



Level of Service Report

Glossary



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FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT TWO

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The Department's Level of Service (LOS) Report provides analysis consistent with the adopted Florida Department of Transportation LOS Standards for all the State Road and Strategic Intermodal System facilities, and the locally adopted LOS for the Counties and Municipalities within District Two. The analysis is based on the information contained in the Local Governments' adopted Comprehensive Plans and FDOT's Generalized LOS Tables. This report provides current and projected volumes and the estimated LOS from 2015 through 2040 in 5-year increment.

Strategic Intermodal System (SIS): Florida's Strategic Intermodal System is a transportation system that consists of the following:

- Statewide and regionally significant facilities and services (**strategic**)
- All modes of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (**intermodal**)
- Integrated individual facilities, services, modes of transportation and linkages into a single, integrated transportation network (**system**)

Florida's SIS is a high priority network of transportation facilities important to the state's economy and quality of life. The Governor and Legislature established the SIS in 2003 to focus the state's limited transportation resources on the facilities most significant for interregional, interstate, and international travel. In this report, SIS facilities are identified based on the following definitions:

1. Existing SIS – Highway Corridors that play a critical role in moving people and goods to and from other nations and states, and among economic regions within Florida. (Required to be an interstate facility as designated by USDOT or a designated National Highway System (NHS) facility connected to Georgia or Alabama or a limited access State Highway System (SHS) facility connecting two or more Enterprise Florida economic regions.)
2. Emerging SIS – Highway corridors that are of statewide or interregional significance, but do not currently meet the criteria for inclusion as SIS. These facilities meet different thresholds today and are potential candidates for inclusion in future updates as SIS. (Required to be a controlled access SHS facility with classification 1-3 connecting two or more Enterprise Florida economic regions or SHS facility providing service to at a designated Rural Area of Opportunity.)
3. SIS Connector – Highways that connect SIS hubs to SIS corridors or other SIS hubs. (May be either on the SHS or off-system.)

Disclaimer: FDOT LOS analysis found in this Report is based on FDOT's 2013 LOS standards and 2015 RCI & TCI data. The tables include traffic projections that are based on NERPM AB, GUATS, and the Florida Statewide Model (FLSWM). The Department's LOS Report does not incorporate any vested trips from the Local Governments' Concurrency programs and therefore may not be consistent with the Local Governments' Concurrency tables.

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Roadway: Interstate or State Road designation and/or local roadway name.

Segment Extent: All roadway segments are defined in a From and To format. For a clearer understanding of which agency is responsible for the LOS on a segment, all segments have been broken when crossing city limits. The criteria for determining where to place segment breaks includes the intersection of state roads, where the area type changes, where the facility type changes, where the number of lanes changes, the posted speed changes significantly, or the volume of traffic changes significantly.

Segment ID: Unique districtwide LOS segment ID.

Segment Length: Segment Length in miles.

Location: Indicates if the segment is within the County or another local jurisdiction.

County: County Name

Roadway ID: A unique 8-character identification number assigned to a roadway or section of a roadway either On or Off the State Highway System for which information is maintained in the Department's Roadway Characteristics Inventory (RCI).

Begin MP: Denotes the lowest mile point for the record.

End MP: Denotes the highest mile point for the record.

SIS: Indicates if the segment is part of Florida's Intermodal Strategic System (SIS)

SIS Type: Specifies the SIS facility type (Existing SIS; Emerging SIS; SIS Connector; Military Access)

Median Treatment: Denotes if roadway is divided or undivided facility.

Directionality: Denotes if roadway is one-way or two-way facility.

Posted Speed: Specifies range of maximum posted speed limit for the record.

Facility Type: Indicates the roadway classification and relates directly to the Level of Service Tables published by the Department of Transportation. Freeway reflects a limited access facility, typically an interstate with high speeds moving long distance traffic. Highway reflects occasional signalization with speeds over 50 miles per hour. Arterials are normally found within urban or urbanized areas with posted speeds less than 50 miles per hour, and are classified based on posted speed.

Area Type: Area type relates directly to the Minimum Level of Service Standards published by the Department of Transportation in the Level of Service Handbook.

Urbanized areas are defined by the Federal Highway Administration (FHWA) approved boundary, which encompasses the entire Census Urbanized Area, as well as a surrounding geographic area as agreed upon by FDOT, FHWA, and the Metropolitan Planning Organization (MPO). The minimum population for an urbanized area is 50,000.

Transitioning areas are fringe areas that exhibit characteristics between rural and urbanized/urban. Transitioning areas are intended to include areas that, based on their growth characteristics, are anticipated to become urbanized or urban in the next 20 years.

An urban area has a population between 5,000 and 50,000 and is not within an urbanized area. Boundaries for cities over 5,000 population and not within urbanized areas are primarily set by existing city limits and must be agreed upon by FDOT, the local government, and FHWA. However, the 5,000 population threshold is primarily a surrogate for areas that exhibit urban traffic characteristics.

Rural areas consist of two types:

- Rural undeveloped - areas in which there is no or minimal population or development
- Rural developed - areas consisting of cities and other population areas with less than 5,000 population or along coastal roadways. For the purpose of LOS, Communities fall under rural developed areas.

Local LOS STD: The minimum local government level of service standard. Presented for the Peak Hour.

FDOT LOS STD: The minimum FDOT level of service standard. Presented for the Peak Hour.

Max. Service Vol. Adjustment Factor: This is an adjustment factor applied to the Maximum Service Volume published in the LOS tables.

Lanes	Median	Left-turn Lanes	Adjustment Factors
2	Divided	Yes	+ 5%
2	Undivided	No	- 20%
Multi	Undivided	Yes	- 5%
Multi	Undivided	No	- 25%

To estimate the maximum service volume on a 1-way segment, a factor of 60 percent is applied to the equivalent 2-way facility.

Number of Lanes 2015: The number of lanes in both directions for 2-way roads and directional for 1-way facilities.

AADT 2015: Annual Average Daily Traffic volumes

Peak Hour Traffic Volume 2015: This is derived by applying the standard K factor to 2015 AADT.

Peak Hour Maximum Service Volume at LOS Standard 2015: The maximum Peak Hour service volume based on the minimum level of service. All values are based on the latest published FDOT Generalized LOS Tables.

Peak Hour LOS 2015: The peak hour Level of Service based on the 2015 counts and associated capacity thresholds.

Volume to Capacity Ratio at LOS Standard: Peak hour volume to capacity ratio at Level of Service Standard.

Volume to Capacity Ratio at LOS E: Peak hour volume to capacity ratio at Level of Service E.

Projections: Growth rates were calculated for each LOS segment using the base year and future year model outputs. The volumes and growth rates were carefully reviewed and adjusted as necessary where anomalies existed (examples include segments with negative traffic growth, segments with very high traffic growth, etc.). The finalized growth rates were then applied to the 2015 traffic counts in order to calculate projected volumes for future years.