D	1,991	D													
2006	37,661	C	1,898	C													
2007	38,317	D	1,931	D													
2008	35,942	C	1,811	C													
2009	36,403	C	1,835	C													
2010	36,261	C	1,828	C													
2011	34,000	C	1,714	C													
% of MV	2012	35,752	C	1,802	C												
91.35%	2013	36,357	C	1,832	C												
100.86%	2018	40,141	F*	2,023	F*												
111.35%	2023	44,319	F*	2,234	F*												
SR 87N																	
Stewart Street SR 10 / US 90 to SR 89 South 0.000-3.209 Roadway ID 58050000	Minor Arterial	4	Divided 45 MPH	4	1.246	3.209	Urbanized	(D) 39,800	5006 5004 1508 9937 T	15,300 15,900 9,600 12,156	2004	15,600	C	(D) 2,000	786	C	
											2005	14,600	C		736	C	
											2006	14,259	C		719	C	
											2007	14,642	C		738	C	
											2008	15,050	C		759	C	
											2009	14,191	C		715	C	
											2010	14,325	C		722	C	
											2011	12,654	C		638	C	
											% of MV	2012	12,647		C	637	C
											33.26%	2013	13,239		C	667	C
											36.73%	2018	14,617		C	737	C
											40.55%	2023	16,138		C	813	C

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 87N (cont.)																	
SR 89 South to SR 89 North 3.209-4.850 Roadway ID 58050000	Minor Arterial	4	Divided 45 MPH	0	0.000	1.641	Urbanized	(D) 65,600	9937 T	12,156	2004	12,690	B	(D) 3,240	628	B	
											2005	12,900	B		639	B	
											2006	12,437	B		616	B	
											2007	12,866	B		637	B	
											2008	12,600	B		624	B	
											2009	12,862	B		637	B	
											2010	12,800	B		634	B	
											2011	12,415	B		615	B	
											% of MV	2012	12,288		B	608	B
											18.53%	2013	12,156		B	602	B
											20.46%	2018	13,421		B	664	B
											22.59%	2023	14,818		B	733	B
											SR 89 North to Whiting Field Entrance / CR 87A / Langley Street 4.850-6.024 Roadway ID 58050000	Minor Arterial	4		Divided 55 MPH	1	0.852
2005	8,800	C	444	C													
2006	8,700	C	438	C													
2007	9,800	C	494	C													
2008	9,700	C	489	C													
2009	10,700	C	539	C													
2010	11,100	C	559	C													
2011	10,300	C	519	C													
% of MV	2012	10,400	C	524	C												
23.37%	2013	9,300	C	469	C												
25.80%	2018	10,268	C	518	C												
28.48%	2023	11,337	C	571	C												
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 55 MPH	1	0.489	2.046	Urbanized	(D) 17,700	119	3,800				2004			
											2005	3,600	C	178	C		
											2006	3,300	C	163	C		
											2007	3,700	C	183	C		
											2008	3,800	C	188	C		
											2009	3,800	C	188	C		
											2010	4,000	C	198	C		
											2011	3,800	C	188	C		
											% of MV	2012	4,000	C	198	C	
											21.47%	2013	3,800	C	188	C	
											23.70%	2018	4,196	C	208	C	
											26.17%	2023	4,632	C	229	C	

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 87N (cont.)																	
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 55 MPH	0	0.000	3.642	Trans.	(C) 17,300	278	2,400	2004	1,900	B	(C) 850	94	B	
											2005	2,600	B		129	B	
											2006	2,000	B		99	B	
											2007	2,600	B		129	B	
											2008	2,400	B		119	B	
											2009	2,400	B		119	B	
											2010	2,700	B		134	B	
											2011	2,600	B		129	B	
											% of MV	2012	2,600		B	129	B
											13.87%	2013	2,400		B	119	B
											15.32%	2018	2,650		B	131	B
											16.91%	2023	2,926		B	145	B
											FL-AL MPA Boundary (north of Hopewell Road) to the Alabama State Line 11.712-27.363 Roadway ID 58050000	Minor Arterial	2		Undivided 45 MPH	0	0.000
2,600	2,250	B	118	B													
	2,100	B	110	B													
	2,300	B	120	B													
	2,200	B	115	B													
	2,200	B	115	B													
	2,400	B	125	B													
	2,400	B	125	B													
% of MV	2012	2,400	B	125	B												
29.76%	2013	2,500	B	131	B												
32.86%	2018	2,760	B	144	B												
36.28%	2023	3,047	B	159	B												
SR 87S																	
SR 30 / US 98 to north of Five Forks Road 0.000-3.448 Roadway ID 58040000	Minor Arterial	4	Divided 45 MPH	3	0.870	3.448	Urbanized	(D) 39,800	29	18,000	2004	13,300	C	(D) 2,000	670	C	
											2005	13,700	C		690	C	
											2006	14,100	C		711	C	
											2007	18,700	C		942	C	
											2008	16,300	C		822	C	
											2009	18,500	C		932	C	
											2010	19,200	C		968	C	
											2011	18,100	C		912	C	
											% of MV	2012	17,500		C	882	C
											45.23%	2013	18,000		C	907	C
											49.93%	2018	19,873		C	1,002	C
											55.13%	2023	21,942		C	1,106	C
											Segment is on the Strategic Intermodal System						

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.														
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS												
SR 87S (cont.)																												
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 45 MPH	0	0.000	3.342	Urbanized	(D) 24,200	32	8,100	2004	8,000	B	(D) 1,190	396	B												
											2005	7,400	B		366	B												
											2006	7,000	B		347	B												
											2007	7,800	B		386	B												
											2008	7,400	B		366	B												
											2009	8,000	B		396	B												
											2010	7,500	B		371	B												
											2011	7,700	B		381	B												
											% of MV	2012	8,200		B	406	B											
											33.47%	2013	8,100		B	401	B											
											36.95%	2018	8,943		C	443	C											
											40.80%	2023	9,874		C	489	C											
											Segment is on the Strategic Intermodal System																	
											OK-WL Urbanized Boundary (North of Vonnie Tolbert Road) to Barney Broxon Road 6.790-15.834 Roadway ID 58040000	Minor Arterial	2		Undivided 55 MPH	0	0.000	9.044	Trans.	(C) 17,300	32	8,100	2004	8,000	B	(C) 850	396	B
2005	7,400	B	366	B																								
2006	7,000	B	347	B																								
2007	7,800	B	386	B																								
2008	7,400	B	366	B																								
2009	8,000	B	396	B																								
2010	7,500	B	371	B																								
2011	7,700	B	381	B																								
% of MV	2012	8,200	B	406	B																							
46.82%	2013	8,100	B	401	B																							
51.69%	2018	8,943	B	443	B																							
57.07%	2023	9,874	C	489	C																							
Segment is on the Strategic Intermodal System																												
Barney Broxon Road to FL-AL Urbanized Area Boundary (South of Nichols Lake Road) 15.834-16.379 Roadway ID 58040000	Minor Arterial	4	Divided 55 MPH	0	0.000	0.545	Trans.	(C) 49,600	32	8,100				2004									8,000	B	(C) 2,450		396	B
											2005	7,400	B	366	B													
											2006	7,000	B	347	B													
											2007	7,800	B	386	B													
											2008	7,400	B	366	B													
											2009	8,000	B	396	B													
											2010	7,500	B	371	B													
											2011	7,700	B	381	B													
											% of MV	2012	8,200	B	406	B												
											16.33%	2013	8,100	B	401	B												
											18.03%	2018	8,943	B	443	B												
											19.91%	2023	9,874	B	489	B												
											Segment is on the Strategic Intermodal System																	

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STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 87S (cont.)																	
FL-AL Urbanized Area Boundary (south of Nichols Lake Road) to I-10 / SR 8 16.379-18.552 Roadway ID 58040000	Minor Arterial	4	Divided 55 MPH	1	0.460	2.173	Urbanized	(D) 39,800	271	8,500	2004	7,900	C	(D) 2,000	398	C	
											2005	7,900	C		398	C	
											2006	8,100	C		408	C	
											2007	9,300	C		469	C	
											2008	9,400	C		474	C	
											2009	8,000	C		403	C	
											2010	8,900	C		449	C	
											2011	9,800	C		494	C	
											% of MV	2012	10,600		C	534	C
											21.36%	2013	8,500		C	428	C
											23.58%	2018	9,385		C	473	C
											26.03%	2023	10,361		C	522	C
											Segment is on the Strategic Intermodal System						
I-10 / SR 8 to SR10 / US 90 18.552-19.769 Roadway ID 58040000	Minor Arterial	4	Divided 45 MPH	1	0.822	1.217	Urbanized	(D) 39,800	20	9,600	2004	8,500	C	(D) 2,000	428	C	
											2005	8,000	C		403	C	
											2006	7,200	C		363	C	
											2007	7,200	C		363	C	
											2008	8,000	C		403	C	
											2009	8,500	C		428	C	
											2010	9,700	C		489	C	
											2011	10,100	C		509	C	
											% of MV	2012	9,700		C	489	C
											24.12%	2013	9,600		C	484	C
											26.63%	2018	10,599		C	534	C
											29.40%	2023	11,702		C	590	C
											SR87A						
Munson Highway to Whiting Field Gate	Major Collector	2	Undivided	0	0.00	2.01	Urbanized	(D) 17,700	247	1,450	2004	2,200	C	(D) 880	109	C	
											2005	1,800	C		89	C	
											2006	1,800	C		89	C	
											2007	1,900	C		94	C	
											2008	1,700	C		84	C	
											2009	1,800	C		89	C	
											2010	1,900	C		94	C	
											2011	1,700	C		84	C	
											% of MV	2012	1,800		C	89	C
											8.19%	2013	1,450		C	72	C
											8.59%	2018	1,520		C	75	C
											8.93%	2023	1,580		C	78	C

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STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR87A Cont																	
SR87 to Whithing Filed	Major Collector	2	Undivided	1	1.05	0.95	Urbanized	(D) 17,700	248	6,400	2004	6,000	C	(D) 880	297	C	
											2005	6,200	C		307	C	
											2006	5,500	C		272	C	
											2007	5,900	C		292	C	
											2008	6,100	C		302	C	
											2009	7,200	C		356	C	
											2010	7,200	C		356	C	
											2011	6,600	C		327	C	
											% of MV	2012	6,800		C	337	C
											36.16%	2013	6,400		C	317	C
											37.97%	2018	6,720		C	333	C
											39.49%	2023	6,990		C	346	C
											SR 89N						
SR 10 / US 90 to Berryhill Road / CR 184A	Minor Arterial	4	Divided 35 MPH	2	2.516	0.795	Urbanized	(D) 32,400	5017	19,400	2004	18,200	D	(D) 1,630	917	D	
											2005	20,000	D		1,008	D	
											2006	19,400	D		978	D	
											2007	18,900	D		953	D	
											2008	18,900	D		953	D	
											2009	24,500	D		1,235	D	
											2010	22,500	D		1,134	D	
											2011	19,200	D		968	D	
											% of MV	2012	20,500		D	1,033	D
											59.88%	2013	19,400		D	978	D
											66.11%	2018	21,419		D	1,080	D
											72.99%	2023	23,648		D	1,192	D

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 89 (cont.)																	
Berryhill Road / CR 184A to SR 87 0.795-3.561 Roadway ID 58001000	Minor Arterial	4	Divided 45 MPH	4	1.446	2.766	Urbanized	(D) 39,800	5016 1506	15,700 14,600	2004	12,800	C	(D) 2,000	645	C	
											2005	13,800	C		696	C	
											2006	14,400	C		726	C	
											2007	14,850	C		748	C	
											2008	14,350	C		723	C	
											2009	16,500	C		832	C	
											2010	17,400	C		877	C	
											2011	15,150	C		764	C	
											% of MV	2012	16,000		C	806	C
											38.07%	2013	15,150		C	764	C
											42.03%	2018	16,727		C	843	C
											46.40%	2023	18,468		C	931	C
											SR 87 to FL-AL Urbanized Area Boundary (south of Divot Lane) 0.000-1.760 Roadway ID 58060000	Minor Arterial	2		Undivided 55 MPH	0	0.000
2005	2,200	B	109	B													
2006	2,400	B	119	B													
2007	2,500	B	124	B													
2008	2,300	B	114	B													
2009	2,500	B	124	B													
2010	2,500	B	124	B													
2011	2,300	B	114	B													
% of MV	2012	3,200	B	158	B												
8.68%	2013	2,100	B	104	B												
9.58%	2018	2,319	B	115	B												
10.58%	2023	2,560	B	127	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 55 MPH	0	0.000	1.152	Trans.	(C) 17,300	278	2,400				2004			
											2005	2,600	B	129	B		
											2006	2,000	B	99	B		
											2007	2,600	B	129	B		
											2008	2,400	B	119	B		
											2009	2,400	B	119	B		
											2010	2,700	B	134	B		
											2011	2,600	B	129	B		
											% of MV	2012	2,600	B	129	B	
											13.87%	2013	2,400	B	119	B	
											15.32%	2018	2,650	B	131	B	
											16.91%	2023	2,926	B	145	B	

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
SR 89 (cont.)																	
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 55 MPH	0	0.000	17.781	Rural Undev	(C) 8,400	285 T 33	1,437 2,200	2004	2,252	B	(C) 430	118	B	
											2005	2,265	B		118	B	
											2006	2,197	B		115	B	
											2007	2,104	B		110	B	
											2008	2,023	B		106	B	
											2009	2,242	B		117	B	
											2010	2,304	B		120	B	
											2011	2,153	B		112	B	
											% of MV	2012	2,132		B	111	B
											21.65%	2013	1,819		B	95	B
											23.91%	2018	2,008		B	105	B
											26.40%	2023	2,217		B	116	B
											Shell Road/Jay City Limits to Pollard Road 20.693-22.519 Roadway ID 58060000	Minor Arterial	2		Undivided 45 MPH	1	0.548
2005	2,900	C	152	C													
2006	2,800	C	146	C													
2007	2,700	C	141	C													
2008	2,600	C	136	C													
2009	3,000	C	157	C													
2010	3,100	C	162	C													
2011	2,800	C	146	C													
% of MV	2012	2,800	C	146	C												
17.05%	2013	2,200	C	115	C												
18.83%	2018	2,429	C	127	C												
20.79%	2023	2,682	C	140	C												
Pollard Road to the Alabama State Line 22.519-26.002 Roadway ID 58060000	Minor Arterial	2	Undivided 45 MPH	0	0.000	3.483	Rural Undev	(C) 8,400	73 194	2,300 1,100				2004			
											2005	1,900	B	99	B		
											2006	1,650	B	86	B		
											2007	1,725	B	90	B		
											2008	1,700	B	89	B		
											2009	1,575	B	82	B		
											2010	1,775	B	93	B		
											2011	1,800	B	94	B		
											% of MV	2012	1,500	B	78	B	
											20.24%	2013	1,700	B	89	B	
											22.34%	2018	1,877	B	98	B	
											24.67%	2023	2,072	B	108	B	

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
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 45 MPH	0	0.000	2.210	Trans.	(C) 17,300	35	3,500	2004	4,200	B	(C) 850	208	B	
											2005	4,800	B		238	B	
											2006	5,300	B		262	B	
											2007	5,200	B		257	B	
											2008	4,100	B		203	B	
											2009	3,600	B		178	B	
											2010	3,900	B		193	B	
											2011	3,700	B		183	B	
											% of MV	2012	3,200		B	158	B
											20.23%	2013	3,500		B	173	B
											22.34%	2018	3,864		B	191	B
											24.66%	2023	4,266		B	211	B
											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 55 MPH	0	0.000
2005	4,800	B	238	B													
2006	5,300	B	262	B													
2007	5,200	B	257	B													
2008	4,100	B	203	B													
2009	3,600	B	178	B													
2010	3,900	B	193	B													
2011	3,700	B	183	B													
% of MV	2012	3,200	B	158	B												
14.46%	2013	3,500	B	173	B												
15.97%	2018	3,864	B	191	B												
17.63%	2023	4,266	B	211	B												
CR 191 to I-10 / SR 8 / FL-AL Urbanized Area Boundary 7.090-10.941 Roadway ID 58170000	Minor Arterial	2	Undivided 55 MPH	1	0.260	3.851	Urbanized	(D) 17,700	280	5,400				2004			
											2005	6,400	C	317	C		
											2006	6,300	C	312	C		
											2007	6,100	C	302	C		
											2008	5,600	C	277	C		
											2009	5,800	C	287	C		
											2010	5,900	C	292	C		
											2011	5,000	C	248	C		
											% of MV	2012	6,000	C	297	C	
											30.51%	2013	5,400	C	267	C	
											33.68%	2018	5,962	C	295	C	
											37.19%	2023	6,583	C	326	C	

Updated 2014, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 281 (cont.)																
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 55 MPH	3	0.585	5.127	Urbanized	(D) 17,700	270 276 215	19,600	2004	20,167	F*	(D) 880	998	F*
										16,100	2005	17,000	D		842	D
										16,100	2006	15,967	C		790	C
											2007	17,800	F*		881	F*
											2008	17,800	F*		881	F*
											2009	20,000	F*		990	F*
											2010	19,833	F*		982	F*
											2011	17,100	D		846	D
											2012	16,767	C		830	C
											2013	17,267	D		855	D
											2018	19,064	F*		944	F*
											2023	21,048	F*		1,042	F*
										97.55%						
										107.71%						
										118.92%						

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 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 40 MPH	1	0.356	2.810	Urbanized	(D) 17,700	186 281	4,600 4,400	2004	5,300	C	(D) 880	262	C												
											2005	5,700	C		282	C												
											2006	5,650	C		280	C												
											2007	5,350	C		265	C												
											2008	5,750	C		285	C												
											2009	5,100	C		252	C												
											2010	4,950	C		245	C												
											2011	4,200	C		208	C												
											% of MV	2012	4,550		C	225	C											
											25.42%	2013	4,500		C	223	C											
											28.07%	2018	4,968		C	246	C											
											30.99%	2023	5,485		C	272	C											
											CR 184																	
											Hickory Hammock Road CR 89 to SR 87 0.000 - 3.338 Roadway ID 58530000	Urban Collector	2		Undivided 55 MPH	0	0.000	3.338	Urbanized	(D) 24,200	246	3,100	2004	3,600	B	(D) 1,190	178	B
2005	3,900	B	193	B																								
2006	3,700	B	183	B																								
2007	4,000	B	198	B																								
2008	3,200	B	158	B																								
2009	3,200	B	158	B																								
2010	3,100	B	153	B																								
2011	3,000	B	149	B																								
% of MV	2012	3,100	B	153	B																							
12.81%	2013	3,100	B	153	B																							
14.14%	2018	3,423	B	169	B																							
15.62%	2023	3,779	B	187	B																							

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
CR 184																	
Quintette Road Escambia County Line to Myree Lane 0.000 - 4.030 Roadway ID 58150000	Minor Collector	2	Undivided 55 MPH	0	0.000	4.030	Trans.	(C) 17,300	219	6,600	2004	NA	NA	(C) 850	NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	5,800	B		287	B	
											2009	6,000	B		297	B	
											2010	5,700	B		282	B	
											2011	5,500	B		272	B	
											% of MV	2012	6,500		B	322	B
											38.15%	2013	6,600		B	327	B
											42.12%	2018	7,287		B	361	B
											46.50%	2023	8,045		B	398	B
											Quintette Road Myree Lane to Chumuckla Highway 4.030 - 5.857 Roadway ID 58150000	Minor Collector	2		Undivided 35 MPH	0	0.000
2005	NA	NA	NA	NA													
2006	NA	NA	NA	NA													
2007	NA	NA	NA	NA													
2008	5,800	B	295	B													
2009	6,000	B	305	B													
2010	5,700	B	290	B													
2011	5,500	B	280	B													
% of MV	2012	6,500	B	331	B												
27.27%	2013	6,600	B	336	B												
30.11%	2018	7,287	B	371	B												
33.25%	2023	8,045	B	409	B												
CR 184 A																	
Berryhill Road CR 197 to SR 89 0.000 - 7.875 Roadway ID 58508000	Urban Collector	2	Undivided 45 MPH	3	0.381	7.875	Urbanized	(D) 17,700	5023 1513	12,000 11,000	2004	9,750	C	(D) 880	483	C	
											2005	10,500	C		520	C	
											2006	10,500	C		520	C	
											2007	11,500	C		569	C	
											2008	10,750	C		532	C	
											2009	11,250	C		557	C	
											2010	11,750	C		582	C	
											2011	10,250	C		507	C	
											% of MV	2012	12,250		C	606	C
											64.97%	2013	11,500		C	569	C
											71.73%	2018	12,697		C	628	C
											79.20%	2023	14,018		C	694	C

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Garcon Point Road (CR191)																	
Avalon Boulevard to the Milton City Limits	Minor Collector	2	Undivided	0	0.000	6.31	Trans	(D) 24,400	279	1,900	2004	2,100	B	(D) 1,200	110	B	
											2005	2,300	B		120	B	
											2006	2,100	B		110	B	
											2007	2,000	B		105	B	
											2008	1,500	B		78	B	
											2009	1,600	B		84	B	
											2010	1,600	B		84	B	
											2011	1,600	B		84	B	
											% of MV	2012	1,900		B	99	B
											7.79%	2013	1,900		B	99	B
											8.60%	2018	2,098		B	110	B
											9.49%	2023	2,316		B	121	B
											Munson Highway (CR191)						
SR87N to Urbanized Area	Major Collector	2	Undivided	1	0.142	7.04	Urbanized	(D) 17,700	5003 5002 1501	3,500 5,600 4300	2004	4,300	C	(D) 880	213	C	
											2005	4,066	C		201	C	
											2006	4,000	C		198	C	
											2007	4,200	C		208	C	
											2008	3,966	C		196	C	
											2009	4,433	C		219	C	
											2010	4,200	C		208	C	
											2011	4,066	C		201	C	
											% of MV	2012	4,233		C	210	C
											25.24%	2013	4,467		C	221	C
											26.50%	2018	4,690		C	232	C
											27.56%	2023	4,878		C	241	C
											Urbaized Area to SR4	Major Collector	2		Undivided	0	0.000
2005	1,300	B	68	B													
2006	1,300	B	68	B													
2007	1,200	B	63	B													
2008	1,100	B	57	B													
2009	1,400	B	73	B													
2010	1,200	B	63	B													
2011	1,100	B	57	B													
% of MV	2012	1,100	B	57	B												
13.10%	2013	1,100	B	57	B												
13.69%	2018	1,150	B	60	B												
14.29%	2023	1,200	B	63	B												

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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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Munson Highway (CR191) Cont																	
SR4 to the Alabama State Line	Minor Collector	2	Undivided	0	0.000	10.7	Rural	(C) 8,400	96	600	2004	550	B	(C) 430	29	B	
											2005	500	B		26	B	
											2006	500	B		26	B	
											2007	500	B		26	B	
											2008	500	B		26	B	
											2009	600	B		31	B	
											2010	600	B		31	B	
											2011	600	B		31	B	
											% of MV	2012	600		B	31	B
											7.14%	2013	600		B	31	B
											7.50%	2018	630		B	33	B
7.80%	2023	655	B	34	B												
Sterling Way/Cyanamid Road (CR191B/281B)																	
Bell Lane to Avalon Boulevard	Major Collector	2	Undivided	1	0.68	1.48	Urbanized	(D) 14,800	277		2004	3,800	C	(D) 750	199	C	
											2005	3,600	C		188	C	
											2006	3,600	C		188	C	
											2007	3,800	C		199	C	
											2008	3,900	C		204	C	
											2009	4,700	C		246	C	
											2010	4,900	C		256	C	
											2011	3,900	C		204	C	
											% of MV	2012	4,700		C	246	C
											29.73%	2013	4,400		C	230	C
											31.22%	2018	4,620		C	241	C
32.77%	2023	4,850	C	253	C												
CR 197																	
Floridatown Road Diamond Road to US 90 1.205 - 1.841 Roadway ID 58643000	Urban Collector	2	Undivided 35 MPH	1	1.572	0.636	Urbanized	(D) 14,800	225	2,600	2004	2,500	C	(D) 750	127	C	
											2005	3,100	C		158	C	
											2006	3,500	C		178	C	
											2007	3,300	C		168	C	
											2008	3,000	C		153	C	
											2009	3,100	C		158	C	
											2010	2,800	C		142	C	
											2011	2,600	C		132	C	
											% of MV	2012	2,900		C	147	C
											17.57%	2013	2,600		C	132	C
											19.40%	2018	2,871		C	146	C
21.41%	2023	3,169	C	161	C												

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 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 45 MPH	1	0.293	3.409	Urbanized	(D) 17,700	233	10,200	2004	9,000	C	(D) 880	446	C	
											2005	9,600	C		475	C	
											2006	10,000	C		495	C	
											2007	10,000	C		495	C	
											2008	7,800	C		386	C	
											2009	9,900	C		490	C	
											2010	10,000	C		495	C	
											2011	9,700	C		480	C	
											% of MV	2012	10,800		C	535	C
											57.63%	2013	10,200		C	505	C
											63.62%	2018	11,262		C	557	C
											70.25%	2023	12,434		C	615	C
Quintette Road to Luther Fowler Road 0.000 - 1.343 Roadway ID 58070000	Minor Collector	2	Undivided 55 MPH	0	0.000	1.343	Urbanized	(D) 24,200	115	8,700	2004	NA	NA	(D) 1,190	NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	7,400	B		366	B	
											2009	6,600	B		327	B	
											2010	6,500	B		322	B	
											2011	7,900	B		391	B	
											% of MV	2012	8,400		B	416	B
											35.95%	2013	8,700		C	431	C
											39.69%	2018	9,606		C	475	C
											43.82%	2023	10,605		C	525	C
Luther Fowler Road to Ten Mile Road 1.343 - 5.784 Roadway ID 58070000	Minor Collector	2	Undivided 55 MPH	0	0.000	4.441	Trans.	(C) 17,300	115	8,700	2004	NA	NA	(C) 850	NA	NA	
											2005	NA	NA		NA	NA	
											2006	NA	NA		NA	NA	
											2007	NA	NA		NA	NA	
											2008	7,000	B		347	B	
											2009	6,600	B		327	B	
											2010	6,500	B		322	B	
											2011	7,900	B		391	B	
											% of MV	2012	8,400		B	416	B
											50.29%	2013	8,700		B	431	B
											55.52%	2018	9,606		C	475	C
											61.30%	2023	10,605		C	525	C

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Chumuckla Highway (CR197)																	
Ten Mile Road to SR89	Major Collector	2	Undivided	0	0.00	17.15	Rural	(C) 8,400	148 149 152	3,400 3,100 700	2004	2,025	B	(C) 430	106	B	
											2005	1,900	B		99	B	
											2006	1,850	B		97	B	
											2007	1,900	B		99	B	
											2008	1,750	B		91	B	
											2009	2,225	B		116	B	
											2010	2,075	B		108	B	
											2011	2,000	B		105	B	
											% of MV	2012	1,900		B	99	B
											28.57%	2013	2,400		B	125	B
											30.00%	2018	2,520		B	132	B
											31.19%	2023	2,620		B	137	B
Spring Street (CR197A)																	
CR197 to SR4	Minor Collector	2	Undivided	1	0.42	2.41	Rural	(C) 8,400	171	1,500	2004	1,500	B	(C) 430	78	B	
											2005	1,500	B		78	B	
											2006	1,600	B		84	B	
											2007	1,500	B		78	B	
											2008	1,700	B		89	B	
											2009	1,500	B		78	B	
											2010	2,200	B		115	B	
											2011	1,700	B		89	B	
											% of MV	2012	1,500		B	78	B
											17.86%	2013	1,500		B	78	B
											18.75%	2018	1,575		B	82	B
											19.52%	2023	1,640		B	86	B
CR 197A																	
Bell Lane CR 191B to US 90 / SR 10 0.857 - 2.852 Roadway ID 58630000	Urban Collector	2	Undivided 45 MPH	1	0.501	1.995	Urbanized	(D) 17,700	221	7,100	2004	5,500	C	(D) 880	272	C	
											2005	5,800	C		287	C	
											2006	6,200	C		307	C	
											2007	6,600	C		327	C	
											2008	6,700	C		332	C	
											2009	7,000	C		347	C	
											2010	7,500	C		371	C	
											2011	7,200	C		356	C	
											% of MV	2012	7,500		C	371	C
											40.11%	2013	7,100		C	351	C
											44.29%	2018	7,839		C	388	C
											48.90%	2023	8,655		C	428	C

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Woodbine Road US 90 / SR 10 to CR 197 / Chumuckla Highway 0.000 - 3.725 Roadway ID 58531000	Urban Collector	2	Divided 45 MPH	1	0.268	3.725	Urbanized	(D) 17,700	214 218	14,600	2004	13,750	C	(D) 880	681	C	
										14,000	2005	15,250	C		755	C	
											2006	14,750	C		730	C	
											2007	16,000	C		792	C	
											2008	14,500	C		718	C	
											2009	14,250	C		705	C	
											2010	15,000	C		743	C	
											2011	13,750	C		681	C	
											% of MV	2012	15,900		C	787	C
											80.79%	2013	14,300		C	708	C
											89.20%	2018	15,788		C	782	C
											98.48%	2023	17,432		D	863	D
										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 30 MPH	0	0.000	2.202	Urbanized	(D) 65,600	235	24,000	2004	21,000	B	(D) 3,240	1,058	B	
											2005	22,000	B		1,109	B	
											2006	18,300	B		922	B	
											2007	18,700	B		942	B	
											2008	21,500	B		1,084	B	
											2009	15,000	B		756	B	
											2010	20,500	B		1,033	B	
											2011	23,000	B		1,159	B	
											% of MV	2012	23,000		B	1,159	B
											36.59%	2013	24,000		B	1,210	B
											40.39%	2018	26,498		B	1,335	B
											44.60%	2023	29,256		B	1,474	B

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 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 45 MPH	1	0.101	9.871	Urbanized	(D) 17,700	238 237	9,600 4,700	2004	7,350	C	(D) 880	364	C	
											2005	7,600	C		376	C	
											2006	7,250	C		359	C	
											2007	7,150	C		354	C	
											2008	6,700	C		332	C	
											2009	7,300	C		361	C	
											2010	4,400	C		218	C	
											2011	7,050	C		349	C	
											% of MV	2012	6,850		C	339	C
											40.40%	2013	7,150		C	354	C
											44.60%	2018	7,894		C	391	C
											49.24%	2023	8,716		C	431	C
CR 399																	
Gulf Boulevard Escambia Co. Line SR 30 (US 98/Navarre Parkway 0.000 - 4.886 Roadway ID 58640000	Urban Collector	2	Undivided 45 MPH	1	0.205	4.886	Urbanized	(D) 17,700	234	9,300	2004	6,700	C	(D) 880	332	C	
											2005	7,000	C		347	C	
											2006	7,800	C		386	C	
											2007	8,000	C		396	C	
											2008	7,200	C		356	C	
											2009	4,900	C		243	C	
											2010	4,700	C		233	C	
											2011	7,100	C		351	C	
											% of MV	2012	9,600		C	475	C
											52.54%	2013	9,300		C	460	C
											58.01%	2018	10,268		C	508	C
											64.05%	2023	11,337		C	561	C
County Mill Road (CR399)																	
SR4 to SR87	Minor Collector	2	Undivided	0	0.00	7.06	Rural	(C) 8,400	231	600	2004	650	B	(C) 430	34	B	
											2005	550	B		29	B	
											2006	500	B		26	B	
											2007	500	B		26	B	
											2008	550	B		29	B	
											2009	600	B		31	B	
											2010	500	B		26	B	
											2011	550	B		29	B	
											% of MV	2012	600		B	31	B
											7.14%	2013	600		B	31	B
											7.50%	2018	630		B	33	B
											7.80%	2023	655		B	34	B

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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 #	2013 AADT	AADT			PK HR. / PK DIR.			
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Allentown Road																	
SR89 to SR87N	Minor Collector	2	Undivided	0	0.000	3.03	Rural	(C) 16,400	007 220	400 700	2004	450	B	(C) 850	24	B	
											2005	425	B		22	B	
											2006	450	B		24	B	
											2007	500	B		26	B	
											2008	450	B		24	B	
											2009	850	B		44	B	
											2010	600	B		31	B	
											2011	525	B		27	B	
											% of MV	2012	550		B	29	B
											3.35%	2013	550		B	29	B
											3.54%	2018	580		B	30	B
											3.66%	2023	600		B	31	B
Allentown School Road (CR182)																	
Chumuckla Highway to Allentown Road	Minor Collector	2	Undivided	0	0.000	8.8	Rural	(C) 16,400	222	850	2004	800	B	(C) 850	42	B	
											2005	750	B		39	B	
											2006	800	B		42	B	
											2007	850	B		44	B	
											2008	850	B		44	B	
											2009	900	B		47	B	
											2010	900	B		47	B	
											2011	900	B		47	B	
											% of MV	2012	850		B	44	B
											5.18%	2013	850		B	44	B
											5.34%	2018	875		B	46	B
											5.49%	2023	900		B	47	B
Da Lisa Road																	
Galy City Road to Garcon Point Road	Major Collector	2	Undivided	0	0.00	2.16	Urbanized	(D) 14,800	5901	3,000	2004	NA	-	(D) 750	-	-	
											2005	NA	-		-	-	
											2006	NA	-		-	-	
											2007	NA	-		-	-	
											2008	NA	-		-	-	
											2009	NA	-		-	-	
											2010	NA	-		-	-	
											2011	3,000	C		149	C	
											% of MV	2012	2,900		C	144	C
											20.27%	2013	3,000		C	149	C
											21.28%	2018	3,150		C	156	C
											22.16%	2023	3,280		C	162	C

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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 #	2013 AADT	ANALYSIS YEAR	AADT		PK HR. / PK DIR.			
												AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
East Spencer Field Road																	
US90 to North Spencer Field Road	Major Collector	2	Undivided	1	0.51	1.97	Urbanized	(D) 14,800	3	10,500	2004	8,900	D	(D) 750	441	D	
											2005	10,000	D		495	D	
											2006	9,900	D		490	D	
											2007	9,500	D		470	D	
											2008	9,100	D		450	D	
											2009	9,600	D		475	D	
											2010	9,200	D		455	D	
											2011	10,000	D		495	D	
											% of MV	2012	11,000		D	545	D
											70.95%	2013	10,500		D	520	D
											74.49%	2018	11,025		D	546	D
77.50%	2023	11,470	D	568	D												
Greenwood Road																	
SR89 to SR87	Minor Collector	2	Undivided	0	0.000	8.7	Rural	(C) 8,400	240	550	2004	450	B	(C) 430	24	B	
											2005	500	B		26	B	
											2006	400	B		21	B	
											2007	450	B		24	B	
											2008	400	B		21	B	
											2009	450	B		24	B	
											2010	500	B		26	B	
											2011	400	B		21	B	
											% of MV	2012	550		B	29	B
											6.55%	2013	550		B	29	B
											6.90%	2018	580		B	30	B
7.14%	2023	600	B	31	B												
Hamilton Bridge Road																	
East Spencer Field Road to Berryhill Road	Major Collector	2	Undivided	1	0.19	5.15	Urbanized	(D) 17,700	253		2004	3,900	C	(D) 1,600	193	C	
											2005	4,300	C		213	C	
											2006	4,400	C		218	C	
											2007	4,300	C		213	C	
											2008	4,100	C		203	C	
											2009	4,200	C		208	C	
											2010	4,700	C		233	C	
											2011	4,100	C		203	C	
											% of MV	2012	4,400		C	218	C
											23.73%	2013	4,200		C	208	C
											24.92%	2018	4,410		C	218	C
25.93%	2023	4,590	C	227	C												

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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 #	2013 AADT	ANALYSIS YEAR	AADT		PK HR. / PK DIR.			
												AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS	
Willard Norris Road																	
SR87N to Martin Road	Major Collector	2	Undivided	1	0.245	4.08	Urbanized	(D) 17,700	1514	8,100	2004	8,300	C	(D) 1,600	411	C	
											2005	7,200	C		356	C	
											2006	7,400	C		366	C	
											2007	7,700	C		381	C	
											2008	7,500	C		371	C	
											2009	8,200	C		406	C	
											2010	8,400	C		416	C	
											2011	7,700	C		381	C	
											% of MV	2012	8,400		C	416	C
											45.76%	2013	8,100		C	401	C
											48.02%	2018	8,500		C	421	C
											49.94%	2023	8,840		C	438	C
Martin Road to Chumuckla Highway																	
Martin Road to Chumuckla Highway	Major Collector	2	Undivided	0	0.000	5.32	Urbanized	(D) 17,700	1514	8,100	2004	8,300	C	(D) 1,600	411	C	
											2005	7,200	C		356	C	
											2006	7,400	C		366	C	
											2007	7,700	C		381	C	
											2008	7,500	C		371	C	
											2009	8,200	C		406	C	
											2010	8,400	C		416	C	
											2011	7,700	C		381	C	
											% of MV	2012	8,400		C	416	C
											45.76%	2013	8,100		C	401	C
											48.02%	2018	8,500		C	421	C
											49.94%	2023	8,840		C	438	C
Park Avenue																	
SR89 to SR87	Major Collector	2	Undivided	1	1.37	0.73	Urbanized	(D) 17,700	5001	6,300	2004	6,400	C	(D) 1,600	317	C	
											2005	6,400	C		317	C	
											2006	6,500	C		322	C	
											2007	6,500	C		322	C	
											2008	6,400	C		317	C	
											2009	7,000	C		347	C	
											2010	6,500	C		322	C	
											2011	5,700	C		282	C	
											% of MV	2012	7,400		C	366	C
											35.59%	2013	6,300		C	312	C
											37.29%	2018	6,600		C	327	C
											38.76%	2023	6,860		C	340	C

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 4													
Escambia County Line to CR 399N / Neal Jones Road Roadway ID 58080000	Minor Arterial	2	Undivided	1	0.140	7.19	Rural Undev	(C) 8,400	38 5	NA 2,400	NA	NA	NA
CR 399N/Neal Jones Road to Okaloosa County Line Roadway ID 58080000	Minor Arterial	2	Undivided	0	0	25.31	Rural Undev	(C) 8,400	42 110 74 72 330 T	2,100 1,250 1,300 1,800 1,438	NA	NA	NA
SR 8 (I-10)													
Escambia County Line to SR 281/ Avalon Boulevard Roadway ID 58002000	Principal Arterial	4	Divided	0	0	5.151	Urbanized	(D) 111,800	2001	49,000	NA	NA	NA

Updated 2015, using 2012 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 2014/15 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 8 (I-10) (cont.)													
SR 281 / Avalon Boulevard to SR 87 / FL-AL Urbanized Area Boundary Roadway ID 58002000	Principal Arterial	4	Divided	0	0	9.56	Urbanized	(D) 74,400	2002 2003 2004 2008 2010 2005	NA 39,000 NA 31,500 NA 28,000	0%	0	F
SR 87 / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary Roadway ID 58002000	Principal Arterial	4	Divided	0	0	11.19	Trans.	(C) 57,600	2006 2007	NA 23,500	NA	NA	NA
Segment is on the Florida Intrastate Highway System													
SR 10 (US 90)													
Escambia County Line to East Spencer Field Road Roadway ID 58010000	Minor Arterial	4	Divided	4	0.690	5.799	Urbanized	(D) 39,800	27 105	35,500 32,500	0-49%	0	F

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CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 10 (US 90) (cont.)													
East Spencer Field Road to SR 281 / Avalon Boulevard Roadway ID 58010000	Minor Arterial	4	Divided	6	1.718	3.492	Urbanized	(D) 39,800	128	28,500	0%	0	F
SR 281 / Avalon Boulevard to SR 87 / Stewart Street Roadway ID 58010000	Minor Arterial	4	Divided	5	2.156	2.319	Urbanized	(D) 39,800	1502 5018	32,500 23,500	0%	0	F
SR 87 / Stewart Street to Airport Road Roadway ID 58010000	Minor Arterial	2	Undivided	3	0.954	3.144	Urbanized	(D) 17,700	5011 1503 5010 1507 62	17,700 NA 14,000 17,500 14,200	50-84%	0	F

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CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS													
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode 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 Roadway ID 58010000	Minor Arterial	2	Undivided	1	0.691	1.448	Urbanized	(D) 17,700	19 18	12,500 5,900	50%	0	F
SR 87S / Milton Road / FL-AL Urbanized Area Boundary to the Okaloosa County Line / FL-AL MPA Boundary Roadway ID 58010000	Minor Arterial	2	Undivided	0	0	11.721	Trans.	(C) 17,300	251 T	2,149	NA	NA	NA
SR 30 (US 98)													
Escambia County Line to Fairpoint Drive Roadway ID 58030000	Principal Arterial	6	Divided	1	0.455	2.2	Urbanized	(D) 55,300	261 T	52,281	0%	0	F

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 30 (US 98) (cont.)													
Fairpoint Drive to SR 399 / Pensacola Beach Boulevard Roadway ID 58030000	Principal Arterial	6	Divided	2	2.153	0.929	Urbanized	(D) 50,000	143	52,000	100%	0	F
SR 399 / Pensacola Beach Boulevard to East End of Navel Live Oaks/ Gulf Breeze City Limits Roadway ID 58030000	Principal Arterial	4	Divided	1	0.370	2.788	Urbanized	(D) 39,800	28	40,500	50%	0	F
East End of Naval Live Oaks / Gulf Breeze City Limits to CR 191B / Soundside Drive Roadway ID 58030000	Principal Arterial	4	Divided	6	1.297	4.628	Urbanized	(D) 39,800	30 34 31	38,000 39,000 36,000	0%	0	F

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode 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	0.224	4.47	Urbanized	(D) 39,800	283	31,000	0%	0	F
Within FL-AL Urbanized Area Boundary													
FL-AL and OK-WL Urbanized Area Boundaries (West of Bergren Road) to Edgewood Drive	Principal Arterial	4	Divided	0	0	1.52	Urbanized	(D) 65,600	283 262	32,000 29,500	0%	0	F
Within OK-WL Urbanized Area Boundary													
Edgewood Drive Belle Meade Circle	Principal Arterial	4	Divided	10	1.282	7.8	Urbanized	(D) 39,800	236 61	41,000 35,000	0%	0	F
Roadway ID 58030000													

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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 #	2014 AADT	Bus Mode 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	0.804	1.244	Urbanized	(D) 39,800	167T (OKA) 263	35,768 39,500	0%	0	F
Roadway ID 58030000													
SR 87N													
Stewart Street SR 10 / US 90 to SR 89 South	Minor Arterial	4	Divided	4	1.227	3.259	Urbanized	(D) 39,800	5006 5004 1508 9937 T	14,700 13,900 9,100 12,660	100%	0	F
Roadway ID 58050000													
SR 89 South to SR 89 North	Minor Arterial	4	Divided	0	0.000	1.591	Urbanized	(D) 65,600	9937 T	12,660	100%	0	F
Roadway ID 58050000													

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CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS													
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 87N (cont.)													
SR 89 North to Whiting Field Entrance / CR 87A / Langley Street Roadway ID 58050000	Minor Arterial	4	Divided	1	0.370	2.7	Urbanized	(D) 39,800	60 114	NA 10,600	0%	0	F
Whiting Field Entrance Langley Street/CR 87A to FL-AL Urbanized Area Boundary (north of Whiting Field Circle) Roadway ID 58050000	Minor Arterial	2	Undivided	1	0.510	1.97	Urbanized	(D) 17,700	119	3,900	0%	0	F
FL-AL Urbanized Area Boundary (north of Whiting Field Circle) to FL-AL MPA Boundary (north of Hopewell Road) Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	3.71	Trans.	(C) 17,300	278	NA	NA	NA	NA

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CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 87N (cont.)													
FL-AL MPA Boundary (north of Hopewell Road) to the Alabama State Line Roadway ID 58050000	Minor Arterial	2	Undivided	0	0.000	15.742	Rural Undev	(C) 8,400	83 109	2,500 2,400	NA	NA	NA
SR 87S													
SR 30 / US 98 to north of Five Forks Road Roadway ID 58040000	Minor Arterial	4	Divided	3	0.794	3.78	Urbanized	(D) 36,700	29 264	18,000 10,700	100%	0	F
Segment is on the Florida Intrastate Highway System													
North of Five Forks Road to OK-WL Urbanized Area Boundary (north of Vonnie Tolbert Road) Roadway ID 58040000	Minor Arterial	2	Undivided	0	0.000	4.73	Urbanized	(C) 17,300	32	7,800	0%	0	F
Segment is on the Florida Intrastate Highway System													

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STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 87S (cont.)													
OK-WL Urbanized Boundary (North of Vonnie Tolbert Road) to Barney Broxon Road Roadway ID 58040000	Minor Arterial	2	Undivided	0	0.000	9.1	Trans.	(C) 17,300	32	7,800	NA	NA	NA
Segment is on the Florida Intrastate Highway System													
Barney Broxon Road to FL-AL Urbanized Area Boundary (South of Nichols Lake Road) Roadway ID 58040000	Minor Arterial	4	Divided	0	0.000	0.56	Trans.	(C) 49,600	32	7,800	NA	NA	NA
Segment is on the Florida Intrastate Highway System													
FL-AL Urbanized Area Boundary (south of Nichols Lake Road) to I-10 / SR 8 Roadway ID 58040000	Minor Arterial	4	Divided	1	0.480	2.1	Urbanized	(D) 39,800	271	9,100	25%	0	F
Segment is on the Florida Intrastate Highway System													

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 89 (cont.)													
SR 87 to FL-AL Urbanized Area Boundary (south of Divot Lane) Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.56	Urbanized	(D) 24,200	121	2,400	0%	0	F
FL-AL Urbanized Area Boundary (south of Divot Lane) to FL-AL MPA Boundary (south of Pond Creek Road) Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	1.23	Trans.	(C) 17,300	278 265	NA 1,900	NA	NA	NA
FL-AL MPA Boundary (south of Pond Creek Road) to Shell Road/Jay City Limits Roadway ID 58060000	Minor Arterial	2	Undivided	0	0.000	17.65	Rural Undev	(C) 8,400	285 T 33	1,454 2,700	NA	NA	NA

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CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS ON SANTA ROSA COUNTY, STATE ROADS

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 89 (cont.)													
Shell Road/Jay City Limits to Pollard Road Roadway ID 58060000	Minor Arterial	2	Undivided	1	0.552	1.812	Rural Developed	(C) 12,900	33	2,700	NA	NA	NA
Pollard Road to the Alabama State Line Roadway ID 58060000	Minor Arterial	2	Undivided	0	0	3.436	Rural Undev	(C) 8,400	73 194	2,300 1,200	NA	NA	NA
SR 281													
Avalon Boulevard SR 30 / US 98 to FL-AL Urbanized Area Boundary (Mid-point of Garcon Point Bridge) Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	2.20	Trans.	(C) 15,100	35	3,600	NA	NA	NA

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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 #	2014 AADT	Bus Mode 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 Roadway ID 58170000	Minor Arterial	2	Undivided	0	0.000	4.89	Urbanized	(C) 17,300	35	3,600	0%	0	F
CR 191 to I-10 / SR 8 / FL-AL Urbanized Area Boundary Roadway ID 58170000	Minor Arterial	2	Undivided	1	0.260	3.851	Urbanized	(D) 24,200	280	6,100	0%	0	F
I-10 / SR 8 Ramp / FL-AL Urbanized Area Boundary to US 90 / SR 10 Roadway ID 58005000	Minor Arterial	2	Undivided	3	0.588	5.099	Urbanized	(D) 17,700	270 276 215	19,600 16,800 17,600	0%	0	F

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STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SIG PER MI.	SEG LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
SR 399 (Pensacola Beach Boulevard)													
From Int. with EB & WB Ramps to SR 30 (US 98)	Urban Collector	4	Divided	0	0.000	0.319	Urbanized	(D) 65,600	235	25,500	0%	0	F
Roadway ID 58140000							<i>The State portion of this roadway is only .319 miles in length (from the EB & Wbramps) to US 98. The remainder is a county facility.</i>						

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
CR 89													
Ward Basin Road I-10 to US 90	Minor Arterial	2	Undivided	1	0.36	2.75	Urbanized	(D) 17,700	186 281	4,800 4,200	8%	0	F
CR 184													
Hickory Hammock Road CR 89 to SR 87	Urban Collector	2	Undivided	0	0	3.26	Urbanized	(D) 24,200	246	2,900	0%	0	F
Quintette Road													
Chumuckla Highway to Myree Lane	Minor Collector	2	Undivided	0	0	1.84	Urbanized	(D) 24,200	219	7,000	0%	0	F

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
CR 184 (cont.)													
Myree Lane to Escambia County Line	Minor Collector	2	Undivided	0	0	4.04	Trans.	(C) 17,300	219	7,000	NA	NA	NA
CR 184 A													
Berryhill Road CR 197 to SR 89	Urban Collector	2	Undivided	3	0.375	8	Urbanized	(D) 17,700	5023 1513	11,000 11,000	0%	0	F
CR 197													
Floridatown Road Diamond Road to US 90	Urban Collector	2	Undivided	1	1.67	.6	Urbanized	(D) 14,800	225	2,900	0%	0	F

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
CR 197 (cont.)													
Chumuckla Highway US 90 / SR 10 to CR 184 / Quintette Road	Minor Collector	2	Undivided	1	0.33	3	Urbanized	(D) 17,700	233	10,900	0%	0	F
Quintette Road to Luther Fowler Road	Minor Collector	2	Undivided	0	0	1.33	Urbanized	(D) 24,200	115	7,800	0%	0	F
Luther Fowler Road to Ten Mile Road	Minor Collector	2	Undivided	0	0	4.47	Trans.	(C) 17,300	115	7,800	NA	NA	NA

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
CR 184 (Quintette Road)													
Chumuckla Highway to Myree Lane	Minor Collector	2	Undivided	0	0	1.84	Urbanized	(D) 24,200	219	7,000	0%	0	F
Myree Lane to Escambia County Line	Minor Collector	2	Undivided	0	0	4.04	Trans.	(C) 17,300	219	7,000	NA	NA	NA
CR 184													
Berryhill Road CR 197 to SR89	Urban Collector	2	Undivided	1	0.13	7.87	Urbanized	(D) 17,700	5023	11,000	0%	0	F

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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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
CR 197A													
Bell Lane CR 191B to US 90 / SR 10	Urban Collector	2	Undivided	1	0.5	2	Urbanized	(D) 17,700	221	6,700	0%	0	F
Woodbine Road US 90 / SR 10 to CR 197 / Chumuckla Highway	Urban Collector	2	Divided	1	0.22	4.5	Urbanized	(D) 17,700	214 218	16,200 13,500	0%	0	F
CR 399													
Pensacola Beach Boulevard North End of Bob Sikes Bridge (Escambia Co/Line) to EB & WB Ramps for SR 30 (US 98) (Begin state system)	Urban Collector	4	Divided	0	0	0.291	Urbanized	(D) 65,600	235	25,500	75%	0	F

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CONGESTION MANAGEMENT PROCESS 2014 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 #	2014 AADT	Bus Mode LOS		
											Sidewalk % Coverage	No. Buses per hour	LOS
CR 399													
East Bay Boulevard US98 to SR87	Urban Collector	2	Undivided	1	0.1	9.88	Urbanized	(D) 17,700	238 237	9,100 5,100	13%	0	F
CR 399													
Gulf Boulevard Escambia Co. Line to SR 30 (US 98/Navarre Parkway)	Urban Collector	2	Undivided	1	0.1	4.886	Urbanized	(D) 17,700	234	10,000	50%	0	F

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - BALDWIN COUNTY'S STATE ROADS																
STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SEG. LTH (ML.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2013 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 45 MPH	0	1.000	Urbanized	(D) 24,200	598	7,890	2004	8,300	B	(D) 1,190	411	B	
										2005	9,300	C		460	C	
										2006	9,250	C		458	C	
										2007	9,070	C		449	C	
										2008	8,140	B		403	B	
										2009	8,460	B		419	B	
										2010	8,340	B		413	B	
										2011	8,800	C		436	C	
										% of MV	2012	8,710		C	431	C
										32.60%	2013	7,890		B	391	B
										36.00%	2018	8,711		C	431	C
										39.74%	2023	9,618		C	476	C
Hillrest Rd to Aabama State Line Alabama Line																
Hillrest Rd to Aabama State Line Alabama Line 78.85-80.248 Route ID: AL0042	Principal Arterial	2	Undivided 45 MPH	1	2.10	Urbanized	(D) 17,700	559 1006	10,470 11,510	2004	12,000	C	(D) 880	594	C	
										2005	12,100	C		599	C	
										2006	12,420	C		615	C	
										2007	12,100	C		599	C	
										2008	10,850	C		537	C	
										2009	11,270	C		558	C	
										2010	11,120	C		550	C	
										2011	10,510	C		520	C	
										% of MV	2012	10,400		C	515	C
										62.09%	2013	10,990		C	544	C
										68.55%	2018	12,134		C	601	C
										75.69%	2023	13,397		C	663	C
SR180 (Canal Road)																
Foley Beach Express to SR161 Route ID: AL0180	Principal Arterial	2	Divided 45 MPH	0	1.000	Urbanized	(D) 17,700	593	15,430	2004	14,250	C	(D) 750	705	D	
										2005	14,590	C		722	D	
										2006	15,120	C		748	D	
										2007	14,100	C		698	D	
										2008	12,950	C		641	D	
										2009	13,480	C		667	D	
										2010	16,250	C		804	F*	
										2011	NA	-		-	-	
										% of MV	2012	NA		-	-	-
										87.18%	2013	15,430		C	764	E*
										96.25%	2018	17,036		D	843	F*
										106.27%	2023	18,809		F*	931	F*

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CONGESTION MANAGEMENT PROCESS 2013 LEVEL OF SERVICE ANALYSIS - BALDWIN COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC CLASS	NO. LNS	FACILITY TYPE	TOTAL # OF SIG	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	COUNT STA #	2013 AADT	AADT			PK HR. / PK DIR.			
										ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD / MAX VOL	VOLUME	LOS	
SR161																
SR180 (Canal Road) to SR182 (Perdido Beach Blvd)	Principal Arterial	4	Divided 45 MPH	0	1.000	Urbanized	(D) 39,800	512 1237	24,150 14,520	2004	16,660	C	(D) 2,000	825	C	
										2005	17,060	C		844	C	
										2006	17,570	C		870	C	
										2007	17,200	C		851	C	
										2008	14,840	C		735	C	
										2009	15,310	C		758	C	
										2010	15,050	C		745	C	
										2011	NA	-		-	-	
										% of MV	2012	NA		-	-	-
										48.58%	2013	19,335		C	957	C
										53.64%	2018	21,347		C	1,057	C
										59.22%	2023	23,569		C	1,167	C
Route ID: AL00161																
SR182 (Perdido Beach Blvd)																
SR161 to the Florida State Line	Principal Arterial	4	Divided 45 MPH	0	1.000	Urbanized	(D) 39,800	828 505	16,580 15,810	2004	18,740	C	(D) 2,000	928	C	
										2005	18,740	C		928	C	
										2006	19,170	C		949	C	
										2007	18,020	C		892	C	
										2008	16,640	C		824	C	
										2009	17,290	C		856	C	
										2010	16,870	C		835	C	
										2011	NA	-		-	-	
										% of MV	2012	NA		-	-	-
										40.69%	2013	16,195		C	802	C
										44.93%	2018	17,881		C	885	C
										49.60%	2023	19,742		C	977	C
Route ID: AL00182																

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CONGESTION MANAGEMENT PROCESS 2013 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 #	2013 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	N/A	2	Undivided 25 MPH	0	0.000	1.100	Urbanized	(D) 24,200	1000 2056	5,350	2004	N/A	N/A	(D) 1,190	N/A	N/A	
										4,430	2005	N/A	N/A		N/A	N/A	
											2006	N/A	N/A		N/A	N/A	
											2007	5,900	B		292	B	
											2008	5,880	B		291	B	
											2009	5,940	B		294	B	
											2010	6,060	B		300	B	
											2011	5,940	B		294	B	
											% of MV	2012	4,430		B	219	B
										18.31%	2013	4,890	B		242	B	
										22.31%	2018	5,399	B		267	B	
24.63%	2023	5,961	B	295	B												
0.000-1.03																	
Route ID: CO0866																	

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Appendix B

Resolution FL-AL 15-37

RESOLUTION FL-AL 15-37

A RESOLUTION OF THE FLORIDA-ALABAMA
TRANSPORTATION PLANNING ORGANIZATION
ADOPTING THE 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 Florida-Alabama Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan is developed pursuant to Part 23 Section 450.322, Code of Federal Regulations and Section 339.175(6), Florida Statutes and is the transportation plan that contains needed and financially feasible projects for at least a 20 year planning horizon; and

WHEREAS, "Moving Ahead for Progress in the 21st Century" (MAP-21) Section 1201 134(k)(3)(a) requires TMAs 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 (CMPP) is considered a fully operational management system; and

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

WHEREAS, the CMPP requires an annual minor update which entails inputting the prior year's traffic volumes and updating level of service (LOS) ratings for all modes of transportation as well as a performance measures spreadsheet and safety maps; and a major update in conjunction with the Long Range Transportation Plan;

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

The Florida-Alabama TPO adopts the Congestion Management Process Plan Major Update

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 3rd day of November 2015.

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY:

Jay Williamson, Chairman

ATTEST:

Appendix C

Document Review Comments

AGENCY COMMENTS

Victor Jordan, Alabama Department of Transportation

1. The Crash Data disclaimer is in place in two locations and I'm good with it.

TPO Staff Response

Comment Noted.

2. The Foley Beach Express in South Baldwin County is noted and that's okay.

TPO Staff Response

Comment Noted.

3. The document has a large number of grammatical errors, but we will not address those.

TPO Staff Response

Comment Noted.

Christy Johnson, Florida Department of Transportation

1. The plan is concise and well written (easy to follow and read).

TPO Staff Response

Comment Noted.

2. Page 6, 2.3- Is it possible to provide statistics for the ride-On Program in this section or in 3.5?

TPO Staff Response

ride-On Program statistics have been included.

3. Page 9, Section 3.0- Where are the travel demand networks identified in the Congestion Management Process Plan (CMPP) report? Should Park and Ride Lots be referenced?

TPO Staff Response

The network included in the CMPP goes beyond the network in the regional travel demand model. So thus far we have not called out the facilities that are included in the model versus those that are included. Park and ride lots are discussed in Section 3.6.

4. Page 12, 3.3- This section looks like a different font size.

TPO Staff Response

The font sizes will be checked and any necessary corrections will be made.

5. Page 12, 3.4- Is there a fare for BRATS?

TPO Staff Response

Yes. Demand response express routes and Zone routes all have a per mile one way fare beginning at \$2 with a max of \$5. Trips to the central transfer ar \$7 and trips to Mobile are \$12.

6. Page 23 Table 4.1- PMs for Objective 1- Should the # and date of bike/ped route maps be included? Same comment for blanks in Objectives 2 and 4

TPO Staff Response

Change has been made based on the Steering Committee's direction on October 13, 2015.

7. Page 23 Table 4.1- PM for Objective 3 regarding traffic signals- should this measure be % based as opposed to a number of signals (ex. 90% of signals will be evaluated at least annually)

TPO Staff Response

Change has been made based on the Steering Committee's direction on October 13, 2015

8. Page 23 Table 4.1 - PM for Objective 5 regarding investment in operational improvements- is the measure described in State Fiscal Years?

TPO Staff Response

Change has been made based on the Steering Committee's direction on October 13, 2015

9. Page 25, 5.1- Should SR 291 read SR 291 (Davis Highway) for consistency?

TPO Staff Response

Change has been made.

10. Page 55, Table 9.1- Same comments as for Table 4.1 on Page 23.

TPO Staff Response

Change has been made based on the Steering Committee's direction on October 13, 2015