Appendix A. LOS Development

A.1 2013 Generalized Service Volume Tables

A.2 2015 D4 LOS Development Methodology

A.3 2015 LOS Table for SIS and SHS Facilities

A.1 2013 Generalized Service Volume Tables

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways			Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density		Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17		> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24		> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31		> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35		> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	44,100	57,600	68,900	71,700
6	65,100	85,600	102,200	111,000
8	85,100	113,700	135,200	150,000
10	106,200	141,700	168,800	189,000

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	9,200	17,300	24,400	33,300
4	Divided	35,300	49,600	62,900	69,600
6	Divided	52,800	74,500	94,300	104,500

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	12,900	14,200	**
4	Divided	*	29,300	30,400	**
6	Divided	*	45,200	45,800	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	28,800	43,000	52,300	60,000
6	43,000	64,000	78,300	92,500
8	57,500	85,400	104,400	123,500

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	4,700	8,400	14,300	28,600
4	Divided	25,700	40,300	51,000	57,900
6	Divided	38,800	60,400	76,700	86,800

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	8,700	16,400	23,100	31,500
4	Divided	25,900	40,700	52,400	59,600
6	Divided	38,800	61,000	78,400	89,500

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 3
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 39	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,820	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,970	5,190	6,200	6,460
6	5,860	7,710	9,190	9,990
8	7,660	10,230	12,170	13,500
10	9,550	12,750	15,190	17,010

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	820	1,550	2,190	2,990
4	Divided	3,170	4,460	5,660	6,260
6	Divided	4,750	6,700	8,480	9,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	>1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,020	4,510	5,490	6,300
6	4,510	6,720	8,220	9,720
8	6,040	8,970	10,960	12,970

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	790	1,350	2,710
4	Divided	2,440	3,820	4,840	5,500
6	Divided	3,680	5,730	7,280	8,240

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	820	1,550	2,190	2,990
4	Divided	2,460	3,860	4,970	5,660
6	Divided	3,680	5,790	7,440	8,500

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, w)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 39	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,200	2,880	3,440	3,580
3	3,260	4,280	5,100	5,540
4	4,260	5,680	6,760	7,500
5	5,300	7,080	8,440	9,440

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,740	2,450	3,110	3,440
3	Divided	2,610	3,680	4,660	5,170

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
CONTROL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	1,680	2,500	3,040	3,500
3	2,500	3,720	4,560	5,400
4	3,360	4,980	6,080	7,200

Freeway Adjustments

Auxiliary Lanes Present in Both Directions

+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,350	2,120	2,730	3,110
3	Divided	2,020	3,180	4,090	4,670

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 39	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

A.2 2015 D4 LOS Development Methodology

Appendix A.2. LOS Development Methodology

The Level of Service (LOS) determination was based on the daily service volume thresholds recommended in the FDOT's ***2013 Quality/LOS Handbook***. The service volume tables, dated 12/18/2012, are utilized for three area types: Urban, Transitional, and Rural. The tables are further disaggregated by three facility types: Signalized Arterials, Uninterrupted Highways, and Freeways.

For Signalized Arterials, the classifications are based on posted speed limit, as follows:

- Class I: 40 mph or higher posted speed limit, and
- Class II: 35 mph or slower posted speed limit.

SIS Facilities:

For Strategic Intermodal System (SIS) facilities, the level of service was based on the annual update for Central Office. The existing Average Annual Daily Traffic (AADT) was based on the latest data available while the future AADT was derived following the priority below:

1. Traffic projections from PD&E studies completed within the last 5 years,
2. Traffic projections from corridor master plans, feasibility studies, needs assessment plans, completed within the last 5 years, and
3. Traffic projections from design traffic technical memoranda, interchange access proposals, 18-KIP reports, and/or private development traffic impact studies completed within the last 5 years.

SHS Facilities:

Regional travel demand model projections: Southeast Regional Planning Model (SERPM 7) for Broward and Palm Beach Counties, and Treasure Coast Regional Planning Model (TCRPM 4) for Martin, St. Lucie and Indian River Counties.

Turnpike System Facilities:

For the Turnpike System, including the Florida's Turnpike and Sawgrass Expressway, the 2014 daily volumes and forecasting volumes are included and were used to determine daily LOS.

Non-SHS Facilities:

For the major non-SHS facilities, the LOS are assessed for base year 2014 existing and future year 2040 daily projections from the respective regional planning models. The Southeast Regional Planning Model (SERPM 7) was utilized for Broward and Palm Beach County, and Treasure Coast Regional Planning Model (TCRPM 4) was utilized for Martin, St. Lucie and Indian River Counties.

Level of Service Thresholds:

As noted, the Level of Service (LOS) determination was based on the daily service volume thresholds recommended in the generalized tables from the ***2013 Quality/LOS Handbook***; these tables are included in ***Appendix B.1.*** The daily service volume thresholds are provided for two-way facilities while the evaluation is by direction; hence, the service thresholds are halved. The one-way service volume thresholds are shown in Tables 1 through 3.

Table 1a: Freeways – Core Urbanized Areas

LANES	B	C	D	E
2	23,700	32,000	38,950	42,300
3	34,950	47,600	58,300	65,300
4	46,250	63,200	77,150	88,300
5	57,550	79,850	97,250	111,350
6	81,200	108,350	128,300	134,450

Table 1b: Freeways – Urbanized Areas

LANES	B	C	D	E
2	22,900	30,750	37,200	39,950
3	34,050	46,500	55,900	61,650
4	45,750	61,750	74,350	83,400
5	57,400	62,800	93,550	105,150

Table 1c: Freeways – Transitioning Areas

LANES	B	C	D	E
2	22,050	28,800	34,450	35,850
3	32,550	42,800	51,100	55,500
4	42,550	56,850	67,600	75,000
5	53,100	70,850	84,400	94,500

Table 1d: Freeways – Rural Areas

LANES	B	C	D	E
2	14,400	21,500	26,150	30,000
3	21,500	32,000	39,150	46,250
4	28,750	42,700	52,200	61,750

Table 2a: Highways – Urbanized Areas

LANES	B	C	D	E
1	4,300	8,500	12,100	16,650
2	18,350	25,900	32,800	36,300
3	27,500	38,850	49,150	54,400

Table 2b: Highways – Transitioning Areas

LANES	B	C	D	E
1	4,600	8,650	12,200	16,650
2	17,650	24,800	31,450	34,800
3	26,400	37,250	47,150	52,250

Table 2c: Highways – Rural Undeveloped Areas

LANES	B	C	D	E
1	2,350	4,200	7,150	14,300
2	12,850	20,150	25,500	28,950
3	19,400	30,200	38,350	43,400

Table 2d: Highways – Rural Developed Areas

LANES	B	C	D	E
1	4,350	8,200	11,550	15,750
2	12,950	20,350	26,200	29,800
3	19,400	30,500	39,200	44,750

Table 3a: Signalized Arterials – Urbanized Areas

	LANES	B	C	D	E
Class I	1	-[1]	8,400	8,850	-[2]
	2	-[1]	18,950	19,900	-[2]
	3	-[1]	29,200	29,950	-[2]
	4	-[1]	39,400	40,050	-[2]
Class II	1	-[1]	3,650	7,400	7,800
	2	-[1]	7,250	16,200	16,900
	3	-[1]	11,650	25,000	25,450
	4	-[1]	16,000	33,650	34,050

1 cannot be achieved

2 volumes greater than level of service D become F because intersection capacities have been reached

Table 3b: Signalized Arterials – Transitioning Areas

	LANES	B	C	D	E
Class I	1	-[1]	7,200	8,100	-[2]
	2	-[1]	17,000	17,750	-[2]
	3	-[1]	26,050	26,750	-[2]
Class II	1	-[1]	3,250	6,650	7,100
	2	-[1]	4,950	14,400	15,800
	3	-[1]	8,000	22,450	23,800

1 cannot be achieved

2 volumes greater than level of service D become F because intersection capacities have been reached

Table 3c: Signalized Arterials – Rural Areas

LANES	B	C	D	E
1	-[1]	6,450	7,100	-[2]
2	-[1]	14,650	15,200	-[2]
3	-[1]	22,600	22,900	-[2]

1 cannot be achieved

2 volumes greater than level of service D become F because intersection capacities have been reached

Database and Map Series Development

To illustrate the LOS along the corridors, a GIS-based data set was developed. Some details are provided below.

Facility Type

Various facility types were aggregated into three categories as follows:

- FT_LOS = 1: Freeways
- FT_LOS = 2: Arterials
- FT_LOS = 3: Highway

Urban Area Boundary

The Urban and Transition area boundaries were defined for all links in the model network based on the 2007 Transitioning Areas memo. A Cube polygon was drawn around the urban areas, a new attribute "Urban" was added and populated as follows:

- AT_LOS = 1: Urban
- AT_LOS = 2: Transitional
- AT_LOS = 3: Rural

Freeways

On freeway facilities where there are managed lanes (e.g. HOV, HOT), the capacity of the managed one-lane is calculated as one-fifth of a five-lane freeway. It should be noted that capacity is kept as 1,650 passenger cars per hour per lane (pcphpl) across all LOS. Since the model output separated out the managed and general purpose lanes, the capacities were calculated and assigned accordingly.

Highways

To assign the Highway thresholds to corresponding links on the model network various highways were identified via a new attribute called "Highway". All highway links were coded as Highway = 1. A cube polygon was used to identify all links with facility type = 21 within the polygon. Following highways were identified: US 27, SR 710/Beeline Highway, SR 60/West Vero Avenue, SR 80/Southern Boulevard.

Arterials

Along the arterials, both SERPM and TCRPM networks contain a posted speed limit attribute, "POSTSPEED". This attribute was used to categorize the arterials into two signal classes. The links were categorized into two categories:

- SG_LOS = 1: Class I
- SG_LOS = 2: Class II

LOS Assignment

A Cube program was written to transfer the service volume thresholds to the model network. Once the thresholds were transferred, operating LOS for each links was determined by comparing the model volume and LOS threshold.

ArcGIS Maps Development

The 2015 and 2040 operating levels of service are shown in the map series, overlaying the Department's atlas based map.

Performance Evaluation

For planning purposes, FDOT has adopted the statewide minimum LOS standards as shown in Chapter 10 of the Q/LOS Handbook. At the county and local levels, LOS standards are varied. ***Appendix B.3*** includes a comprehensive list of LOS requirements for the roadways in the counties, cities, towns, and villages encompassed in FDOT District 4.

Reasonableness Checks:

To ensure the reasonableness of the level-of service, visual checks were performed, comparison of existing and forecasted growths were completed (to ensure of no observed negative growth), and zonal data are randomly examined, especially along I-95 corridor.

A.3 2015 LOS Table for SIS and SHS Facilities

(Part of the Florida Annual State-wide LOS Report)

A.3.1 2015 LOS Table – Short Verion

A.3.2 2015 LOS Table – Complete Version

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
Access Road at FLL Amtrak Tri-Rail Station	BROWARD	86000261	0.000	0.139	Urban	Arterial	Class II	2	2500	C	
Access Road Ramp to FLL Airport	BROWARD	86095071	0.000	0.500	Urban	Arterial	Class I	2	3100	C	
Andrews Ave	BROWARD	86033500	0.000	0.389	Urban	Arterial	Class II	4	10400	C	
Andrews Ave	BROWARD	86033503	0.954	1.063	Urban	Arterial	Class II	6	17500	C	
Andrews Ave	BROWARD	86517000	0.813	1.061	Urban	Arterial	Class II	4	16500	D	
Atlantic Blvd	BROWARD	86039000	0.000	1.230	Urban	Arterial	Class I	6	51500	C	
Atlantic Blvd	BROWARD	86039000	1.230	2.482	Urban	Arterial	Class I	6	52000	C	
Atlantic Blvd	BROWARD	86130000	2.271	3.228	Urban	Arterial	Class I	4	16400	C	
Atlantic Blvd	BROWARD	86130000	3.228	3.775	Urban	Arterial	Class I	6	50525	C	
Atlantic Blvd	BROWARD	86130000	3.775	5.033	Urban	Arterial	Class I	6	60500	C	
Atlantic Blvd	BROWARD	86130000	5.033	5.676	Urban	Arterial	Class I	6	59500	C	
Atlantic Blvd	BROWARD	86130000	5.676	5.895	Urban	Arterial	Class II	6	45500	D	
Atlantic Blvd	BROWARD	86130000	5.895	6.929	Urban	Arterial	Class II	4	45500	F	
Atlantic Blvd	BROWARD	86130000	6.929	7.121	Urban	Arterial	Class II	4	33000	D	
Atlantic Blvd	BROWARD	86130000	7.121	7.870	Urban	Arterial	Class II	4	24500	D	
Broward Blvd	BROWARD	86006000	0.000	3.140	Urban	Arterial	Class I	6	47500	C	
Broward Blvd	BROWARD	86006000	3.140	5.219	Urban	Arterial	Class I	6	45000	C	
Broward Blvd	BROWARD	86006000	5.219	6.336	Urban	Arterial	Class I	6	70500	F	
Broward Blvd	BROWARD	86006000	6.336	6.773	Urban	Arterial	Class II	6	55000	F	
Broward Blvd	BROWARD	86006000	6.773	6.965	Urban	Arterial	Class II	6	55000	F	
Broward Blvd	BROWARD	86006000	6.965	7.166	Urban	Arterial	Class II	5	55000	F	
Broward Blvd Ramp	BROWARD	86000260	0.201	0.245	Urban	Arterial	Class I	2	2500	C	
Commercial Blvd	BROWARD	86014000	0.000	1.002	Urban	Arterial	Class I	6	49500	C	
Commercial Blvd	BROWARD	86014000	1.002	2.001	Urban	Arterial	Class I	6	49000	C	
Commercial Blvd	BROWARD	86014000	2.001	2.748	Urban	Arterial	Class I	6	67500	F	
Commercial Blvd	BROWARD	86014000	2.748	3.220	Urban	Arterial	Class I	6	58000	C	
Commercial Blvd	BROWARD	86014000	3.220	4.228	Urban	Arterial	Class I	6	53500	C	
Commercial Blvd	BROWARD	86014000	4.228	5.260	Urban	Arterial	Class I	6	30500	C	
Commercial Blvd	BROWARD	86014000	5.260	6.449	Urban	Arterial	Class I	6	61000	C	
Commercial Blvd	BROWARD	86014000	6.449	7.587	Urban	Arterial	Class I	6	18000	C	
Commercial Blvd	BROWARD	86014000	7.587	8.758	Urban	Arterial	Class II	6	53500	F	
Commercial Blvd	BROWARD	86014000	8.758	9.256	Urban	Arterial	Class II	6	41000	D	
Commercial Blvd	BROWARD	86014000	9.256	9.893	Urban	Arterial	Class II	4	41000	F	
Cypress Creek Rd	BROWARD	86530500	0.442	0.746	Urban	Arterial	Class II	7	43000	D	
Dania Bch Blvd	BROWARD	86030000	5.601	6.677	Urban	Arterial	Class I	4	10300	C	
Dania Bch Blvd	BROWARD	86030000	6.677	7.314	Urban	Arterial	Class I	6	20700	C	
Dania Bch Blvd	BROWARD	86030000	7.314	7.449	Urban	Arterial	Class II	4	20700	D	
Davie Blvd	BROWARD	86210000	0.000	0.981	Urban	Arterial	Class I	4	25500	C	
Davie Blvd	BROWARD	86210000	0.981	2.063	Urban	Arterial	Class I	4	37000	C	
Davie Blvd	BROWARD	86210000	2.063	3.657	Urban	Arterial	Class I	4	33000	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
Davie Blvd	BROWARD	86210000	3.657	4.033	Urban	Arterial	Class II	4	16900	D	
Dixie Hwy	BROWARD	86170000	2.338	2.837	Urban	Arterial	Class II	4	24000	D	
Dixie Hwy	BROWARD	86170000	2.837	3.929	Urban	Arterial	Class I	4	25500	C	
Dixie Hwy	BROWARD	86170000	3.929	5.445	Urban	Arterial	Class I	4	20500	C	
Dixie Hwy	BROWARD	86170000	5.445	6.580	Urban	Arterial	Class II	3	11000	C	
Dixie Hwy	BROWARD	86170000	6.580	6.936	Urban	Arterial	Class II	4	25000	D	
Dixie Hwy	BROWARD	86170000	6.936	7.967	Urban	Arterial	Class II	4	25500	D	
Dixie Hwy	BROWARD	86170000	7.967	8.991	Urban	Arterial	Class I	4	25500	C	
Dixie Hwy	BROWARD	86170000	8.991	10.038	Urban	Arterial	Class I	4	17100	C	
Dixie Hwy	BROWARD	86170000	10.038	11.088	Urban	Arterial	Class I	4	23000	C	
Dixie Hwy	BROWARD	86170000	11.088	12.145	Urban	Arterial	Class I	4	18100	C	
Dixie Hwy	BROWARD	86170000	12.145	13.124	Urban	Arterial	Class II	4	11700	C	
Eller Drive	BROWARD	86000120	0.000	0.200	Urban	Arterial	Class II	4	10400	C	
Eller Drive	BROWARD	86000120	0.898	1.050	Urban	Arterial	Class II	4	29500	F	
Flamingo Rd	BROWARD	86190000	2.384	3.498	Urban	Arterial	Class I	6	50500	C	
Flamingo Rd	BROWARD	86190000	3.498	5.000	Urban	Arterial	Class I	6	41500	C	
Flamingo Rd	BROWARD	86190000	5.000	6.012	Urban	Arterial	Class I	6	39000	C	
Flamingo Rd	BROWARD	86190000	6.012	7.330	Urban	Arterial	Class I	6	41000	C	
Flamingo Rd	BROWARD	86190000	7.330	9.006	Urban	Arterial	Class I	6	35000	C	
Flamingo Rd	BROWARD	86190000	9.006	10.003	Urban	Arterial	Class I	6	29500	C	
Flamingo Rd	BROWARD	86190000	10.003	10.897	Urban	Arterial	Class I	6	32000	C	
FLL Airport Ramp to US-1 NB	BROWARD	86010006	0.000	0.782	Urban	Arterial	Class I	4	7300	C	
FLL Airport Ramp to US-1 NB	BROWARD	86010006	0.782	1.064	Urban	Arterial	Class I	4	7300	C	
Goolsby Blvd	BROWARD	86900001	0.000	0.281	Urban	Arterial	Class II	3		B	
Griffin Rd	BROWARD	86015000	0.000	0.474	Urban	Arterial	Class I	6	25500	C	
Griffin Rd	BROWARD	86015000	0.474	2.063	Urban	Arterial	Class I	6	25500	C	
Griffin Rd	BROWARD	86015000	2.063	2.653	Urban	Arterial	Class I	6	34000	C	
Griffin Rd	BROWARD	86015000	2.653	3.319	Urban	Arterial	Class I	6	34000	C	
Griffin Rd	BROWARD	86015000	3.319	3.817	Urban	Arterial	Class I	6	40500	C	
Griffin Rd	BROWARD	86015000	3.817	4.059	Urban	Arterial	Class I	6	26799	C	
Griffin Rd	BROWARD	86015000	4.059	5.077	Urban	Arterial	Class I	6	26799	C	
Griffin Rd	BROWARD	86015000	5.077	6.123	Urban	Arterial	Class I	6	32500	C	
Griffin Rd	BROWARD	86015000	6.123	9.112	Urban	Arterial	Class I	6	31500	C	
Griffin Rd	BROWARD	86015000	9.112	9.400	Urban	Arterial	Class I	6	32000	C	
Griffin Rd	BROWARD	86015000	9.400	10.745	Urban	Arterial	Class I	6	14900	C	
Harbor Isles Blvd	BROWARD	86000550	0.000	0.156	Urban	Arterial	Class II	2	7800	D	
Hillsboro Blvd	BROWARD	86120000	0.000	0.998	Urban	Arterial	Class I	6	26000	C	
Hillsboro Blvd	BROWARD	86120000	0.998	3.092	Urban	Arterial	Class I	6	38000	C	
Hillsboro Blvd	BROWARD	86120000	3.092	4.616	Urban	Arterial	Class I	6	40500	C	
Hillsboro Blvd	BROWARD	86120000	4.616	4.760	Urban	Arterial	Class I	6	43500	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
Hillsboro Blvd	BROWARD	86120000	4.760	5.365	Urban	Arterial	Class I	6	43500	C	
Hillsboro Blvd	BROWARD	86120000	5.365	6.281	Urban	Arterial	Class I	6	51000	C	
Hillsboro Blvd	BROWARD	86120000	6.281	6.951	Urban	Arterial	Class II	6	27000	D	
Hillsboro Blvd	BROWARD	86120000	6.951	7.823	Urban	Arterial	Class II	4	23000	D	
Hndle Bch Blvd	BROWARD	86200000	0.000	2.553	Urban	Arterial	Class I	4	43500	F	
Hndle Bch Blvd	BROWARD	86200000	2.553	3.999	Urban	Arterial	Class I	6	64205	F	
Hndle Bch Blvd	BROWARD	86200000	3.999	4.909	Urban	Arterial	Class II	6	38500	D	
Hndle Bch Blvd	BROWARD	86200000	4.909	5.429	Urban	Arterial	Class II	6	30000	D	
Hollywood Blvd	BROWARD	86040000	11.470	12.492	Urban	Arterial	Class I	6	51500	C	
Hollywood Blvd	BROWARD	86040000	12.492	13.642	Urban	Arterial	Class I	6	26000	C	
Hollywood Blvd	BROWARD	86040000	13.642	13.990	Urban	Arterial	Class II	6	42500	D	
Hollywood Blvd	BROWARD	86040000	13.990	16.047	Urban	Arterial	Class II	6	40500	D	
Hollywood Blvd	BROWARD	86040000	16.047	16.517	Urban	Arterial	Class II	6	48000	D	
Hollywood Blvd	BROWARD	86040000	18.394	19.956	Urban	Arterial	Class I	4	13850	C	
I-595	BROWARD	86095000	0.000	0.665	Urban	Freeway		9	203000	F	167970
I-595	BROWARD	86095000	0.665	1.126	Urban	Freeway		8	203000	F	152495
I-595	BROWARD	86095000	1.126	2.088	Urban	Freeway		7	203000	F	123598
I-595	BROWARD	86095000	2.088	3.158	Urban	Freeway		7	203000	F	152231
I-595	BROWARD	86095000	3.158	4.158	Urban	Freeway		7	127500	C	184086
I-595	BROWARD	86095000	4.158	5.130	Urban	Freeway		8	138000	C	170143
I-595	BROWARD	86095000	5.130	6.669	Urban	Freeway		8	28180	B	206246
I-595	BROWARD	86095000	6.669	7.655	Urban	Freeway		9	111500	B	201768
I-595	BROWARD	86095000	7.655	8.904	Urban	Freeway		7	204500	F	171112
I-595	BROWARD	86095000	8.904	10.492	Urban	Freeway		8	204500	F	205362
I-595	BROWARD	86095000	10.492	12.267	Urban	Freeway		7	111500	D	126938
I-595	BROWARD	86095000	12.267	12.543	Urban	Freeway		6	111500	D	126938
I-595	BROWARD	86095000	12.543	12.860	Urban	Freeway		4	111500	F	126938
I-595 EB On-Ramp from FLL Airport	BROWARD	86095072	0.000	0.901	Urban	Arterial	Class I	3	21000	C	
I-595 EB On-Ramp from FLL Airport	BROWARD	86095072	0.901	1.221	Urban	Arterial	Class I	2	750	C	
I-595 to I-75 WB Ramp	BROWARD	86075045	0.000	0.141	Urban	Freeway	Class I	4	11000	B	153251
I-595 to I-75 WB Ramp	BROWARD	86075045	0.141	0.559	Urban	Freeway	Class I	3	11000	B	153251
I-595 to I-75 WB Ramp	BROWARD	86075045	0.559	1.475	Urban	Freeway	Class I	2	11000	B	77946
I-75	BROWARD	86075000	0.000	1.514	Urban	Freeway		9	163084	D	230671
I-75	BROWARD	86075000	1.514	2.939	Urban	Freeway		8	151000	D	189708
I-75	BROWARD	86075000	2.939	4.598	Urban	Freeway		8	151000	D	189708
I-75	BROWARD	86075000	4.598	5.425	Urban	Freeway		8	150000	D	178082
I-75	BROWARD	86075000	5.425	7.699	Urban	Freeway		8	180000	F	210400
I-75	BROWARD	86075000	7.699	9.480	Urban	Freeway		8	185000	F	206000
I-75	BROWARD	86075000	9.480	12.100	Urban	Freeway		10	171500	D	214800
I-75	BROWARD	86075000	12.100	13.693	Urban	Freeway		6	55000	B	77947

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
I-75	BROWARD	86075000	13.693	15.390	Urban	Freeway		6	55000	B	78037
I-75	BROWARD	86075000	15.390	18.058	Urban	Freeway		6	31000	B	49693
I-75	BROWARD	86075000	18.058	19.670	ral Develop	Freeway		4	55000	E	31059
I-75	BROWARD	86075000	19.670	45.361	ral Develop	Freeway		4	23715	B	31059
I-75 to SR-869/Sawgrass Expwy NB Ramp	BROWARD	86075040	0.000	0.255	Urban	Freeway	Class I	4	40000	B	71163
I-75 to SR-869/Sawgrass Expwy NB Ramp	BROWARD	86075040	0.255	0.947	Urban	Freeway	Class I	3	40000	B	71163
I-75 to SR-869/Sawgrass Expwy NB Ramp	BROWARD	86075040	0.947	1.224	Urban	Freeway	Class I	5	40000	B	71163
I-75 to SR-869/Sawgrass Expwy NB Ramp	BROWARD	86075040	1.224	1.393	Urban	Freeway	Class I	4	40000	B	71163
I-95	BROWARD	86070000	0.000	0.747	Urban	Freeway		10	229000	F	355360
I-95	BROWARD	86070000	0.747	1.517	Urban	Freeway		10	246000	F	370000
I-95	BROWARD	86070000	1.517	2.539	Urban	Freeway		10	267000	F	384220
I-95	BROWARD	86070000	2.539	4.117	Urban	Freeway		10	275000	F	399820
I-95	BROWARD	86070000	4.117	5.147	Urban	Freeway		10	276000	F	402980
I-95	BROWARD	86070000	5.147	6.163	Urban	Freeway		10	270000	F	407350
I-95	BROWARD	86070000	6.163	7.495	Urban	Freeway		10	319000	F	391410
I-95	BROWARD	86070000	7.495	8.891	Urban	Freeway		8	309000	F	336778
I-95	BROWARD	86070000	8.891	10.276	Urban	Freeway		8	275000	F	311524
I-95	BROWARD	86070000	10.276	11.298	Urban	Freeway		10	284000	F	403940
I-95	BROWARD	86070000	11.298	13.442	Urban	Freeway		10	282000	F	395950
I-95	BROWARD	86070000	13.442	15.075	Urban	Freeway		10	266000	F	368950
I-95	BROWARD	86070000	15.075	16.248	Urban	Freeway		8	241000	F	326710
I-95	BROWARD	86070000	16.248	18.407	Urban	Freeway		8	237000	F	341610
I-95	BROWARD	86070000	18.407	20.411	Urban	Freeway		8	227000	F	332180
I-95	BROWARD	86070000	20.411	21.558	Urban	Freeway		8	199500	F	308120
I-95	BROWARD	86070000	21.558	23.650	Urban	Freeway		8	198189	F	293630
I-95	BROWARD	86070000	23.650	24.612	Urban	Freeway		8	217000	F	281270
I-95	BROWARD	86070000	24.612	25.307	Urban	Freeway		8	203000	F	283060
I-95 NB Off-Ramp to FLL AmTrak Tri-Rail Station	BROWARD	86070146	0.000	0.487	Urban	Arterial	Class I	1	350	C	
I-95 NB On-Ramp from FLL AmTrak Tri-Rail Station	BROWARD	86070143	0.000	0.479	Urban	Arterial	Class I	1	250	C	
I-95 SB Off-Ramp to FLL Amtrak Tri-Rail Station	BROWARD	86070144	0.000	0.446	Urban	Arterial	Class I	1	350	C	
I-95 SB On-Ramp from FLL AmTrak Tri-Rail Station	BROWARD	86070156	0.000	0.492	Urban	Arterial	Class I	1	2500	C	
Las Olas Blvd	BROWARD	86050000	1.173	1.959	Urban	Arterial	Class II	4	17100	D	
N 29th Ave	BROWARD	86900004	0.000	0.129	Urban	Arterial	Class II	6	16000	C	
N Dixie Hwy	BROWARD	86170000	0.000	0.731	Urban	Arterial	Class II	4	17900	D	
N Dixie Hwy	BROWARD	86170000	0.731	2.338	Urban	Arterial	Class II	4	20300	D	
NE 14 St	BROWARD	86003000	0.000	0.902	Urban	Arterial	Class II	4	14000	C	
NE 3rd Ave	BROWARD	86170500	1.483	1.677	Urban	Arterial	Class II	4	21000	D	
NE 3rd Street	BROWARD	86000506	0.187	0.364	Urban	Arterial	Class II	2	1600	C	
NW 33rd St	BROWARD	86900003	0.000	0.143	Urban	Arterial	Class II	4	3400	C	
Oakland Pk Blvd	BROWARD	86090000	0.000	0.741	Urban	Arterial	Class I	6	42500	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
Oakland Pk Blvd	BROWARD	86090000	0.741	3.329	Urban	Arterial	Class I	6	75000	F	
Oakland Pk Blvd	BROWARD	86090000	3.329	4.341	Urban	Arterial	Class I	6	59000	C	
Oakland Pk Blvd	BROWARD	86090000	4.341	6.023	Urban	Arterial	Class I	6	57500	C	
Oakland Pk Blvd	BROWARD	86090000	6.023	6.858	Urban	Arterial	Class II	6	63000	F	
Oakland Pk Blvd	BROWARD	86090000	6.858	7.775	Urban	Arterial	Class II	6	48000	D	
Oakland Pk Blvd	BROWARD	86090000	7.775	8.702	Urban	Arterial	Class II	6	39500	D	
Oakland Pk Blvd	BROWARD	86090000	8.702	9.197	Urban	Arterial	Class II	6	28500	D	
Oakland Pk Blvd	BROWARD	86090000	9.197	9.720	Urban	Arterial	Class II	4	26000	D	
Pembroke Rd	BROWARD	86018000	0.000	1.521	Urban	Arterial	Class I	6	42000	C	
Pembroke Rd	BROWARD	86018000	1.521	2.274	Urban	Arterial	Class I	4	49000	F	
Pembroke Rd	BROWARD	86018000	2.274	2.528	Urban	Arterial	Class I	6	34000	C	
Pembroke Rd	BROWARD	86018000	2.528	5.083	Urban	Arterial	Class I	6	51000	C	
Pembroke Rd	BROWARD	86018000	5.083	6.547	Urban	Arterial	Class II	4	33500	D	
Pines Blvd	BROWARD	86040000	0.000	1.486	Urban	Arterial	Class I	4	4700	C	
Pines Blvd	BROWARD	86040000	1.486	2.486	Urban	Arterial	Class I	6	24000	C	
Pines Blvd	BROWARD	86040000	2.486	3.481	Urban	Arterial	Class I	6	40000	C	
Pines Blvd	BROWARD	86040000	3.481	4.396	Urban	Arterial	Class I	6	48000	C	
Pines Blvd	BROWARD	86040000	4.396	5.733	Urban	Arterial	Class I	6	65000	F	
Pines Blvd	BROWARD	86040000	5.733	6.472	Urban	Arterial	Class I	6	81000	F	
Pines Blvd	BROWARD	86040000	6.472	7.508	Urban	Arterial	Class I	8	60000	C	
Pines Blvd	BROWARD	86040000	7.508	8.477	Urban	Arterial	Class I	7	52000	C	
Pines Blvd	BROWARD	86040000	8.477	9.502	Urban	Arterial	Class I	7	49500	C	
Pines Blvd	BROWARD	86040000	9.502	10.496	Urban	Arterial	Class I	6	50000	C	
Pines Blvd	BROWARD	86040000	10.496	11.470	Urban	Arterial	Class I	6	53000	C	
Powerline Rd	BROWARD	86065000	0.000	1.027	Urban	Arterial	Class I	6	20900	C	
Powerline Rd	BROWARD	86065000	1.027	2.036	Urban	Arterial	Class I	6	24000	C	
Powerline Rd	BROWARD	86065000	2.036	3.051	Urban	Arterial	Class I	6	25500	C	
Powerline Rd	BROWARD	86065000	3.051	3.570	Urban	Arterial	Class I	6	31000	C	
Powerline Rd	BROWARD	86065000	3.570	4.589	Urban	Arterial	Class I	6	33000	C	
Powerline Rd	BROWARD	86065000	4.589	6.519	Urban	Arterial	Class I	6	49500	C	
Powerline Rd	BROWARD	86065000	6.519	8.631	Urban	Arterial	Class I	6	9600	C	
Powerline Rd	BROWARD	86065000	8.631	9.612	Urban	Arterial	Class I	6	35000	C	
Powerline Rd	BROWARD	86065000	9.612	10.649	Urban	Arterial	Class I	6	45000	C	
Powerline Rd	BROWARD	86065000	10.649	11.671	Urban	Arterial	Class I	6	37000	C	
Powerline Rd	BROWARD	86065000	11.671	12.605	Urban	Arterial	Class I	4	41000	D	
Powerline Rd	BROWARD	86065000	12.605	13.314	Urban	Arterial	Class I	4	34500	C	
Ravenswood Rd	BROWARD	86000118	0.861	1.013	Urban	Arterial	Class II	3	17700	D	
Red Rd	BROWARD	86190500	0.000	0.021	Urban	Arterial	Class I	6	7500	C	
Red Rd	BROWARD	86190500	0.021	0.561	Urban	Arterial	Class I	6	7500	C	
Red Rd	BROWARD	86190500	0.561	1.998	Urban	Arterial	Class I	6	27000	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
Sample Rd	BROWARD	86028000	0.000	0.953	Urban	Arterial	Class I	6	36500	C	
Sample Rd	BROWARD	86028000	0.953	3.019	Urban	Arterial	Class I	6	45500	C	
Sample Rd	BROWARD	86028000	3.019	3.975	Urban	Arterial	Class I	6	57500	C	
Sample Rd	BROWARD	86028000	3.975	5.255	Urban	Arterial	Class I	6	48000	C	
Sample Rd	BROWARD	86028000	5.255	6.099	Urban	Arterial	Class I	6	56500	C	
Sample Rd	BROWARD	86028000	6.099	7.116	Urban	Arterial	Class I	6	44453	C	
Sample Rd	BROWARD	86028000	7.116	7.784	Urban	Arterial	Class II	6	56500	F	
Sample Rd	BROWARD	86028000	7.784	8.488	Urban	Arterial	Class I	6	50000	C	
Sample Rd	BROWARD	86028000	8.488	9.491	Urban	Arterial	Class I	6	42000	C	
Sheridan St	BROWARD	86230000	0.000	1.134	Urban	Arterial	Class I	6	41500	C	
Sheridan St	BROWARD	86230000	1.134	2.058	Urban	Arterial	Class I	6	47000	C	
Sheridan St	BROWARD	86230000	2.058	2.667	Urban	Arterial	Class I	6	47500	C	
Sheridan St	BROWARD	86230000	2.667	2.736	Urban	Arterial	Class II	8	47500	D	
Sheridan St	BROWARD	86230000	2.736	3.047	Urban	Arterial	Class II	6	45000	D	
Sheridan St	BROWARD	86230000	3.047	3.639	Urban	Arterial	Class I	6	45000	C	
Sheridan St	BROWARD	86230000	3.639	4.057	Urban	Arterial	Class I	4	26500	C	
Sheridan St	BROWARD	86230000	4.057	5.792	Urban	Arterial	Class I	4	24500	C	
SR 5	BROWARD	86010001	0.000	0.285	Urban	Arterial	Class II	5	33000	D	
SR 5	BROWARD	86010500	0.000	0.248	Urban	Arterial	Class I	3	11500	D	
SR 7	BROWARD	86100000	0.000	0.815	Urban	Arterial	Class I	6	43500	C	
SR 7	BROWARD	86100000	0.815	1.548	Urban	Arterial	Class I	4	43500	F	
SR 7	BROWARD	86100000	1.548	2.569	Urban	Arterial	Class I	4	40000	D	
SR 7	BROWARD	86100000	2.569	4.091	Urban	Arterial	Class I	4	39500	C	
SR 7	BROWARD	86100000	4.091	5.090	Urban	Arterial	Class I	4	44000	F	
SR 7	BROWARD	86100000	5.090	6.226	Urban	Arterial	Class I	6	51500	C	
SR 7	BROWARD	86100000	6.226	6.472	Urban	Arterial	Class I	6	52000	C	
SR 7	BROWARD	86100000	6.472	7.781	Urban	Arterial	Class I	6	53500	C	
SR 7	BROWARD	86100000	7.781	8.512	Urban	Arterial	Class I	6	48500	C	
SR 7	BROWARD	86100000	8.512	9.142	Urban	Arterial	Class I	6	48500	C	
SR 7	BROWARD	86100000	9.142	10.284	Urban	Arterial	Class I	6	40000	C	
SR 7	BROWARD	86100000	10.284	11.314	Urban	Arterial	Class I	6	45500	C	
SR 7	BROWARD	86100000	11.314	12.315	Urban	Arterial	Class I	6	53500	C	
SR 7	BROWARD	86100000	12.315	13.300	Urban	Arterial	Class I	6	54000	C	
SR 7	BROWARD	86100000	13.300	14.794	Urban	Arterial	Class I	6	50000	C	
SR 7	BROWARD	86100000	14.794	15.788	Urban	Arterial	Class I	6	41500	C	
SR 7	BROWARD	86100000	15.788	16.099	Urban	Arterial	Class I	6	39500	C	
SR 7	BROWARD	86100000	16.099	16.798	Urban	Arterial	Class I	6	39500	C	
SR 7	BROWARD	86100000	16.798	17.651	Urban	Arterial	Class I	6	47500	C	
SR 7	BROWARD	86100000	17.651	18.154	Urban	Arterial	Class I	6	54500	C	
SR 7	BROWARD	86100000	18.154	19.525	Urban	Arterial	Class II	6	50464	D	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
SR 7	BROWARD	86100000	19.525	20.887	Urban	Arterial	Class I	6	42000	C	
SR 7	BROWARD	86100000	20.887	21.710	Urban	Arterial	Class I	6	41000	C	
SR 7	BROWARD	86100000	21.710	22.672	Urban	Arterial	Class I	6	57000	C	
SR 7	BROWARD	86100000	22.672	23.489	Urban	Arterial	Class I	6	55500	C	
SR 7	BROWARD	86100000	23.489	23.874	Urban	Arterial	Class I	6	55500	C	
SR 7	BROWARD	86100000	23.874	24.591	Urban	Arterial	Class I	6	55000	C	
SR 811	BROWARD	86170001	0.000	0.229	Urban	Arterial	Class II	2	11000	D	
SR 811	BROWARD	86170001	0.229	1.241	Urban	Arterial	Class II	3	11000	C	
SR 811	BROWARD	86170001	1.241	1.336	Urban	Arterial	Class II	2	11000	D	
SR 820	BROWARD	86040000	16.517	16.606	Urban	Arterial	Class II	6	48000	D	
SR 820	BROWARD	86040000	16.606	16.826	Urban	Arterial	Class II	6	48000	D	
SR 820	BROWARD	86040005	0.000	0.160	Urban	Arterial	Class I	2	10200	C	
SR 820	BROWARD	86040005	0.160	0.289	Urban	Arterial	Class I	2	10200	C	
SR 820	BROWARD	86040215	0.000	0.277	Urban	Arterial	Class II	3	37000	D	
SR 838/Sunrise Blvd	BROWARD	86005000	0.000	0.459	Urban	Arterial	Class II	6	35000	D	
SR 84	BROWARD	86080000	16.080	16.151	Urban	Arterial	Class I	4	35500	F	
SR 84	BROWARD	86080000	16.151	17.178	Urban	Arterial	Class I	4	35500	C	
SR 84	BROWARD	86080000	17.178	17.706	Urban	Arterial	Class I	6	44500	C	
SR 84	BROWARD	86080000	17.706	18.159	Urban	Arterial	Class I	3	54500	F	
SR 84	BROWARD	86080000	18.159	19.071	Urban	Arterial	Class I	6	47500	C	
SR 84	BROWARD	86080000	19.071	19.475	Urban	Arterial	Class I	6	32500	C	
SR 84	BROWARD	86080000	19.475	19.776	Urban	Arterial	Class I	6	19000	C	
SR 84	BROWARD	86080500	0.000	1.212	Urban	Arterial	Class I	2	8400	C	
SR 84	BROWARD	86080500	1.212	3.271	Urban	Arterial	Class I	2	11000	C	
SR 84	BROWARD	86080500	3.271	5.813	Urban	Arterial	Class I	2	12500	C	
SR 84	BROWARD	86080500	5.813	6.869	Urban	Arterial	Class I	2	20500	C	
SR 84	BROWARD	86080500	6.869	8.905	Urban	Arterial	Class I	2	20000	C	
SR 84	BROWARD	86080500	8.905	12.460	Urban	Arterial	Class I	2	16500	C	
SR 84	BROWARD	86080550	0.000	0.400	Urban	Arterial	Class I	3	18500	C	
SR 84	BROWARD	86080550	0.400	0.527	Urban	Arterial	Class I	2	18500	C	
SR 84	BROWARD	86080550	0.527	0.978	Urban	Arterial	Class I	3	18500	C	
SR 84	BROWARD	86080550	0.978	1.526	Urban	Arterial	Class I	2	18500	C	
SR 84	BROWARD	86080550	1.526	2.782	Urban	Arterial	Class I	2	21000	C	
SR 84	BROWARD	86080550	2.782	3.559	Urban	Arterial	Class I	3	14500	C	
SR 84	BROWARD	86080550	3.559	4.566	Urban	Arterial	Class I	2	11000	C	
SR 84	BROWARD	86080550	4.566	5.575	Urban	Arterial	Class I	3	18500	C	
SR 84	BROWARD	86080550	5.575	5.873	Urban	Arterial	Class I	2	12500	C	
SR 84	BROWARD	86080550	5.873	6.653	Urban	Arterial	Class I	2	27500	F	
SR 84	BROWARD	86080550	6.653	7.638	Urban	Arterial	Class I	2	12500	C	
SR 84	BROWARD	86080550	7.638	11.174	Urban	Arterial	Class I	2	11000	C	

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SR 84	BROWARD	86080550	11.174	12.386	Urban	Arterial	Class I	2	8200	C	
SR 84	BROWARD	86080550	12.386	12.637	Urban	Arterial	Class I	1	8200	C	
SR 84	BROWARD	86081000	0.000	0.610	Urban	Arterial	Class I	3	44500	F	
SR A1A	BROWARD	86030000	0.000	0.771	Urban	Arterial	Class II	6	37500	D	
SR A1A	BROWARD	86030000	0.771	1.560	Urban	Arterial	Class II	6	27500	D	
SR A1A	BROWARD	86030000	1.560	2.556	Urban	Arterial	Class II	6	21500	C	
SR A1A	BROWARD	86030000	2.556	4.089	Urban	Arterial	Class II	4	24500	D	
SR A1A	BROWARD	86030000	4.089	5.366	Urban	Arterial	Class II	2	10000	D	
SR A1A	BROWARD	86030000	5.366	5.445	Urban	Arterial	Class II	3	10000	C	
SR A1A	BROWARD	86030000	5.445	5.470	Urban	Arterial	Class II	3	10000	C	
SR A1A	BROWARD	86030000	5.470	5.521	Urban	Arterial	Class II	4	10000	C	
SR A1A	BROWARD	86030000	5.521	5.601	Urban	Arterial	Class II	4	10300	C	
SR A1A	BROWARD	86050000	0.626	0.711	Urban	Arterial	Class II	4	20500	D	
SR A1A	BROWARD	86050000	0.711	1.173	Urban	Arterial	Class II	4	20500	D	
SR A1A	BROWARD	86050000	1.959	2.039	Urban	Arterial	Class II	4	17100	D	
SR A1A	BROWARD	86050000	2.039	2.497	Urban	Arterial	Class II	2	14000	D	
SR A1A	BROWARD	86050000	2.497	3.342	Urban	Arterial	Class II	4	28000	D	
SR A1A	BROWARD	86050000	3.342	5.381	Urban	Arterial	Class II	4	18900	D	
SR A1A	BROWARD	86050000	5.381	6.401	Urban	Arterial	Class II	4	27500	D	
SR A1A	BROWARD	86050000	6.401	6.931	Urban	Arterial	Class II	2	20000	F	
SR A1A	BROWARD	86050000	6.931	7.428	Urban	Arterial	Class II	2	16100	E	
SR A1A	BROWARD	86050000	7.428	9.850	Urban	Arterial	Class II	2	18400	F	
SR A1A	BROWARD	86050000	9.850	10.227	Urban	Arterial	Class II	4	12531	C	
SR A1A	BROWARD	86050000	10.227	11.164	Urban	Arterial	Class II	2	12531	D	
SR A1A	BROWARD	86050000	11.164	11.952	Urban	Arterial	Class II	2	7500	C	
SR A1A	BROWARD	86050000	11.952	15.767	Urban	Highway		2	13100	C	
SR A1A	BROWARD	86050000	15.767	16.327	Urban	Arterial	Class II	2	8900	D	
SR A1A	BROWARD	86050100	0.000	0.926	Urban	Arterial	Class II	2	13500	D	
SR A1A	BROWARD	86180000	0.000	0.378	Urban	Arterial	Class II	6	44500	D	
SR A1A	BROWARD	86180000	0.378	1.379	Urban	Arterial	Class II	4	42000	F	
SR A1A	BROWARD	86180000	1.379	2.646	Urban	Arterial	Class II	4	29000	D	
SR A1A	BROWARD	86180000	2.646	2.964	Urban	Arterial	Class II	2	13500	D	
SR-869/SW 10 St	BROWARD	86012000	0.000	1.429	Urban	Arterial	Class I	4	40000	D	40451
SR-869/SW 10 St	BROWARD	86012000	1.429	2.055	Urban	Arterial	Class I	6	56500	C	56954
Stirling Rd	BROWARD	86016000	0.000	1.255	Urban	Arterial	Class I	6	34500	C	
Stirling Rd	BROWARD	86016000	1.255	2.156	Urban	Arterial	Class I	6	42500	C	
Stirling Rd	BROWARD	86016000	2.156	2.656	Urban	Arterial	Class I	6	39500	C	
Stirling Rd	BROWARD	86016000	2.656	4.680	Urban	Arterial	Class I	6	38000	C	
Stirling Rd	BROWARD	86016000	4.680	5.559	Urban	Arterial	Class I	6	42500	C	
Stirling Rd	BROWARD	86016000	5.559	6.726	Urban	Arterial	Class I	6	36500	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
Sunrise Blvd	BROWARD	86005000	0.459	1.191	Urban	Arterial	Class II	6	23500	C	
Sunrise Blvd	BROWARD	86110000	0.000	1.976	Urban	Arterial	Class I	6	39500	C	
Sunrise Blvd	BROWARD	86110000	1.976	3.156	Urban	Arterial	Class I	6	61000	C	
Sunrise Blvd	BROWARD	86110000	3.156	4.032	Urban	Arterial	Class I	6	50500	C	
Sunrise Blvd	BROWARD	86110000	4.032	5.030	Urban	Arterial	Class I	6	56500	C	
Sunrise Blvd	BROWARD	86110000	5.030	6.076	Urban	Arterial	Class I	6	49500	C	
Sunrise Blvd	BROWARD	86110000	6.076	7.065	Urban	Arterial	Class I	6	58500	C	
Sunrise Blvd	BROWARD	86110000	7.065	7.666	Urban	Arterial	Class I	6	48500	C	
Sunrise Blvd	BROWARD	86110000	7.666	8.161	Urban	Arterial	Class I	6	41500	C	
SW 10 St	BROWARD	86012000	2.055	2.152	Urban	Arterial	Class I	5	25500	C	
SW 4 Ave	BROWARD	86000130	0.000	0.773	Urban	Arterial	Class II	4	13100	C	
University Dr	BROWARD	86220000	0.000	0.671	Urban	Arterial	Class I	6	56000	C	
University Dr	BROWARD	86220000	0.671	1.585	Urban	Arterial	Class I	6	52000	C	
University Dr	BROWARD	86220000	1.585	2.583	Urban	Arterial	Class I	6	54500	C	
University Dr	BROWARD	86220000	2.583	4.100	Urban	Arterial	Class I	6	53000	C	
University Dr	BROWARD	86220000	4.100	5.126	Urban	Arterial	Class I	6	46000	C	
University Dr	BROWARD	86220000	5.126	6.452	Urban	Arterial	Class I	6	47500	C	
University Dr	BROWARD	86220000	6.452	7.216	Urban	Arterial	Class I	6	52000	C	
University Dr	BROWARD	86220000	7.216	8.781	Urban	Arterial	Class I	6	77500	F	
University Dr	BROWARD	86220000	8.781	9.297	Urban	Arterial	Class I	6	67000	F	
University Dr	BROWARD	86220000	9.297	10.343	Urban	Arterial	Class I	6	56604	C	
University Dr	BROWARD	86220000	10.343	11.372	Urban	Arterial	Class I	6	15500	C	
University Dr	BROWARD	86220000	11.372	12.368	Urban	Arterial	Class I	6	60000	C	
University Dr	BROWARD	86220000	12.368	13.640	Urban	Arterial	Class I	6	60500	C	
University Dr	BROWARD	86220000	13.640	14.568	Urban	Arterial	Class I	6	58500	C	
University Dr	BROWARD	86220000	14.568	15.573	Urban	Arterial	Class I	6	56500	C	
University Dr	BROWARD	86220000	15.573	16.579	Urban	Arterial	Class I	6	54500	C	
University Dr	BROWARD	86220000	16.579	18.003	Urban	Arterial	Class I	6	45000	C	
University Dr	BROWARD	86220000	18.003	18.807	Urban	Arterial	Class I	6	44500	C	
University Dr	BROWARD	86220000	18.807	19.352	Urban	Arterial	Class I	6	51000	C	
University Dr	BROWARD	86220000	19.352	20.011	Urban	Arterial	Class I	6	46000	C	
University Dr	BROWARD	86220000	20.011	21.003	Urban	Arterial	Class I	6	43000	C	
US 1	BROWARD	86010000	0.000	0.768	Urban	Arterial	Class I	6	54000	C	
US 1	BROWARD	86010000	0.768	1.526	Urban	Arterial	Class II	4	24500	D	
US 1	BROWARD	86010000	1.526	2.668	Urban	Arterial	Class II	4	28180	D	
US 1	BROWARD	86010000	2.668	4.145	Urban	Arterial	Class II	4	31000	D	
US 1	BROWARD	86010000	4.145	5.189	Urban	Arterial	Class II	4	26500	D	
US 1	BROWARD	86010000	5.189	5.948	Urban	Arterial	Class II	4	33000	E	
US 1	BROWARD	86010000	8.286	9.312	Urban	Arterial	Class I	6	54000	C	
US 1	BROWARD	86010000	9.312	9.686	Urban	Arterial	Class I	6	43500	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
US 1	BROWARD	86010000	9.686	10.330	Urban	Arterial	Class II	4	47500	F	
US 1	BROWARD	86010001	0.285	1.702	Urban	Arterial	Class I	6	53500	C	
US 1	BROWARD	86010001	1.702	2.547	Urban	Arterial	Class I	7	54500	C	
US 1	BROWARD	86020000	0.000	0.513	Urban	Arterial	Class II	6	37500	D	
US 1	BROWARD	86020000	0.513	1.060	Urban	Arterial	Class II	6	40500	D	
US 1	BROWARD	86020000	1.060	1.968	Urban	Arterial	Class II	6	57500	F	
US 1	BROWARD	86020000	1.968	4.093	Urban	Arterial	Class I	6	54000	C	
US 1	BROWARD	86020000	4.093	5.745	Urban	Arterial	Class I	6	49500	C	
US 1	BROWARD	86020000	5.745	6.833	Urban	Arterial	Class I	6	44500	C	
US 1	BROWARD	86020000	6.833	7.358	Urban	Arterial	Class I	6	45000	C	
US 1	BROWARD	86020000	7.358	8.782	Urban	Arterial	Class I	6	45000	C	
US 1	BROWARD	86020000	8.782	9.570	Urban	Arterial	Class I	6	39500	C	
US 1	BROWARD	86020000	9.570	10.650	Urban	Arterial	Class I	6	45000	C	
US 1	BROWARD	86020000	10.650	11.807	Urban	Arterial	Class I	6	52000	C	
US 1	BROWARD	86020000	11.807	13.862	Urban	Arterial	Class I	6	38500	C	
US 1	BROWARD	86020000	13.862	14.758	Urban	Arterial	Class I	6	33000	C	
US 1	BROWARD	86020000	14.758	15.325	Urban	Arterial	Class I	6	32000	C	
US-27	BROWARD	86060000	0.000	3.544	Urban	Highway		4	15900	B	30301
US-27	BROWARD	86060000	3.544	7.222	Urban	Highway		4	19700	B	22189
US-27	BROWARD	86060000	7.222	13.118	Urban	Highway		4	15700	B	14351
US-27	BROWARD	86060000	13.118	27.678	ral Develop	Highway		4	8300	B	29047
17TH ST	INDIAN RIVER	88003000	0.000	0.639	Urban	Arterial	Class I	4	9500	C	
17TH ST	INDIAN RIVER	88003000	0.639	1.978	Urban	Arterial	Class I	4	19900	C	
20th Pl	INDIAN RIVER	88060001	0.000	0.266	Urban	Arterial	Class I	2	11000	C	
20th Pl	INDIAN RIVER	88060001	0.266	1.218	Urban	Arterial	Class I	4	13000	C	
20th Pl	INDIAN RIVER	88060001	1.218	1.364	Urban	Arterial	Class I	3	12000	C	
CR 510	INDIAN RIVER	88050000	5.879	8.485	Urban	Arterial	Class I	2	11900	C	
I-95	INDIAN RIVER	88081000	0.000	6.099	ransitionin	Freeway		4	37500	B	91800
I-95	INDIAN RIVER	88081000	6.099	15.228	ransitionin	Freeway		4	42000	B	79300
I-95	INDIAN RIVER	88081000	15.228	19.198	ransitionin	Freeway		4	42000	B	68600
Osceola Blvd/20 ST	INDIAN RIVER	88060000	22.761	26.072	Urban	Arterial	Class I	6	21500	C	
SR 60	INDIAN RIVER	88060000	26.072	27.088	Urban	Arterial	Class I	6	33000	C	
SR 60	INDIAN RIVER	88060000	27.088	28.095	Urban	Arterial	Class I	6	32000	C	
SR 60	INDIAN RIVER	88060000	28.095	29.101	Urban	Arterial	Class I	6	29500	C	
SR 60	INDIAN RIVER	88060000	29.101	29.588	Urban	Arterial	Class I	6	24000	C	
SR 60	INDIAN RIVER	88060000	29.588	30.030	Urban	Arterial	Class I	3	10500	C	
SR 60	INDIAN RIVER	88060000	30.030	30.371	Urban	Arterial	Class I	3	11000	C	
SR 60	INDIAN RIVER	88060000	30.371	30.618	Urban	Arterial	Class I	3	9500	C	
SR 60	INDIAN RIVER	88060000	30.618	31.172	Urban	Arterial	Class I	2	9000	C	
SR 60	INDIAN RIVER	88060000	31.172	32.280	Urban	Arterial	Class I	4	30500	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
SR 60	INDIAN RIVER	88060000	32.280	33.592	Urban	Arterial	Class I	4	25500	C	
SR 60	INDIAN RIVER	88060009	0.057	0.114	Urban	Arterial	Class II	2	4500	C	
SR A1A	INDIAN RIVER	88070000	0.000	4.602	Urban	Highway		2	6400	B	
SR A1A	INDIAN RIVER	88070000	4.602	5.650	Urban	Highway		2	14700	C	
SR A1A	INDIAN RIVER	88070000	5.650	7.135	Urban	Highway		2	17100	C	
SR A1A	INDIAN RIVER	88070000	7.135	8.704	Urban	Highway		2	11600	C	
SR A1A	INDIAN RIVER	88070000	8.704	9.974	Urban	Highway		2	10300	C	
SR A1A	INDIAN RIVER	88070000	9.974	12.788	Urban	Highway		2	9400	C	
SR A1A	INDIAN RIVER	88070000	12.788	13.648	Urban	Highway		2	7200	B	
SR A1A	INDIAN RIVER	88070000	13.648	15.191	Urban	Highway		2	8400	B	
SR A1A	INDIAN RIVER	88070000	15.191	22.665	Urban	Highway		2	5300	B	
SR-60/20 St	INDIAN RIVER	88060000	0.000	7.440	ral Develop	Highway		4	5173	B	11200
SR-60/20 St	INDIAN RIVER	88060000	7.440	14.625	ral Develop	Highway		4	5173	B	9400
SR-60/20 St	INDIAN RIVER	88060000	14.625	19.000	ral Develop	Highway		4	3800	B	20700
SR-60/20 St	INDIAN RIVER	88060000	19.000	22.761	ral Develop	Highway		4	9900	B	65200
US 1	INDIAN RIVER	88010000	0.000	2.126	Urban	Arterial	Class I	4	25000	C	
US 1	INDIAN RIVER	88010000	2.126	3.700	Urban	Arterial	Class I	6	31000	C	
US 1	INDIAN RIVER	88010000	3.700	4.267	Urban	Arterial	Class I	4	16300	C	
US 1	INDIAN RIVER	88010000	4.267	4.779	Urban	Arterial	Class I	4	16300	C	
US 1	INDIAN RIVER	88010000	4.779	5.215	Urban	Arterial	Class II	4	24000	D	
US 1	INDIAN RIVER	88010000	5.215	5.408	Urban	Arterial	Class II	4	25500	D	
US 1	INDIAN RIVER	88010000	5.408	5.788	Urban	Arterial	Class II	4	22452	D	
US 1	INDIAN RIVER	88010000	5.788	6.430	Urban	Arterial	Class II	4	17100	D	
US 1	INDIAN RIVER	88010000	6.430	7.217	Urban	Arterial	Class II	4	21000	D	
US 1	INDIAN RIVER	88010000	7.217	7.853	Urban	Arterial	Class I	4	28500	C	
US 1	INDIAN RIVER	88010000	7.853	8.047	Urban	Arterial	Class I	4	21000	C	
US 1	INDIAN RIVER	88010000	8.047	8.375	Urban	Arterial	Class I	4	19500	C	
US 1	INDIAN RIVER	88010000	8.375	8.893	Urban	Arterial	Class I	4	19600	C	
US 1	INDIAN RIVER	88010000	8.893	9.417	Urban	Arterial	Class I	4	19400	C	
US 1	INDIAN RIVER	88010000	9.417	11.510	Urban	Arterial	Class I	4	23000	C	
US 1	INDIAN RIVER	88010000	11.510	12.035	Urban	Arterial	Class I	4	22500	C	
US 1	INDIAN RIVER	88010000	12.035	14.391	Urban	Arterial	Class I	4	21000	C	
US 1	INDIAN RIVER	88010000	14.391	17.246	Urban	Arterial	Class I	4	22000	C	
US 1	INDIAN RIVER	88010000	17.246	18.845	Urban	Arterial	Class I	4	22000	C	
US 1	INDIAN RIVER	88010000	18.845	20.646	Urban	Arterial	Class II	4	23000	D	
US 1	INDIAN RIVER	88010000	20.646	21.423	Urban	Arterial	Class I	4	23000	C	
US 1	INDIAN RIVER	88010000	21.423	22.269	Urban	Arterial	Class I	4	23000	C	
I-95	MARTIN	89095000	0.000	7.475	Transitionin	Freeway		6	71500	C	96000
I-95	MARTIN	89095000	7.475	12.240	Transitionin	Freeway		6	68500	C	90500
I-95	MARTIN	89095000	12.240	13.919	Urban	Freeway		6	59500	B	90000

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
I-95	MARTIN	89095000	13.919	21.667	Transitionin	Freeway		6	46500	B	93300
I-95	MARTIN	89095000	21.667	24.835	Transitionin	Freeway		6	54977	B	104700
Ocean Blvd Roundabout (at NE Causeway Blvd)	MARTIN	89040001	0.000	0.059	Urban	Highway		1		B	
SR 5	MARTIN	89015000	0.000	1.171	Urban	Arterial	Class I	6	57643	C	
SR 707	MARTIN	89030000	21.661	21.911	Urban	Arterial	Class II	2	8100	D	
SR 714	MARTIN	89092000	0.000	0.256	Urban	Arterial	Class II	4	33000	D	
SR-15/Connors Hwy	MARTIN	89050000	0.000	1.409	ral Develop	Highway		2	4400	B	5400
SR-15/Connors Hwy	MARTIN	89050000	1.409	12.333	ral Develop	Highway		2	2800	B	5700
SR-5 (US-1)	MARTIN	89010000	0.000	5.636	Urban	Highway		4	16800	B	
SR-5 (US-1)	MARTIN	89010000	5.636	7.073	Urban	Highway		4	17200	B	
SR-5 (US-1)	MARTIN	89010000	7.073	10.150	Urban	Highway		4	24500	B	
SR-5 (US-1)	MARTIN	89010000	10.150	11.850	Urban	Highway		4	29000	B	
SR-5 (US-1)	MARTIN	89010000	11.850	13.978	Urban	Highway		6	29000	B	
SR-5 (US-1)	MARTIN	89010000	13.978	14.482	Urban	Arterial	Class I	6	25000	C	
SR-5 (US-1)	MARTIN	89010000	14.482	15.399	Urban	Arterial	Class I	6	32000	C	
SR-5 (US-1)	MARTIN	89010000	15.399	16.508	Urban	Arterial	Class I	6	36500	C	
SR-5 (US-1)	MARTIN	89010000	16.508	17.534	Urban	Arterial	Class I	6	30000	C	
SR-5 (US-1)	MARTIN	89010000	17.534	18.350	Urban	Arterial	Class I	6	33000	C	
SR-5 (US-1)	MARTIN	89010000	18.350	18.932	Urban	Arterial	Class I	6	38000	C	
SR-5 (US-1)	MARTIN	89010000	18.932	19.581	Urban	Arterial	Class II	6	38000	D	
SR-5 (US-1)	MARTIN	89010000	20.717	21.373	Urban	Arterial	Class I	6	48000	C	
SR-5 (US-1)	MARTIN	89010000	21.373	22.439	Urban	Arterial	Class I	6	48000	C	
SR-5 (US-1)	MARTIN	89010000	22.439	23.043	Urban	Arterial	Class I	6	48000	C	
SR-5 (US-1)	MARTIN	89010000	23.043	24.149	Urban	Arterial	Class I	8	47000	C	
SR-5 (US-1)	MARTIN	89010000	24.149	24.476	Urban	Arterial	Class I	8	47000	C	
SR-707 (Dixie Hwy)	MARTIN	89010000	19.581	20.717	Urban	Arterial	Class II	2	7600	D	
SR-707 (Dixie Hwy)	MARTIN	89030000	21.911	22.682	Urban	Arterial	Class II	2	8100	D	
SR-710/SW Warfield Blvd	MARTIN	89020000	0.552	6.124	ral Develop	Highway		2	6700	B	14100
SR-710/Warfield Blvd	MARTIN	89070000	0.000	10.674	ral Develop	Highway		2	6600	B	10700
SR-710/Warfield Blvd	MARTIN	89070000	10.674	15.738	ral Develop	Highway		2	6600	B	10700
SR-710/Warfield Blvd	MARTIN	89070000	15.738	16.672	Urban	Arterial	Class II	4	10100	C	18300
SR-710/Warfield Blvd	MARTIN	89070000	16.672	17.722	Urban	Highway		4	10100	B	17500
SR-714 (Martin Downs Blvd)	MARTIN	89091000	0.000	0.958	Urban	Arterial	Class I	4	15400	C	
SR-714 (Martin Downs Blvd)	MARTIN	89091000	0.958	2.475	Urban	Arterial	Class I	4	32000	C	
SR-714 (Martin Hwy)	MARTIN	89090000	5.222	10.050	ral Develop	Highway		2	11700	C	
SR-714 (Martin Hwy)	MARTIN	89090000	10.050	11.154	Urban	Highway		2	20200	D	
SR-714 (Monterey Rd)	MARTIN	89092000	0.256	0.640	Urban	Arterial	Class I	4	25000	C	
SR-714 (Monterey Rd)	MARTIN	89092000	0.640	1.067	Urban	Arterial	Class I	4	25000	C	
SR-714 (Monterey Rd)	MARTIN	89092000	1.067	1.324	Urban	Arterial	Class I	4	25000	C	
SR-714 (Monterey Rd)	MARTIN	89092000	1.324	1.567	Urban	Arterial	Class I	4	20500	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
SR-714 (Monterey Rd)	MARTIN	89092000	1.567	2.773	Urban	Arterial	Class I	4	17400	C	
SR-714 (Monterey Rd)	MARTIN	89092000	2.773	3.166	Urban	Arterial	Class I	4	17400	C	
SR-714 (Palm City Bridge)	MARTIN	89090000	13.849	14.660	Urban	Arterial	Class II	4	38000	F	
SR-732 (Causeway Blvd)	MARTIN	89030000	26.600	28.498	Urban	Arterial	Class I	2	14000	C	
SR-732 (Jensen Beach Blvd)	MARTIN	89530000	0.000	2.213	Urban	Arterial	Class I	4	13900	C	
SR-76 (Kanner Hwy)	MARTIN	89060000	0.000	11.204	ral Develop	Highway		2	1650	B	
SR-76 (Kanner Hwy)	MARTIN	89060000	11.204	20.934	ral Develop	Highway		2	2400	B	
SR-76 (Kanner Hwy)	MARTIN	89060000	20.934	23.676	ral Develop	Highway		2	2715	B	
SR-76 (Kanner Hwy)	MARTIN	89060000	23.676	24.834	Urban	Arterial	Class I	2	18900	F	
SR-76 (Kanner Hwy)	MARTIN	89060000	24.834	25.500	Urban	Arterial	Class I	4	18900	C	
SR-76 (Kanner Hwy)	MARTIN	89060000	25.500	26.121	Urban	Arterial	Class I	4	28500	C	
SR-76 (Kanner Hwy)	MARTIN	89060000	26.121	26.716	Urban	Arterial	Class I	4	28500	C	
SR-76 (Kanner Hwy)	MARTIN	89060000	26.716	29.182	Urban	Arterial	Class I	4	26500	C	
SR-76 (Kanner Hwy)	MARTIN	89060000	29.182	30.442	Urban	Arterial	Class I	4	23000	C	
SR-76 (Kanner Hwy)	MARTIN	89060000	30.442	31.504	Urban	Arterial	Class I	6	31500	C	
SR-A1A (Ocean Blvd)	MARTIN	89040000	1.765	2.537	Urban	Arterial	Class II	4	23000	D	
SR-A1A (Ocean Blvd)	MARTIN	89040000	2.537	3.347	Urban	Arterial	Class I	4	22500	C	
SR-A1A (Ocean Blvd)	MARTIN	89040000	3.347	4.699	Urban	Arterial	Class I	2	10700	C	
SR-A1A (Ocean Blvd)	MARTIN	89040000	4.699	8.118	Urban	Arterial	Class I	2	7443	C	
SR-A1A (Ocean Blvd)	MARTIN	89040000	8.118	8.669	Urban	Highway		2	16500	C	
10th Ave N	PALM BEACH	93507500	2.290	2.752	Urban	Arterial	Class II	4	42000	F	
10th Ave N	PALM BEACH	93507501	0.000	0.088	Urban	Arterial	Class II	4	25500	D	
45th St	PALM BEACH	93510000	1.083	1.380	Urban	Arterial	Class II	6	54000	F	
45th St	PALM BEACH	93510000	1.380	2.297	Urban	Arterial	Class II	6	44500	D	
45th St	PALM BEACH	93510000	2.297	2.422	Urban	Arterial	Class II	5	44500	F	
45th St	PALM BEACH	93510000	2.422	3.425	Urban	Arterial	Class II	4	21500	D	
A1A	PALM BEACH	93060000	0.000	1.127	Urban	Arterial	Class II	2	8900	D	
A1A	PALM BEACH	93060000	1.127	2.085	Urban	Arterial	Class II	2	10000	D	
A1A	PALM BEACH	93060000	2.085	3.966	Urban	Highway		2	10200	C	
A1A	PALM BEACH	93060000	3.966	4.559	Urban	Highway		2	10900	C	
A1A	PALM BEACH	93060000	4.559	5.615	Urban	Highway		2	11500	C	
A1A	PALM BEACH	93060000	5.615	7.716	Urban	Highway		2	9200	C	
A1A	PALM BEACH	93060000	7.716	8.237	Urban	Highway		2	12300	C	
A1A	PALM BEACH	93060000	8.237	9.784	Urban	Highway		2	10500	C	
A1A	PALM BEACH	93060000	9.784	10.275	Urban	Highway		2	8600	B	
A1A	PALM BEACH	93060000	10.275	10.692	Urban	Highway		2	7700	B	
A1A	PALM BEACH	93060000	10.692	13.461	Urban	Highway		2	7600	B	
A1A	PALM BEACH	93060000	13.461	15.700	Urban	Highway		2	7600	B	
A1A	PALM BEACH	93060000	15.700	18.391	Urban	Highway		2	6700	B	
A1A	PALM BEACH	93060000	18.391	19.069	Urban	Highway		2	10100	C	

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A1A	PALM BEACH	93060000	19.069	20.543	Urban	Highway		2	11700	C	
A1A	PALM BEACH	93060000	20.543	22.393	Urban	Highway		2	10200	C	
A1A	PALM BEACH	93060000	22.393	24.000	Urban	Highway		2	7600	B	
A1A	PALM BEACH	93060000	24.000	24.806	Urban	Highway		2	9200	C	
A1A	PALM BEACH	93060000	24.806	24.846	Urban	Highway		2	12700	C	
A1A	PALM BEACH	93060000	24.846	26.711	Urban	Arterial	Class II	2	12700	D	
A1A	PALM BEACH	93060000	26.711	27.044	Urban	Arterial	Class II	2	11100	D	
A1A	PALM BEACH	93060000	27.044	27.914	Urban	Arterial	Class II	4	12100	C	
A1A	PALM BEACH	93080000	0.000	1.390	Urban	Arterial	Class II	4	17700	D	
A1A	PALM BEACH	93080000	1.390	1.928	Urban	Highway		2	10200	C	
A1A	PALM BEACH	93080000	1.928	5.349	Urban	Highway		2	9500	C	
A1A	PALM BEACH	93080000	5.349	6.207	Urban	Highway		2	9700	C	
ATLANTIC AVE	PALM BEACH	93030000	0.000	1.020	Urban	Arterial	Class I	2	14000	C	
ATLANTIC AVE	PALM BEACH	93030000	1.020	1.972	Urban	Arterial	Class I	4	25500	C	
ATLANTIC AVE	PALM BEACH	93030000	1.972	2.548	Urban	Arterial	Class I	4	33000	C	
ATLANTIC AVE	PALM BEACH	93030000	2.548	3.560	Urban	Arterial	Class I	4	31500	C	
ATLANTIC AVE	PALM BEACH	93030000	3.560	3.847	Urban	Arterial	Class I	6	35500	C	
ATLANTIC AVE	PALM BEACH	93030000	3.847	5.165	Urban	Arterial	Class I	6	39000	C	
ATLANTIC AVE	PALM BEACH	93030000	5.165	5.679	Urban	Arterial	Class I	6	42000	C	
ATLANTIC AVE	PALM BEACH	93030000	5.679	6.966	Urban	Arterial	Class I	6	40500	C	
ATLANTIC AVE	PALM BEACH	93030000	6.966	7.323	Urban	Arterial	Class II	6	43500	D	
ATLANTIC AVE	PALM BEACH	93030000	7.323	7.770	Urban	Arterial	Class II	4	27500	D	
ATLANTIC AVE	PALM BEACH	93030000	7.770	8.270	Urban	Arterial	Class II	4	26500	D	
ATLANTIC AVE	PALM BEACH	93030000	8.582	9.180	Urban	Arterial	Class II	4	13000	C	
BLUE HERON BLVD	PALM BEACH	93012000	0.875	1.600	Urban	Arterial	Class I	6	46500	C	
BLUE HERON BLVD	PALM BEACH	93012000	1.600	2.651	Urban	Arterial	Class I	6	31000	C	
BLUE HERON BLVD	PALM BEACH	93012000	2.651	2.905	Urban	Arterial	Class I	6	26500	C	
BLUE HERON BLVD	PALM BEACH	93012000	2.905	3.682	Urban	Arterial	Class II	4	19200	D	
Boutwell Rd	PALM BEACH	93000177	0.000	0.771	Urban	Arterial	Class II	2	9600	D	
BOYNTON BEACH BLVD	PALM BEACH	93200000	0.000	1.048	Urban	Arterial	Class I	4	14200	C	
BOYNTON BEACH BLVD	PALM BEACH	93200000	1.048	2.031	Urban	Arterial	Class I	6	36000	C	
BOYNTON BEACH BLVD	PALM BEACH	93200000	2.031	2.567	Urban	Arterial	Class I	6	42500	C	
BOYNTON BEACH BLVD	PALM BEACH	93200000	2.567	4.100	Urban	Arterial	Class I	6	39500	C	
BOYNTON BEACH BLVD	PALM BEACH	93200000	4.100	5.113	Urban	Arterial	Class I	6	41500	C	
BOYNTON BEACH BLVD	PALM BEACH	93200000	5.113	6.127	Urban	Arterial	Class I	6	36000	C	
BOYNTON BEACH BLVD	PALM BEACH	93200000	6.127	7.125	Urban	Arterial	Class I	6	40500	C	
BOYNTON BEACH BLVD	PALM BEACH	93200000	7.125	7.814	Urban	Arterial	Class I	6	34000	C	
BOYNTON BEACH BLVD	PALM BEACH	93200000	7.814	8.208	Urban	Arterial	Class II	6	44500	D	
BOYNTON BEACH BLVD	PALM BEACH	93200000	8.208	8.763	Urban	Arterial	Class II	4	29000	D	
BOYNTON BEACH BLVD	PALM BEACH	93200000	8.763	9.127	Urban	Arterial	Class II	4	18000	D	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
BROADWAY	PALM BEACH	93020000	10.283	10.945	Urban	Arterial	Class II	4	18900	D	
BROADWAY	PALM BEACH	93020000	10.945	11.429	Urban	Arterial	Class II	4	18900	D	
BROADWAY	PALM BEACH	93020000	11.429	12.127	Urban	Arterial	Class II	4	18900	D	
BROADWAY	PALM BEACH	93020000	12.690	12.715	Urban	Arterial	Class II	4	23500	D	
BROADWAY	PALM BEACH	93020000	12.715	14.539	Urban	Arterial	Class II	4	23500	D	
CONGRESS AVE	PALM BEACH	93006000	2.078	2.559	Urban	Arterial	Class I	6	39000	C	
CONGRESS AVE	PALM BEACH	93006000	2.559	2.847	Urban	Arterial	Class I	6	38500	C	
CONGRESS AVE	PALM BEACH	93006000	2.847	4.388	Urban	Arterial	Class I	6	35500	C	
CONGRESS AVE	PALM BEACH	93006000	4.388	5.462	Urban	Arterial	Class I	6	28000	C	
CONGRESS AVE	PALM BEACH	93006000	5.462	5.872	Urban	Arterial	Class I	6	33000	C	
CONGRESS AVE	PALM BEACH	93006100	0.000	1.015	Urban	Arterial	Class I	6	30500	C	
Congress Ave	PALM BEACH	93250500	5.786	6.631	Urban	Arterial	Class I	4	17100	C	
Congress Ave	PALM BEACH	93580501	1.159	1.473	Urban	Arterial	Class II	6	26000	D	
Congress Ave/Technology way	PALM BEACH	93900001	0.000	0.160	Urban	Arterial	Class II	2	21500	F	
CONNECTOR - PLANADD	PALM BEACH	93000511	0.000	0.290	Urban			0		B	
County Road	PALM BEACH	93060101	0.000	0.145	Urban	Arterial	Class II	2	11100	D	
DIXIE HWY	PALM BEACH	93050000	0.000	1.218	Urban	Arterial	Class II	4	13000	C	
DIXIE HWY	PALM BEACH	93050000	1.218	1.721	Urban	Arterial	Class II	4	17200	D	
DIXIE HWY	PALM BEACH	93050000	1.721	2.523	Urban	Arterial	Class II	4	18300	D	
DIXIE HWY	PALM BEACH	93050000	2.523	3.096	Urban	Arterial	Class II	4	18800	D	
DIXIE HWY	PALM BEACH	93050000	3.096	3.951	Urban	Arterial	Class II	4	19800	D	
DIXIE HWY	PALM BEACH	93050000	3.951	5.076	Urban	Arterial	Class II	4	22500	D	
DIXIE HWY	PALM BEACH	93050000	5.076	5.838	Urban	Arterial	Class II	4	19100	D	
DIXIE HWY	PALM BEACH	93050000	5.838	6.117	Urban	Arterial	Class II	4	17900	D	
DIXIE HWY	PALM BEACH	93050000	6.117	6.844	Urban	Arterial	Class II	4	16600	D	
FEDERAL HWY	PALM BEACH	93010000	0.000	1.123	Urban	Arterial	Class I	6	25000	C	
FEDERAL HWY	PALM BEACH	93010000	1.123	1.787	Urban	Arterial	Class II	4	18200	D	
FEDERAL HWY	PALM BEACH	93010000	1.787	2.070	Urban	Arterial	Class II	4	25000	D	
FEDERAL HWY	PALM BEACH	93010000	2.070	3.143	Urban	Arterial	Class II	4	25000	D	
FEDERAL HWY	PALM BEACH	93010000	3.143	4.988	Urban	Arterial	Class I	4	28500	C	
FEDERAL HWY	PALM BEACH	93010000	4.988	5.239	Urban	Arterial	Class I	4	25788	C	
FEDERAL HWY	PALM BEACH	93010000	5.239	6.581	Urban	Arterial	Class I	4	25788	C	
FEDERAL HWY	PALM BEACH	93010000	6.581	8.122	Urban	Arterial	Class I	4	27500	C	
FEDERAL HWY	PALM BEACH	93010000	8.122	8.388	Urban	Arterial	Class I	4	26500	C	
FEDERAL HWY	PALM BEACH	93010000	10.779	12.910	Urban	Arterial	Class I	4	19600	C	
FEDERAL HWY	PALM BEACH	93010000	12.910	13.398	Urban	Arterial	Class II	4	27500	D	
FEDERAL HWY	PALM BEACH	93010000	13.398	14.258	Urban	Arterial	Class II	4	21000	D	
FEDERAL HWY	PALM BEACH	93010000	14.258	14.393	Urban	Arterial	Class II	4	20900	D	
FEDERAL HWY	PALM BEACH	93010000	14.393	15.799	Urban	Arterial	Class II	4	17000	D	
FEDERAL HWY	PALM BEACH	93010000	15.799	17.377	Urban	Arterial	Class I	4	14100	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
FEDERAL HWY	PALM BEACH	93010000	17.377	18.402	Urban	Arterial	Class I	4	17700	C	
FEDERAL HWY	PALM BEACH	93010000	18.402	18.749	Urban	Arterial	Class II	4	20500	D	
FEDERAL HWY	PALM BEACH	93020000	0.000	1.138	Urban	Arterial	Class II	2	8000	D	
FEDERAL HWY	PALM BEACH	93020000	1.138	1.645	Urban	Arterial	Class II	2	8000	D	
FEDERAL HWY	PALM BEACH	93020000	1.645	2.446	Urban	Arterial	Class II	2	8300	D	
FEDERAL HWY	PALM BEACH	93020000	2.446	3.651	Urban	Arterial	Class II	2	6500	C	
FOREST HILL BLVD	PALM BEACH	93016000	0.000	1.339	Urban	Arterial	Class I	6	36000	C	
FOREST HILL BLVD	PALM BEACH	93016000	1.339	2.864	Urban	Arterial	Class I	6	32500	C	
FOREST HILL BLVD	PALM BEACH	93016000	2.864	3.597	Urban	Arterial	Class I	6	38000	C	
FOREST HILL BLVD	PALM BEACH	93016000	3.597	4.131	Urban	Arterial	Class I	6	40500	C	
FOREST HILL BLVD	PALM BEACH	93016000	4.131	5.127	Urban	Arterial	Class I	6	38500	C	
FOREST HILL BLVD	PALM BEACH	93016000	5.127	5.633	Urban	Arterial	Class I	6	40500	C	
FOREST HILL BLVD	PALM BEACH	93016000	5.633	6.139	Urban	Arterial	Class I	6	41000	C	
FOREST HILL BLVD	PALM BEACH	93016000	6.139	7.138	Urban	Arterial	Class I	6	41500	C	
FOREST HILL BLVD	PALM BEACH	93016000	7.138	8.361	Urban	Arterial	Class II	6	41000	D	
FOREST HILL BLVD	PALM BEACH	93016000	8.361	8.716	Urban	Arterial	Class II	4	28500	D	
FOREST HILL BLVD	PALM BEACH	93016000	8.716	9.203	Urban	Arterial	Class II	4	17300	D	
FOREST HILL BLVD	PALM BEACH	93016000	9.203	9.233	Urban	Arterial	Class II	4	17300	D	
Gateway Blvd	PALM BEACH	93000147	1.182	1.369	Urban	Arterial	Class II	4	44500	F	
GLADES RD	PALM BEACH	93004000	0.000	1.043	Urban	Arterial	Class I	6	40000	C	
GLADES RD	PALM BEACH	93004000	1.043	1.983	Urban	Arterial	Class I	6	46000	C	
GLADES RD	PALM BEACH	93004000	1.983	2.125	Urban	Arterial	Class I	6	54000	C	
GLADES RD	PALM BEACH	93004000	2.125	3.588	Urban	Arterial	Class I	6	54000	C	
GLADES RD	PALM BEACH	93004000	3.588	4.111	Urban	Arterial	Class I	6	53000	C	
GLADES RD	PALM BEACH	93004000	4.111	5.281	Urban	Arterial	Class I	6	60000	C	
GLADES RD	PALM BEACH	93004000	5.281	5.512	Urban	Arterial	Class I	6	57500	C	
GLADES RD	PALM BEACH	93004000	5.512	6.256	Urban	Arterial	Class I	6	57500	C	
GLADES RD	PALM BEACH	93004000	6.256	7.144	Urban	Arterial	Class I	6	37000	C	
GLADES RD	PALM BEACH	93004000	7.144	7.390	Urban	Arterial	Class I	6	25500	C	
GLADES RD	PALM BEACH	93004000	7.390	7.615	Urban	Arterial	Class I	6	25500	C	
High Ridge Blvd	PALM BEACH	93548000	0.000	0.110	Urban	Arterial	Class II	4	10800	C	
Hooker Hwy	PALM BEACH	93121000	0.000	1.054	Urban	Arterial	Class I	2	3600	C	
I-95	PALM BEACH	93220000	0.000	1.540	Urban	Freeway		8	203000	F	280000
I-95	PALM BEACH	93220000	1.540	2.777	Urban	Freeway		8	164500	D	210410
I-95	PALM BEACH	93220000	2.777	5.251	Urban	Freeway		8	166000	E	219800
I-95	PALM BEACH	93220000	5.251	7.075	Urban	Freeway		8	208500	F	232520
I-95	PALM BEACH	93220000	7.075	8.375	Urban	Freeway		8	208500	F	258797
I-95	PALM BEACH	93220000	8.375	9.938	Urban	Freeway		10	195500	D	266185
I-95	PALM BEACH	93220000	9.938	13.786	Urban	Freeway		10	186390	D	267104
I-95	PALM BEACH	93220000	13.786	14.748	Urban	Freeway		10	187500	D	268585

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
I-95	PALM BEACH	93220000	14.748	16.258	Urban	Freeway		10	183500	D	270084
I-95	PALM BEACH	93220000	16.258	17.791	Urban	Freeway		10	210000	E	288008
I-95	PALM BEACH	93220000	17.791	18.785	Urban	Freeway		10	194000	D	298678
I-95	PALM BEACH	93220000	18.785	20.371	Urban	Freeway		10	221000	E	306525
I-95	PALM BEACH	93220000	20.371	21.588	Urban	Freeway		10	216000	E	302545
I-95	PALM BEACH	93220000	21.588	23.559	Urban	Freeway		10	216000	E	300933
I-95	PALM BEACH	93220000	23.559	24.943	Urban	Freeway		10	201000	D	297786
I-95	PALM BEACH	93220000	24.943	25.954	Urban	Freeway		11	181000	C	239039
I-95	PALM BEACH	93220000	25.954	27.224	Urban	Freeway		10	205500	D	260877
I-95	PALM BEACH	93220000	27.224	28.501	Urban	Freeway		10	187075	D	258832
I-95	PALM BEACH	93220000	28.501	31.247	Urban	Freeway		10	201000	E	260556
I-95	PALM BEACH	93220000	31.247	33.035	Urban	Freeway		10	201000	D	269983
I-95	PALM BEACH	93220000	33.035	34.762	Urban	Freeway		10	201000	D	249907
I-95	PALM BEACH	93220000	34.762	36.952	Urban	Freeway		11	164500	C	248248
I-95	PALM BEACH	93220000	36.952	40.380	Urban	Freeway		10	98785	B	210923
I-95	PALM BEACH	93220000	40.380	44.185	Urban	Freeway		10	98785	B	137000
I-95	PALM BEACH	93220000	44.185	46.018	Transitionin	Freeway		6	71500	C	119100
I-95 Ramps to PBIA and fro	PALM BEACH	93220146	0.000	1.145	Urban	Freeway		1	2900	B	
I-95 Ramps to PBIA and fro	PALM BEACH	93220160	0.000	1.073	Urban	Freeway		1	5300	B	
I-95 Ramps to PBIA and fro	PALM BEACH	93220161	0.000	0.455	Urban	Freeway		1	3000	B	
I-95 Ramps to PBIA and fro	PALM BEACH	93220162	0.000	0.534	Urban	Freeway		1	5200	B	
INDIANTOWN RD	PALM BEACH	93190000	12.081	12.392	Urban	Arterial	Class I	5	45500	C	
INDIANTOWN RD	PALM BEACH	93190000	12.392	12.568	Urban	Arterial	Class I	5	45500	C	
INDIANTOWN RD	PALM BEACH	93190000	12.568	13.550	Urban	Arterial	Class I	5	59500	F	
INDIANTOWN RD	PALM BEACH	93190000	13.550	13.979	Urban	Arterial	Class I	6	52500	C	
INDIANTOWN RD	PALM BEACH	93190000	13.979	15.553	Urban	Arterial	Class I	6	42500	C	
INDIANTOWN RD	PALM BEACH	93190000	15.553	16.064	Urban	Arterial	Class I	6	37000	C	
INDIANTOWN RD	PALM BEACH	93190000	16.064	16.859	Urban	Arterial	Class I	6	29000	C	
LAKE WORTH RD	PALM BEACH	93180000	0.000	0.948	Urban	Arterial	Class I	6	37500	C	
LAKE WORTH RD	PALM BEACH	93180000	0.948	1.933	Urban	Arterial	Class I	6	40000	C	
LAKE WORTH RD	PALM BEACH	93180000	1.933	2.937	Urban	Arterial	Class I	6	38000	C	
LAKE WORTH RD	PALM BEACH	93180000	2.937	3.614	Urban	Arterial	Class I	6	44000	C	
LAKE WORTH RD	PALM BEACH	93180000	3.614	5.170	Urban	Arterial	Class I	6	43000	C	
LAKE WORTH RD	PALM BEACH	93180000	5.170	5.671	Urban	Arterial	Class I	6	41500	C	
LAKE WORTH RD	PALM BEACH	93180000	5.671	6.182	Urban	Arterial	Class I	6	40000	C	
LAKE WORTH RD	PALM BEACH	93180000	6.182	7.193	Urban	Arterial	Class I	6	36500	C	
LAKE WORTH RD	PALM BEACH	93180000	7.193	8.053	Urban	Arterial	Class I	4	23500	C	
LAKE WORTH RD	PALM BEACH	93180000	8.053	8.467	Urban	Arterial	Class II	4	23500	D	
LAKE WORTH RD	PALM BEACH	93180000	8.467	8.671	Urban	Arterial	Class II	4	23500	D	
LAKE WORTH RD	PALM BEACH	93180000	8.671	9.160	Urban	Arterial	Class II	2	7900	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
LAKE WORTH RD	PALM BEACH	93180000	9.160	9.466	Urban	Arterial	Class II	2	10500	D	
LAKE WORTH RD	PALM BEACH	93180000	9.466	10.313	Urban	Arterial	Class II	4	15700	D	
LAKE WORTH RD	PALM BEACH	93180001	0.397	0.701	Urban	Arterial	Class II	2	8300	C	
LAKE WORTH RD	PALM BEACH	93180001	0.701	1.167	Urban	Arterial	Class II	2	8000	C	
Lake Worth Road Roundabout	PALM BEACH	93180100	0.000	0.098	Urban	Arterial	Class II	2		B	
Martin L King Blvd	PALM BEACH	93110000	3.998	4.473	Urban	Arterial	Class II	4	6800	C	
MARTIN LUTHER KING JR BLVD	PALM BEACH	93310000	22.009	23.042	Urban	Arterial	Class II	4	16000	D	
MARTIN LUTHER KING JR BLVD	PALM BEACH	93310000	23.042	23.655	Urban	Arterial	Class II	2	7100	C	
MILITARY TRL	PALM BEACH	93070000	20.359	21.122	Urban	Arterial	Class I	6	40000	C	
MILITARY TRL	PALM BEACH	93070000	21.122	21.672	Urban	Arterial	Class I	6	40000	C	
MILITARY TRL	PALM BEACH	93070000	21.672	22.643	Urban	Arterial	Class I	6	41000	C	
MILITARY TRL	PALM BEACH	93070000	22.643	23.407	Urban	Arterial	Class I	6	45500	C	
MILITARY TRL	PALM BEACH	93070000	23.407	24.160	Urban	Arterial	Class I	6	41500	C	
MILITARY TRL	PALM BEACH	93070000	24.160	24.491	Urban	Arterial	Class I	6	38500	C	
MILITARY TRL	PALM BEACH	93150000	0.000	0.970	Urban	Arterial	Class I	6	40500	C	
MILITARY TRL	PALM BEACH	93150000	0.970	1.744	Urban	Arterial	Class I	6	42000	C	
MILITARY TRL	PALM BEACH	93150000	1.744	2.008	Urban	Arterial	Class I	6	40000	C	
MILITARY TRL	PALM BEACH	93150000	2.008	4.010	Urban	Arterial	Class I	6	34500	C	
MILITARY TRL	PALM BEACH	93150000	4.010	5.658	Urban	Arterial	Class I	6	34000	C	
MILITARY TRL	PALM BEACH	93150000	5.658	7.039	Urban	Arterial	Class I	6	31500	C	
MILITARY TRL	PALM BEACH	93150000	7.039	7.297	Urban	Arterial	Class I	6	30500	C	
MILITARY TRL	PALM BEACH	93150000	7.297	8.313	Urban	Arterial	Class I	6	25500	C	
MILITARY TRL	PALM BEACH	93150000	8.313	9.054	Urban	Arterial	Class I	6	29500	C	
MILITARY TRL	PALM BEACH	93150000	9.054	10.046	Urban	Arterial	Class I	6	38500	C	
MILITARY TRL	PALM BEACH	93150000	10.046	11.070	Urban	Arterial	Class I	6	38000	C	
OCEAN AVE	PALM BEACH	93200000	9.127	9.843	Urban	Arterial	Class II	2	6800	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	0.000	1.141	Urban	Arterial	Class I	8	47000	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	1.141	1.913	Urban	Arterial	Class I	8	50000	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	1.913	2.670	Urban	Arterial	Class I	8	54500	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	2.670	3.034	Urban	Arterial	Class I	8	58500	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	3.034	4.010	Urban	Arterial	Class I	8	55000	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	4.010	5.053	Urban	Arterial	Class I	8	58500	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	5.053	5.564	Urban	Arterial	Class I	8	64000	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	5.564	6.214	Urban	Arterial	Class I	8	57500	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	6.214	7.084	Urban	Arterial	Class I	8	47000	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	7.084	7.741	Urban	Arterial	Class I	8	57000	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	7.741	8.359	Urban	Arterial	Class I	7	68000	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	8.359	8.590	Urban	Arterial	Class I	6	63500	F	
OKEECHOBEE BLVD	PALM BEACH	93280000	8.590	8.737	Urban	Arterial	Class I	8	43500	C	
OKEECHOBEE BLVD	PALM BEACH	93280000	8.737	8.869	Urban	Arterial	Class I	8	43500	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
OKEECHOBEE BLVD	PALM BEACH	93280000	8.869	9.120	Urban	Arterial	Class II	4	15500	C	
Old Dixie Highway	PALM BEACH	93511000	0.777	1.126	Urban	Arterial	Class II	4	11200	C	
PGA BLVD	PALM BEACH	93001000	0.000	2.950	Urban	Highway		2	3300	B	
PGA BLVD	PALM BEACH	93001000	2.950	4.239	Urban	Highway		4	20300	B	
PGA BLVD	PALM BEACH	93001000	4.239	4.757	Urban	Arterial	Class I	6	41000	C	
PGA BLVD	PALM BEACH	93001000	4.757	5.791	Urban	Arterial	Class I	6	44000	C	
PGA BLVD	PALM BEACH	93001000	5.791	6.029	Urban	Arterial	Class I	6	39000	C	
PGA BLVD	PALM BEACH	93001000	6.029	6.559	Urban	Arterial	Class I	7	71000	C	
PGA BLVD	PALM BEACH	93001000	6.559	7.144	Urban	Arterial	Class I	6	51000	C	
PGA BLVD	PALM BEACH	93001000	7.144	7.988	Urban	Arterial	Class I	6	39000	C	
PGA BLVD	PALM BEACH	93001000	7.988	8.468	Urban	Arterial	Class I	6	41500	C	
PGA BLVD	PALM BEACH	93001000	8.468	8.647	Urban	Arterial	Class I	5	25000	C	
POWERLINE RD	PALM BEACH	93026000	0.000	0.251	Urban	Arterial	Class I	4	34500	C	
POWERLINE RD	PALM BEACH	93026000	0.251	1.092	Urban	Arterial	Class I	4	31500	C	
POWERLINE RD	PALM BEACH	93026000	1.092	1.536	Urban	Arterial	Class I	4	31500	C	
POWERLINE RD	PALM BEACH	93026000	1.536	2.262	Urban	Arterial	Class I	4	28000	C	
POWERLINE RD	PALM BEACH	93026000	2.262	3.000	Urban	Arterial	Class I	4	25500	C	
ROYAL PALM BRIDGE	PALM BEACH	93280000	9.120	9.401	Urban	Arterial	Class II	2	15500	D	
ROYAL PALM BRIDGE	PALM BEACH	93280000	9.401	10.199	Urban	Arterial	Class II	4	23500	D	
ROYAL POINCIANA WAY	PALM BEACH	93060000	27.914	28.885	Urban	Arterial	Class II	4	16500	D	
S Dixie Hwy	PALM BEACH	93020001	0.000	0.413	Urban	Arterial	Class II	4	16300	D	
S Dixie Hwy	PALM BEACH	93020001	1.238	2.356	Urban	Arterial	Class II	4	16000	D	
Southern Blvd	PALM BEACH	93120000	19.967	20.896	Urban	Arterial	Class II	4	31500	D	
Southern Blvd	PALM BEACH	93120000	20.896	21.178	Urban	Arterial	Class II	4	15900	D	
Southern Blvd	PALM BEACH	93120000	21.178	21.272	Urban	Arterial	Class II	4	11400	C	
Southern Blvd	PALM BEACH	93120000	21.272	21.928	Urban	Arterial	Class II	2	12000	D	
SR 5	PALM BEACH	93020000	9.237	10.270	Urban	Arterial	Class II	4	13400	C	
SR 5	PALM BEACH	93020000	10.270	10.283	Urban	Arterial	Class II	2	13400	D	
SR 5	PALM BEACH	93020002	0.000	0.045	Urban	Arterial	Class II	2	13400	D	
SR 5	PALM BEACH	93020002	0.045	0.291	Urban	Arterial	Class II	2	13400	F	
SR 704	PALM BEACH	93280001	0.000	0.310	Urban	Arterial	Class II	3	19500	D	
SR 704	PALM BEACH	93280001	0.310	0.522	Urban	Arterial	Class II	4	19500	D	
SR 800	PALM BEACH	93002000	0.000	0.574	Urban	Arterial	Class II	4	15800	D	
SR 802	PALM BEACH	93180001	0.000	0.397	Urban	Arterial	Class II	2	8300	C	
SR A1A/Ocean Roundabout	PALM BEACH	93060100	0.000	0.097	Urban	Arterial	Class II	1	9200	D	
SR-15	PALM BEACH	93140000	19.527	26.288	ral Develop	Highway		2	3600	B	5803
SR-15/Belle Glade Rd	PALM BEACH	93130000	3.004	5.990	ral Develop	Highway		2	5900	B	5972
SR-15/E 7 St	PALM BEACH	93130000	5.990	10.423	ral Develop	Highway		2	7100	B	5945
SR-15/E Main St	PALM BEACH	93130000	10.423	14.265	Urban	Highway		2	3900	B	4563
SR-15/N/S Main St	PALM BEACH	93130000	0.000	1.012	Urban	Arterial	Class I	4	17400	C	15427

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
SR-15/N/S Main St	PALM BEACH	93130000	1.012	3.004	Urban	Highway		4	12600	B	11799
SR-7	PALM BEACH	93210000	0.000	0.194	Urban	Arterial	Class I	6	55000	C	
SR-7	PALM BEACH	93210000	0.194	1.485	Urban	Arterial	Class I	6	48000	C	
SR-7	PALM BEACH	93210000	1.485	2.751	Urban	Arterial	Class I	6	50500	C	
SR-7	PALM BEACH	93210000	2.751	4.560	Urban	Arterial	Class I	6	47000	C	
SR-7	PALM BEACH	93210000	4.560	5.548	Urban	Arterial	Class I	6	33500	C	
SR-7	PALM BEACH	93210000	5.548	7.108	Urban	Arterial	Class I	4	28500	C	
SR-7	PALM BEACH	93210000	7.108	8.670	Urban	Arterial	Class I	4	24500	C	
SR-7	PALM BEACH	93210000	8.670	11.735	Urban	Arterial	Class I	4	20400	C	
SR-7	PALM BEACH	93210000	11.735	13.756	Urban	Arterial	Class I	4	22000	C	
SR-7	PALM BEACH	93210000	13.756	16.705	Urban	Arterial	Class I	6	26500	C	
SR-7	PALM BEACH	93210000	16.705	18.149	Urban	Arterial	Class I	6	28500	C	
SR-7	PALM BEACH	93210000	18.149	19.929	Urban	Arterial	Class I	6	42000	C	
SR-7	PALM BEACH	93210000	19.929	21.226	Urban	Arterial	Class I	8	55500	C	
SR-7	PALM BEACH	93210000	21.226	22.240	Urban	Arterial	Class I	8	47000	C	
SR-7	PALM BEACH	93210000	22.240	23.667	Urban	Arterial	Class I	8	58500	C	
SR-7	PALM BEACH	93210000	23.667	24.285	Urban	Arterial	Class I	8	64000	C	
SR-7	PALM BEACH	93270000	0.000	0.769	Urban	Arterial	Class I	8	49500	C	
SR-7	PALM BEACH	93270000	0.769	2.008	Urban	Arterial	Class I	6	38000	C	
SR-700	PALM BEACH	93140000	5.017	12.866	ral Develop	Highway		2	2500	B	
SR-700	PALM BEACH	93140000	12.866	14.108	ral Develop	Highway		2	3000	B	
SR-700	PALM BEACH	93140000	14.108	17.777	ral Develop	Highway		2	1200	B	
SR-700	PALM BEACH	93140000	17.777	19.293	ral Develop	Highway		2	1200	B	
SR-700	PALM BEACH	93140000	19.293	19.527	ral Develop	Highway		2	3600	B	
SR-700	PALM BEACH	93140001	0.560	0.848	ral Develop	Arterial	Class I	2	2500	C	
SR-708/Blue Heron Blvd	PALM BEACH	93012000	0.000	0.361	Urban	Arterial	Class I	6	18900	C	22303
SR-708/Blue Heron Blvd	PALM BEACH	93012000	0.361	0.875	Urban	Arterial	Class I	6	34500	C	50866
SR-710/Beeline Hwy	PALM BEACH	93310000	0.000	6.396	Urban	Highway		2	6700	B	7295
SR-710/Beeline Hwy	PALM BEACH	93310000	6.396	13.521	Urban	Highway		4	11900	B	17485
SR-710/Beeline Hwy	PALM BEACH	93310000	13.521	20.150	Urban	Arterial	Class I	4	25500	C	38676
SR-710/Beeline Hwy	PALM BEACH	93310000	20.150	21.478	Urban	Arterial	Class I	4	13100	C	
SR-710/Beeline Hwy	PALM BEACH	93310000	21.478	22.009	Urban	Arterial	Class I	4	13100	C	
SR-715	PALM BEACH	93290000	0.000	1.865	Urban	Arterial	Class I	2	11800	C	
SR-715	PALM BEACH	93290000	1.865	3.312	Urban	Highway		2	9600	C	
SR-715	PALM BEACH	93290000	3.312	4.309	Urban	Highway		2	5219	B	
SR-715	PALM BEACH	93290000	4.309	10.786	ral Develop	Highway		2	3900	B	
SR-715	PALM BEACH	93290000	10.786	12.072	Urban	Arterial	Class I	2	3100	C	
SR-717	PALM BEACH	93170000	0.000	0.540	Urban	Arterial	Class II	2	2600	C	
SR-717	PALM BEACH	93170000	0.540	1.706	Urban	Arterial	Class II	3	3200	C	
SR-729	PALM BEACH	93230000	0.000	2.290	Urban	Highway		2	4500	B	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
SR-80/Hooker Hwy	PALM BEACH	93110001	0.000	18.246	ral Develop	Highway		4	8900	B	16408
SR-80/Martin L King Blvd	PALM BEACH	93110000	0.000	1.796	Urban	Arterial	Class I	4	16600	C	13669
SR-80/Martin L King Blvd	PALM BEACH	93110000	1.796	3.998	Urban	Arterial	Class I	4	20500	C	18795
SR-80/Southern Blvd	PALM BEACH	93120000	0.228	4.708	ral Develop	Highway		4	13100	B	27714
SR-80/Southern Blvd	PALM BEACH	93120000	4.708	5.051	Urban	Arterial	Class I	4	18500	C	45299
SR-80/Southern Blvd	PALM BEACH	93120000	5.051	8.940	Urban	Arterial	Class I	4	41500	D	50842
SR-80/Southern Blvd	PALM BEACH	93120000	8.940	11.735	Urban	Arterial	Class I	8	66379	C	86000
SR-80/Southern Blvd	PALM BEACH	93120000	11.735	15.280	Urban	Arterial	Class I	8	67500	C	82000
SR-80/Southern Blvd	PALM BEACH	93120000	15.280	18.857	Urban	Arterial	Class I	6	73500	F	83677
SR-80/Southern Blvd	PALM BEACH	93120000	18.857	19.160	Urban	Arterial	Class I	8	49000	C	53167
SR-80/Southern Blvd	PALM BEACH	93120000	19.160	19.928	Urban	Arterial	Class I	8	58000	C	66031
SR-80/Southern Blvd	PALM BEACH	93120000	19.928	19.967	Urban	Arterial	Class I	6	31500	C	39521
SR-811	PALM BEACH	93090000	0.000	1.247	Urban	Arterial	Class I	6	32000	C	
SR-811	PALM BEACH	93090000	1.247	3.090	Urban	Arterial	Class I	4	22000	C	
SR-811	PALM BEACH	93090000	3.090	3.605	Urban	Arterial	Class I	4	25500	C	
SR-811	PALM BEACH	93090000	3.605	4.015	Urban	Arterial	Class I	4	24500	C	
SR-811	PALM BEACH	93090000	4.015	5.431	Urban	Arterial	Class I	6	31500	C	
SR-811	PALM BEACH	93090000	5.431	6.720	Urban	Arterial	Class I	6	31000	C	
SR-811	PALM BEACH	93090000	6.720	9.706	Urban	Arterial	Class I	6	26000	C	
SR-811	PALM BEACH	93090000	9.706	10.249	Urban	Arterial	Class I	6	26000	C	
SR-811	PALM BEACH	93090000	10.249	10.750	Urban	Arterial	Class I	6	30500	C	
SR-811	PALM BEACH	93090000	10.750	11.702	Urban	Arterial	Class I	6	39000	C	
Tamarind Ave	PALM BEACH	93027501	1.072	1.460	Urban	Arterial	Class II	4	15300	D	
Technology Way	PALM BEACH	93000293	0.746	0.859	Urban	Arterial	Class II	4		B	
US-1	PALM BEACH	93010000	8.388	9.701	Urban	Arterial	Class II	3	13000	C	
US-1	PALM BEACH	93010000	9.701	9.952	Urban	Arterial	Class II	3	11500	C	
US-1	PALM BEACH	93010000	9.952	10.779	Urban	Arterial	Class II	3	11500	C	
US-1	PALM BEACH	93010101	0.000	0.837	Urban	Arterial	Class II	2	11000	D	
US-1	PALM BEACH	93010101	0.837	1.091	Urban	Arterial	Class II	2	11000	D	
US-1	PALM BEACH	93010101	1.091	2.377	Urban	Arterial	Class II	2	10500	D	
US-1	PALM BEACH	93040000	0.000	0.638	Urban	Arterial	Class II	4	22000	D	
US-1	PALM BEACH	93040000	0.638	2.745	Urban	Arterial	Class II	6	24500	D	
US-1	PALM BEACH	93040000	2.745	3.248	Urban	Arterial	Class I	4	54000	F	
US-1	PALM BEACH	93040000	3.248	4.582	Urban	Arterial	Class I	4	26500	C	
US-1	PALM BEACH	93040000	4.582	5.888	Urban	Arterial	Class I	4	18700	C	
US-1	PALM BEACH	93040000	5.888	6.993	Urban	Arterial	Class I	4	24500	C	
US-1	PALM BEACH	93040000	6.993	9.815	Urban	Arterial	Class I	4	25500	C	
US-1	PALM BEACH	93040000	9.815	11.127	Urban	Arterial	Class I	4	18200	C	
US-1	PALM BEACH	93040000	11.127	12.411	Urban	Arterial	Class I	6	23000	C	
US-1 Skypass Bridge	PALM BEACH	93020500	0.000	0.571	Urban	Arterial	Class II	4	19500	D	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
US-1/QUADRILLE RD	PALM BEACH	93020100	0.000	0.960	Urban	Arterial	Class II	4	12100	C	
US-27	PALM BEACH	93160000	0.000	26.176	ral Develop	Highway		4	7273	B	29609
US-27/Okeechobee Rd	PALM BEACH	93100000	0.000	11.075	ral Develop	Highway		4	13100	B	27124
US-27/Okeechobee Rd	PALM BEACH	93100000	11.075	12.590	Urban	Highway		4	14900	B	23772
YAMATO RD	PALM BEACH	93005000	0.000	1.180	Urban	Arterial	Class I	8	42500	C	
YAMATO RD	PALM BEACH	93005000	1.180	1.759	Urban	Arterial	Class I	7	50000	C	
YAMATO RD	PALM BEACH	93005000	1.759	2.547	Urban	Arterial	Class I	6	38500	C	
YAMATO RD	PALM BEACH	93005000	2.547	2.780	Urban	Arterial	Class I	6	25500	C	
25th Street North	ST LUCIE	94005000	2.496	3.030	Urban	Arterial	Class II	4	14700	D	
25th Street South	ST LUCIE	94005000	0.000	0.991	Urban	Arterial	Class I	4	19600	C	
25th Street South	ST LUCIE	94504000	7.602	9.128	Urban	Arterial	Class I	4	15900	C	
25th Street South	ST LUCIE	94504000	9.128	10.120	Urban	Arterial	Class I	4	15900	C	
26th Street North	ST LUCIE	94005000	3.030	3.756	Urban	Arterial	Class II	4	14700	D	
26th Street South	ST LUCIE	94005000	0.991	1.796	Urban	Arterial	Class I	4	21000	C	
27th Street North	ST LUCIE	94005000	3.756	4.249	Urban	Arterial	Class I	4	13800	C	
27th Street South	ST LUCIE	94005000	1.796	2.244	Urban	Arterial	Class II	4	21000	D	
28th Street North	ST LUCIE	94005000	4.249	4.584	Urban	Arterial	Class I	4	46000	F	
28th Street South	ST LUCIE	94005000	2.244	2.496	Urban	Arterial	Class II	4	18700	D	
29th Street North	ST LUCIE	94005000	4.584	5.016	Urban	Arterial	Class I	4	8000	C	
30th Street North	ST LUCIE	94005000	5.016	5.620	Urban	Arterial	Class I	4	5400	C	
31st Street North	ST LUCIE	94005000	5.620	6.168	Urban	Arterial	Class I	4	5400	C	
Emerson Ave	ST LUCIE	94009000	0.000	2.477	Urban	Highway		2	4300	B	
Emerson Ave	ST LUCIE	94009000	2.477	2.525	Urban	Highway		2	9000	C	
I-95	ST LUCIE	94001000	0.000	4.305	Urban	Freeway		6	54977	B	116200
I-95	ST LUCIE	94001000	4.305	7.761	Urban	Freeway		6	65500	B	156700
I-95	ST LUCIE	94001000	7.761	12.153	Urban	Freeway		6	58000	B	144000
I-95	ST LUCIE	94001000	12.153	15.420	Urban	Freeway		6	67000	B	141800
I-95	ST LUCIE	94001000	15.420	18.280	Urban	Freeway		8	52710	B	160500
I-95	ST LUCIE	94001000	18.280	24.198	ransitionin	Freeway		8	41000	B	143500
I-95	ST LUCIE	94001000	24.198	27.259	ransitionin	Freeway		6	37500	B	70800
Indrio Rd	ST LUCIE	94004000	0.000	2.583	ral Develop	Arterial	Class I	2	9300	C	
Indrio Rd	ST LUCIE	94004000	2.583	3.584	Urban	Arterial	Class II	2	10900	D	
Kings Hwy North	ST LUCIE	94003000	4.919	7.439	ral Develop	Arterial	Class I	2	13200	C	
Kings Hwy North	ST LUCIE	94003000	7.439	9.853	Urban	Arterial	Class I	2	12100	C	
Kings Hwy North	ST LUCIE	94003000	9.853	10.198	Urban	Arterial	Class I	2	5100	C	
Kings Hwy South	ST LUCIE	94003000	0.000	2.399	Urban	Arterial	Class I	2	7900	C	
Kings Hwy South	ST LUCIE	94003000	2.399	4.919	ral Develop	Arterial	Class I	2	11900	C	
Okeechobee Rd	ST LUCIE	94030000	21.423	21.583	Urban	Arterial	Class I	5	25500	C	
Orange Ave	ST LUCIE	94070000	17.174	17.488	Urban	Arterial	Class I	4	15700	C	
Orange Ave	ST LUCIE	94070000	17.488	18.180	Urban	Arterial	Class I	4	12600	C	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
Orange Ave	ST LUCIE	94070000	18.180	19.698	Urban	Arterial	Class I	4	12800	C	
Orange Ave	ST LUCIE	94070000	19.698	20.196	Urban	Arterial	Class II	4	18200	D	
Orange Ave	ST LUCIE	94070000	20.196	20.972	Urban	Arterial	Class II	4	12700	C	
Orange Ave	ST LUCIE	94070000	20.972	21.483	Urban	Arterial	Class II	2	8000	D	
Orange Ave	ST LUCIE	94070000	21.483	21.669	Urban	Arterial	Class II	2	6500	C	
Port St Lucie Blvd	ST LUCIE	94120000	4.931	5.972	Urban	Arterial	Class I	6	42500	C	
Port St Lucie Blvd	ST LUCIE	94120000	5.972	6.596	Urban	Arterial	Class I	6	46000	C	
Port St Lucie Blvd	ST LUCIE	94120000	6.596	7.897	Urban	Arterial	Class I	6	60000	F	
Port St Lucie Blvd	ST LUCIE	94120000	7.897	8.719	Urban	Arterial	Class I	6	36500	C	
Port St Lucie Blvd	ST LUCIE	94120000	8.719	9.286	Urban	Arterial	Class I	6	38500	C	
Seaway Dr Roundabout (Fort Pierce)	ST LUCIE	94050001	0.000	0.070	Urban	Arterial		0	12900	F	
SR 5	ST LUCIE	94010000	20.890	21.451	Urban	Arterial	Class I	4	21500	C	
SR 608	ST LUCIE	94006000	0.000	0.569	Urban	Arterial	Class II	2	4800	C	
SR A1A North	ST LUCIE	94060000	0.000	0.865	Urban	Arterial	Class I	2	8000	C	
SR A1A North	ST LUCIE	94060000	0.865	2.526	Urban	Arterial	Class I	2	8000	C	
SR A1A North	ST LUCIE	94060000	2.526	4.225	Urban	Highway		2	6700	B	
SR A1A North	ST LUCIE	94060000	4.225	7.709	Urban	Highway		2	5500	B	
SR A1A South	ST LUCIE	94050000	0.000	1.768	Urban	Highway		2	16500	C	
SR A1A South	ST LUCIE	94050000	1.768	13.133	Urban	Highway		2	4400	B	
SR A1A South	ST LUCIE	94050000	13.133	15.413	Urban	Highway		2	7800	B	
SR A1A South	ST LUCIE	94050000	15.413	17.036	Urban	Arterial	Class II	2	12900	D	
SR A1A South	ST LUCIE	94050000	17.036	17.945	Urban	Arterial	Class II	4	12200	C	
SR-70/Okeechobee Rd	ST LUCIE	94030000	0.000	11.154	ral Develop	Highway		4	6600	B	8100
SR-70/Okeechobee Rd	ST LUCIE	94030000	11.154	17.215	ral Develop	Highway		4	6600	B	9400
SR-70/Okeechobee Rd	ST LUCIE	94030000	17.215	20.523	ral Develop	Highway		4	6100	B	27200
SR-70/Okeechobee Rd	ST LUCIE	94030000	20.523	21.219	Urban	Arterial	Class I	6	20400	C	57200
SR-70/Okeechobee Rd	ST LUCIE	94030000	21.219	21.423	Urban	Arterial	Class I	4	23000	C	
US 1 North	ST LUCIE	94010000	13.273	13.847	Urban	Arterial	Class II	4	24500	D	
US 1 North	ST LUCIE	94010000	13.847	14.654	Urban	Arterial	Class I	4	21000	C	
US 1 North	ST LUCIE	94010000	14.654	16.037	Urban	Arterial	Class I	4	18300	C	
US 1 North	ST LUCIE	94010000	16.037	20.890	Urban	Arterial	Class I	4	18800	C	
US 1 South	ST LUCIE	94010000	0.000	0.575	Urban	Arterial	Class I	8	45000	C	
US 1 South	ST LUCIE	94010000	0.575	2.675	Urban	Arterial	Class I	6	31000	C	
US 1 South	ST LUCIE	94010000	2.675	4.927	Urban	Arterial	Class I	6	42500	C	
US 1 South	ST LUCIE	94010000	4.927	6.804	Urban	Arterial	Class I	6	36500	C	
US 1 South	ST LUCIE	94010000	6.804	8.255	Urban	Arterial	Class I	6	31000	C	
US 1 South	ST LUCIE	94010000	8.255	10.772	Urban	Arterial	Class I	4	28000	C	
US 1 South	ST LUCIE	94010000	10.772	11.777	Urban	Arterial	Class I	4	26000	C	
US 1 South	ST LUCIE	94010000	11.777	13.015	Urban	Arterial	Class II	4	26500	D	
US 1 South	ST LUCIE	94010000	13.015	13.273	Urban	Arterial	Class II	4	17600	D	

ROADWAY NAME	COUNTY	ROADWAY ID	FROM MP	TO MP	AREA TYPE	FACILITY TYPE	CLASS TYPE	NUMBER OF LANES	2014 AADT	2014 LOS	2040 AADT
Virginia Ave	ST LUCIE	94030000	21.583	23.723	Urban	Arterial	Class I	6	20400	C	
Virginia Ave	ST LUCIE	94030000	23.723	25.225	Urban	Arterial	Class I	6	18900	C	

Annual Update of Level of Service on the State Highway System and Future Traffic Forecasts on SIS Highways

Year 2015 Instructions

In support of the Highway Component of the Strategic Intermodal System (SIS) Planning Program Development and other statewide planning applications, each District is asked on an annual basis to review and update, as necessary, the 2014 Level of Service (LOS) for the entire State Highway System (SHS) and Future Traffic Forecasts for the SIS Highways. A LOS 2015 Update reference file (LOS2015Update.xlsx) is included for your use. Please refer to LOS Data Format sheet for code value details.

For each defined LOS facility, the Districts would provide the following:

1. Facility Name or Local Name (if not provided then RCI Features 111 – STROADNO of State Road System, 113 – USROUTE of AASHTO, and 114 – LOCALNAM of Local Name will be used to name the facility);

2. Roadway ID (County-Section-Subsection);

3. Begin mile post (xxx.xxx);

4. End mile post (xxx.xxx);

5. LOSAT - Area Type: refer to attached data format sheet;

6. LOSFT - Facility Type: refer to attached data format sheet;

7. LOSCL - Class Type: refer to attached data format sheet;

8. LOSLN - Number of through lanes (**as of 12/31/2014**): RCI 12312014 sheet in LOS2015Update.xlsx file;

9. LOSAF - Adjustment Factor (see code values in the data format sheet);

10. LOSAADT - Current AADT (**2014**): Traffic Data DVD from Statistics Office or the attached TCI 2014 sheet in LOS2015Update.xlsx file;

11. LOS for the facility and its LOSSTD (FDOT LOS Standards);

12. LOSFADT - SIS Highway future traffic projection for year **2040**;

13. Please review and re-define the LOS segment as needed.

14. District's data, which are labeled with D1, D2, …, and Turnpike, from last year are also attached in LOS2015Update.xlsx file for your use.

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		Ravenswood	86000118	0.861	1.013	UZ	Urban	A	Arterial	2	Class II	3	3	Increase service v	17700	D	D		OFF	21
4		Eller Drive	86000120	0.000	0.200	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	10400	C	D		OFF	21
4		Eller Drive	86000120	0.898	1.050	UZ	Urban	A	Arterial	2	Class II	4	6	Decrease service v	29500	F	D		OFF	21
4		SW 4 Ave	86000130	0.000	0.773	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	13100	C	D		OFF	21
4		Broward Blv	86000260	0.201	0.245	UZ	Urban	A	Arterial	1	Class I	2	5	Decrease service v	2500	C	D		OFF	21
4		Access Road	86000261	0.000	0.139	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service v	2500	C	D		EXCLUSIVE	21
4		NE 3rd Stree	86000506	0.187	0.364	UZ	Urban	A	Arterial	2	Class II	2	2	Increase service v	1600	C	D		OFF	21
4		Harbor Isles	86000550	0.000	0.156	UZ	Urban	A	Arterial	2	Class II	2	2	Increase service v	7800	D	D		OFF	21
4		NE 14 St	86003000	0.000	0.902	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	14000	C	D		ON	
4		SR 838/Sunri	86005000	0.000	0.459	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	35000	D	D		ON	
4		Sunrise Blvd	86005000	0.459	1.191	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	23500	C	D		ON	
4		Broward Blv	86006000	0.000	3.140	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	47500	C	D		ON	
4		Broward Blv	86006000	3.140	5.219	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45000	C	D		ON	
4		Broward Blv	86006000	5.219	6.336	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	70500	F	D		ON	21
4		Broward Blv	86006000	6.336	6.773	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	55000	F	D		ON	21
4		Broward Blv	86006000	6.773	6.965	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	55000	F	D		ON	21
4		Broward Blv	86006000	6.965	7.166	UZ	Urban	A	Arterial	2	Class II	5	3	Increase service v	55000	F	D		ON	
4		US 1	86010000	0.000	0.768	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54000	C	D		ON	
4		US 1	86010000	0.768	1.526	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	24500	D	D		ON	
4		US 1	86010000	1.526	2.668	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	28180	D	D		ON	
4		US 1	86010000	2.668	4.145	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	31000	D	D		ON	
4		US 1	86010000	4.145	5.189	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	26500	D	D		ON	
4		US 1	86010000	5.189	5.948	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	33000	E	D		ON	
4		US 1	86010000	8.286	9.312	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54000	C	D		ON	
4		US 1	86010000	9.312	9.686	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	43500	C	D		ON	
4		US 1	86010000	9.686	10.330	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	47500	F	D		ON	
4		SR 5	86010001	0.000	0.285	UZ	Urban	A	Arterial	2	Class II	5		No adjustment	33000	D	D		ON	
4		US 1	86010001	0.285	1.702	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	53500	C	D		ON	
4		US 1	86010001	1.702	2.547	UZ	Urban	A	Arterial	1	Class I	7	3	Increase service v	54500	C	D		ON	
4		FLL Airport R	86010006	0.000	0.782	UZ	Urban	A	Arterial	1	Class I	4	1	Multiply the corre	7300	C	D		EXCLUSIVE	21
4		FLL Airport R	86010006	0.782	1.064	UZ	Urban	A	Arterial	1	Class I	4	1	Multiply the corre	7300	C	D		EXCLUSIVE	21
4		SR 5	86010500	0.000	0.248	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	11500	D	D		ON	
4		SR-869/SW 1	86012000	0.000	1.429	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	40000	D	D	40451	ON	11
4		SR-869/SW 1	86012000	1.429	2.055	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	56500	C	D	56954	ON	11
4		SW 10 St	86012000	2.055	2.152	UZ	Urban	A	Arterial	1	Class I	5	3	Increase service v	25500	C	D		ON	
4		Commercial	86014000	0.000	1.002	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	49500	C	D		ON	
4		Commercial	86014000	1.002	2.001	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	49000	C	D		ON	
4		Commercial	86014000	2.001	2.748	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	67500	F	D		ON	
4		Commercial	86014000	2.748	3.220	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	58000	C	D		ON	
4		Commercial	86014000	3.220	4.228	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	53500	C	D		ON	
4		Commercial	86014000	4.228	5.260	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	30500	C	D		ON	
4		Commercial	86014000	5.260	6.449	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	61000	C	D		ON	
4		Commercial	86014000	6.449	7.587	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	18000	C	D		ON	
4		Commercial	86014000	7.587	8.758	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	53500	F	D		ON	
4		Commercial	86014000	8.758	9.256	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	41000	D	D		ON	
4		Commercial	86014000	9.256	9.893	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	41000	F	D		ON	
4		Griffin Rd	86015000	0.000	0.474	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	25500	C	D		ON	
4		Griffin Rd	86015000	0.474	2.063	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	25500	C	D		ON	
4		Griffin Rd	86015000	2.063	2.653	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	34000	C	D		ON	
4		Griffin Rd	86015000	2.653	3.319	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	34000	C	D		ON	
4		Griffin Rd	86015000	3.319	3.817	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40500	C	D		ON	
4		Griffin Rd	86015000	3.817	4.059	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	26799	C	D		ON	
4		Griffin Rd	86015000	4.059	5.077	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	26799	C	D		ON	
4		Griffin Rd	86015000	5.077	6.123	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32500	C	D		ON	
4		Griffin Rd	86015000	6.123	9.112	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31500	C	D		ON	
4		Griffin Rd	86015000	9.112	9.400	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32000	C	D		ON	21
4		Griffin Rd	86015000	9.400	10.745	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	14900	C	D		ON	
4		Stirling Rd	86016000	0.000	1.255	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	34500	C	D		ON	
4		Stirling Rd	86016000	1.255	2.156	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42500	C	D		ON	
4		Stirling Rd	86016000	2.156	2.656	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39500	C	D		ON	
4		Stirling Rd	86016000	2.656	4.680	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38000	C	D		ON	
4		Stirling Rd	86016000	4.680	5.559	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42500	C	D		ON	
4		Stirling Rd	86016000	5.559	6.726	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	36500	C	D		ON	
4		Pembroke R	86018000	0.000	1.521	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42000	C	D		ON	
4		Pembroke R	86018000	1.521	2.274	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	49000	F	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		Pembroke R	86018000	2.274	2.528	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	34000	C	D		ON	
4		Pembroke R	86018000	2.528	5.083	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	51000	C	D		ON	
4		Pembroke R	86018000	5.083	6.547	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	33500	D	D		ON	
4		US 1	86020000	0.000	0.513	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	37500	D	D		ON	
4		US 1	86020000	0.513	1.060	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	40500	D	D		ON	
4		US 1	86020000	1.060	1.968	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	57500	F	D		ON	
4		US 1	86020000	1.968	4.093	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54000	C	D		ON	
4		US 1	86020000	4.093	5.745	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	49500	C	D		ON	
4		US 1	86020000	5.745	6.833	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	44500	C	D		ON	
4		US 1	86020000	6.833	7.358	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45000	C	D		ON	
4		US 1	86020000	7.358	8.782	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45000	C	D		ON	
4		US 1	86020000	8.782	9.570	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39500	C	D		ON	
4		US 1	86020000	9.570	10.650	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45000	C	D		ON	
4		US 1	86020000	10.650	11.807	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	52000	C	D		ON	
4		US 1	86020000	11.807	13.862	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38500	C	D		ON	
4		US 1	86020000	13.862	14.758	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	33000	C	D		ON	
4		US 1	86020000	14.758	15.325	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32000	C	D		ON	
4		Sample Rd	86028000	0.000	0.953	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	36500	C	D		ON	
4		Sample Rd	86028000	0.953	3.019	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45500	C	D		ON	
4		Sample Rd	86028000	3.019	3.975	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	57500	C	D		ON	
4		Sample Rd	86028000	3.975	5.255	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	48000	C	D		ON	
4		Sample Rd	86028000	5.255	6.099	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	56500	C	D		ON	
4		Sample Rd	86028000	6.099	7.116	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	44453	C	D		ON	
4		Sample Rd	86028000	7.116	7.784	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	56500	F	D		ON	21
4		Sample Rd	86028000	7.784	8.488	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	50000	C	D		ON	
4		Sample Rd	86028000	8.488	9.491	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42000	C	D		ON	
4		SR A1A	86030000	0.000	0.771	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	37500	D	D		ON	
4		SR A1A	86030000	0.771	1.560	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	27500	D	D		ON	
4		SR A1A	86030000	1.560	2.556	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	21500	C	D		ON	
4		SR A1A	86030000	2.556	4.089	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	24500	D	D		ON	
4		SR A1A	86030000	4.089	5.366	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	10000	D	D		ON	
4		SR A1A	86030000	5.366	5.445	UZ	Urban	A	Arterial	2	Class II	3		No adjustment	10000	C	D		ON	
4		SR A1A	86030000	5.445	5.470	UZ	Urban	A	Arterial	2	Class II	3	3	Increase service v	10000	C	D		ON	
4		SR A1A	86030000	5.470	5.521	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	10000	C	D		ON	
4		SR A1A	86030000	5.521	5.601	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	10300	C	D		ON	
4		Dania Bch Bl	86030000	5.601	6.677	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	10300	C	D		ON	
4		Dania Bch Bl	86030000	6.677	7.314	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	20700	C	D		ON	
4		Dania Bch Bl	86030000	7.314	7.449	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	20700	D	D		ON	
4		Andrews Ave	86033500	0.000	0.389	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	10400	C	D		OFF	21
4		Andrews Ave	86033503	0.954	1.063	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	17500	C	D		OFF	21
4		Atlantic Blvd	86039000	0.000	1.230	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	51500	C	D		ON	
4		Atlantic Blvd	86039000	1.230	2.482	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	52000	C	D		ON	
4		Pines Blvd	86040000	0.000	1.486	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	4700	C	D		ON	
4		Pines Blvd	86040000	1.486	2.486	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	24000	C	D		ON	
4		Pines Blvd	86040000	2.486	3.481	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40000	C	D		ON	
4		Pines Blvd	86040000	3.481	4.396	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	48000	C	D		ON	
4		Pines Blvd	86040000	4.396	5.733	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	65000	F	D		ON	
4		Pines Blvd	86040000	5.733	6.472	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	81000	F	D		ON	
4		Pines Blvd	86040000	6.472	7.508	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	60000	C	D		ON	
4		Pines Blvd	86040000	7.508	8.477	UZ	Urban	A	Arterial	1	Class I	7	3	Increase service v	52000	C	D		ON	
4		Pines Blvd	86040000	8.477	9.502	UZ	Urban	A	Arterial	1	Class I	7	3	Increase service v	49500	C	D		ON	
4		Pines Blvd	86040000	9.502	10.496	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	50000	C	D		ON	
4		Pines Blvd	86040000	10.496	11.470	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	53000	C	D		ON	
4		Hollywood B	86040000	11.470	12.492	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	51500	C	D		ON	
4		Hollywood B	86040000	12.492	13.642	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	26000	C	D		ON	
4		Hollywood B	86040000	13.642	13.990	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	42500	D	D		ON	
4		Hollywood B	86040000	13.990	16.047	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	40500	D	D		ON	
4		Hollywood B	86040000	16.047	16.517	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	48000	D	D		ON	
4		SR 820	86040000	16.517	16.606	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	48000	D	D		ON	21
4		SR 820	86040000	16.606	16.826	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	48000	D	D		ON	
4		Hollywood B	86040000	18.394	19.956	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	13850	C	D		ON	
4		SR 820	86040005	0.000	0.160	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	10200	C	D		ON	
4		SR 820	86040005	0.160	0.289	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	10200	C	D		ON	
4		SR 820	86040215	0.000	0.277	UZ	Urban	A	Arterial	2	Class II	3	1	Multiply the corre	37000	D	D		ON	
4		SR A1A	86050000	0.626	0.711	UZ	Urban	A	Arterial	2	Class II	4	6	Decrease service v	20500	D	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		SR A1A	86050000	0.711	1.173	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	20500	D	D		ON	
4		Las Olas Blvd	86050000	1.173	1.959	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	17100	D	D		ON	
4		SR A1A	86050000	1.959	2.039	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	17100	D	D		ON	
4		SR A1A	86050000	2.039	2.497	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	14000	D	D		ON	
4		SR A1A	86050000	2.497	3.342	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	28000	D	D		ON	
4		SR A1A	86050000	3.342	5.381	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	18900	D	D		ON	
4		SR A1A	86050000	5.381	6.401	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	27500	D	D		ON	
4		SR A1A	86050000	6.401	6.931	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	20000	F	D		ON	
4		SR A1A	86050000	6.931	7.428	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	16100	E	D		ON	
4		SR A1A	86050000	7.428	9.850	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	18400	F	D		ON	
4		SR A1A	86050000	9.850	10.227	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	12531	C	D		ON	
4		SR A1A	86050000	10.227	11.164	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	12531	D	D		ON	
4		SR A1A	86050000	11.164	11.952	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	7500	C	D		ON	
4		SR A1A	86050000	11.952	15.767	UZ	Urban	H	Highway			2		No adjustment	13100	C	D		ON	
4		SR A1A	86050000	15.767	16.327	UZ	Urban	A	Arterial	2	Class II	2		No adjustment	8900	D	D		ON	
4		SR A1A	86050100	0.000	0.926	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	13500	D	D		ON	
4		US-27	86060000	0.000	3.544	UZ	Urban	H	Highway			4		No adjustment	15900	B	D	30301	ON	11
4		US-27	86060000	3.544	7.222	UZ	Urban	H	Highway			4		No adjustment	19700	B	D	22189	ON	11
4		US-27	86060000	7.222	13.118	UZ	Urban	H	Highway			4		No adjustment	15700	B	D	14351	ON	11
4		US-27	86060000	13.118	27.678	RD	Rural Develop	H	Highway			4		No adjustment	8300	B	C	29047	ON	11
4		Powerline Rc	86065000	0.000	1.027	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	20900	C	D		ON	
4		Powerline Rc	86065000	1.027	2.036	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	24000	C	D		ON	
4		Powerline Rc	86065000	2.036	3.051	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	25500	C	D		ON	
4		Powerline Rc	86065000	3.051	3.570	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31000	C	D		ON	
4		Powerline Rc	86065000	3.570	4.589	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	33000	C	D		ON	
4		Powerline Rc	86065000	4.589	6.519	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	49500	C	D		ON	
4		Powerline Rc	86065000	6.519	8.631	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	9600	C	D		ON	
4		Powerline Rc	86065000	8.631	9.612	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	35000	C	D		ON	
4		Powerline Rc	86065000	9.612	10.649	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45000	C	D		ON	
4		Powerline Rc	86065000	10.649	11.671	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	37000	C	D		ON	
4		Powerline Rc	86065000	11.671	12.605	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	41000	D	D		ON	
4		Powerline Rc	86065000	12.605	13.314	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	34500	C	D		ON	
4		I-95	86070000	0.000	0.747	UZ	Urban	F	Freeway			10		No adjustment	229000	F	D	355360	ON	11
4		I-95	86070000	0.747	1.517	UZ	Urban	F	Freeway			10	7	Increase service v	246000	F	D	370000	ON	11
4		I-95	86070000	1.517	2.539	UZ	Urban	F	Freeway			10	7	Increase service v	267000	F	D	384220	ON	11
4		I-95	86070000	2.539	4.117	UZ	Urban	F	Freeway			10	7	Increase service v	275000	F	D	399820	ON	11
4		I-95	86070000	4.117	5.147	UZ	Urban	F	Freeway			10	7	Increase service v	276000	F	D	402980	ON	11
4		I-95	86070000	5.147	6.163	UZ	Urban	F	Freeway			10	7	Increase service v	270000	F	D	407350	ON	11
4		I-95	86070000	6.163	7.495	UZ	Urban	F	Freeway			10	7	Increase service v	319000	F	D	391410	ON	11
4		I-95	86070000	7.495	8.891	UZ	Urban	F	Freeway			8		No adjustment	309000	F	D	336778	ON	11
4		I-95	86070000	8.891	10.276	UZ	Urban	F	Freeway			8		No adjustment	275000	F	D	311524	ON	11
4		I-95	86070000	10.276	11.298	UZ	Urban	F	Freeway			10	7	Increase service v	284000	F	D	403940	ON	11
4		I-95	86070000	11.298	13.442	UZ	Urban	F	Freeway			10	7	Increase service v	282000	F	D	395950	ON	11
4		I-95	86070000	13.442	15.075	UZ	Urban	F	Freeway			10		No adjustment	266000	F	D	368950	ON	11
4		I-95	86070000	15.075	16.248	UZ	Urban	F	Freeway			8	7	Increase service v	241000	F	D	326710	ON	11
4		I-95	86070000	16.248	18.407	UZ	Urban	F	Freeway			8	7	Increase service v	237000	F	D	341610	ON	11
4		I-95	86070000	18.407	20.411	UZ	Urban	F	Freeway			8	7	Increase service v	227000	F	D	332180	ON	11
4		I-95	86070000	20.411	21.558	UZ	Urban	F	Freeway			8	7	Increase service v	199500	F	D	308120	ON	11
4		I-95	86070000	21.558	23.650	UZ	Urban	F	Freeway			8		No adjustment	198189	F	D	293630	ON	11
4		I-95	86070000	23.650	24.612	UZ	Urban	F	Freeway			8		No adjustment	217000	F	D	281270	ON	11
4		I-95	86070000	24.612	25.307	UZ	Urban	F	Freeway			8		No adjustment	203000	F	D	283060	ON	11
4		I-95 NB On-R	86070143	0.000	0.479	UZ	Urban	A	Arterial	1	Class I	1	1	Multiply the corre	250	C	D		EXCLUSIVE	21
4		I-95 SB Off-R	86070144	0.000	0.446	UZ	Urban	A	Arterial	1	Class I	1	1	Multiply the corre	350	C	D		EXCLUSIVE	21
4		I-95 NB Off-F	86070146	0.000	0.487	UZ	Urban	A	Arterial	1	Class I	1	1	Multiply the corre	350	C	D		EXCLUSIVE	21
4		I-95 SB On-R	86070156	0.000	0.492	UZ	Urban	A	Arterial	1	Class I	1	1	Multiply the corre	2500	C	D		EXCLUSIVE	21
4		I-75	86075000	0.000	1.514	UZ	Urban	F	Freeway			9	7	Increase service v	163084	D	D	230671	ON	11
4		I-75	86075000	1.514	2.939	UZ	Urban	F	Freeway			8		No adjustment	151000	D	D	189708	ON	11
4		I-75	86075000	2.939	4.598	UZ	Urban	F	Freeway			8	7	Increase service v	151000	D	D	189708	ON	11
4		I-75	86075000	4.598	5.425	UZ	Urban	F	Freeway			8		No adjustment	150000	D	D	178082	ON	11
4		I-75	86075000	5.425	7.699	UZ	Urban	F	Freeway			8		No adjustment	180000	F	D	210400	ON	11
4		I-75	86075000	7.699	9.480	UZ	Urban	F	Freeway			8		No adjustment	185000	F	D	206000	ON	11
4		I-75	86075000	9.480	12.100	UZ	Urban	F	Freeway			10		No adjustment	171500	D	D	214800	ON	11
4		I-75	86075000	12.100	13.693	UZ	Urban	F	Freeway			6		No adjustment	55000	B	D	77947	ON	11
4		I-75	86075000	13.693	15.390	UZ	Urban	F	Freeway			6		No adjustment	55000	B	D	78037	ON	11
4		I-75	86075000	15.390	18.058	UZ	Urban	F	Freeway			6		No adjustment	31000	B	D	49693	ON	11

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		I-75	86075000	18.058	19.670	RD	Rural Develop	F	Freeway			4		No adjustment	55000	E	C	31059	ON	11
4		I-75	86075000	19.670	45.361	RD	Rural Develop	F	Freeway			4		No adjustment	23715	B	C	31059	ON	11
4		I-75 to SR-86	86075040	0.000	0.255	UZ	Urban	F	Freeway	1	Class I	4		No adjustment	40000	B	D	71163	EXCLUSIVE	11
4		I-75 to SR-86	86075040	0.255	0.947	UZ	Urban	F	Freeway	1	Class I	3		No adjustment	40000	B	D	71163	EXCLUSIVE	11
4		I-75 to SR-86	86075040	0.947	1.224	UZ	Urban	F	Freeway	1	Class I	5		No adjustment	40000	B	D	71163	EXCLUSIVE	11
4		I-75 to SR-86	86075040	1.224	1.393	UZ	Urban	F	Freeway	1	Class I	4		No adjustment	40000	B	D	71163	EXCLUSIVE	11
4		I-595 to I-75	86075045	0.000	0.141	UZ	Urban	F	Freeway	1	Class I	4		No adjustment	11000	B	D	153251	EXCLUSIVE	11
4		I-595 to I-75	86075045	0.141	0.559	UZ	Urban	F	Freeway	1	Class I	3		No adjustment	11000	B	D	153251	EXCLUSIVE	11
4		I-595 to I-75	86075045	0.559	1.475	UZ	Urban	F	Freeway	1	Class I	2		No adjustment	11000	B	D	77946	EXCLUSIVE	11
4		SR 84	86080000	16.080	16.151	UZ	Urban	A	Arterial	1	Class I	4	6	Decrease service v	35500	F	D		ON	
4		SR 84	86080000	16.151	17.178	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	35500	C	D		ON	
4		SR 84	86080000	17.178	17.706	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	44500	C	D		ON	
4		SR 84	86080000	17.706	18.159	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	54500	F	D		ON	21
4		SR 84	86080000	18.159	19.071	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	47500	C	D		ON	21
4		SR 84	86080000	19.071	19.475	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32500	C	D		ON	21
4		SR 84	86080000	19.475	19.776	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	19000	C	D		ON	21
4		SR 84	86080500	0.000	1.212	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	8400	C	D		ON	
4		SR 84	86080500	1.212	3.271	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	11000	C	D		ON	
4		SR 84	86080500	3.271	5.813	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	12500	C	D		ON	
4		SR 84	86080500	5.813	6.869	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	20500	C	D		ON	
4		SR 84	86080500	6.869	8.905	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	20000	C	D		ON	
4		SR 84	86080500	8.905	12.460	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	16500	C	D		ON	
4		SR 84	86080550	0.000	0.400	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	18500	C	D		ON	
4		SR 84	86080550	0.400	0.527	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	18500	C	D		ON	
4		SR 84	86080550	0.527	0.978	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	18500	C	D		ON	
4		SR 84	86080550	0.978	1.526	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	18500	C	D		ON	
4		SR 84	86080550	1.526	2.782	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	21000	C	D		ON	
4		SR 84	86080550	2.782	3.559	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	14500	C	D		ON	
4		SR 84	86080550	3.559	4.566	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	11000	C	D		ON	
4		SR 84	86080550	4.566	5.575	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	18500	C	D		ON	
4		SR 84	86080550	5.575	5.873	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	12500	C	D		ON	
4		SR 84	86080550	5.873	6.653	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	27500	F	D		ON	
4		SR 84	86080550	6.653	7.638	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	12500	C	D		ON	
4		SR 84	86080550	7.638	11.174	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	11000	C	D		ON	
4		SR 84	86080550	11.174	12.386	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	8200	C	D		ON	
4		SR 84	86080550	12.386	12.637	UZ	Urban	A	Arterial	1	Class I	1	1	Multiply the corre	8200	C	D		ON	
4		SR 84	86081000	0.000	0.610	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	44500	F	D		ON	
4		Oakland Pk E	86090000	0.000	0.741	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42500	C	D		ON	
4		Oakland Pk E	86090000	0.741	3.329	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	75000	F	D		ON	
4		Oakland Pk E	86090000	3.329	4.341	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	59000	C	D		ON	
4		Oakland Pk E	86090000	4.341	6.023	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	57500	C	D		ON	
4		Oakland Pk E	86090000	6.023	6.858	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	63000	F	D		ON	
4		Oakland Pk E	86090000	6.858	7.775	UZ	Urban	A	Arterial	2	Class II	6		No adjustment	48000	D	D		ON	
4		Oakland Pk E	86090000	7.775	8.702	UZ	Urban	A	Arterial	2	Class II	6		No adjustment	39500	D	D		ON	
4		Oakland Pk E	86090000	8.702	9.197	UZ	Urban	A	Arterial	2	Class II	6		No adjustment	28500	D	D		ON	
4		Oakland Pk E	86090000	9.197	9.720	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	26000	D	D		ON	
4		I-595	86095000	0.000	0.665	UZ	Urban	F	Freeway			9		No adjustment	203000	F	D	167970	ON	11
4		I-595	86095000	0.665	1.126	UZ	Urban	F	Freeway			8		No adjustment	203000	F	D	152495	ON	11
4		I-595	86095000	1.126	2.088	UZ	Urban	F	Freeway			7	7	Increase service v	203000	F	D	123598	ON	11
4		I-595	86095000	2.088	3.158	UZ	Urban	F	Freeway			7	7	Increase service v	203000	F	D	152231	ON	11
4		I-595	86095000	3.158	4.158	UZ	Urban	F	Freeway			7	7	Increase service v	127500	C	D	184086	ON	11
4		I-595	86095000	4.158	5.130	UZ	Urban	F	Freeway			8	7	Increase service v	138000	C	D	170143	ON	11
4		I-595	86095000	5.130	6.669	UZ	Urban	F	Freeway			8	7	Increase service v	28180	B	D	206246	ON	11
4		I-595	86095000	6.669	7.655	UZ	Urban	F	Freeway			9	7	Increase service v	111500	B	D	201768	ON	11
4		I-595	86095000	7.655	8.904	UZ	Urban	F	Freeway			7	7	Increase service v	204500	F	D	171112	ON	11
4		I-595	86095000	8.904	10.492	UZ	Urban	F	Freeway			8		No adjustment	204500	F	D	205362	ON	11
4		I-595	86095000	10.492	12.267	UZ	Urban	F	Freeway			7		No adjustment	111500	D	D	126938	ON	11
4		I-595	86095000	12.267	12.543	UZ	Urban	F	Freeway			6		No adjustment	111500	D	D	126938	ON	11
4		I-595	86095000	12.543	12.860	UZ	Urban	F	Freeway			4		No adjustment	111500	F	D	126938	ON	11
4		Access Road	86095071	0.000	0.500	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	3100	C	D		ON	21
4		I-595 EB On-	86095072	0.000	0.901	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	21000	C	D		EXCLUSIVE	21
4		I-595 EB On-	86095072	0.901	1.221	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	750	C	D		EXCLUSIVE	21
4		SR 7	86100000	0.000	0.815	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	43500	C	D		ON	
4		SR 7	86100000	0.815	1.548	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	43500	F	D		ON	
4		SR 7	86100000	1.548	2.569	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	40000	D	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		SR 7	86100000	2.569	4.091	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	39500	C	D		ON	
4		SR 7	86100000	4.091	5.090	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	44000	F	D		ON	
4		SR 7	86100000	5.090	6.226	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	51500	C	D		ON	
4		SR 7	86100000	6.226	6.472	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	52000	C	D		ON	
4		SR 7	86100000	6.472	7.781	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	53500	C	D		ON	
4		SR 7	86100000	7.781	8.512	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	48500	C	D		ON	
4		SR 7	86100000	8.512	9.142	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	48500	C	D		ON	
4		SR 7	86100000	9.142	10.284	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40000	C	D		ON	
4		SR 7	86100000	10.284	11.314	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45500	C	D		ON	
4		SR 7	86100000	11.314	12.315	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	53500	C	D		ON	
4		SR 7	86100000	12.315	13.300	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54000	C	D		ON	
4		SR 7	86100000	13.300	14.794	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	50000	C	D		ON	
4		SR 7	86100000	14.794	15.788	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41500	C	D		ON	
4		SR 7	86100000	15.788	16.099	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39500	C	D		ON	
4		SR 7	86100000	16.099	16.798	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39500	C	D		ON	
4		SR 7	86100000	16.798	17.651	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	47500	C	D		ON	
4		SR 7	86100000	17.651	18.154	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54500	C	D		ON	
4		SR 7	86100000	18.154	19.525	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	50464	D	D		ON	
4		SR 7	86100000	19.525	20.887	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42000	C	D		ON	
4		SR 7	86100000	20.887	21.710	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41000	C	D		ON	
4		SR 7	86100000	21.710	22.672	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	57000	C	D		ON	
4		SR 7	86100000	22.672	23.489	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	55500	C	D		ON	
4		SR 7	86100000	23.489	23.874	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	55500	C	D		ON	
4		SR 7	86100000	23.874	24.591	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	55000	C	D		ON	
4		Sunrise Blvd	86110000	0.000	1.976	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39500	C	D		ON	
4		Sunrise Blvd	86110000	1.976	3.156	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	61000	C	D		ON	
4		Sunrise Blvd	86110000	3.156	4.032	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	50500	C	D		ON	
4		Sunrise Blvd	86110000	4.032	5.030	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	56500	C	D		ON	
4		Sunrise Blvd	86110000	5.030	6.076	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	49500	C	D		ON	
4		Sunrise Blvd	86110000	6.076	7.065	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	58500	C	D		ON	
4		Sunrise Blvd	86110000	7.065	7.666	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	48500	C	D		ON	
4		Sunrise Blvd	86110000	7.666	8.161	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	41500	C	D		ON	
4		Hillsboro Blv	86120000	0.000	0.998	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	26000	C	D		ON	
4		Hillsboro Blv	86120000	0.998	3.092	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38000	C	D		ON	
4		Hillsboro Blv	86120000	3.092	4.616	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40500	C	D		ON	
4		Hillsboro Blv	86120000	4.616	4.760	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	43500	C	D		ON	
4		Hillsboro Blv	86120000	4.760	5.365	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	43500	C	D		ON	21
4		Hillsboro Blv	86120000	5.365	6.281	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	51000	C	D		ON	
4		Hillsboro Blv	86120000	6.281	6.951	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	27000	D	D		ON	
4		Hillsboro Blv	86120000	6.951	7.823	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	23000	D	D		ON	
4		Atlantic Blvd	86130000	2.271	3.228	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	16400	C	D		ON	
4		Atlantic Blvd	86130000	3.228	3.775	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	50525	C	D		ON	
4		Atlantic Blvd	86130000	3.775	5.033	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	60500	C	D		ON	
4		Atlantic Blvd	86130000	5.033	5.676	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	59500	C	D		ON	
4		Atlantic Blvd	86130000	5.676	5.895	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	45500	D	D		ON	
4		Atlantic Blvd	86130000	5.895	6.929	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	45500	F	D		ON	
4		Atlantic Blvd	86130000	6.929	7.121	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	33000	D	D		ON	
4		Atlantic Blvd	86130000	7.121	7.870	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	24500	D	D		ON	
4		N Dixie Hwy	86170000	0.000	0.731	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	17900	D	D		ON	
4		N Dixie Hwy	86170000	0.731	2.338	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	20300	D	D		ON	
4		Dixie Hwy	86170000	2.338	2.837	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service \	24000	D	D		ON	
4		Dixie Hwy	86170000	2.837	3.929	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25500	C	D		ON	
4		Dixie Hwy	86170000	3.929	5.445	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	20500	C	D		ON	
4		Dixie Hwy	86170000	5.445	6.580	UZ	Urban	A	Arterial	2	Class II	3	1	Multiply the corre	11000	C	D		ON	
4		Dixie Hwy	86170000	6.580	6.936	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	25000	D	D		ON	
4		Dixie Hwy	86170000	6.936	7.967	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	25500	D	D		ON	
4		Dixie Hwy	86170000	7.967	8.991	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25500	C	D		ON	
4		Dixie Hwy	86170000	8.991	10.038	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	17100	C	D		ON	
4		Dixie Hwy	86170000	10.038	11.088	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	23000	C	D		ON	
4		Dixie Hwy	86170000	11.088	12.145	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	18100	C	D		ON	
4		Dixie Hwy	86170000	12.145	13.124	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	11700	C	D		ON	
4		SR 811	86170001	0.000	0.229	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	11000	D	D		ON	
4		SR 811	86170001	0.229	1.241	UZ	Urban	A	Arterial	2	Class II	3	1	Multiply the corre	11000	C	D		ON	
4		SR 811	86170001	1.241	1.336	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	11000	D	D		ON	
4		NE 3rd Ave	86170500	1.483	1.677	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	21000	D	D		OFF	21

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		SR A1A	86180000	0.000	0.378	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	44500	D	D		ON	
4		SR A1A	86180000	0.378	1.379	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	42000	F	D		ON	
4		SR A1A	86180000	1.379	2.646	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	29000	D	D		ON	
4		SR A1A	86180000	2.646	2.964	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	13500	D	D		ON	
4		Flamingo Rd	86190000	2.384	3.498	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	50500	C	D		ON	
4		Flamingo Rd	86190000	3.498	5.000	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41500	C	D		ON	
4		Flamingo Rd	86190000	5.000	6.012	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39000	C	D		ON	
4		Flamingo Rd	86190000	6.012	7.330	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41000	C	D		ON	
4		Flamingo Rd	86190000	7.330	9.006	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	35000	C	D		ON	
4		Flamingo Rd	86190000	9.006	10.003	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	29500	C	D		ON	
4		Flamingo Rd	86190000	10.003	10.897	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32000	C	D		ON	
4		Red Rd	86190500	0.000	0.021	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	7500	C	D		ON	
4		Red Rd	86190500	0.021	0.561	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	7500	C	D		ON	
4		Red Rd	86190500	0.561	1.998	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	27000	C	D		ON	
4		Hndle Bch Bl	86200000	0.000	2.553	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	43500	F	D		ON	
4		Hndle Bch Bl	86200000	2.553	3.999	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	64205	F	D		ON	
4		Hndle Bch Bl	86200000	3.999	4.909	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	38500	D	D		ON	
4		Hndle Bch Bl	86200000	4.909	5.429	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	30000	D	D		ON	
4		Davie Blvd	86210000	0.000	0.981	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	25500	C	D		ON	
4		Davie Blvd	86210000	0.981	2.063	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	37000	C	D		ON	
4		Davie Blvd	86210000	2.063	3.657	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	33000	C	D		ON	
4		Davie Blvd	86210000	3.657	4.033	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	16900	D	D		ON	
4		University Dr	86220000	0.000	0.671	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	56000	C	D		ON	
4		University Dr	86220000	0.671	1.585	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	52000	C	D		ON	
4		University Dr	86220000	1.585	2.583	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54500	C	D		ON	
4		University Dr	86220000	2.583	4.100	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	53000	C	D		ON	
4		University Dr	86220000	4.100	5.126	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	46000	C	D		ON	
4		University Dr	86220000	5.126	6.452	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	47500	C	D		ON	
4		University Dr	86220000	6.452	7.216	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	52000	C	D		ON	
4		University Dr	86220000	7.216	8.781	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	77500	F	D		ON	
4		University Dr	86220000	8.781	9.297	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	67000	F	D		ON	
4		University Dr	86220000	9.297	10.343	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	56604	C	D		ON	
4		University Dr	86220000	10.343	11.372	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	15500	C	D		ON	
4		University Dr	86220000	11.372	12.368	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	60000	C	D		ON	
4		University Dr	86220000	12.368	13.640	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	60500	C	D		ON	
4		University Dr	86220000	13.640	14.568	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	58500	C	D		ON	
4		University Dr	86220000	14.568	15.573	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	56500	C	D		ON	
4		University Dr	86220000	15.573	16.579	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54500	C	D		ON	
4		University Dr	86220000	16.579	18.003	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45000	C	D		ON	
4		University Dr	86220000	18.003	18.807	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	44500	C	D		ON	
4		University Dr	86220000	18.807	19.352	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	51000	C	D		ON	
4		University Dr	86220000	19.352	20.011	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	46000	C	D		ON	
4		University Dr	86220000	20.011	21.003	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	43000	C	D		ON	
4		Sheridan St	86230000	0.000	1.134	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41500	C	D		ON	
4		Sheridan St	86230000	1.134	2.058	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	47000	C	D		ON	
4		Sheridan St	86230000	2.058	2.667	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	47500	C	D		ON	
4		Sheridan St	86230000	2.667	2.736	UZ	Urban	A	Arterial	2	Class II	8	3	Increase service v	47500	D	D		ON	21
4		Sheridan St	86230000	2.736	3.047	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	45000	D	D		ON	
4		Sheridan St	86230000	3.047	3.639	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45000	C	D		ON	
4		Sheridan St	86230000	3.639	4.057	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	26500	C	D		ON	
4		Sheridan St	86230000	4.057	5.792	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	24500	C	D		ON	
4		Andrews Ave	86517000	0.813	1.061	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	16500	D	D		OFF	21
4		Cypress Cree	86530500	0.442	0.746	UZ	Urban	A	Arterial	2	Class II	7	3	Increase service v	43000	D	D		OFF	21
4		Goolsby Blvd	86900001	0.000	0.281	UZ	Urban	A	Arterial	2	Class II	3	3	Increase service volume by 5% f		B	D		LOCAL	21
4		NW 33rd St	86900003	0.000	0.143	UZ	Urban	A	Arterial	2	Class II	4	6	Decrease service v	3400	C	D		LOCAL	21
4		N 29th Ave	86900004	0.000	0.129	UZ	Urban	A	Arterial	2	Class II	6		No adjustment	16000	C	D		LOCAL	21
4		17TH ST	88003000	0.000	0.639	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	9500	C	D		ON	
4		17TH ST	88003000	0.639	1.978	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	19900	C	D		ON	
4		US 1	88010000	0.000	2.126	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25000	C	D		ON	
4		US 1	88010000	2.126	3.700	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31000	C	D		ON	
4		US 1	88010000	3.700	4.267	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	16300	C	D		ON	
4		US 1	88010000	4.267	4.779	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	16300	C	D		ON	
4		US 1	88010000	4.779	5.215	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	24000	D	D		ON	
4		US 1	88010000	5.215	5.408	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	25500	D	D		ON	
4		US 1	88010000	5.408	5.788	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	22452	D	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		US 1	88010000	5.788	6.430	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	17100	D	D		ON	
4		US 1	88010000	6.430	7.217	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	21000	D	D		ON	
4		US 1	88010000	7.217	7.853	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	28500	C	D		ON	
4		US 1	88010000	7.853	8.047	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	21000	C	D		ON	
4		US 1	88010000	8.047	8.375	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	19500	C	D		ON	
4		US 1	88010000	8.375	8.893	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	19600	C	D		ON	
4		US 1	88010000	8.893	9.417	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	19400	C	D		ON	
4		US 1	88010000	9.417	11.510	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	23000	C	D		ON	
4		US 1	88010000	11.510	12.035	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	22500	C	D		ON	
4		US 1	88010000	12.035	14.391	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	21000	C	D		ON	
4		US 1	88010000	14.391	17.246	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	22000	C	D		ON	
4		US 1	88010000	17.246	18.845	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	22000	C	D		ON	
4		US 1	88010000	18.845	20.646	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	23000	D	D		ON	
4		US 1	88010000	20.646	21.423	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	23000	C	D		ON	
4		US 1	88010000	21.423	22.269	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	23000	C	D		ON	
4		CR 510	88050000	5.879	8.485	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	11900	C	D		ON	
4		SR-60/20 St	88060000	0.000	7.440	RD	Rural Develop	H	Highway			4		No adjustment	5173	B	C	11200	ON	11
4		SR-60/20 St	88060000	7.440	14.625	RD	Rural Develop	H	Highway			4		No adjustment	5173	B	C	9400	ON	11
4		SR-60/20 St	88060000	14.625	19.000	RD	Rural Develop	H	Highway			4		No adjustment	3800	B	C	20700	ON	11
4		SR-60/20 St	88060000	19.000	22.761	RD	Rural Develop	H	Highway			4		No adjustment	9900	B	C	65200	ON	11
4		Osceola Blvd	88060000	22.761	26.072	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	21500	C	D		ON	
4		SR 60	88060000	26.072	27.088	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	33000	C	D		ON	
4		SR 60	88060000	27.088	28.095	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32000	C	D		ON	
4		SR 60	88060000	28.095	29.101	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	29500	C	D		ON	
4		SR 60	88060000	29.101	29.588	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	24000	C	D		ON	
4		SR 60	88060000	29.588	30.030	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	10500	C	D		ON	
4		SR 60	88060000	30.030	30.371	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	11000	C	D		ON	
4		SR 60	88060000	30.371	30.618	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	9500	C	D		ON	
4		SR 60	88060000	30.618	31.172	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	9000	C	D		ON	
4		SR 60	88060000	31.172	32.280	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	30500	C	D		ON	
4		SR 60	88060000	32.280	33.592	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25500	C	D		ON	
4		20th Pl	88060001	0.000	0.266	UZ	Urban	A	Arterial	1	Class I	2	1	Multiply the corre	11000	C	D		ON	
4		20th Pl	88060001	0.266	1.218	UZ	Urban	A	Arterial	1	Class I	4	1	Multiply the corre	13000	C	D		ON	
4		20th Pl	88060001	1.218	1.364	UZ	Urban	A	Arterial	1	Class I	3	1	Multiply the corre	12000	C	D		ON	
4		SR 60	88060009	0.057	0.114	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	4500	C	D		ON	
4		SR A1A	88070000	0.000	4.602	UZ	Urban	H	Highway			2	2	Increase service v	6400	B	D		ON	
4		SR A1A	88070000	4.602	5.650	UZ	Urban	H	Highway			2	2	Increase service v	14700	C	D		ON	
4		SR A1A	88070000	5.650	7.135	UZ	Urban	H	Highway			2	2	Increase service v	17100	C	D		ON	
4		SR A1A	88070000	7.135	8.704	UZ	Urban	H	Highway			2	2	Increase service v	11600	C	D		ON	
4		SR A1A	88070000	8.704	9.974	UZ	Urban	H	Highway			2	2	Increase service v	10300	C	D		ON	
4		SR A1A	88070000	9.974	12.788	UZ	Urban	H	Highway			2		No adjustment	9400	C	D		ON	
4		SR A1A	88070000	12.788	13.648	UZ	Urban	H	Highway			2	2	Increase service v	7200	B	D		ON	
4		SR A1A	88070000	13.648	15.191	UZ	Urban	H	Highway			2	2	Increase service v	8400	B	D		ON	
4		SR A1A	88070000	15.191	22.665	UZ	Urban	H	Highway			2		No adjustment	5300	B	D		ON	
4		I-95	88081000	0.000	6.099	TR	Transitioning	F	Freeway			4		No adjustment	37500	B	C	91800	ON	11
4		I-95	88081000	6.099	15.228	TR	Transitioning	F	Freeway			4		No adjustment	42000	B	C	79300	ON	11
4		I-95	88081000	15.228	19.198	TR	Transitioning	F	Freeway			4		No adjustment	42000	B	C	68600	ON	11
4		SR-5 (US-1)	89010000	0.000	5.636	UZ	Urban	H	Highway			4		No adjustment	16800	B	D		ON	
4		SR-5 (US-1)	89010000	5.636	7.073	UZ	Urban	H	Highway			4		No adjustment	17200	B	D		ON	
4		SR-5 (US-1)	89010000	7.073	10.150	UZ	Urban	H	Highway			4		No adjustment	24500	B	D		ON	
4		SR-5 (US-1)	89010000	10.150	11.850	UZ	Urban	H	Highway			4		No adjustment	29000	B	D		ON	
4		SR-5 (US-1)	89010000	11.850	13.978	UZ	Urban	H	Highway			6		No adjustment	29000	B	D		ON	
4		SR-5 (US-1)	89010000	13.978	14.482	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	25000	C	D		ON	
4		SR-5 (US-1)	89010000	14.482	15.399	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32000	C	D		ON	
4		SR-5 (US-1)	89010000	15.399	16.508	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	36500	C	D		ON	
4		SR-5 (US-1)	89010000	16.508	17.534	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	30000	C	D		ON	
4		SR-5 (US-1)	89010000	17.534	18.350	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	33000	C	D		ON	
4		SR-5 (US-1)	89010000	18.350	18.932	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	38000	C	D		ON	
4		SR-5 (US-1)	89010000	18.932	19.581	UZ	Urban	A	Arterial	2	Class II	6		No adjustment	38000	D	D		ON	
4		SR-707 (Dixie	89010000	19.581	20.717	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service v	7600	D	D		ON	
4		SR-5 (US-1)	89010000	20.717	21.373	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	48000	C	D		ON	
4		SR-5 (US-1)	89010000	21.373	22.439	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	48000	C	D		ON	
4		SR-5 (US-1)	89010000	22.439	23.043	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	48000	C	D		ON	
4		SR-5 (US-1)	89010000	23.043	24.149	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	47000	C	D		ON	
4		SR-5 (US-1)	89010000	24.149	24.476	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	47000	C	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		SR 5	89015000	0.000	1.171	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	57643	C	D		ON	
4		SR-710/SW V	89020000	0.552	6.124	RD	Rural Develop	H	Highway			2		No adjustment	6700	B	C	14100	ON	11
4		SR 707	89030000	21.661	21.911	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service v	8100	D	D		ON	
4		SR-707 (Dixie	89030000	21.911	22.682	UZ	Urban	A	Arterial	2	Class II	2		No adjustment	8100	D	D		ON	
4		SR-732 (Caus	89030000	26.600	28.498	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	14000	C	D		ON	
4		SR-A1A (Oce	89040000	1.765	2.537	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	23000	D	D		ON	
4		SR-A1A (Oce	89040000	2.537	3.347	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	22500	C	D		ON	
4		SR-A1A (Oce	89040000	3.347	4.699	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	10700	C	D		ON	
4		SR-A1A (Oce	89040000	4.699	8.118	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	7443	C	D		ON	
4		SR-A1A (Oce	89040000	8.118	8.669	UZ	Urban	H	Highway			2	2	Increase service v	16500	C	D		ON	
4		Ocean Blvd F	89040001	0.000	0.059	UZ	Urban	H	Highway			1		No adjustment		B	D		ON	
4		SR-15/Conn	89050000	0.000	1.409	RD	Rural Develop	H	Highway			2		No adjustment	4400	B	C	5400	ON	12
4		SR-15/Conn	89050000	1.409	12.333	RD	Rural Develop	H	Highway			2		No adjustment	2800	B	C	5700	ON	12
4		SR-76 (Kanne	89060000	0.000	11.204	RD	Rural Develop	H	Highway			2		No adjustment	1650	B	C		ON	
4		SR-76 (Kanne	89060000	11.204	20.934	RD	Rural Develop	H	Highway			2		No adjustment	2400	B	C		ON	
4		SR-76 (Kanne	89060000	20.934	23.676	RD	Rural Develop	H	Highway			2		No adjustment	2715	B	C		ON	
4		SR-76 (Kanne	89060000	23.676	24.834	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	18900	F	D		ON	
4		SR-76 (Kanne	89060000	24.834	25.500	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	18900	C	D		ON	
4		SR-76 (Kanne	89060000	25.500	26.121	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	28500	C	D		ON	
4		SR-76 (Kanne	89060000	26.121	26.716	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	28500	C	D		ON	
4		SR-76 (Kanne	89060000	26.716	29.182	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	26500	C	D		ON	
4		SR-76 (Kanne	89060000	29.182	30.442	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	23000	C	D		ON	
4		SR-76 (Kanne	89060000	30.442	31.504	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31500	C	D		ON	
4		SR-710/Warf	89070000	0.000	10.674	RD	Rural Develop	H	Highway			2		No adjustment	6600	B	C	10700	ON	11
4		SR-710/Warf	89070000	10.674	15.738	RD	Rural Develop	H	Highway			2		No adjustment	6600	B	C	10700	ON	11
4		SR-710/Warf	89070000	15.738	16.672	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	10100	C	D	18300	ON	11
4		SR-710/Warf	89070000	16.672	17.722	UZ	Urban	H	Highway			4		No adjustment	10100	B	D	17500	ON	11
4		SR-714 (Mar	89090000	5.222	10.050	RD	Rural Develop	H	Highway			2		No adjustment	11700	C	C		ON	
4		SR-714 (Mar	89090000	10.050	11.154	UZ	Urban	H	Highway			2	2	Increase service v	20200	D	D		ON	
4		SR-714 (Palm	89090000	13.849	14.660	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	38000	F	D		ON	
4		SR-714 (Mar	89091000	0.000	0.958	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	15400	C	D		ON	
4		SR-714 (Mar	89091000	0.958	2.475	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	32000	C	D		ON	
4		SR 714	89092000	0.000	0.256	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	33000	D	D		ON	
4		SR-714 (Mon	89092000	0.256	0.640	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	25000	C	D		ON	
4		SR-714 (Mon	89092000	0.640	1.067	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	25000	C	D		ON	
4		SR-714 (Mon	89092000	1.067	1.324	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25000	C	D		ON	
4		SR-714 (Mon	89092000	1.324	1.567	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	20500	C	D		ON	
4		SR-714 (Mon	89092000	1.567	2.773	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	17400	C	D		ON	
4		SR-714 (Mon	89092000	2.773	3.166	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	17400	C	D		ON	
4		I-95	89095000	0.000	7.475	TR	Transitioning	F	Freeway			6		No adjustment	71500	C	C	96000	ON	11
4		I-95	89095000	7.475	12.240	TR	Transitioning	F	Freeway			6		No adjustment	68500	C	C	90500	ON	11
4		I-95	89095000	12.240	13.919	UZ	Urban	F	Freeway			6		No adjustment	59500	B	D	90000	ON	11
4		I-95	89095000	13.919	21.667	TR	Transitioning	F	Freeway			6		No adjustment	46500	B	C	93300	ON	11
4		I-95	89095000	21.667	24.835	TR	Transitioning	F	Freeway			6		No adjustment	54977	B	C	104700	ON	11
4		SR-732 (Jens	89530000	0.000	2.213	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	13900	C	D		ON	
4		Gateway Blv	93000147	1.182	1.369	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	44500	F	D		OFF	21
4		Boutwell Rd	93000177	0.000	0.771	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	9600	D	D		OFF	21
4		Technology V	93000293	0.746	0.859	UZ	Urban	A	Arterial	2	Class II	4		No adjustment		B	D		OFF	21
4		CONNECTOR	93000511	0.000	0.290	UZ	Urban					0		No adjustment		B	D		PENDING	22
4		PGA BLVD	93001000	0.000	2.950	UZ	Urban	H	Highway			2		No adjustment	3300	B	D		ON	
4		PGA BLVD	93001000	2.950	4.239	UZ	Urban	H	Highway			4		No adjustment	20300	B	D		ON	
4		PGA BLVD	93001000	4.239	4.757	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41000	C	D		ON	
4		PGA BLVD	93001000	4.757	5.791	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	44000	C	D		ON	
4		PGA BLVD	93001000	5.791	6.029	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39000	C	D		ON	
4		PGA BLVD	93001000	6.029	6.559	UZ	Urban	A	Arterial	1	Class I	7	3	Increase service v	71000	C	D		ON	
4		PGA BLVD	93001000	6.559	7.144	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	51000	C	D		ON	
4		PGA BLVD	93001000	7.144	7.988	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39000	C	D		ON	
4		PGA BLVD	93001000	7.988	8.468	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41500	C	D		ON	
4		PGA BLVD	93001000	8.468	8.647	UZ	Urban	A	Arterial	1	Class I	5	3	Increase service v	25000	C	D		ON	
4		SR 800	93002000	0.000	0.574	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	15800	D	D		ON	
4		GLADES RD	93004000	0.000	1.043	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40000	C	D		ON	
4		GLADES RD	93004000	1.043	1.983	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	46000	C	D		ON	
4		GLADES RD	93004000	1.983	2.125	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54000	C	D		ON	
4		GLADES RD	93004000	2.125	3.588	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	54000	C	D		ON	
4		GLADES RD	93004000	3.588	4.111	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	53000	C	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		GLADES RD	93004000	4.111	5.281	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	60000	C	D		ON	
4		GLADES RD	93004000	5.281	5.512	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	57500	C	D		ON	
4		GLADES RD	93004000	5.512	6.256	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	57500	C	D		ON	
4		GLADES RD	93004000	6.256	7.144	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	37000	C	D		ON	
4		GLADES RD	93004000	7.144	7.390	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	25500	C	D		ON	
4		GLADES RD	93004000	7.390	7.615	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	25500	C	D		ON	
4		YAMATO RD	93005000	0.000	1.180	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	42500	C	D		ON	
4		YAMATO RD	93005000	1.180	1.759	UZ	Urban	A	Arterial	1	Class I	7	3	Increase service v	50000	C	D		ON	21
4		YAMATO RD	93005000	1.759	2.547	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38500	C	D		ON	
4		YAMATO RD	93005000	2.547	2.780	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	25500	C	D		ON	
4		CONGRESS A	93006000	2.078	2.559	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	39000	C	D		ON	
4		CONGRESS A	93006000	2.559	2.847	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38500	C	D		ON	
4		CONGRESS A	93006000	2.847	4.388	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	35500	C	D		ON	
4		CONGRESS A	93006000	4.388	5.462	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	28000	C	D		ON	
4		CONGRESS A	93006000	5.462	5.872	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	33000	C	D		ON	
4		CONGRESS A	93006100	0.000	1.015	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	30500	C	D		ON	
4		FEDERAL HW	93010000	0.000	1.123	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	25000	C	D		ON	
4		FEDERAL HW	93010000	1.123	1.787	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	18200	D	D		ON	
4		FEDERAL HW	93010000	1.787	2.070	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	25000	D	D		ON	
4		FEDERAL HW	93010000	2.070	3.143	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	25000	D	D		ON	
4		FEDERAL HW	93010000	3.143	4.988	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	28500	C	D		ON	
4		FEDERAL HW	93010000	4.988	5.239	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25788	C	D		ON	
4		FEDERAL HW	93010000	5.239	6.581	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25788	C	D		ON	
4		FEDERAL HW	93010000	6.581	8.122	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	27500	C	D		ON	
4		FEDERAL HW	93010000	8.122	8.388	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	26500	C	D		ON	
4		US-1	93010000	8.388	9.701	UZ	Urban	A	Arterial	2	Class II	3	1	Multiply the corre	13000	C	D		ON	
4		US-1	93010000	9.701	9.952	UZ	Urban	A	Arterial	2	Class II	3	1	Multiply the corre	11500	C	D		ON	
4		US-1	93010000	9.952	10.779	UZ	Urban	A	Arterial	2	Class II	3	1	Multiply the corre	11500	C	D		ON	
4		FEDERAL HW	93010000	10.779	12.910	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	19600	C	D		ON	
4		FEDERAL HW	93010000	12.910	13.398	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	27500	D	D		ON	
4		FEDERAL HW	93010000	13.398	14.258	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	21000	D	D		ON	
4		FEDERAL HW	93010000	14.258	14.393	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	20900	D	D		ON	
4		FEDERAL HW	93010000	14.393	15.799	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	17000	D	D		ON	
4		FEDERAL HW	93010000	15.799	17.377	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	14100	C	D		ON	
4		FEDERAL HW	93010000	17.377	18.402	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	17700	C	D		ON	
4		FEDERAL HW	93010000	18.402	18.749	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	20500	D	D		ON	
4		US-1	93010101	0.000	0.837	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	11000	D	D		ON	
4		US-1	93010101	0.837	1.091	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	11000	D	D		ON	
4		US-1	93010101	1.091	2.377	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	10500	D	D		ON	
4		SR-708/Blue	93012000	0.000	0.361	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	18900	C	D	22303	ON	11
4		SR-708/Blue	93012000	0.361	0.875	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	34500	C	D	50866	ON	11
4		BLUE HERON	93012000	0.875	1.600	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	46500	C	D		ON	23
4		BLUE HERON	93012000	1.600	2.651	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31000	C	D		ON	
4		BLUE HERON	93012000	2.651	2.905	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	26500	C	D		ON	
4		BLUE HERON	93012000	2.905	3.682	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	19200	D	D		ON	
4		FOREST HILL	93016000	0.000	1.339	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	36000	C	D		ON	
4		FOREST HILL	93016000	1.339	2.864	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32500	C	D		ON	
4		FOREST HILL	93016000	2.864	3.597	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38000	C	D		ON	
4		FOREST HILL	93016000	3.597	4.131	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	40500	C	D		ON	
4		FOREST HILL	93016000	4.131	5.127	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	38500	C	D		ON	
4		FOREST HILL	93016000	5.127	5.633	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40500	C	D		ON	
4		FOREST HILL	93016000	5.633	6.139	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	41000	C	D		ON	
4		FOREST HILL	93016000	6.139	7.138	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41500	C	D		ON	
4		FOREST HILL	93016000	7.138	8.361	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	41000	D	D		ON	
4		FOREST HILL	93016000	8.361	8.716	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	28500	D	D		ON	
4		FOREST HILL	93016000	8.716	9.203	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	17300	D	D		ON	
4		FOREST HILL	93016000	9.203	9.233	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	17300	D	D		ON	
4		FEDERAL HW	93020000	0.000	1.138	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service v	8000	D	D		ON	
4		FEDERAL HW	93020000	1.138	1.645	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service v	8000	D	D		ON	
4		FEDERAL HW	93020000	1.645	2.446	UZ	Urban	A	Arterial	2	Class II	2	2	Increase service v	8300	D	D		ON	
4		FEDERAL HW	93020000	2.446	3.651	UZ	Urban	A	Arterial	2	Class II	2		No adjustment	6500	C	D		ON	
4		SR 5	93020000	9.237	10.270	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	13400	C	D		ON	
4		SR 5	93020000	10.270	10.283	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	13400	D	D		ON	
4		BROADWAY	93020000	10.283	10.945	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	18900	D	D		ON	
4		BROADWAY	93020000	10.945	11.429	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	18900	D	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		BROADWAY	93020000	11.429	12.127	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	18900	D	D		ON	21
4		BROADWAY	93020000	12.690	12.715	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	23500	D	D		ON	
4		BROADWAY	93020000	12.715	14.539	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	23500	D	D		ON	
4		S Dixie Hwy	93020001	0.000	0.413	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	16300	D	D		ON	
4		S Dixie Hwy	93020001	1.238	2.356	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	16000	D	D		ON	
4		SR 5	93020002	0.000	0.045	UZ	Urban	A	Arterial	2	Class II	2		No adjustment	13400	D	D		ON	
4		SR 5	93020002	0.045	0.291	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service v	13400	F	D		ON	
4		US-1/QUADF	93020100	0.000	0.960	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	12100	C	D		ON	
4		US-1 Skypass	93020500	0.000	0.571	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	19500	D	D		ON	21
4		POWERLINE	93026000	0.000	0.251	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	34500	C	D		ON	
4		POWERLINE	93026000	0.251	1.092	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	31500	C	D		ON	
4		POWERLINE	93026000	1.092	1.536	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	31500	C	D		ON	
4		POWERLINE	93026000	1.536	2.262	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	28000	C	D		ON	
4		POWERLINE	93026000	2.262	3.000	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25500	C	D		ON	
4		Tamarind Av	93027501	1.072	1.460	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	15300	D	D		OFF	21
4		ATLANTIC A\	93030000	0.000	1.020	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	14000	C	D		ON	
4		ATLANTIC A\	93030000	1.020	1.972	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25500	C	D		ON	
4		ATLANTIC A\	93030000	1.972	2.548	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	33000	C	D		ON	
4		ATLANTIC A\	93030000	2.548	3.560	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	31500	C	D		ON	
4		ATLANTIC A\	93030000	3.560	3.847	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	35500	C	D		ON	
4		ATLANTIC A\	93030000	3.847	5.165	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39000	C	D		ON	
4		ATLANTIC A\	93030000	5.165	5.679	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42000	C	D		ON	
4		ATLANTIC A\	93030000	5.679	6.966	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40500	C	D		ON	
4		ATLANTIC A\	93030000	6.966	7.323	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	43500	D	D		ON	21
4		ATLANTIC A\	93030000	7.323	7.770	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	27500	D	D		ON	
4		ATLANTIC A\	93030000	7.770	8.270	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	26500	D	D		ON	
4		ATLANTIC A\	93030000	8.582	9.180	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	13000	C	D		ON	
4		US-1	93040000	0.000	0.638	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	22000	D	D		ON	
4		US-1	93040000	0.638	2.745	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	24500	D	D		ON	
4		US-1	93040000	2.745	3.248	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	54000	F	D		ON	
4		US-1	93040000	3.248	4.582	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	26500	C	D		ON	
4		US-1	93040000	4.582	5.888	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	18700	C	D		ON	
4		US-1	93040000	5.888	6.993	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	24500	C	D		ON	
4		US-1	93040000	6.993	9.815	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25500	C	D		ON	
4		US-1	93040000	9.815	11.127	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	18200	C	D		ON	
4		US-1	93040000	11.127	12.411	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	23000	C	D		ON	
4		DIXIE HWY	93050000	0.000	1.218	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	13000	C	D		ON	
4		DIXIE HWY	93050000	1.218	1.721	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	17200	D	D		ON	
4		DIXIE HWY	93050000	1.721	2.523	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	18300	D	D		ON	
4		DIXIE HWY	93050000	2.523	3.096	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	18800	D	D		ON	
4		DIXIE HWY	93050000	3.096	3.951	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	19800	D	D		ON	
4		DIXIE HWY	93050000	3.951	5.076	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	22500	D	D		ON	
4		DIXIE HWY	93050000	5.076	5.838	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	19100	D	D		ON	
4		DIXIE HWY	93050000	5.838	6.117	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	17900	D	D		ON	
4		DIXIE HWY	93050000	6.117	6.844	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	16600	D	D		ON	
4		A1A	93060000	0.000	1.127	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	8900	D	D		ON	
4		A1A	93060000	1.127	2.085	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	10000	D	D		ON	
4		A1A	93060000	2.085	3.966	UZ	Urban	H	Highway			2		No adjustment	10200	C	D		ON	
4		A1A	93060000	3.966	4.559	UZ	Urban	H	Highway			2	2	Increase service v	10900	C	D		ON	
4		A1A	93060000	4.559	5.615	UZ	Urban	H	Highway			2	2	Increase service v	11500	C	D		ON	
4		A1A	93060000	5.615	7.716	UZ	Urban	H	Highway			2		No adjustment	9200	C	D		ON	
4		A1A	93060000	7.716	8.237	UZ	Urban	H	Highway			2		No adjustment	12300	C	D		ON	
4		A1A	93060000	8.237	9.784	UZ	Urban	H	Highway			2		No adjustment	10500	C	D		ON	
4		A1A	93060000	9.784	10.275	UZ	Urban	H	Highway			2		No adjustment	8600	B	D		ON	
4		A1A	93060000	10.275	10.692	UZ	Urban	H	Highway			2		No adjustment	7700	B	D		ON	
4		A1A	93060000	10.692	13.461	UZ	Urban	H	Highway			2		No adjustment	7600	B	D		ON	
4		A1A	93060000	13.461	15.700	UZ	Urban	H	Highway			2		No adjustment	7600	B	D		ON	
4		A1A	93060000	15.700	18.391	UZ	Urban	H	Highway			2		No adjustment	6700	B	D		ON	
4		A1A	93060000	18.391	19.069	UZ	Urban	H	Highway			2		No adjustment	10100	C	D		ON	
4		A1A	93060000	19.069	20.543	UZ	Urban	H	Highway			2		No adjustment	11700	C	D		ON	
4		A1A	93060000	20.543	22.393	UZ	Urban	H	Highway			2		No adjustment	10200	C	D		ON	
4		A1A	93060000	22.393	24.000	UZ	Urban	H	Highway			2		No adjustment	7600	B	D		ON	
4		A1A	93060000	24.000	24.806	UZ	Urban	H	Highway			2		No adjustment	9200	C	D		ON	
4		A1A	93060000	24.806	24.846	UZ	Urban	H	Highway			2		No adjustment	12700	C	D		ON	
4		A1A	93060000	24.846	26.711	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	12700	D	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		A1A	93060000	26.711	27.044	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	11100	D	D		ON	
4		A1A	93060000	27.044	27.914	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	12100	C	D		ON	
4		ROYAL POIN	93060000	27.914	28.885	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	16500	D	D		ON	
4		SR A1A/Oce	93060100	0.000	0.097	UZ	Urban	A	Arterial	2	Class II	1		No adjustment	9200	D	D		ON	
4		County Road	93060101	0.000	0.145	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	11100	D	D		ON	
4		MILITARY TR	93070000	20.359	21.122	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	40000	C	D		ON	
4		MILITARY TR	93070000	21.122	21.672	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	40000	C	D		ON	
4		MILITARY TR	93070000	21.672	22.643	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41000	C	D		ON	
4		MILITARY TR	93070000	22.643	23.407	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	45500	C	D		ON	
4		MILITARY TR	93070000	23.407	24.160	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	41500	C	D		ON	
4		MILITARY TR	93070000	24.160	24.491	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38500	C	D		ON	
4		A1A	93080000	0.000	1.390	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	17700	D	D		ON	
4		A1A	93080000	1.390	1.928	UZ	Urban	H	Highway			2		No adjustment	10200	C	D		ON	
4		A1A	93080000	1.928	5.349	UZ	Urban	H	Highway			2	2	Increase service v	9500	C	D		ON	
4		A1A	93080000	5.349	6.207	UZ	Urban	H	Highway			2		No adjustment	9700	C	D		ON	
4		SR-811	93090000	0.000	1.247	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	32000	C	D		ON	
4		SR-811	93090000	1.247	3.090	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	22000	C	D		ON	
4		SR-811	93090000	3.090	3.605	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25500	C	D		ON	
4		SR-811	93090000	3.605	4.015	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	24500	C	D		ON	
4		SR-811	93090000	4.015	5.431	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31500	C	D		ON	
4		SR-811	93090000	5.431	6.720	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31000	C	D		ON	
4		SR-811	93090000	6.720	9.706	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	26000	C	D		ON	
4		SR-811	93090000	9.706	10.249	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	26000	C	D		ON	
4		SR-811	93090000	10.249	10.750	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	30500	C	D		ON	
4		SR-811	93090000	10.750	11.702	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39000	C	D		ON	
4		US-27/Okee	93100000	0.000	11.075	RD	Rural Develop	H	Highway			4		No adjustment	13100	B	C	27124	ON	11
4		US-27/Okee	93100000	11.075	12.590	UZ	Urban	H	Highway			4		No adjustment	14900	B	D	23772	ON	11
4		SR-80/Marti	93110000	0.000	1.796	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	16600	C	D	13669	ON	11
4		SR-80/Marti	93110000	1.796	3.998	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	20500	C	D	18795	ON	11
4		Martin L Kin	93110000	3.998	4.473	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service v	6800	C	D		ON	
4		SR-80/Hooke	93110001	0.000	18.246	RD	Rural Develop	H	Highway			4		No adjustment	8900	B	C	16408	ON	11
4		SR-80/South	93120000	0.228	4.708	RD	Rural Develop	H	Highway			4		No adjustment	13100	B	C	27714	ON	11
4		SR-80/South	93120000	4.708	5.051	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	18500	C	D	45299	ON	11
4		SR-80/South	93120000	5.051	8.940	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	41500	D	D	50842	ON	11
4		SR-80/South	93120000	8.940	11.735	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	66379	C	D	86000	ON	11
4		SR-80/South	93120000	11.735	15.280	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	67500	C	D	82000	ON	11
4		SR-80/South	93120000	15.280	18.857	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	73500	F	D	83677	ON	11
4		SR-80/South	93120000	18.857	19.160	UZ	Urban	A	Arterial	1	Class I	8		No adjustment	49000	C	D	53167	ON	11
4		SR-80/South	93120000	19.160	19.928	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	58000	C	D	66031	ON	11
4		SR-80/South	93120000	19.928	19.967	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	31500	C	D	39521	ON	11
4		Southern Blv	93120000	19.967	20.896	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	31500	D	D		ON	
4		Southern Blv	93120000	20.896	21.178	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	15900	D	D		ON	
4		Southern Blv	93120000	21.178	21.272	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	11400	C	D		ON	
4		Southern Blv	93120000	21.272	21.928	UZ	Urban	A	Arterial	2	Class II	2		No adjustment	12000	D	D		ON	
4		Hooker Hwy	93121000	0.000	1.054	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	3600	C	D		ON	
4		SR-15/N/S M	93130000	0.000	1.012	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	17400	C	D	15427	ON	11
4		SR-15/N/S M	93130000	1.012	3.004	UZ	Urban	H	Highway			4		No adjustment	12600	B	D	11799	ON	11
4		SR-15/Belle	93130000	3.004	5.990	RD	Rural Develop	H	Highway			2		No adjustment	5900	B	C	5972	ON	12
4		SR-15/E 7 St	93130000	5.990	10.423	RD	Rural Develop	H	Highway			2		No adjustment	7100	B	C	5945	ON	12
4		SR-15/E Mai	93130000	10.423	14.265	UZ	Urban	H	Highway			2		No adjustment	3900	B	D	4563	ON	12
4		SR-700	93140000	5.017	12.866	RD	Rural Develop	H	Highway			2		No adjustment	2500	B	C		ON	
4		SR-700	93140000	12.866	14.108	RD	Rural Develop	H	Highway			2		No adjustment	3000	B	C		ON	
4		SR-700	93140000	14.108	17.777	RD	Rural Develop	H	Highway			2		No adjustment	1200	B	C		ON	
4		SR-700	93140000	17.777	19.293	RD	Rural Develop	H	Highway			2		No adjustment	1200	B	C		ON	
4		SR-700	93140000	19.293	19.527	RD	Rural Develop	H	Highway			2	2	Increase service v	3600	B	C		ON	
4		SR-15	93140000	19.527	26.288	RD	Rural Develop	H	Highway			2		No adjustment	3600	B	C	5803	ON	12
4		SR-700	93140001	0.560	0.848	RD	Rural Develop	A	Arterial	1	Class I	2	5	Decrease service v	2500	C	C		ON	
4		MILITARY TR	93150000	0.000	0.970	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40500	C	D		ON	
4		MILITARY TR	93150000	0.970	1.744	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42000	C	D		ON	
4		MILITARY TR	93150000	1.744	2.008	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40000	C	D		ON	
4		MILITARY TR	93150000	2.008	4.010	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	34500	C	D		ON	
4		MILITARY TR	93150000	4.010	5.658	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	34000	C	D		ON	
4		MILITARY TR	93150000	5.658	7.039	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31500	C	D		ON	
4		MILITARY TR	93150000	7.039	7.297	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	30500	C	D		ON	
4		MILITARY TR	93150000	7.297	8.313	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	25500	C	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		MILITARY TR	93150000	8.313	9.054	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	29500	C	D		ON	
4		MILITARY TR	93150000	9.054	10.046	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38500	C	D		ON	
4		MILITARY TR	93150000	10.046	11.070	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38000	C	D		ON	
4		US-27	93160000	0.000	26.176	RD	Rural Develop	H	Highway			4		No adjustment	7273	B	C	29609	ON	11
4		SR-717	93170000	0.000	0.540	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	2600	C	D		ON	
4		SR-717	93170000	0.540	1.706	UZ	Urban	A	Arterial	2	Class II	3	3	Increase service v	3200	C	D		ON	
4		LAKE WORTH	93180000	0.000	0.948	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	37500	C	D		ON	
4		LAKE WORTH	93180000	0.948	1.933	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40000	C	D		ON	
4		LAKE WORTH	93180000	1.933	2.937	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	38000	C	D		ON	
4		LAKE WORTH	93180000	2.937	3.614	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	44000	C	D		ON	
4		LAKE WORTH	93180000	3.614	5.170	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	43000	C	D		ON	
4		LAKE WORTH	93180000	5.170	5.671	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	41500	C	D		ON	
4		LAKE WORTH	93180000	5.671	6.182	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	40000	C	D		ON	
4		LAKE WORTH	93180000	6.182	7.193	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	36500	C	D		ON	
4		LAKE WORTH	93180000	7.193	8.053	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	23500	C	D		ON	
4		LAKE WORTH	93180000	8.053	8.467	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	23500	D	D		ON	21
4		LAKE WORTH	93180000	8.467	8.671	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	23500	D	D		ON	
4		LAKE WORTH	93180000	8.671	9.160	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	7900	C	D		ON	
4		LAKE WORTH	93180000	9.160	9.466	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	10500	D	D		ON	
4		LAKE WORTH	93180000	9.466	10.313	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	15700	D	D		ON	
4		SR 802	93180001	0.000	0.397	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	8300	C	D		ON	
4		LAKE WORTH	93180001	0.397	0.701	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	8300	C	D		ON	
4		LAKE WORTH	93180001	0.701	1.167	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	8000	C	D		ON	
4		Lake Worth I	93180100	0.000	0.098	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corresponding two-		B	D		ON	
4		INDIANTOW	93190000	12.081	12.392	UZ	Urban	A	Arterial	1	Class I	5	3	Increase service v	45500	C	D		ON	
4		INDIANTOW	93190000	12.392	12.568	UZ	Urban	A	Arterial	1	Class I	5		No adjustment	45500	C	D		ON	
4		INDIANTOW	93190000	12.568	13.550	UZ	Urban	A	Arterial	1	Class I	5	3	Increase service v	59500	F	D		ON	
4		INDIANTOW	93190000	13.550	13.979	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	52500	C	D		ON	
4		INDIANTOW	93190000	13.979	15.553	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42500	C	D		ON	
4		INDIANTOW	93190000	15.553	16.064	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	37000	C	D		ON	
4		INDIANTOW	93190000	16.064	16.859	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	29000	C	D		ON	
4		BOYNTON BI	93200000	0.000	1.048	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	14200	C	D		ON	
4		BOYNTON BI	93200000	1.048	2.031	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	36000	C	D		ON	
4		BOYNTON BI	93200000	2.031	2.567	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42500	C	D		ON	
4		BOYNTON BI	93200000	2.567	4.100	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	39500	C	D		ON	
4		BOYNTON BI	93200000	4.100	5.113	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	41500	C	D		ON	
4		BOYNTON BI	93200000	5.113	6.127	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	36000	C	D		ON	
4		BOYNTON BI	93200000	6.127	7.125	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	40500	C	D		ON	
4		BOYNTON BI	93200000	7.125	7.814	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	34000	C	D		ON	
4		BOYNTON BI	93200000	7.814	8.208	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	44500	D	D		ON	
4		BOYNTON BI	93200000	8.208	8.763	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	29000	D	D		ON	
4		BOYNTON BI	93200000	8.763	9.127	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	18000	D	D		ON	
4		OCEAN AVE	93200000	9.127	9.843	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	6800	C	D		ON	
4		SR-7	93210000	0.000	0.194	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	55000	C	D		ON	
4		SR-7	93210000	0.194	1.485	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	48000	C	D		ON	
4		SR-7	93210000	1.485	2.751	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	50500	C	D		ON	
4		SR-7	93210000	2.751	4.560	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	47000	C	D		ON	
4		SR-7	93210000	4.560	5.548	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	33500	C	D		ON	
4		SR-7	93210000	5.548	7.108	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	28500	C	D		ON	
4		SR-7	93210000	7.108	8.670	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	24500	C	D		ON	
4		SR-7	93210000	8.670	11.735	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	20400	C	D		ON	
4		SR-7	93210000	11.735	13.756	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	22000	C	D		ON	
4		SR-7	93210000	13.756	16.705	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	26500	C	D		ON	
4		SR-7	93210000	16.705	18.149	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	28500	C	D		ON	
4		SR-7	93210000	18.149	19.929	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42000	C	D		ON	
4		SR-7	93210000	19.929	21.226	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	55500	C	D		ON	
4		SR-7	93210000	21.226	22.240	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	47000	C	D		ON	
4		SR-7	93210000	22.240	23.667	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	58500	C	D		ON	
4		SR-7	93210000	23.667	24.285	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	64000	C	D		ON	
4		I-95	93220000	0.000	1.540	UZ	Urban	F	Freeway			8		No adjustment	203000	F	D	280000	ON	11
4		I-95	93220000	1.540	2.777	UZ	Urban	F	Freeway			8	7	Increase service v	164500	D	D	210410	ON	11
4		I-95	93220000	2.777	5.251	UZ	Urban	F	Freeway			8		No adjustment	166000	E	D	219800	ON	11
4		I-95	93220000	5.251	7.075	UZ	Urban	F	Freeway			8		No adjustment	208500	F	D	232520	ON	11
4		I-95	93220000	7.075	8.375	UZ	Urban	F	Freeway			8	7	Increase service v	208500	F	D	258797	ON	11
4		I-95	93220000	8.375	9.938	UZ	Urban	F	Freeway			10	7	Increase service v	195500	D	D	266185	ON	11

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		I-95	93220000	9.938	13.786	UZ	Urban	F	Freeway			10		No adjustment	186390	D	D	267104	ON	11
4		I-95	93220000	13.786	14.748	UZ	Urban	F	Freeway			10	7	Increase service v	187500	D	D	268585	ON	11
4		I-95	93220000	14.748	16.258	UZ	Urban	F	Freeway			10	7	Increase service v	183500	D	D	270084	ON	11
4		I-95	93220000	16.258	17.791	UZ	Urban	F	Freeway			10		No adjustment	210000	E	D	288008	ON	11
4		I-95	93220000	17.791	18.785	UZ	Urban	F	Freeway			10	7	Increase service v	194000	D	D	298678	ON	11
4		I-95	93220000	18.785	20.371	UZ	Urban	F	Freeway			10	7	Increase service v	221000	E	D	306525	ON	11
4		I-95	93220000	20.371	21.588	UZ	Urban	F	Freeway			10	7	Increase service v	216000	E	D	302545	ON	11
4		I-95	93220000	21.588	23.559	UZ	Urban	F	Freeway			10	7	Increase service v	216000	E	D	300933	ON	11
4		I-95	93220000	23.559	24.943	UZ	Urban	F	Freeway			10	7	Increase service v	201000	D	D	297786	ON	11
4		I-95	93220000	24.943	25.954	UZ	Urban	F	Freeway			11		No adjustment	181000	C	D	239039	ON	11
4		I-95	93220000	25.954	27.224	UZ	Urban	F	Freeway			10	7	Increase service v	205500	D	D	260877	ON	11
4		I-95	93220000	27.224	28.501	UZ	Urban	F	Freeway			10	7	Increase service v	187075	D	D	258832	ON	11
4		I-95	93220000	28.501	31.247	UZ	Urban	F	Freeway			10		No adjustment	201000	E	D	260556	ON	11
4		I-95	93220000	31.247	33.035	UZ	Urban	F	Freeway			10	7	Increase service v	201000	D	D	269983	ON	11
4		I-95	93220000	33.035	34.762	UZ	Urban	F	Freeway			10	7	Increase service v	201000	D	D	249907	ON	11
4		I-95	93220000	34.762	36.952	UZ	Urban	F	Freeway			11		No adjustment	164500	C	D	248248	ON	11
4		I-95	93220000	36.952	40.380	UZ	Urban	F	Freeway			10		No adjustment	98785	B	D	210923	ON	11
4		I-95	93220000	40.380	44.185	UZ	Urban	F	Freeway			10		No adjustment	98785	B	D	137000	ON	11
4		I-95	93220000	44.185	46.018	TR	Transitioning	F	Freeway			6		No adjustment	71500	C	C	119100	ON	11
4		I-95 Ramps t	93220146	0.000	1.145	UZ	Urban	F	Freeway			1		No adjustment	2900	B	D		EXCLUSIVE	21
4		I-95 Ramps t	93220160	0.000	1.073	UZ	Urban	F	Freeway			1		No adjustment	5300	B	D		EXCLUSIVE	21
4		I-95 Ramps t	93220161	0.000	0.455	UZ	Urban	F	Freeway			1		No adjustment	3000	B	D		EXCLUSIVE	21
4		I-95 Ramps t	93220162	0.000	0.534	UZ	Urban	F	Freeway			1		No adjustment	5200	B	D		EXCLUSIVE	21
4		SR-729	93230000	0.000	2.290	UZ	Urban	H	Highway			2		No adjustment	4500	B	D		ON	
4		Congress Av	93250500	5.786	6.631	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	17100	C	D		OFF	23
4		SR-7	93270000	0.000	0.769	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	49500	C	D		ON	
4		SR-7	93270000	0.769	2.008	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38000	C	D		ON	
4		OKEECHOBE	93280000	0.000	1.141	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	47000	C	D		ON	
4		OKEECHOBE	93280000	1.141	1.913	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	50000	C	D		ON	
4		OKEECHOBE	93280000	1.913	2.670	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	54500	C	D		ON	
4		OKEECHOBE	93280000	2.670	3.034	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	58500	C	D		ON	
4		OKEECHOBE	93280000	3.034	4.010	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	55000	C	D		ON	
4		OKEECHOBE	93280000	4.010	5.053	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	58500	C	D		ON	
4		OKEECHOBE	93280000	5.053	5.564	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	64000	C	D		ON	
4		OKEECHOBE	93280000	5.564	6.214	UZ	Urban	A	Arterial	1	Class I	8		No adjustment	57500	C	D		ON	
4		OKEECHOBE	93280000	6.214	7.084	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	47000	C	D		ON	
4		OKEECHOBE	93280000	7.084	7.741	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	57000	C	D		ON	
4		OKEECHOBE	93280000	7.741	8.359	UZ	Urban	A	Arterial	1	Class I	7	3	Increase service v	68000	C	D		ON	21
4		OKEECHOBE	93280000	8.359	8.590	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	63500	F	D		ON	21
4		OKEECHOBE	93280000	8.590	8.737	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	43500	C	D		ON	
4		OKEECHOBE	93280000	8.737	8.869	UZ	Urban	A	Arterial	1	Class I	8		No adjustment	43500	C	D		ON	
4		OKEECHOBE	93280000	8.869	9.120	UZ	Urban	A	Arterial	2	Class II	4	1	Multiply the corre	15500	C	D		ON	
4		ROYAL PALM	93280000	9.120	9.401	UZ	Urban	A	Arterial	2	Class II	2	1	Multiply the corre	15500	D	D		ON	
4		ROYAL PALM	93280000	9.401	10.199	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	23500	D	D		ON	
4		SR 704	93280001	0.000	0.310	UZ	Urban	A	Arterial	2	Class II	3	1	Multiply the corre	19500	D	D		ON	
4		SR 704	93280001	0.310	0.522	UZ	Urban	A	Arterial	2	Class II	4	1	Multiply the corre	19500	D	D		ON	
4		SR-715	93290000	0.000	1.865	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	11800	C	D		ON	
4		SR-715	93290000	1.865	3.312	UZ	Urban	H	Highway			2		No adjustment	9600	C	D		ON	
4		SR-715	93290000	3.312	4.309	UZ	Urban	H	Highway			2	2	Increase service v	5219	B	D		ON	
4		SR-715	93290000	4.309	10.786	RD	Rural Develop	H	Highway			2		No adjustment	3900	B	C		ON	
4		SR-715	93290000	10.786	12.072	UZ	Urban	A	Arterial	1	Class I	2	2	Increase service v	3100	C	D		ON	
4		SR-710/Beeli	93310000	0.000	6.396	UZ	Urban	H	Highway			2		No adjustment	6700	B	D	7295	ON	11
4		SR-710/Beeli	93310000	6.396	13.521	UZ	Urban	H	Highway			4		No adjustment	11900	B	D	17485	ON	11
4		SR-710/Beeli	93310000	13.521	20.150	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	25500	C	D	38676	ON	11
4		SR-710/Beeli	93310000	20.150	21.478	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	13100	C	D		ON	
4		SR-710/Beeli	93310000	21.478	22.009	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	13100	C	D		ON	22
4		MARTIN LUT	93310000	22.009	23.042	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	16000	D	D		ON	21
4		MARTIN LUT	93310000	23.042	23.655	UZ	Urban	A	Arterial	2	Class II	2		No adjustment	7100	C	D		ON	21
4		10th Ave N	93507500	2.290	2.752	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	42000	F	D		OFF	21
4		10th Ave N	93507501	0.000	0.088	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	25500	D	D		OFF	21
4		45th St	93510000	1.083	1.380	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	54000	F	D		OFF	21
4		45th St	93510000	1.380	2.297	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service v	44500	D	D		OFF	21
4		45th St	93510000	2.297	2.422	UZ	Urban	A	Arterial	2	Class II	5		No adjustment	44500	F	D		OFF	21
4		45th St	93510000	2.422	3.425	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	21500	D	D		OFF	21
4		Old Dixie Hig	93511000	0.777	1.126	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	11200	C	D		OFF	22

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		High Ridge B	93548000	0.000	0.110	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	10800	C	D		OFF	21
4		Congress Ave	93580501	1.159	1.473	UZ	Urban	A	Arterial	2	Class II	6		No adjustment	26000	D	D		OFF	21
4		Congress Ave	93900001	0.000	0.160	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	21500	F	D		LOCAL	21
4		I-95	94001000	0.000	4.305	UZ	Urban	F	Freeway			6		No adjustment	54977	B	D	116200	ON	11
4		I-95	94001000	4.305	7.761	UZ	Urban	F	Freeway			6		No adjustment	65500	B	D	156700	ON	11
4		I-95	94001000	7.761	12.153	UZ	Urban	F	Freeway			6		No adjustment	58000	B	D	144000	ON	11
4		I-95	94001000	12.153	15.420	UZ	Urban	F	Freeway			6		No adjustment	67000	B	D	141800	ON	11
4		I-95	94001000	15.420	18.280	UZ	Urban	F	Freeway			8		No adjustment	52710	B	D	160500	ON	11
4		I-95	94001000	18.280	24.198	TR	Transitioning	F	Freeway			8		No adjustment	41000	B	C	143500	ON	11
4		I-95	94001000	24.198	27.259	TR	Transitioning	F	Freeway			6		No adjustment	37500	B	C	70800	ON	11
4		Kings Hwy Sc	94003000	0.000	2.399	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	7900	C	D		ON	
4		Kings Hwy Sc	94003000	2.399	4.919	RD	Rural Develop	A	Arterial	1	Class I	2	3	Increase service v	11900	C	C		ON	
4		Kings Hwy N	94003000	4.919	7.439	RD	Rural Develop	A	Arterial	1	Class I	2	3	Increase service v	13200	C	C		ON	
4		Kings Hwy N	94003000	7.439	9.853	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	12100	C	D		ON	
4		Kings Hwy N	94003000	9.853	10.198	UZ	Urban	A	Arterial	1	Class I	2	5	Decrease service	5100	C	D		ON	
4		Indrio Rd	94004000	0.000	2.583	RD	Rural Develop	A	Arterial	1	Class I	2	3	Increase service v	9300	C	C		ON	
4		Indrio Rd	94004000	2.583	3.584	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	10900	D	D		ON	
4		25th Street S	94005000	0.000	0.991	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	19600	C	D		ON	
4		26th Street S	94005000	0.991	1.796	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	21000	C	D		ON	
4		27th Street S	94005000	1.796	2.244	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	21000	D	D		ON	
4		28th Street S	94005000	2.244	2.496	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	18700	D	D		ON	
4		25th Street N	94005000	2.496	3.030	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	14700	D	D		ON	
4		26th Street N	94005000	3.030	3.756	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	14700	D	D		ON	
4		27th Street N	94005000	3.756	4.249	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	13800	C	D		ON	
4		28th Street N	94005000	4.249	4.584	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	46000	F	D		ON	
4		29th Street N	94005000	4.584	5.016	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	8000	C	D		ON	
4		30th Street N	94005000	5.016	5.620	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	5400	C	D		ON	
4		31st Street N	94005000	5.620	6.168	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	5400	C	D		ON	
4		SR 608	94006000	0.000	0.569	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	4800	C	D		ON	
4		Emerson Ave	94009000	0.000	2.477	UZ	Urban	H	Highway			2		No adjustment	4300	B	D		ON	
4		Emerson Ave	94009000	2.477	2.525	UZ	Urban	H	Highway			2		No adjustment	9000	C	D		ON	
4		US 1 South	94010000	0.000	0.575	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service v	45000	C	D		ON	
4		US 1 South	94010000	0.575	2.675	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31000	C	D		ON	
4		US 1 South	94010000	2.675	4.927	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	42500	C	D		ON	
4		US 1 South	94010000	4.927	6.804	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	36500	C	D		ON	
4		US 1 South	94010000	6.804	8.255	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	31000	C	D		ON	
4		US 1 South	94010000	8.255	10.772	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	28000	C	D		ON	
4		US 1 South	94010000	10.772	11.777	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	26000	C	D		ON	
4		US 1 South	94010000	11.777	13.015	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	26500	D	D		ON	
4		US 1 South	94010000	13.015	13.273	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service v	17600	D	D		ON	
4		US 1 North	94010000	13.273	13.847	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	24500	D	D		ON	
4		US 1 North	94010000	13.847	14.654	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	21000	C	D		ON	
4		US 1 North	94010000	14.654	16.037	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	18300	C	D		ON	
4		US 1 North	94010000	16.037	20.890	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	18800	C	D		ON	
4		SR 5	94010000	20.890	21.451	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	21500	C	D		ON	
4		SR-70/Okeec	94030000	0.000	11.154	RD	Rural Develop	H	Highway			4		No adjustment	6600	B	C	8100	ON	12
4		SR-70/Okeec	94030000	11.154	17.215	RD	Rural Develop	H	Highway			4		No adjustment	6600	B	C	9400	ON	12
4		SR-70/Okeec	94030000	17.215	20.523	RD	Rural Develop	H	Highway			4		No adjustment	6100	B	C	27200	ON	12
4		SR-70/Okeec	94030000	20.523	21.219	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	20400	C	D	57200	ON	11
4		SR-70/Okeec	94030000	21.219	21.423	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	23000	C	D		ON	
4		Okeechobee	94030000	21.423	21.583	UZ	Urban	A	Arterial	1	Class I	5	3	Increase service v	25500	C	D		ON	
4		Virginia Ave	94030000	21.583	23.723	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	20400	C	D		ON	
4		Virginia Ave	94030000	23.723	25.225	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	18900	C	D		ON	
4		SR A1A Soutl	94050000	0.000	1.768	UZ	Urban	H	Highway			2	2	Increase service v	16500	C	D		ON	
4		SR A1A Soutl	94050000	1.768	13.133	UZ	Urban	H	Highway			2		No adjustment	4400	B	D		ON	
4		SR A1A Soutl	94050000	13.133	15.413	UZ	Urban	H	Highway			2		No adjustment	7800	B	D		ON	
4		SR A1A Soutl	94050000	15.413	17.036	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service v	12900	D	D		ON	
4		SR A1A Soutl	94050000	17.036	17.945	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service	12200	C	D		ON	
4		Seaway Dr	94050001	0.000	0.070	UZ	Urban	A	Arterial			0		No adjustment	12900	F	D		ON	
4		SR A1A Nortl	94060000	0.000	0.865	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	8000	C	D		ON	
4		SR A1A Nortl	94060000	0.865	2.526	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service v	8000	C	D		ON	
4		SR A1A Nortl	94060000	2.526	4.225	UZ	Urban	H	Highway			2	2	Increase service v	6700	B	D		ON	
4		SR A1A Nortl	94060000	4.225	7.709	UZ	Urban	H	Highway			2		No adjustment	5500	B	D		ON	
4		Orange Ave	94070000	17.174	17.488	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	15700	C	D		ON	
4		Orange Ave	94070000	17.488	18.180	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	12600	C	D		ON	

MD	LOSID	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSAF	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP
4		Orange Ave	94070000	18.180	19.698	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service v	12800	C	D		ON	
4		Orange Ave	94070000	19.698	20.196	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	18200	D	D		ON	
4		Orange Ave	94070000	20.196	20.972	UZ	Urban	A	Arterial	2	Class II	4		No adjustment	12700	C	D		ON	
4		Orange Ave	94070000	20.972	21.483	UZ	Urban	A	Arterial	2	Class II	2		No adjustment	8000	D	D		ON	
4		Orange Ave	94070000	21.483	21.669	UZ	Urban	A	Arterial	2	Class II	2		No adjustment	6500	C	D		ON	
4		Port St Lucie	94120000	4.931	5.972	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	42500	C	D		ON	
4		Port St Lucie	94120000	5.972	6.596	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	46000	C	D		ON	
4		Port St Lucie	94120000	6.596	7.897	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	60000	F	D		ON	
4		Port St Lucie	94120000	7.897	8.719	UZ	Urban	A	Arterial	1	Class I	6		No adjustment	36500	C	D		ON	
4		Port St Lucie	94120000	8.719	9.286	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service v	38500	C	D		ON	
4		25th Street S	94504000	7.602	9.128	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	15900	C	D		ON	
4		25th Street S	94504000	9.128	10.120	UZ	Urban	A	Arterial	1	Class I	4		No adjustment	15900	C	D		ON	

Appendix B. References

B.1. FDOT LOS Standards for SHS

B.2. Adopted LOS by Jurisdictions

B.3. Transitioning Area Development

B.1. FDOT LOS Standards for SHS

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

POLICY

Effective: October 9, 2015
Office: Systems Planning
Topic No.: 000-525-006-b

LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM

It is the Department's intent to plan, design and operate the State Highway System at an acceptable level of service for the traveling public. The automobile mode level of service standards for the State Highway System during peak travel hours are "D" in urbanized areas and "C" outside urbanized areas. No specific level of service standards are established for other highway modes (e.g., bus, pedestrian, bicycle). Quality/level of service for these modes is determined on a case by case basis.

Jim Boxold
Secretary

B.2. Adopted LOS by Jurisdictions

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
110 E Broward Boulevard, Suite 2410, Fort Lauderdale, FL 33301 P 954.828.1730 F 954.828.1787

TECHNICAL MEMORANDUM
Level of Service Standards in District 4

Date: August 21, 2012 Project #: 10416
To: Chon Wong
From: Kelly Blume & Chris Romano, Kittelson & Associates, Inc.
cc: Thuha Lyew, Kittelson & Associates, Inc.

PURPOSE

The purpose of this memo is to state the general Level of Service (LOS) requirements for the roadways in the counties, cities, towns, and villages encompassed in FDOT District 4. These include Indian River County, St. Lucie County, Martin County, Palm Beach County, and Broward County and all of the cities and towns therein.

STATE OF FLORIDA

	SIS and FIHS Facilities		TRIP Funded Facilities and Other State Roads	
	Limited Access Highway (Freeway)	Controlled Access Highway	Other Multilane	Two-Lane
Rural Areas	B	B	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas Under 500,000	C (D)	C	D	D
Urbanized Areas Over 500,000	D (E)	D	D	D
Roadways parallel to exclusive transit facilities	E	E	E	E
Inside TCMSs	D (E)	E	*	*
Inside TCEAs and MMTDs	*	*	*	*

Note: * means the Department must be consulted regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively.

INDIAN RIVER COUNTY

The adopted LOS Standard in Indian River County is D for all roads during peak hour, peak season, peak direction conditions. However, the standard for several roads has been changed to LOS E+20% including:

- 27th Avenue from the south county line to SR 60
- 43rd Avenue from Oslo Road to 16th Street

However, the county has determined that all roadways should be consistent at LOS D, and so they will be changing the LOS of these two roadways back to D once road widenings to these roads are programmed in the first three years of the Capital Improvement Program.

CITIES

Fellsmere

The minimum LOS standard in Fellsmere is generally an LOS C. However, on the following roads, the minimum LOS standard is LOS D:

- County Arterial CR 512
- County Collector CR 507 (North Broadway Street/South Carolina Ave)

Indian River Shores

The Town defaults to Indian River County's LOS standards.

Orchid

The minimum LOS standard on rural principal arterials and rural freeways is LOS C. On all other freeway, arterial, and collector roadways, the minimum LOS is D.

Sebastian

The minimum LOS standard in Sebastian is LOS D. However, on State Arterial US 1, the minimum LOS is C.

Vero Beach

The minimum LOS standard in Vero Beach is LOS D on all arterial and collector roadways and LOS E on all other roadways with the following exceptions:

- 27th Avenue from, South City Limits to SR 60: LOS E+20%
- A1A from SR 60 to North City Limits: LOS D+30%
- A1A from 17th Street to South City Limits: LOS D+30%

ST. LUCIE COUNTY

The following tables describe the LOS standards for the SIS and Non-SIS facilities in St. Lucie County:

Non-SIS Minimum Level of Service Standards for Urban and Non-Urban Roadways in St. Lucie County	
Facility Type	**Peak Hour**
Non-State Roadway (local)	D
Non-State Roadway (Major City/County)	D
Non-State Roadway (arterial)	E
Intrastate FIHS (rural)	
Limited Access	B
Controlled Access	B
Intrastate FIHS (urban)	
Limited Access	C(D)
Controlled Access	D
Other State Roads	
Multi-Lane (Rural/Urban)	
Rural	B
Urban	D
Multi-Lane (Rural/Urban)	
Rural	C
Urban	D

SIS Facilities Level of Service Standards		
SIS Roadway Corridors	**Roadway Segment**	**LOS Standard**
I-95	Martin County Line to Gatlin Boulevard	C
I-95	Gatlin Boulevard to St. Lucie Boulevard	C
I-95	St. Lucie Boulevard to Midway Road	C
I-95	Midway Road to SR 70/Okeechobee Road	C
I-95	SR 70/Okeechobee Road to SR 68/Orange Avenue	D
I-95	SR 68/Orange Avenue to SR 614/Indrio Road	D
I-95	SR 614/Indrio Road to Indian River County Line	C
Florida's Turnpike	Martin County Line to Becker Road	C
Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	C

Florida's Turnpike	Port St. Lucie Boulevard to SR 70/Okeechobee Road	C
Florida's Turnpike	SR 70/Okeechobee Road to Indian River County Line	B
SR 70/Okeechobee Road	Okeechobee County Line to Carlton Road	B
SR 70/Okeechobee Road	Carlton Road to McCarthy Road	B
SR 70/Okeechobee Road	McCarthy Road to Florida's Turnpike	B
SR 70/Okeechobee Road	Florida's Turnpike to I-95	C

CITIES

Fort Pierce

The minimum LOS standard for all non-FIHS, SIS, and TRIP funded roadways is LOS D. The following table reflects the minimum LOS standards for FHIS, SIS, and TRIP funded facilities:

Roadway	**Roadway Segment**	**LOS Standard**
SIS Facilities		
I-95	Midway Road to SR 70/Okeechobee Road	C
I-95	SR 70/Okeechobee Road to SR 68/Orange Avenue	D
Florida's Turnpike	Port St. Lucie Boulevard to SR 70/Okeechobee Road	C
Florida's Turnpike	SR 70/Okeechobee Road to Indian River County Line	B
SR 70/Okeechobee Road	McCarthy Road to Florida's Turnpike	B
SR 70/Okeechobee Road	Florida's Turnpike to I-95	C
TRIP Funded Facilities		
SR 713/Kings Highway	SR 70/Okeechobee Road to SR 68/Orange Avenue	D

Port St. Lucie

The minimum LOS standard is LOS D for all roadways.

MARTIN COUNTY

The minimum LOS standard for Martin County for State and County roadways is LOS D. FHIS and TRIP LOS standards can be seen in the table below:

Roadway	**Roadway Segment**	**LOS Standard**
SIS Facilities		
I-95	All	C
Florida's Turnpike	All	C
SR-710	All	C
TRIP Funded Facilities		
NW Green River Parkway	SR-707 to SR-732	D
SR-714	CR-A1A to SR-A1A	D

SR-76	CR-711 to SW Salerno Road	D
Citrus Boulevard	SR-714 to SR-716	C

Jupiter Island

The Town defaults to Martin County's LOS standards.

Ocean Breeze Park

The Town defaults to Martin County's LOS standards.

Sewall's Point

The minimum LOS standard for all major roads is LOS D during peak hour/peak season conditions and LOS C during all other times. The LOS on SR A1A is 110 percent of peak hour, defined as the existing LOS at peak hour/peak season as of peak season 1990 plus ten percent additional trips generated by development within the town.

Stuart

The minimum LOS standard for all roads is LOS E at peak hour.

PALM BEACH COUNTY

The minimum LOS standard in Palm Beach County is LOS D, with the exception of those facilities designated as Constrained Roadway at Lower Level of Service (CRALLS). For fore specific information on LOS on CRALLS facilities as well as the designations for individual roadways, please see the Transportation Element of the Palm Beach County Comprehensive Plan, pages 14 to 33.

CITIES

Atlantis

The minimum LOS for all city-maintained facilities is LOS C. County and state facilities will default to county and state standards.

Belle Glade

The City defaults to Palm Beach County's LOS standards.

Boynton Beach

The minimum LOS standard for all roads is LOS D with the exception of I-95, which has a minimum LOS standard of LOS E.

Briny Breezes

The minimum LOS standard for all roads is LOS B.

Delray Beach

The minimum LOS for all roads is LOS C except for:

- Streets under State jurisdiction which function at LOS D
    - Atlantic Avenue
    - US1
    - A1A
- Streets under County jurisdiction which function at LOS D
    - Military Trail
    - Congress Avenue
    - Linton Boulevard
    - Lake Ida Road
    - Gulfstream Blvd
    - Seacoast Blvd from Gulfstream Boulevard North
    - Dixie Highway South of Linton Blvd
- Streets identified as City Collectors or City Arterials which function at LOS D
    - Old Germantown Road
    - Lowson Boulevard
    - SW 22nd Avenue
    - Wallace Drive
    - SW 10th Avenue
    - SW 4th Avenue
    - S Dixie Highway north of Linton Blvd
    - Homewood Blvd
    - Barwick Road
    - SW 12th Avenue
    - NW 2nd Street
    - NW 10th Avenue between NW 2nd Street and Lake Ida Road
    - SW 8th Avenue
    - Southwest 4th Avenue
    - Swinton Avenue
    - NE 8th Street
    - Seacoast Blvd
    - NE 1st Street from Swinton Ave to US1
    - NE 2nd Street from Swinton Ave to US1
    - SE 1st Street from Swinton Ave to US1
    - NE 2nd Street from Swinton Ave to US1
    - SW 2nd Street
- Streets within the TCEA, which are exempt from traffic concurrency standards
- SIS Facilities
    - I-95 shall operate at LOS E
    - Atlantic Avenue westward from I-95 to Congress Avenue and Congress Avenue southward to the Tri-Rail Station shall operate at LOS D

Golf

The Village defaults to Palm Beach County's LOS standards.

Greenacres

The minimum LOS standard for all roads is LOS D.

Highland Beach

The minimum LOS standard for SR A1A (the only road in town) is LOS D.

Juno Beach

The minimum LOS is generally C and is lowered to LOS D at peak hour for collector and arterial roads.

Jupiter

The minimum LOS standard for all roads is LOS D.

Jupiter Inlet Colony

The minimum LOS standard is LOS A at peak hour.

Lake Clarke Shores

The minimum LOS is C during nonpeak hour and D during peak hour.

Lake Park

The Town defaults to Palm Beach County's LOS standards.

Lake Worth

The minimum LOS for all roads on the Florida Intrastate Highways System is LOS C with the exception of I-95, which is LOS E.

The minimum LOS for all other roads is LOS D.

Lantana

1. State Principal Arterial Roadways.
    a. I-95 - LOS E per County standard
    b. US 1 (SR 5) - LOS D per County standard

2. State Minor Arterial Roadways
    a. SR A1A - LOS D per County standard
3. County Minor Arterial Roadways (including State Intermodal System Connectors)
    a. East Ocean Avenue – LOS D per County standard
    b. Lantana Road – LOS D per County standard
    c. Hypoluxo Road – LOS D per County standard
4. City Collector Roadways
    a. Broadway - LOS C
5. Local Roadways
    a. Town local streets - LOS C

Loxahatchee Groves

The minimum LOS standard for all roads matches the county and state standards. The minimum LOS on SIS Collectors, County Urban Roadways, Florida's Turnpike, and Interstate 95 is LOS D.

North Palm Beach

The minimum LOS standard for all roads is LOS D.

Pahokee

The City defaults to Palm Beach County's LOS standards.

Palm Beach Gardens

The minimum LOS for all roads is LOS D with the exception of the Beeline Highway from Northlake Blvd to CR-711, which is LOS C.

Rivera Beach

The minimum LOS for all city streets is LOS D. The city adopts the state standards for SIS and FIHS facilities. The city adopts the Palm Beach County standards for all County roadways. There is no minimum LOS standard for roadways within a TCEA.

Royal Palm Beach

Road Type	**Minimum LOS**
Local Collector	C
Urban Collector	D
Minor Arterial	D
Principal Arterial	D
Florida's Turnpike	D

Interstate 95	E
SR 80/Southern Boulevard	D
Facilities Eligible for TRIP Funds (US 441/SR 7)	D

South Bay

The City defaults to Palm Beach County's LOS standards.

Tequesta

The minimum LOS for all roads is C. During peak hour, the minimum LOS is D.

Wellington

Road Type	**Minimum LOS**
State Road 7/U.S. 441	D
Forest Hill Boulevard	D
Local collector and arterial streets and roads	D
Rural collector and arterial streets and roads	E

West Palm Beach

The minimum LOS for all City Thoroughfare streets is LOS E. Those in the TCEA are exempt.

LOS for CRALLS Facilities are as follows:

- Palm Beach Lakes Boulevard from Village Boulevard to Interstate 95
    - Daily LOS: 54,990 vehicles per day (VPD); Peak Hour: 2,969 vehicles per hour (VPH); Test 2 Volume: 62,100 VPD
- Palm Beach Lakes Boulevard from Interstate 95 to Executive Center Drive -
    - Daily LOS: 58,040VPD; Peak Hour: 2,816 VPH
- Australian Avenue from Palm Beach Lakes Boulevard to 25th Street -
    - Daily LOS: 34,839 VPD; Peak Hour: 1,768 VPH
- Palm Beach Lakes Boulevard from Interstate 95 to Congress Avenue -
    - Test 2 Volume: 61,040 VPD
- Intersection of Palm Beach Lakes Boulevard and Village Boulevard -
    - Critical Sum: 1,820 VPH
- Intersection of Palm Beach Lakes Boulevard and Interstate 95 Ramps -
    - Critical Sum: 1,593 VPH
- Intersection of Palm Beach Lakes Boulevard and Congress Avenue -
    - Critical Sum: 1,513 VPH
- Intersection of Palm Beach Lakes Boulevard and Australian Avenue -
    - Critical Sum: 1,431 VPH

BROWARD COUNTY

The standard LOS for the eastern core district of Broward County is LOS E. The standard LOS for all other parts of Broward County is LOS D. The following tables describe the LOS standards for the SIS and TRIP-funded facilities in Broward County:

Non-SIS Minimum Level of Service Standards for Urban and Non-Urban Roadways in St. Lucie County	
Facility Type	**Peak Hour**
Non-State Roadway (local)	D
Non-State Roadway (Major City/County)	D
Non-State Roadway (arterial)	E
Intrastate FIHS (rural)	
Limited Access	B
Controlled Access	B
Intrastate FIHS (urban)	
Limited Access	C(D)
Controlled Access	D
Other State Roads	
Multi-Lane (Rural/Urban)	
Rural	B
Urban	D
Multi-Lane (Rural/Urban)	
Rural	C
Urban	D

SIS Facilities Level of Service Standards		
SIS Roadway Corridors	**Roadway Segment**	**LOS Standard**
Florida Turnpike & HEFT	Miami-Dade County line to Palm Beach County Line	D
Interstate 95	Miami-Dade County line to Palm Beach County Line	E
Interstate 595	Interstate 75 to US 1	D
Sawgrass Expressway	Interstate 75 to east of I-95 ramps via SW 10 Street	D
Interstate 75	Miami-Dade County line to west of US-27	D
Interstate 75	West of US-27 to Collier County line	B
US 27	Miami-Dade County line to Interstate 75	D
US 27	Interstate 75 to Palm Beach County line	B

SIS Facilities Level of Service Standards	
SIS Connectors	**LOS Standard**
Port Everglades	D
• I-595 east straight into entrance (Eller Drive) • I-95 to SR 84 to Spangler Boulevard to entrance	
Fort Lauderdale – Hollywood International Airport	D
• SIS Corridor (I-595/US-1 interchange) directly to entrance • I-95 to SR 84/SW 24th Street to SW 4th Avenue to Perimeter Road to air cargo entrance	
FEC Intermodal Terminal	D
• I-95 to SR 84 to Andrews Avenue to entrance	
Ft. Lauderdale Greyhound Bus Terminal	D
• I-95 to Broward Boulevard to NE 3rd Avenue to 3rd Street to entrance	
Deerfield Beach Amtrak/Tri-Rail Station	D
• I-95 to Hillsboro Boulevard to entrance	
Ft. Lauderdale Amtrak/Tri-Rail Station	D
• SIS corridor (I-95 ramps) directly to entrance	
Hollywood Amtrak/Tri-Rail Station	D
• I-95 to Hollywood Boulevard to entrance	
Cypress Creek Tri-Rail Station	D
• I-95 to Cypress Road to Andrews Avenue to entrance	
Ft. Lauderdale-Hollywood International Airport Tri-Rail Station	D
• I-95 to Griffin Road to Ravenswood Road to Gulf Stream Way to entrance	
Pompano Beach Tri-Rail Station	D
• I-95 to SR 834 (Sample Road) to 8th Avenue to entrance	
Sheridan Street Tri-Rail Station	D
• I-95 to N 29th Avenue to entrance	

TRIP-Funded Facilities Level of Service Standards	
Roadway Segment	**LOS Standard**
Palm Avenue from Stirling Road to Griffin Road	D
• Palm Avenue from Orange Drive to Sheridan Street	
State Road 7 from North of Hallandale Beach Boulevard to North of Fillmore St	D
• State Road 7/US 441 from NE/NW 215th Street (Miami-Dade County) to Johnson Street	
State Road 7 from South of Miami-Dade County Line to North pof Hallandale Beach Boulevard	D
• State Road 7/US 441 from NE/NW 215th Street (Miami-Dade County) to Sheridan Street	
Griffin Road from SW 172nd Avenue to SW 188th Avenye	D
• Griffin Road from SW 188th Avenue to Weston Road/Dykes Road	

CITIES

Coconut Creek

The minimum LOS standard for all roads is LOS D.

Cooper City

The minimum LOS standard for all roads is LOS D.

Coral Springs

The minimum LOS standard for all roads, including FIHS and SIS facilities is LOS D.

Dania Beach

The minimum LOS standard for all roads, including FIHS and SIS facilities is LOS D.

Davie

The minimum LOS standard for all roads, including FIHS and SIS facilities is LOS D.

Deerfield Beach

The LOS standards for Deerfield Beach are listed in the following table:

Roadway Type	**LOS Standard**
Collector	C
Arterial	D
Limited Access	C

Fort Lauderdale

The minimum LOS standards for all roads, excluding Interstate 95, is LOS D. The minimum LOS standard for Interstate 95 is LOS E.

Hallandale Beach

The minimum LOS standard for all roads is LOS D.

Hillsboro Beach

The minimum LOS standard for SR A1A (the only road in the town) is LOS D.

Hollywood

The City defaults to Broward County's LOS standards.

Lauderdale Lakes

The LOS standards for Lauderdale Lakes are listed in the following table:

Roadway Type	**LOS Standard**
Local Road	C
Local and County Collectors	D
County and State Arterials (non-TRIP funded)	D+75%
FIHS/SIS Facilities and all others	D

Lauderdale-By-The-Sea

The minimum LOS standard for all roads, including FIHS and SIS facilities is LOS D.

Lauderhill

The minimum LOS standard for all roads is LOS D.

Lazy Lake

This village does not contain any roads.

Lighthouse Point

The LOS standards for Lighthouse Point are as follows:

- US 1 North of Sample Road: LOS D
- US 1 South of Sample Road and all other roadways: LOS C

Margate

The LOS standards for Margate are listed in the following table:

Roadway Type	**LOS Standard**
Principal Arterial	D
Collector Street	D
Local Street	C

Miramar

The LOS standard for all roads is LOS D.

North Lauderdale

The LOS standard for all roads is LOS D.

Oakland Park

The LOS standards for Lighthouse Point are as follows:

- Interstate 95: LOS E
- Cypress Creek Road from I-95 to Andrews Avenue and Andrews Avenue from Cypress Creek Road to the Tri-Rail station entrance: LOS D
- Arterials: LOS D
- Local Roadways: LOS C

Parkland

The LOS standard for all roads is LOS D.

Pembroke Park

The LOS standard for all roads is LOS D.

Pembroke Pines

The LOS standard for all roads is LOS D.

Plantation

The LOS standard for all roads is LOS D.

Pompano Beach

The LOS standard for all roads is LOS D, with the exception of Interstate 95, which is LOS C.

Sea Ranch Lakes

The LOS standard for all roads is LOS D.

Southwest Ranches

The town defaults to Broward County's LOS standards.

Sunrise

The LOS standard for all roads is LOS D.

Tamarac

The LOS standard for all roads is LOS D.

West Park

The Town defaults to Broward County's LOS standards.

Weston

The LOS standard for all roads is LOS D with the exception of the following roads:

Roadway	**Link**	**LOS Standard**
I-75	Griffin Road to Royal Palm Boulevard	D
I-75	Royal Palm Boulevard to Weston Road	D
I-75	West of Weston Road	B
US-27	Griffin Road to I-75	B
I-595	Urban Boundary to SR 7	D

Wilton Manors

The City defaults to Broward County's LOS standards.

B.3. Transitioning Area Development

Florida Department of TRANSPORTATION

2010 Census Transitioning Area Development for District Four

Transitioning Areas and Roadway Segments

Prepared For
Florida Department of Transportation District Four

Prepared By
Kittelson & Associates, Inc.
in association with
Via Planning, Inc.

February 2015

Transitioning Areas and Roadway Segments

2010 Census Transitioning Area Developing for District 4

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Project No. 13344

February, 2015

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APPENDICES

BACKGROUND

FDOT District 4, including Broward, Palm Beach, Martin, St. Lucie, and Indian River Counties and the associated Metropolitan Planning Organizations (MPOs) (Broward, Palm Beach, and Treasure Coast MPOs) have revised the District's *Federal Highway Administration (FHWA) Urbanized/Urban Area Boundaries*. These revisions are based on 2010 Census information and the latest available information about the State's transportation system and land use patterns. Transitioning Areas in District 4 now need to be revised to be consistent with the new urban boundaries and to help redefine system functional classification to better reflect the most current forecasts of how the region is expected to grow.

Transitioning Areas are generally defined in the Florida Department of Transportation (FDOT) *Quality/Level of Service (Q/LOS) Handbook* as areas outside of urbanized areas, but within the MPO Planning Boundaries (urban service boundaries); and which are expected to become urbanized within the next twenty years.

A current and updated designation of the Transitioning Areas boundaries is important for several aspects of transportation planning and facilities development and operations. Transitioning Area boundaries are used in the determination of standards for level of service (LOS), access management, interchange spacing, signage; posted speed limits; and they may be a factor in determining design standards for roadway improvements. As such, they have a significant impact on corridor studies (including Project Development and Environment studies), project traffic analysis, local impact analyses (such as for Developments of Regional Impact), and on overall design standards for roadway improvements.

Three broad area type groups are used in the FDOT *Q/LOS Handbook*:

- Urbanized areas (areas over 50,000 population);
- Transitioning/Urban areas (transitioning into urbanized areas or areas over 5,000 population not in urbanized areas); and
- Rural areas (rural undeveloped areas and cities or developed areas less than 5,000 population)

OVERVIEW

The following define the area types relevant to this effort:

URBANIZED AREAS

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 MPO. The boundary for the Urbanized area is created by FDOT and approved by FHWA.

TRANSITIONING AREAS

Transitioning areas are rural lands that are anticipated to become urbanized or urban in the next 20 years. As such, transitioning areas are usually found adjacent to an FHWA Urbanized Area (Adjusted Census Urbanized Area Boundary) (see FDOT's MPO Handbook coordinated by the Office of Policy Planning).

RURAL AREAS

Areas outside of Transitioning and Urbanized areas that are not expected to become urbanized or urban in the next 20 years.

DEVELOPING TRANSITIONING AREA BOUNDARIES

Three major criteria were used to determine the transitioning area boundaries for FDOT District 4.

1. Exclusions: Screen out certain land uses that are not likely to be developed or redeveloped.
2. Indicators: Develop a list of indicators that show where future development and population increases might occur, including a review of:
    a. Future land use plans
    b. Approved Developments of Regional Impact (DRIs)
    c. Population density model projections from the Southeast Regional Planning Model (SERPM) and the Greater Treasure Coast Regional Planning Model (GTCRPM).
3. Final Determination: Compare that data to the existing Urbanized Area Boundaries to make a final determination of transitioning area boundaries.

EXCLUSIONS

Areas of land to be excluded from consideration consist of undevelopable land. The following land uses were merged together using GIS to create a layer that was used to eliminate land from density calculations and other operations that reveal potential urban characteristics:

- Conservation lands (this was obtained using the designated conservation areas from the future land use maps of comprehensive plans that cover District 4 counties),
- Water bodies,
- State Parks, and
- National Parks.

Please note that City parks are not included because they fall within municipal- and thus urbanized area-boundaries

INDICATORS

The following sources and processes were used to identify rural lands that are likely to be developed to urbanized densities within the next 20 years:

1. **Existing and Future Land Use:** The existing land uses for District 4 counties were compared to future land uses to locate land use changes that are expected to occur outside of the current built environment. Undeveloped areas that are indicated with a future land use of residential, industrial, institutional, mixed use, office, or planned development have been identified at the county level as acceptable for development. These areas were identified for the purposes of verifying the feasibility of a Rural Area becoming a Transitioning Area.
2. **Developments of Regional Impact**: DRIs are defined by Chapter 380.06(1), Florida Statutes (FS) as any development that would have a substantial impact on the health, safety or welfare of citizens in more than one county. The state has established thresholds to determine when a development must undergo the DRI review process. These determinations are made by the

Florida Department of Economic Opportunity (DEO) using Chapter 28-24, Florida Administrative Code (FAC). Approved DRIs are a good indicator of where growth is likely to occur in the future. DRIs outside of Urbanized Area Boundaries were considered.

3. **Population and employment model projections:** Model projections in District 4 come from two sources: The Southeast Florida Regional Planning Model (SERPM) and the Greater Treasure Coast Regional Planning Model (GTCRPM). For both models, two years of data were available: the population counts from a previous year (the most recent available should be used) and a future year projection. At the time of this transitioning area boundary update, 2035 model projections were the most recently approved.

FINAL DETERMINATION

Transitioning areas are defined as any area outside of the Urbanized Area Boundary that is projected by either the SERPM or GTCRPM model to have a population over 1,000 persons per square mile by 2035 and that was not eliminated due to being undevelopable. In previous efforts, the threshold used in FDOT District 4 had been 500 per square mile. FDOT approved the use of a 1,000 persons per square mile threshold for this update to provide a more conservative picture of areas that are likely to become urbanized in the future.

This assessment was done at the Traffic Analysis Zone (TAZ) level. Once all TAZs with a projected 2035 population of over 1,000 persons per square mile (exclusive of water bodies and conservation areas) outside of the current Urbanized Area Boundaries were identified, they were cross-checked with future land uses and approved DRIs to determine if the model reported growth was really likely to occur. TAZs that were not attributed with an increase in population were excluded.

FINAL AREA BOUNDARIES

The figures included in Appendix A show the Transitioning Area Boundaries defined for the five counties in District 4 using this method. The following section includes a brief summary of the area boundaries:

- **Broward County:** The Urbanized Area Boundary extends to the urban service boundary. All development in Broward County is restricted to the urban service boundary. Therefore, all portions of the county eligible to become urbanized are already classified as urbanized. There are no transitioning areas within Broward County.
- **Palm Beach County:** Three Urbanized Areas exist in Palm Beach County. The main portion of the Urbanized Area is in the east of the county, with spots adjacent to the urban service area and towards the west of the county in the area of Belle Glade and Pahokee. The rural service area makes up the rest of the county. All four Transitioning Areas in Palm Beach County are immediately adjacent to the Urbanized Area Boundaries. The future land use maps of Palm Beach County also provided additional information that was used to adjust the transitioning area boundaries adjacent to the Urbanized Area Boundary.
- **Martin County:** The Urbanized Area Boundary was concentrated mostly in the eastern portion of the county as well as the area surrounding Indiantown. A review of the population projections yielded one Transitioning Area that is immediately adjacent to the Urbanized Area Boundary.
- **St Lucie County:** While the Urbanized Area boundary is concentrated solely in the eastern portion of the county, development is projected to move west. Therefore, all Transitioning Areas lie in the western portion of the county. Of the six Transitioning Areas identified, four are adjacent to the Urbanized Area Boundary. The two northern-most Transitioning Areas, located immediately adjacent to the Indian River County line, are not adjacent to Urbanized Area Boundaries.
- **Indian River County:** The Urbanized Area Boundary is concentrated in the east of the County and around Fellsmere. A review of the future land use and population projections showed several areas developing as transitioning along the western portion of the Urbanized Area Boundary.

ROADWAY FUNCTIONAL CHARACTERISTICS

In addition to defining transitioning area boundaries, roadway area types for State Roadways were also defined. A roadway is typically assigned the same designation as the area type in which it is located except as noted below. The area types defined for the State Roadways were defined consistent with the designation found in Florida's *Q/LOS Handbook* as follows:

- Urbanized
- Transitioning/Urban
- Rural

The initial definition of State Roadway area classifications was determined using the following criteria:

- **Highways and Arterials:** Highway and arterial classifications are primarily defined by the area type they are within. Any state highway section of less than 10 miles in length that traverses a rural area and connects an urban or transitioning area with another transitioning/urban area is defined as transitioning. If the path is greater than 10 miles, the roadway is defined as rural.
- **Freeways:** Freeway section classifications are consistent between interchanges regardless of the urbanized characteristics of land they traverse. For example, if one interchange is located within an urbanized area, and an adjacent interchange is located within a rural area, the roadway functional classification between the adjacent interchanges would be set as transitioning. Table 1 was developed to define the functional classification for freeway facilities.

Table 1 Functional Classification for Freeway Facilities Matrix

FROM AREA TYPE	TO AREA TYPE		
	Urbanized	**Transitioning**	**Rural**
Urbanized	Urbanized	Urbanized[1]	Transitioning
Transitioning	Urbanized[1]	Transitioning	Transitioning[2]
Rural	Transitioning	Transitioning[2]	Rural

1 – Could also consider as transitioning if transitioning length is greater than urbanized length

2 – Could also consider as rural if rural length is greater than the transitioning length

After the initial definition, FODT considered each segment in the district based on location and existing/future characteristics and made a final determination of classification. This resulted in some segments adopting classifications that may not match the criteria as defined in this memo but that fit the characteristics of a type in operation.

One example of an adjusted section is SR 714 in Martin County from MP 5.22 to MP 9.09. This segment starts at the interchange with SR 9 (I-95) and ends at approximately Boat Ramp Avenue. SR 714 is a key east-west connection linking I-95 to the Cities of Palm City and Stuart. While the area is defined as Rural, the section is connecting the Rural area in western Martin County to the Urbanized area to the east. There is currently low-density residential along the corridor and has the potential for increased

development. Therefore, although the initial screening would place it as "Rural" it was adjusted after review to "Transitioning".

The figures included in Appendix A show the final Urban, Transitioning, and Rural State Roadways in District 4. State roadways in the eastern portion of the District generally fall within the Urbanized Area Boundaries and are thus generally classified as Urban. Those in the western portion of the District generally fall within rural areas and are generally classified as Rural (except the Belle Glade area of Palm Beach County).

Five sections classified as Transitioning are shown below in Table 2.

Table 2 Transitioning Area Roadways

Road	MP From	MP To	County
SR 9 (I-95)	13.93 (High Meadow Ave Interchange)	24.84 (St. Lucie Co. Line / Becker Rd Interchange)	Martin
SR 714	5.22 (I-95)	9.09 (Boat Ramp Ave)	Martin
SR 700	18.91 (Canal Point City Limit)	19.17 (Canal Point Elementary)	Palm Beach
SR 700	19.17 (Canal Point Elementary)	21.00 (Canal Point City Limit)	Palm Beach
SR 715	4.30 (Hooker Hwy)	8.01 (Morgan Rd)	Palm Beach

A table defining all of the State Roadways in District 4 by their Functional Classification based on this analysis can be found in Appendix B.

It is important to note that Transitioning Area boundaries do not directly impact potential funding for new capacity projects, and should not be the sole determining factor for roadway functional classification. Rather, FDOT or the MPO should use the Transitioning Area boundaries as one tool in conjunction with local knowledge of the existing and future context of the corridor and area to make such a decision.

REFERENCES

Urbanized Area Boundaries:

Federal Highway Administration, 2014
ftp://ftp.dot.state.fl.us/fdot/co/planning/transtat/gis/shapefiles/urban.zip

Population Projections:

Southeast Florida Regional Planning Model and Greater Treasure Coast Regional Planning Model, 2010 and 2035 model years

Existing Land Use:

Florida Department of Revenue statewide parcel data, 2012
http://www.fgdl.org/metadataexplorer/full_metadata.jsp?docId=%7BD395367A-E3C6-4F57-82AE-ABC62DFC52D3%7D&loggedIn=false

Future Land Use:

Indian River County: http://www.irccdd.com/Zoning_Maps/Color/spc-compplan.pdf
St Lucie County: http://gis.stlucieco.gov/gis/MapGallery/slcFuturelandUse.pdf
Martin County: http://www.martin.fl.us/web_docs/its/web/GIS/Maps_Other/Landuse_MC.pdf
Palm Beach County: www.co.palm-beach.fl.us/pzb/maps/pdfs/FLU_Generalized.pdf
Broward County:
http://gis.broward.org/GISdata/Metadata/FGDC_Plus.htm?xmlfile=xml/FutureLandUse.xml

Developments of Regional Impact

Florida Geographic Data Library http://www.fgdl.org/metadataexplorer/explorer.jsp

Exclusions

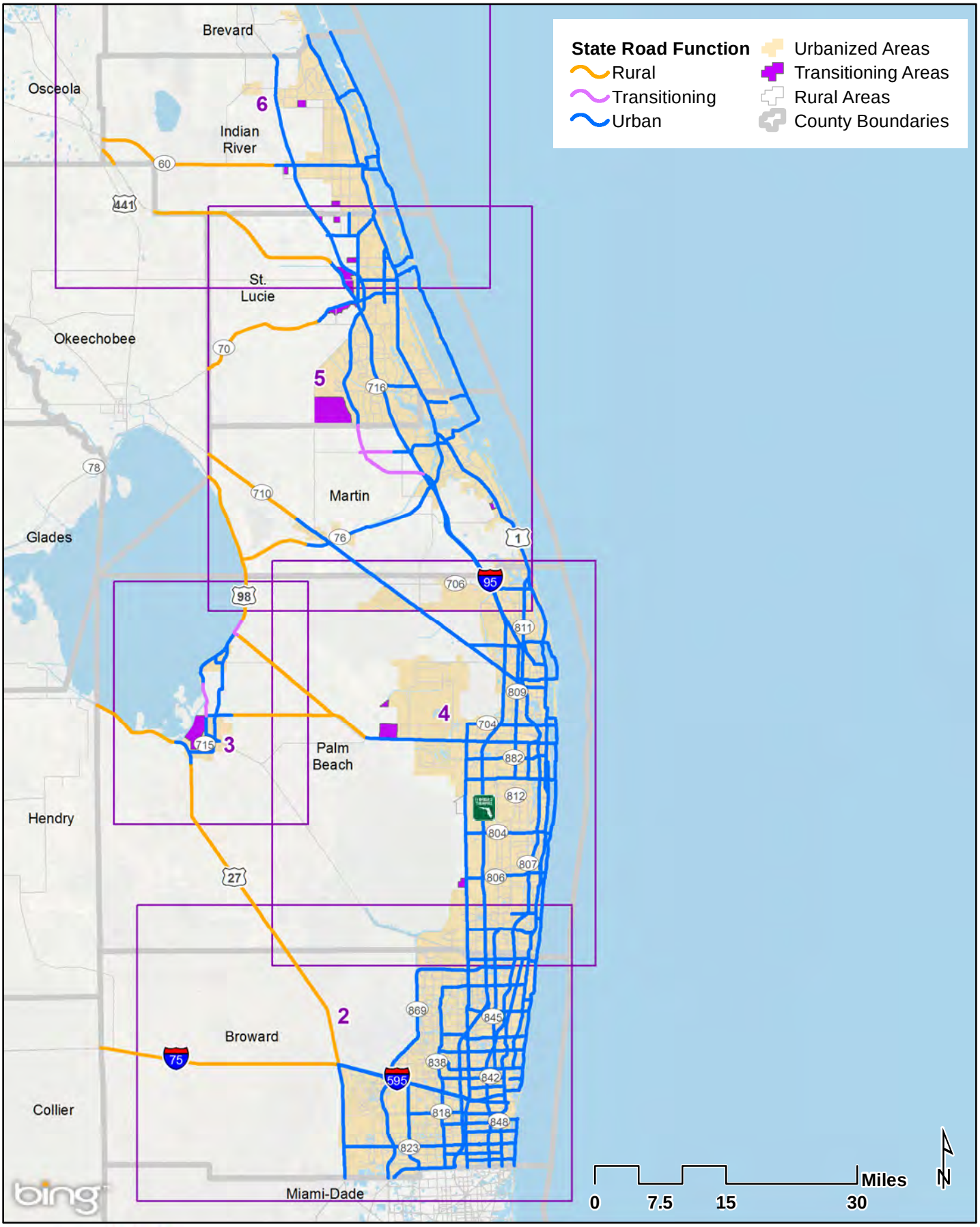
Cemeteries: University of Florida GeoPlan Center, 2013
http://www.fgdl.org/metadataexplorer/explorer.jsp

Water Bodies: Environmental Systems Research Institute, 2008
http://www.fgdl.org/metadataexplorer/explorer.jsp

State Parks: Florida Department of Environmental Protection, 2011
http://www.fgdl.org/metadataexplorer/explorer.jsp

National Parks: National Park Service, 2012 http://www.fgdl.org/metadataexplorer/explorer.jsp

Appendix A
Transitioning Area Maps



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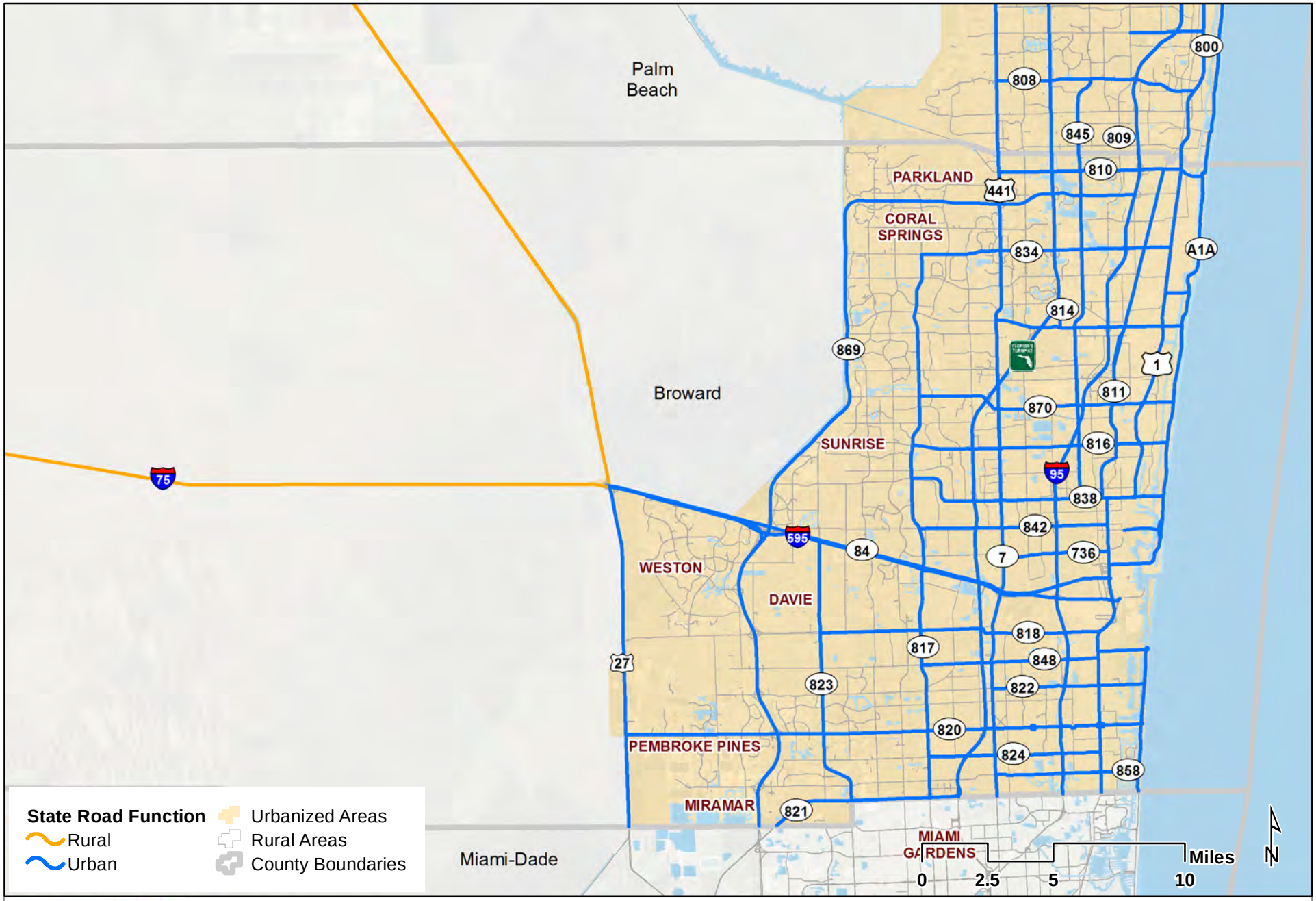
FDOT

FDOT District 4 Transitioning Areas Index
2035 Transitioning Areas

Figure **1**

Service Layer Credits: © Harris Corp, Earthstar Geographics LLC © 2014 Microsoft Corporation

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet



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FDOT

Broward County Transitioning Areas
2035 Transitioning Areas

Figure **2**

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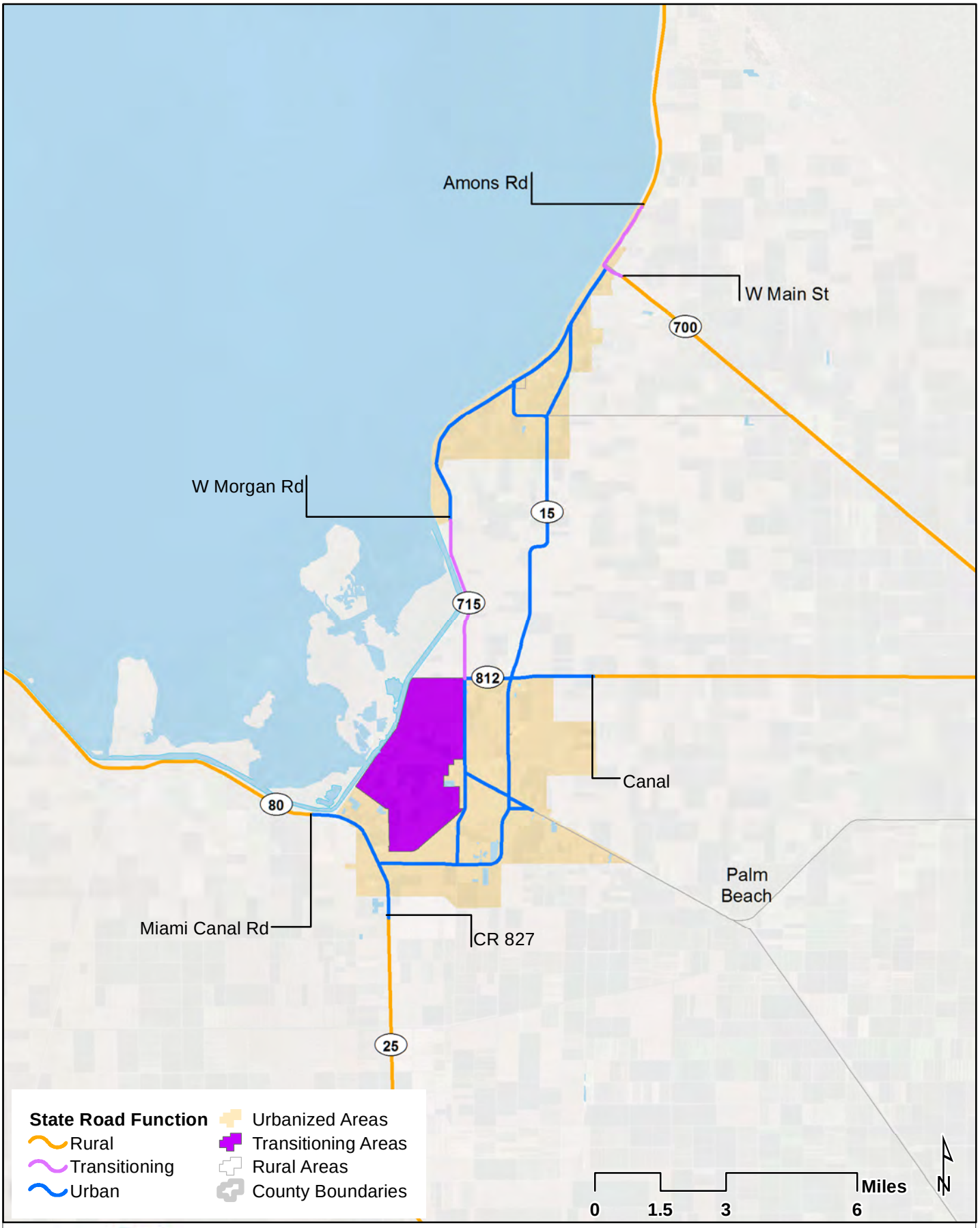
Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet



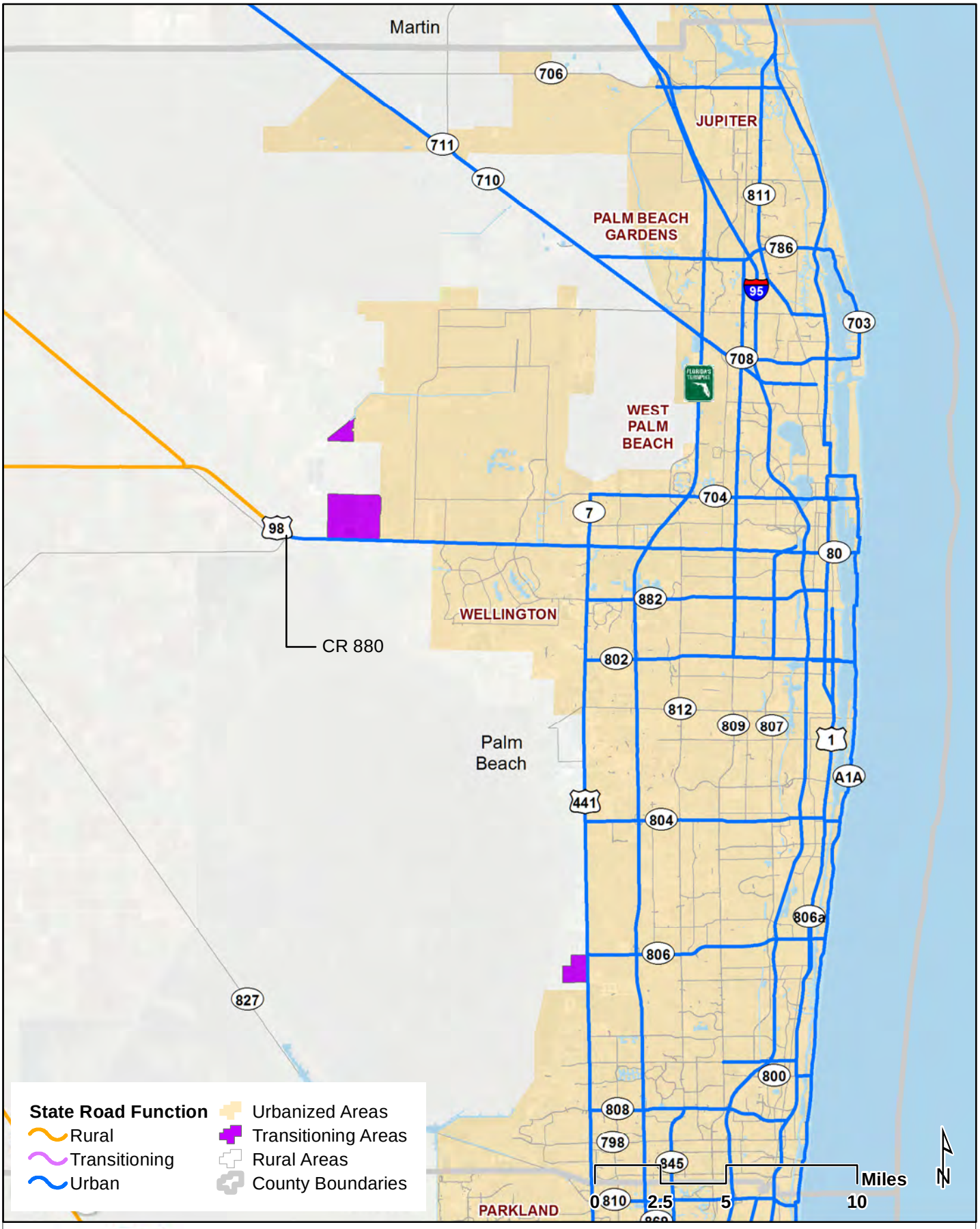
C:\Workspace\13344 - D4 Transitioning Area Boundaries\GIS\MXD_112014\Fig3_WPalmBeach.mxd - cromano - 3:00 PM 1/8/2015

FDOT

West Palm Beach County Transitioning Areas
2035 Transitioning Areas

Figure **3**

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet



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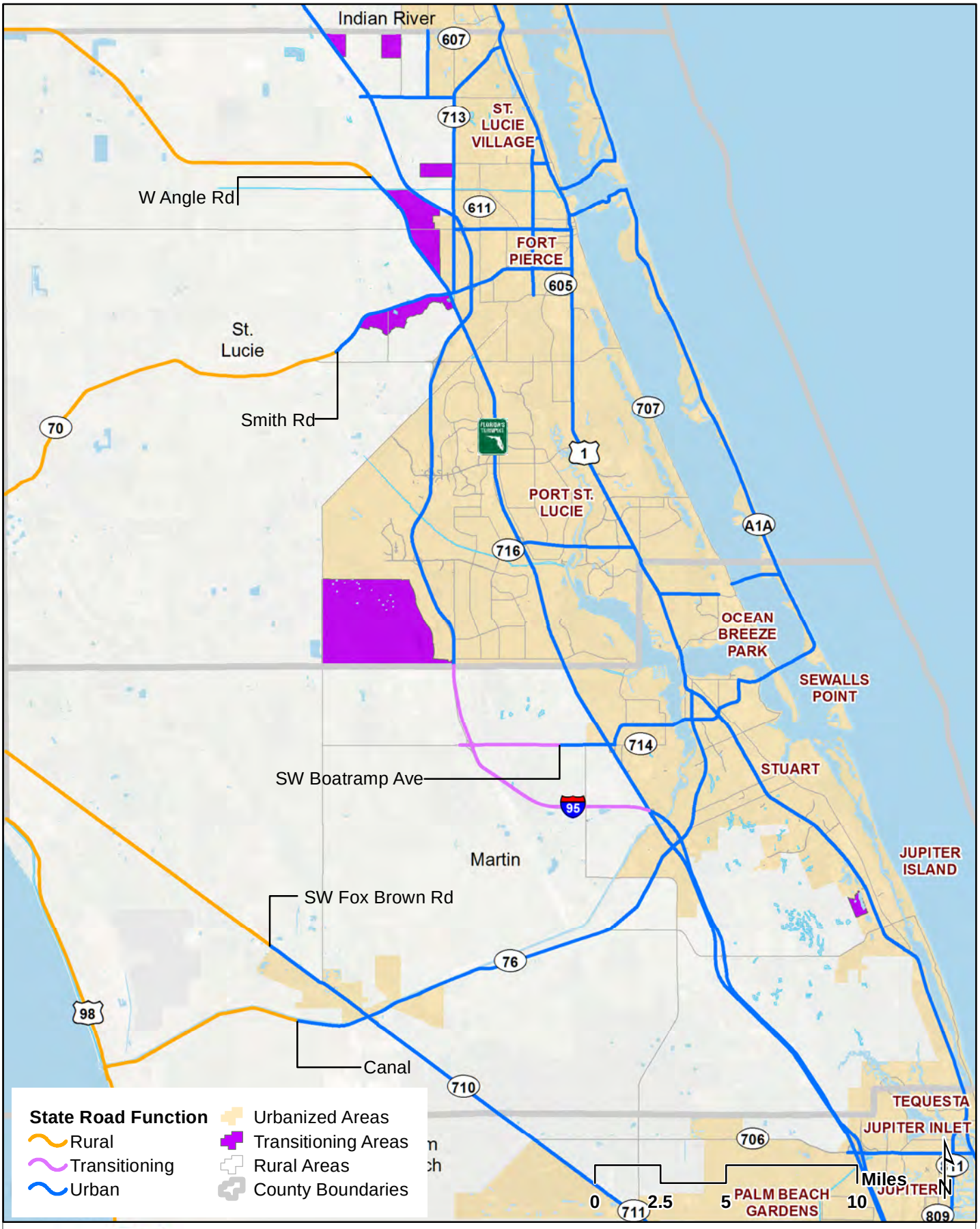
East Palm Beach County Transitioning Areas
2035 Transitioning Areas

Figure **4**

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet

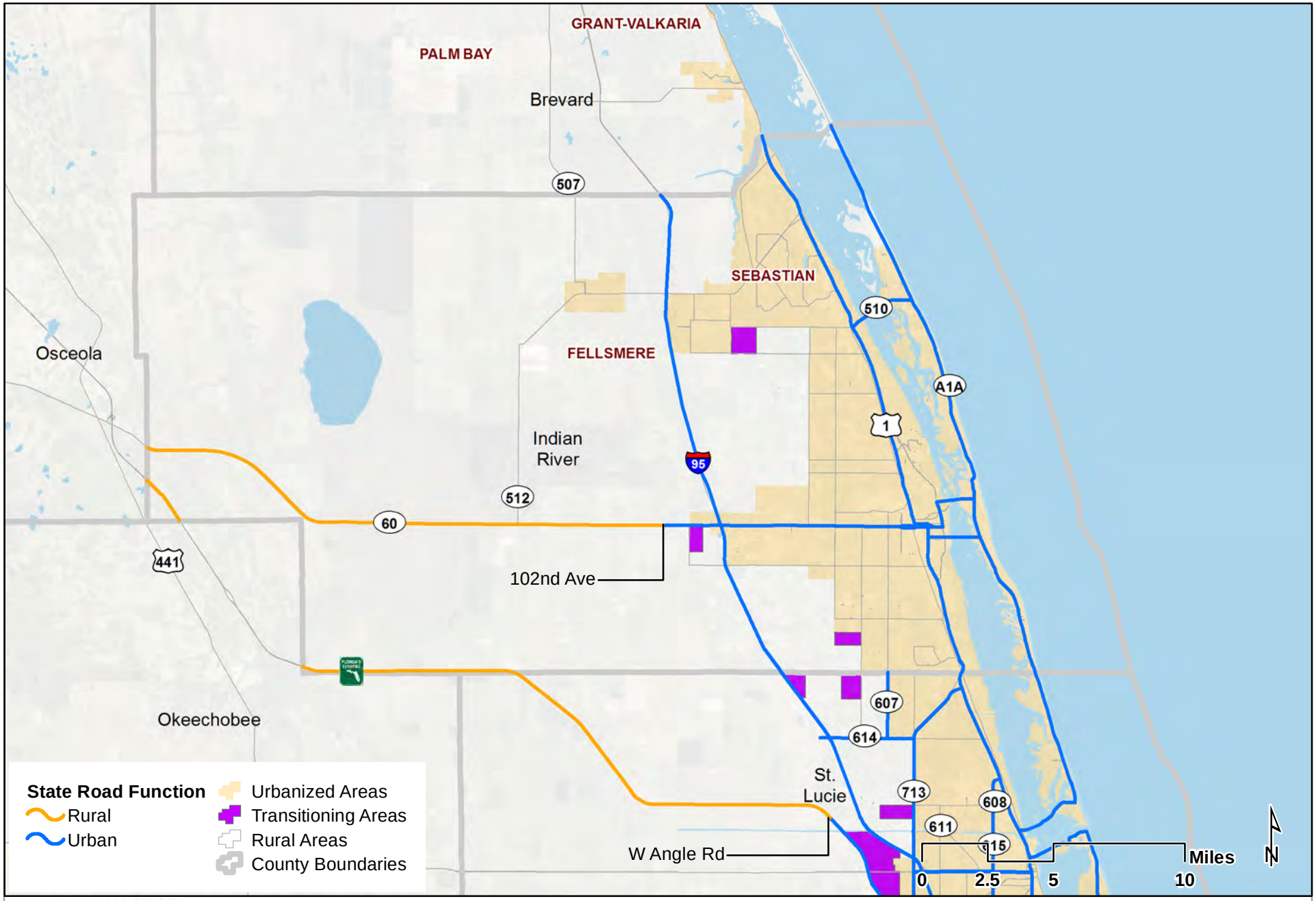


Martin and St. Lucie County Transitioning Areas
2035 Transitioning Areas

Figure **5**

C:\Workspace\13344 - D4 Transitioning Area Boundaries\GIS\MXD_112014\Fig5_Martin_StLucie.mxd - cromano - 3:06 PM 1/8/2015

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet



C:\Workspace\13344 - D4 Transitioning Area Boundaries\GIS\MXD_112014\Fig6_IndianRiver.mxd - cromano - 3:22 PM 1/8/2015

FDOT

Indian River County Transitioning Areas
2035 Transitioning Areas

Figure **6**

Coordinate System: NAD 1983 StatePlane Florida East FIPS 0901 Feet

Appendix B
Roadway Classifications

State Route	County	Roadway ID	Section	Begin Post	End Post	Length	Type
SR 15	Palm Beach	93130000	130000	0.00	14.27	14.22	Urban
SR 25	Broward	86060000	60000	0.00	13.04	13.01	Urban
SR 25	Broward	86060000	60000	13.04	27.68	14.61	Rural
SR 25	Palm Beach	93160000	160000	0.00	24.83	24.83	Rural
SR 25	Palm Beach	93160000	160000	24.83	26.18	1.27	Urban
SR 5	Indian River	70010000	10000	0.00	0.08	0.08	Urban
SR 5	Broward	86010000	10000	0.00	5.98	5.98	Urban
SR 5	Broward	86010000	10000	8.06	10.33	2.27	Urban
SR 5	Broward	86010001	10001	5.98	8.06	2.54	Urban
SR 5	Broward	86010500	10500	0.00	0.25	0.26	Urban
SR 5	Broward	86020000	20000	0.00	15.33	15.31	Urban
SR 5	Indian River	88010000	10000	0.00	22.27	22.29	Urban
SR 5	Martin	89010000	10000	0.00	19.56	19.56	Urban
SR 5	Martin	89010000	10000	20.88	24.48	3.60	Urban
SR 5	Martin	89015000	15000	0.00	1.17	1.18	Urban
SR 5	Palm Beach	93010000	10000	0.00	18.75	18.78	Urban
SR 5	Palm Beach	93010101	10101	0.00	2.38	2.33	Urban
SR 5	Palm Beach	93020000	20000	0.00	3.66	3.66	Urban
SR 5	Palm Beach	93020000	20000	9.22	14.54	5.32	Urban
SR 5	Palm Beach	93020001	20001	0.00	1.11	1.11	Urban
SR 5	Palm Beach	93020001	20001	1.94	2.36	0.41	Urban
SR 5	Palm Beach	93020002	20002	0.00	0.29	0.29	Urban
SR 5	Palm Beach	93020100	20100	0.00	0.96	0.97	Urban
SR 5	Palm Beach	93020500	20500	0.00	0.57	0.57	Urban
SR 5	Palm Beach	93040000	40000	0.00	12.41	12.39	Urban
SR 5	St. Lucie	94010000	10000	0.00	21.45	21.41	Urban
SR 510	Indian River	88050000	50000	5.88	8.49	2.61	Urban
SR 60	Indian River	88060000	60000	0.00	20.64	20.67	Rural
SR 60	Indian River	88060000	60000	20.64	33.59	12.97	Urban
SR 60	Indian River	88060001	60001	0.00	1.36	1.36	Urban
SR 60	Indian River	88060009	60009	0.06	0.11	0.06	Urban
SR 607	St. Lucie	94009000	9000	0.00	2.53	2.53	Urban
SR 608	St. Lucie	94006000	6000	0.00	0.59	0.59	Urban
SR 614	St. Lucie	94004000	4000	0.00	3.58	3.59	Urban
SR 615	St. Lucie	94005000	5000	0.00	6.17	6.17	Urban
SR 656	Indian River	88003000	3000	0.00	1.99	1.99	Urban
SR 68	St. Lucie	94070000	70000	17.18	21.67	4.49	Urban
SR 7	Broward	86100000	100000	0.00	24.59	24.60	Urban
SR 7	Palm Beach	93210000	210000	0.00	24.29	24.25	Urban
SR 7	Palm Beach	93270000	270000	0.00	2.01	2.00	Urban
SR 70	St. Lucie	94030000	30000	0.00	15.23	15.19	Rural
SR 70	St. Lucie	94030000	30000	15.23	25.23	9.99	Urban
SR 700	Martin	89050000	50000	0.00	12.33	12.30	Rural
SR 700	Palm Beach	93140000	140000	4.98	18.91	13.92	Rural
SR 700	Palm Beach	93140000	140000	18.91	19.17	0.26	Transitioning
SR 700	Palm Beach	93140000	140000	19.17	21.00	1.83	Transitioning
SR 700	Palm Beach	93140000	140000	21.00	26.29	5.29	Rural
SR 700	Palm Beach	93140001	140001	0.53	0.85	0.32	Rural
SR 704	Palm Beach	93280000	280000	0.00	10.20	10.22	Urban
SR 704	Palm Beach	93280001	280001	0.00	0.52	0.53	Urban
SR 706	Palm Beach	93190000	190000	12.07	16.86	4.79	Urban
SR 708	Palm Beach	93012000	12000	0.00	3.68	3.66	Urban
SR 710	Martin	89020000	20000	0.55	6.12	5.57	Urban
SR 710	Martin	89070000	70000	0.00	12.49	12.49	Rural
SR 710	Martin	89070000	70000	12.49	17.72	5.23	Urban

State Route	County	Roadway ID	Section	Begin Post	End Post	Length	Type
SR 710	Martin	91060000	60000	9.90	9.92	0.02	Rural
SR 710	Palm Beach	93310000	310000	0.00	23.66	23.58	Urban
SR 713	St. Lucie	94003000	3000	0.00	10.20	10.20	Urban
SR 714	Martin	89090000	90000	5.22	9.09	3.86	Transitioning
SR 714	Martin	89090000	90000	9.09	11.16	2.06	Urban
SR 714	Martin	89090000	90000	15.08	15.89	0.81	Urban
SR 714	Martin	89091000	91000	0.00	2.48	2.49	Urban
SR 714	Martin	89092000	92000	0.00	3.17	3.15	Urban
SR 715	Palm Beach	93290000	290000	0.00	4.30	4.30	Urban
SR 715	Palm Beach	93290000	290000	4.30	8.01	3.71	Transitioning
SR 715	Palm Beach	93290000	290000	8.01	12.07	4.06	Urban
SR 716	St. Lucie	94120000	120000	4.96	9.29	4.32	Urban
SR 717	Palm Beach	93170000	170000	2.05	3.78	1.73	Urban
SR 729	Palm Beach	93230000	230000	0.00	2.29	2.29	Urban
SR 732	Martin	89030000	30000	26.60	28.50	1.89	Urban
SR 732	Martin	89530000	530000	0.00	2.22	2.22	Urban
SR 736	Broward	86210000	210000	0.00	4.03	4.04	Urban
SR 76	Martin	89060000	60000	0.00	8.36	8.36	Rural
SR 76	Martin	89060000	60000	8.36	31.45	23.09	Urban
SR 786	Palm Beach	93001000	1000	0.00	8.65	8.63	Urban
SR 794	Palm Beach	93005000	5000	0.00	2.78	2.78	Urban
SR 80	Palm Beach	93100000	100000	0.00	10.52	10.54	Rural
SR 80	Palm Beach	93100000	100000	10.52	12.59	2.07	Urban
SR 80	Palm Beach	93110000	110000	0.00	4.54	4.54	Urban
SR 80	Palm Beach	93110001	110001	0.00	1.89	1.89	Urban
SR 80	Palm Beach	93110001	110001	1.89	18.25	16.30	Rural
SR 80	Palm Beach	93120000	120000	0.24	1.66	1.42	Urban
SR 80	Palm Beach	93120000	120000	1.66	21.93	20.22	Urban
SR 800	Palm Beach	93002000	2000	0.00	0.57	0.57	Urban
SR 802	Palm Beach	93180000	180000	0.00	10.31	10.33	Urban
SR 802	Palm Beach	93180001	180001	0.00	1.17	1.16	Urban
SR 802	Palm Beach	93180100	180100	0.00	0.10	0.10	Urban
SR 804	Palm Beach	93200000	200000	0.00	9.84	9.86	Urban
SR 805	Palm Beach	93050000	50000	0.00	6.84	6.83	Urban
SR 806	Palm Beach	93030000	30000	0.00	9.18	9.19	Urban
SR 807	Palm Beach	93006000	6000	2.08	5.87	3.79	Urban
SR 807	Palm Beach	93006100	6100	0.00	1.02	1.02	Urban
SR 808	Palm Beach	93004000	4000	0.00	7.62	7.62	Urban
SR 809	Palm Beach	93070000	70000	20.40	24.49	4.09	Urban
SR 809	Palm Beach	93150000	150000	0.00	11.07	11.07	Urban
SR 810	Broward	86120000	120000	0.00	7.82	7.81	Urban
SR 811	Broward	86170000	170000	0.00	13.13	13.13	Urban
SR 811	Broward	86170001	170001	0.00	1.34	1.35	Urban
SR 812	Palm Beach	93121000	121000	0.00	1.05	1.06	Urban
SR 814	Broward	86039000	39000	0.00	2.48	2.48	Urban
SR 814	Broward	86130000	130000	2.12	7.87	5.75	Urban
SR 816	Broward	86090000	90000	0.00	9.72	9.71	Urban
SR 817	Broward	86220000	220000	0.00	20.99	20.99	Urban
SR 818	Broward	86015000	15000	0.00	10.75	10.74	Urban
SR 820	Broward	86040000	40000	0.00	19.96	19.98	Urban
SR 820	Broward	86040005	40005	0.00	0.29	0.29	Urban
SR 820	Broward	86040215	40215	0.00	0.28	0.28	Urban
SR 821	Broward	86471000	471000	0.03	7.71	7.65	Urban
SR 822	Broward	86230000	230000	0.00	5.79	5.79	Urban
SR 823	Broward	86190000	190000	2.38	10.90	8.51	Urban

State Route	County	Roadway ID	Section	Begin Post	End Post	Length	Type
SR 823	Broward	86190500	190500	0.00	2.00	1.99	Urban
SR 823	Broward	87002000	2000	9.70	9.70	0.00	Urban
SR 824	Broward	86018000	18000	0.00	6.55	6.53	Urban
SR 834	Broward	86028000	28000	0.00	9.49	9.50	Urban
SR 838	Broward	86005000	5000	0.00	1.19	1.20	Urban
SR 838	Broward	86110000	110000	0.00	8.16	8.17	Urban
SR 84	Broward	86075054	75054	0.00	0.13	0.12	Urban
SR 84	Broward	86080000	80000	0.00	19.78	19.79	Urban
SR 84	Broward	86080500	80500	0.00	12.46	12.44	Urban
SR 84	Broward	86080550	80550	0.00	12.64	12.64	Urban
SR 84	Broward	86081000	81000	0.00	0.61	0.62	Urban
SR 842	Broward	86006000	6000	0.00	7.17	7.16	Urban
SR 844	Broward	86003000	3000	0.00	0.90	0.90	Urban
SR 845	Broward	86065000	65000	0.00	13.31	13.29	Urban
SR 845	Palm Beach	93026000	26000	0.00	3.00	3.00	Urban
SR 848	Broward	86016000	16000	0.00	6.73	6.73	Urban
SR 850	Palm Beach	93090000	90000	0.00	11.71	11.71	Urban
SR 858	Broward	86200000	200000	0.00	5.43	5.43	Urban
SR 862	Broward	86095000	95000	0.00	12.86	12.86	Urban
SR 869	Broward	86012000	12000	0.00	2.06	2.06	Urban
SR 869	Broward	86075040	75040	0.00	1.39	1.39	Urban
SR 869	Broward	86472000	472000	0.00	21.84	21.80	Urban
SR 870	Broward	86014000	14000	0.00	9.89	9.89	Urban
SR 882	Palm Beach	93016000	16000	0.00	9.22	9.22	Urban
SR 9	Broward	86070000	70000	0.00	25.31	25.32	Urban
SR 9	Broward	87270000	270000	17.26	17.26	0.00	Urban
SR 9	Indian River	88081000	81000	0.00	19.20	19.13	Urban
SR 9	Martin	89095000	95000	0.00	13.93	13.93	Urban
SR 9	Martin	89095000	95000	13.93	24.84	10.88	Transitioning
SR 9	Palm Beach	93220000	220000	0.00	46.02	46.02	Urban
SR 9	St. Lucie	94001000	1000	0.00	27.26	27.24	Urban
SR 91	Broward	86470000	470000	0.00	25.91	25.90	Urban
SR 91	Indian River	88470000	470000	0.00	7.92	7.92	Rural
SR 91	Indian River	88470000	470000	15.46	17.45	1.98	Rural
SR 91	Martin	89470000	470000	0.00	20.25	20.27	Urban
SR 91	Palm Beach	93470000	470000	0.00	44.56	44.54	Urban
SR 91	St. Lucie	94470000	470000	0.00	20.52	20.52	Urban
SR 91	St. Lucie	94470000	470000	20.52	34.96	14.44	Rural
SR 93	Broward	86075000	75000	0.00	18.01	18.00	Urban
SR 93	Broward	86075000	75000	18.01	45.36	27.32	Rural
SR A1A	Broward	86030000	30000	0.00	7.45	7.47	Urban
SR A1A	Broward	86050000	50000	0.63	16.33	15.70	Urban
SR A1A	Broward	86050100	50100	0.00	0.93	0.89	Urban
SR A1A	Broward	86180000	180000	0.00	2.96	2.96	Urban
SR A1A	Broward	87060000	60000	17.71	17.72	0.00	Urban
SR A1A	Indian River	88070000	70000	0.00	22.51	22.51	Urban
SR A1A	Martin	89040000	40000	1.76	8.67	6.87	Urban
SR A1A	Martin	89040001	40001	0.00	0.06	0.06	Urban
SR A1A	Palm Beach	93060000	60000	0.00	28.89	28.93	Urban
SR A1A	Palm Beach	93060100	60100	0.00	0.10	0.10	Urban
SR A1A	Palm Beach	93060101	60101	0.00	0.15	0.14	Urban
SR A1A	Palm Beach	93080000	80000	0.00	6.21	6.19	Urban
SR A1A	St. Lucie	94050000	50000	0.00	17.95	17.94	Urban
SR A1A	St. Lucie	94050001	50001	0.00	0.07	0.07	Urban
SR A1A	St. Lucie	94060000	60000	0.00	7.71	7.73	Urban