HAMILTON COUNTY MOBILITY PROFILE

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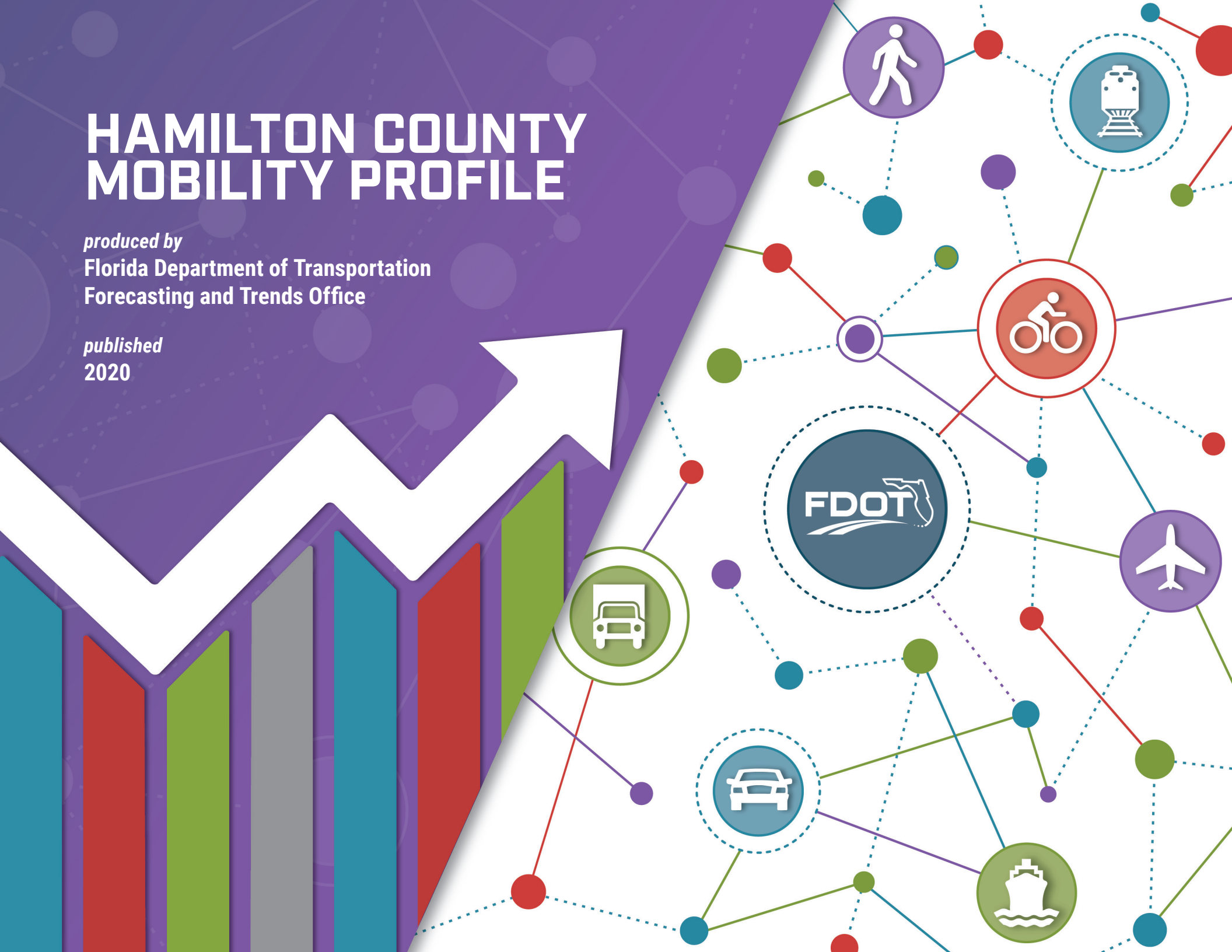

Hamilton County

Transportation Profile 2018

FDOT
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Population Density

28 Per Square Mile

Average Commute to Work

23 Minutes

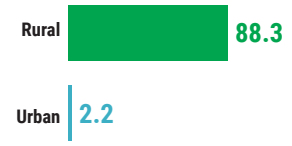
Average Travel Time

25 Minutes to Hospital

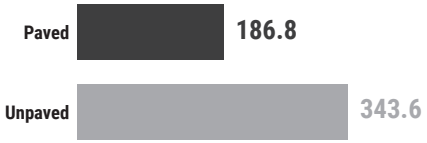
74 Minutes to Airport

13 Minutes to Urban Center

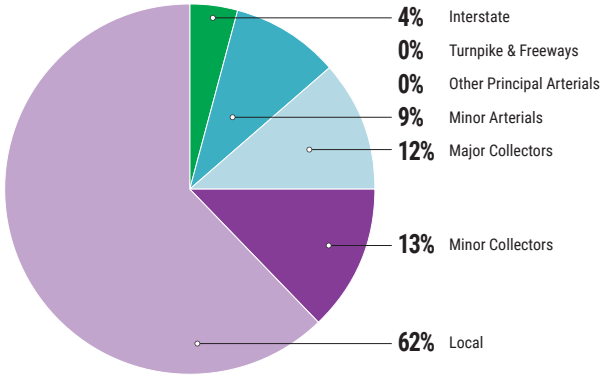
Centerline Miles on SHS for Rural and Urban Areas



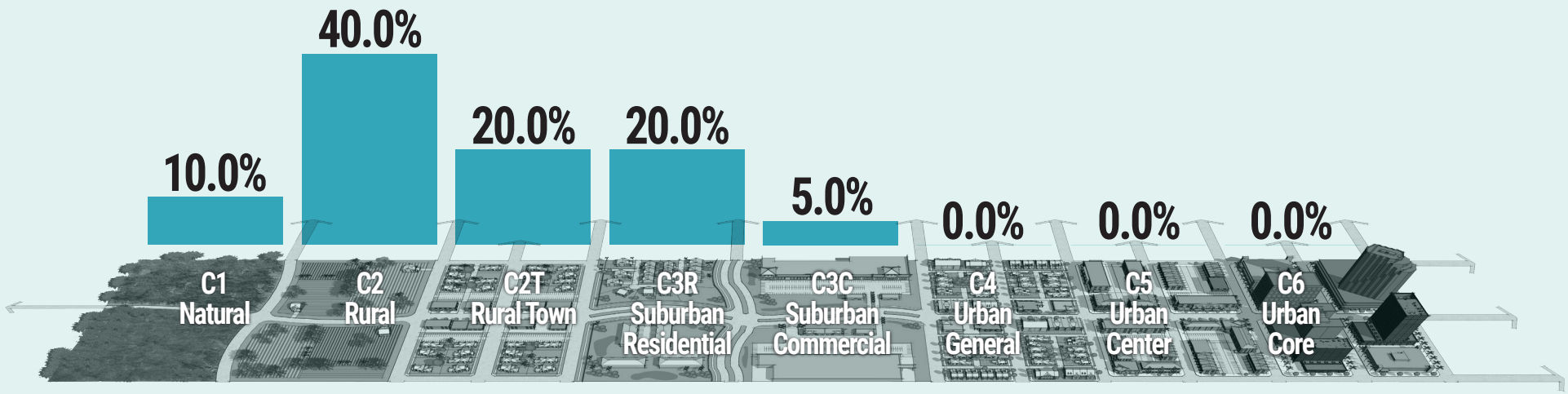
Centerline Miles of Paved and Unpaved Roads



Centerline Miles by Functional Classification



Percentage of Roadways by Context Classification



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DEFINITIONS

State Highway System (SHS) - Roads under the jurisdiction of the State of Florida, and maintained by the Florida Department of Transportation (FDOT) or a regional transportation commission; includes roads with Interstate, US, and SR numbers.

Functional Classifications

Turnpike & Freeways - have directional travel lanes that are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations.

Other Principal Arterials - provide a high degree of mobility and direct access to abutting land uses through at grade intersections and driveways.

Minor Arterials - provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. Minor Arterials in rural areas are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement.

Major and Minor Collectors - serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Collectors are broken down into two categories: Major Collectors and Minor Collectors. In the rural environment, Collectors generally serve primarily intra-county travel and constitute those routes on which predominant travel distances are shorter than on Arterial routes. Consequently, more moderate speeds may be posted. The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.

Local Roads - are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. They are often designed to discourage through traffic.

Context Classifications

C1-Natural: Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.

C2-Rural: Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.

C2T-Rural Town: Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.

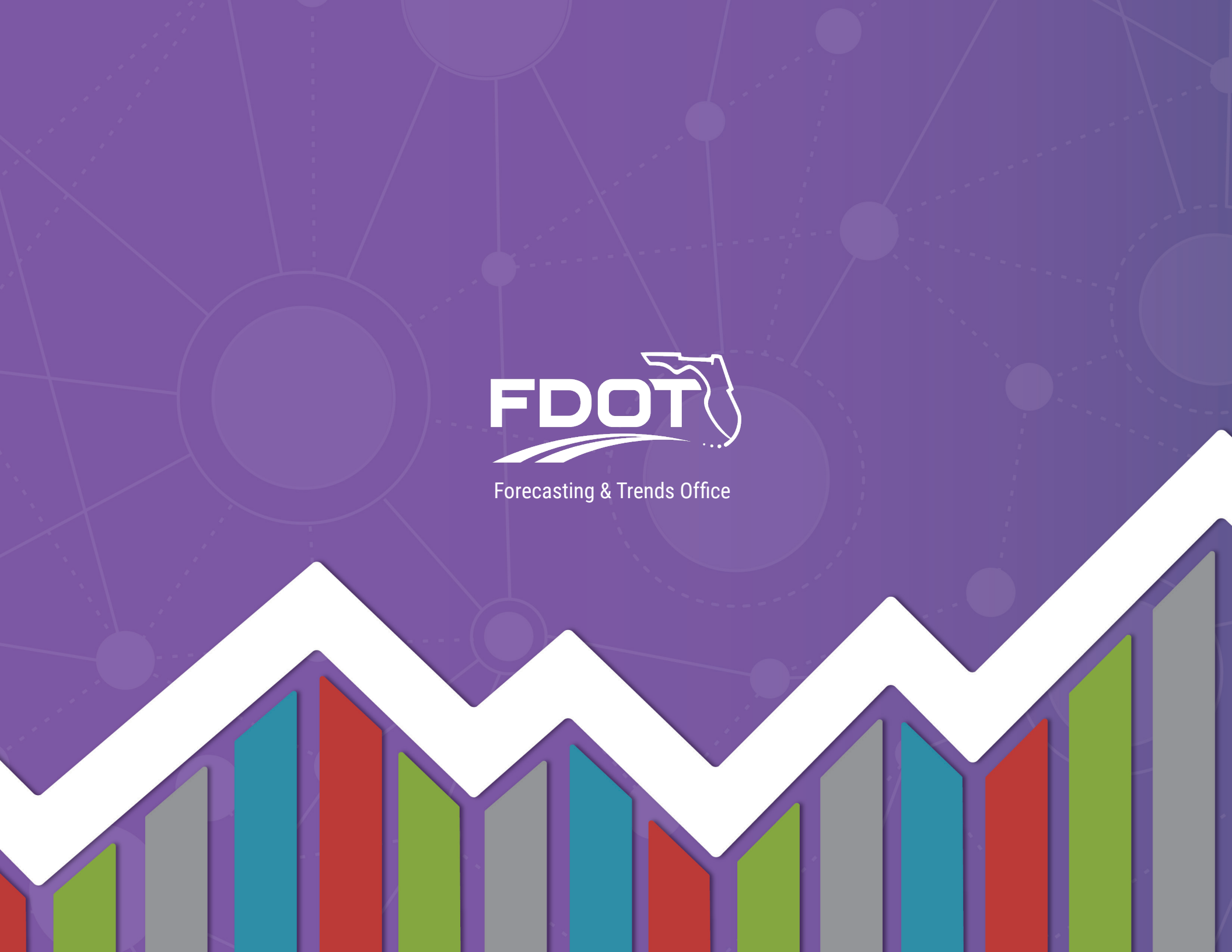
C3R-Suburban Residential: Mostly residential uses within large blocks and a disconnected or sparse roadway network.

C3C-Suburban Commercial: Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.

C4-Urban General: Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.

C5-Urban Center: Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.

C6-Urban Core: Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.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